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ADVERSE CONSEQUENCES OF INCREASING ARTIFICIAL LIGHT AT NIGHT IN THE CARLTON GARDENS AND ELSEWHERE IN THE CITY OF MELBOURNE

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7 June 2022

SUMMARY

The writer has recently become aware of current City of Melbourne plans to increase outdoor lighting at the Carlton Gardens and to proceed with or allow events like White Night and Lightscape that also involve exposure of City residents and visitors to increased extent, brightness and duration of artificial light at night (ALAN). The associated planning processes do not appear to have included due consideration of the adverse likely consequences of these changes. The plans appear to have been developed in line with existing lighting practices and the popular but ill-founded belief that artificial light at night has such great benefits that its drawbacks are trivial by comparison. However, both factors are increasingly being called into question if not already at least partly discredited by rapidly advancing scientific knowledge. This document is intended to alert the relevant decision makers at the City of Melbourne to the situation and to inform individuals interested in avoiding unnecessary risks to health and biodiversity.

In the first instance the document is provided for consideration under Agenda item 6.1 of the Future Melbourne Committee meeting on Tuesday 7 June 2022.

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Scientific Advice for Decision Makers

The writer has recently become aware of current City of Melbourne plans to increase outdoor lighting at the Carlton Gardens and to proceed with or allow events like White Night and Lightscape that also involve exposure of City residents and visitors to increased extent, brightness and duration of artificial light at night (ALAN). The associated planning processes appear to have been deficient insofar as there does not appear to have been due consideration of the adverse likely consequences of such exposures according to current advances in knowledge as reported in the scientific and medical literature. The plans appear to have been developed in line with existing lighting practices and the popular but ill-founded belief that artificial light at night has such great benefits that its drawbacks are trivial by comparison. However, both factors are increasingly being called into question if not already being at least partly discredited by rapidly advancing scientific knowledge. This document is intended to alert the relevant decision makers to the situation and to inform anyone with an interest in avoiding unnecessary risks to health and biodiversity. A desirable result would be a substantial reduction of unnecessary exposure to ALAN within the City of Melbourne and beyond.

Control of Obtrusive Lighting

For many years local governments in Victoria and elsewhere have relied on the Australian Standards series 1158 for the control of public lighting of roads and public spaces. Another Australian Standard, AS 4282- 1997, *Control of the obtrusive effects of outdoor lighting*, has been applicable to many other outdoor lighting installations but few local governments have chosen to enforce it to date. Exceptions have generally been confined to specific minor cases such as a badly aimed ‘security’ light keeping neighbours awake. This situation recently changed for the City of Melbourne when the Melbourne City Council Future Melbourne Committee voted for compliance with the recent revision of the standard, AS/NZS 4282: 2019 when applicable. The change is included in the 2021 version of Council’s Public Lighting Strategy. Although the Standard does go some way towards acceptance of relevant scientific findings made since the 1990s, the case for further restricting exposure to ALAN tends to advance as relevant new discoveries are published in the scientific and medical literature.

ALAN Affects Most Living Things

The first initial in ALAN stands for artificial, an important distinction as natural light sources at night (eg moonlight, starlight, natural skyglow, phosphorescence) are generally too faint to be of concern in the present context.

Scientific and medical understanding of the physiological and biochemical processes applying to the response of living things to ALAN has undergone tremendous growth in the last two decades. These effects apply to virtually all fauna, not just nocturnals, and they include control of body clocks, circadian (approximately 24 hourly) rhythms, hormone cycles, and disease resistance. In some circumstances, eg predator species flourishing because of the concentration of some insect species around outdoor lights, the artificial light might be thought beneficial, but the overall effect tends to be a reduction in biodiversity.

Along with factors such as climate change, overuse of insecticides and herbicides, and loss of habitat to farming and spread of the built environment, ALAN appears to contribute substantially to adverse ecological trends such as the ongoing world-wide loss of insect populations. This loss is particularly ominous for the survival of many plant species that rely on insects for pollination and other functions such as nutrient recycling. This is already adversely affecting crop and other food production. As an example, honey production is falling because of the loss of bee numbers. Plants can also be affected directly by ALAN, mostly adversely. The overall effect is a reduction in biodiversity on such a scale and rate that it is now regarded as a global crisis. Australia is high on the list of countries with large per capita species extinction rates. All levels of government in Australia need to ensure that their actions are not making things worse by planning decisions that are inadequately informed. Commonwealth and state laws already exist to protect against biodiversity losses. The CoM is in no way exempt from compliance but it does not appear to have carried out adequate due diligence on the matter.¹

Virtually all living things on Earth contain a key biochemical called melatonin. Its secretion in most species is typically regulated by the daily light-dark cycle that has been present on earth for billions of years. It tends to be generated during the hours of darkness, is an antioxidant and is a precursor of other important biochemicals. In humans and many other species, it is a neurohormone and one of the body's strongest defences against breast cancer. Scientific studies over recent decades have shown conclusively that it is one of the factors involved in the many known adverse effects of ALAN on human health and wellbeing. For example, a recent study led by Associate Professor Sean Cain of Monash University has shown that for about half of the population, exposure to ordinary domestic lighting (usually some tens of lux in illumination) between twilight and going to bed can substantially diminishes the production of melatonin. Many journal papers have confirmed ALAN to be a risk factor for breast and prostate cancers and numerous other major diseases and disorders.

Sports lighting properties are set by the Australian sports lighting standards in the AS 2560 series but these all refer to AS/NZS 4282 for light spill limits. The extent of environmental protection afforded by compliance with the sports lighting standards can be minimal, however, as the amount of light specified for playing fields ranges from about 200 lux for junior and training purposes to over 2000 lux for major sporting events. Even the lowest of these levels has a larger adverse effect on melatonin secretion than is the case for typical domestic lighting. The popular notion of exercise under sports lighting at night for health appears to be a dangerously counterproductive myth. Onlookers at night sporting events are also subject to substantial amounts of ALAN and are accordingly also faced with increased risks to health.

¹ This document was prepared specifically for consideration at a meeting of the CoM's Future Melbourne Committee on Tuesday evening, 7 June 2022. Quite by coincidence this timing coincides precisely with the holding of a seminar at the University of Melbourne on the global biodiversity crisis, where one of the contributing causes of the crisis is acknowledged to be light pollution. The sweeping political change at the Australian Federal Election in May 2022 largely resulted from public demand for more action to reduce Australia's large per capita contribution to climate change. 'Tinsel and more lighting' are not what Melbourne or the rest of Australia need to make a positive contribution to mitigating these global crises.

The colour of outdoor lighting can also matter. Daylight is blue-rich and suppresses the secretion of melatonin during daytime, which is helpful in keeping awake then. However, exposure to blue-rich (cool white) light at night also tends to suppress melatonin. Equally bright ‘warmer’ coloured light (warm white) at night tends to have lesser effects on melatonin and other circadian variables. ‘Warm’ colours have a colour temperature of 3000 degrees absolute (3000 K) or less. LEDs are available commercially down to 2000 K. A major fault of the Australian lighting standards is that they still recommend blue-rich (>4000 K) light sources for outdoor lighting. It has been known for about 150 years that in comparison with blue-poor light, blue-rich light is more strongly scattered by the atmosphere, which results in increased artificial skyglow at night. Blue-rich light also causes worse glare and melatonin suppression.

The situation is very different in daytime when the blue content of daylight is generally high. The production of melatonin in many animal species then is strongly suppressed, thereby aiding the maintenance of healthy circadian rhythms.

Effects of ALAN on Animal Health and Wellbeing

Scientific studies in this field date back more than a century. A Google Scholar search on 14 October 2021 using the terms ‘light’, ‘night’, ‘animal’ and ‘health’ resulted in 876 000 hits. While many of these are duplicates, secondary reports, fringe science or just plain irrelevant, the balance does appear to be large enough to support a claim that the topic is a rich and active field in present-day science. There are numerous subject matter experts in Melbourne.

One of many reasons for the high level of research activity on this topic is that experiments about the effects of ALAN on humans that are blocked on ethical grounds may be ethically acceptable if animal models are used instead.

The reported effects of ALAN on animal health and behaviour are generally adverse. Even when there are beneficial effects for some species (eg predators of insects attracted to outdoor lights at night), there may be negative consequences for others (as is acknowledged in Appendix C of AS/NZS 4282:2019). The net result tends to be a downwards pressure on biodiversity. (This and many other well-established and important adverse effects of ALAN on biota are not mentioned in that Appendix, which could be interpreted by readers as an effect of pro-lighting industry bias in its drafting or editing.) Provisions in the Commonwealth’s Environment Protection and Biodiversity Conservation Act 1999 may apply if land affected by changes to the environment (eg more ALAN) has been used or occupied by threatened species.

Some of the most damaging effects of ALAN on wildlife relate to the wholesale disruption of seasonal migrations by confounding of natural lights (moon, stars) by bright artificial lights as cues to navigation.

Regardless of whether they are nocturnal or diurnal, pets exposed to excessive ALAN at night are also at increased risk of illness.

Bad Lighting Affects the Environment

Poor design and installation of light fittings can also have negative effects on the environment. Perhaps the worst of these is artificial skyglow incremented by the scattering of more upwelling waste and unused light at night. Not only does this hinder amateur and professional astronomy by blotting out faint and low-contrast celestial objects, but it degrades aesthetic qualities of the night sky. A little-known consequence is that the features of the night sky in First Peoples' culture become harder or impossible to see from populated locations. These features were memory aides in passing the Dreamtime myths intact from generation to generation over fifty millennia prior to European settlement in Australia. The myths also provide a system of tribal law. Artificial skyglow is therefore destructive of native cultural heritage- 'cultural genocide' as an expert in Aboriginal astronomy has put it.

In general, adverse effects of stray light in general, aka 'light pollution', on unaided vision or telescopic views of cloud-free parts of the night sky is worse when the light sources are blue-rich, as is often the case with sports lighting, large outdoor video screens and illuminated advertising displays.

There are many residences in Melbourne where binoculars or even portable astronomical telescopes are available. The National and Victorian heritage-listed Melbourne Observatory is within the CoM boundaries. It has three operational heritage telescopes, which are used to train amateur astronomers to do public and schools telescope demonstrations. Public astronomy can make a very effective contribution to STEM encouragement. Every new or brighter light installed in Melbourne tends to hinder astronomy, not only for organised public viewing but also for casual observations by local residents.

Lighting Does Not Reduce or Prevent Crime but can Facilitate Stalking and Violent Assaults of Women

Although there is no doubt that increasing dim lighting at night can reduce the *fear* of crime, the effect has recently been discovered by Associate Professor Sean Cain and his team to be caused by a quirk in biochemical reactions in the amygdala of the brain. There is no reliable scientific evidence that lighting reduces actual crime, but the *allaying of fear by lighting can certainly result in a false sense of security that increases the likelihood of commission of crime*. A recent as-yet unpublished discovery by the writer is that criminals intent on stalking and violent rape appear to be assisted by having numerous individuals present in brightly lit areas for victim selection, and that when the area is surrounded by, or adjacent to, darker and largely deserted areas this provides opportunities for targeted victims to be stalked and attacked. Such situations can arise more frequently when increased parks lighting, light shows or other light-dependent events are set up, approved or otherwise encouraged by local councils.

Historically, installation of 'improved' lighting has tended to give politicians lots of 'brownie points' for a given amount of taxpayer funds, but it now appears to increase the likelihood of vile crime and its terrible subsequent effects on the victim. Has the FMC given due diligence to such potential consequences of its more and brighter lighting proposal for the Carlton Gardens?

Note that in its Foreword, AS/NZS 4282: 2019 still clings to the thoroughly discredited notion that lighting facilitates safety and provides security against crime. The lighting industry has long prospered by endorsing this myth, but ultimately everybody is disadvantaged.

Lighting, crime and road accidents

There is plentiful and consistent evidence that ALAN encourages graffiti. Graffiti is common in short rail and road tunnels but diminishes with distance from the entrance in long unlit tunnels. It might appear that this is an effect of distance rather than lack of light, but the common reappearance of graffiti around well separated lights deep inside otherwise unlit tunnels is clear evidence that the dimmer the ambient light, the rarer the graffiti.

To summarise, two scientific statistical analyses of a massive crime and accident dataset have been published in scientific journals for a sizeable part of the UK population in 62 municipalities that had varied their street lighting as an economic and greenhouse gas emissions reduction measure over intervals of up to 15 years. The results provide overwhelming evidence that regardless of whether street lighting was present, dimmed, changed in colour, curfewed or completely removed or restored, there were no reliable changes in the crime rate or the road injury rate.

One conclusion that can be drawn from the results is that the term ‘security’ light is a misleading oxymoron.

The road traffic system’s heavy reliance on street lighting for traffic safety at night thus appears to be completely baseless. In both cases, the many experiments and trials purporting to show otherwise have all been confounded by other factors including unintended bias of the experimenters and sponsorship or financial support of the studies by industry-related companies or organisations. There is some evidence that fixed lighting of roads and streets tends to encourage drivers to drive faster because it appears safe to do so. In the present case of Carlton Gardens, more and brighter lighting may well encourage higher speeds at night by cyclists, skateboarders and the like.

Applicability of AS/NZS 4282: 2019 in the Case of Carlton Gardens

In connection with applicability of AS/NZS 4282, its clause 2.3 (e) (i) mentions the influence of surrounding developments and areas of special significance such as those having cultural, environmental, historical and scientific importance.

Despite the location of Carlton Gardens in its urban setting it is also part of the World Heritage Listing of the Royal Exhibition Building. This suggests that it should be treated as one of the Environmental Zones in Table 3.2 of AS/NZS 4282: 2019. The background for astronomical, field naturalist and aesthetic observations from within the Park will often be the night sky, which supports the assignment of an Environmental Zone: see clause 3.3.5.2 in 4282. The Standard imposes stringent limits on the applicable light technical parameters within all A category Environmental Zones. The proposed lighting appears unlikely to comply with the Standard for this reason as well as others.

In 2016, the writer was an Expert Witness in a VCAT case about a proposed apartment block in Burnley, Melbourne. A feature of that case was the need to maintain visibility of the heritage-listed animated Skipping Girl neon advertising sign. An issue raised by the writer was that the proposed development was immediately adjacent to the environmentally sensitive Yarra River, which needed protection against the adverse biological effects of stray light from the building. The Panel had no hesitation in ordering Yarra Council to enforce AS 4282-1997. This could be an important precedent in the present case, but the COM will need to seek advice from persons qualified to provide legal opinions.

Lighting in the Draft Master Plan

Lighting in one part of the draft is regarded merely as an item in the collection of park furniture. This is now inconsistent with the requirements for outdoor lighting provided by the Public Lighting Strategy and the relevant Australian Standard(s) for outdoor lighting.

Elsewhere in the draft, lighting is treated in more detail but its large range of beneficial or adverse environmental and ecological effects is completely ignored. Instead, the attitude appears to be that the main change needed is for more lighting but no evidence whatsoever is given to support such a change. This is far from good enough for anywhere in the City but this not about anywhere, it is about Melbourne's only World Heritage Listed building and place. The rest of the draft looks to be thorough, well thought out and at an appropriate professional level. Clearly, substantial and well informed efforts will be needed to raise the standard of the lighting provisions appropriately. The draft should not be approved until this requirement is met fully and is in accordance with the knowledge provided by the relevant scientific and medical literature.

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These have been omitted from this account to improve readability. However, the writer assures readers that with the exception of the writer's discovery mentioned, all of the writer's assertions in this document are verifiable and supported by scientific works published in respectable refereed journals.

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A tiny but reasonably representative sample of the scientific and medical literature relating to the adverse effects of ALAN has been appended to this document to illustrate the point that current lighting practice in general is suboptimal for the environment, the health and welfare of humans and most other living things, biodiversity, astronomy, STEM, and Aboriginal cultural heritage. Street lighting has no reliable effect one way or another on crime or road accidents. In general, many of the adverse effects of ALAN run counter to the requirements for heritage conservation, especially in cases that involve the natural environment and its need for biodiversity conservation.

Declaration of Interests

The writer has no material or financial conflicts of interest in this matter.

Writer's qualifications, career and organisation memberships

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APPENDIX

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Now titled ‘*AMA adopts guidance to reduce harm from high intensity street lights*’.

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Privacy acknowledgement: * I have read and acknowledge how Council will use and disclose my personal information.

Name: * Richard Hunniford

Email address: * richardhunniford@gmail.com

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Agenda 6.2

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I wish to address the proposed times for off leash at the Lorimer Street dog park.

The current 6pm–8am is not appropriate due to winter sunlight hours. It's dark and dangerous to be off leash at that time and to be honest, seems unfair and inappropriate.

What is the concern with being off leash from 3 or 4pm during winter hours?

I would propose 3pm– 9am.

Thank you

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Tracy Cameron

Email address: * tracy114@hotmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Dogs – Off Lease Parka

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

We moved here over two years and are very engaged with the local community. There is a strong sense of connection between residents, dog and non-dog owners. We all enjoy meeting at Point Park with our animals, which enriches our community. I feel, the proposed times for off-lease access to Point Park will make the park unusable during Winter as it is dark and the park is poorly lit, creating a risk to users. May I suggest that the off-lease time be moved to the following times

from 3pm to 9am. This will allow the park to service all types of users, elderly, families and workers during safe daylight hours.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No



PO Box 1195 South Melbourne VIC 3205
Phone: 03 9028 2774
ABN 58 986 783 321 Cert. of Inc. A0036364B
info@southbankresidents.org.au
www.southbankresidents.org.au

Submission to Future Melbourne Committee

City of Melbourne, Melbourne Town Hall,
07 June 2022, 5.30pm – Meeting No.35
Agenda Item FMC 6.3: City Champions for Heat Action initiative

The Southbank Residents Association supports this worthy initiative and look forward to hearing about the City of Melbourne's contribution to this project and also the learning's that will flow from the international collaboration.

Tony Penna
President
Southbank Residents Association

Privacy acknowledgement: * I have read and acknowledge how Council will use and disclose my personal information.

Name: * Andrew Ligdopoulos

Email address: * andrew.ligdopoulos@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.2

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Re Point Park Off Leash Dog Park
Thank you for the proposal
It would make more sense if the park is available in daylight hours.
For safety and for community.
Many foxes have been seen in the area the park is not safe with not enough light or fences. Dog owners are not in the park in the dark.
From 4pm would be workable.until 9am.
As a business owner I also see kids with dogs, 6pm kids are at home having dinner and won't have the opportunity to play with the dogs before dark.
Please reconsider the timing off the off leash at Point Park for weekdays. As well as all day on weekends. Thanks.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * Yes

If yes, please indicate if you would like to make your submission in person, or via a virtual link (Zoom) to the meeting. Please note, physical attendance will be limited in accordance with City of Melbourne security protocols and COVID-safe plans and be

I wish to make by submission via Zoom

allocated on a first registered, first served basis. *

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Melissa McIntosh

Email address: *

melissa_mc@bigpond.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Review of Dogs in Open Space

Alternatively you may attach your written submission by uploading your file here:



[letter_opposing_dog_park.docx](#) 22.43 KB · DOCX

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

Yes

If yes, please indicate if you would like to make your submission in person, or via a virtual link (Zoom) to the meeting. Please note, physical attendance will be limited in accordance with City of Melbourne security protocols and COVID-safe plans and be allocated on a first registered, first served basis. *

I wish to make by submission via Zoom

Melissa McIntosh
14 Barrup Street
CARLTON VIC 3053

6 June 2022

Future Melbourne Committee
City of Melbourne
90 -120 Swanston Street
MELBOURNE VIC 3000

Dear Committee.

**RE: DOGS IN OPEN SPACES PROJECT
MURCHISON SQUARE**

I am writing to strongly oppose the proposed dogs off leash area in Murchison Square as detailed in Agenda Item 6.2 for the meeting dated 7 July 2022. I am a dog owner who is also a resident living opposite Murchison Square and like the majority of my dog owner neighbours, I am unhappy about the proposal and the way this has project has been handled.

Lack of Proper Real Community Consultation

Whilst the council may have consulted people in its research, there has been very little consultation with the actual community that may be impacted by this proposal, namely the residents of Murchison Square.

- Not once have we received, by letterbox drop or official mail, any notification from council about this likelihood or decision. A sign was placed on the square indicating the review was being undertaken and referring to the survey. Individual residents were not contacted directly, we had our say in the online survey and that was the last we heard of the matter.
- Being concerned about this eventuality, I actually asked a council employee at a community forum (Carlton Community Network) two months ago if there was an update and the council employee was unaware of the proposal at all.
- The only way that I discovered this decision is due to the fact my husband completed an online survey and asked to be kept informed. Many of my neighbours who are against this would not be aware of this decision having been made as we have not been informed and therefore, we have not been provided with the opportunity to speak out against this.

- The survey, conducted in person in the parks and also online is flawed as it was open to anyone to participate not just local residents. In fact, I witnessed many people being surveyed in the parks, who were not residents of Carlton or the City of Melbourne. In some instances respondents lived long distances away and were supportive of the proposal chiefly because they believe dogs should have off-lead areas without being aware of the area and the alternatives available, or the impact it would have on the local community.
- Many dog owners who regularly walk in the Exhibition Gardens with their dogs and would have engaged with the in person survey and then likely the online survey, live just across the road in Fitzroy and are therefore not residents of the City of Melbourne.
- I also believe that the survey was angled towards dog owners, 75% of the responses were from dog owners and therefore the responses are skewed as many non-dog owners would not have engaged not realising that this would impact negatively on them.

Ready Access to Off Leash Areas

Your report indicates that some areas of Melbourne do not have ready access to off-lease areas. I would argue that Carlton is already well supported with several dog parks located both in the City of Melbourne and City of Yarra. In particular, the closest dog off leash areas to Murchison Square are:

- Curtain Square (fenced dog area) 1.2 km/14 minute walk (City of Yarra)
- Atherton Reserve (large oval unfenced dog area) 900m/10 minute walk (City of Yarra)
- Princes Park (two separate dog areas at either end of the park) 1.8 km / 20 minute walk
- Royal Park 2km/20 minute walk
- Edinburgh Gardens (large unfenced dog area) 1.8km/20 minute walk
- Victoria Park (City of Yarra) 2.3km / 25 minute walk

As you can see there are several off-lead dog parks in the vicinity that provide a much bigger space or a fenced space than Murchison Square. All of these parks are within an easy walk of Murchison Square, so I cannot see how this area is lacking for dog parks.

Alternatives to Murchison Square

I refer to paragraph 14 of your report under stakeholder engagement which states *“It is considered that there is strong, although not unanimous, local support for Murchison Square as a dog off leash space between 6pm and 8am daily, and strategic justification for its use as the only appropriate open space for off leash access in the gap area of the inner north of the municipality.”*

On this point I strenuously disagree, there are many other parks in the vicinity that are much more suitable than Murchison Square, namely; Carlton Gardens, Argyle Square, Lincoln Square and MacArthur Square.

I believe that there is a lot of demand from locals for a specific area (as defined by the walking paths surrounding it – no fences would be required) of Carlton Gardens to be set aside as an off-leash area. This is effectively done in both Princes Park and Edinburgh Gardens and providing it is well signed it would enable the shared use of the park and provide a suitable sized dog area whilst not limiting other activities such as picnics and ball sports.

I note that the argument against an area within the Carlton Gardens being set aside for off-leash dog activity is due to the heritage status of the Gardens. Isn't Murchison Square currently under review to become heritage listed? That being the case then surely that precludes the use of Murchison Square as a dog park for the same reason.

I note that some time ago, MacArthur Square was proposed as a dog off-leash area and this was opposed by the community. McArthur Square is only 200 metres away and is much longer than Murchison Square. Surely if the community was against this they would be against the same thing happening 200 metres away.

Appropriateness of Murchison Square as a Dog Park

Murchison Square is a small, unfenced park. A park of this size without a fence is unsuitable as an off-lead area as it is just too small and there is too much risk of dogs running onto the road.

I have lived here for just short of 20 years and I can vouch that the square is well used by the local community and in fact it is an important part of the lives of the people living on the square. The houses surrounding the square have little or no backyards to speak of so the square is our back yard. Our children play there, we exercise there, and it is a very popular space for picnics and community gatherings. I would argue that we have a strong sense of community and are more neighbourly than other suburbs due to our shared public space.

After the lock downs of Covid ceased, once picnics were allowed again, the popularity of this park for picnics really stood out and it was great to see this public space being used once again, as they had been prior to Covid.

The predominant use of Murchison Square is for picnics and for small children to play. Picnics and dogs do not mix. Children playing with balls and dogs do not mix. The size of this park does not allow for mixed use, if dogs are there off-lead it is not possible to have picnics or other gatherings. This change is essentially taking the park away from the greater community from 6pm at night and giving it over to dogs.

Timed Access

I agree that a timed access model is better than a free for all, however the times that have been selected (6pm to 8am) are completely inappropriate. Particularly, in summer when it is daylight savings and the park is in full swing, this eliminates anyone else being able to use the park of an evening. A fourteen hour window is unacceptable. Furthermore, having dogs allowed over night time would cause a lot of noise in the local neighbourhood. All the local dogs would get disturbed by dogs barking in the park and we'll have dogs barking all night long.

A more appropriate timeframe would be 6am to 8am, allowing people to give their dogs a morning run when they are unlikely to disturb other park users, although even the early morning could be problematic for dog barking.

I would also argue though that once you allow timed access, people will take liberties and treat it as an off-leash zone at other times of the day. Will the time limits be actively enforced?

Relevance of Surveys Highlighted.

In paragraph 14 of your report you mention a petition received in 2018. I remember this petition and did not sign it. It is inappropriate to give consideration to this petition from 4 years ago as a lot has changed since then and it is no longer relevant. The person who compiled the petition no longer lives in the area, as many others who signed it have also moved away. In fact, many who did sign it you will now find on the petition lodged in December 2021 from local residents **opposing** the use of Murchison Square as a dog park.

The survey opposing the use of Murchison Square, dated December 2021 was compiled very quickly amongst a casual meeting of local residents, and I believe the majority of these residents who signed it, myself included, are all dog owners. If the local dog owners don't want their local park being used as an off-leash park I can't imagine those who do not own dogs would want it.

In summary I believe Murchison Square is not suitable as a dog park and allowing this will remove the amenity that Murchison Square provides to the neighbourhood for the benefit of the small few or for the benefit of people outside the immediate neighbourhood. I do not believe the local community are actually in favour of this proposal, and furthermore the lack of proper consultation with the immediate community has not enabled the residents who will be impacted to have their say.

I strongly request that council re-consider this matter and do **not** approve the use of Murchison Square as an off-lead dog park.

Yours faithfully

Melissa McIntosh

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Alixx Ackland

Email address: * alixxackland@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: 6.2

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

found connection and friendship while chatting away at the park with our pups.

It has been difficult to sustain this community as a number of residents have complained about the dogs off lead in the parks including the unwanted business some dog owners leave behind.

Unfortunately, despite years of lobbying, Docklands does not have an enclosed dog park where dogs can play safely and not encroach on other shared green spaces and members of the community.

I write to request this matter be reviewed and discussed for action with a preference for a fenced space for dogs or alternatively a allocation of time from 5pm when parks in Docklands are permitted to become 'off lead'

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in

support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Andrew Ferguson

Email address: * afconsulting@bigpond.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: 6.2 Review of dogs in open spaces

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

The Discussion Paper and planning for new dog parks does not consider the impact of off-leash areas, in particular, on people who reside next to the proposed parks.

As a rate-payer who lives next to Fawkner Park, my well-being and capacity to earn a living are negatively impacted by intrusive barking of dogs, which occurs on a regular basis day and night, particularly when dogs are off-leash. Lessons can be learned from current dog parks to ensure that new parks serve all in the community.

The consideration of planning of new dog parks should, in my opinion, take the above into account. Measures to minimise impact on local residents could be: 1. To limit the hours of off-leash use for all new parks; 2. To ensure that dogs are 'occupied' when off-leash in designated purpose-built dog play areas; 3. To adopt by-laws that would allow Council Officers to challenge owners of dogs that are persistently barking; 4. To monitor carefully large gatherings of dog owners where dogs are off-leash and not properly supervised/occupied.

I also urge that the Council revisits the work it started several years ago on improving Fawkner Park conditions for dogs, their owners, and local residents. None of these groups is well served by current arrangements.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Barb Jennings

Email address: *

barbjenn2@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Item 6.2 Review of Dogs in Open Space

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting.

Please see attached covering letter and signed petition.

Submissions will not be accepted after 10am.

Alternatively you may attach your written submission by uploading your file here:



[submission_agenda_item_6.2_murchison_square_220606.pdf](#)

852.20 KB · PDF

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Petition: Dog Off-Leash Area Proposal – Murchison Square

Re: City of Melbourne Review of Dogs in Open Space, response to email from Park.Planning@melbourne.vic.gov.au received 2nd June 2022

5 June 2022

The Chair, Lord Mayor Sally Capp
Future Melbourne Committee

Dear Lord Mayor,

For the sake of complete transparency, a quick note on the process of collecting the signatories for this petition.

Three residents of Murchison Square, Barb Jennings, Michael Georgeff and Morry Schwartz drafted the petition and, on late afternoon Sunday 5th of June, door knocked every house facing the square.

With the exception of the resident at 33 Owen Street (she said she owned a large dog and it would be useful for her to let her dog run free in the park), every other person who was at home enthusiastically signed the petition. They all expressed concern about the proposal, and many were very anxious about it.

These are the people directly affected. They all live directly opposite the square. Besides the almost unanimous opposition to the proposal, the most surprising thing was that most of them did not know about the Council meeting to consider the proposal this coming Tuesday – not even some of those people who signed the first petition. Many were not advised, nor invited to make a submission. We are very concerned about the Council's process in this matter.

On our walk around the square, we visited Julie Turner, who has made a submission, which she shared with us. We ask that Council looks closely at her submission as it contains questions on Council's consultation process that require answers. She also makes other important points, including on the protection of wildlife.

We are strongly opposed to the use of Murchison Square as an off-leash area. We believe the Committee and its consultants have not properly evaluated other options. Moreover, we believe the process involved has very serious flaws, shows clear bias and misleading presentation, leading us to question the independence of the evaluators and the possible corruption of due process

Sincerely,
Barb Jennings,
Michael Georgeff
Morry Schwartz

Petition: Dog Off-Leash Area Proposal – Murchison Square

Re: City of Melbourne Review of Dogs in Open Space, response to email from Park.Planning@melbourne.vic.gov.au received 2nd June 2022

We, the residents, living along four sides of Murchison Square, strongly object to the proposal to create a dog off-leash area in Murchison Square. We hope that, as in matters of town planning, those directly affected by a proposal have the most deserving right to have their voices and concerns heard.

On the 3rd of December 2021 a petition was signed by 18 residents living adjacent to Murchison Square. We have tried to revisit those people, but some were not available, and we have been given very limited time for this submission. We are willing to continue the process of talking to those we could not reach.

Our objection is on many grounds, including property values, safety, hygiene, amenity, the right to peaceful enjoyment of our properties and their surrounds, and the right to feel safe. The basis for our objection is described in detail below.

We are all anxious and worried about the prospect and request that Council remove Murchison Square from the list of areas designated as a dog off-the-leash area.

Basis for Objection

Unsuitability of Murchison Square for Off-Leash Dog Area

While we fully support the need for off-leash dog areas, we claim that Murchison Square is not suitable for off-leash use in comparison with other proposed and potential areas.

- **Residential nature:** Murchison Square is the ONLY area surrounded on all four sides by residential houses. All the other proposed areas are either bordering on parks, open spaces, factories, major arterial roads, or rivers.
- **Size:** Murchison Square is a small area, compared to most of the others that are about double the size of Murchison Square. The only ones of lesser size are Eades Park (which is on busy Kings Rd and adjacent commercial buildings) and Kings Way and Moray St (surrounded by major arterial roads and commercial development)
- **Historical significance and gazetted use.** Murchison Square is the only area of significant historical significance, established as an “*ornamental enclosure*” well before any of the other proposed areas were established as parks. Its surrounding buildings were all initially built in the 1860s. It is the only park of those proposed that was planned from the start to be an ORNAMENTAL enclosure for PASSIVE recreation.

“To the north of Carlton gardens, two smaller squares (Macarthur Square and Murchison Square) each noted as ‘Reserved for Ornamental Enclosure’ were added when this area was laid out in 1857. The permanent reservation of Murchison Square was formally gazetted in 1864.” [Carlton Heritage Review, Lovell Chen, 2019]

“The inner ring of gardens (e.g., Murchison Square) were more formally designed spaces, intended for passive recreation; while the outer ring (e.g., Royal Park, Princes Park) were developed in a less sophisticated manner for both active and passive recreation.” [Carlton Heritage Review, Lovell Chen, 2019]

- **Effect on property value:** The value of the surrounding properties is in part based on Murchison Square being an ornamental enclosure for passive recreation. It was noted in submissions to the State Government as far back as 1858 that the surrounding allotments had been bought in good faith from the government “*on the faith of these grants for reserves and that a premium had been paid on the basis of their adjacency to the square*” [Government Reserves and Roads, The Argus, 8 October, 1858].

- **Danger to animals and persons.** Murchison Square is unfenced and surrounded by roads, creating a danger to the dogs who can easily run onto the street. One side of Murchison square faces Canning Street, used as a major thoroughfare to the city by cyclists. The dogs would present a significant danger to cyclists as would the increased car traffic around the park.
- **Limited parking.** Parking around Murchison Square is limited and primarily 2- and 4- hour general parking. This will create considerable traffic congestion. Some of the existing parking spots will be taken by people bringing their dogs to the park, putting further pressure on parking for residents.
- **Current use as picnic area:** Murchison Square functions as a permanent picnic area (even if not formally designated as such), with many families, elderly people, and children picnicing in the square on most days in spring, summer and autumn, well into the evenings. The regulation on unleashed dogs remaining 20m away from picnic areas, if applied in this case on practical grounds, would render the small park unusable for off-leash dog activities.
- **Amenity and peaceful enjoyment:** Being surrounded by residential properties, the barking of dogs will disturb the peace of the residents. Dog owners will be less likely to scoop up excrement if their dog as on another part of the park. This will make less than desirable for people. Some of the residents are afraid of dogs, and they will not feel safe in the park.

Issues of Process

There are also questions about the process used by Council to determine the list of potential off-leash areas.

- **Validity of surveys:** There is a question of the validity of the surveys based on survey size and relative proportions of dog owners and no-dog owners. There were approximately 1,300 respondents to the surveys. 20% of respondents were not residents of the City of Melbourne. Given a population in the City of Melbourne of around 170,000, this means that only $1,300/170,000 * 80\% = 0.6\%$ of the population were surveyed.
- **Bias in surveys:** According to Council, *“approximately 15 per cent of online participants were not dog owners, and 24 per cent of face-to-face participants were not dog owners”* [Report to the Future Melbourne Committee, Agenda Item 6.2, 7 June 2022]. Based on the numbers stated in that Report, this means that, overall, **83%** of respondents were dog owners, 17% no-dog owners. However, dog owners represent only about 40% of the population of Melbourne. Clearly, the responses are not representative of the population (by a factor of over **5 times**). The report also states that *“the proposal received support from 82 per cent of survey respondents (495 people) in December 2021”*. On the very data presented in this report, one can safely estimate that almost all the respondents who supported the proposal are dog owners.
- **Misleading report:** The above-mentioned report states: *“a petition of 135 signatures was received in 2018 from local residents supporting its use as an off leash space”* This is not true. The referenced petition concerned the establishment of a 6-month trial for 1-2 hours of off-lease time – it was specifically NOT supporting the use of Murchison Square as an off-leash space.
- **Evaluation criteria:** There are questions as to what measures/criteria were used for the evaluation of the various locations. For example, why were Argyle Square and Lincoln Square not suggested or selected? They provide better alternatives to Carlton Gardens as they are only 5-minute and 8-minute walks from Carlton Gardens, are far better centred with respect to the Melbourne Council/Carlton precinct (Murchison Square is on the very edge of this area), are much larger than Murchison Square, and are surrounded mainly by commercial buildings.
- **Focus on dog -owners:** Much of the survey was directed to what facilities dog owners would require of off-leash dog areas, rather than issues regarding the suitability of off-leash areas to the residential, passive and active recreational use of proposed areas.
- **Timelines:** Some (not all) of us received an email regarding the consultation process late on Thursday June 2nd and were asked to respond before 10.00am of Tuesday June 7. This gave us effectively 2 working days to arrange a response. This is not reasonable.

NAME	ADDRESS
1. <u>Mufal Georgeff</u>	4-6 Canning St Carlton
2. <u>Diana Georgeff</u>	4-6 Canning St Carlton
3. <u>Babs Jennings</u>	17 Canning St Carlton
4. <u>Morry Schwartz</u>	9-11 Canning St.
5. <u>LEON WEGARD</u>	54 CARLTON ST
6. <u>PO DELA MONTA GALLEGO</u>	13 Canning St.
7. <u>Abanett</u>	13 CANNING ST.
8. <u>[Signature]</u>	15 CANNING ST
9. <u>Clare Myers</u>	19-21 Canning St
10. <u>KAREN SWANN</u>	25 CANNING ST.
11. <u>LACHIE SWANN</u>	25 CANNING ST.
12. <u>MATT LEE</u>	27 CANNING ST
13. <u>Mae</u>	31 CANNING ST.
14. <u>Barry HARVEY</u>	16 CANNING ST.

NAME

ADDRESS

15. MARGARET SWAN 16 CANNING ST CARLTON 3055
16. Evelyn Puzet 36 Murchison St., Carlton 3053
17. Peter Puzet 36 Murchison St. Carlton 3053
18. W. KELLY 18 MURCHISON ST CARLTON 3053 *[Signature]*
19. JULIE TURNER 32 MURCHISON ST 3053 *[Signature]*
20. Tom Bender 44 MURCHISON ST CARLTON
21. Silvana Andreetta 26 Murchison St Carlton
22. Leslie Ayton 24 Murchison St. Carlton
23. DIANNE 18 MURCHISON ST CARLTON *[Signature]*
24. PETER BELLOMO 22 MURCHISON ST. CARLTON *[Signature]*
25. JULIA SOMERS 22 MURCHISON ST. CARLTON. *[Signature]*
26. STEFAN TONIOLO 16 BARRUP ST CARLTON *[Signature]*
27. ALEX TONIOLO 16 BARRUP ST CARLTON *[Signature]*
28. LINDA & TONY NEWSHAM 21 OWEN ST CARLTON *[Signature]*

NAME

ADDRESS

29. ROSEMARY LANDAU 25 OWEN ST CARLTON 3053
30. TOM PIKUSA 27 OWEN ST CARLTON 3053
31. CHRIS HUTCHINS 37 OWEN ST CARLTON 3053
32. Sandra Hutchins 37 Owen St, Carlton 3053
33. Sharon Benlen 44 Murchison St ³⁰⁵³ CARLTON
34. Simon Huggins 45 Owen St. Carlton
35. MARTA CASTRO 49 OWEN ST. CARLTON
36. PAUL LEON PARDO 49 OWEN ST. CARLTON.
37. Anna Schwartz 9 Canning St. Carlton
38. Zahava Elenberg 6 Bamrup St Carlton.
39. Josylin eslegard 54 Carlton St.
40. ELIZA MYIR 35 OWEN STREET
41. ASHRAF TOKHI 35 OWEN ST
42. _____

Privacy acknowledgement: * I have read and acknowledge how Council will use and disclose my personal information.

Name: * Brian Arbuckle

Email address: * brianarbuckle@telstra.com

Phone number *

Date of meeting: * Saturday 13 January 1968

Agenda item title: * Off Leash Area


Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Hi thanks for your support of off leash areas. We do have a request re the off leash times. While 6pm may be ok for summer (5pm would be ideal) we feel that during the winter months , an earlier time of 4pm would be much better due to the shorter daylight hours & the colder/wetter weather, especially for some of our older community members.

Again, thank you for all your hard work in assisting our fur kids.

Brian Arbuckle
Doggies Of Docklands

Alternatively you may attach your written submission by uploading your file here:

 [img_e70991.jpg](#) 73.43 KB · JPG

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

I



DOGGIES *of*
DOCKLANDS



Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Carolen Fisher

Email address: * carolenafisher@bigpond.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: 6.2

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Thank you for the information on the Dog Off Leash Areas.

I am responding about Point Park.

The times allowed state 6pm – 8am

At this time of the year these hours are totally in darkness.

Most dog owners will not be found in the park in the dark. Point Park has lights around the edges but the park is not at all what you'd call well lit. These hours do not provide us with anything.

What dog owner would allow their dog off in darkness? – Imagine owning black dogs and no fences in the dark.

It certainly does not provide a safe feeling time for exercise and interaction between our dogs and other dog owners. It is this particular social time that we seek.

It would make all the difference if we could use the park from 4pm.

I currently walk at 4pm and I have never seen the park being used by any groups at this time. I do not understand why the time has been specified to these restrictive and unhelpful times.

Who made the decision on the hours and can the hours be amended to 4pm?

Feeling disappointed

Please indicate whether you No

would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Don Stokes

Email address: * stokesdon01@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: City of Melbourne's plans for a better cycling network

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I am an occasional visitor to the city of Melbourne. I usually travel into the city or Clifton Hill on the train, with my bike, which I then use to get to where I need to go within the CBD.

I support the City of Melbourne's efforts to ensure our streets are able to be accessed by those that want to walk or ride as well as drive.

People make the city not cars.

No matter where we live, it's important for everyone in our community to access and enjoy our streets. That means joining up the missing links in our walking and cycling networks with more footpaths and bike lanes.

Our streets are for everyone to move around – bikes belong here.

43% of cars in the City of Melbourne are simply travelling through, the city is not their destination

Before COVID, 7% of all people travelling into the CBD came by bike, if Melbourne wants to attract people back into the city, people who walk and people who choose to ride a bicycle must be supported and that includes routes both into and within the CBD.

From Urbis – parking in a bike space generates twice as much economic activity for local businesses as a car parking in the same space

The average trip distances in Greater Melbourne are very small, more than 40% of all trips for all purposes are just 3km or less, 50% are just 5km or less.

Average speeds in the CBD can be competitive for people riding bikes, who average around 20kph. And the more bikes are separated from cars the more space for drivers who do not have the option to ride a bike.

Improving safety for people riding and walking improves safety for all road users

Economic activity generated by the Australian cycling sector is significant:

\$6.3 billion in direct industry output

\$3.4 billion in direct value add to our GDP

34,295 direct (FTE) jobs, and

Cycle tourism has a direct industry output of \$1.2 billion annually.

Thankyou for considering my submission.

Don Stokes

Heidelberg Vic 3084

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Dory Samy

Email address: *

samydory@yahoo.com

Phone number *

Date of meeting: *

Monday 6 June 2022

Agenda item title: *

Off-leash dog park in Docklands

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting.

Please include the off-lead time zone in the safe oval park in Geographe Street, Victoria Harbour.

Submissions will not be accepted after 10am.

Suggested time for dogs off lead here 5pm to 8am. Thank you.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Jenny Leyva de Loryn

Email address: * jdeloryn@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Dogs in open spaces

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I appreciate that Point Park has been considered for an off leash area. I'd like to ask the council to reconsider the proposed timings. The hours stipulated are 6pm to 8am daily. As people are working from home, most people with dogs are in the park from 4.30 – 5pm each day and of a morning stay in the park until around 9am. In winter these timing become even more important so we (the dog owners) can make use of the daylight hours. I would like to ask the council to reconsider the timings for Point Park to be off leash to be 4.30pm to 9am instead of the 6pm to 8am timeframe stipulated.

I'd also like to request a partial fence on the Lorimer St side of the park – just one side will help.

Thanks for your consideration.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Julie Turner

Email address: *

julie.turner162@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Review of dogs in open spaces

Alternatively you may attach your written submission by uploading your file here:



[5_june_2022.docx](#) 130.13 KB · DOCX

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

5 June 2022
32 Murchison St
Carlton VIC 3053

Submission that Murchison Square should not be an off leash dog area

I am one of a number of residents on Murchison Square actively opposed to Murchison Square becoming an off leash area.

There is a need for an off leash area in Carlton: a safe area for dogs so that they don't run into traffic with a large enough space that they can run around and do not cause too much wear and tear; an area where owners can socialize while looking out for their dogs ; and an area where excited barking does not cause a nuisance. This proposal is not the answer.

A seriously flawed process and no true consultation with those directly affected.

The consultation process has been seriously flawed, it was designed to tick the 'off leash area for Carlton' box by achieving only one result (timed access in Murchison Square). It was not a genuine consultation. In many respects, it has been completely accidental whether residents on the Square were aware of the details of the proposal. The views of residents on the Square have never been specifically sought (we have been lumped in with anyone else who might have a view). The Council has never addressed residents' specific objections. As to the timed access, it was recognized that given the heavy use of the Square , including by families, small children and the elderly, only short timed access , if any , would be appropriate. But as to timed access of 14 hours a day (from 6 pm to 8 am says the report to the Committee) that is the first I have heard of it - previously a couple of hours a day was proposed in the early evening and morning. Almost the entire time now proposed will not be in daylight hours.

Why Murchison Square is not suitable

Murchison Square is an unfenced small heritage square, smaller than Argyle and Lincoln Square and around the same size as neighbouring Macarthur Square and one block from the sizable park of Carlton Gardens North. It is surrounded by houses and many of us have bedrooms or living areas opposite the Square so we are directly and adversely affected by noisy use, particularly at night. Canning St which borders the Square is a busy thoroughfare and the bordering Murchison St and Owen St lead down to Nicholson St which is even busier. Since the pandemic there has been a huge increase in the numbers of people and dogs who use the Square and there has also been increased use in the evening (picnics, exercise and dog walking) and in the morning . It is not used just by Carlton residents but also by Fitzroy residents across Nicholson St (as there are also limited parks in Fitzroy) and by non residents who drive to the Square.

If the Council proceeds with this proposal other residents and I can expect to be disturbed every night by the excited barking of dogs chasing each other or playing ball or chasing possums who come out at night , and by groups of owners talking. The barking or loud talking sets off a chain reaction of barking of the many dogs who live around the Square and who then need to be calmed. This is a problem, particularly when it is dark and it is unreasonable of the Council to encourage use of the Square in the dark. There have been previous concerns about use of the Square overnight – vandals, drinking, broken bottles, occasional drug use – and I for one, don't want to be woken by a barking dog and then also have to check each time whether there is a problem in the Square.

I have also seen off leash dogs chase the possums who live in the Square and hurtle down to approaching traffic in Nicholson Street, so the proposal poses a danger to the dogs themselves

It is also unrealistic to expect that dog owners will be able to pick up after their dogs – the proposed timed access is rarely in daylight hours and owners will not be able to see.

Dogs also dig and roll and cause other wear and tear. Murchison Square's heritage deserves to be protected and not be subject to off leash visits by all the dogs of Carlton and Fitzroy, let alone those from other suburbs who drive in to picnic

Flaws in the consultation process

The Council unilaterally proposed Murchison Square as the off leash area despite it being a small area . It has refused to consider any area in Carlton Gardens North or any of the other Squares or Reserves (either as an alternative or in conjunction with Murchison Square). The question may properly be asked, why just one space why not all the spaces in Carlton? A section of Carlton Gardens North (timed access) is the obvious appropriate area as dogs would not be in danger from traffic and if the area is set back from the street, their barking would not annoy local residents. So why not? In the first stage of the consultation process, the Council said only that off leash areas were incompatible with high levels of visitation. Subsequently the Council said it was policy the Gardens remained an on leash area but gave no reasons. This is despite the fact that Carlton Gardens North is specifically to be managed, among other things, for local use and has all forms of recreational activities , including personal exercise, ball games and skateboarding . Timed access outside the Museum's usual hours would not impede with visitors . Murchison Square itself also has high levels of visitation.

The Council conducted no targeted consultation of affected residents in round 1 of the consultation, not even a letterbox drop. One only knew about it if an avid reader of the Participate Melbourne website or one came by chance on a pop up in the Gardens or in the Square. The consultations also occurred between lockdowns. As many of the people who happened to be consulted were dog

walkers and there is a need for a dog off leash area it is to be expected that the only proposal put received high support

The Council refers to a petition of 135 signatures received from residents in 2018 as supporting the use of Murchison Square as an off – leash area. This statement is actively misleading as the proposal was for a 6 month trial only for 1 to 2 hours a day (not the 14 hours permanent solution now proposed) with residents on the Square to have a say whether the trial should be continued. I was one of the neighbours involved in discussions round the petition. That petition was initiated at the suggestion of Council officers who felt that Council would only act if a petition was organized and in an effort to get something happening – there was no suggestion this would be an acceptable permanent solution or that other areas should be off limits. Since submitting the petition back in 2018 the person who originally organized the petition (Melanie) has moved outside the City of Melbourne, progress on the petition is largely being driven by a Fitzroy (not a Murchison Square) resident, and there has been a huge increase in both the number of dogs and people who use the Square and the times at which they use the Square eg evening picnics and early morning exercise. There has been no direct follow up with those who signed the petition. I signed the original petition and now, along with my other neighbours, recognise that with the changed use of the Square it is not appropriate as an off leash area, let alone as the sole off leash area in Carlton.

The second round of consultations was made by a letter dated 11 November 2021 which I understand was sent to owners/occupiers within 200 metres of the Square , a much broader number than residents who would be directly affected. The statement that there were 495 respondents is indicative of the unreasonably wide net of the survey – it is a small square with far fewer residents. Further and most importantly there was nothing in the cover letter (dated 11 November but not received until 3 December, only a couple of weeks before consultation closed,) or the web page which stated the hours of proposed timed access. I submit that the views of residents on the Square should have been sought directly and should be given greater weight than those not affected directly by increased use, greater noise from, and depredations on the Square

The summary of feedback in the report to the Committee also neglects to mention that the petition containing 17 signatures opposing the proposal came from residents on the Square directly affected and thus should be given considerable weight. There has been no direct engagement with us on the issues raised and we have seen no evidence that any of the issues raised have even been considered– again another tick box approach that all that was required was getting a response to a question, not considering the response.

The summary of the consultation process said decisions would be made in early 2022. Since responding in December 2021 we heard nothing until last week

On the evening of 3 June 2022 I received an email that the Committee would be considering a report on 7 June, only 5 days away. I received that email only because I had signed up to Participate Melbourne . Most of my other neighbours around the Square knew nothing of the recommendations put to the Committee or the meeting - despite being ratepayers/occupiers around the Square and having previously made submissions and signed petitions with contact details. The specific recommendation of 14 hours timed access only appeared in the fine print of the paper, is, as far as I am aware, new and has not been put to residents. Completely inadequate notice.

Not consistent with previous consultation processes

Some years ago residents were asked whether Macarthur Square should be considered as an off leash area. The views of residents on that Square were given greater weight and the proposal did not proceed. The Council also provided full summaries of the comments made in support of, or against, that proposal. The Council has not treated the current proposal in the same way.

Indeed, I find it difficult to see that the Council has approached this as anything other than a political exercise. The push for off leash areas has been driven not by the Council, but by pent up need (including by the now years old Murchison Square petition which it seems Council now wants to use for its own political ends). The Council engaged management consultants in a process which, in my view, did not properly engage with directly affected residents. There has been no engagement or feedback about our concerns. The reporting, indeed even in the report to the Committee, has only been around the numbers, and as I hope I have explained above does not tell the real story behind the numbers.

Proposal should not proceed

My submission is that the proposal for an off leash area in Murchison Square should not proceed. Desirably the Council should be directed to look at an off leash area in Carlton Gardens North.

Julie Turner

Julie C Turner

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Nicole Pearson

Email address: *

nicolejohnston2011@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.2

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting.

Please include the off-lead time zone in the safe oval park in Geographe Street, Victoria Harbour. Suggested time for dogs off lead here 5pm to 8am. Thank you.

Submissions will not be accepted after 10am.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Poorva Maheshwari

Email address: *

poorvamaheshwari@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.2- Dog off-lead time

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting.

Requesting you to make the off-lead time for dogs between 5pm and 8am

Submissions will not be accepted after 10am.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *	I have read and acknowledge how Council will use and disclose my personal information.
Name: *	Rochelle Finch
Email address: *	movingstar77@gmail.com
Phone number *	
Date of meeting: *	Tuesday 7 June 2022
Agenda item title: *	Off the leash dog parks
Please write your submission in the space provided below and submit <u>by no later than 10am on the day of the scheduled meeting.</u> Submissions will not be accepted after 10am.	<p>I have noticed a suggestion for Point Park to be an off the leash park between 6pm and 8am</p> <p>As a dog owner I find this times are not suitable especially during winter.</p> <p>Following points need to be considered:</p> <p>There are no lights on the park for safety of residents and dogs</p> <p>With a high level of people now working from home allows them to walk their dogs earlier</p> <p>My observation is that the majority of users of the park area are dogs owners</p> <p>My suggestion is that the area be an off the leash area from 4pm to 9am</p> <p>Thank you for your consideration</p>
Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *	No

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Ruby mann

Email address: *

ruby.nutrition@hotmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.2

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting.

Please include the off-lead time zone in the safe oval park in Geographe Street, Victoria Harbour. Suggested time for dogs off lead here 5pm to 8am. Thank you.

Submissions will not be accepted after 10am.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Sarah Taylor

Email address: *

sarahtaylor130370@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Off lead dog parks

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting.

Could please consider making the timed off lead dog parks from 4pm until 8am. It is too dark and cold after 6pm in the winter.

Submissions will not be accepted after 10am.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Steven Myrteza

Email address: * steven.myrteza@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Dog Park Access – Docklands

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Hi there,

I applaud the work the City of Melbourne is doing to make the council more dog friendly. I live in Victoria Harbour in the Docklands. It's important to remember that Docklands is made up of 3 distinctly different area. I can see that Ron Barassi Park is planned for Off Leash access (I think it already is according to the signs – so not really a NEW dog park), and Point Park at South Wharf is planned. It would be great for a park in Victoria Harbour to be considered. It is a 2km walk to Ron Barassi Park and a 1.4km walk to Point Park. Not having a car and not being able to ride on public transport makes it difficult to use either of these parks to provide our dogs with the necessary play time interaction with other dogs. As far as I know there are 5 parks in Victoria Harbour that could be considered:

- Buluk Park
- Victoria Green
- Docklands Park
- Hub Reserve
- Kids playground
- (and maybe as part of the new Green Mile initiative at the end of the pier near Bolte Bridge?)

Thanks,

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Sue O'Neill

Email address: * sueoneill@ozemail.com.au

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Review of dogs in open space

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I am writing to support the recommendation from management contained in this report. My particular experience is of owning a dog in the inner north where there has been a long unmet need for off-leash access. I'm pleased that it has finally been recognised and a solution found.

The research and consultation that has gone into the report has been comprehensive and considered, and the resulting decisions democratic and sensible, in my opinion.

Where open space is limited, timed access is the way forward, to allow the broadest number of people the ability to make use of and enjoy the area. This has worked well in numerous other jurisdictions both in Australia and around the world for many years; there's no reason why it can't work in the parks proposed.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Terence Tan

Email address: * terencet93@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: 6.2 Review of dogs in open space

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

There are many dog owners who have small to medium sized dogs living in Victoria Harbour, Docklands. Currently, we have to only drive to Ron Berassi Park which is usually used by arranged sport activities and events. As the Victoria Harbour docklands dog community is strong, we respectfully request for an off-leash park around Victoria Harbour. For example, the off-lead time zone in the safe oval park in Geographe Street, Victoria Harbour. Suggested time for dogs off lead here 5pm to 8am (Which can vary based on climate conditions). We also need lights in these areas as it is very dark after sunset

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Tiffany Elo

Email address: *

tiffanyhelo@yahoo.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Off lead dog area

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting.

I'd like to make a motion to include a scheduled Off lead dog play area in the secure Oval on Geographe Street everyday from 5-8pm, respectively.

Submissions will not be accepted after 10am.

Thank you.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Willian Korim

Email address: * korimseiji@yahoo.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Dog off leash area – Eades Park, West Melbourne

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear honourable members of the committee,

I would like to inform that Eades Park is divided in two, by a paved walkway. The northern most part (Chetwynd St) contains the playground and exercise area. However, the western most part – adjacent to King st – has only grass making it a perfect area for a dog park; if enclosed by fences.

Additionally, it would benefit most of the many dog owners that congregate around Flagstaff Gardens – an area that attracts many but is not allowed for off leash.

Thank you very much for listening, and for working on the benefit of our local community.

Best regards,

Willian Korim

Please indicate whether you would like to verbally address No

the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Andrew Bell

Email address: *

clangabell72@hotmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Point park off leash area

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting.

The proposed off-leash times are unworkable. It should be 4–8pm on weekdays, and all weekend.

Submissions will not be accepted after 10am.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Bruce Cameron

Email address: * bcamero2@hotmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Dog Off Leash Park – Point Park, Docklands

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Committee Members,

I recently moved to Docklands (2 years now) from the outer northern suburbs.

My wife and I have been welcomed so warmly to the area and particular from the very friendly and welcoming dog group 'Doggies of Docklands'. Since we live in an apartment it is very important for us to be able to walk and socialise our dog, Darcie, with neighbours and their dogs in this area.

The common meeting ground that many of us frequent is Point Park off Lorimer St and having this area declared an 'off leash' park for as many hours of everyday as possible would be greatly appreciated by most residents in the area.

In my personal situation and due to work commitments, the only time that I personally have to walk Darcie is around the lunchtime period, but in the interests of all dog owners in the area, an off leash status for Point Park from at least 3pm each day (particularly during the winter months) would be greatly appreciated and warmly received by our community.

Please include my thoughts during your considerations.

Kind regards,

Bruce Cameron

**Alternatively you
may attach your
written
submission by
uploading your
file here:**



[cffb96c23213488fb6a07f52b792db22.jpeg.jpg](#) 605.74 KB · JPG

**Please indicate
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: ***

No



Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Fofi Fletcher

Email address: *

fofipalamoutoglou@hotmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Point Park off leash dog park

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting.

Submissions will not be accepted after 10am.

Writing to you to ask you to consider changing the start time for the Point Park off leash park from 6pm to 4pm.

In Winter it's very dark at 6pm and it becomes a safety issue mainly for humans walking our dogs as it is an uneven surface area. Would love to have my dog playing in my neighbourhood without me stressing how to look for her in the dark or how not to hurt myself walking in the darkness.

With much appreciation,
FoFi Fletcher

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *	I have read and acknowledge how Council will use and disclose my personal information.
Name: *	Heather Richards
Email address: *	heather@casandh.com
Phone number *	
Date of meeting: *	Tuesday 7 June 2022
Agenda item title: *	Off lead dog time in Point Park Docklands
Please write your submission in the space provided below and submit <u>by no later than 10am on the day of the scheduled meeting.</u> Submissions will not be accepted after 10am.	<p>I appreciate that some breeds of dogs require some time each day to run around and play and burn off some energy each day.</p> <p>This is good for their health and fitness. This also helps many with socialising with other dogs on their own terms.</p> <p>For this reason, I support and encourage the council to permit off lead time each day from approximately 3pm to 6pm daily in Winter and have the time adjusted accordingly in the Summer months.</p>
Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *	No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Joanna Peter

Email address: * joanna_peter@hotmail.com

Phone number *

Date of meeting: * Wednesday 31 July 1968

Agenda item title: Reports from management. Item 6.2 dogs in open spaces

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Further to the surveys conducted by the parks and open spaces planning

1. The proposed fenced area in Eades park is a short term solution to the growing number of dogs living in the CBD. This will be a small area within a well established playground and right next to the busy Kings st traffic.

Currently most city dogs in the NW part of the CBD – go to the back end of Flagstaff because it is relatively safer away from traffic

A. When will the fenced area be ready for the dog population ?

B. Are there plans for larger off leash spaces local to these residents in the future – as over crowding of dogs in small off leash area is not ideal

2a. The dog community (> 3500 registered) is growing and want a safe area where they can exercise freely (fenced) – why has the council opted for some fenced areas and others not ?

B. Is there a plan to gradually have all leash free areas fenced ? Safety for dogs, public and traffic.

3. The Heritage status of existing large parks in the city states ‘off leash dogs are not compatible to the park’ This

was stated in the early 1990's prior to the residential boom in the CBD.

A. At a time where land availability in the city is limited, will Parks planning review the current validity of this clause and look into small areas in the less used parts of these parks be made as a fenced area for dogs ? Given there are non heritage facilities within these parks already.

Please indicate Yes
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

If yes, please I wish to make by submission via Zoom
indicate if you
would like to
make your
submission in
person, or via a
virtual link (Zoom)
to the meeting.
Please note,
physical
attendance will be
limited in
accordance with
City of Melbourne
security protocols
and COVID-safe
plans and be
allocated on a first
registered, first
served basis. *

Follow Up Flag:
Flag Status:

Follow up
Flagged

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Kristen Smith

Email address: *

kk.presidente@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.2 Review of dogs in open spaces

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Please refer to the attached document.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

TO: Future Melbourne Committee
FROM: Kristen Smith
RE: **Submission regarding Agenda item 6.2 - Dogs in Open Spaces**
DATE: 3 June 2022

SUBMISSION

I am broadly highly supportive of the recommendations made in the Report to the Future Melbourne Committee in respect of the Review of Dogs in Open Spaces (**Report**), and in particular welcome the proposed increase to the number of off-leash areas in the municipality.

There is one aspect, however, that I wish to object to. The Report refers to a proposal to introduce a Municipal Order under s 26(2) of the *Domestic Animals Act 1994* to require that dogs be restrained on a leash, *inter alia*, within 5 meters of shared paths.¹ This submission is made solely in opposition to this aspect of the Proposed Municipal Order.

BACKGROUND

I am a resident in the City of Melbourne and a dog owner.

The City of Melbourne, as part of its Domestic Animal Management Plan 2017 – 2021 has been undertaking a 'Dogs in Open Spaces' review (**Review**). This review has included three community consultation phases and has culminated in the Report.

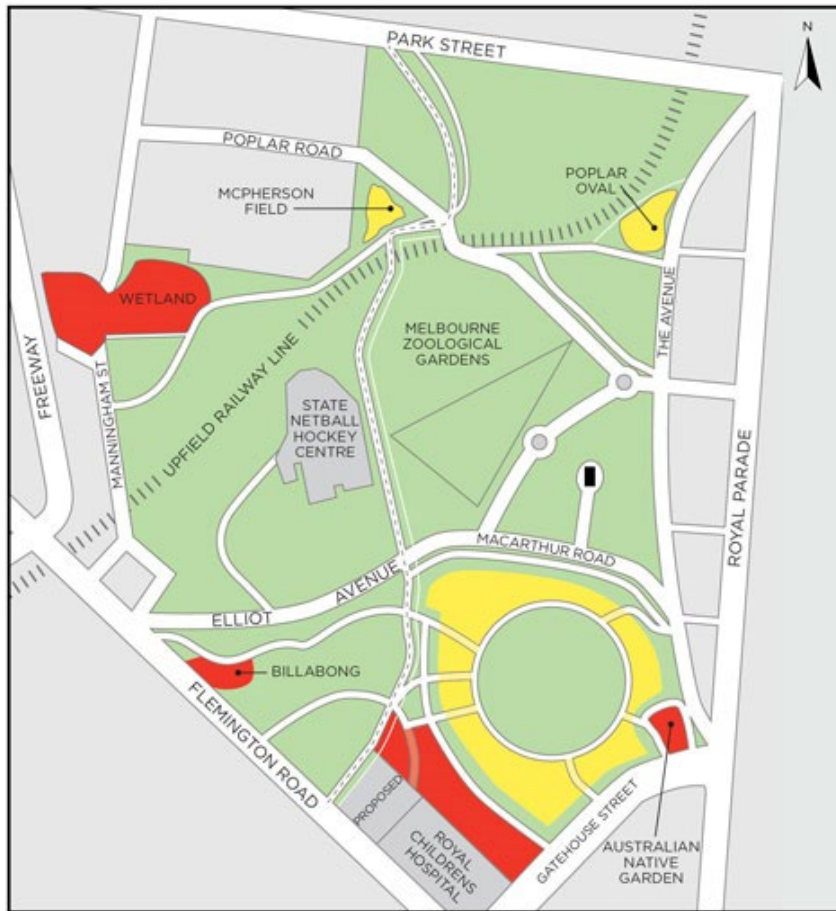
As noted above, the Report includes a proposal for the making of a Municipal Order that includes the following term in paragraph 1:

"If a dog is off a chain, cord or leash, it must be brought under effective control by means of a chain, cord or leash not exceeding 3 metres in length if the dog is on or within 5 metres of a shared path (designated and identified for use by both pedestrians and bike riders)."

(I refer to this term in the balance of this submission as the '**5-metre rule**')

As shown in the diagram **below**, the off-leash areas in Royal Park (shown in yellow) are immediately adjacent to several paths. It is not clear whether the paths abutting the off-leash areas are considered 'shared paths', but this submission is made on the assumption that they are. If I am wrong in that assumption, or if there is a proposal to designate those paths as non-shared paths, then this submission can be disregarded.

¹ See paragraph 8 of the Report and paragraph 1 of the Proposed Municipal Order.



■ DOG OFF LEASH AREA
■ DOG PROHIBITED AREA

The common practice of dog owners, from what I have observed and do myself, is to walk on the paths of Royal Park, with the dog(s) off the leash in the designated off-leash areas.

Assuming the paths adjacent to the off-leash areas are 'shared paths', my concern, and objection to the proposal is that the 5-metre rule, if implemented, will adversely affect the amenity of the off-leash areas in Royal Park for the reasons developed below.

There are very few off-leash areas in the City of Melbourne where both owner and dog can walk at the same time with the dog off-leash. Royal Park is one of a small number of such areas. One of the most enjoyable aspects of dog ownership, is walking with a dog while it is free to roam (while under effective control) and it is highly beneficial also to the dog to walk in this manner – it is more stimulating and they get far more exercise than the on-leash equivalent walk, resulting in a better behaved, happier animal.

If the 5-metre rule is introduced, it appears that it will require either that dog owners walk on the paths with their dogs on-leash, or require the owner, if they wish to walk their dog off-leash, to walk at least 5 metres from the path in the grassed areas and through the vegetation. I don't believe this is practical or safe for people or the park. People will need to walk on uneven ground and in doing so, may injure themselves and/or damage the vegetation in the park land.

I have been following closely each stage of the Review. At no point in the review do I recall mention of the proposed 5-metre rule, or community views being canvassed on its potential implementation. Unless this change has been consulted on in some other forum, I think the Committee ought be aware of this background and appreciate that the recommendation does not have a demonstrated community mandate arising from the community consultation phases of the Review.

There appears to be two possible options available to overcome the problems that might flow in Royal Park if the Proposed Municipal Order is approved, either:

- a) the Proposed Municipal Order can be amended to remove the 5-metre rule paragraph; or
- b) the paths within Royal Park that run either side of the off-leash spaces can be designated *not* as "shared paths".

In regards to option (b), I note that the number of visitors to Royal Park walking dogs in the off-leash areas appear to outnumber the number of cyclists or pedestrians who transit the park and that there are routes around the outside of the park that could be designated as "shared paths".

I am grateful to the Committee for their consideration of this submission and am available provide any further information that the Committee may wish to receive.

Yours faithfully

Kristen Smith
City of Melbourne Resident

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Martin McIntosh

Email address: * martin.mcintosh@bigpond.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Dogs in open spaces

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Future Melbourne Committee

In reference to your intention to convert Murchison Square into a dog park;

– Could I please draw reference to the very recent Melbourne City Council Management Recommendations – Attachment 3, 16th November 2021.

Murchison Square – Consultants Recommendations – Include each square in inventory with category of “Significant” (not Contributory).

Management Recommendation – Adopt Consultant Recommendation.

This appears to be a group of thematic listing of these Carlton Squares.

How does a heritage guidance of ‘Significant’, become a dog park?? At best, this does not appear to be a consistent reflection of the intent of the aforementioned study.

– Further, please reference a slightly early study;

Carlton Heritage Review – Thematic Environmental History – July 2019 – Lovell Chen

Reserve for Ornamental Enclosure – c. 1857 Macarthur and Murchison Squares.

Permanent reservations of the ‘Carlton Squares’ were formally gazetted in 1864.

There were and remain only 5 ‘Carlton Squares’. Lovell and Chen explain that “The squares were valuable open space reserves with the potential to host all manner of public or semi-private groups or uses that otherwise lacked the funds or influence to own or occupy private land.”

This is only Square of the heritage listed five Carlton squares that is to become a dog park. Why?

There has been no additional open space added to this precinct since the 1860’s and indeed the population has increased significantly. The aforementioned purpose referencing access to land is as important today as it was 150 years ago.

– Evenings in summer is when this little park comes alive. Picnics, family gatherings, neighbours sharing a drink and chatting, young, old, renters, owners, drifters, stayers, jugglers, tightrope strutters, fire-breathers, this is Carlton and part of this will be lost when people will not be able to picnic at ground level with dogs around, ground level won’t be at all appealing with dog shit invariably being left behind.

This is not part of the park, this is the entire park. Much of the current utility of the park will be entirely lost for the designated periods (i.e. there is not a fenced off area due to the size of the park)

As planners, you will move on in your career, to other councils or the private sector. We will be left with a once beautiful inner city space converted to a muddy and dusty, smelly dog park. Is this going to be part of your professional legacy?

It is difficult to imagine that a planner would ever intend for one of these squares to become a dog park! A dog park?

Please reconsider. As dog owner, I would love a more convenient off leash park to walk our dog. I am however, not about to place my own convenience above the purpose and utility of this park as it was intended.

Kind Regards

Martin McIntosh
Barrup Street
Carlton

Please indicate Yes
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

If yes, please I wish to make by submission via Zoom
indicate if you
would like to
make your
submission in
person, or via a
virtual link (Zoom)
to the meeting.
Please note,
physical
attendance will be
limited in
accordance with
City of Melbourne
security protocols
and COVID-safe
plans and be
allocated on a first
registered, first
served basis. *

Categories:

Speaker

Privacy acknowledgement: * I have read and acknowledge how Council will use and disclose my personal information.

Name: * Qianhui Wang

Email address: * xiobudianzi@outlook.com

Phone number *

Date of meeting: * Monday 6 June 2022

Agenda item title: * 6.2 Point Park Off-leash

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am. Six clock is toooooo late. Please start at 4. Thanks

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * Yes

If yes, please indicate if you would like to make your submission in person, or via a virtual link (Zoom) to the meeting. Please note, physical attendance will be limited in accordance with City of Melbourne security protocols and COVID-safe plans and be allocated on a first registered, first served basis. * I wish to make my submission in person

Privacy acknowledgement: *	I have read and acknowledge how Council will use and disclose my personal information.
Name: *	Sandra Reaburn
Email address: *	sandrareaburn@gmail.com
Phone number *	
Date of meeting: *	Wednesday 7 June 2023
Agenda item title: *	6.2 Review dogs in open space
Please write your submission in the space provided below and submit <u>by no later than 10am on the day of the scheduled meeting.</u> Submissions will not be accepted after 10am.	<p>I don't agree with the times allocated for Point Park Docklands off leash area. The 6pm to 8am isn't suitable especially during winter. This is going to make it very difficult for both dogs and owners to get any sunshine and for the dogs to have a really good run. You're happy to take the residents rates but then restrict their dogs to have their freedom. It's nothing better for an owner to watch their dog having a good run off lead. It makes you happy just being there and we all need a lot of happiness in our lives at the moment. Please review the times and be more flexible.</p> <p>Thanks</p>
Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *	No

Privacy acknowledgement: * I have read and acknowledge how Council will use and disclose my personal information.

Name: * Tony Penna

Email address: * president@southbankresidents.org.au

Phone number *

Date of meeting: * Monday 6 June 2022

Agenda item title: * 2022-06-07 FMC Meeting No.35 Agenda Item 6.2 – Review of dogs in open space

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I wish to speak to this item.

Alternatively you may attach your written submission by uploading your file here:



[20220607_fmc_meeting_no.35_agenda_item_6.2__review_of_dogs_in_open_space.pdf](#)

102.67 KB · PDF

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

Yes

If yes, please indicate if you would like to make your submission in person, or via

I wish to make my submission in person

a virtual link (Zoom) to the meeting. Please note, physical attendance will be limited in accordance with City of Melbourne security protocols and COVID-safe plans and be allocated on a first registered, first served basis. *



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Phone: 03 9028 2774
ABN 58 986 783 321 Cert. of Inc. A0036364B
info@southbankresidents.org.au
www.southbankresidents.org.au

Submission to Future Melbourne Committee

City of Melbourne, Melbourne Town Hall,
07 June 2022, 5.30pm – Meeting No.35
Agenda Item FMC 6.2: Review of dogs in open space

The Southbank Residents Association welcomes this comprehensive initiative.

We note the designated reserve at Kings Way and Moray Street Reserve in Southbank is now complete. It will be a welcome asset for dog owners in Southbank as there are no other off-leash areas in the area.

It is noted in the report there was no mention of the proposed off-lead dog park on the north-eastern corner of City Road as identified within the Southbank Boulevard concept plan. The dog-owning community of Southbank would like to know why this is and whether this is an indication that this proposed dog park is not going to come to fruition. If this dog park is still anticipated the community would appreciate an update of the progress with this component of the Southbank Boulevard plan.

While it is acknowledged that Southbank now has a dog park, it is noted that compared to other areas of the municipality Southbank dog owners don't have access to the same high-quality space as dog owner in other areas of the municipality. It is therefore seen imperative this additional park be given priority consideration.

Our popular Boyd Park has suffered the consequence of dogs being an unofficial off-leash park since it was completed. With the new nearby designated reserve now open, the Southbank Residents Association recommends there be appropriate signage displayed at Boyd Park indicating the nearby off-leash area.

Tony Penna
President
Southbank Residents Association



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www.southbankresidents.org.au

Submission to Future Melbourne Committee

City of Melbourne, Melbourne Town Hall,
07 June 2022, 5.30pm – Meeting No.35
Agenda Item FMC 6.3: City Champions for Heat Action initiative

The Southbank Residents Association supports this worthy initiative and look forward to hearing about the City of Melbourne's contribution to this project and also the learning's that will flow from the international collaboration.

Tony Penna
President
Southbank Residents Association

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Tony Penna

Email address: *

president@southbankresidents.org.au

Phone number *

Date of meeting: *

Monday 6 June 2022

Agenda item title: *

Agenda Item 6.4 – Creating Communities of Equality and Respect – Women’s Safety and Empowerment Year Two Action Plan 2022–2023

Alternatively you may attach your written submission by uploading your file here:



[204cae1.pdf](#) 103.27 KB · PDF

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No



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www.southbankresidents.org.au

Submission to Future Melbourne Committee

City of Melbourne, Melbourne Town Hall,
07 June 2022, 5.30pm – Meeting No.35
Agenda Item FMC 6.4: Creating Communities of Equality and Respect: Women's Safety and Empowerment
Year Two Action Plan 2022-2023

The City of Melbourne should be commended for the extraordinary range and number of projects they have supported. The descriptions of the projects on pages 4 – 10 of the report reveal both precisely worded action statements and specific details of progress to date.

The Southbank Residents Association looks forward to the results from the Year Two Action Plan.

Tony Penna
President
Southbank Residents Association

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * fiona Sweetman

Email address: * fiona@hiddensecretstours.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: 6.5 Establish 'Experience Melbourne'

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

THIS is exciting to have an experience Melbourne, but please do make it about Melbourne – and this includes South Yarra and South Melbourne and Carlton etc (it areas outside of the direct CofM boundaries) We have so many tourists who dont know where boundaries are, so the visitoru journey will be disrupted event more if this is to be a piublic facing brand. Please do enagage with operators and propetires regualrly on how this works and not just major events and Cof M owned events. Small operators find it incredibly difficult to see value if this is all you talk about – the Whats on is a great example – where the focus is on local attitudes to cool cafes and instagramable things, but not on how visitors travellers actually move about the city. We at hidden Secrets find the whats on very non engaging for our travellers.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: * I have read and acknowledge how Council will use and disclose my personal information.

Name: * Ariel Valent

Email address: * arielv@centre.org.au

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Events and Sponsorship Review Outcomes

Alternatively you may attach your written submission by uploading your file here:



[events_and_sponsorship_review_outcomes_submission_to_com_the_centre.docx](#)

17.92 KB · DOCX

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Events and Sponsorship Review Outcomes

I write as Director of The Centre: Connecting Community in North & West Melbourne, a neighbourhood house operating in the suburbs of North Melbourne, West Melbourne and Docklands.

I have many years experience in the events industry both within and outside Melbourne, in small events such as The Village Winter Festival and large events such as Melbourne International Comedy Festival and Falls Festival. As a former employee of City of Melbourne, I also have experience sitting on the Events Partnerships Program panel, managing Community Grants and also delivering programs as part of City of Melbourne-delivered major events.

It is a very good idea to review City of Melbourne's Events and Sponsorships program, and I commend Council for doing so, especially in the post-COVID environment.

Whilst I broadly support the findings of the review, I believe the terms of reference for the review were too narrow.

undertake a review of City of Melbourne's (CoM's) events calendar to identify areas for realignment to drive visitation and spend for the city.

I think it is vital that you hear the perspective of a community organisation that delivers events within City of Melbourne. The Centre currently receives EPP sponsorship for the Spanish Language Fiesta and North West Fest.

Events are undoubtedly economic drivers of our city, and can certainly contribute to the re-activation of Melbourne. However, it appears that the recent review has failed to appreciate the underlying reasons why events exist.

Melbourne International Flower and Garden show is about horticulture; Polish Festival is about celebrating culture; and Run for the Kids is about health and fitness and supporting children. Each of these events brings people to Melbourne and contribute to the economy and vibrancy of our city, but none of them started as economic or tourism programs. Good events attract people because they have a fundamentally sound purpose, whether that be sporting, community, artistic or otherwise.

There are two recommendations contained within the review which are of great concern:

1) 14.1. Raise the minimum number of attendees from 1,000 to 5,000 people

It is self-evident that the greater the number of attendees, the greater the critical mass and the more economic impact an event is likely to have.

However, by cutting out these smaller events, City of Melbourne would be inadvertently constraining the local events industry and stifling innovation. The impact might not be obvious in 2023, but several years down the track, City of Melbourne would only have the "same old same old" events to offer, as the newer, more innovative and more interesting events take root in Yarra, Darebin, Port Phillip, or perhaps Bendigo, Adelaide or Sydney.

The Centre runs the Spanish Language Fiesta in the laneways of North Melbourne. It is a vibrant, culturally dynamic, locally engaged one-day program. In 2022 it attracted 2 500 attendees who packed the laneways. Our recent acquittal to City of Melbourne EPP showed a direct economic expenditure as a result of Spanish Language Fiesta of \$88 826. By itself, this is not going to see the city recover, but for an investment through EPP of \$10 000, it still represents excellent value.

Whilst the report suggests that such events could apply for a Community grant, this is not likely to happen. An organisation such as ours has multiple other community needs to address and only one application is accepted each year.

As a side note, there are no green bookable event spaces in Docklands (a community we work with and one that City of Melbourne is keen to see thrive) that can accommodate 5 000 people.

If Council were to endorse this increase to minimum attendees, it would need to be matched by an increase in funding to the Connected Communities grants, and/or a dedicated additional funding stream for community events. Consideration should also be given to allowing organisations to submit multiple applications to that they can run events without forsaking a plethora of other community needs that can be addressed through the application of community grants.

In short, to maintain and develop the strengths of Melbourne's events landscapes City of Melbourne needs to continue to support small-medium events as well as larger events

2) *14.4. Remove the differentiation between commercial and community event types in the application process, to instead focus support on an event's ability to draw significant attendance by people who value spending time (and money) in the city.*

I believe this is a backwards step. Events should not be judged only for their ability to drive expenditure. Events that also address community issues should be encouraged to take place in the City of Melbourne. Events are a great tool to address social issues such as inequality, loneliness, social cohesion, racism, improving physical and mental health and community empowerment.

Whilst COVID hit our economy hard, it also hit our communities hard. Don't forsake one recovery for another. If the EPP team don't want to consider community benefits through events, City of Melbourne will need to set up and fund another specific mechanism to support such programs.

The draft event principles in the report propose that:

CoM may sponsor events to increase visitation and spend, to foster community engagement, to foster creative development and to support community development.

These very sound principles simply cannot be achieved if community benefits are removed or downgraded in assessing applications.

One last separate proposal for the review of EPP: please consider allowing organisations to apply for a suite of events over the course of a year in one single application. For an organisation such as ours, who hope to run five events (from 1 000 to 15 000 attendees) throughout the year, this would be a welcome streamlining of the process.

In summary, I am an avid supporter of events in the City of Melbourne. They are incredibly important for the recoveries of both our economy and our communities. I implore Council to ensure the underlying purpose of events (large and small) can be adequately supported, allowing the rich fabric of our events landscape (both current and emergent) to flourish for many years to come.

If any Councillor or City of Melbourne representative would like to discuss this further, please contact:

Ariel Valent

Director

The Centre: Connecting Community in North & West Melbourne

arielv@centre.org.au

Privacy acknowledgement: * I have read and acknowledge how Council will use and disclose my personal information.

Name: * Tony Penna

Email address: * president@southbankresidents.org.au

Phone number *

Date of meeting: * Monday 6 June 2022

Agenda item title: * Agenda Item 6.7 – Trial for Creative Hoardings

Alternatively you may attach your written submission by uploading your file here:



[20220607_fmc_meeting_no.35_agenda_item_6.7_trial_for_creative_hoardings.pdf](#)

54.67 KB · PDF

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No



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www.southbankresidents.org.au

Submission to Future Melbourne Committee

City of Melbourne, Melbourne Town Hall,
07 June 2022, 5.30pm – Meeting No.35
Agenda Item FMC 6.7: Trial for Creative Hoardings

Southbank Residents Association considers this a very innovative project. Artists were not well supported during COVID-19. This proposal will assist with their recovery.

It also complements the Beulah initiative at Hanover House on City Rd. Southbank is the arts precinct of Melbourne and it would be fitting to see such use of hoardings within our part of the municipality. SRA hopes this initiative will be on-going and maybe even the start of something new throughout the state.

Tony Penna
President
Southbank Residents Association

Privacy acknowledgement: * I have read and acknowledge how Council will use and disclose my personal information.

Name: * Marion Attwater

Email address: * karystosevia@protonmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.8 Bi-annual report to Council on the activities of the M9 group of Councils

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Thank-you for the opportunity to make a submission to this item on the Agenda. As a resident of Moreland LGA, I am impressed that your Council receives bi-annual reports on the activities of the M9 group. Moreland Council does not receive any such reports, and it is a complete mystery as to what the Mayor and CEO of Moreland Council are doing in the M9 alliance. The MOU between Moreland Council and the M9 is not a public document either, and was not part of any Council Report.

It has been enlightening to read this report in the City of Melbourne agenda. Thank-you.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * A. de Vries

Email address: * alisonedevries@icloud.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 implementation update and relevant paragraph (19)/recommendation (22.6) which ought to be compared and contrasted with facts stated in paragraphs 8–18.

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Normally I would never do a submission but recent cyclist deaths and the fact that the FMC recommendation to defer doesn't make sense considering the Urbis report that was attached to the agenda said that cars in the city are uneconomical and environmentally unfriendly!

There should be absolutely no removing of bike lanes in the city.

I use these lanes myself a good ¾ of the year on a 3 day basis. I also always get my midday meals in the city and generally enjoy city life. I have absolute no joy using only public transport and using a car in the city is always stressful. using a bike is fabulous and healthy. There should be plans to increase lanes not reduce them.

thank you letting have a say
with kind regards
A. de Vries

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Aaron Witherow

Email address: * aaronwitherow@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: 6.9 City of Melbourne Transport Strategy 2030

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I am extremely disappointed to learn of a pause on the roll out of separated bicycle lanes in the latest changes to the Melbourne transport strategy.

Cyclists have long been putting themselves at risk while trying to jostle with large vehicles. During, and as this pandemic comes closer to and end, bike lanes have enabled those who would not normally have ridden a bike, the opportunity to do so. There has been a general fear of public transport due to the closeness of other patrons and the lanes have provided an alternative to taking a car.

As a city, we need to be encouraging and enabling people to have an alternative mode of transport. We know that we need an active an healthy option for people to get around this city.

For far too long, vested interests have tried to stymie the inclusion of cyclists in the road network.

It is not too much to ask that a small proportion of the roads be given to those who need protection the most. The policy of constantly widening roads and giving more priority to cars will never be enough, there will always be a complaint around congestion as there is no other option available.

Putting a pause on bike infrastructure is a short sighted reaction. The balance needs to be addressed.

This is not about massively complex and expensive cycle lanes that reduce other road users options, this is about the bare minimum, safety.

I implore you to not give in to the short-sighted, reactionary noise and please put the safety of those who use the road, whoever that may be, first and as a priority over everything else.

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Adam Aldous

Email address: *

adam_aldous@icloud.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Alternatively you may attach your written submission by uploading your file here:



[adam_aldous_future_melbourne_committee_submission_6.9.docx](#)

17.39 KB • DOCX

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Future Melbourne Committee submission

Submission – Future Melbourne Committee Item 6.9

Dear Councillors,

I am writing to you to make it clear that I, a Melbourne CBD resident, and a user of all transport, am AGAINST the pausing of construction of Melbourne CBD separated bike lanes. I will also make clear these are my personal views and not that of my employer.

I have 20 years of experience in the truck and courier industry. At some stages I have driven vans and trucks in Melbourne CBD delivering and collecting goods. I have been riding bikes to commute to work for most of those 20 years.

I also ride to get to places in and around the CBD along with my 7yo child who goes to school and rides most days using separated bike lanes on La Trobe St (if they're not blocked by heavy vehicles parking in them). Speaking with other parents with school aged children around Melbourne, they say that we are 'brave' to ride to school. Why do think that is? It's because it is considered dangerous in Melbourne to ride to school on and around our roads. We have a long way to go before people commonly think that riding in Melbourne and the CBD is a safe place for vulnerable road users. Pausing the roll out will only make outcomes worse. As you travel through the CBD whether on foot or by bike a number of things can be seen where it comes to motorists behaving badly. Things like illegally blocking intersections and pedestrian crossings as well as blocking the public transport network.

The agenda outlined in item 6.9 does not strongly address the reasons for the pause. After the Transport Workers Union and the CEO of the Victorian Chamber of Commerce and Industry recently spoke out against safe separated bike lanes also saying they're in support of the removal of the bike lane on Exhibition the public can only draw their own conclusions and that the Melbourne City Council isn't exactly being transparent about the pause.

Paul Guerra himself states that he supports removing the bike lanes on Exhibition Street. He contradicts himself by stating that increasing the speed vehicles pass through the CBD on a major thoroughfare will somehow contribute to the economic recovery of Melbourne CBD. I can't imagine what the cost of the removal of the bike lanes would be to Melbourne and on top of that the loss to Melbourne's economy with more cars returning to the CBD as your own data suggests that space required for cars returns only \$93,277.00 and is the lowest of all modes.

TWU Australia have publicly stated that "Exhibition Street has been made deadlier by changes made to a key transport route without consultation." What evidence do they have that it has been made 'deadlier'? It was only 2 weeks ago that a woman on her bike from Japan was killed on what is considered a major thoroughfare. A road without bike lanes. My child is aware of this, we went and placed flowers. I don't want to place flowers or paint anymore ghost bikes for anyone. But if we listen to radio shock jocks and people with ideas and no evidence I will be.

When we walk around the CBD it is easy to see that the e-scooter roll out has been successful. They are seen everywhere. Unfortunately, they are somewhat dangerously ridden on the footpath but this is only seen on streets where there aren't any safe separated bike lanes. We live on Spencer Street. When we want to ride on Spencer St to get somewhere my child rides on the footpath. The footpath with pedestrians and riders is unsafe but the road is more dangerous as there isn't any separated bike lanes on Spencer St as once again it is considered a 'key thoroughfare'. We like to ride to parks in and around the CBD and we like to use our bikes when we go shopping. We also like to get our meals delivered now and again. We would like to think that the person delivering our food has a means of travelling on the bike safely to deliver our food. We would be devastated if the person delivering the food we ordered was to die or be seriously injured just because we decided not to cook and support local businesses and workers instead.

PLEASE MAKE OUR CITY SAFER. THINK OF THE SCHOOL CHILDREN, THE DELIVERY RIDERS, MAKING WOMEN SAFER, THE ENVIROMENT AND BE BRAVE SO WE DON'T HAVE TO BE!

Yours Sincerely,
Adam Aldous and family
CBD Residents

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Adam Griffiths

Email address: *

adamgriffiths1332@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

The 2022 election result was the Australian people voting for change and climate was seen as being a decisive factor in ushering in a new Labor government. With the invention of electric scooters, rapidly souring fuel prices and the lockdowns encouraging people to be more active, people have taken to the streets in more economical and environmentally conscious modes of transport. The CBD road systems in its current state is a dangerous mix of oncoming trams and motor vehicle congestion. Only a few weeks ago a car reversed back up Flinders Street hitting a pedestrian and putting her into a critical condition. Just weeks before that, a cyclist was killed on King Street after falling into the path of a truck. Bicycle lanes not only take congestion off the roads and decrease pollution (and associated illness), but protected bike lanes save lives. Melbourne needs to adapt if it wishes to remain a modern cosmopolitan city instead of placing Australia's love affair of the petrol vehicle above the safety and well-being of its inhabitants. It has worked for Europe, why can it not work for us? There is a lot of talk in the media of the slow death of the CBD. In an age where working from home is the new norm, the City is going to have to make positive changes to entice people back to the concrete jungle and away from the quieter, leafier suburbs which we have started to preference (and rightly so).

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Adrian Bauer

Email address: *

ajbau6@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I am writing to oppose the proposed pausing the bike lane rollout in the Hoddle Grid over the coming year.

Council has already delayed this rollout to get a study done by Deloitte that was heavily in favor of the proposed bike lanes.

Lanes are currently being constructed in a way that can be modified and improved as required. Delaying is not required as improvements can be made as needed.

Any delays cost the council money and revenue from the improvements that the Deloitte study shows.

Safe cycling lanes are used by many including people on scooters and those with disabilities. See this video showing how much this improves disabled access to cycling infrastructure.

<https://www.youtube.com/watch?v=xSGx3HSjKDo>

Delaying Costs council money, Delaying costs people with disabilities, and Delaying costs lives.

Please vote to make Melbourne a Safe and accessible city for all now.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Alan Todd

Email address: *

alan_todd@westnet.com.au

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Item 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

My submission is in response to recommendation 22.6 deferring further installation of new protected bike lanes in the Hoddle grid.

I live in regional Victoria, but travel quite often to Melbourne, and like to use a bike to get around once I am there. In the past (and I'm going back many years) cycling through the CBD was a bit of a 'take your life in your hands' experience, so it has been encouraging to see the steps that have been taken over recent years to make the city more cycle friendly. The past two years, I need hardly say, have been a bit disrupted, and as a consequence I haven't had cause to take my bike to the CBD since early 2020. However just last week (I think on the actual day when the proposed 'pause' on new cycle lanes was announced) I made the trip by train to Southern Cross, with bicycle on board.

I had read a bit about the newly installed cycle lanes, so was curious to see what effect they had had. From my own perspective on the bike, the result has been remarkable. I won't comment on individual streets and their arrangements – it is the overall effect on ease of movement and sense of safety that is important. Cycling through and around the CBD the whole feel was so much safer, and connections easier to follow. Yes, there's still a fair way to go before Melbourne gets close to the cycling experience in many other major cities worldwide, but at least you're on the way. It would be a great pity to stop now, on the basis of short term (and often quite poorly thought through) opposition.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Albert Bui

Email address: *

albbui@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I am very concerned that the pause to the rollout of the protected bike lanes in the CBD is going to adversely affect the City of Melbourne's ability to recover from the pandemic. The only way that I can enjoy my visits to the city and bear to return to the city for work is by riding by bike. It gives me cheap, easy access to go where I want without being stuck in traffic, paying for parking or petrol and allows me to get much needed exercise. It means I don't have to worry about close proximity to others on public transport if there is another serious increase in COVID numbers.

The focus of the city should be a dense, walkable and rideable environment that is not centred around car infrastructure. Street lanes dedicated to drivers and parking that is only useful for short periods is a waste of space that could also be better used for retail. Please do not pause the bike lane rollout because it inconveniences drivers who could just as easily ride or catch public transport.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: * • I have read and acknowledge how Council will use and disclose my personal information.

Name: * Alec Miguel

Email address: * amspm.2602@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

With respect, I find the decision to stop the construction of separated bike lanes a serious misstep in rider safety, returning the CBD to pre-COVID usage levels, and our implementation of climate change and sustainability targets.

In the Director of City Strategy's report regarding Agenda Item 6.9 at para 12, 'The survey found that: a majority of people (55 per cent) support installing protected bike lanes in the city; a majority (61 per cent) agree that protected bike lanes make it safer to

travel around the city; and nearly 20 per cent of people living within 10 km of the city say that they are

more likely to visit the city due to the new protected bike lanes. Based on the survey, an estimated

400,000 people have already used the new bike lanes'. While a 57% majority agreed bike lanes make it harder to drive around the city, this pause on new bike lanes rests on the false assumption that making it hard to drive in the city is a bad thing.

With the construction of the Metro Tunnel by 2025 comes a unique opportunity to make the Melbourne CBD more pedestrian-friendly, with the first step reducing car activity. Under the doctrine of 'induced demand' (see a helpful summary at this link:

<https://www.youtube.com/watch?v=UabSO0X1rYw>), measures that cater to car drivers (or, for that matter, delivery and truck drivers) only serve to increase congestion by increasing road usage by those cars and trucks. Conversely, measures that improve rider safety and pedestrian mobility in the city decrease car usage and increase bike/scooter usage. This increase in bike/scooter usage, and the increased amount of people walking, improves long-term health outcomes for Melbourne residents, as has been demonstrated in cities such as Tokyo and Osaka, where incidental exercise has been empirically proven to reduce health problems without requiring people to consciously exercise in gyms or similar.

Likewise, the complaints about people avoiding the city for fear of not finding a park completely ignore public transport, the dedicated service that by design runs through the CBD. While improvements in our public transport network are much needed, the Metro Tunnel will be a significant step to making the city accessible by car.

With reduced car demand comes increased scope for implementing loading zones, as requested by the Transport Industry Union. Naturally, there are no viable alternatives to delivery trucks in the city, except by reducing congestion both going into the city, and within the city itself. The data-driven solution, informed by our sustainability goals, is to increase rider numbers on bikes and public transport, whilst simultaneously reducing car usage.

While the protected bike lanes have been successful in promoting bike/scooter commuting, there are still dangerous gaps in the Hoddle Grid's bicycle infrastructure. For example, the value of the protected lanes in Exhibition St is lost when coming from the existing transport corridor along Albert St, which then turns into Lonsdale St. While there is a protected lane along Albert St, there is no bike lane along Lonsdale St below Spring St, forcing riders to either perform a hook turn and divert along Latrobe St, or ride down the bus lane and turn left onto the new bike lane on Exhibition St. As someone who rides on this route everyday and has no viable way of reaching the top end of Bourke St, I constantly fear for my safety when commuting to work. What this fundamentally highlights is that bikes have been, and continue to be, seen as an afterthought to a city grid that priorities cars. The COVID-19 pandemic has decreased office attendance to 36% of pre-pandemic levels (para 8 Report) whilst creating a positive dynamic where 'commuters are nearly twice as likely to choose a bike or e-scooter than before COVID-19' (para 8.3 Report).

I respectfully ask the Future Melbourne Committee as an office worker, cyclist, and young person anxious about the effects of the Climate Emergency, to reconsider this dangerous move that is not supported by any evidence beyond anecdotes from a vocal minority.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Aleisha Wills

Email address: * leish101@hotmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

The rollout of new bike lanes in the last couple of years has been one of the best things to come out of the pandemic. I ride my bike to work every day, predominantly using bike lanes on Swanston St, Exhibition St and LaTrobe St, along with other routes into and around the city. I am a huge advocate for cycling to work, and safe routes are so important for new riders. Cycle commuters are doing the world a favour by not taking up a spot on public transport or in cars, and therefore this should be encouraged as much as possible. City of Melbourne wants to get office workers back to the city, and the commute is a massive reason why workers don't want to come back. But cycle commuters generally love their commute. Getting more people on bikes, and turning their commute from a nightmare into an activity that is enjoyable, safe, and healthy, can be one element of CoM's reactivation strategy. I would urge Council to continue the good work and not pause the rollout of more bike infrastructure.

Please indicate whether you would like to verbally address the Future Melbourne in No

support of your
submission: *

Privacy acknowledgement: *	I have read and acknowledge how Council will use and disclose my personal information.
Name: *	Alex Diamis
Email address: *	adiamis@gmail.com
Phone number *	
Date of meeting: *	Tuesday 7 June 2022
Agenda item title: *	6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation
Please write your submission in the space provided below and submit <u>by no later than 10am on the day of the scheduled meeting.</u> Submissions will not be accepted after 10am.	I am using the bike lanes across the CBD to visit the city and move around the city. Me and my wife and friends take the train from Pascoe Vale to the city weekly with our Bikes to go shopping, dine and to go to sport club activities in Docklands. It is very important to us to have safe wide bike paths as combining bikes with metro trains proved to be the best and most convinient and fast mode of transportation for us. Please keep and expand the bike lanes in the CBD and the greater Melbourne suburbs!
Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *	Yes
If yes, please indicate if you would like to make your submission in person, or via a virtual link (Zoom) to the meeting. Please note, physical attendance will be limited in accordance with City of Melbourne security protocols and COVID-safe plans and be allocated on a first registered, first served basis. *	I wish to make by submission via Zoom

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Alex Hailstone

Email address: *

alex.hailstone@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9 Implementation of COM Transport strategy 2030 and Transport program to aid city recovery and reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Melbourne has fallen far behind other cities when it comes to being livable and sustainable. Australians have voiced their preference for greener future with more climate action. Most internationally major cities are progressing and actively increasing bike paths, closing roads and reducing car parks. The infrastructure needs to be in place for people to be able to get on their bikes and travel around city. It would be a major setback and make Melbourne fall behind international cities further if we deferred the installation of new protected bike lanes. If we want more people to take up cycling and alternate transport to work, it would be incredibly backward to even consider halting the construction of additional bicycle infrastructure.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Alex Merory

Email address: * alexmerory@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Agenda 6.9

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

As someone who regularly rides through the city, I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality – to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving ‘traffic evaporation’ (1). By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. As the City of

Melbourne's own research (2) shows, "Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride." A recent Melbourne study supports your findings, demonstrating that separated cycling infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

Increase business: Despite all the criticism that has led to this "pause", which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure increases economic activity, spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than ever. Salt Lake City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the extra foot and wheel traffic (5). Further, with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and dog!) is only growing.

Improve safety for all road users: Research indubitably demonstrates that implementing bike lanes enhances safety for not only people riding bikes but those driving and walking (6). This is because separated bike lanes have a car-traffic calming effect, enabling vehicles to move at safer speeds for everyone.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll (7). If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around (8). These upgrades can be of particular benefit to older people, those living with a disability, low income households and migrant communities.

Reduce emissions: Personal transport is Australia's fastest growing source of emissions (9); and fluctuates between the second and third highest source (behind only energy and land use) (10). Bottom line: our cars are a major contributor to climate change and Melbournians need to be empowered to move in different ways wherever possible. The global climate science is clear: we need to increase active transport to reduce transport emissions. Local research tells us that more separated and dedicated infrastructure is required to move the great number of people from the interested category to actually taking up riding. Australia needs a national strategy to move away from petrol-guzzling cars to bike-riding, walking and zero-emissions public transport and electric vehicles. To pause these bike lanes would put Melbourne on the back-foot, set to become stuck in the past as Australian cities implement innovative and intelligent transport solutions.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options (11), and improved infrastructure allows more Melbournians to experience these benefits .

To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. I ask that you preserve with your bike strategy to reap all the benefits they will bring - a strategy set in motion well before the pandemic.

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Alexander Lugg

Email address: * alexander.lugg@gmail.com

Phone number *

Date of meeting: * Friday 3 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.


I am most concerned by reports that the City of Melbourne is considering pausing the rollout of safe cycling infrastructure. Both my personal experience and your own reports suggest that such a decision would be a mistake.

My children and I regularly use cycling infrastructure to travel to school, work and shop at local businesses. The cycling infrastructure that you have installed over the past years has been critically important for our safety, particularly in areas where riding on the footpath is deeply impractical even when legal for smaller children. P. 62/73 of the supporting documentation demonstrates the positive impact that this infrastructure has had on the community more broadly.

Council has an opportunity to show leadership and demonstrate the vision they have for the City of Melbourne. Is Council committed to a safe and sustainable city that embraces and caters for the needs of its residents and visitors now and into the future? I urge you to maintain your investment in cycling infrastructure as part of a wider commitment to a better Melbourne for all of us.

Please indicate whether you would like to No

verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: *	I have read and acknowledge how Council will use and disclose my personal information.
Name: *	Alexander Sheko
Email address: *	apsheko@gmail.com
Phone number *	
Date of meeting: *	Tuesday 7 June 2022
Agenda item title: *	Item 6.9 – Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation
Alternatively you may attach your written submission by uploading your file here:	 alexander_sheko_submission.pdf 168.31 KB · PDF
Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *	Yes
If yes, please indicate if you would like to make your submission in person, or via a virtual link (Zoom) to the meeting. Please note, physical attendance will be limited in accordance with City of Melbourne security protocols and COVID–safe plans and be allocated on a first registered, first served basis. *	I wish to make my submission in person

Submission re 7 June 2022 Future Melbourne Committee Item 6.9 - Alexander Sheko

Dear Councillors,

I am writing to make a submission **against** the management recommendation that Council defer further installation of new protected bike lanes in the Hoddle Grid during financial year 2022/23.

I am a transport planner with experience in local and state government, and have postgraduate qualifications in urban planning which included thesis research on the role of safe cycling infrastructure in closing the cycling gender gap in Melbourne. I am also a resident of the Melbourne CBD. The views in this submission are my own and do not represent my employer or any other organisation.

It is not clear to me from the agenda paper why it is recommended to defer implementation of this vital infrastructure, as much of the agenda paper talks to the benefits of separated bicycle lanes, alignment with Council's adopted Transport Strategy, economic contribution of people cycling to the CBD and Council's careful work to make adjustments to recent cycling projects (e.g. Exhibition Street) in response to issues raised by the community.

The only reason given is that pausing further implementation should occur while "the city continues to recover and travel behaviour settles into a new rhythm". I find this logic to be alarming given the post-lockdown recovery period is crucial to enhance and encourage use of sustainable transport modes for as many trips as possible, rather than embedding new patterns of car dependency at a time where car usage rates have recovered more quickly than public transport usage.

I can only assume that the logic behind this recommendation is in response to some negative stakeholder feedback and media narratives which oppose separated bicycle lanes on the basis that they reduce the number of traffic lanes or on-street parking spaces.

My submission addresses a number of reasons why implementation of separated bicycle lanes should not be deferred within the Melbourne CBD:

- **Deferring cycling projects will slow down long-term delivery of the cycling infrastructure program.** While the management recommendation to defer CBD bicycle projects planned for FY22/23 while continuing other projects outside the Hoddle Grid could appear to be a sensible compromise, this ignores that significant work would have been undertaken by Council officers to plan for these projects and obtain state government approval. On the other hand, new projects will have less certainty in terms of design and approvals, and are less likely to be delivered within the timeframes envisaged in the officer report. There is also a significant risk that the momentum gained by the current progress delivering on Council's envisaged cycling network will be lost through this deferral, including the continuation and even increase in opposition by stakeholders who do not support implementation of separated bicycle lanes. Deferring the implementation of projects today will not reduce the challenge that Council faces in managing stakeholder sentiment in the future, threatening the overall delivery of the program as envisaged in Council's Transport Strategy 2030.
- **Safe cycling infrastructure is key to enabling more people to cycle.** Recent research from Monash University found that 78 per cent of Melburnians are "interested but concerned" about cycling, and would cycle if high quality infrastructure is provided¹. Only 16 per cent identified as "no way no how" and would not consider cycling. While not the only factor,

¹ Pearson et al, 2022

perceived safety is consistently found by research to be a major determinant in whether people cycle or not².

- **Safe cycling infrastructure is key to addressing the current gender gap in cycling.** Research also identifies perceived safety as a crucial element in whether there is gender disparity among cyclists³. While men represent the majority of cyclists across greater Melbourne, there is gender parity in safe, comfortable locations such as Canning Street, Carlton North⁴. Council's own Transport Strategy includes increasing the proportion of cyclists who are female to 40 per cent by 2030 (up from 24 per cent in 2019)⁵. Victoria's Cycling Strategy also acknowledges that protected cycling infrastructure is key to increasing participation by under-represented groups such as women and the elderly⁶.
- **This infrastructure is required to improve safety for all road users.** Tragically, a woman was recently killed on King Street in the CBD while cycling. While road-related fatalities and serious injuries in the CBD have thankfully reduced over time, Council's own Transport Strategy acknowledges there is a long way to go⁷. Research shows that protected bike lanes is one of the biggest factors associated with lower fatalities and injuries for all road users, not only cyclists⁸. A 2020 poll commissioned by the Amy Gillette Foundation also found that 75 per cent of drivers would feel more comfortable sharing the road with cyclists if there was a separated bicycle lane⁹.
- **Encouraging cycling helps bring more people into the CBD, now and into the future.** Cycling is a very space-efficient mode of transport – it requires only 1.5 square metres per person of space compared to 9.2 square metres for car travel (with average occupancy)¹⁰. Research commissioned by the City of Melbourne indicates that while car trips have significantly increased during the covid recovery period, they are projected to decrease below the pre-covid baseline by 2026, while usage of bikes and e-scooters is expected to be 241% of the pre-covid baseline¹¹.
- **We need to keep building high quality cycling networks.** Cycling routes do not function in isolation but as pieces of a broader cycling network. Networks cannot be built within a single year but are incrementally developed. When starting from a low base as cities like Melbourne are, this means there will be a long time before a network is fully developed and its benefits fully realised. Each congested traffic lane in the CBD essentially represents the most people that space can ever provide access for. Each bicycle lane that may appear under-utilised represents the greater space-efficiency of cycling and future capacity to accommodate more cycling trips as the network is further developed.
- **Cyclists contribute significantly to the economy.** There is a common misconception that trips by car are solely or overwhelmingly responsible for economic activity and supporting

² For example, Daley, Rissel & Lloyd, 2007; Jacobsen, Racioppi & Rutter, 2009; Pucher & Buehler, 2008

³ Insert reference

⁴ Sheko, 2015

⁵ City of Melbourne, 2019: page 16

⁶ Department of Transport, 2018:

⁷ City of Melbourne, 2019: page 26

⁸ Marshall & Ferenchak, 2019

⁹ Amy Gillet Foundation, 2020

¹⁰ City of Melbourne, 2019: page 33

¹¹ Urbis, 2022: page 21

businesses. Research commissioned by the City of Melbourne indicates that while the share of CBD economic activity generated by car trips has increased during the covid period, it is projected to fall below pre-covid levels in the longer term with a 67 per cent increase in economic activity due to cycling by 2026¹². This means trips to the CBD by bike would be responsible for about half the economic activity as those by car, despite requiring significantly less space. Previous research found that each square metre of bicycle parking in Carlton generated over five times as much economic activity as the equivalent space for car parking¹³.

- **The importance of car access is often over-stated.** There is no doubt that private vehicle access will remain an important mode of transport, including to the CBD. This is particularly the case for trips that cannot be made by other modes, including to provide access for people with disabilities, as well as essential deliveries and freight. However, the role of trips by car is often over-stated, including by businesses and traders. Recent research conducted by Moreland City Council found that while traders along Sydney Road perceived that 61 per cent of their customers arrived by car, the actual figure was 39 per cent¹⁴. This research also found people travelling by bike intended to spend a similar amount of money per trip than those arriving by car.
- **Council should prioritise road and parking access for higher priority cohorts such as people with disabilities and essential deliveries.** As noted above, there are cohorts that have a greater need to travel to the CBD by private vehicle than others. Council already has the tools to allocate priority access particularly through parking restrictions that can provide priority access for people with disabilities (accessible parking), enabling safe drop-offs (very short term parking e.g. 5 minute restrictions) and providing access for essential deliveries (loading zones). With a large number of off-street parking spaces within the City of Melbourne¹⁵, on-street parking should be prioritised for these uses rather than general parking wherever possible. There is also significant private vehicle through-traffic in the CBD¹⁶, which does not contribute economically or otherwise to the CBD and should not be further encouraged.

For the above reasons, I urge Council not to give in to pressure to defer delivery of crucial bicycle infrastructure in the CBD, and threaten the realisation of its aims for its transport network for 2030 and a post-covid recovery that embeds positive change in terms of transport mode shift, rather than continued car dependence.

I have no doubt there is further work to be done in engaging with stakeholder and making further adjustments to ensure that the highest priority private vehicle needs are met. I hope Council has the courage to make the challenging decisions necessary to deliver on its strategic aim rather than taking a step backwards at this crucial juncture.

Yours sincerely,

Alexander Sheko

¹² Urbis, 2022: page 27

¹³ Lee & March, 2010

¹⁴ Moreland City Council, 2019

¹⁵ Taylor, 2018: page 18

¹⁶ Urbis, 2022: page 22

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*

Name: * Alexandra Almond

Email address: * almondalexandra@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I am horrified that City of Melbourne is considering pausing its bike lane rollout.

Everything in this report points to the protected bike lanes being effective at encouraging people to return to the city using active transport. It's an extraordinary statistic that bike traffic has increased in protected lanes to up to 186% of the pre-COVID-19 baseline, while office attendance remains low at 36%.

This is a clear demonstration that these bike lanes are working to encourage people to ride to the city and feel safe doing so.

That you would consider deferring further installation of protected bike lanes (22.6) is not a logical conclusion from the evidence presented; and shows a disappointing lack of commitment to a greener Melbourne.

Please indicate whether you would like to verbally address No

the Future
Melbourne in
support of your
submission: *

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*

Name: * Alexandra Kleeman

Email address: * kleeman.alex@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: City of Melbourne bike lanes

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

My submission is in regards to the City of Melbourne decision to "pause" the installation of separated bike lanes in the CBD.

I do not agree with this decision. I'm a Melbourne resident and CBD worker. The bike lanes are crucial to supporting active travel and reducing car dependence (and the associated carbon emissions that come with car use).

I would strongly urge the council NOT to suspend the rollout of the bike lanes, and instead implement other solutions to manage CBD traders/delivery drivers concerns (e.g., turn some traffic lanes into loading zones, ban private vehicles from some streets, reduce on-street parking, and changing the timing of deliveries to avoid peak hour).

Please indicate whether you would like to verbally address the Future Melbourne in No

support of your
submission: *

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Alexis Pham

Email address: *

phamalexis7@yahoo.com

Phone number *

Date of meeting: *

Tuesday 7 November 2000

Agenda item title: *

Protected bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Building the bike lanes will reduce the space for the dominating cars. Bicycle is a more ecological mode of transport and should have its own space just like cars. Keep the bike lanes project

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Alice Clarke

Email address: * alicedkc@mac.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

It's not hyperbole to say that the addition of separated bike lanes in the city has changed my life. I've lived in the city on and off for 18 years and currently own my apartment (and thus pay rates) because I love it so much, but the focus on cars and pushing bikes onto the footpaths was always a problem for me. When the protected bike lane was installed on La Trobe street it gave me the confidence to take up riding which quickly became my favourite, and most freeing hobby, as well as now being my main mode of transport. My mum, who also lives in the city took up cycling last year for the first time at 74, getting a tricycle that she now feels confident riding on the separated bike lanes. Even my wife, who declared cycling the most dangerous form of transport and swore she would never ride, now loves riding and thinks it's safe, but only if she can ride where there are separated bike lanes.

Continuing to roll out this program is imperative, not just so we can move away from the outdated reliance on cars, which rarely stop in the city anyway, but so more residents can discover the joy and fitness of cycling, especially now so many people are nervous about the covid risk on public transport.

I was shocked to read in The Age today that the bike lane program is being halted, because it has done so much good, and offers so much safety.

Please reconsider this pause, and instead take this opportunity to prove the naysayers wrong – they're afraid because it's new and different and they'll keep resisting until the rollout has been complete for a few years, and

then they'll wonder why we ever put up with giving up so much space to people who just drive through, instead of those of us who actually live here and don't need a car to drive around the Hoddle Grid.

Please indicate No
whether you
would like to
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Melbourne in
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submission: *

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*

Name: * Alison Wood

Email address: * wooda8691@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Agenda item 6.9

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear City Councillors

I am writing as a new resident to the City of Melbourne. I have moved here from the suburbs to start a new post-Covid life that embraced the many benefits of city living including access to decent sustainable transport infrastructure. I am 53 and not a confident cyclist so rely on off-road or separated paths to keep me safe from traffic. The roll-out of the separated bike lanes in the CBD has made it easier for people to ride and use e-scooters. I would welcome their continued delivery including along St Kilda Road south of the Shrine where bike infrastructure is patchy at best. Melbourne City Council should be commended for its foresight in understanding the contribution of transport emissions to climate change and for taking steps to lead the way in mitigation by supporting alternate forms of travel. This means ensuring adequate road space is devoted to all modes not just private vehicles.

Please indicate whether you would like to verbally address the Future Melbourne in No

support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Allison Irvin

Email address: * allison.irvin2@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: 6.9

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

As a cyclist who commutes into work in the CBD at least twice a week, the new protected cycle lanes, especially on Exhibition St, have made the trip so much safer. Thank you for all the work done already!

I have found recent media coverage on the Council's plans to pause the construction of safer cycleways concerning. Pausing construction seems counter to the major concern raised of increased congestion. Building a safe cycling network in the CBD will give more people the option to cycle, leading to fewer people commuting by car to the CBD. This will reduce congestion for people who must drive in the CBD – delivery drivers, couriers, taxis, etc. Getting cyclists out of car lanes would surely also be more appealing for motorists.

One missing piece to the currently unconnected network of cycleways in the CBD is an East–West route in the Southern end of the grid. The only East–West street with protected cycle lanes is LaTrobe and this takes me nowhere near my work, on the corner of Collins and Queen. I currently ride down Collins St, an adrenaline–filled start to the morning as I am on high alert for pedestrians crossing through standstill traffic, vehicles pulling into parking bays and doors opening into the cycle lane. Building another East–West link would be greatly appreciated by me personally, and would drive greater adoption of cycling in the community.

With regards to the Transport Strategy vision to "transform Melbourne into the country's leading bicycle city", I'm wondering how the Council is planning to do this while only investing \$4 million in 2022/23. The City of Sydney is investing \$20 million in bike lanes in their council area in the next year and \$70 million over the next four years. This level of investment is what is needed – and is certainly what will allow Sydney to overtake Melbourne as the country's leading bicycle city.

Thanks again for all the work done already – and please keep it going!

Please indicate No
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would like to
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Melbourne in
support of your
submission: *

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Amanda Inglis

Email address: * inglispinglis@yahoo.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Agenda Item 6.9 Implementation of COM Transport strategy 2030 and pause of bike Lane installation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Hi,

I ride to work in the Melbourne CBD and have done so for 10 years. I ride on the new Southbank bike lane and then up William St via the new separated lanes. The points I would like to make to the council are as follows:

1. Melbourne has needed the installation of more bike lanes for a very long time, traffic congestion is always bad at peak times but that is 100% the fault of the people who choose to drive to the CBD when the majority could take a different mode of transport.
2. The lanes would not need to be separated (ie with an actual barrier) if vehicles did not behave so aggressively towards cyclists.
3. Not all roads have bike lanes, we only need a few decent ways in and out of the city to support safe riding.
4. I agree that delivery vehicles need an area to park and unload, I also believe it cannot be that hard to achieve this without backtracking or pausing the programme, if the council gives in then its goodbye to all the progress made and back to traffic jams, cars must be deterred.
5. Why would Melbourne go back to being a car dominated city (which also affects all the pedestrians once they get out of their cars) when we now know how unpleasant that is and how bad for the environment car congestion is.
6. Cars will learn to work with the bike lanes, are tram super stops being removed? No, because we learnt how to drive around them.
7. A bike lane should not be removed because there is no one in it, we don't remove pavements because no one is walking on them at a single point in time, even Southbank has quiet times.
8. Get Bicycle Network to assist in highlighting the best roads for cyclists to use and the best ones for cars and trucks, lots of signage will achieve this and will reduce confusion.
- 9.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Amy Page

Email address: * amy.c.page@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Agenda item 6.9 Implementation of COM Transport strategy 2030 and Transport program to aid city recovery and reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

The council SHOULD NOT support item 22.6. which Endorses the deferral of further installation of new protected bike lanes in the Hoddle Grid during the financial year 2022/2023, following two years of accelerated delivery.

A major barrier to cycling into the city is safe bike paths and connections within the Hoddle Grid. To defer installation of the new protected bike lanes will provide a barrier to cyclists and other active transport users going to and moving around the city and have negative impacts on our city! Do not vote on this motion.

Melbourne has fallen far behind other cities when it comes to being livable and sustainable. Internationally major cities are progressing and actively increasing bike paths, closing roads and reducing car parks. The infrastructure needs to be in place for people to be able to get on their bikes and travel into the city. It would be a major setback and make Melbourne fall behind international cities further if we deferred the installation of new protected bike lanes.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

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Name: * Andrea Bunting

Email address: * moodemere@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I am the Convener of Walk on Moreland, which advocates for pedestrian safety infrastructure. I often visit the City of Melbourne.

I am very concerned about comments in the media from the Transport Workers Union about the bicycle lanes.

According to the Herald Sun, Assistant secretary Mem Suleyman said: "They need to get rid of the bicycle lanes and provide a safe working environment for truck drivers, rideshare and gig workers." I hope that the City of Melbourne is not thinking of ripping out bike lanes. Instead we need more bike lanes, to encourage people to cycle and e-scoot safely to and around the city,

As a pedestrian, I know that Melbourne is the most dangerous municipality for pedestrians by a long shot. I suspect it is similarly bad for cyclists. The main culprit is motor vehicles crashing into us – particularly trucks. The main safety issue that should be top of our minds is the safety of pedestrians and cyclists. Fewer motor vehicles in the CBD improves safety for vulnerable road users. We also need the cycling lanes to ensure that e-scooters don't use the footpaths (which, of course they will do if there aren't protected bike lanes).

There are plenty of other cities that encourage safe walking and cycling, and they manage to do deliveries too.

Please continue with rolling out protected bike lanes to make it safer for all vulnerable road users.

Please indicate whether you No

would like to
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Melbourne in
support of your
submission: *

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Andrea Twomey

Email address: *

atwomey56@hotmail.com

Phone number *

Date of meeting: *

Friday 21 September 1979

Agenda item title: *

Bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Please do not halt the bike lanes. Keep doing them and follow other countries where I have lived for years with lovely bike lanes and people love them and do use them. Think of the planet and our children's future. Melbourne has got this, don't be like other cities in Australia. Be different Melbourne , you are a beautiful city and I've lived in Amsterdam for many years and the joy of cycling by everyone and Melbourne can be the same. Please keep going with them . This is about a future and clean planet . The bike lanes are getting used more and more. You got this Melbourne!

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Andrew Conway

Email address: * amelbourne@greatcactus.org

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Given the difficulty of parking a car close to a destination and the lack of mask wearing on public transport, and the recent new separated bicycle routes, I almost always use a bicycle to get to the CBD now.

The biggest obstacle to doing so is the lack of connected safe routes for bicycles. CBD routes are often safe 90% of the way, and quite unpleasant the other 10%. As a result I more often go to further away retail outlets in suburbia as they are safer to get to on bicycle.

So I am very grateful for the extra bicycle routes that have been created recently, and request a little more effort on connecting existing routes rather than pausing with the job 90% done.

Please indicate whether you would like to verbally address the Future Melbourne in No

support of your
submission: *

Privacy acknowledgement: *	I have read and acknowledge how Council will use and disclose my personal information.
Name: *	Andrew Kerekes
Email address: *	andyrk123@hotmail.com
Phone number *	
Date of meeting: *	Tuesday 6 June 2023
Agenda item title: *	6.9
Please write your submission in the space provided below and submit <u>by no later than 10am on the day of the scheduled meeting.</u> Submissions will not be accepted after 10am.	We need to increase bike lanes as part of strategy to decarbonise our cities, improve liveability and climate sustainability by decreasing car usage and emissions, decrease costs to society by separating people from cars and the higher mortality when we don't and increase health and wellness by getting more people active more regularly. Electric bikes and scooters are only increasing this need.
Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *	No

Privacy acknowledgement: *	<ul style="list-style-type: none">I have read and acknowledge how Council will use and disclose my personal information.
Name: *	Andrew Lindner
Email address: *	andrew.g.lindner@gmail.com
Phone number *	
Date of meeting: *	Tuesday 7 June 2022
Agenda item title: *	Agenda Item 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation
Please write your submission in the space provided below and submit <u>by no later than 10am on the day of the scheduled meeting</u> . Submissions will not be accepted after 10am.	<p>A quick note to express my disappointment in the plan to regress cycling lanes rollouts around Melbourne.</p> <p>As an infrequent tourist and cyclist within your city, I believe the decision will make the city feel colder and less human oriented.</p> <p>Please reconsider.</p>
Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *	No

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Andrew Morrissey

Email address: *

amorrissey4@optusnet.com.au

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

22.6

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I object to item 22.6 on the basis that all road users need to be safe. I see the council as having a social and legal responsibility to ensure this. Separated lanes are essential to achieving this. Growth in lanes is needed to find a liveable balance.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

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*

Name: * Andrew Robertson

Email address: * andyrobertson@hotmail.co.uk

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Protected bicycle lane

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Melbourne City Council should continue a progressive approach to reducing congestion and freeing up valuable road space, and allow more efficient movement and commuting.

The assessments done by various independent bodies all favour protected bicycle lanes. This is across a diverse range of parameters including economic, safety, and health and well being.

The negative impacts of motor vehicle traffic that predominantly includes through traffic and single occupants has no place in a city like Melbourne to influence a stop on safe provision for people to cycle to and in the city.

A progressive approach to make a positive change and allow safe cycling could be the spark to Melbournes economy and encourage positive change for business and on all other aspects mentioned.

Thanks,

Andrew

Please indicate whether you would like to verbally address the Future Melbourne in No

support of your
submission: *

Privacy acknowledgement: *	I have read and acknowledge how Council will use and disclose my personal information.
Name: *	Andrew Turner
Email address: *	andytuna@gmail.com
Phone number *	
Date of meeting: *	Tuesday 7 June 2022
Agenda item title: *	agenda 6.9
Please write your submission in the space provided below and submit <u>by no later than 10am on the day of the scheduled meeting.</u> Submissions will not be accepted after 10am.	I've commuted by bike into the Melbourne CBD from Footscray since I moved to Melbourne in 2007. The recently added protected bike lanes have provided a level of protection that had been previously been missing. This makes the journeys significantly safer and also less anxiety inducing. Please continue to roll out further protected bike lanes as this will enable more people to come into the city safely.
Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *	No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Andrew Waelen

Email address: * andrewwaelen@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Bike Lanes

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I am disappointed and concerned to hear your will be pausing, reconsidering or reducing the on going roll out of safe, protected bike lanes in the CBD.

The new bike lanes are potentially the best thing council has done in years. They set a standard for the country, if not the world, and they enable clean, healthy commuting into a vibrant CBD.

Contrary to the opinions of businesses I read in the media, more bike lanes mean more business. I exclusively shop and work at businesses I can safely access by bike. Frankly that shouldn't be a consideration– businesses are not people, they don't get a say.

Please, deploy more bike lanes, not less. Keep up the world leading work you've started.

Andrew Waelen

Please indicate whether you would like to No

verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: *	I have read and acknowledge how Council will use and disclose my personal information.
Name: *	Andy Tang
Email address: *	andytang80@hotmail.com
Phone number *	
Date of meeting: *	Tuesday 7 June 2022
Agenda item title: *	6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation
Please write your submission in the space provided below and submit <u>by no later than 10am on the day of the scheduled meeting.</u>	Please keep the bike lanes (especially Exhibition Street) in the city, they are what make me feel safe riding my bike into work.
Submissions will not be accepted after 10am.	I find riding in the city very intimidating on the streets with no bike lanes as drivers can be aggressive and rarely give you any room, I've almost been hit a few times by cars turning left and right. If the bike lanes were to go unfortunately I would seriously consider stopping riding into work, which doesn't help with my exercise plans and the environment. Thanks for listening and appreciate your time.
Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *	No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Ange Vescovi

Email address: * lukeange@optusnet.com.au

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Agenda item 6.9 Implementation of COM Transport strategy 2030 and Transport program to aid city recovery and reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

The council SHOULD NOT support item 22.6. which Endorses the deferral of further installation of new protected bike lanes in the Hoddle Grid during the financial year 2022/2023, following two years of accelerated delivery.

a. A major barrier to cycling into the city is safe bike paths and connections within the Hoddle Grid. To defer installation of the new protected bike lanes will provide a barrier to cyclists and other active transport users going to and moving around the city and have negative impacts on our city!

b. Melbourne has fallen far behind other cities when it comes to being livable and sustainable. Internationally major cities are progressing and actively increasing bike paths, closing roads and reducing car parks. The infrastructure needs to be in place for people to be able to get on their bikes and travel into the city. It would be a major setback and make Melbourne fall behind international cities further if we deferred the installation of new protected bike lanes.

Please indicate whether you would like to verbally address No

the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Anna Crabb

Email address: *

annacrabb@gmail.com

Phone number *

Date of meeting: *

Monday 6 June 2022

Agenda item title: *

Bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Please keep existing bike lanes and build more. That is the only way for cycling to be seen as a safe and accessible option. I explicitly plan my cycling routes based on where there are bike lanes and bike paths. Without them whole sections of the city are cut off to me and others.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Anna Harvey

Email address: *

anna.hrvy@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9

Alternatively you may attach your written submission by uploading your file here:



[2206_melbourne_council_bikes.pdf](#) 8.19 MB · PDF

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Anna Harvey
Edwin St Croydon NSW 2132
anna.hrvy@gmail.com

6th June 2022

Melbourne City Council Meeting Agenda item 6.9

To the Right Honourable the Lord Mayor of Melbourne, Councillor Sally Capp and the Councillors of Melbourne,

I am deeply concerned about the move to limit the construction of a network of safe, separated bike and mobility lanes in the Melbourne congested and unhealthy CBD. Please do not defer the further installation of protected bike lanes in the Hoddle Grid.

It would be far better to either continue building the network, or to make the entire streetscape safer for people by changing the **default speed limit to 30 km/h**, protecting people walking, riding bikes, making deliveries, taking public transport, and more – many international cities have done this **successfully such as Paris, Austria, London, New York¹** etc. This submission contains only my views and does not represent any other organisation.

I am writing because I am concerned about the precedent this decision might set when Australians are tackling multiple crises – **riding bikes for transport helps lower our cost of living, air pollution, climate pollution, physical inactivity, and to lower urban heat impacts.**

I currently live in Sydney, but have had a lifelong connection to Melbourne – my family used to make the trip twice a year from regional NSW to visit our extended family in Box Hill and Glen Waverley, many of whom still live there. I have many bad memories of being stuck in traffic in Melbourne, because the public transport and healthy active transport networks were just not available and we were forced to stay in our (spatially inefficient) car.

We have a young family now and so we have not travelled to Melbourne in a while, although I would if there were a more convenient way to get there and to get around while visiting (e.g. faster rail connection + bike lanes and short term hire of electric cargo bikes with child seats).

I rent an **electric cargo bike with two child seats** for my 3- and 1- year olds, and use this to get to preschool, parks, grocery stores and elsewhere in my neighbourhood. It is really nifty and flexible, and I can ride right up to playgrounds rather than worrying about parking. I can carry most of the things I need on the bike. My husband doesn't ride at all, but we still cut down on a lot of (expensive) petrol by avoiding so many trips in the car. We would not be able to afford a second car, so it also means I can get around with the children while my husband is at work.

¹ [Streets for Life campaign calls for 30 km/h urban streets to ensure safe, healthy, green and liveable cities https://30please.org](https://30please.org)

Getting back in the car can be really frustrating after the freedom of the bike.

There is a certain intersection near our home that can take three sets of traffic lights to move through in the car, whereas if I am on the bike I get through in one go. It is not only much easier to see the road conditions on the bike, but I can also easily and safely stop and talk to my friends and neighbours. My local Council is currently setting a Bike Strategy, and working on a safe speed change, so I am hopeful we will see many more families and locals riding bikes soon.

Cargo bikes really do replace cars, and could replace so many more local trips, if the streets were safe for people. Transport for NSW estimated that with safe infrastructure, 70% of people would ride bikes for transport, and a Melbourne based study found this number was 78%.

And cargo bikes are used by many tradespeople the world over.



Please look at how other countries and cities are managing to keep space for people riding bikes alongside space for loading and unloading service vehicles, and space for contractors, and apply best practice, rather than slowing the rollout of this critical infrastructure.

The truth is that **owning cars over a lifetime is incredibly expensive for individuals and for the public** – a European study estimated that a small Opel would have more than €599,000 of public and private costs over a typical lifetime, and a large SUV would be almost double this.²

Whereas if people can ride a bike to get around, they save the public money through avoiding pollution and health costs!

² [The lifetime cost of driving a car - ScienceDirect](#)

What consideration has been given to delivery food riders, and to people on e-scooters? Where will they ride safely with a deferred network of bike lanes?

I am also an emissions reduction researcher professionally. Due to decades of obfuscation, **climate change is here now**. We are running out of time to keep temperatures to 1.5°C – which will bring unprecedented challenges and costs. Giving people the safe option to make trips by bike can save emissions here and now rather than waiting for (expensive, supply-constrained) electric cars. Riding bikes is also much more resilient to local and international problems. 90% of Australia’s liquid fuel is imported. An international crisis could be devastating to our current transport system.

A new electric car has at least a 10 tonne embodied emission footprint.³ To stay under 1.5°C of warming, every person has just 37 tonnes of emissions left.⁴

With the change in Federal Government, and the **strong vote for climate action**, it is timely to ask for support from the Albanese Government for Australians everywhere to **purchase electric bikes and electric cargo bikes, and to make the streets safe for people**. The Asia-Pacific Society for Physical Activity is advocating for just such a policy:⁵



Companies should request the same support – Pedal Me, a logistics company in London, moves people, beer kegs, boxes of food, the contents of whole apartments, and more using electric cargo bikes and trailers. Their **bike couriers are able to move faster than vans through London’s streets**,⁶ due to the flexibility of the bikes.

Even the International Energy Agency⁷ and the Ford Motor Company are calling for more trips by bike. The following is from Ford’s new “Park the Car” campaign:⁸

³ [Factcheck: How electric vehicles help to tackle climate change](#)

⁴ [AR6 Climate Change 2021: The Physical Science Basis — IPCC](#)

⁵ [Three Transport Priorities - ASPA](#)

⁶ [Why Cargo bikes? An empirical analysis of the Pedal Me fleet.](#)

⁷ [A 10-Point Plan to Cut Oil Use – Analysis - IEA](#) and note point 7 here is for trips up to 3 km to be on foot or by bike [Playing my part – Analysis - IEA](#)

⁸ [Park the Car - New Initiative from Ford](#)

“while Ford is working to ensure every person is free to move and pursue their dreams, we are also committed to building a better world, one for which it is crucial that we both look after the planet and each other.

We are already working hard to bring about the electrification revolution – targeting 600,000 all-electric vehicle sales by 2026. By 2035, we will achieve zero emissions for all vehicle sales and carbon neutrality across our European footprint of facilities, logistics and suppliers.

But there is something else we can all do, right now. **Park the car.**

‘Park the Car’ is a new initiative from Ford that launches today. It is probably the last thing many people would expect from an auto maker. However, **driving responsibly is no longer just about safety. It’s also about caring for our environment and our health – and walking or cycling once a day, active travel, can bring about significant change.**

According to the World Health Organization, half of European car journeys are less than 5 km and – especially in cities – these are often the kind of trips that could easily be made by bike or on foot.

Walking or cycling instead of driving just once a day could reduce personal daily carbon footprints by up to 84 percent. This in turn could support an 8 per cent reduction in carbon emissions by cars – and help point towards a greener future for everyone.

The advent of the electrified vehicle will certainly help. But as Ford Executive Chair Bill Ford pointed out as long ago as 2011, **“a traffic jam with no emissions is still a traffic jam”**. The average person spends up to 36 hours a year in urban gridlock and parking the car – when it comes to short urban trips – will go some way towards helping ease that congestion⁵.

We know that for some people travelling by car, even for short distances, is an absolute necessity. But for many of us, myself included, it is a habit we must change. I am committed to doing exactly that and **I hope that many of you will join me as I walk or cycle more in my daily life.**

It’s essential for our own wellbeing, as well as that of the planet. Most adults in Europe are overweight – and **just 30 minutes of walking or cycling can help us live a healthier, longer life.**

Yours sincerely,

Anna Harvey

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Anna Heaney

Email address: *

annalise.heaney@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda item 6.9 Implementation of COM Transport strategy 2030 and Transport program to aid city recovery and reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

A cyclist died in the city of Melbourne two weeks ago on the corner of Latrobe and King street. Protected bike lanes will improve the safety of cyclists riding in the city. It is important to ensure that there is a safe infrastructure to get more people to cycle as a mode of transport. It is proven that making safe infrastructure increases rider participation. We need protected bike lane construction to accelerate not to halt!

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Anna McShane Potts

Email address: * annamcshanepotts@hotmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Future Melbourne Committee – Bike lanes

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I was very disappointed to hear that the City of Melbourne have put a hold on rolling out bike lanes across Melbourne and I sincerely hope that the rollout is unpaused – even though that there is undoubtedly damage already done in having caved to the negative unfounded voices cluttering this positive city planning agenda.

Not only is not investing in bike traffic a disservice to those who already cycle, it is incredibly embarrassing, backward thinking for the general future of Melbourne. What has been a progressive city is being left in the dust and to avoid us becoming an ancient relic on the international stage we have no choice but to invest in modern ways of transport.

As someone who works in retail, for every one person I have complaining about car parks, I have twenty walking through with helmets in their hands or pannier bags slung over their shoulders – clearly indicating that while the negative voices are louder, if one merely goes onto the street and watches, you can see the positive effect that what changes have been made are having. But we're not there yet and the lack of infrastructure is still a major barrier to most people cycling into the city. I myself have reduced how much I cycle not because I don't want to cycle but because I am almost hit every time I cycle in front of The Princess Theatre due to cars pulling into the bike lane to drop of passengers – an issue that would easily be resolved with proper infrastructure.

On that, I imagine that for every cyclist there would be hundreds more who have not even considered it, due to safety concerns of cycling into the city. If we actually had the proper infrastructure then people might feel comfortable considering getting to work on bike, it is absolutely ridiculous that one has to decide their preferred method of commuting based on how likely one is to be squashed by a car.

For myself, to get to the office is a 30 minute walk, 20 minutes on PT (where I am likely to catch covid), or 10 minutes on bike. The fact that I am not currently cycling shows that there is a serious issue with the priorities of the city and how much these safety concerns do impact whether or not people cycle.

I am sure that plenty of others more qualified than I will mention the data that shows cycling is better for local businesses than cars, that active transport makes for a better quality of life, that active transport is an important step to reducing our emissions, that encouraging people out of cars is good for social equality, and that in getting those who do not need to be using cars onto other methods of transport, we will have better accessibility for those with disabilities or access requirements who need to use the road.

Damage has already been caused in showing that the council has no conviction or backbone when it comes to investing in our city's future, so make sure it doesn't go any further.

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Annalisa Swan

Email address: * annalisaswan@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Strategy to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I fully support the continuation of the bike lane roll out in the City of Melbourne. This initiative is very important and should be accelerated, not stopped.

Improving existing bike lanes, and extending the network, allows more cyclists to get around by bicycle. It allows a more diverse set of cyclists (older/younger, those who are less confident, more women, etc) to get around by bicycle. Improved bicycle access is an equity issue – all people should have safe access to this cheap, healthy, and environmentally sustainable transport option. The air quality will improve as the proportion of trips taken by bicycle increases.

I personally find the new bike lanes really excellent to use. I feel much more safe and confident when riding on them compared to the old style lanes (or no lanes at all). I have even ridden into the CBD with my young children on the bike – something I would not have contemplated attempting several years ago due to the disconnected and substandard bike lane infrastructure. I would like to see a fully connected network of safe lanes through the city of Melbourne. It will increase my access to shops and other facilities.

Please indicate whether you No

would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Antony Carolan

Email address: * a.carolan87@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I am dismayed by reports the city of Melbourne is looking to delay further rollout of its bike lanes program. It seems like council is paying more attention to Paul Guerra delays finding a car park, than the death of yet another cyclist on Latrobe Street.

More cars do not and can not make a vibrant city. If they did King St would be the best place in the city. Traffic is the problem caused by popularity, you should only be concerned if you don't have it.

Bowing to the motorist lobby on this issue is self defeating. The purpose of the CBD to Melbourne is not going back to its pre-covid purpose. The shift from a working hub to a cultural centre will be more pronounced. If you want to do more than bring back 2018 the city has to be a place where people WANT to be, not just where they need to be. And bringing in more car traffic, and not making it safe for pedestrians, cyclists and scooter riders is not how you do that.

Council should also consider that bike lanes are not just for bikes any more. There is a whole new category of light e-mobility, with speeds of approximately 20km/h that is very efficient, safe, contributes to the local economy, and

good for peoples health and the environment. Scooters, bikes, mobility aids, skateboard etc can be a nuisance on footpaths, but they do not properly belong on roads with trucks and heave vehicles. Council needs to provide for these efficient means of transport.

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Anthony Elliott

Email address: * anthony.elliott@live.com.au

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Lord Mayor Sally Capp admitted that the negative reaction had played a major role in the council’s decision.

“A big part of the feedback about bike lanes is that people felt they were taken by surprise,” she said.

“Because the city was so empty we took that as the opportunity to do capital works like bike lanes because we wouldn’t cause disruption when people came back. But then when people started coming back they said, ‘Hey, what are these new things?’”

These 'new things' are the future. Something I'd hope the 'Future' Melbourne Committee would fight for.

Please indicate whether you would like to verbally address the Future Melbourne in No

support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Ariel Valent

Email address: * arielv@centre.org.au

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I co-convene the North & West Melbourne Bicycle Users Group (BUG).

I have been a cyclist within City of Melbourne for more than 30 years. Over this time, I have seen vast improvements to the cycling infrastructure within the CBD and surrounding areas.

This has contributed greatly to my feelings of safety and has encouraged many others to cycle within the city, enjoying the health, environmental and financial benefits that cycling offers.

We have also witnessed significant cycling infrastructure improvements in our area of North Melbourne in recent years.

I view the Transport Strategy 2030 as unfinished business – I guess that's OK, it is only 2022.

Let's make sure we don't get sucked into the "transport wars". We simply must stay the course and prioritise cycling, walking and public transport in the city – we cannot afford to prioritise private cars: it might work for a city

at 25% capacity, but it will very quickly become self-defeating as we further recover.

Whatever happens next, demand for cycling infrastructure will increase. It's probably a false dichotomy, but if we had to choose between car drivers having to deal with a bit more congestion due to bike lanes, and cyclists having to deal with a bit less safety due to the re-ascension of private cars, we should choose the former.

Let's move forward to 2030 and beyond, not back to 1970.

For me, providing a safe "mid-grid" east-west cycle path is a top priority, and I can't see any reason to pause on this CBD project.

Please indicate **No**
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Ariel Zeleznikow-Johnston

Email address: *

zeleza@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

The new protected bike lanes have made me feel much safer commuting into the city for work. I am no longer terrified of being cut-off by a driver or having someone open a door into the bike lane. Please continue adding more protected bike lanes, as I have many friends who are just starting to commute into the city as well who were previously too scared to ride in.

My one addition would be that there are too few east-west running protected bike lanes in the southern part of the city, it's really only La Trobe St.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Ashley Wallace

Email address: * a3wallace@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Bike lines (can you please fill in as I don't have this handy)

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Every city that installs bike infrastructure gets backlash. The backlash dies down once its installed and people get used to it. Meanwhile, when bike infrastructure isn't installed cyclists end up dying.

I don't want to visit MelbourneCity and see another crime scene and cyclist lying on the road like I did two weeks ago on King St when a cyclist and dump truck collided.

Shame Melbourne can't just cop the short lived backlash from self-interested groups so the city can progress.

More bike infrastructure should reduce cars in the city and increase vehicle transit time.

You need to recognise that that people who complain to City Of Melbourne Council have a fear of cyclists taking over due to media like 3AW perpetuating it. Cyclists and cyclist infrastructure should be embraced.

Please indicate whether you would like to verbally address No

the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Augustus Brown

Email address: *

augustusmbrown@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Item 6.9 – Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Alternatively you may attach your written submission by uploading your file here:



[submission_to_future_melbourne_committee_7_june_2022_item_6.9.pdf](#)

102.52 KB · PDF

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Submission to Future Melbourne Committee – 7 June 2022 – Item 6.9

Councillors,

I was disappointed to read of the planned deferral of the CBD bike lane rollout until at least the financial year 2023/2024. I voted in the City of Melbourne 2020 election and I was generally happy with result. The mayor, deputy, and other councillors had committed to transition the city centre from an automobile thoroughfare to a people-oriented destination.

Following Covid-19 and with many CBD workers no longer forced to travel to the city centre full time, it is necessary to create an attractive and liveable city to encourage workers and others to visit voluntarily. This cannot be achieved by prioritising socially and economically draining automobile traffic ahead of necessary space reallocation programs that support the city as a vibrant destination.

Visitors do not come to the CBD to bask in the exhaust fumes on Spencer, King, Queen, Lonsdale, Flinders, and Russell streets. They escape those streets as quickly as they can to arrive at the traffic-calmed and walking-oriented spaces spreading from the core at Swanston and Bourke streets.

I ask that you overcome the old media powers who cling to their steering wheels for fear of the reception they would receive if they walked amongst the people on the streets.

I ask that the recommendations as part of item 6.9 are amended such that:

- A point is inserted reading:
 - The Future Melbourne Committee... Commits to the maintenance and gradual upgrade of all existing bike lanes and other strategic space reallocations in the CBD and across the municipality.
 - That 22.6 is amended to state:
 - The Future Melbourne Committee... Endorses the continuation of the CBD bike lane rollout and other strategic space reallocations through the financial year 2022/2023.
- OR (at the very least):
- The Future Melbourne Committee... Endorses the continuation of detailed planning for the CBD bike lane rollout and other strategic space reallocations and expects the Flinders, Spring, and Bourke Street projects to commence construction in the first half of the financial year 2023/2024.
- That 22.7 is amended to include St Kilda Road (northbound):
 - The Future Melbourne Committee... Endorses prioritised delivery of protected bike lanes outside the Hoddle Grid to high value routes including Arden Street, Macaulay Road, Royal Parade, and St Kilda Road during financial year 2022/2023.

Thank you for your consideration.

Kind regards,
Augustus Brown

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Axel Dalman

Email address: * axel.dalman@gmail.com

Phone number *

Date of meeting: * Friday 7 January 2022

Agenda item title: Agenda 6.9

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Councillors,

I'm writing to express my strong support for the continued rollout of bike lanes in Melbourne's CBD. I live in Brunswick and ride my bike to work in the city several days a week.

It's crucial that we encourage people to choose other modes of transportation than cars, which congest the city and generate deadly air pollution. Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll.

Cars are also an incredibly inefficient way of moving people compared to bikes. Of course not everybody is able to bike, due to physical disability etc. But that doesn't mean we should encourage or even content ourselves with widespread car use. Melbourne can do a lot better than that.

Please don't let a vocal minority of drivers block what is a uniformly positive movement towards a greener, healthier transport system. Please keep on expanding the city's network of bike lanes.

Sincerely,

Axel Dalman

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Bart Sbeghen

Email address: * macbart@bigpond.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation of COM Transport strategy 2030 and Transport program to aid city recovery and reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

The council should NOT support item 22.6 deferring implementation of bike lanes without showing data. The claims of negative effects of the bikes lanes for safety and congestion are not supported by evidence. To stop them now in their half completed state with lack of network connectivity will find them to failure. All major cities embarking of a comprehensive separated bike network faced these claims which have always been proven false. All proceeded and now benefit from improved transport and safety outcomes. New York, Paris, London evidence and that from Melbourne which shows, amongst other things, increased accessibility for women and children, should convince council to stay the course against an organised and false campaign by the transport union and builders association.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Beau Atkinson

Email address: *

beaudjangles@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Hello,

Just wanted to lend my support to the bike infrastructure that's been put in place in the city.

My partner and I are from regional Victoria and study at RMIT and ACU respectively.

It's been very convenient for us to bring our bikes on the V/Line and pedal across the city. There's a few gaps in the network, and it's a little unsafe being pushed into the door zone in some parts but we've managed to dodge a couple of close calls so far. We've found that traveling by bike, we are more likely to stop whenever something takes our interest compared to tram or especially car.

We hope you'll continue to provide more appropriate bicycle infrastructure and listen to the research on what makes cities more safe, pleasant and healthy. PS good job on the no-smoking zones.

Regards, Beau & Farrah

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Belinda Nemec

Email address: * belinda@belindanemec.com.au

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Bicycle lanes

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Future Melbourne Committee

I was deeply disappointed to read that the City of Melbourne is caving in to pressure from certain quarters to slow down the construction of bicycle lanes.

Traffic congestion, population growth, air pollution, increasing obesity, and most of all global warming are all strong reasons for replacing as many car trips as possible with travel by public transport, bicycle, scooter or on foot. I have been encouraged to see the construction of new bike lanes over the past few years and had assumed that this would continue.

I am not a bike rider because I am too nervous to ride on Melbourne's city streets. Several of my friends have been 'doored' while cycling. But I would love to ride a bike and was hoping that once there are enough safe cycling lanes I would start cycling. Meanwhile I mostly walk into the city or catch the tram (I live in Fitzroy).

But even as a non-cyclist, I appreciate the reduction in the number of car journeys that bicycling brings. After Covid, some people are still nervous about taking public transport. It is very worrying that this is causing the

number of private car trips to increase. For those who live reasonably near the city, cycling is a Covid-safe alternative.

Please do not slow down or go backwards in your planning for Melbourne, the city where I was born, grew up, live and work. Already Australia is pathetically behind Europe in so many ways, and particularly in our efforts to make our cities walkable and our climate liveable. If anything, we should be accelerating the construction of bike lanes, pedestrianised areas, and public transport.

Thank you

Belinda Nemeč

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Belinda Tominc

Email address: *

belinda_tominc@hotmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda item 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I ride my bike every day to and from work in Melbourne City and I fully support separated bike lanes.

I work as a nurse in a community clinic on King Street Monday – Friday. While at work I support local businesses by buying one or two coffees a day at Cherry & Twigs on Flinders Lane, I buy my lunch most days at cafes on Collins Street, I get my bike serviced at Blue Tongue Bikes on Rebecca Walk, and I often stop by the Priceline Pharmacy on Williams St on my way home from work.

This year I rode my bike to the comedy festival on 5 different nights, using the new separated bike lane on Exhibition Street. I ride from work to dinner if meeting with friends in Melbourne city, and then ride home from there.

I began riding to work regularly over the covid lockdowns as Williams Street separate bike path was created. I feel much safer riding along this path and it has certainly encouraged me to ride in to work instead of drive or catch a peak hour train.

On a personal note, I have had type 1 diabetes since childhood and my daily riding has improved my health and fitness.

Please do not stop or delay the roll out of more separated bike lanes. I really rely on them to get to work safely and they will encourage more young female riders such as myself to ride their bikes and support local businesses.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * Yes No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Ben Cox

Email address: * bencox0@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Agenda 6.9

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I'm writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

I've been a cyclist for years, and have been frequently terrified by the final few kilometers getting into Little Collins St in the city. There is dangerously little room for bikes, and cars and trucks in the CBD are aggressive or inattentive as they try to find a park. Most cyclists are men, which is a reflection on how dangerous being a cyclist in Melbourne truly is. The creation of truly separated bike lanes is desperately needed so that more people can enjoy this healthy and clean way of getting into work.

Each morning there must be dozens of bikes in the bike lanes for a handful of cars, and it frankly annoys the heck out of me that they get considerably more space for their smellier, less efficient and noisier mode of transport.

You have a chance to transform Melbourne into a pedestrian and cyclist friendly city, and away from the 1970's horror of smog, traffic jams and noise. If nothing else, it'd be amazing if I could open our office windows and not be drowned out by cars and their fumes!

I strongly urge the Council to continue with its existing bike lane plans, and not cave in to a noisy and selfish

minority who are only kicking up a fuss because they can't understand why they can't find a street park for thier ute.

Yours sincerely

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: * I have read and acknowledge how Council will use and disclose my personal information.

Name: * Ben Dawson

Email address: * bennydcanda@outlook.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Bike Lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Please continue to expand the City of Melbourne's bicycle lanes. I cycle to work in the CBD. The recent additions have made it so much safer for me. Previously my life was repeatedly threatened by someone who thought their convenience to drive an imported SUV was more important than my safety.

I have had many, many near misses and have been injured in places where I need to go, but don't have segregated bike lanes. Please do not let cyclists get blamed for road congestion and a parking shortage that is caused by large, single occupant vehicles driven by a selfish minority.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Ben Gook

Email address: * bengook@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I write as a bike rider and worker in the City of Melbourne. The significant improvement in bike facilities in streets around the city has been notable. Riding feels much safer, quicker and less stressful than ever before. I implore the City of Melbourne to continue this good work. I was surprised by the improvements after returning from several years living in Berlin. The small number of complaints voiced by delivery drivers and business owners should not deter the City of Melbourne from continuing the excellent work to date.

While improving, the city still has significant weak spots. My partner was doored by an Uber passenger at the Spring St end of Bourke St, for example, where the bike lane narrows to a sliver next to the tram tracks. This is also a problem on Collins St at the same spot. Protected and larger bike lanes help protect against this practice of Uber / taxi passengers jumping straight out into the bike lanes.

I'd also like to note the terrible design of the large Elizabeth St roundabout going north towards Royal Pde. As someone who works in this area, this zone is a Bermuda Triangle for bike riders. While it's been improved in approaching the roundabout, it feels entirely hostile to bike riders moving through it -- particularly from south to north.

These factors -- poor design where riders are "dumped" into unsafe traffic -- suggest more and continuing work needs to be done by the City. That is, more work, not a "pause" on progress.

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: *	I have read and acknowledge how Council will use and disclose my personal information.
Name: *	Ben Hayward
Email address: *	ben.c.hayward@gmail.com
Phone number *	
Date of meeting: *	Tuesday 7 June 2022
Agenda item title: *	6.9 transport strategy
Please write your submission in the space provided below and submit <u>by no later than 10am on the day of the scheduled meeting.</u> Submissions will not be accepted after 10am.	<p>Re: deferral of bike lane installation.</p> <p>The recommendation to defer bike lane installation is a surprising one. Surely better to guide the development of traffic to more city friendly modes while traffic is still relatively low. To 'establish a new rhythm' is asking commuters to develop routines and habits around the existing state which makes change more difficult. This recommendation needs more justification. I am tired of risking my life commuting by bike.</p>
Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *	No

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Ben Howard

Email address: *

bphoward@outlook.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting.

As a daily bike commuter to the CBD I have already found the 'pop up' bike lanes on William and Peel Streets have substantially improved the safety of my travel in and around the Hoddle Grid.

Submissions will not be accepted after 10am.

I ask that Council continue delivery of this valuable program that is increasing the capacity and safety of our streets.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Ben Poston

Email address: *

benjaminposton@hotmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

regarding Agenda item 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

The opposition to bike lanes is a storm in a teacup promoted by a tiny minority of the vocal and disgruntled for their own 'culture wars' agenda. The facts of driving to and through the city simply do not stack up against the blowhards of talkback radio:

>43 per cent of car trips a day that drive straight through the CBD without stopping.

>27 per cent of trips to the city pre-pandemic were undertaken by car

We are desperately in need of transportation and infrastructure that reduces our dependency on and consumption of fossil fuels. Bike lanes not only support this but encourage local habitation and healthier living.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *	I have read and acknowledge how Council will use and disclose my personal information.
Name: *	Benjamin Gillies
Email address: *	bmgillies@hotmail.com
Phone number *	
Date of meeting: *	Tuesday 7 June 2022
Agenda item title: *	Agenda item 6.9 Implementation of COM Transport strategy 2030 and Transport program to aid city recovery and reactivation
Please write your submission in the space provided below and submit <u>by no later than 10am on the day of the scheduled meeting.</u>	The council should not support item 22.6. which endorses the deferral of further installation of new protected bike lanes in the Hoddle Grid during the financial year 2022/2023.
Submissions will not be accepted after 10am.	A major deterrent to cycling in the city is the lack safe bike paths and connections, especially within the Hoddle Grid area. To deffer installation of the new protected bike lanes will provide a barrier to cyclists and other active transport users going to and moving around the city and have negative impacts on our city! Do not vote on this motion.
Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *	No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Benjamin Phillips

Email address: * bennyflips@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Agenda 6.9

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

I fully support the points raised by the climate council submission on this topic in relation to reduced congestion and emissions as well as improved accessibility, amenity and safety.

From my own personal experience, bike lanes through the cbd make me feel much safer and more inclined to ride – and importantly support my family to join me in riding.

Having been hit by a car door in the cbd personally on more than one occasion while riding – the safety focus is particularly relevant to me.

Working in freight transport, I also recognise the multitude of user needs in the cbd and provision of loading zones and separation between vulnerable road users and cars/trucks is a really important focus.

Please continue to support the roll out of bike lanes as we look to reimagine how various transport needs can be accommodated as the Melbourne cbd is revitalised.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Bernie McComb

Email address: * bernie.mccomb@gmail.com

Phone number *

Date of meeting: * Saturday 7 May 2022

Agenda item title: Not suspend more bike lanes

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Cargo cyclists replace truck drivers on European city streets

Cargo cycle electric

Research indicates that at least one quarter of all cargo traffic in European cities could be handled by cycles. And, by using special distribution hubs, larger vehicles and electric assist, this proportion could be even larger.

A cargo cycle is at least as fast as a delivery van in the city – and much cheaper to use, giving a strong economic incentive to make the switch. Cargo cycles also bring important economic advantages to tradesmen, artisans and service providers.

<https://www.lowtechmagazine.com/2012/09/jobs-of-the-future-cargo-cyclist.html>

<http://krisdedecker.typepad.com/.a/6a00e0099229e88833017d3c3e1a90970c-pi>

Please indicate whether you would like to verbally address No

the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Brandon McCool

Email address: * brandon.mccool@hotmail.ca

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I am writing to urge the City of Melbourne to continue with the current pace of delivering protected cycling infrastructure within the Hoddle Grid. Melbourne's Transport Strategy 2030 clearly sets out the following targets to be achieved:

- reduce by half the number of people killed or seriously injured on our streets
- reduce by half the proportion of central city through-traffic
- increase public transport, walking and cycling mode share to 70 per cent of all trips
- increase proportion of women cycling to 40 per cent.

Pausing the cycle lane program in the Hoddle Grid would hinder your ability to achieve these targets. You will only kick the can down the road in terms of having to face objections, and who know if a change of council would decide to completely scrap the program. It is far better to increase the pace of delivery so that there are convenient routes in the Hoddle Grid: at present the lack of east-west routes south of La Trobe St make it difficult to ride around the city. The question each cyclist faces is "Do I die on Collins St or tackle a six block detour to go via the safer La Trobe St?". This is a question no car or truck driver has ever asked themselves, because they have safe infrastructure on every single street.

Cycle lanes save lives. The recent death of Yukako on King St highlights the danger of a lack of cycling infrastructure. If the City of Melbourne is serious about halving fatalities and serious injuries by 2030, you need to be rapidly rolling out protected cycle lanes.

Through traffic kills our city. Our city streets have an unfair proportion of cars that are not even accessing destinations within the city. Why should the convenience of someone choosing to drive through the city trump the safety of someone riding to work or school? If you are serious about reducing through traffic, you need to reduce the number of through traffic lanes. People like convenience and ease, and if it is no longer convenient to drive through the city they will find an alternative route. Our limited streetspace needs to be prioritised to match your vision and targets.

People want to ride. A recent study of attitude towards cycling shows that 84.2% of residents of the City of Melbourne are currently interested in cycling but concerned about safety. Only 8.6% of residents said they would never ride. There is therefore huge potential to increase the number of people cycling, which would help you achieve your goal to increase the proportion of trips made by walking, cycling or public transport.

And finally, women are deterred from cycling by unsafe infrastructure more than men. This explains the low proportion of female cyclists, and also why there is more uplift in women cycling when safe cycling infrastructure is installed. In countries like the Netherlands and Denmark, women make up over half of cyclists. Cycling trips can be more convenient for the types of multi-stage trips that women make (home-school-work-shop-home, for example). To increase the proportion of women cycling, you absolutely need to rollout more safe cycling infrastructure.

Instead of pausing the program, the City of Melbourne should be taking cues from the City of Sydney, who are investing record amounts in cycling infrastructure over the next four years (close to \$70 million). Melbourne's \$4 million over the next year is completely inadequate in comparison. If we are to achieve the vision of being Australia's premier bicycle city, we need to be matching or beating Sydney's investment.

I also note that the report for the committee meeting refers to the 100km of pop-up bike lanes delivered by the Victorian Government. Unfortunately, this program has been massively watered down, to the point that ultimately only 3.4km of protected cycle lanes have been delivered, with the remainder being refreshing paint on streets but not doing anything meaningful to reduce traffic speeds or volumes, or provide protection. City of Melbourne has been a leader in providing quality cycling infrastructure, and this needs to continue.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Brendan Corney

Email address: *

brendancorney@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Recommendation 22.6 of agenda item 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I am a resident of Carlton since 2005. I drive a car and ride a bike in the CBD.

In a growing city, we must get people out of vehicles and onto other modes of transport. The separated bike lanes built in the city are what encouraged me to first get on a bike in 2009. The loading zone problem can be resolved by removing car parking. It is not tenable for cars to park with such limited road space.

More cars in the city is literally not possible in a growing city. Follow the evidence and best practice and built a connected network without breaks.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *	I have read and acknowledge how Council will use and disclose my personal information.
Name: *	Brendan Quinn
Email address: *	brendan.quinn@aifs.gov.au
Phone number *	
Date of meeting: *	Tuesday 7 June 2022
Agenda item title: *	6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation
Please write your submission in the space provided below and submit <u>by no later than 10am on the day of the scheduled meeting.</u> Submissions will not be accepted after 10am.	As someone who regularly cycles through Melbourne's CBD when commuting to work but also for recreation, the bike lanes installed during COVID help me and, no doubt, many other cyclists feel safer on the roads. Evidently, uninstalling these lanes would take that feeling of safety away and possibly lead to accidents, injuries and fatalities. I strongly urge you to reconsider uninstalling these bike lanes.
Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *	No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Brian Callies

Email address: *

briancallies@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Hello, I believe there is strong evidence that public transport and protected bicycle lanes are the only viable solutions to car traffic. The failure to provide safe, practical alternatives to driving a car forces every person to own and drive themselves which greatly increases traffic. Both in Seoul and in the Netherlands they experimented with car centric infrastructure, but the more lanes they built the worse traffic got (induced demand is real.) The solution is protected bike lanes and good shared public transport.

Please consider an educational outreach initiative on the topic to win the public over.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * Yes No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Brittany Myers

Email address: * brittalexandramyers@gmail.com

Phone number *

Date of meeting: * Monday 6 June 2022

Agenda item title: Bike lanes

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Good morning

I write to register my sincere opposition to pausing the improvement of bike lanes in Melbourne.

I ride to work in the CBD from Carlton North almost every day. I have noticed the huge improvement in bike lanes over the last year and have found my ride to work far more safe. I have witnessed several near miss collisions between cars and bikes over the years – and in circumstances where there are clearly marked bike lanes, those happen less and less in my experience.

Facilitating safe bike transit is essential to ensuring Melbourne continues its growth and development in a way that invites people of diverse backgrounds and needs to enjoy the city. Without continuing improvement to bike lanes, bikes and scooters risk collisions with cars and or pedestrians and the city will be a less safe place for all. There are a higher number of e-bikes and scooters on the road due to the bikes and scooters that are now widely available. The Council cannot seriously support the introduction of that transport whilst also not committing to making roads safer for all users. I'm also a motorist and I find driving around bikes much harder when there are not clearly marked bike lanes.

Ongoing construction can indeed be frustrating in the short term, but it's an essential investment in city infrastructure in the long term.

Please continue with the ongoing improvements to bike lanes. Don't let outspoken car users and business owners trump the safety needs of everyone passing through Melbourne.

Thanks you

Brittany

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: *	I have read and acknowledge how Council will use and disclose my personal information.
Name: *	Brooke Bremner
Email address: *	Brookebremner18@gmail.com
Phone number *	
Date of meeting: *	Tuesday 7 June 2022
Agenda item title: *	Agenda item 6.9 Implementation of COM Transport strategy 2030 and Transport program to aid city recovery and reactivation
Please write your submission in the space provided below and submit <u>by no later than 10am on the day of the scheduled meeting.</u> Submissions will not be accepted after 10am.	<p>The council SHOULD NOT support item 22.6. which Endorses the deferral of further installation of new protected bike lanes in the Hoddle Grid during the financial year 2022/2023, following two years of accelerated delivery.</p> <p>The city cycle lanes are unsafely narrow.</p> <p>They also need to look in to how the protected lanes enter/ exit the intersection to avoid car turning on to cyclist going straight!</p>
Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *	No

Privacy acknowledgement: *

• I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Brooke Pagel

Email address: *

broo.92.bp@gmail.com

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Date of meeting: 07/06/22

Agenda item title: Agenda 6.9

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality – to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving ‘traffic evaporation’ (1). By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. As the City of Melbourne’s own research (2) shows, “Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride.” A recent Melbourne study supports your findings, demonstrating that separated cycling infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

Increase business: Despite all the criticism that has led to this “pause”, which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure increases economic activity, spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than ever. Salt Lake City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the extra foot and wheel traffic (5). Further, with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and

dog!) is only growing.

Improve safety for all road users: Research indubitably demonstrates that implementing bike lanes enhances safety for not only people riding bikes but those driving and walking (6). This is because separated bike lanes have a car-traffic calming effect, enabling vehicles to move at safer speeds for everyone.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll (7). If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around (8). These upgrades can be of particular benefit to older people, those living with a disability, low income households and migrant communities.

Reduce emissions: Personal transport is Australia's fastest growing source of emissions (9); and fluctuates between the second and third highest source (behind only energy and land use) (10). Bottom line: our cars are a major contributor to climate change and Melbournians need to be empowered to move in different ways wherever possible. The global climate science is clear: we need to increase active transport to reduce transport emissions. Local research tells us that more separated and dedicated infrastructure is required to move the great number of people from the interested category to actually taking up riding. Australia needs a national strategy to move away from petrol-guzzling cars to bike-riding, walking and zero-emissions public transport and electric vehicles. To pause these bike lanes would put Melbourne on the back-foot, set to become stuck in the past as Australian cities implement innovative and intelligent transport solutions.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options (11), and improved infrastructure allows more Melbournians to experience these benefits .

To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. I ask that you preserve with your bike strategy to reap all the benefits they will bring – a strategy set in motion well before the pandemic.

References:

<https://www.theguardian.com/lifeandstyle/video/2022/may/17/why-new-bike-lanes-dont-cause-traffic-jams-video>

<https://www.melbourne.vic.gov.au/SiteCollectionDocuments/transport-strategy-2030-city-of-melbourne.pdf>

<https://www.sciencedirect.com/science/article/pii/S2214140521003200>

<https://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf>

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By

Please indicate whether you would like to verbally
address the Future Melbourne in support of your
submission: *

No

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Cameron James

Email address: *

cam_99@hotmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike Lanes in the City

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

As a city worker for most of my 30+ years professional life, I can honestly say that I now prefer riding my bike into work, rather than driving. Like most during COVID I was working from home. It was delightful to experience the new safe bike lanes in the city as I returned to work. Such a huge step forward

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: * I have read and acknowledge how Council will use and disclose my personal information.

Name: * Caroline Dickson

Email address: * carolinedickson2@hotmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 – Importance of bike lanes!

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

My letter is attached.

I ride weekly with my dear friend, Joanne. Bike lanes are the only way I can feel safe when riding my bike. Recently, I had to ride along the road, where there were no bike lanes, and I had a very close near-miss. It was terrifying. Likewise, my husband experienced the same on Friday – a truck missed him by 2 cm.

Please continue to roll out your life-saving bike lane strategy.

Sincerely,
Caroline Dickson

Alternatively you may attach your written submission by uploading your file here:

 [letter_community_dear_melbourne_city_councillors.docx](#)
127.45 KB · DOCX

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Dear Melbourne City Councillors,

Date of meeting: 07/06/22

Agenda item title: Agenda 6.9

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure - including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality - to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system - and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike -riding and reduces car traffic, achieving 'traffic evaporation' (1). By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. As the City of Melbourne's own research (2) shows, "Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride." A recent Melbourne study supports your findings, demonstrating that separated cycling infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

Increase business: Despite all the criticism that has led to this "pause", which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure **increases economic activity**, spending in retail and hospitality venues (4). A number of car -free city centres around the world are thriving more than ever. Salt Lake City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the extra foot and wheel traffic (5). Further, with the growing trend in e -cargo bikes, the ability for people to carry heavier loads (plus their kids and dog!) is only growing.

Improve safety for all road users: Research indubitably demonstrates that implementing bike lanes enhances safety for not only people riding bikes but those driving and walking (6). This is because separated bike lanes have a car-traffic calming effect, enabling vehicles to move at safer speeds for everyone.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia - larger than the national road toll (7). If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around (8). These upgrades can be of particular benefit to older people, those living with a disability, low income households and migrant communities.

Reduce emissions: Personal transport is Australia's fastest growing source of emissions (9); and fluctuates between the second and third highest source (behind only energy and land use) (10). Bottom line: our cars are a major contributor to climate change and Melbournians need to be empowered to move in different ways wherever possible. The global climate science is clear: we need to increase active transport to reduce transport emissions. Local research tells us that more separated and dedicated infrastructure is required to move the great number of people from the *interested* category to actually taking up riding. Australia needs a national strategy to move away from petrol-guzzling cars to bike-riding, walking and zero-emissions public transport and electric vehicles. To pause these bike lanes would put Melbourne on the back-foot, set to become stuck in the past as Australian cities implement innovative and intelligent transport solutions.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options (11), and improved infrastructure allows more Melbournians to experience these benefits.

To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID -19. **I ask that you preserve with your bike strategy to reap all the benefits they will bring - a strategy set in motion well before the pandemic.**

References:

- 1) <https://www.theguardian.com/lifeandstyle/video/2022/may/17/why-new-bike-lanes-dont-cause-traffic-jams-video>
- 2) <https://www.melbourne.vic.gov.au/SiteCollectionDocuments/transport-strategy-2030-city-of-melbourne.pdf>
- 3) <https://www.sciencedirect.com/science/article/pii/S2214140521003200>
- 4) <https://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf>
- 5) https://drive.google.com/file/d/0B8tOk7_upXv5djhCajg1Z0I3bmhTVTlxWldwRzA0YjJWNW9R/view?resourcekey=0-Fr7Mp141yXvXzW6u5NBjqQ
- 6) <https://www.sciencedirect.com/science/article/abs/pii/S2214140518301488?via%3Dihub>
- 7) https://nespurban.edu.au/publications-%20resources/research-reports/CAULRR06-%20%20SubmissionFuelQualityStandardsAct2000_Mar2017.pdf
- 8) <https://www.jstor.org/stable/26211762>
- 9) <https://ageis.climatechange.gov.au/nggi.aspx>
- 10) <https://www.climatecouncil.org.au/wp-content/uploads/2017/09/FactSheet-Transport.pdf>
- 11) https://www.climatecouncil.org.au/wp-content/uploads/2018/10/CC_MVSA0154-Report-Transport_V6-FA_Low-Res_Single-Pages.pdf

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Charles Ludowici

Email address: * charlie.ludowici@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Agenda 6.9

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Date of meeting: 07/06/22 Agenda item title: Agenda 6.9

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality – to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation' (1). By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. As the City of Melbourne's own research (2) shows, "Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride." A recent Melbourne study supports your findings, demonstrating that separated cycling

infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

Increase business: Despite all the criticism that has led to this "pause", which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure increases economic activity, spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than ever. Salt Lake City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the extra foot and wheel traffic (5). Further, with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and dog!) is only growing.

Improve safety for all road users: Research indubitably demonstrates that implementing bike lanes enhances safety for not only people riding bikes but those driving and walking (6). This is because separated bike lanes have a car-traffic calming effect, enabling vehicles to move at safer speeds for everyone.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll (7). If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around (8). These upgrades can be of particular benefit to older people, those living with a disability, low income households and migrant communities.

Reduce emissions: Personal transport is Australia's fastest growing source of emissions (9); and fluctuates between the second and third highest source (behind only energy and land use) (10). Bottom line: our cars are a major contributor to climate change and Melbournians need to be empowered to move in different ways wherever possible. The global climate science is clear: we need to increase active transport to reduce transport emissions.

Local research tells us that more separated and dedicated infrastructure is required to move the great number of people from the interested category to actually taking up riding. Australia needs a national strategy to move away from petrol-guzzling cars to bike-riding, walking and zero-emissions public transport and electric vehicles. To pause these bike lanes would put Melbourne on the back-foot, set to become stuck in the past as Australian cities implement innovative and intelligent transport solutions.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant:

Bike-riding and walking are the cheapest travel options (11), and improved infrastructure allows more Melbournians to experience these benefits .

To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate

change

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. I ask that you preserve with your bike strategy to reap all the benefits they will bring – a strategy set in motion well before the pandemic.

References: 1)

<https://www.theguardian.com/lifeandstyle/video/2022/may/17/why-new-bike-lanes-dont-cause-traffic-jams-video>

2)

-2030-city-of-melbourne.pdf

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[https://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.p](https://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf)

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8) <https://www.jstor.org/stable/26211762>

9) <https://ageis.climatechange.gov.au/nggi.aspx>

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[https://www.climatecouncil.org.au/wp-content/uploads/2017/09/FactSheet-Tra](https://www.climatecouncil.org.au/wp-content/uploads/2017/09/FactSheet-Transport.pdf)
nsport.pdf

11)

<https://www.melbourne.vic.gov.au/SiteCollectionDocuments/transport-strategy>

[https://drive.google.com/file/d/0B8tOk7_upXv5djhCajg1Z0I3bmhTVTIxWldwRz](https://drive.google.com/file/d/0B8tOk7_upXv5djhCajg1Z0I3bmhTVTIxWldwRzA0YjJWNW9R/view?resourcekey=0-Fr7Mp141yXvXzW6u5NBjqQ)

A0YjJWNW9R/view?resourcekey=0-Fr7Mp141yXvXzW6u5NBjqQ

<https://www.sciencedirect.com/science/article/abs/pii/S2214140518301488?via>

<https://nespurban.edu.au/publications-%20resources/research-reports/CAULRR>

[https://www.climatecouncil.org.au/wp-content/uploads/2018/10/CC_MVSA0154](https://www.climatecouncil.org.au/wp-content/uploads/2018/10/CC_MVSA0154-Report-Transport_V6-FA_Low-Res_Single-Pages.pdf) -Report-Transport_V6-FA_Low-Res_Single-Pages.pdf

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in

support of your
submission: *

Privacy acknowledgement: *

• I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Charlie Bamford

Email address: *

s1046405@haileybury.vic.edu.au

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Hello,

There is a concept in economics called Induced Demand, it means that when there is an increase in supply, there is an increase in demand and consumption.

This applies to roads and transport. By increasing the amount of lanes and roads, people will be encouraged to use them, which results in congestion. Induced demand also applies to protected bike lanes. By adding in the protected bike lanes, people are getting off roads and onto the bike lanes, which decreases congestion on the roads. Drivers benefit from having protected bike lanes installed as there are less cars on the road which increases traffic flow. If you a driver, then you should want protected bike lanes because it means that there is less traffic.

According to a study by the American Journal of Public Health, they found that protected bike lanes reduce the risk of crashes by 90%. According to the Australian institute of Health and Welfare, In 2015–2016, there were 12,000 cyclists hospitalized in Australia due to road transport crashes.

I hope that you continue with building protected bike lanes in the CBD.

Thank you

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Charlie Farren

Email address: *

farren@onedaysoon.net

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda item 6.9 Implementation of COM Transport strategy 2030 and Transport program to aid city recovery and reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

The council SHOULD NOT support item 22.6. which Endorses the deferral of further installation of new protected bike lanes in the Hoddle Grid during the financial year 2022/2023, following two years of accelerated delivery.

I am a regular and experienced bike rider, however even I am daunted by Melbourne traffic. Protected bike lanes are key to encouraging less confident cyclists and protecting existing riders. No more avoidable deaths PLEASE.

Currently Melbourne compares unfavourable with other international cities. This move would confirm that Melbourne does not support the increase of walking and cycling. Even the RACV states that this would be a retrogressive move.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Charlotte Francois

Email address: * b.platyphylla@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Agenda item 6.9 Implementation of COM Transport strategy 2030 and Transport program to aid city recovery and reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

A cyclist named Yukako died in the city of Melbourne two weeks ago on the corner of Latrobe and King street. Protected bike lanes will improve the safety of cyclists riding in the city. It is important to ensure that there is a safe infrastructure to get more people to cycle as a mode of transport. It is proven that making safe infrastructure increases rider participation. We need protected bike lane construction to accelerate not to halt!

It isn't reasonable to look at the numbers when only 4% of trips into the city are by bike without looking into WHY. 80% of Melburnians would like to commute by bike but do not because of a multitude of reasons, one of which is SAFETY due to the lack of protected or even designated green bike lanes in the city. They're afraid to mix with cars, trucks, motorcycles, buses, and vans which are all capable of killing or seriously injuring them.

We aren't Amsterdam, but Amsterdam was vastly different just 50 years ago. It was a car-clogged city just like ours. Stalling on bicycle infrastructure is regressive and short-sighted when megacities like Paris and Tokyo are building increasing kilometres of bicycle infrastructure and limiting private vehicle ingress into and around their cities.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Charlotte Pache

Email address: * charlotte.pache@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Bicycle lanes

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I live in Coburg and ride my bicycle to the city at least twice a week. I am a director of a business in Queen Street. I wish to express my strong support for existing bike lanes and request further consideration be given to expanding the network of bike lanes. Please do not buckle in the face of recent criticism of bike lanes by the car lobby. All evidence from other cities around the world points to bike lanes as having little or no impact on traffic flow and to their vastly improving the ambience and amenity of the city. Better provision for cyclists will encourage many more people to ride and make the city a better place to be. Cities are for people, not cars. With a bit of imagination, Melbourne could rank alongside European cities for sustainability and people-friendly urban landscaping.

Please indicate Yes
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

If yes, please indicate if you would like to make your submission in person, or via a virtual link (Zoom) to the meeting.

I wish to make by submission via Zoom

Please note, physical attendance will be limited in accordance with City of Melbourne security protocols and COVID-safe plans and be allocated on a first registered, first served basis. *

Privacy acknowledgement: *

• I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Chloe Holmes

Email address: *

chloe@chloeholmes.xyz

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9: Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I am writing a submission in support of the continued development of non-private car access into and through the CBD.

Despite the opinions of many, we are still living in a world that has experienced the effects of COVID-19. That is why many have realised there is no need for workers to be coming into the city 5 days a week and that's why the City of Melbourne needs to reorient its view of the CBD being a place for office workers to congregate during the week and instead focus on being a commercial hub. Part of that is ensuring that everyone entering the city remains safe and has an easy way to access the many vibrant areas of the CBD, part of the safety plan that the City Of Melbourne should focus on is the ability for cyclists to ride into the city without being at risk of having an accident. As a resident of the City of Melbourne, I have been witness to a number of incidents between cars and cyclists which could have been avoided had there been protected bike lanes.

The 2030 Transport Strategy has found that there has been a consistent rise in the number of people using non-car forms of transportation and the councils focus should reflect that by discouraging the use of private vehicles in the city. As someone close to the CBD, I have found that I have been discouraged from accessing the CBD facilities due to the lack of access through protected cyclist lanes as someone with limited experience cycling on major roads which is reflected in the 2030 Transport Strategy.

Therefore it is important that council continues the rollout of protected bicycle lanes in order to encourage bicycle riding to improve the safety of bikes and improve traffic flow.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *	I have read and acknowledge how Council will use and disclose my personal information.
Name: *	Chloe-agathe griffe
Email address: *	cgriffe@gmail.com
Phone number *	
Date of meeting: *	Tuesday 7 June 2022
Agenda item title: *	6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation
Please write your submission in the space provided below and submit <u>by no later than 10am on the day of the scheduled meeting.</u> Submissions will not be accepted after 10am.	I strongly support and urge you to continue with the planned works according to the original schedule. I regularly travel through CBD by bicycle as this is my main transportation method. We are the most vulnerable as we try to be more responsible for our environment it has be supported by Melbourne. Melbourne should lead by example. We urgently need more and safer cycle infrastructure, to encourage active transport, to reduce injuries, for for our economic benefit, and to deal with the climate emergency. We should not delay actions that are absolutely needed,
Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *	No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Chris Harris

Email address: * Stoffer_l@hotmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Pausing construction of bike lanes

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I am dismayed to hear that the City of Melbourne is choosing to pause the rollout of separated bike lanes.

High functioning cities in the developed world utilise good quality public transport, pedestrianised space and safe, separated cycling infrastructure to make them liveable. No major city in 2022 is designing its future around car use. That is a dead end.

I note that Sydney has committed to an ambitious expansion of cycling infrastructure. So should we.

Concerns by traders or others that cycling lanes will negatively impact business are not borne out by facts.

Removing or not completing additional lanes will not significantly improve car congestion. It will however deter people from travelling to the city by bike. It will also make cycling less safe.

Traders and others need to accept that Melbourne is a city of 5 million people, not a large country town; and we need to plan accordingly.

Thank you.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

Privacy acknowledgement: *	I have read and acknowledge how Council will use and disclose my personal information.
Name: *	Chris Ho
Email address: *	yfaimac@mac.com
Phone number *	
Date of meeting: *	Tuesday 7 June 2022
Agenda item title: *	Bike lane
Please write your submission in the space provided below and submit <u>by no later than 10am on the day of the scheduled meeting.</u> Submissions will not be accepted after 10am.	As a user of both cars and bikes I think more bike lanes are a great way to create a diverse city as long as these are well planned. We don't need every road to have bike lanes but we do need a bike grid that allows cyclists and a car grid that allows motorists to co-exist.
Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *	Yes
If yes, please indicate if you would like to make your submission in person, or via a virtual link (Zoom) to the meeting. Please note, physical attendance will be limited in accordance with City of Melbourne security protocols and COVID-safe plans and be allocated on a first registered, first served basis. *	I wish to make by submission via Zoom

Privacy acknowledgement: *	I have read and acknowledge how Council will use and disclose my personal information.
Name: *	Chris Jurewicz
Email address: *	iphone4toy@gmail.com
Phone number *	
Date of meeting: *	Tuesday 7 June 2022
Agenda item title: *	6.9 Implementation Update: City of Melbourne Transport Strategy and Transport Strategy to Aid City Recovery and Reactivation
Please write your submission in the space provided below and submit <u>by no later than 10am on the day of the scheduled meeting.</u> Submissions will not be accepted after 10am.	Seeking MCC's ongoing commitment to retain current bike lanes and continue extending protected bike lanes across the municipality. Further actions to make the council's activity areas car free and this safer for cyclists and pedestrians are strongly encouraged.
Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *	No

Privacy acknowledgement: *

• I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Chris Trueman

Email address: *

chris@chris.trueman.org

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

22.6. Endorses the deferral of further installation of new protected bike lanes

Alternatively you may attach your written submission by uploading your file here:



[melbourne_city_submission.docx](#)

24.99 KB · DOCX

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Chris Trueman
23/28 Southgate Ave
Southbank 3006
Please reply to: chris@chris.trueman.org

5th June 2022

Future Melbourne Committee
Via web submission

cc. E-mail: lordmayor@melbourne.vic.gov.au

Re: Meeting 22nd June 2022 – Item 22.6

The recommendation under Item 22.6 is:

Endorses the deferral of further installation of new protected bike lanes in the Hoddle Grid during financial year 2022/2023, following two years of accelerated delivery.

I would like to strongly voice my concern at this deferral, and ask that this recommendation NOT be endorsed.

There is world-wide acceptance of the benefits, both socially and economically, of encouraging walking and riding in cities. Melbourne City Council seemed to recognise this and took action to implement some excellent changes by agreeing to put in many km of protected lanes. Item 22.7 confirms this ambition outside the Hoddle Grid.

I'm an older cyclist – nearly 80. My wife and I use our bike as a practical means of normal transport in and around the city. It's economic, does not add our car to the traffic snarls, and avoids the necessity to find a parking place when at our destination. It adds significantly to our general health and well-being.

Surveys show that a significantly high proportion of cars using the city streets are through traffic adding nothing but additional traffic snarls to the city. I'd like to know why the writers of this recommendation think that my freedom to get around the city in a safer and environmentally friendly way should be subservient to those cars – or in fact to any of the motorised traffic in the city area.

There are many studies about Melbourne itself, quite apart from a vast number of studies worldwide, which show that the perceived disadvantages to business owners of having bike lanes are just that. – a perception. And it is a wrong perception. I'm sure you have access to these studies too.

Similarly there have been significant studies about community reaction to new infrastructure changes aimed to increase walking and cycling, and reduce the dependence on motor traffic. Some in London are particularly instructive. They show that after an initial resistance to change, most communities actually find the changes to be beneficial when considered over the longer term.

I think the reaction by a few, on the basis of an unfounded apprehension that the bike lanes in the Hoddle Grid will adversely affect them has led to this unreasonable recommendation.

I ask you to please reject the recommendation.

Chris Trueman



Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Chris White

Email address: *

chris@cjwhite.me

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda 6.9

Alternatively you may attach your written submission by uploading your file here:



[dearmelbournecitycouncillors.pdf](#) 36.66 KB · PDF

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Dear Melbourne City Councillors,

Agenda item title: Agenda 6.9

I'm writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure - including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality.

There are many reasons bike lanes are an important part of our transport system - and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving '[traffic evaporation](#).' By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated [1,700 deaths](#) every year in Australia - larger than the national road toll. If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around. These upgrades can dramatically impact older people, those living with a disability, low income households and migrant communities.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options, and improved infrastructure allows more Melbournians to experience these benefits.

To conclude, I was alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my gratitude for the bike lanes that have been rolled out to date (and accelerated during COVID-19). I sincerely hope that you persevere with your bike strategy, which was outlined well before the pandemic.

Yours sincerely,

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Chris Wood

Email address: *

chris.p.wood31@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike lane program

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting.

I'm shocked that only weeks after a woman is killed in the city on inadequate infrastructure that the council is considering pausing its roll-out?!

Submissions will not be accepted after 10am.

Please reconsider any rolling back or minimisation of the bike lane program. Bike lanes make the city accessible for almost everyone and removes unnecessary car trips.

Please stand up to the anti-bike brigade and proceed in delivering a wonderful, bikable city.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Chris Yates

Email address: * chris@theyates.club

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Halting of Bicycle Lane construction.

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Committee Members,

I was disappointed to read in 'The Age' (<https://www.theage.com.au/national/victoria/council-wobbles-on-bike-lanes-drivers-business-owners-force-rethink-20220603-p5aqsq.html>) of the halt put on the development of bike lanes. I, for one, have been an avid user of the new bike lanes and am enjoying the increased safety in riding in the CBD. I will be on record as placing a submission for their original implementation, specifically in Exhibition Street which is now a significantly safer place to ride.

As usual, there is a significant media bias against cyclists which I think exaggerates the perceived feeling in the public. The media would much rather express negative opinions than get positive feedback from cyclists. We can't change the media but I firstly request that you perform an independent analysis to guide your decision making, rather than a media that is currently struggling to be objective.

Secondly, may I call out a precedent? I remember very clearly the complaints from businesses and delivery drivers back when both the Bourke St mall was created and Swanston St had traffic removed. There were huge portents of doom at the time and yet now they are seen as brilliant pieces of planning and are vibrant hubs of activity. I believe

the same future awaits the added bicycle lanes. I would also call your attention to the significant changes that have occurred in London and Paris the bicycle centric planning. They, too, were widely criticised yet have become outstanding successes.

There is no doubt that the use of bicycles will continue to grow and that the development of these bicycle lanes will be seen as an impressive piece of urban planning.

Thank you for taking my submission into consideration.

Dr Chris Yates

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

Yes

If yes, please indicate if you would like to make your submission in person, or via a virtual link (Zoom) to the meeting. Please note, physical attendance will be limited in accordance with City of Melbourne security protocols and COVID-safe plans and be allocated on a first

I wish to make by submission via Zoom

registered, first
served basis. *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Christian Brosch

Email address: * chris.brosch@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * agenda item 6.9 – Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Councillors,

Agenda item 6.9 (Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation) relates to me very strongly, hence I would like to make a submission. My reasons to travel into the CBD have been and continue to be for work and entertainment. Already several years ago the CBD became so congested that it takes a long time with the car and is very frustrating. Instead of just getting into the car to drive into the CBD every time I swapped to more public transport and bicycle. The most effective and enjoyable way to get into Melbourne is by far the bicycle or e-bike but unfortunately it is also the most dangerous way. Depending on the destination where I need to go I can't use my bicycle as there are no protected bike lanes to take me there safely. Besides the helmet, the protected bike lanes are the only protection rider on the bicycle has. And that is even more important when we travel as a family into the city. Please continue to install further protected bike lanes as soon as possible.

Please indicate whether you would like to verbally address the Future No

Melbourne in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Christopher Brennan

Email address: * christopherjb1990@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

As a regular cyclist to the CBD I strongly encourage Council not to support recommendation 22.6 to defer installation of further protected bike lanes in the Hoddle Grid. My daily route follows the recent bike lanes installed on Peel Street and Exhibition Street and the well established Copenhagen lane along La Trobe Street. These projects were a motivating factor for me choosing to ride by bike to work.

The opposition and public campaigns waged against these measures from lobby groups and certain media outlets is predictable and has continued ad nauseum globally where re-allocation of road space to active transport modes is proposed. In this era of unprecedented fuel prices, cost of living pressures and climate change, it is disappointing to see Council walk back from measures other progressive global cities are pursuing to make it easier for people to move around safely and sustainably. Council should resist this opposition and press on with its ambitious roll out of separated bike lanes to improve safety and convenience for cyclists. This is by far the most effective way to increase bike mode share, a motivating factor ignored by many opponents. Safer conditions would result in greater uptake of cycling from a broader demographic, including those less confident and this would work towards normalising cycling culture in a city where many struggle to comprehend anything other than the car status quo.

Contrary to some views, Melbourne is not unique. It is an evolving metropolis of 5 million people. A significant proportion of these people live within bike commuting distance of the CBD, and this will only increase with densification. If you give people a viable alternative, they will adopt it in time. Melbourne is already comparatively easy to access by private car compared to other international cities of its size and existing conditions are reasonable for those who need to do so. It is even conceivable that a mode shift away from cars might actually make the lives of delivery drivers, trades people and others who must drive easier in time. A conversation needs to be had about the social equity of road space allocation. It is important that Council acknowledges there are a multitude of reasons why people need or choose to drive to the city, but it should not concede to the loud voices of those who do have reasonable alternatives.

I support measures to improve access for delivery vehicles through the strategic conversion of existing on-street parking spaces, but there is no basis for any measure to facilitate easier access for private cars into and through the Hoddle Grid. This goes against the fundamentals of contemporary transport practice. Private cars already consume a disproportionate share of road space. The expected re-allocation to cyclists is modest in the grand scheme of things.

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Christopher Clarke

Email address: * chrisclarke313@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Bike Lane Changes

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I am submitting this in response to media coverage regarding the pausing of the council's bike construction works.

I consider the creation of new bike lanes in the CBD a crucial step in avoiding serious injury or death to bike riders in our city. Having highly visible and in some cases barrier-protected bike lanes reduce this risk. It is a reality that bike riders use the CBD and there will be continued growth in use of these lanes, so providing safe infrastructure is extremely important.

Beyond this, there are environmental benefits associated with making the CBD more bike friendly, and it also reduces pressure on traffic through taking cars off the road and reducing public transport use.

There are many injuries in the CBD associated with bikes and areas without bike infrastructure pose significantly more risk to these bike riders.

The increase of bike infrastructure in recent times has been fantastic to see as a safety measure, and I strongly urge the continuation of this great initiative.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Christopher Harms

Email address: * harms.christopher@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Committee members,

I am writing to show my support for the CBD protected bike lane program. As a North Melbourne resident between 2012 and 2019, my partner and I cycle commuted to the CBD every week. Since moving to Coburg, we continue to cycle commute to the CBD on a regular basis. The increase in protected bike lanes in Melbourne CBD in recent years is an enormous improvement in terms of moving around the city safely by bike. The bike lanes have also made the prospect of travelling into the city by bike for shopping and dining much more appealing. We have a 12-month old child and our preference as a family is for active transport (we regularly ride with him using a bike seat and a trailer). Any improvements to bicycle safety in the inner city increases our overall willingness to travel there.

Thank you for your time.

Chris Harms

Please indicate whether you would like to verbally address the Future Melbourne in No

support of your
submission: *

Privacy acknowledgement: *	I have read and acknowledge how Council will use and disclose my personal information.
Name: *	Christopher Karalis
Email address: *	cjkaralis@gmail.com
Phone number *	
Date of meeting: *	Sunday 7 June 2020
Agenda item title: *	Agenda item 6.9 Implementation of COM Transport strategy 2030 and Transport program to aid city recovery and reactivation
Please write your submission in the space provided below and submit <u>by no later than 10am on the day of the scheduled meeting.</u> Submissions will not be accepted after 10am.	Submission write something like: The council should NOT support or endorse item 22.6. Endorses the deferral of further installation of new protected bike lanes in the Hoddle Grid during the financial year 2022/2023, following two years of accelerated delivery. A major barrier to cycling into the city is safe bike paths and connections within the Hoddle Grid. To deffer installation of the new protected bike lanes will provide a barrier to cyclists and other active transport users going to and moving around the city and have negative impacts for our city!
Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *	No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Christopher Laver

Email address: * chrislaver@hotmail.co.uk

Phone number *

Date of meeting: * Tuesday 2 May 1989

Agenda item title: Please save the pop-up bike lanes in Melbourne!

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I am an avid cyclist – I use my bike to basically get everywhere around Melbourne.

I don't have a car.

I rarely use public transport as I prefer to cycle.

And the bike lanes in Melbourne CBD and throughout Melbourne make cycling in Melbourne such a great place to live!

I live in Carlton North and have found the separated bike lanes make in Melbourne CBD make cycling through the CBD a much safer and enjoyable experience and it's encouraged me to go into the city more often because of this.

Please keep the separated bike lanes throughout the CBD – and even better, if you can build more that would be very appreciated!

I prefer to cycle everywhere as it's great for exercise and generally the quickest, most efficient and enjoyable way to

get around.

I feel it'd be a tragedy if the separated bike lanes were removed in Melbourne's CBD and further around.

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Christopher van der Weyden

Email address: * chris.vanderweyden@outlook.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Future Melbourne Committee meeting ought to consider that Melbourne has a huge backlog of work to achieve before the facilities for bike riders, old and young, make this transport option safe, convenient, and free from risk for users of bikes. Any consideration of deferral of new protected bike lanes in the Hoddle Grid during the financial year 2022/2023, is terribly out of step with what we must achieve for the purpose of citizen safety and making Melbourne transport more sustainable. Please continue your good work and do not kowtow to the short-sighted views of a minority of car drivers who see bike riders as somehow trespassing on their road. I work, live, and shop in Parkville/North Melbourne and visit the CBD regularly using my bike. More people on the fringe of the CBD would do likewise if you made it safer and offered better protection from cars.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Claire Havens

Email address: * chavens@telus.net

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Today I find myself disappointed. My son is home sick with flu or COVID symptoms. As a result I'm juggling working and keeping his fever down. I'm also inexplicably rushing to make a submission to urge Council not to halt or pause the bike lane program. You see, my son and I get around by e-bike. I also travel to the CBD by bike for work and fun. Not everyone can afford, has the ability to, or wants to drive a car. It seems there is something broken in local government democracy when a few loud voices from the business community drown out people who want safe active travel options to work and spend money in our beautiful CBD.

I moved to Melbourne from overseas excited for the positive and progressive vision of the city and the growing support for bike infrastructure. Do not think for one minute that international eyes aren't on Melbourne for this backwards decision. Other cities are paying attention. The hypocrisy of Melbourne declaring a climate emergency and then rolling back action on the largest growing source of emissions – transport.

As for the Chamber of Commerce and other businesses complaining about the bike lanes. They are far behind business groups in other world class cities, who are now seeing how bike friendly city centres are the future. A growing body of global evidence shows that safe bike and pedestrian infrastructure attracts shoppers and improves sales. Council staff should have these numerous studies at their fingertips – I suggest they be considered and

shared with the sceptical business lobby.

After largely not going into the CBD during the pandemic, I had started to ride in more often to conferences, events and the office, discovering new routes and enjoying feeling safer. Recently though, a young cyclist was killed on Latrobe Street. Since then I have worked from home. How can Council respond to the recent death of a cyclist by rolling back safe cycling infrastructure? It's cruel, regressive and backwards.

I urge Council to reconsider, in the face of overwhelming evidence about the importance of making CBDs worldwide places for public celebration, festivals, shopping and eating through pedestrianization and separated bike lanes. The best CBD experiences are not near the car sewers or routes for moving through the city as fast as possible. They are in the lane ways, the public plazas, the bike friendly streets and parks.

I want one day to feel safe putting my son on the back of my bike to take him to the NGV, Aquarium or Children's garden. At the moment I don't even feel safe riding in on my own.

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Clancy Holzgrefe

Email address: * clancyholz@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Agenda Item 6.9

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Agenda item title: Agenda 6.9

I'm writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

I am a user of Melbourne's current bicycle infrastructure, but sadly, do not cycle as often as I'd like to as sometimes there is no route available which I feel safe on.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention. They reduce car traffic, allow people to get some exercise in while on their commute, improve city air quality (by taking cars off roads) and make riding more convenient.

If more people rode to work or university

instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

To conclude, I was alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure due to the complaints of a few loud, selfish individuals.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my gratitude for the bike lanes that have been rolled out to date (and accelerated during COVID-19). I sincerely hope that you persevere with your bike strategy, which was outlined well before the pandemic.

Yours sincerely,

Clancy Holzgreffe

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Claudia Gray

Email address: *

claudia_gray@icloud.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Item 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting.

My letter is attached, thank you.

Submissions will not be accepted after 10am.

Alternatively you may attach your written submission by uploading your file here:



[dear_melbourne_city_councillors_community.docx](#) 127.45 KB ·

DOCX

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Dear Melbourne City Councillors,

Date of meeting: 07/06/22

Agenda item title: Agenda 6.9

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure - including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality - to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system - and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike riding and reduces car traffic, achieving 'traffic evaporation' (1). By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. As the City of Melbourne's own research (2) shows, "Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride." A recent Melbourne study supports your findings, demonstrating that separated cycling infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

Increase business: Despite all the criticism that has led to this "pause", which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure **increases economic activity**, spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than ever. Salt Lake City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the extra foot and wheel traffic (5). Further, with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and dog!) is only growing.

Improve safety for all road users: Research indubitably demonstrates that implementing bike lanes enhances safety for not only people riding bikes but those driving and walking (6). This is because separated bike lanes have a car-traffic calming effect, enabling vehicles to move at safer speeds for everyone.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia - larger than the national road toll (7). If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around (8). These upgrades can be of particular benefit to older people, those living with a disability, low income households and migrant communities.

Reduce emissions: Personal transport is Australia's fastest growing source of emissions (9); and fluctuates between the second and third highest source (behind only energy and land use) (10). Bottom line: our cars are a major contributor to climate change and Melbournians need to be empowered to move in different ways wherever possible. The global climate science is clear: we need to increase active transport to reduce transport emissions. Local research tells us that more separated and dedicated infrastructure is required to move the great number of people from the *interested* category to actually taking up riding. Australia needs a national strategy to move away from petrol-guzzling cars to bike-riding, walking and zero-emissions public transport and electric vehicles. To pause these bike lanes would put Melbourne on the back-foot, set to become stuck in the past as Australian cities implement innovative and intelligent transport solutions.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options (11), and improved infrastructure allows more Melbournians to experience these benefits.

To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID -19. **I ask that you preserve with your bike strategy to reap all the benefits they will bring - a strategy set in motion well before the pandemic.**

References:

- 1) <https://www.theguardian.com/lifeandstyle/video/2022/may/17/why-new-bike-lanes-dont-cause-traffic-jams-video>
- 2) <https://www.melbourne.vic.gov.au/SiteCollectionDocuments/transport-strategy-2030-city-of-melbourne.pdf>
- 3) <https://www.sciencedirect.com/science/article/pii/S2214140521003200>
- 4) <https://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf>
- 5) https://drive.google.com/file/d/0B8tOk7_upXv5djhCajg1Z0I3bmhTVTlxWldwRzA0YjJWNW9R/view?resourcekey=0-Fr7Mp141yXvXzW6u5NBjqQ
- 6) <https://www.sciencedirect.com/science/article/abs/pii/S2214140518301488?via%3Dihub>
- 7) https://nespurban.edu.au/publications-%20resources/research-reports/CAULRR06-%20%20SubmissionFuelQualityStandardsAct2000_Mar2017.pdf
- 8) <https://www.jstor.org/stable/26211762>
- 9) <https://ageis.climatechange.gov.au/nggi.aspx>
- 10) <https://www.climatecouncil.org.au/wp-content/uploads/2017/09/FactSheet-Transport.pdf>
- 11) https://www.climatecouncil.org.au/wp-content/uploads/2018/10/CC_MVSA0154-Report-Transport_V6-FA_Low-Res_Single-Pages.pdf

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Claudia Marck

Email address: * claudia_marck@yahoo.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: 6.9 implementation update

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

In line with the aim to “transform Melbourne into the country’s leading bicycle city” which is not nearly as ambitious as what other world cities are aiming for in terms of active and sustainable transport, I think it’s ludicrous to defer the creation of new bike lanes in the Hoddle grid. We should be accelerating the creation of safe separated and connected cycling infrastructure, instead of slowing down. The CBD is still not a safe place to cycle through, and until it is, it will remain a congested zone of people trying desperately to find non-existing parking and making the city an unattractive and frustrating place to go to. Please do not endorse 22.6 and find ways to keep pushing this important agenda!

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Cole Orr

Email address: * cole.a.orr@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Bike Lane Pause

*

Please write your submission in the space provided below and submit **by no later than 10am on the day of the scheduled meeting.** Submissions will not be accepted after 10am.

Hey,

I'm writing in response to the report in The Age – <https://www.theage.com.au/politics/victoria/no-more-new-bike-lanes-for-cbd-after-council-cops-complaints-20220602-p5aqia.html>

As an avid cyclist, I routinely use the newly built protected cycle lanes in the city. They are also fantastic for a number of friends who aren't as confident on a bike, giving them a greater feeling of safety and confidence. We routinely use these lanes to get into the cbd, and pausing them due to a minority of complaints feels shortsighted at best.


It has been proven worldwide that cycle lanes actively work to reduce congestion and make cities more liveable, and as Melbourne traffic returns to pre pandemic levels it is crucial that the city continues to prioritise healthy, environmentally friendly forms of travel.

The tragic recent death of a cyclist only weeks ago (<https://www.theage.com.au/national/victoria/cyclist-dies-after-collision-with-truck-in-cbd-20220517-p5am7k.html>) is further reason to continue to build cycle friendly

infrastructure.

I ask that you consider these points when debating any pause to the building of protected cycle lanes into the city, as their benefits far outweigh the cons.

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: *	I have read and acknowledge how Council will use and disclose my personal information.
Name: *	Conrad Lindner
Email address: *	conradjindner@gmail.com
Phone number *	
Date of meeting: *	Tuesday 7 June 2022
Agenda item title: *	6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation
Alternatively you may attach your written submission by uploading your file here:	 submission_to_future_melbourne_committee_by_conrad_lindner.pdf <small>59.76 KB • PDF</small>
Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *	Yes
If yes, please indicate if you would like to make your submission in person, or via a virtual link (Zoom) to the meeting. Please note, physical attendance will be limited in accordance with City of Melbourne security protocols and COVID-safe plans and be allocated on a first registered, first served basis. *	I wish to make my submission in person

07/06/2022

Submission to Future Melbourne Committee by Conrad Lindner

Submission regarding: Agenda Item 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

I learned on Friday - World Bicycle Day - that the City of Melbourne would pause its program of constructing dedicated cycling lanes in the CBD.

As someone who is deeply concerned about the climate emergency, I had thought very highly of the council's roll-out of protected bike lanes when I first moved to this city, and am shocked and disappointed that this program of works has been paused.

It is well established by past case studies that implementing protected bike lanes not only empowers cyclists to feel safer on our streets, but actually has a role in reducing congestion and improving accessibility, as a result of allowing trips which *can* be cycled to *be* cycled.

Studies show that a very high proportion of trips made by car in Melbourne are in fact short trips which could be made by bike. A similarly high proportion of people say that they would be more likely to cycle if the infrastructure was there.

It is imperative for a council which has declared a climate emergency to do everything it can to aggressively discourage driving and encourage active and public transport.

There are countless co-benefits of allowing as many trips as possible to be made by bike, including:

- Reduced pollution
- Reduced noise
- Reduced congestion
- Improved accessibility
- Improved public health outcomes

High quality bicycle infrastructure is relatively cheap compared to infrastructure for other modes of transport, and requires significantly less space. Dedicating more space on our roads to cyclists enables a greater volume of people to enter the city - which I'm sure is a priority of the City of Melbourne and its businesses.

It appears that this hesitation to continue the roll-out of protected bike lanes is at least partly the result of some negative feedback from businesses which believe the cycle lanes have had a detrimental impact on their customers.

I urge the Council to communicate effectively with businesses to ensure they are aware that implementing bike lanes has been shown to actually improve business, as business owners typically greatly underestimate the proportion of customers who access their business by bike.

I hope that the Council reconsiders this pause in implementing protected bike lanes which I believe has so far made our city a more pleasant place to live.

Privacy acknowledgement: * • I have read and acknowledge how Council will use and disclose my personal information.

Name: * Corey Sleep

Email address: * corsleep@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 – Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I learned on Friday – World Bicycle Day – that the City of Melbourne would pause its program of constructing dedicated cycling lanes in the CBD.

As someone who is deeply concerned about the climate emergency, I had thought very highly of the council's roll-out of protected bike lanes when I first moved to this city, and am shocked and disappointed that this program of works has been paused.

It is well established by past case studies that implementing protected bike lanes not only empowers cyclists to feel safer on our streets, but actually has a role in reducing congestion and improving accessibility, as a result of allowing trips which can be cycled to be cycled.

Studies show that a very high proportion of trips made by car in Melbourne are in fact short trips which could be made by bike. A similarly high proportion of people say that they would be more likely to cycle if the infrastructure was there.

It is imperative for a council which has declared a climate emergency to do everything it can to aggressively discourage driving and encourage active and public transport.

There are countless co-benefits of allowing as many trips as possible to be made by bike, including:

Reduced pollution

Reduced noise

Reduced congestion

Improved accessibility

Improved public health outcomes

High quality bicycle infrastructure is relatively cheap compared to infrastructure for other modes of transport, and requires significantly less space. Dedicating more space on our roads to cyclists enables a greater volume of people to enter the city – which I'm sure is a priority of the City of Melbourne and its businesses.

It appears that this hesitation to continue the roll-out of protected bike lanes is at least partly the result of some negative feedback from businesses which believe the cycle lanes have had a detrimental impact on their customers.

I urge the Council to communicate effectively with businesses to ensure they are aware that implementing bike lanes has been shown to actually improve business, as business owners typically greatly underestimate the proportion of customers who access their business by bike.

I hope that the Council reconsiders this pause in implementing protected bike lanes which I believe has so far made our city a more pleasant place to live.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Craig McMenaman

Email address: * cmcmenaman@hotmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: 6.9

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I'm writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes. There has never been a more important time to continuing to roll out quality active transport infrastructure – including new protected bike lanes and wider safer footpaths!

I ride my bike through the city multiple times a day commuting for work to the office and home stopping most mornings to get coffee and breakfast. And usually stop through on a Friday even to do some retail shopping.

Without safe bike lanes my alternative route is to use the train and bypass the city.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality.

I was alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

To conclude, a few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as

well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change.

Be a leader in this and continue the great roll out of separated bike lanes!

Thank you

Please indicate **No**
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Craig Richards

Email address: *

craigr@bicyclenetwork.com.au

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

Yes

If yes, please indicate if you would like to make your submission in person, or via a virtual link (Zoom) to the meeting. Please note, physical attendance will be limited in accordance with City of Melbourne security protocols and COVID-safe plans and be allocated on a first registered, first served basis. *

I wish to make my submission in person

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Crystal Legacy

Email address: * legacycrystal@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Agenda item 6.9

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Council.

My submission regards the potential de-scaling or cessation of the bike lane rollout in the City of Melbourne. I write as a dedicated cyclist, and transport planning academic at the University of Melbourne.

Reflecting on my own lived experience, I feel safer with the presence of dedicated bike lanes throughout the City of Melbourne. Their presence means that I will more regularly shop, eat and participate in cultural activities available in the city, at all times of day. My participation in city events is conditioned by how safe I feel riding my bike into and out of the city, and whether I feel threatened by existing volumes of traffic.

Drawing on my own work as a teacher and researcher in transport planning, cities with well developed cycling infrastructure observe higher levels of cycling. This makes sense. We can say the same for freeways: the more freeways, the more people drive. Our willingness to provide higher quality infrastructure creates the conditions for participation. As the City of Melbourne looks to reduce its carbon footprint, investing in cycling infrastructure will become increasingly important.

As someone who also undertakes research into public participation, I can appreciate the importance of engaging

diverse communities and stakeholders in challenging areas of public policy. This is especially important when it is about structural change in a city; in this case that change is to increase cycling as a mode share in the City. My hope is that opposition generated against the bikes lanes from some stakeholder groups can be seen as an opportunity to deepen engagement in a way that builds collective ownership of the changes the City is seeking to make. While there is a place for cars in the city (e.g. emergency vehicles, access requirements, goods deliveries), these can all be well managed and accommodated in a way that respects the needs of these different stakeholder groups. As regards parking, and in relation to the perceived risk associated with a loss of parking, I'd like to encourage the City to consider the work of well known planning academics expert on car parking (Dr Liz Taylor and Rebecca Clements) to understand how to engage productively with the politics of car parking. Other cities have addressed this vexed issue, and Melbourne can too. With the support of the knowledge experts, such challenges can be better understood and respectfully addressed.

In closing, I see the recent debates surrounding bike lanes in Melbourne as an opportunity to deepen public engagement around the future of transport, and certainly around the benefits of bike lanes as the city seeks to rebuild after Covid-19.

Very best,
Crystal Legacy

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * dale amtsberg

Email address: * damtsberg@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: 6.9 Bike Lanes

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I am a CBD office worker. The city taking steps to make cycling safer in the CBD is the key decision factor in whether I continue cycling to work. If we want to bring more workers back to the CBD on more days, you want to make it easier for them to cycle. The City of Melbourne declared a Climate and Biodiversity emergency in 2019. Steps to reduce bike lanes and discourage cycling are not consistent with that position. if you want more people back working more days in the CBD – and you want the city to be known for its environmental credentials – I suggest you maintain these pop up bike lanes and do even more to encourage people to ride to the CBD. If these lanes are removed, I will most likely work more days from home and spend money locally rather than in cafes and shops within the CBD. Thanks for your consideration

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Damian Cerini

Email address: *

damian@tourdevines.com.au

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike Lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting.

See attached.

Submissions will not be accepted after 10am.

Alternatively you may attach your written submission by uploading your file here:



[dear_melbourne_city_councillors_cc.docx](#) 16.04 KB · DOCX

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Dear Melbourne City Councillors,

Agenda item title: Agenda 6.9

I'm writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure - including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality.

There are many reasons bike lanes are an important part of our transport system - and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving '[traffic evaporation](#).' By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated [1,700 deaths](#) every year in Australia - larger than the national road toll. If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around. These upgrades can dramatically impact older people, those living with a disability, low income households and migrant communities.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options, and improved infrastructure allows more Melbournians to experience these benefits.

To conclude, I was alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my gratitude for the bike lanes that have been rolled out to date (and accelerated during COVID-19). I sincerely hope that you persevere with your bike strategy, which was outlined well before the pandemic.

Yours sincerely,

Damian Cerini
Melbourne Resident

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Damian Holmes

Email address: * damian@damianholmes.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Strategy to Aid City Recovery and Reactivation.

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I wholeheartedly support the current rollout of the bike lanes and further rollout of bike lanes in the CBD for the following reasons:

- bikes are zero-emissions transport
- reduced pollution from bike riders not driving or using public transport
- increased access for low-income residents and families who cannot afford public transport or car parking in an inflationary economic environment
- increased retail and commercial sales - there are numerous studies from around the world and in Australia that show that sales increase from bike riders
- providing alternative transport for office workers
- bike lanes offer access to bicycle parking which requires less space than a car park with a ratio of minimum 6 bikes to 1 car for the same space
- many of those who object to or petition for the removal of the bike lanes are doing so to increase traffic flowing through the city which is counterintuitive to the various suggested benefits of vehicles coming into the City
- removal of the bike lanes is counter to the various City of Melbourne strategies and policies including the Climate Change Mitigation Strategy, Emissions Reduction Plan, Zero Net Emissions City, and also their commitment to various local and international agreements such as the Carbon Neutral Cities Alliance.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Dan Price

Email address: * dan@lowphi.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Bike lanes and onroad safety for cyclists

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

As a person who regularly travels into the city by bicycle I applaud the additional bike infrastructure that has been added. I travel into the city for work and leisure activities and while some parts of the city offer fairly good protection – such as the Williams St Copenhagen style lane, traversing East–West on Collins St can be quite dangerous in several sections due to very narrow unprotected bike lanes.

I strongly believe that continued additions and further safety measures should be implemented to further improve and bicycling infrastructure which makes the activity safer and in turn encourages participation.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Daniel Crute

Email address: * daniel_crute@yahoo.com.au

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear committee,

Lord Mayor and Councillors –

I read with alarm the article in The Age on Friday 3 June 2022 –

<https://www.theage.com.au/national/victoria/council-wobbles-on-bike-lanes-drivers-business-owners-force-rethink-20220603-p5aqsq.html>. I say the following as someone who rides to the CBD when working there. I also

say this as a cyclist who has been injured by a car, requiring hospitalisation and the insertion of a plate into my wrist. Anything you can do to keep cars and bicycles separated is a good thing.

I ask you not to take a backwards step in your otherwise excellent efforts to improve active transport connections in the CBD. Bike and micro-mobility lanes are more efficient people movers than car lanes: your own data demonstrates this. You are responsible for the provision of safe infrastructure, and you know what good policy looks like. Be strong and resist the pressure from those who do not have the best interests of the city at heart.

Please ensure that you complete the Flinders Street physically separated lanes by before the completion of the Metro Rail project. If Flinders St opens to full traffic before you get to the bike lanes, you will be making your job 10

times harder than it otherwise would be.

If a cyclist dies on one of your key cycling routes that you've delayed you will never forgive yourselves. Please keep going: you know what the right thing to do is!0

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Daniel Falcone

Email address: * D_falcone34@hotmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Agenda item 6.9 Implementation of COM Transport strategy 2030 and Transport program to aid city recovery and reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

The council SHOULD NOT support item 22.6. which Endorses the deferral of further installation of new protected bike lanes in the Hoddle Grid during the financial year 2022/2023, following two years of accelerated delivery.

<<<<then insert a reason below>>

a. A major barrier to cycling into the city is safe bike paths and connections within the Hoddle Grid. To defer installation of the new protected bike lanes will provide a barrier to cyclists and other active transport users going to and moving around the city and have negative impacts on our city! Do not vote on this motion.

b. A cyclist died in the city of Melbourne two weeks ago on the corner of Latrobe and King street. Protected bike lanes will improve the safety of cyclists riding in the city. It is important to ensure that there is a safe infrastructure to get more people to cycle as a mode of transport. It is proven that making safe infrastructure increases rider participation. We need protected bike lane construction to accelerate not to halt!

c. Melbourne has fallen far behind other cities when it comes to being livable and sustainable. Internationally major cities are progressing and actively increasing bike paths, closing roads and reducing car parks. The infrastructure

needs to be in place for people to be able to get on their bikes and travel into the city. It would be a major setback and make Melbourne fall behind international cities further if we deferred the installation of new protected bike lanes.

d. Australians voted for climate change in the recent federal election, delaying the installation of protected bike lanes is directly opposed to what Australians (and city of Melbourne residents who voted Green!) want! It is time to act now and the rollout of protected bike paths can not be delayed

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: *

• I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Daniel Gell

Email address: *

dgell2003@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Pausing the roll out of improved bike lanes is an awful idea. The only way to get people out of cars is to make cars the least convenient way of travel around the city, I'm not even a cyclist myself and I can already tell how this will make the city I call my home safer for those who are looking out for the future of this planet. Melbourne is the perfect place to phase out cars, we have the resources and the density to be able to make the city streets free of cars, and halting progress on that will only result in increased congestion and pollution.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Daniel Kelly

Email address: *

danielkelly27@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda Item 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting.

Please stop sucking. Bike lanes are a good thing.

Submissions will not be accepted after 10am.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: * I have read and acknowledge how Council will use and disclose my personal information.

Name: * Daniel Mead

Email address: * d.j.mead92@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Please do not stop building bike lanes!

I have lived and worked in the City of Melbourne for many years and these bike lanes have made it so much easier and safer to get around.

I am a regular customer at a number of local businesses and almost always use my bike to visit them.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Daniel Mueller

Email address: * kilauea2@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Agenda 6.9

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality – to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving ‘traffic evaporation’ (1). By making riding more convenient, those who

can will leave their car at home, thereby making it easier for people to move around our city. As the City of Melbourne's own research (2) shows, "Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride." A recent Melbourne study supports your findings, demonstrating that separated cycling infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

Increase business: Despite all the criticism that has led to this "pause", which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure increases economic activity, spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than ever. Salt Lake City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the extra foot and wheel traffic (5). Further, with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and dog!) is only growing.

Improve safety for all road users: Research indubitably demonstrates that implementing bike lanes enhances safety for not only people riding bikes but those driving and walking (6). This is because separated bike lanes have a car-traffic calming effect, enabling vehicles to move at safer speeds for everyone.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll (7). If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around (8). These upgrades can be of particular benefit to older people, those living with a disability, low income households and migrant communities.

Reduce emissions: Personal transport is Australia's fastest growing source of emissions (9); and fluctuates between the second and third highest source (behind only energy and land use) (10). Bottom line: our cars are a major contributor to climate change and Melbournians need to be empowered to move in different ways wherever possible. The global climate science is clear: we need to increase active transport to reduce transport emissions. Local research tells us that more separated and dedicated infrastructure is required to move the great number of people from the interested category to actually taking up riding. Australia needs a national strategy to move away from petrol-guzzling cars to bike-riding, walking and zero-emissions public transport and electric vehicles. To pause these bike lanes would put Melbourne on the back-foot, set to become stuck in the past as Australian cities implement innovative and intelligent transport solutions.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options (11), and improved infrastructure allows more Melbournians to experience these benefits .

To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. I ask that you preserve with your bike strategy to reap all the benefits they will bring – a strategy set in motion well before the pandemic.

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Daniel Quin

Email address: *

danielquin@hotmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Please continue to allocate space for active travel (pedestrian and cycle). My family and I live in Abbotsford and the protected cycle lanes along Albert St have made this so much safer for myself and my children. But at Lonsdale St we are suddenly required to ride on the footpath or risk our lives amongst trucks and cars. The lack of connectivity still makes it dangerous for less confident cyclists.

It has been fantastic to see pedestrians return to the CBD in the last 6 months. But it is baffling to see the lack of footpath space for pedestrians. Dozens of people squished on a corner to allow a handful of cars drive through the city. This happens at many tram stops also.

We have had pedestrians and cyclists killed in the city by either careless drivers or poor infrastructure. A long time ago as a pedestrian my sister almost died after a truck hit her. Please eliminate the poor infrastructure.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *	I have read and acknowledge how Council will use and disclose my personal information.
Name: *	Daniel Tynan
Email address: *	danieltynan@gmail.com
Phone number *	
Date of meeting: *	Monday 6 June 2022
Agenda item title: *	Continue building the bike lanes
Please write your submission in the space provided below and submit <u>by no later than 10am on the day of the scheduled meeting.</u> Submissions will not be accepted after 10am.	Please continue the roll out of the bike lanes in the Melbourne CBD. As a former bike commuter, the passage of safer streets like the conversion of Swanston Street radically transformed my commute and made it much safer. I have collided with car doors and merging cars many times due to the lack of safe access for cyclists to intersections and routes across Melbourne. Please consider following the example of car free cbds or a least bike safe cbds as it makes the cbd a much more vibrant and accessible place to be.
Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *	No

Privacy acknowledgement: *

• I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Daniela Mollica

Email address: *

daniela@chianina.com.au

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda item 6.9 Implementation of COM Transport strategy 2030 and Transport program to aid city recovery and reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

The council SHOULD NOT support item 22.6. which Endorses the deferral of further installation of new protected bike lanes in the Hoddle Grid during the financial year 2022/2023, following two years of accelerated delivery. More and more people are riding bikes and we need to keep the improved infrastructure front and centre of the COM's policy

a. A major barrier to cycling into the city is safe bike paths and connections within the Hoddle Grid. To defer installation of the new protected bike lanes will provide a barrier to cyclists and other active transport users going to and moving around the city and have negative impacts on our city! Do not vote on this motion.

b. A cyclist died in the city of Melbourne two weeks ago on the corner of Latrobe and King street. Protected bike lanes will improve the safety of cyclists riding in the city. It is important to ensure that there is a safe infrastructure to get more people to cycle as a mode of transport. It is proven that making safe infrastructure increases rider participation. We need protected bike lane construction to accelerate not to halt!

c. Melbourne has fallen far behind other cities when it comes to being liveable and sustainable. Internationally major cities are progressing and actively increasing bike paths, closing roads and reducing car parks. The infrastructure needs to be in place for people to be able to get on their bikes and travel into the city. It would be a major setback and make Melbourne fall behind international cities further if we deferred the installation of new protected bike lanes.

d. Australians voted for climate change in the recent federal election, delaying the installation of protected bike lanes is directly opposed to what Australians (and city of Melbourne residents who voted Green!) want! It is time to act now and the rollout of protected bike paths can not be delayed.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *	I have read and acknowledge how Council will use and disclose my personal information.
Name: *	Danny Mohar
Email address: *	dannymohar@gmail.com
Phone number *	
Date of meeting: *	Tuesday 7 June 2022
Agenda item title: *	6.9 2030 strategy
Please write your submission in the space provided below and submit <u>by no later than 10am on the day of the scheduled meeting.</u> Submissions will not be accepted after 10am.	Please keep improving the cycling infrastructure in Melbourne City. Don't be persuaded by shock jocks that put the fear in people that drive. You need to communicate the benefits of bike lane separation. The roads need to be safer for other modes of transportation and drivers need to be educated that other road users are legitimate too.
Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *	No

Privacy acknowledgement: *	I have read and acknowledge how Council will use and disclose my personal information.
Name: *	Danny Smulders
Email address: *	danny.smulders@gmail.com
Phone number *	
Date of meeting: *	Tuesday 7 June 2022
Agenda item title: *	genda item 6.9 Implementation of COM Transport strategy 2030 and Transport program to aid city recovery and reactivation
Please write your submission in the space provided below and submit <u>by no later than 10am on the day of the scheduled meeting.</u>	The council SHOULD NOT support item 22.6 deferring the installation of further bike lanes in Melbourne.
Submissions will not be accepted after 10am.	It is critical that the city of Melbourne continue to improve safety for cyclists and scooter riders in the CBD. Melbourne, previously the worlds most livable city, has fallen behind in providing safe cycling infrastructure to its growing number of residents.
Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *	No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Darren Steffen

Email address: * neffetsnerrad@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Strategy to Aid City Recovery and Reactivation.

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

As a person committed to personal mental and physical fitness, and taking responsibility for reducing pollution and carbon emission, I have cycled in and around Melbourne CBD for more than 25 years. In the early days it was a challenge largely due to the lack of cycling infrastructure and the risk of being hit by a vehicle. Gradually that has diminished. In the last 2 years I have never felt safer. The huge leap forward with separating bikes from cars and pedestrians has multiplied this sense of safety and belonging. Instead of feeling like an intruder on the receiving end of abuse and aggression, I now finally feel my commitment, and the commitment of thousands of others (and the new commitment of many more) to environmental, financial, mental and physical well-being is finally receiving acknowledgement and appropriate accommodation. I've personally been responsible for keeping one car off the road for 25 years. Those who oppose cycling infrastructure are pro-car, pro-pollution, anti-environment, pro-mental and physical sickness increases and increased burden upon our health system. The reversal of all the positive shift toward cycling infrastructure increase will be detrimental to all citizens. It will also impact negatively on our increasing international reputation as a bike friendly city, and at a time when international travel is just starting to reenergise, reversing this will seriously impact our prominence as a desirable destination. So much to gain. So much to lose.

Please indicate whether you No

would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Dave Barter

Email address: *

davenbarter@gmail.com

Phone number *

Date of meeting: *

Agenda item title: *

Bicycle lane closure

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear committee members, it is vitally important to continue with and add to your excellent bicycle lane program. I am a cyclist who regularly uses every on road cycle lane in and around the CBD. Living in Hawthorn, Melbourne CBD is the closest retail centre and whenever possible I will shop here and use entertainment and cultural facilities provided. The bicycle is the healthiest and most convenient way to access the city. Provision of delivery access for couriers can easily with a little intelligence coexist with bicycle infrastructure. Please keep up the good work

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *	I have read and acknowledge how Council will use and disclose my personal information.
Name: *	Dave Thompson
Email address: *	dthompson@jduff.com.au
Phone number *	
Date of meeting: *	Tuesday 7 June 2022
Agenda item title: *	Agenda item 6.9 Implementation of COM Transport strategy 2030 and Transport program to aid city recovery and reactivation
Please write your submission in the space provided below and submit <u>by no later than 10am on the day of the scheduled meeting.</u> Submissions will not be accepted after 10am.	Australians voted for climate change in the recent federal election, delaying the installation of protected bike lanes is directly opposed to what Australians (and city of Melbourne residents who voted Green!) want! It is time to act now and the roll out of protected bike paths can not be delayed.
Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *	No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * David Anderson

Email address: * davidanderson@supagas.com.au

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Issues with lawful delivery access in the CBD

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

To Whom it may Concern,

Supagas operates a fleet of Dangerous goods delivery vehicles servicing many of Melb's cafe, hospitality, medical and light industrial sector. It is becoming increasingly difficult to service this sector lawfully due to parking , bike lanes and planning exclusions.

Due to the nature of Dangerous goods deliveries we also have additional requirements to supervise our vehicles during delivery under ADG and OHS requirements , this is not often able to be achieved within the CBD with inadequate parking provisions. We would therefore request that council consider methods to improve delivery areas whilst maintaining bike lanes so that both can co-exist because without us ,most remaining businesses could not operate. Should we continue to incur inefficiencies and fines , the CBD will simply become un-viable to service lawfully and commercially . Kind Regards. David Anderson

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in

support of your
submission: *

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

David Chalmers

Email address: *

david.chalmers@monash.edu

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Transport strategy

Alternatively you may attach your written submission by uploading your file here:



[bicycle_lane_treatment.pdf](#)

451.33 KB · PDF

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Bicycle lane treatment.

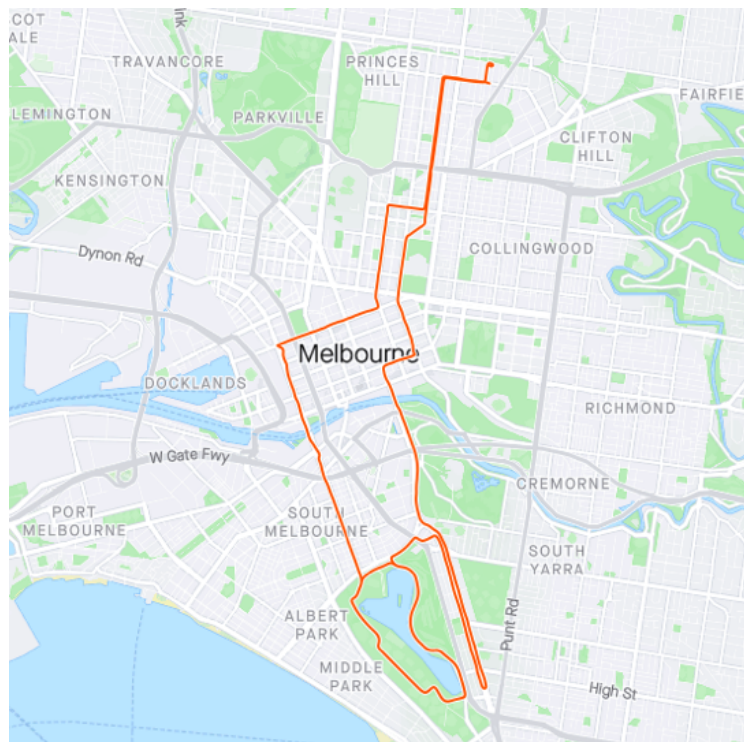
The CoM should be commended on the recent commitment to provide bicycle lanes within the city.

The CoM should continue to implement the strategy as originally planned.

Bicycle lanes greatly:

- increase the amenity of the city
- reduce greenhouse gas emissions
- improve safety for cyclists

Bicycle lanes greatly increased the safety of my recent ride (Saturday 4/6) to Albert Park from North Fitzroy. I chose to ride through the CBD because of the bicycle lanes in Exhibition St, St Kilda Rd, Flinders St, La Trobe St and others.



The CoM has the choice to create an attractive, vibrant, safe and people-friendly city. Please implement the existing bicycle lane program.

Yours sincerely,

David Chalmers

Privacy acknowledgement: * I have read and acknowledge how Council will use and disclose my personal information.

Name: * David Charles

Email address: * davidbernadine@hotmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Submission to City of Melbourne re cancellation of protected bike lanes *

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

See attachment

Alternatively you may attach your written submission by uploading your file here:



[submission_to_city_of_melbourne_re_cancellation_of_protected_bike_lanes.docx](#)
20.53 KB · DOCX

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Submission to City of Melbourne - cancellation of protected bike lanes

I understand that Melbourne City Council has built around 19 km of protected bike lanes in and around the CBD during the past 2 years and was planning a further 71 km. However, following a number of complaints from some traders, these plans are being cancelled.

As a cyclist who needs safe cycling lanes when I visit Melbourne, I am very disappointed by this decision. I ask you to reconsider this decision, given the following consequences:

- With the expected population increases in Melbourne, an already grid-locked CBD is only going to get worse if alternatives to driving a car to get to the CBD are not encouraged. By encouraging more people to ride a bike (and/or catch public transport) to the CBD, the easier it will be for those that have to drive to the CBD.
- In Copenhagen, protected bike lanes were introduced many years ago. As a result, the number of bike trips quickly doubled. You would expect that accidents to cyclists would proportionately increase as a result, however because of the significant safety advantages when the bike lanes are protected or separated, the number of accidents actually halved! Much more people are now cycling in Australia and the number of bikes purchased now exceed the number of cars purchased. As a result, we need to move away from a car-centric system and provide infrastructure to protect and encourage more people to ride.
- In Melbourne there have been several deaths and well as countless injuries to cyclists as a result of ‘dooring’ (when an occupant of a vehicle does not look carefully and opens their door in the path of a cyclist). Protected bike lanes will eliminate this risk.
- One of the major reasons stopping women from riding to work or riding recreationally through the streets Melbourne is that they are highly concerned about the risk of cycling with cars close to them. Protected bike lanes will make it safe for them to ride to the CBD.
- According to the City of Melbourne’s Climate Change Mitigation Strategy “We are already investing in renewable energy, urban forests, green buildings, waste innovation and in better pedestrian and cycling infrastructure.” Not proceeding with the planned 71 km of protected bike lanes is contrary to this strategy.
- The City of Melbourne says that their Climate Change Mitigation Strategy aligns with the Paris Climate Agreement and the international effort to stay below a 1.5°C rise in global warming. The City of Melbourne also says that “As Melbourne feels the effects of climate change it threatens the liveability of our city through heatwaves, flooding, drought and poor air quality.” The City of Melbourne is not ‘practising what it preaches’ if it doesn’t proceed with the additional 71 km of protected bike lanes. If the City of Melbourne does not reverse this decision, it will discourage people to ride their bikes in Melbourne, and this will have a negative impact on climate change.
- Building more protected bike lanes will make it safer to ride, and that will have a positive impact on the rising number of people with health issues, in particular obesity and diabetes.
- In 2020 the NSW Government announced that it will invest almost \$710 million for people who ride and walk over the next four years as a way to reduce congestion, create jobs and cut back on greenhouse gases. Many cities around the world are also doing similar things. The City of Melbourne is doing the opposite when it comes to bicycle infrastructure.
- Protected bike lanes will make Melbourne a cycling-friendly city. Maybe then it will regain the title of the ‘World’s most liveable city’.
- Even the motoring body RACV supports more money being spent on bike lanes as they recognise that bike lanes eases traffic congestion. Elizabeth Kim, General Manager of Mobility recently said “If more people are riding a bike, then you can move three more times the number of people than you can with one car.

Thank you

David Charles
44 Queens Park Road
Newtown Victoria 3220

5th June 2022

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * David Collis

Email address: * dcollis123@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Alternatively you may attach your written submission by uploading your file here:



[submission_re_future_melbourne_committee_meeting_7th_june_2022._agenda_item_6.9.docx](#)

15.53 KB · DOCX

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Submission re: Future Melbourne Committee Meeting, 7th June 2022. Agenda Item 6.9

To the Future Melbourne Committee

I am writing in response to item 6.9 (Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation). As a regular visitor to the Melbourne CBD, I wish to voice my deep concern regarding the City of Melbourne's announcement of a 'pause' on new protected bike lanes within the Melbourne CBD. I believe that this is a mistake that will cause harm to residents, visitors and businesses alike and will have negative impacts on the future of the Melbourne CBD.

Cyclists currently face serious safety concerns when travelling within the city and protected bike lanes are instrumental in creating a safe, pleasant environment for cyclists that will drastically reduce injuries and fatalities caused by the current unsafe environment. The City of Melbourne's own research supports this: 61% of people surveyed believe protected bike lanes make the CBD safer. Safe cycling infrastructure will help to encourage more people to try cycling, reducing overall car traffic and bringing more visitors into the CBD.

Despite concerns from businesses, safe cycling lanes will actually significantly boost economic activity within the CBD and help to support businesses. One on-street car parking space produces just \$950 of revenue per day for nearby businesses, yet the equivalent space of bike parking produces \$1,700 per day according to 2021 research by Urbis. Thus, creating safe infrastructure for cyclists – which will help to increase cycling modal share – will significantly benefit CBD businesses in the long run compared to the current car-centric situation.

The City of Melbourne itself has recognised the extreme urgency of significant action to counter climate change, declaring a climate emergency in 2019. It is integral to tackling climate change that measures are taken to increase cycling – as well as walking and public transport. In order to avoid the catastrophic effects of climate change – and ideally stay below 1.5°C of warming – radical measures are needed to increase transport sustainability, which will require a significant reduction of car usage. Action is needed now more than ever and the recovery of the CBD from the COVID-19 pandemic is the ideal time to rethink and reorganise mobility within the city.

Opponents have stated that we must 'share the road', and indeed all we want is for cars to share the road and give up a modest amount of road-space for safe cycling infrastructure. This is not a big ask. It has been done before in cities around the world and it can be done here as well.

I trust that the City of Melbourne will ultimately look towards the evidence and make the right decision in continuing the rollout of protected bike lanes within the city.

Kind regards

David Collis

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * David Danks

Email address: * ddanks@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Bicycle lanes

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Pre COVID I used to ride into the city every day. Frankly it was a very frightening process. Every day I felt I was rolling a dice to see whether a driver would force me to take evasive action to avoid being hit, or if this would be the day I didn't manage to avoid being hit. The bike lanes that you have introduced are a very positive development and have made me feel much safer as I've restarted riding back in to the city to work for my shop. Removing or slowing down the development of bike lanes would be a retrograde step and will result in injuries and likely fatalities that will not occur if the program continues. I urge the Council to continue on the sensible path you are currently taking.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

David Hall

Email address: *

davidah7@bigpond.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Alternatively you may attach your written submission by uploading your file here:



[mcc_mtg_7062022_agenda_item_6.9.docx](#) 14.48 KB · DOCX

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Dear Melbourne City Councilors,

Melbourne City Council meeting on Tues June 7 at 10am. Agenda item 6.9

I'm writing to express my support for the continued roll out of Melbourne CBD bike lanes.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthy, reduce car traffic and improve air quality.

There are many reasons bike lanes are an important part of our transport system - and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving '[traffic evaporation](#).' By making riding more convenient, people will leave their private car at home, which will reduce congestion in the city.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated [1,700 deaths](#) every year in Australia - larger than the national road toll. If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalized groups to get around. These upgrades can dramatically impact older people, those living with a disability, low-income households and migrant communities.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options, and improved infrastructure allows more Melbournians to experience these benefits.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads, and action on climate change

I want to express my gratitude for the bike lanes that have been rolled out to date (and accelerated during COVID-19). I sincerely hope that you persevere with your bike strategy, which was outlined well before the pandemic.

Yours sincerely,

David Hall FIE(Aust.)

M:

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * David Kaylor

Email address: * dk.kaa@bigpond.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Bike Lanes

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Submission to Future Melbourne Committee

It's imperative that the Melbourne City Council actively continues its Bike Lane initiative around the City of Melbourne. As a member of the largest bike club in Melbourne, Whitehorse Cyclists, the bike lane facility provides a safe and structured way to commute and travel round the streets of Melbourne. We need to do more rather than less and follow the myriad of examples of cities around the world which are pursuing an active role in making bike riding safe around cities by the provision of bike lanes. Indeed this should also stretch way out into suburban Melbourne where there is a crying need for proper bike lanes. Melbourne has a huge number of active cyclists (in our club alone I think we number 400+!) and in the current climate change situation, and with increasing fuel prices and large volumes of cars on the road, the bike provides a great and clean alternative to motorised vehicles. Therefore I would submit that you continue your good work and do more for cyclists in general and not be subverted in your endeavours by commercialism and car drivers. Thankyou.

Please indicate whether you would like to verbally address No

the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * David Morrison

Email address: * mr.d.j.morrison@gmail.com

Phone number *

Date of meeting: * Monday 6 June 2022

Agenda item title: NEW lanes IN the CBD

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Councillors,

I am concerned to hear that the very progressive plan for new protected bicycle lanes in the Melbourne CBD has been paused .

As a regular rider in the CBD over the past 10 years I have welcomed the improvements to cycling infrastructure, and congratulate MCC on its vision to bring Melbourne into the same company as some of the great world Active Transport cities.

Safe and accessible bicycle transport in Melbourne is essential more than ever. Councils decisions relating to bike lanes should be based on examples and evidence from successful cities overseas. Decisions need to take account of:

Firstly increasing apartment density with reduced car parking requirements leading to a larger CBD population in need of safe active transport options to get to work, retail and social activities.

Secondly the use of city streets as a rat runs for cars to destinations outside of the city should be discouraged not encouraged.

Thirdly the need for good bicycle linkages in and out of the CBD to make Melbourne an easy destination on bike relieving road traffic as well as congestion on trams, busses and trains.

A cost benefit analysis that looks ahead over the next 10–20 years should be the guide. There are ways to address the concerns raised that surely have been adopted by cities overseas.

Councillors, I ask that the decision to pause NEW bicycle lanes in the CBD be reversed.

David Morrison

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Dayna Andreussi

Email address: * daynaa2000@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Protected bicycle lanes in CBD/Hoddle grid

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Councillors,

I was tremendously dismayed to hear the Lord Mayor Sally Capp on the nightly news say the City Council is going to 'pause' the rollout of pop up bike lanes due to 'community backlash'.

It's a sad truth that Australians have been happily lapping up all the propaganda the motoring industry has churned out for decades. We've been told it's our right to drive wherever we please, that we all NEED a car as soon as we're old enough to get a licence.

And, like petulant children, as soon as some people suspect they might be denied any 'freedoms' we associate with our private vehicles (eg parking wherever we want, whenever we want, or sharing road space) they push back – verbally or, sometimes, physically.

The number of drivers who deliberately block/drive into/park in bike lanes (protected or painted) is just mind blowing – and every instance puts people's lives at risk.

What I would love to see is a bigger push to get protected lanes rolled out to make the city safer to travel to and around. This will encourage more people (like me!) to come into the city. I actively avoid the city on a weekend because weekend drivers are so dangerous.

The faster the changes are implemented the faster most nay-sayers will see the change is good for business, for traffic, for everyone. The fastest way to get people on board is to give them a bike and a MYKI and tell them to

leave the car at home. How many near-misses and close calls will it take for people to realise everyone needs safe routes? And sustainable transport – bikes and public transport – are our future transport goals, not private vehicles. As for delivery drivers... they honestly can't expect to stop out the front of every single building. That's what designated loading zones are for. Safety first for everyone.

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: *	I have read and acknowledge how Council will use and disclose my personal information.
Name: *	Dean Thompson
Email address: *	deanthompson4444@gmail.com
Phone number *	
Date of meeting: *	Tuesday 7 June 2022
Agenda item title: *	6.9 Implementation of COM Transport strategy 2030 and Transport program to aid city recovery and reactivation
Please write your submission in the space provided below and submit <u>by no later than 10am on the day of the scheduled meeting.</u> Submissions will not be accepted after 10am.	Melbourne has fallen far behind other cities when it comes to being livable and sustainable. Internationally major cities are progressing and actively increasing bike paths, closing roads and reducing car parks. The infrastructure needs to be in place for people to be able to get on their bikes and travel into the city. It would be a major setback and make Melbourne fall behind international cities further if we deferred the installation of new protected bike lanes.
Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *	No

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Dean Tran

Email address: *

im.deantran@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Item 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting.

The council SHOULD NOT support item 22.6. which Endorses the deferral of further installation of new protected bike lanes in the Hoddle Grid.

Submissions will not be accepted after 10am.

A major barrier to cycling into the city is safe bike paths and connections within the Hoddle Grid. To deffer installation of the new protected bike lanes will provide a barrier to cyclists and other active transport users going to and moving around the city and have negative impacts on our city! Do not vote on this motion.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Debbie Ho

Email address: * ho_debbie@hotmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Bike lanes

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Please could the council reconsider the 'stop' on the implementation of bike lanes.

I am a bike rider, and commute into the CBD 2-3 times a week. I am one of the people the council is trying to encourage to return to work in the CBD. I am one of the people council wants to spend money in city shops.

I suspect one of the arguments against bike lanes is that 'no one is using them'. I cannot believe that is correct. Last week was one of the coldest wettest weeks we've had in the last 6 months, so the news reports showing lack of use might make it seem that way (N=1), but check out the bike lane usage on a dry mild morning and I guarantee you will see a plethora of lycra clad bike riders making their morning commute. Check out Swanston st in the afternoon, and Southbank, and the Yarra trails, and St Kilda Rd and tell me no one uses bike lanes?

Bikes are becoming a major part of Melbourne's transport system, with more bike riders now using this means of transport after covid. And now that ebikes are becoming more available, it is a viable alternative for many who previously would not have ridden. However, the lack of safe, separated bike lanes would be a huge deterrent for many who fear being struck by cars or trucks.

Each bike that enters the city is one more car off the road or one more seat available on a train.

Each bike that enters the city is one more mouth to feed, one more coffee bought, one more sandwich, one more customer, and one more consumer.

It's not only bikes who use bike lanes, in future, more e-scooters will join bikes as alternative form of getting to the office for those lucky enough to live a reasonable distance from the cbd.

Keep encouraging bike riders. I implore the council to plan for the future and continue building protected bike lanes please.

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Dennis wollersheim

Email address: * dewoller@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Melbourne bike lanes

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I have been a resident of Melbourne for 30 years and am a fairly confident bicycle rider but I would always avoid riding in the city because it was just too scary. With the new bike lanes it is like night and day. I feel like bicycle is been accorded a place as a full citizen of the transport mix in Melbourne CBD.

Now, I have great joy riding bicycles in the city. The breadth and length of the lanes makes much more of the city accessible. My family come by cycling for shows and restaurants and to go to the library. We don't even think about whether the venue will be accessible to bicycle.

Furthermore, my partner who is a much less experienced bicycle rider, is also now comfortable riding in the city. She would never consider riding there previously.

Finally, when I am in the city , I enjoy seeing a full mix of transport options. Walking , public transport, scooters, cycles and even cars. It seems that in a modern city, cars should not be given dominance. They are the transport mode that does not live well with others. When cars dominate, the other modes suffer, and monocultures are not resilient. In a rapidly changing climate, resilience will be very useful.

Thank you for your time

Dr Dennis Wollersheim

Principal Analyst,

Department of Health

Please indicate **No**
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: * • I have read and acknowledge how Council will use and disclose my personal information.

Name: * Dianne Gunn

Email address: * dihilarygunn@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

The council SHOULD NOT support item 22.6. which Endorses the deferral of further installation of new protected bike lanes in the Hoddle Grid during the financial year 2022/2023, following two years of accelerated delivery.

a. A major barrier to cycling into the city is safe bike paths and connections within the Hoddle Grid. To defer installation of the new protected bike lanes will provide a barrier to cyclists and other active transport users going to and moving around the city and have negative impacts on our city! Do not vote on this motion.

b. A cyclist died in the city of Melbourne two weeks ago on the corner of Latrobe and King street. Protected bike lanes will improve the safety of cyclists riding in the city. It is important to ensure that there is a safe infrastructure to get more people to cycle as a mode of transport. It is proven that making safe infrastructure increases rider participation. We need protected bike lane construction to accelerate not to halt!

c. Melbourne has fallen far behind other cities when it comes to being liveable and sustainable. Internationally major cities are progressing and actively increasing bike paths, closing roads and reducing car parks. The infrastructure needs to be in place for people to be able to get on their bikes and travel into the city. It would be a major setback and make Melbourne fall behind international cities further if we deferred the installation of new protected bike lanes.

d. Australians voted for climate change in the recent federal election, delaying the installation of protected bike lanes is directly opposed to what Australians (and city of Melbourne residents who voted Green!) want! It is time to act now and the rollout of protected bike paths can not be delayed.

e. I regularly commute to the city and am currently looking to buy/live in the CBD so that I am able to be less dependent on using a car. As a woman, using designated bike lanes makes me less vulnerable to aggressive car driver – something that has been worse since the pandemic. Safe bike lanes are fundamental to get people back into the city. We need protected bike lane construction to accelerate not to stop.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Dinan McMahon

Email address: * dinan.mcmahon@icloud.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Agenda item 6.9 – Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I am writing as a resident of the City of Melbourne to express my disappointment at your decision to pause the rollout of bike lanes in the CBD. This decision, which has been made to appease complaints from business owners will hurt vulnerable road users. The evidence that cycling infrastructure is not only beneficial for the economy but also good for the environment, and social wellbeing is overwhelming. To pause a successful program due to complaints from a vocal minority is not what the City of Melbourne should represent.

I speak as a master's student of Urban Planning, as well as a regular bike user who has seen the positive effects of new bike lanes in the city. The TAC reported that 14 cyclists lost their lives in 2020, and not building more safe streets for bikes will increase the chances of injury and death in our city. The rest of the world is moving forward to reduce car dependency and this decision is a step back. I urge you to rethink the priorities of the city and work towards building more sustainable infrastructure that benefits local residents first.

Regards,

Dinan McMahon

Please indicate whether you No

would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

dorothy gray

Email address: *

burdypie@duck.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

bike lanes

Alternatively you may attach your written submission by uploading your file here:



[lettercommunity_dearmelbournecitycouncillors.pdf](#) 40.24 KB ·

PDF

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Dear Melbourne City Councillors,

Date of meeting: 07/06/22

Agenda item title: Agenda 6.9

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure - including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality - to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system - and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation' (1). By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. As the City of Melbourne's own research (2) shows, "Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride." A recent Melbourne study supports your findings, demonstrating that separated cycling infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

Increase business: Despite all the criticism that has led to this "pause", which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure **increases economic activity**, spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than ever. Salt Lake City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the extra foot and wheel traffic (5). Further, with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and dog!) is only growing.

Improve safety for all road users: Research indubitably demonstrates that implementing bike lanes enhances safety for not only people riding bikes but those driving and walking (6). This is because separated bike lanes have a car-traffic calming effect, enabling vehicles to move at safer speeds for everyone.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia - larger than the national road toll (7). If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around (8). These upgrades can be of particular benefit to older people, those living with a disability, low income households and migrant communities.

Reduce emissions: Personal transport is Australia's fastest growing source of emissions (9); and fluctuates between the second and third highest source (behind only energy and land use) (10). Bottom line: our cars are a major contributor to climate change and Melbournians need to be empowered to move in different ways wherever possible. The global climate science is clear: we need to increase active transport to reduce transport emissions. Local research tells us that more separated and dedicated infrastructure is required to move the great number of people from the *interested* category to actually taking up riding. Australia needs a national strategy to move away from petrol-guzzling cars to bike-riding, walking and zero-emissions public transport and electric vehicles. To pause these bike lanes would put Melbourne on the back-foot, set to become stuck in the past as Australian cities implement innovative and intelligent transport solutions.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options (11), and improved infrastructure allows more Melbournians to experience these benefits .

To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. **I ask that you preserve with your bike strategy to reap all the benefits they will bring - a strategy set in motion well before the pandemic.**

References:

- 1) <https://www.theguardian.com/lifeandstyle/video/2022/may/17/why-new-bike-lanes-dont-cause-traffic-jams-video>
- 2) <https://www.melbourne.vic.gov.au/SiteCollectionDocuments/transport-strategy-2030-city-of-melbourne.pdf>
- 3) <https://www.sciencedirect.com/science/article/pii/S2214140521003200>
- 4) <https://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf>
- 5) https://drive.google.com/file/d/0B8tOk7_upXv5djhCajg1Z0I3bmhTVTIxWldwRzA0YjJWNW9R/view?resourcekey=0-Fr7Mp141yXvXzW6u5NBjqQ
- 6) <https://www.sciencedirect.com/science/article/abs/pii/S2214140518301488?via%3Dihub>
- 7) https://nespurban.edu.au/publications-%20resources/research-reports/CAULRR06_%20%20SubmissionFuelQualityStandardsAct2000_Mar2017.pdf
- 8) <https://www.jstor.org/stable/26211762>
- 9) <https://ageis.climatechange.gov.au/nggi.aspx>
- 10) <https://www.climatecouncil.org.au/wp-content/uploads/2017/09/FactSheet-Transport.pdf>
- 11) https://www.climatecouncil.org.au/wp-content/uploads/2018/10/CC_MVSA0154-Report-Transport_V6-FA_Low-Res_Single-Pages.pdf

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Paul Swift

Email address: * pauljswift@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Councillors,

I understand that complaints you have received are encouraging you to slow down the roll-out of cycle lanes in Melbourne. I strongly urge you to continue with the planned works according to the original schedule. I regularly travel through CBD by bicycle, car and public transport. We urgently need more and safer cycle infrastructure, to encourage active transport, to reduce injuries, for for our economic benefit, and to deal with the climate emergency. We should not delay actions that are absolutely needed, simply because of a few dissenting voices. The city deserves better.

Kind regards,

Dr. Paul Swift

Please indicate whether you would like to verbally address No

the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Ed Wong

Email address: * skitele@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Having read the media reports about cycle lanes in the CBD, I am submitting that I believe the sections 15–21 on pages 4 & 5 of the document "JUN22 FMC1 AGENDA ITEM 6.9.pdf", seem to be thought through and prudent, unlike some of the reporting.

I support the improvement to cycle infrastructure in Melbourne, having been a long term cycle commuter at various times, since the 1990s, and having cycled in several cities overseas with amazing cycling infrastructure.

Melbourne CBD and surroundings are much better now, but it still be even better. Please make sure that the goals of the Transport Strategy 2030 continue to be rigorously pursued and expanded...not watered down and that work inside the Hoddle grid recommences in FY23/24, with suitable adjustments, as laid out in the Implementation Update.

Also...DON'T remove existing improvements such as those in Exhibition St.

Thank you.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Edmond Kennedy

Email address: * edmondus@hotmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Bike Lanes

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I just wanted to voice my support for the continuation of the Bike Lane construction program.

The addition of the new lanes (particularlry William and Peel sts) over the apst few years has been one of the major reasons I have been able to start riding to work (at the ripe old age of 44).

The impact of me starting to ride to work was the catalyst for reducing my Blood sugar by over 70% thus avoiding type 2 diabetes, a fact my GP (who I ride to in Collins St) is amazed with.

Rlding to work saves my on Myki costs, which I instead use to buy coffee and lunch in the CBD.

Riding to work means I can get my bike serviced at Good Cycles in Goldsbrough lane supporting local business.

Riding to work saves me roughly 30 mins each way on my commute, time which I then spend wandering the shops and arcades of the CBD, buying clothes and other items.

In short, if I was not able to saefly ride to work I would work form home far more often.

If the Business lobbyists believe the creation of bike lanes has negative effects then they should point to the evidence to support this. Its been shown many times that bikes lanes generate a greater benefit for the local economy.

Please indicate whether you would like to No

verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Elaine Hopper

Email address: *

ejhopper@bigpond.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike lanes in the city

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting.

As a suburban cyclist who travels at times into the city I urge you to support of cycling in the city of Melbourne and not remove the work you have done so far to make cycling easier and safer in the CBD.

Submissions will not be accepted after 10am.

There are so many other cities that could be used as models in regard to the benefits to all of having a walking and cycling friendly city.
Here is a chance to take the city to a much better place in terms of leadership in traffic design. Work out the problems encountered with deliveries, and find different solutions which must be available in other cities.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Eleisha Lilley

Email address: *

eleishalilley@hotmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda item 6.9 Implementation of COM Transport strategy 2030 and Transport program to aid city recovery and reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting.

Submissions will not be accepted after 10am.

The council SHOULD NOT support item 22.6. which Endorses the deferral of further installation of new protected bike lanes in the Hoddle Grid during the financial year 2022/2023, following two years of accelerated delivery.

A major barrier to cycling into the city is safe bike paths and connections within the Hoddle Grid. To deffer installation of the new protected bike lanes will provide a barrier to cyclists and other active transport users going to and moving around the city and have negative impacts on our city! Do not vote on this motion.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Elise Imray Papineau

Email address: * elise.imraypapineau@griffithuni.edu.au

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Agenda 6.9

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality – to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation' (1). By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. As the City of Melbourne's own research (2) shows, "Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research

shows protected bike lanes attract more people to ride.” A recent Melbourne study supports your findings, demonstrating that separated cycling infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

Increase business: Despite all the criticism that has led to this "pause", which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure increases economic activity, spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than ever. Salt Lake City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the extra foot and wheel traffic (5). Further, with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and dog!) is only growing.

Improve safety for all road users: Research indubitably demonstrates that implementing bike lanes enhances safety for not only people riding bikes but those driving and walking (6). This is because separated bike lanes have a car-traffic calming effect, enabling vehicles to move at safer speeds for everyone.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll (7). If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around (8). These upgrades can be of particular benefit to older people, those living with a disability, low income households and migrant communities.

Reduce emissions: Personal transport is Australia's fastest growing source of emissions (9); and fluctuates between the second and third highest source (behind only energy and land use) (10). Bottom line: our cars are a major contributor to climate change and Melbournians need to be empowered to move in different ways wherever possible. The global climate science is clear: we need to increase active transport to reduce transport emissions. Local research tells us that more separated and dedicated infrastructure is required to move the great number of people from the interested category to actually taking up riding. Australia needs a national strategy to move away from petrol-guzzling cars to bike-riding, walking and zero-emissions public transport and electric vehicles. To pause these bike lanes would put Melbourne on the back-foot, set to become stuck in the past as Australian cities implement innovative and intelligent transport solutions.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant:

Bike-riding and walking are the cheapest travel options (11), and improved infrastructure allows more Melbournians to experience these benefits .

To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. I ask that you preserve with your bike strategy to reap all the benefits they will bring – a strategy set in motion well before the pandemic

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Elise Miller

Email address: * eliserm@hotmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: 6.9

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

More parking needs to be removed from the Hoodle Grid. As a young woman, I do not feel comfortable and safe riding on the main city roads. Drivers are particularly reckless in the CBD. I enjoyed riding into the city instead of getting the tram, which was always very congested and seemed like a place I could catch covid. There definitely is not enough bike parking infrastructure anywhere in the CBD, I was wondering if the new train stations will provide an opportunity to address this concern? Overall, the economic and cultural vitality of the city is enhanced through the reduction in traffic and car parking. I hope the council can help traders understand the myth associated with car parking and the increased no. of visitors? Increasing overall expenditure is more likely through the increase in walking and cycling, and there is a long way to go until these modes are properly represented within the road heirachy in the CBD.

Please indicate whether you would like to verbally address the Future Melbourne in No

support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Elizabeth Eadie

Email address: * lizeadie@bigpond.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Item 6.9

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Submission re: Future Melbourne Committee Meeting, 7 June 2022. Agenda Item 6.9

To the Future Melbourne Committee

I am writing in response to item 6.9 (Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation). As a regular visitor to the Melbourne CBD , I wish to voice my deep concern regarding the City of Melbourne's announcement of a 'pause' on new protected bike lanes within the Melbourne CBD. I believe that this is a mistake that will cause harm to residents, visitors and businesses alike and will have negative impacts on the future of the Melbourne CBD.

I have previously worked in the CBD and lived nearby and commuted to work by bicycle. I can speak from personal experience that bike lanes in the city would be beneficial from many points of view including safety for cyclists and easing congestion.

Cyclists currently face serious safety concerns when travelling within the city and protected bike lanes are instrumental in creating a safe, pleasant environment for cyclists that will drastically reduce injuries and fatalities caused by the current unsafe environment. The City of Melbourne's own research supports this: 61% of people surveyed believe protected bike lanes make the CBD safer. Safe cycling infrastructure will help to encourage more people to try cycling, reducing overall car traffic and bringing more visitors into the CBD.

Despite concerns from businesses, safe cycling lanes will actually significantly boost economic activity within the

CBD and help to support businesses. One on-street car parking space produces just \$950 of revenue per day for nearby businesses, yet the equivalent space of bike parking produces \$1,700 per day according to 2021 research by Urbis. Thus, creating safe infrastructure for cyclists – which will help to increase cycling modal share – will significantly benefit CBD businesses in the long run compared to the current car-centric situation.

The City of Melbourne itself has recognised the extreme urgency of significant action to counter climate change, declaring a climate emergency in 2019. It is integral to tackling climate change that measures are taken to increase cycling – as well as walking and public transport. In order to avoid the catastrophic effects of climate change – and ideally stay below 1.5 o C of warming – radical measures are needed to increase transport sustainability, which will require a significant reduction of car usage. Action is needed now more than ever and the recovery of the CBD from the COVID-19 pandemic is the ideal time to rethink and reorganise mobility within the city.

Opponents have stated that we must ‘share the road’, and indeed all we want is for cars to share the road and give up a modest amount of road-space for safe cycling infrastructure. This is not a big ask. It has been done before in cities around the world and it can be done here as well.

I have recently returned from a holiday in Copenhagen and have visited other bike friendly cities such as Amsterdam and Montpellier. These cities are designed around people not cars and make for a much more pleasant city environment. Other large cities such as Paris and London are installing many more bike lanes to improve the liveability of their cities.

I trust that the City of Melbourne will ultimately look towards the evidence and the example of other leading cities and make the right decision in continuing the rollout of protected bike lanes within the city.

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Elizabeth Schrader

Email address: *

liznschrader@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Protected bike lanes are important for increasing accessibility in large cities. One more lane for cars will not solve traffic; in fact, more bike lanes will help many people commute much more easily. Please reconsider going through with this plan; it would be a great improvement to the city of Melbourne.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Elliot Fishman

Email address: * info@sensibletransport.org.au

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I am writing about the City of Melbourne's consideration of pausing the bike lane roll out in the CBD.

It should be expected that the transition to a more bike friendly CBD will experience opposition.

Transport emissions have increased 60% since 1990, yet we have a goal of reducing emissions by 43% reduction by 2030.

The City of Melbourne needs to be resolute in the face of opposition and be guided by their Transport Strategy and their commitment to responding to the Climate Emergency.

If the City of Melbourne backs down on this, it weakens your approach and also fails to provide the leadership many other councils look for in the City of Melbourne.

Please indicate Yes

whether you would like to verbally address the Future Melbourne in support of your submission: *

If yes, please indicate if you would like to make your submission in person, or via a virtual link (Zoom) to the meeting.

I wish to make my submission in person

Please note, physical attendance will be limited in accordance with City of Melbourne security protocols and COVID-safe plans and be allocated on a first registered, first served basis. *

Privacy acknowledgement: * I have read and acknowledge how Council will use and disclose my personal information.

Name: * Emily Dickson

Email address: * emily.dickson@climatecouncil.org.au

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Agenda 6.9 (Submission from Climate Council and co)

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Please see the letter attached.

I would like to make a 3 minute verbal submission on behalf of the Climate Council please.

Yours sincerely,
Climate Council of Australia
Solar Citizens
Public Transport Users Association
WeRide
Greenpeace
Institute for Sensible Transport
Darebin Climate Action Now
Environment Victoria

Alternatively you may attach your written submission by uploading your file here:

 [letter_to_melbourne_city_councillors_co_signed.pdf](#) 667.13 KB

• PDF

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * Yes

If yes, please indicate if you would like to make your submission in person, or via a virtual link (Zoom) to the meeting. Please note, physical attendance will be limited in accordance with City of Melbourne security protocols and COVID-safe plans and be allocated on a first registered, first served basis. *

I wish to make by submission via Zoom

Dear Melbourne City Councillors,

Date of meeting: 07/06/22

Agenda item title: Agenda 6.9

We are writing to express our strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure - including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality - to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system - and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving '[traffic evaporation](#).' By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. As the [City of Melbourne's own research](#) shows, "Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride." A [recent Melbourne study](#) supports your findings, demonstrating that separated cycling infrastructure encourages the significant portion of Melbournians interested in riding to do so.

Increase business: Despite all the criticism that has led to this "pause", which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure [increases economic activity](#), spending in retail and hospitality venues. A number of car-free city centres around the world are thriving more than ever. Salt Lake City converted nine blocks of

parking into bike lanes along its business corridor. These lanes led to [an increase in sales](#) from the extra foot and wheel traffic. Further, with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and dog!) is only growing.

Improve safety for all road users: [Research](#) indubitably demonstrates that implementing bike lanes enhances safety for not only people riding bikes but those driving and walking. This is because separated bike lanes have a car-traffic calming effect, enabling vehicles to move at safer speeds for everyone.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated [1,700 deaths](#) every year in Australia - larger than the national road toll. If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it [easier](#) for Australia's most vulnerable and marginalised groups to get around. These upgrades can be of particular benefit to older people, those living with a disability, low income households and migrant communities.

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Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options, and improved infrastructure allows more Melbournians to experience these benefits.

To conclude, we are extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

We want to express our appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. **We ask that you preserve with your bike strategy to reap all the benefits they will bring - a strategy set in motion well before the pandemic.**

Yours sincerely,

Climate Council of Australia

Solar Citizens

Public Transport Users Association

WeRide

Greenpeace

Institute for Sensible Transport

Darebin Climate Action Now

Environment Victoria



Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Emily Dickson

Email address: *

emilyjaned96@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting.

Please find submission attached.

Submissions will not be accepted after 10am.

Alternatively you may attach your written submission by uploading your file here:



[dear_melbourne_city_councillors_personal.docx](#) 126.66 KB ·

DOCX

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Dear Melbourne City Councillors,

Agenda item title: Agenda 6.9

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure - including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality - to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system - and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike -riding and reduces car traffic, achieving '[traffic evaporation](#).' By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. As the [City of Melbourne's own research](#) shows, "Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride." A [recent Melbourne study](#) supports your findings, demonstrating that separated cycling infrastructure encourages the significant portion of Melbournians interested in riding to do so.

Increase business: Despite all the criticism that has led to this "pause", which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure [increases economic activity](#), spending in retail and hospitality venues. A number of car -free city centres around the world are thriving more than ever. Salt Lake City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to [an increase in sales](#) from the extra foot and wheel traffic. Further, with the growing trend in e -cargo bikes, the ability for people to carry heavier loads (plus their kids and dog!) is only growing.

Improve safety for all road users: [Research](#) indubitably demonstrates that implementing bike lanes enhances safety for not only people riding bikes but those driving and walking. This is because separated bike lanes have a car-traffic calming effect, enabling vehicles to move at safer speeds for everyone.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated [1,700 deaths](#) every year in Australia - larger than the national road toll. If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it [easier](#) for Australia's most vulnerable and marginalised groups to get around. These upgrades can be of particular benefit to older people, those living with a disability, low income households and migrant communities.

Reduce emissions: Personal transport is [Australia's fastest growing source of emissions](#); and fluctuates between the second and third highest [source](#) (behind only energy and land use). Bottom line: our cars are a major contributor to climate change and Melbournians need to be empowered to move in different ways wherever possible. As John Englart, COP25 NGO observer for Climate Action Network Australia puts it, "The global climate science is clear: we need to increase active transport to reduce transport emissions and local research saying more separated and dedicated infrastructure is vitally needed to move the great number of people from the interested category to actually taking up cycling." Australia needs a national strategy to move away from petrol-guzzling cars to bike-riding, walking and zero-emissions public transport and electric vehicles. To pause these bike lanes would put Melbourne on the back-foot, set to become stuck in the past as Australian cities implement innovative and intelligent transport solutions.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options, and improved infrastructure allows more Melbournians to experience these benefits.

To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID -19. **I ask that you preserve with your bike strategy to reap all the benefits they will bring - an excellent strategy set in motion well before the pandemic.**

Yours sincerely,
Emily Dickson

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Emily Shumborski

Email address: * emily.shumborski@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: 6.9

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Date of meeting: 07/06/22 Agenda item title: Agenda 6.9

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality – to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation' (1). By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. As the City of Melbourne's own research (2) shows, "Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride." A recent Melbourne study supports your findings, demonstrating that separated cycling

infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

Increase business: Despite all the criticism that has led to this "pause", which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure increases economic activity, spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than ever. Salt Lake City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the extra foot and wheel traffic (5). Further, with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and dog!) is only growing.

Improve safety for all road users: Research indubitably demonstrates that implementing bike lanes enhances safety for not only people riding bikes but those driving and walking (6). This is because separated bike lanes have a car-traffic calming effect, enabling vehicles to move at safer speeds for everyone.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll (7). If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around (8). These upgrades can be of particular benefit to older people, those living with a disability, low income households and migrant communities.

Reduce emissions: Personal transport is Australia's fastest growing source of emissions (9); and fluctuates between the second and third highest source (behind only energy and land use) (10). Bottom line: our cars are a major contributor to climate change and Melbournians need to be empowered to move in different ways wherever possible. The global climate science is clear: we need to increase active transport to reduce transport emissions.

Local research tells us that more separated and dedicated infrastructure is required to move the great number of people from the interested category to actually taking up riding. Australia needs a national strategy to move away from petrol-guzzling cars to bike-riding, walking and zero-emissions public transport and electric vehicles. To pause these bike lanes would put Melbourne on the back-foot, set to become stuck in the past as Australian cities implement innovative and intelligent transport solutions.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant:

Bike-riding and walking are the cheapest travel options (11), and improved infrastructure allows more Melbournians to experience these benefits .

To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate

change

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. I ask that you preserve with your bike strategy to reap all the benefits they will bring – a strategy set in motion well before the pandemic.

References: 1)

<https://www.theguardian.com/lifeandstyle/video/2022/may/17/why-new-bike-lanes-dont-cause-traffic-jams-video>

2)

-2030-city-of-melbourne.pdf

3) <https://www.sciencedirect.com/science/article/pii/S2214140521003200> 4)

[https://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.p](https://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf)

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8) <https://www.jstor.org/stable/26211762>

9) <https://ageis.climatechange.gov.au/nggi.aspx>

10)

[https://www.climatecouncil.org.au/wp-content/uploads/2017/09/FactSheet-Tra](https://www.climatecouncil.org.au/wp-content/uploads/2017/09/FactSheet-Transport.pdf)
nsport.pdf

11)

<https://www.melbourne.vic.gov.au/SiteCollectionDocuments/transport-strategy>

[https://drive.google.com/file/d/0B8tOk7_upXv5djhCajg1Z0I3bmhTVTIxWldwRz](https://drive.google.com/file/d/0B8tOk7_upXv5djhCajg1Z0I3bmhTVTIxWldwRzA0YjJWNW9R/view?resourcekey=0-Fr7Mp141yXvXzW6u5NBjqQ)

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<https://www.sciencedirect.com/science/article/abs/pii/S2214140518301488?via>

<https://nespurban.edu.au/publications-%20resources/research-reports/CAULRR>

[https://www.climatecouncil.org.au/wp-content/uploads/2018/10/CC_MVSA0154](https://www.climatecouncil.org.au/wp-content/uploads/2018/10/CC_MVSA0154-Report-Transport_V6-FA_Low-Res_Single-Pages.pdf) -Report-Transport_V6-FA_Low-Res_Single-Pages.pdf

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whether you
would like to
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the Future
Melbourne in

support of your
submission: *

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Eric Cox

Email address: *

ericcoxm@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike Lane Delay

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting.

I echo the points present in the document below

Submissions will not be accepted after 10am.

Alternatively you may attach your written submission by uploading your file here:



[alexander_sheko_submission.pdf](#) 168.31 KB · PDF

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Submission re 7 June 2022 Future Melbourne Committee Item 6.9 - Alexander Sheko

Dear Councillors,

I am writing to make a submission **against** the management recommendation that Council defer further installation of new protected bike lanes in the Hoddle Grid during financial year 2022/23.

I am a transport planner with experience in local and state government, and have postgraduate qualifications in urban planning which included thesis research on the role of safe cycling infrastructure in closing the cycling gender gap in Melbourne. I am also a resident of the Melbourne CBD. The views in this submission are my own and do not represent my employer or any other organisation.

It is not clear to me from the agenda paper why it is recommended to defer implementation of this vital infrastructure, as much of the agenda paper talks to the benefits of separated bicycle lanes, alignment with Council's adopted Transport Strategy, economic contribution of people cycling to the CBD and Council's careful work to make adjustments to recent cycling projects (e.g. Exhibition Street) in response to issues raised by the community.

The only reason given is that pausing further implementation should occur while "the city continues to recover and travel behaviour settles into a new rhythm". I find this logic to be alarming given the post-lockdown recovery period is crucial to enhance and encourage use of sustainable transport modes for as many trips as possible, rather than embedding new patterns of car dependency at a time where car usage rates have recovered more quickly than public transport usage.

I can only assume that the logic behind this recommendation is in response to some negative stakeholder feedback and media narratives which oppose separated bicycle lanes on the basis that they reduce the number of traffic lanes or on-street parking spaces.

My submission addresses a number of reasons why implementation of separated bicycle lanes should not be deferred within the Melbourne CBD:

- **Deferring cycling projects will slow down long-term delivery of the cycling infrastructure program.** While the management recommendation to defer CBD bicycle projects planned for FY22/23 while continuing other projects outside the Hoddle Grid could appear to be a sensible compromise, this ignores that significant work would have been undertaken by Council officers to plan for these projects and obtain state government approval. On the other hand, new projects will have less certainty in terms of design and approvals, and are less likely to be delivered within the timeframes envisaged in the officer report. There is also a significant risk that the momentum gained by the current progress delivering on Council's envisaged cycling network will be lost through this deferral, including the continuation and even increase in opposition by stakeholders who do not support implementation of separated bicycle lanes. Deferring the implementation of projects today will not reduce the challenge that Council faces in managing stakeholder sentiment in the future, threatening the overall delivery of the program as envisaged in Council's Transport Strategy 2030.
- **Safe cycling infrastructure is key to enabling more people to cycle.** Recent research from Monash University found that 78 per cent of Melburnians are "interested but concerned" about cycling, and would cycle if high quality infrastructure is provided¹. Only 16 per cent identified as "no way no how" and would not consider cycling. While not the only factor,

¹ Pearson et al, 2022

perceived safety is consistently found by research to be a major determinant in whether people cycle or not².

- **Safe cycling infrastructure is key to addressing the current gender gap in cycling.** Research also identifies perceived safety as a crucial element in whether there is gender disparity among cyclists³. While men represent the majority of cyclists across greater Melbourne, there is gender parity in safe, comfortable locations such as Canning Street, Carlton North⁴. Council's own Transport Strategy includes increasing the proportion of cyclists who are female to 40 per cent by 2030 (up from 24 per cent in 2019)⁵. Victoria's Cycling Strategy also acknowledges that protected cycling infrastructure is key to increasing participation by under-represented groups such as women and the elderly⁶.
- **This infrastructure is required to improve safety for all road users.** Tragically, a woman was recently killed on King Street in the CBD while cycling. While road-related fatalities and serious injuries in the CBD have thankfully reduced over time, Council's own Transport Strategy acknowledges there is a long way to go⁷. Research shows that protected bike lanes is one of the biggest factors associated with lower fatalities and injuries for all road users, not only cyclists⁸. A 2020 poll commissioned by the Amy Gillette Foundation also found that 75 per cent of drivers would feel more comfortable sharing the road with cyclists if there was a separated bicycle lane⁹.
- **Encouraging cycling helps bring more people into the CBD, now and into the future.** Cycling is a very space-efficient mode of transport – it requires only 1.5 square metres per person of space compared to 9.2 square metres for car travel (with average occupancy)¹⁰. Research commissioned by the City of Melbourne indicates that while car trips have significantly increased during the covid recovery period, they are projected to decrease below the pre-covid baseline by 2026, while usage of bikes and e-scooters is expected to be 241% of the pre-covid baseline¹¹.
- **We need to keep building high quality cycling networks.** Cycling routes do not function in isolation but as pieces of a broader cycling network. Networks cannot be built within a single year but are incrementally developed. When starting from a low base as cities like Melbourne are, this means there will be a long time before a network is fully developed and its benefits fully realised. Each congested traffic lane in the CBD essentially represents the most people that space can ever provide access for. Each bicycle lane that may appear under-utilised represents the greater space-efficiency of cycling and future capacity to accommodate more cycling trips as the network is further developed.
- **Cyclists contribute significantly to the economy.** There is a common misconception that trips by car are solely or overwhelmingly responsible for economic activity and supporting

² For example, Daley, Rissel & Lloyd, 2007; Jacobsen, Racioppi & Rutter, 2009; Pucher & Buehler, 2008

³ Insert reference

⁴ Sheko, 2015

⁵ City of Melbourne, 2019: page 16

⁶ Department of Transport, 2018:

⁷ City of Melbourne, 2019: page 26

⁸ Marshall & Ferencak, 2019

⁹ Amy Gillet Foundation, 2020

¹⁰ City of Melbourne, 2019: page 33

¹¹ Urbis, 2022: page 21

businesses. Research commissioned by the City of Melbourne indicates that while the share of CBD economic activity generated by car trips has increased during the covid period, it is projected to fall below pre-covid levels in the longer term with a 67 per cent increase in economic activity due to cycling by 2026¹². This means trips to the CBD by bike would be responsible for about half the economic activity as those by car, despite requiring significantly less space. Previous research found that each square metre of bicycle parking in Carlton generated over five times as much economic activity as the equivalent space for car parking¹³.

- **The importance of car access is often over-stated.** There is no doubt that private vehicle access will remain an important mode of transport, including to the CBD. This is particularly the case for trips that cannot be made by other modes, including to provide access for people with disabilities, as well as essential deliveries and freight. However, the role of trips by car is often over-stated, including by businesses and traders. Recent research conducted by Moreland City Council found that while traders along Sydney Road perceived that 61 per cent of their customers arrived by car, the actual figure was 39 per cent¹⁴. This research also found people travelling by bike intended to spend a similar amount of money per trip than those arriving by car.
- **Council should prioritise road and parking access for higher priority cohorts such as people with disabilities and essential deliveries.** As noted above, there are cohorts that have a greater need to travel to the CBD by private vehicle than others. Council already has the tools to allocate priority access particularly through parking restrictions that can provide priority access for people with disabilities (accessible parking), enabling safe drop-offs (very short term parking e.g. 5 minute restrictions) and providing access for essential deliveries (loading zones). With a large number of off-street parking spaces within the City of Melbourne¹⁵, on-street parking should be prioritised for these uses rather than general parking wherever possible. There is also significant private vehicle through-traffic in the CBD¹⁶, which does not contribute economically or otherwise to the CBD and should not be further encouraged.

For the above reasons, I urge Council not to give in to pressure to defer delivery of crucial bicycle infrastructure in the CBD, and threaten the realisation of its aims for its transport network for 2030 and a post-covid recovery that embeds positive change in terms of transport mode shift, rather than continued car dependence.

I have no doubt there is further work to be done in engaging with stakeholder and making further adjustments to ensure that the highest priority private vehicle needs are met. I hope Council has the courage to make the challenging decisions necessary to deliver on its strategic aim rather than taking a step backwards at this crucial juncture.

Yours sincerely,

Alexander Sheko

¹² Urbis, 2022: page 27

¹³ Lee & March, 2010

¹⁴ Moreland City Council, 2019

¹⁵ Taylor, 2018: page 18

¹⁶ Urbis, 2022: page 22

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Privacy acknowledgement: *	I have read and acknowledge how Council will use and disclose my personal information.
Name: *	Erica Gibbs
Email address: *	ericacgibbs@gmail.com
Phone number *	
Date of meeting: *	Tuesday 7 June 2022
Agenda item title: *	Agenda item 6.9 Bike lanes
Please write your submission in the space provided below and submit <u>by no later than 10am on the day of the scheduled meeting.</u> Submissions will not be accepted after 10am.	The construction of bike lanes that are safe along Exhibition street has been game changing for people like myself commuting across the city for work. It not only links the north to the city but creates a safe place to cycle to cross the river to the south. With increased concerns for health in public transport as people no longer wear masks and the rules are not enforced, biking is the chosen way for many in my office to commute. The exhibition street bike lanes should stay and infrastructure for biking into the city for work safely should remain a priority for the city
Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *	No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Erica Iggo

Email address: * ericaiggo@hotmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: CBD bicycle lanes

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

As a regular user of the CBD bike lanes, I wish to thank all the people involved in getting these put into place so that people like myself can commute safely and with enjoyment across our wonderful city.

If the lanes didn't exist or are removed then I would feel less inclined to travel via the CBD and would find a safe route around which I'm sure many other riders would do to. (I treasure my life)This would of course draw more people away from visiting the CBD and equal less spending in these business as we would find alternative places to access. Which I'm sure many business wouldn't want.?

The otherside to having bike lanes is the small reduction in cars on the road, just a little less traffic congestion and again less pollution which surely is better for all of our health breathing in less CO2? how about climate change??

Imagine adding a couple thousand more cars (if one day all the riders decided to drive) to our already growing traffic problems? Is this really what we want for our city?

We ride because we love it and we feel great doing it and actually it can be quicker than other means to get to work, I don't expect everyone to love riding like we do, but we do deserve respect,courtesy and safety while sharing the road. Because humans are humans and some just can't control them selves while driving then bike lanes are way to curd the small number of incompetent drivers and keep people alive.

My pet bugs with the lanes can be cars parking or blocking them..(incompetent drivers – who gave them a licence)
Business putting big ass trees in the lanes to block them, forcing us into the traffic to pass, high chance of being hit by a car because they are frustrated with traffic and now bikes too.. And lastly just the amount of shit people drop in the lanes (gravel, rubbish) making them unsafe to ride. so we ride in the main traffic stream.. (note we don't want to do this, but what else can we do? it's illegal to ride on the foot path)
I think with a lot more education for drivers, business and yes bike riders following the road rules and some fine tuning attitudes and systems there is surely a future with cyclist, pedestrians and car sharing the space of our wonderful CBD.

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: * • I have read and acknowledge how Council will use and disclose my personal information.

Name: * Erin Spike

Email address: * erinalexandraspike@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I am writing to protest against the deferral of the planned expansion of protected bike lanes inside the Hoddle Grid. Protected bike lanes are critical to improving cyclist safety and to encouraging increased uptake of cycling as a mode of transport. Research shows that protected cycling infrastructure particularly encourages transport cycling among women, the elderly, children and less confident cyclists. Given the health, wellbeing and environmental benefits of active transport and cycling in particular, and the adverse impacts of car use, rollout of dedicated cycling infrastructure is something that should be prioritised and accelerated, rather than deferred. Reducing car traffic in the city centre and improving walkability and bikeability will also contribute to a much more pleasant, vibrant and welcoming atmosphere in central Melbourne, making it a much more appealing place for visitors and residents to spend time. This will likely lead to a increase in foot traffic which will benefit local businesses and cultural institutions. It's time for Melbourne to become one of the world's truly great walking and cycling cities.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

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*

Name: * Eugene von Nagy

Email address: * eugeneoz@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Future Melbourne Committee

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

As a life long resident and property owner in Melbourne, and regular commuter I use of both a motor vehicle and a bicycle, I'd like to express my keen support for the rollout of more bike lanes and shared bike lanes. We need to cater for a quick transition away from petrol combustion engines and to provide safe passage for alternative vehicles. However I understand the need for commercial deliveries to have access points.

I think more severe laws around respecting cyclists and more severe speed limits, could provide an alternative to bike lanes where space isn't available.

Thank you for your time.

Eugene von Nagy

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Eve Fraser

Email address: *

eve.fraser@hotmail.com

Phone number *

Date of meeting: *

Thursday 30 May 1996

Agenda item title: *

Bike lanes in Melbourne

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

i fully support installing as many bike lanes in the city as possible. This will surely help businesses, not harm them.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Evi Janse de Jonge

Email address: *

evijdj@hotmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 1994

Agenda item title: *

6.9 Implementation Update

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting.

Submissions will not be accepted after 10am.

I feel much safer and more pleasant riding on the new bike lanes in the CBD, especially on Exhibition Street and Rathdowne Street. I would like to see more protected bike lanes so a safe cycling network emerges. Would be very disappointed if the program is being put on hold.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Fauzi Rahman

Email address: * ar.fauzi@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Future Melbourne Committee Item 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Councillors,

I am someone who has just recently gained the confidence to commute to work by bicycle a number of times a month due to the building of bicycle infrastructure both in the City of Melbourne and on the way to it. With this level of confidence, I have investment money into cycling equipment and also dedicate some extra time each week to allow for such a commute.

However, I am really concerned with reading recent reports on the pause of building further cycling infrastructure in the City of Melbourne. I am also concerned at the calls to undo a portion of these infrastructure.

While there are some views that the Council want to investigate further travel patterns of commuter travel behaviour, I believe such decision itself may impact travel behaviour. With the impact of future climate change, I believe it would be better to encourage commuters to commute through means that have zero carbon impact. I also believe that such hesitation may impact the safety of current road users, including that of cyclists and pedestrians.

In addition, I have also read the submission by Alexander Shenko (as attached) and share many of his views.

I hope Council will reconsider and will engage with all stakeholders to bring about a continued support in a safe and clean for of transport.

Sincerely,

Fauzi Rahman

Alternatively you may attach your written submission by uploading your file here:



[alexander_sheko_submission.pdf](#)

168.31 KB • PDF

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Submission re 7 June 2022 Future Melbourne Committee Item 6.9 - Alexander Sheko

Dear Councillors,

I am writing to make a submission **against** the management recommendation that Council defer further installation of new protected bike lanes in the Hoddle Grid during financial year 2022/23.

I am a transport planner with experience in local and state government, and have postgraduate qualifications in urban planning which included thesis research on the role of safe cycling infrastructure in closing the cycling gender gap in Melbourne. I am also a resident of the Melbourne CBD. The views in this submission are my own and do not represent my employer or any other organisation.

It is not clear to me from the agenda paper why it is recommended to defer implementation of this vital infrastructure, as much of the agenda paper talks to the benefits of separated bicycle lanes, alignment with Council's adopted Transport Strategy, economic contribution of people cycling to the CBD and Council's careful work to make adjustments to recent cycling projects (e.g. Exhibition Street) in response to issues raised by the community.

The only reason given is that pausing further implementation should occur while "the city continues to recover and travel behaviour settles into a new rhythm". I find this logic to be alarming given the post-lockdown recovery period is crucial to enhance and encourage use of sustainable transport modes for as many trips as possible, rather than embedding new patterns of car dependency at a time where car usage rates have recovered more quickly than public transport usage.

I can only assume that the logic behind this recommendation is in response to some negative stakeholder feedback and media narratives which oppose separated bicycle lanes on the basis that they reduce the number of traffic lanes or on-street parking spaces.

My submission addresses a number of reasons why implementation of separated bicycle lanes should not be deferred within the Melbourne CBD:

- **Deferring cycling projects will slow down long-term delivery of the cycling infrastructure program.** While the management recommendation to defer CBD bicycle projects planned for FY22/23 while continuing other projects outside the Hoddle Grid could appear to be a sensible compromise, this ignores that significant work would have been undertaken by Council officers to plan for these projects and obtain state government approval. On the other hand, new projects will have less certainty in terms of design and approvals, and are less likely to be delivered within the timeframes envisaged in the officer report. There is also a significant risk that the momentum gained by the current progress delivering on Council's envisaged cycling network will be lost through this deferral, including the continuation and even increase in opposition by stakeholders who do not support implementation of separated bicycle lanes. Deferring the implementation of projects today will not reduce the challenge that Council faces in managing stakeholder sentiment in the future, threatening the overall delivery of the program as envisaged in Council's Transport Strategy 2030.
- **Safe cycling infrastructure is key to enabling more people to cycle.** Recent research from Monash University found that 78 per cent of Melburnians are "interested but concerned" about cycling, and would cycle if high quality infrastructure is provided¹. Only 16 per cent identified as "no way no how" and would not consider cycling. While not the only factor,

¹ Pearson et al, 2022

perceived safety is consistently found by research to be a major determinant in whether people cycle or not².

- **Safe cycling infrastructure is key to addressing the current gender gap in cycling.** Research also identifies perceived safety as a crucial element in whether there is gender disparity among cyclists³. While men represent the majority of cyclists across greater Melbourne, there is gender parity in safe, comfortable locations such as Canning Street, Carlton North⁴. Council's own Transport Strategy includes increasing the proportion of cyclists who are female to 40 per cent by 2030 (up from 24 per cent in 2019)⁵. Victoria's Cycling Strategy also acknowledges that protected cycling infrastructure is key to increasing participation by under-represented groups such as women and the elderly⁶.
- **This infrastructure is required to improve safety for all road users.** Tragically, a woman was recently killed on King Street in the CBD while cycling. While road-related fatalities and serious injuries in the CBD have thankfully reduced over time, Council's own Transport Strategy acknowledges there is a long way to go⁷. Research shows that protected bike lanes is one of the biggest factors associated with lower fatalities and injuries for all road users, not only cyclists⁸. A 2020 poll commissioned by the Amy Gillette Foundation also found that 75 per cent of drivers would feel more comfortable sharing the road with cyclists if there was a separated bicycle lane⁹.
- **Encouraging cycling helps bring more people into the CBD, now and into the future.** Cycling is a very space-efficient mode of transport – it requires only 1.5 square metres per person of space compared to 9.2 square metres for car travel (with average occupancy)¹⁰. Research commissioned by the City of Melbourne indicates that while car trips have significantly increased during the covid recovery period, they are projected to decrease below the pre-covid baseline by 2026, while usage of bikes and e-scooters is expected to be 241% of the pre-covid baseline¹¹.
- **We need to keep building high quality cycling networks.** Cycling routes do not function in isolation but as pieces of a broader cycling network. Networks cannot be built within a single year but are incrementally developed. When starting from a low base as cities like Melbourne are, this means there will be a long time before a network is fully developed and its benefits fully realised. Each congested traffic lane in the CBD essentially represents the most people that space can ever provide access for. Each bicycle lane that may appear under-utilised represents the greater space-efficiency of cycling and future capacity to accommodate more cycling trips as the network is further developed.
- **Cyclists contribute significantly to the economy.** There is a common misconception that trips by car are solely or overwhelmingly responsible for economic activity and supporting

² For example, Daley, Rissel & Lloyd, 2007; Jacobsen, Racioppi & Rutter, 2009; Pucher & Buehler, 2008

³ Insert reference

⁴ Sheko, 2015

⁵ City of Melbourne, 2019: page 16

⁶ Department of Transport, 2018:

⁷ City of Melbourne, 2019: page 26

⁸ Marshall & Ferencak, 2019

⁹ Amy Gillet Foundation, 2020

¹⁰ City of Melbourne, 2019: page 33

¹¹ Urbis, 2022: page 21

businesses. Research commissioned by the City of Melbourne indicates that while the share of CBD economic activity generated by car trips has increased during the covid period, it is projected to fall below pre-covid levels in the longer term with a 67 per cent increase in economic activity due to cycling by 2026¹². This means trips to the CBD by bike would be responsible for about half the economic activity as those by car, despite requiring significantly less space. Previous research found that each square metre of bicycle parking in Carlton generated over five times as much economic activity as the equivalent space for car parking¹³.

- **The importance of car access is often over-stated.** There is no doubt that private vehicle access will remain an important mode of transport, including to the CBD. This is particularly the case for trips that cannot be made by other modes, including to provide access for people with disabilities, as well as essential deliveries and freight. However, the role of trips by car is often over-stated, including by businesses and traders. Recent research conducted by Moreland City Council found that while traders along Sydney Road perceived that 61 per cent of their customers arrived by car, the actual figure was 39 per cent¹⁴. This research also found people travelling by bike intended to spend a similar amount of money per trip than those arriving by car.
- **Council should prioritise road and parking access for higher priority cohorts such as people with disabilities and essential deliveries.** As noted above, there are cohorts that have a greater need to travel to the CBD by private vehicle than others. Council already has the tools to allocate priority access particularly through parking restrictions that can provide priority access for people with disabilities (accessible parking), enabling safe drop-offs (very short term parking e.g. 5 minute restrictions) and providing access for essential deliveries (loading zones). With a large number of off-street parking spaces within the City of Melbourne¹⁵, on-street parking should be prioritised for these uses rather than general parking wherever possible. There is also significant private vehicle through-traffic in the CBD¹⁶, which does not contribute economically or otherwise to the CBD and should not be further encouraged.

For the above reasons, I urge Council not to give in to pressure to defer delivery of crucial bicycle infrastructure in the CBD, and threaten the realisation of its aims for its transport network for 2030 and a post-covid recovery that embeds positive change in terms of transport mode shift, rather than continued car dependence.

I have no doubt there is further work to be done in engaging with stakeholder and making further adjustments to ensure that the highest priority private vehicle needs are met. I hope Council has the courage to make the challenging decisions necessary to deliver on its strategic aim rather than taking a step backwards at this crucial juncture.

Yours sincerely,

Alexander Sheko

¹² Urbis, 2022: page 27

¹³ Lee & March, 2010

¹⁴ Moreland City Council, 2019

¹⁵ Taylor, 2018: page 18

¹⁶ Urbis, 2022: page 22

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Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Fiacre Ryan

Email address: * f.ryan96@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Agenda 6.9

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Hi,

I fully support the continued roll out of separated bike lanes in the Melbourne CBD.

As a long-time cyclist and more recently motorist in the CBD I find this a preferable solution to the safety issues that exist.

Separated bike lanes reduce the risk of motorist-cyclist collisions and almost completely remove the risk of 'dooring' incidents. This is preferable to both parties as serious collisions can ruin the lives of everyone involved.

Further, improving the cycle-friendliness of the CBD can reduce pollution, improve health and move closer to a thriving pedestrian / active transport oriented city.

Sincerely,

Fiacre

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Finn Stockwell

Email address: *

finns293@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Build more bike lanes!! Pls

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Bike lanes are a smart and efficient way to traverse through cities and should be invested in to help create a better Melbourne

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *	I have read and acknowledge how Council will use and disclose my personal information.
Name: *	Fionan Griffin
Email address: *	fionangriffin@gmail.com
Phone number *	
Date of meeting: *	Tuesday 7 June 2022
Agenda item title: *	Cycling Infrastructure
Please write your submission in the space provided below and submit <u>by no later than 10am on the day of the scheduled meeting.</u> Submissions will not be accepted after 10am.	I was absolutely delighted to emerge from the lockdowns to see the work that had gone into improving the cycling infrastructure of Melbourne. Having moved here from Ireland via Vancouver, I was disappointed when I first arrived to see the lack of roads conducive to safe cycling. It has been a joy to cycle back into the CBD to my office and feel safe in protected lanes. If we want to remain a forward-looking city, then we need to invest in more cycling infrastructure rather than less.
Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *	No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * frank parrish

Email address: * frank.parrish@gmail.com

Phone number *

Date of meeting: * Wednesday 7 June 2023

Agenda item title: 6.9

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

The council SHOULD NOT support item 22.6. which Endorses the deferral of further installation of new protected bike lanes in the Hoddle Grid during the financial year 2022/2023, following two years of accelerated delivery.

a. A major barrier to cycling into the city is safe bike paths and connections within the Hoddle Grid. To defer installation of the new protected bike lanes will provide a barrier to cyclists and other active transport users going to and moving around the city and have negative impacts on our city! Do not vote on this motion.

b. A cyclist died in the city of Melbourne two weeks ago on the corner of Latrobe and King street. Protected bike lanes will improve the safety of cyclists riding in the city. It is important to ensure that there is a safe infrastructure to get more people to cycle as a mode of transport. It is proven that making safe infrastructure increases rider participation. We need protected bike lane construction to accelerate not to halt!

c. Melbourne has fallen far behind other cities when it comes to being livable and sustainable. Internationally major cities are progressing and actively increasing bike paths, closing roads and reducing car parks. The infrastructure needs to be in place for people to be able to get on their bikes and travel into the city. It would be a major setback and make Melbourne fall behind international cities further if we deferred the installation of new protected bike lanes.

d. Australians voted for climate change in the recent federal election, delaying the installation of protected bike

lanes is directly opposed to what Australians (and city of Melbourne residents who voted Green!) want! It is time to act now and the rollout of protected bike paths can not be delayed.

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Freya Harding

Email address: * freya.harding@climateworksaustralia.org

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Meeting: 07/06/2022

Agenda item title: Agenda 6.9

As both a cyclist and a driver in Melbourne, I'm writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation.' By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll. If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around. These upgrades can dramatically impact older people, those living with a disability, low income households and migrant communities.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options, and improved infrastructure allows more

Melbournians to experience these benefits.

To conclude, I was alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my gratitude for the bike lanes that have been rolled out to date (and accelerated during COVID-19). I sincerely hope that you persevere with your bike strategy, which was outlined well before the pandemic.

Yours sincerely,

Freya Harding

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * Yes No

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

G Jones

Email address: *

myerduno@gmail.com

Phone number *

Date of meeting: *

Thursday 7 April 2022

Agenda item title: *

Bicycle lanes pause

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I am in writing in sorry of bicycle infrastructure, it is long overdue and necessary for safety and increased access to the cbd. Any short sighted pause is for people without vision and with no answers to problems the cbd faces in regard to access for people. It's simply not possible nor sensible to continue the cars first/only solution that some would like. There are to many people wanting access to the city and the only solutions are for public transport and bicycle access to be expanded.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Gary Cookson

Email address: * garycookson@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: 6.9

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I feel there needs to be a compromise sought to enable vehicles and cyclists to co exist.

The protected bike lanes have made it feel much safer to traverse the CBD north-south, by using William Street and Exhibition Street, but the only nice way to get east-west is La Trobe St. There needs to be at least one more east-west protected cycle lane further south in the CBD... and all of that really just helps you get through the CBD safely.

If your destination is within the CBD somewhere that isn't on William St, Exhibition St, or La Trobe St, you're going to have a tough time. Swanston St is also okay I guess, just really awkward.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Gavin Anderson

Email address: * gavin.x.anderson@gmail.com

Phone number *

Date of meeting: * Friday 3 June 2022

Agenda item title: City of Melbourne Transport Strategy 2030 (the Transport Strategy)

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Sir or Madam,

I am a recently retired Melbourne office worker. For the last 15 years I rode my bicycle to my workplace as often I as could. I have therefore many years experience with riding in the Melbourne CBD and approaches. The two greatest things that encouraged me to continue riding are protected bike lanes and good end of trip facilities. I have noticed great improvements in both and I congratulate you on supporting these improvements.

The section of road that I disliked riding on the most was next to Vic market, Peel street. During the covid break I was amazed and so happy about your improvements in this street. It makes that part of the ride so much safer. Every improvement like this is so important as it will encourage many more riders, especially those not confident with traffic.

Please, Please Please continue your planned improvements, it makes riding into and around the CBD so much more attractive and accessible to all, young and old.

Regards

Gavin Anderson

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: *

• I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Geoff Rundell

Email address: *

giantbeer@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda Item 6.9 – Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

To delay this much needed infrastructure is to fail current and future generations of citizens' right to a liveable, sustainable vibrant Melbourne. The irrefutable data is in, and has been for a very long time: cities are for people, and the best, healthiest, responsible way, is for walking, cycling and public mass transit options to be preferentially hard-wired into the fabric of our city, now. Delay = decline.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Jorge Eckardt

Email address: * jorge.eckardt@boc.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

BOC Limited sells and distributes Hospitality, medical and Industrial gases for Victoria and Tasmania. This includes deliveries to Melbourne's CBD and is an activity that is impacted daily by external factors like the introduction of bike lanes and loading zones being eliminated; construction projects also create challenges, albeit its temporary.

Our gases are sold in cylinders and as liquified gases via mini tankers, used hospitality customers, and some medical/IVF facilities in Melbourne's CBD.

The introduction of bike lanes and associated elimination of loading zones create a lot of pressure on delivery operations, as making safe and legal deliveries (parked in correct places) take longer or may not possible at all, eventually increasing costs to us and eventually passing that cost on to customers.

The safety aspect is key here, as Australian rules for transport of these types of goods required that the driver should always keep a line of sight to the vehicles carrying the goods, and this is not always possible when we have to park multiple block away from our destination, due to lack of loading zones on all blocks. On some cases, we are forced to park against road rules, especially when we deliver liquified gases to some of our bigger customers, like fast food outlets (McDonalds), theatres or even medical facilities, as these deliveries require a hose from the vehicle

to be connected to the customers tank connection point. We endeavor to do this deliveries at night to minimize impact, but this does not work for all customers and we have even had parking fines issued to our tankers while doing customer deliveries.

I understand and fully supportive the use of the bicycle as the most efficient and environmentally friendly means of transport, but what is unclear at this time is what is the City of Melbourne's plan to ensure that deliveries can continue to happen now and in the future while, while coexisting with new and already implemented bicycle lanes?

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * George Ludlow

Email address: * ludlow7@bigpond.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: 6.9

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear City of Melbourne Councillor's,

I have been following the installation and rollout of Melbourne's bike lane infrastructure with much anticipation. What a pleasure it has been in seeing this initiative from our City council taking shape.

This latest news of it's suspension is very hard to comprehend and I truly urge the council to please reconsider this very negative approach and to not be persuaded by a few people who have voiced their opinions against it.

This is the way of the future if we are going to have a livable city in years to come.

I look forward to you all supporting the original plan.

Yours Sincerely,

George Ludlow. Eltham Victoria 3095.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * George Nishihama-Koch

Email address: * george.nk@aussiebroadband.com.au

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

To whom it may concern,

I am writing in response to reports that the City of Melbourne is considering slowing down the rollout of its planned bike lanes as part of the Cycle Infrastructure Problem. As a Docklands resident, I have found the recently implemented bike lanes very useful to use to get across and around the CBD and the inner suburbs. They make me feel much safer when riding on the road and they help my partner to feel much more at ease getting around, as she is new to commuting on bicycles. Without these bike lanes, I am sure that she would not have considered this option and we would be using the car a lot more often.

I hope that the City of Melbourne will continue to prioritise cycling infrastructure going forward as I believe it is great for the city and its residents, and will do a lot for Melbourne's liveability.

Thank you for considering my submission.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

George Payne

Email address: *

george.f.payne@gmail.com

Phone number *

Date of meeting: *

Friday 21 March 1997

Agenda item title: *

6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

The implementation of the cycling infrastructure as part of the 2030 transport strategy should not be delayed.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Georgie Davie

Email address: *

georgie.a.davie@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda Item 6.9: Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

It is so disappointing to hear that the City of Melbourne is pausing its roll out of protected bike lane infrastructure within the Hoddle grid. We are on the brink of an ecological and economic disaster of an unprecedented scale due to climate change, and this news is sending the wrong message to Melbournians. We need more bikes on the roads and less cars. It is the responsibility of Council to promote fossil fuel-free transport in Melbourne, whilst consulting extensively with local businesses to ensure that deliveries and logistics are not disrupted.

Please reinstate the planned cycling infrastructure upgrade for the good of our city and the climate.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *	I have read and acknowledge how Council will use and disclose my personal information.
Name: *	Gidi Segal
Email address: *	gidisegal@gmail.com
Phone number *	
Date of meeting: *	Tuesday 7 June 2022
Agenda item title: *	6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Strategy to Aid City Recovery and Reactivation.
Please write your submission in the space provided below and submit <u>by no later than 10am on the day of the scheduled meeting.</u>	Bike lanes are important for me and many others to get in and out of the city in a safe way for all road users. it also reduces emissions and is better for the environment. Please dont take away our bike lanes.
Submissions will not be accepted after 10am.	Thanks, Gidi
Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *	No

Privacy acknowledgement: *	I have read and acknowledge how Council will use and disclose my personal information.
Name: *	Greg Lightfoot
Email address: *	greg.lightfoot711@gmail.com
Phone number *	
Date of meeting: *	Wednesday 8 June 2022
Agenda item title: *	Bike lanes
Please write your submission in the space provided below and submit <u>by no later than 10am on the day of the scheduled meeting.</u> Submissions will not be accepted after 10am.	<p>I have seen the bike lanes in place and as a cyclist I have used them. As a car driver I don't have any issue with them, if anything the separation makes it more comfortable to drive next to slower cyclists. I want to see them remain and continue to be rolled out. As a cyclist I think they offer great value, be confident that the majority will take time to begin to use these lanes as their preferred transport.</p>
Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *	No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Hannah Martin

Email address: * han.e.martin@gmail.com

Phone number *

Date of meeting: * Thursday 7 July 2022

Agenda item title: Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Please reconsider recommendation 22.6 – deferral of further installation of protected bike lanes. The City of Melbourne has achieved fantastic results through its protected bike lane strategy so far with the city a safer and more enjoyable place to move around. Livability and climate change are important issues for commuters, workers and visitors of the City of Melbourne. Now is not the time to go backwards on cycling infrastructure and encouraging more cars into the city. Cost of living concerns are becoming more pressing and making it easier and safer for people to travel into work for free on a bicycle is far more sensible than promoting public transport (costly, concerns about the spread of disease) or driving (very costly, time consuming). Thank you.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *	I have read and acknowledge how Council will use and disclose my personal information.
Name: *	Hannah Scott
Email address: *	hannahscott@live.com.au
Phone number *	
Date of meeting: *	Tuesday 7 June 2022
Agenda item title: *	6.9 City of Melbourne Transport Strategy 2030
Please write your submission in the space provided below and submit <u>by no later than 10am on the day of the scheduled meeting.</u> Submissions will not be accepted after 10am.	Bike lanes are incredibly important to the liveability, safety, amenity and sustainability of our city. Please do not pause the roll-out of new bike lanes in the CBD. As a resident I rely on these bike lanes to get to get everywhere; work, shopping, errands etc. Cycling is vital to any successful city. Pausing the roll-out of the bike lanes will result in an economic loss to the CBD. Further, walking and cycling are the cheapest way for people to navigate the CBD. Prioritising cars over pedestrians and cyclists will hit low-income earners the hardest.
Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *	No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Hannah Vine

Email address: * hannahchloevine@hotmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Agenda item 6.9 Implementation of COM Transport strategy 2030 and Transport program to aid city recovery and reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

The council SHOULD NOT support item 22.6. which Endorses the deferral of further installation of new protected bike lanes in the Hoddle Grid during the financial year 2022/2023, following two years of accelerated delivery.

- a. A major barrier to cycling into the city is safe bike paths and connections within the Hoddle Grid. To defer installation of the new protected bike lanes will provide a barrier to cyclists and other active transport users going to and moving around the city and have negative impacts on our city! Do not vote on this motion.
- b. A cyclist died in the city of Melbourne two weeks ago on the corner of Latrobe and King street. Protected bike lanes will improve the safety of cyclists riding in the city. It is important to ensure that there is a safe infrastructure to get more people to cycle as a mode of transport. It is proven that making safe infrastructure increases rider participation. We need protected bike lane construction to accelerate not to halt!
- c. Melbourne has fallen far behind other cities when it comes to being livable and sustainable. Internationally major cities are progressing and actively increasing bike paths, closing roads and reducing car parks. The infrastructure needs to be in place for people to be able to get on their bikes and travel into the city. It would be a major setback and make Melbourne fall behind international cities further if we deferred the installation of new protected bike lanes.
- d. Australians voted for climate change in the recent federal election, delaying the installation of protected bike

lanes is directly opposed to what Australians (and city of Melbourne residents who voted Green!) want! It is time to act now and the rollout of protected bike paths can not be delayed.

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Harold Bishop

Email address: *

hbish@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Please record my support for continued introduction of bicycle lanes. There is no more space for cars so new and more efficient modes of transport need to be encouraged. There has been very minimal change to the width of car lanes, and while there have been some on-street parking has been removed this pales to the number of parking garages there are in the CBD.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Harold York

Email address: * haroldyork888@outlook.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

To whom it may concern,

I am writing to strongly oppose the proposal to stop building bike lanes in the CBD.

Since the bike lanes were installed during COVID, it's no exaggeration to say that these have changed my life. I can now ride with my young son to the city from my house on almost entirely protected lanes or quiet streets. I couldn't do that before. Now I can ride down William or Rathdowne Street to go and have dinner or go shopping. Before then I wouldn't go anywhere near these streets as it was far too dangerous for me, let along my son. This means that I am going into the city more often than I was previously because I can now ride safely. Before the alternatives were drive and get stuck in traffic or try to get onto a crowded and late tram. I'd stay at home or go somewhere where I could ride my bike or walk (more local usually).

I strongly urge you to not adopt this recommendation. There are hardly any safe ways to get into or around the city by bike. The new lanes installed over the past year or so have made a huge difference, but it's still far from enough. It still only constitutes a handful of places where I can ride without feeling like I am going to be killed, which I wouldn't think was too much to ask. Loading zones and all the rest of it can be easily accommodated with the amount of space we have on the streets. The solution isn't to just give up, it's to keep going.

Thank you for considering my submission.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Harrison Watt

Email address: * harrison.watt@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Proposed Pause of bike lanes in the Hoddle grid

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

As a cyclist, I was very disappointed to hear that the City of Melbourne is pausing new bike paths in the CBD. I have absolutely loved and heavily utilised the kerbside protected bike lanes along exhibition st, especially when cycling down to the Tan or then onto Flinders St to cycle down St Kilda Road. Melbourne is a world class city and we should be building more bike lanes like similar world class cities like Copenhagen, Berlin, Paris etc. I have felt so safe cycling along these kerbside paths as I have previously been hit by cars or fallen off the bike on other roads where this infrastructure has not been in place. We should be discouraging people from driving into the city and find alternative solutions to deliveries. There is a climate emergency so people should be able to do the right thing by riding a bike, but the council needs to ensure that there is the right road infrastructure to keep us safe.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Harry Smithers

Email address: *

hasmithers@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I would just like to say thank you for the increased cycling infrastructure in the City of Melbourne. I use the William Street bike lanes to ride to work each day and it has definitely improved my journey (feel safer and it is much more pleasant).

Good on you for taking the initiative to prioritise active modes, it shows leadership and puts us in good company globally.

There is also the opportunity to go further in encouraging a mode shift to active modes, as such I urge council to continue the accelerated roll out of protected cycle lanes.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Haley Pinto

Email address: * haley@pinto.id.au

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Agenda item 6.9 Implementation of COM Transport strategy 2030 and Transport program to aid city recovery and reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

The council SHOULD NOT support item 22.6. which Endorses the deferral of further installation of new protected bike lanes in the Hoddle Grid during the financial year 2022/2023, following two years of accelerated delivery.

<<<<then insert a reason below>>

- a. A major barrier to cycling into the city is safe bike paths and connections within the Hoddle Grid. To defer installation of the new protected bike lanes will provide a barrier to cyclists and other active transport users going to and moving around the city and have negative impacts on our city! Do not vote on this motion.
- b. A cyclist died in the city of Melbourne two weeks ago on the corner of Latrobe and King street. Protected bike lanes will improve the safety of cyclists riding in the city. It is important to ensure that there is a safe infrastructure to get more people to cycle as a mode of transport. It is proven that making safe infrastructure increases rider participation. We need protected bike lane construction to accelerate not to halt!
- c. Melbourne has fallen far behind other cities when it comes to being livable and sustainable. Internationally major cities are progressing and actively increasing bike paths, closing roads and reducing car parks. The infrastructure needs to be in place for people to be able to get on their bikes and travel into the city. It would be a major setback and make Melbourne fall behind international cities further if we deferred the installation of new protected bike lanes.
- d. Australians voted for climate change in the recent federal election, delaying the installation of protected bike

lanes is directly opposed to what Australians (and city of Melbourne residents who voted Green!) want! It is time to act now and the rollout of protected bike paths can not be delayed.

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Heather Trotter

Email address: * heathertrotter11@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: 6.9

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

As owner/occupiers of a Swanston St apartment my partner and I fully support the continued rollout of bike lanes in the CBD.

Car parking is a wasteful use of a precious resource, and increasing the number of cars accessing the CBD will create greater pollution and noise and more danger for pedestrians as well as cyclists. It will be a retrograde step which will make the CBD a less attractive and less economically viable destination.

Melbourne should follow the lead of the world's major cities which are now extending their bike lane systems to move the greatest numbers of their citizens safely.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Helen Cook

Email address: * hmc2417@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Agenda 6.9

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Agenda item title: Agenda 6.9

I'm writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community to safely move in ways that are healthier, reduce car traffic and improve air quality.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation.' By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. Car pollution is one of the leading contributors to global warming. The City of

Melbourne website says "We're here to help you make the all-important personal changes and make sustainable choices about transport..." Melbournians need the infrastructure in place to make choices that are environmentally sustainable and do not compromise their safety.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll. Burning gasoline and diesel fuel creates harmful byproducts like nitrogen dioxide, carbon monoxide, hydrocarbons, benzene, and formaldehyde. In addition, vehicles emit carbon dioxide, the most common greenhouse gas. If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around. These upgrades can dramatically impact older people, those living with a disability, low income households and migrant communities.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant:
Bike-riding and walking are the cheapest travel options, and improved infrastructure allows more Melbournians to experience these benefits.

To conclude, I was alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my gratitude for the bike lanes that have been rolled out to date (and accelerated during COVID-19). I sincerely hope that you persevere with your bike strategy, which was outlined well before the pandemic.

Yours sincerely,

Helen Cook

Please indicate No
whether you

would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Helen Johnson

Email address: * helen@thejohnnos.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation of COM Transport Strategy 2030 and Transport program to aid city recovery and reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

As a cyclist and user of Melbourne bike paths I think the council SHOULD NOT support item 22.6 which endorses the deferral of further installation of new protected bike lanes in the Hoddle Grid during the financial year 2022/2023 following two years of accelerated delivery.

Separated bike lanes provide a safe, convenient way for people to get around. It's important that safe infrastructure is provided to protect current riders and promote cycling in and around the city for future riders. A major barrier to people coming into the city is the lack of safe cycling routes.

For many people, cycling provides an affordable mode of transport through and around the CBD.

Now is the time to address climate change. Voters called for this in the recent federal election. It is vital that the installation of a network of connected bike lanes through the Melbourne CBD continue so that emissions-reduction targets can be met. Do not delay the rollout of protected bike paths.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Helen Kratzmann

Email address: * helenkratzmann@hotmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

“Good street design doesn’t just make those people already cycling safer; it entices many more to get on their bikes.”

Chris Bruntlett, Dutch Cycling Embassy

After reading about the rapid rollout of protected cycle lanes in the city, my little family got on our bikes over the summer and rode into the city from Moreland. It was wonderful to have so many protected cycle lanes to ride on, whilst in some areas it was also very frightening to have nothing but paint on the bitumen to highlight myself, my partner and my five-year-old on the road.

We rode our bikes for 29 kilometres that day. Into the city for a spot of shopping and some Vietnamese food for lunch, along Southbank and to South Wharf for a cool drink and then we rode past Docklands to the Royal Park Nature Play Playground, before heading home along Princes Park.

The new protected cycle lanes gave our family the confidence we needed to undertake family-based bicycle travel into the city. Painted bike lanes do not protect vulnerable road users. We want to live in a family friendly city, where

streets are safe for everyone, including the elderly or the very young. Bike lanes and routes need to be protected, safe, attractive, direct and convenient for all users to make cycling an obvious choice.

Riding a bike is much easier for me than walking, as I have suffered from mobility issues for several years. Bike lanes cater for all types of bicycles, including trikes, e-bikes, and cargo bikes. Bike lanes also cater for people on scooters – and importantly – bike lanes cater for people who live with a disability that have customised mobility devices. Bike lanes are mobility lanes and these lanes enable all people to have the freedom, choice and control about how they travel. This is particularly important in the city, given that the footpaths can be extremely crowded and narrow in places, or that they are littered with motorbikes, bicycles or street furniture from local cafes.

A complete network of protected mobility lanes means:

- less traffic congestion
- reduced noise pollution
- better air quality
- reduced emissions
- decreased reliance on oil
- reduced expenses for households (cycling is pretty much free whilst petrol prices continue to rise)
- better health outcomes for individuals
- less burden on our health system due to reduced chronic illness
- a happier, more equitable society.

People want to be able to travel around without being killed or seriously injured. The City of Melbourne knows what works, and our little family would ask that the City of Melbourne fund the bicycle infrastructure that is known to save lives. We all want to make it home safely. No one should die because they ride a bike to get around.

Please, do not endorse the deferral of further installation of new protected mobility lanes in the Hoddle Grid. Road safety is a system designer responsibility and the people of Melbourne need the City of Melbourne to show political will in order to adequately address the road safety problem.

Please indicate **No**
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: * I have read and acknowledge how Council will use and disclose my personal information.

Name: * Helen Rolls

Email address: * helen.c.rolls@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Bike Lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Hi.

I just wanted to commend Melbourne City Council on all the new bike lane infrastructure. Having lived in Sydney where its do hard to get around the city, being able to access Melbourne by bike is amazing.

I rode through the city yesterday going home from work. It's fantastic. I often stop to eat, meet friends and pick up bits and pieces I need.

On weekends I often ride in with a group of friends have lunch, wander around then ride or sometimes catch the train home. Cycling accessibility makes the city such a vibrant place to visit.

Wel done

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Helen Smart

Email address: * helencsmart@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation And 7.1 Notice of Motion, Cr Leppert: Future Streets Framework for the Hoddle Grid

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I am a worker of 60+ years old who regularly commutes for work by bicycle. My usual route is Footscray Road – Docklands – La Trobe st to East Melbourne.

I would like to register my deep disappointment in the mayor and council decision to pause/scrap the rollout of safe and separated bike infrastructure for Melbourne CBD, at the insistence of the car and business lobbies.

One example: I always feared for my life leaving work and riding down the last part of La Trobe st past Docklands stadium. The bike path would end and I was forced to take the lane. After dark in winter, I would just pray that no careless driver was going to hit me from behind.

I was so happy after the Covid lockdown when I found a good separated bike lane had been added to that stretch. For a short time I could ride that section with less fear.

Imagine my disappointment when it was swiftly taken away again, because construction took precedence.

The Melbourne council must care more about the lives of cyclists and about the benefits of human powered travel in the CBD.

We get the usual arguments:

"Melbourne's not Amsterdam!"

–Holland was going the same car-centric way Australia was, in the 1970s, when large groups of people started

agitating for bikeways. Their success transformed the way they lived and commuted. In other words, Amsterdam wasn't Amsterdam either.

"People can't ride in winter!"

Actually you can. I do, and I'm old and not very fit.

"We can't get everyone riding bikes!"

What we want is to increase the proportion of bikes to cars. No one is talking about *everyone* riding bikes, just a larger percentage.

"Disabled and elderly frail people!"

This disingenuous argument fails to take into account the increased parking and driving space which will be available to frail or disabled people if the percentage of bike users increases.

Melbourne city council, please be forward thinking and transformative in the 21st century instead of clinging to an outdated, car centric worldview

Thank you

Helen Smart

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Helen Young

Email address: *

hly1458@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6:9 Implentation of C of M transport strategy 2030.
Transport program to cover city recovery and reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Melbourne is lagging behind other cities when it comes to being livable and sustainable. Internationally major cities are progressing and actively increasing bike paths, closing roads and reducing car parks. The infrastructure needs to be in place for people to be able to get on their bikes and travel into the city. It would be a major setback and make Melbourne fall behind international cities further if we deferred the installation of new protected bike lanes.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Holly Cannon

Email address: *

holly_victoria@hotmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear MCC,

More bike lanes please. Don't kowtow to entitled car users. Your own urban planning strategy sets out why.

Sincerely,

A bike rider

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Holly Dillabough

Email address: * holly.dillabough@hotmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Agenda 6.9

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Meeting: 07/06/2022

Agenda item title: Agenda 6.9

I'm writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation.' By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll. If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around. These upgrades can dramatically impact older people, those living with a disability, low income households and migrant communities.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options, and improved infrastructure allows more Melbournians to experience these benefits.

To conclude, I was alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my gratitude for the bike lanes that have been rolled out to date (and accelerated during COVID-19). I sincerely hope that you persevere with your bike strategy, which was outlined well before the pandemic.

Yours sincerely,
Holly Dillabough

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Hugh Harris

Email address: * HughFitzHarris@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 7.1

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am. I am annoyed that you are considering giving into pressure of car people. I was excited for the bike lanes and since it is my main form of transport. I stopped going to the city due to cars returning and thought protected bike lanes would solve that

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Hugh Wottmeigh

Email address: *

wottmeighhugh@gmail.com

Phone number *

Date of meeting: *

Sunday 5 June 2022

Agenda item title: *

Bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I'm not even from Australia and I don't live there. I live in Amsterdam, the Netherlands.

I was enraged to read the news about bike lanes being scrapped. It is a monumentally stupid idea.

Bike lanes improve the lives of not only cyclists and disabled people who use bike lanes, but also of car drivers, who have to deal with less congestion.

Amsterdam in the 50s was dominated by cars and it took a concerted effort to steer policy into more bike and light transport infrastructure and now Amsterdam and Netherlands are the best place in the world for transportation.

Support bike and light vehicle infrastructure, cars are a waste of space. Think of all the tax money you could make replacing car parks with housing.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Ian Dallas

Email address: *

ian60dallas@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

BikeLanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I wish to support the continued provision of bike lanes in Melbourne.

I am a resident of Exhibition Street, where significant changes have been made, with th provision of bike lanes, and changes to parking and a removal of one lane of traffic.

I occasionally ride my bike, and appreciate the improvements to bike safety and access to the river and to other bike paths.

I also drive a car in the city, quite often. My experience is that traffic flow has not been made more difficult by the provision of the protected bike paths.

I support all efforts to improve access to public transport, for pedestrians and for cyclists. Any concerns about parking are ill founded – in my experience there remain plenty of parking options available in the city.

While I am sympathetic to the concerns of traders with issues around deliveries, I am certain that with creative thinking, it is possible to devise a system where deliveries can be made while ensuring cycling is encouraged and made safe.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Ian Ferrington

Email address: * ian.pharaoh@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I live and work in the city of Melbourne and am concerned about a threat to bicycle infrastructure. Having moved from Sydney, I deeply appreciate the liveliness and accessibility of the Melbourne CBD, which is supported by tram connections and has geography suited to cycling.

Investing in dedicated cycle paths offers greater freedom to those living in and around inner Melbourne, and keeps our air cleaner and our streets more walkable.

With the growing accessibility of e-scooters, protected paths support regular short trips throughout the city, and I strongly urge the council to invest in the safety and freedom of workers, visitors, shoppers and residents to move around the City of Melbourne

Please indicate whether you would like to verbally address the Future Melbourne in No

support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Ian Robinson

Email address: * Robinsij001@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Agenda item 6.9, recommendation 22.6

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I submit that no deferral should be made to the installation of new protected bike lanes in the Hoddle Grid.

Statistics on usage of new protected lanes on Peel and Swanson Streets demonstrate these are key to delivery of an integrated protected network for bike and scooter riders.

Progressing protected east west links in the Hoddle grid sooner rather than later, will facilitate a reset of driver expectations before traffic levels grow post pandemic, & will support greener mobility options for more people.

Choosing a corridor such as Flinders st, would improve non vehicle movements feeders like the Yarra bike paths across the city, and providing safe alternatives for riders vs congested narrow roads or high pedestrian areas like Southbank.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Inga Gilchrist

Email address: * ingagilchrist@hotmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear councillors,

as a lifelong motorist and cyclist into and within the City of Melbourne for work, shopping and leisure I urge you to keep building protected bike lanes at the current rate within the Hoddle grid.

To defer the building program would be a backward step. It would inch Melbourne toward the Los Angeles model of car dominance instead of the Copenhagen model of liveability.

The report states that, "social and print media have criticised bike lanes as the key reason for traffic congestion in the CBD. The data does not support the claim that removing bike lanes would reduce congestion." It is hard to see what, in this context, justifies the deferral of lanes that will let more people circulate in the city, using less space and making less noise.

I note the deferral is indefinite: the report gives no proposed date for the resumption of lane construction.

If we want Melbourne to be the envy of the world, we need to have the courage to continue building bike lanes in

the Hoddle grid, and better convey their benefits to a minority of ill-informed critics.

Thank you.

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Irene Moser

Email address: *

imoser@swin.edu.au

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Alternatively you may attach your written submission by uploading your file here:



[submission_for_com.pdf](#) 142.09 KB · PDF

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Submission for Topic "Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation"

General

One of the news items on the ABC 7 o'clock news on 3 June reported CoM intends to pause the cycling path rollout in the CBD. Fittingly, the announcement shared the news bulletin with a report that a 70-year-old who had run over a 3-year-old with fatal consequences had handed herself in. It is time to stop pretending that driving is ok and car lanes and parking spaces must be provided whenever drivers ask for it. Johnny Howard didn't ask whether people wanted to keep their guns after the Port Arthur Massacre, he made a decision. I am asking the same leadership of you. Driving causes several Port Arthur Massacres a year in Australia, and the injuries are horrific. We have to stop pretending it is ok to mix pedestrians, cyclists, scooterists and other active transport users with cars. Rather than pausing the construction of cycling lanes, you should decide to ban cars from the Hoddle grid. There are ample train and tram stops; no one needs to drive in the CBD. This will address the concerns of the TWU: They will be the only traffic with plenty of parking, as they will be the only ones allowed in the pedestrian zones. Cities who have done this have noticed pedestrian zones improve retail patronage rather than reducing it.

Cars are Death Machines

[Road accidents kill one person every 25 seconds worldwide](#). Distractions and the willingness of drivers to engage in unsafe behaviour are major contributors to the road kill. We have [increasing numbers of cyclist deaths in Victoria](#), yet nothing changes. Injuries are often missing in accident reports, yet they can have life-changing consequences: I was pushed over by an SUV in December 2021, had 3 bouts of surgery, 29 days in hospital/rehab and am still working on walking without crutches.

A few years back I had an altercation with a young driver on Elizabeth St. Opening the door across the cycling lane after parking, she fully expected me to avoid her door by swerving onto the adjacent car lane just because there happened to be no cars at the time. As a cyclist, I am not threatening anyone's life or limb. Why should a driver have the same vote on what happens in the CBD as I do?

Dirty Cars on Australia's Roads

Our inability to properly control tailpipe emissions contributed to [about 2500 deaths](#) in 2015. European car manufacturers (personal communication) tell us they have to make adjustments to engines for their cars to tolerate our dirty fuel. [Nitrogen oxides \(NO_x\), particulate matter \(PM_{2.5} and PM₁₀\), ultrafine particles \(UFPs\), benzene, toluene and ethylbenzene amongst others contribute to respiratory symptoms especially in children, adverse effects on lung function, increased risk of cardiovascular disease such as myocardial infarctions, stroke, and adverse pregnancy outcomes.](#)

Consequences for Retail

In the small South German town that once registered my birth, a heated debate took place in the 1980s regarding the introduction of a pedestrian zone in the town centre everyone had believed was needed as a thoroughfare for traffic. The debate took a few years with retailers arguing against in the belief they would lose customers. The opposite was true: Closing the centre for traffic brought the weekly market back into the centre and since then, the entire town has spent their Fridays downtown.



Tuttlingen town square 1970s



Tuttlingen town square 2022

If an insignificant European town, pop. 35,000, could pull this off 40 years ago, don't you think it's time a major Australian city followed suit in the 21st century?

[Bicycle Lanes Cause Congestion](#)

... is a myth that has been debunked in [London](#).

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Isaac Mercer

Email address: * isaacmercerc@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Item 6.9

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I do not support the discontinuation of bike lanes. As a city centre resident this policy does not take us into consideration at all. The bike lanes are integral to move around the city easily, efficiently and in an environmentally conscious way. As a resident these provide significant benefit for short trips. It is nigh on impossible to own a car and use it as a city centre resident, so bikes are the preferred option. Key corridors are lacking bike lanes, so putting a halt to all construction will mean these routes are forever inaccessible to city centre residents which is very poor.

Melbourne City is shifting into a place for people and residents and less so for those living further afield. The businesses in the area are now reliant on us local residents for their custom. And these cycle lanes are the way we get around, and thus removing them and not building more will only further reduce their customers.

Furthermore, food delivery services are a large issue in the city, many of which use the footpaths for their electronic bikes at high speed because there are no accessible and safe bike lanes. This puts everyone in danger. Not building more bike lanes for these users only makes things worse for both the drivers and the footpath users.

This freeze is an incredibly narrowminded and blind view on this issue. Bike lanes are the solution not the problem

and the network must continue to be developed in the city centre. I do not support the proposed motion to freeze bike lane construction.

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Isabelle Kluger

Email address: * tanks-sashimi0t@icloud.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: 6.9

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

The council SHOULD NOT support item 22.6. which Endorses the deferral of further installation of new protected bike lanes in the Hoddle Grid during the financial year 2022/2023, following two years of accelerated delivery.

Safe cycling routes are needed to get more people travelling by bike into town. A major barrier to cycling into the city is safe bike paths and connections in the CBD. To defer installation of the new protected lanes will deter cyclists and other active transport users going to and moving around the city.

A cyclist died in the city of Melbourne two weeks ago on the corner of Latrobe and King street. Protected bike lanes will improve safety not just for cyclists riding in the city but for all road users – motorists, pedestrians and PT users. Safe infrastructure gets more people to cycle as a mode of transport. It is proven that making safe infrastructure increases rider participation. We need protected bike lane construction to accelerate not stagnate.

Melbourne has fallen far behind other cities when it comes to being livable and sustainable. Major international cities are progressing and actively increasing bike paths, closing roads and reducing car parks. The infrastructure needs to be in place for people to get on their bikes and travel into the city. It would be a major setback and make Melbourne fall behind international cities further if we deferred the installation of new protected bike lanes.

Australians voted for climate change in the recent federal election. Delaying protected bike lanes is directly opposed to what Australians (and city of Melbourne residents who voted Green) want. The time to act is now, not when new transport patterns have 'settled in'. The rollout of protected bike paths cannot be delayed.

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Jack Highnam

Email address: *

jackhighnam@icloud.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike lanes Melbourne

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I feel safe in Melbourne's bicycle lanes and am keen to see the accelerated rollout of further bike lanes throughout FY22/23

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Jack Kenchington-Evans

Email address: * kenchington.evans.jack@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: 6.9

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I write in response to recent media reporting about the pausing, and potential winding back, of the council's recent bike lane construction works.

I strongly support the continued creation of new bike lanes in the CBD.

I regularly use the new bike lanes to commute from the northern suburbs to work in South Melbourne.

Bike lanes in the CBD keep me safe, and the most recent lanes are a significant improvement on older lanes – they are highly visible, and well protected by barriers.

Bike lanes promote the use of bicycles by more and more diverse cyclists. They are central to helping Melbourne become a more sustainable, healthy city.

Where there are no bike lanes, cars are more likely to drive too close to cyclists – particularly during peak commuting times, when drivers are distracted and driving aggressively.

I have seen cyclists car doored, cut off, run off the road, hit, T-boned, and seriously injured on our CBD streets. These accidents have all occurred on streets without bike lanes.

By contrast, streets with bike lanes are safer, less polluted, more community-minded, and promote a lifestyle that reflects our ambitions towards a liveable, sustainable city.

I urge council to continue this excellent program of works.

Please indicate **No**
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Jacob Maher

Email address: * jacobmaher50@yahoo.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I am writing to implore the council to continue the roll-out of its protected bike lane installations with as much expedience as possible. The report accompanying this motion displays a disappointing under-acknowledgement of the damage wrought by our city's reliance on the motor car, including the car's propensity to cause death and serious injury, its degradation of air quality, its inefficient occupation of space, its enormous contribution to noise pollution, its hostility to visual amenity, its facilitation of sedentary lifestyles, and most pressingly of all, its direct and substantial contribution to climactic disaster.

The City of Melbourne faces a pressing if politically challenging need to discourage car travel as far as it possibly can, and in order for this to be feasible, increasing the convenience and capacity of sustainable modes of travel, cycling included, must be an urgent priority. Any delay to the City's roll-out of protected bike lanes, such as that recommended in the report for the 2022/23 fiscal year, would belie this urgent need and would reflect a capitulation of an ostensibly ecologically and socially responsible council to an uninformed and hard-headed backlash. Climate change will not wait around for the council to tackle it.

Please indicate whether you would like to No

verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Jacob Wilson

Email address: * darrulous@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Regarding the suspension of planned bicycle infrastructure programmes, such as the construction of protected bicycle lanes:

Safe and protected bicycle infrastructure gives those who would never have considered travelling by bicycle the latitude to do so. It allows people of all ages, whether they are eight or eighty, to travel safely in an economical manner, while simultaneously fulfilling their 30-minute requirement of daily moderate activity for strong health.

Previously, before the pandemic, my commute pattern to the CBD involved commuting via public transport, on oft-crowded trams and trains. Until this point, I had never considered the possibility of travelling via bicycle for commuting. This has been due to a number of factors, however, the most important being the lack of safe infrastructure. Like most people, I am not a "vehicular cyclist". I am greatly reluctant in tolerating the dangers of bicycling on roads without safe bicycle infrastructure. Even the shortest missing stretch of protected bicycle lanes on busy roads causes considerable hesitancy. Thus, the new bicycle infrastructure built within the past two years has allowed me to reconsider, as it has mitigated all the major dangers and the majority of the minor ones.

In my case, I now travel via bicycle from the direction of the Main Yarra Trail to the University of Melbourne.

Specifically, the new Exhibition St bike lanes has allowed me to do so, as it bypasses Swanston St (where my main hesitancy comes from the unprotected section squeezed between taxi stands and moving traffic at Flinders St Station, and the parked vehicles forcing bicycles onto tram tracks within the CBD grid).

Additionally, improved safe bicycle connections have given me a greater sense of mobility and freedom to travel via bicycle, allowing me to explore more of the city easily missed when travelling via PT or car. This has allowed me to travel by bicycle to the city not just for school and work, but for leisure, where the trip itself — bicycling across the city to the various connecting trails — is the leisure activity. A secondary benefit are the opportunities to simultaneously stop by the city for shopping, activities, and accessing services, where I otherwise would need to evaluate the necessity for a dedicated trip.

So, to hear that the City of Melbourne is suspending all future bike lanes is of great concern. The very infrastructure plan that resulted in new safe bike routes enabled me to finally switch my mode of travel to the bicycle has been suspended. It is regrettable that this has occurred, as bicycle infrastructure significantly benefits from network effects. While the pre-pandemic network had minimal fully-protected safe routes that were fully-connected end-to-end, the newly built routes finally began connecting disparate routes together. Every new route added greater benefit than the previous, with each connection of a missing link exponentially increasing the number of safe fully-protected end-to-end routes. This has increased overall mobility and encouraged new, risk-adverse people (like me) to start bicycling, as more safe routes begin to fit within their travel patterns

It is unfortunate that just as the emergence of a coherent network is beginning to form, the whole programme is suspended. I hope the City of Melbourne will reconsider the suspension of new protected bicycle routes.

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Jacob Wisniewski

Email address: * jacob.wisniewski.m@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

The introduction of more bike lanes has improved the flow of congestion of bikes/cars within the CBD significantly, especially with the increase of people riding on new rented e-scooters and with food delivery drivers.

Personally, I feel a lot safer when riding my bike within the city, and personal anecdotes from less experienced bike riders are that they are more motivated to go for bike rides or even use the rented e-scooters due to the introduction of protected bike lanes.

There are also examples of bike lanes being good for business: <https://medium.com/sidewalk-talk/the-latest-evidence-that-bike-lanes-are-good-for-business-f3a99cda9b80>.

Looking at current daily statistics of how many bikes/cars are being driven in the city when thinking about where funding should be directed, doesn't make sense because infrastructure molds how people travel within the city, and without bike lanes people will not be encouraged to bike in the city.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Jade Fisher

Email address: *

jade.t.fisher@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

In relation to pausing the rollout of protected bike lanes in the CBD, I feel this is a regressive step. Conserative media mentions a lot about traders and delivery drivers and is pitting the convenience of delivery drivers against cyclists. It fails to mention is the safety of cyclists, not their convenience, that is at stake when there is no safe route to their CDB destination. Further we're at a time when employers are trying to entice employees back to the office. Some employers have invested in fantastic end of trip facilities to but they won't be successful in enticing employees to commute in if there's no safe way of reaching the office in the first place. While bike lane infrastructure should be designed to take into account the practicalities of logistics for retailers, Melbourne City Council should unashamedly be working towards making the CBD a place where people want to come to work and can arrive at work safely.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *	I have read and acknowledge how Council will use and disclose my personal information.
Name: *	Jaimie Collins
Email address: *	jaimie.collins@hotmail.com
Phone number *	
Date of meeting: *	Tuesday 7 June 2022
Agenda item title: *	6.9 Implementation of COM transport strategy and transport program to aid city recovery and reactivation
Please write your submission in the space provided below and submit <u>by no later than 10am on the day of the scheduled meeting.</u> Submissions will not be accepted after 10am.	The council SHOULD NOT support item 22.6 which endorses the deferral of further installation of new protected bike lanes, following two years of accelerated delivery. Deterring the installation of protected bike lanes is a barrier to bike rides and other active travel users moving around the city. Melbourne is falling behind being the most liveable city, and deterring having more protected bike lanes is a major set back to becoming a sustainable city.
Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *	No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Jake Brunt

Email address: *

jake.brunt101@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda item 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I am writing to express my disappointment here.

100%. bike lanes are necessary. for safety of riders and for access. I will be very disappointed if they are removed, and if new ones are not implemented.

Bike lanes are needed, not just for current people that bike, but for the future of the city to not rely on vehicles as much. Escooters are now being seen in the city everywhere, clearly, people are using these!

The CBD is a wasteland empty outside of office hours and driving in the city gives many people anxiety. Making this more accessible would only improve the mood and feel of the CBD greatly I believe.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Jake Duyvestyn

Email address: * jduyvo@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I would like to express my wholehearted support for the increased number and quality of bike lanes in the city of Melbourne. I mostly visit the city for entertainment and recreation, although occasionally for shopping too. The bike lanes give me a safe, economical and convenient way to get to the shops along Swanston St, theatres in the East End, restaurants on Little Bourke, and through to Fed Square and the NGV. I live in the north and public transport can be slow and unreliable, particularly with traffic in the CBD, plus increases my risk of exposure to Covid and now the Flu. I'd much rather ride my bike and not be bound to a timetable, save time and get all the way to my exact destination. I much prefer visiting areas that allow me to do so – I avoid most of the south side of the river because there simply isn't a safe and easy way to bike there. I really hope city of Melbourne continues the ambitious expansion of bike lanes to make the city more accessible and safe for everyone.

Please indicate whether you would like to verbally address the Future Melbourne in No

support of your
submission: *

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Jake O'Reilly

Email address: *

j_oreilly@outlook.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda 6.9

Alternatively you may attach your written submission by uploading your file here:



[inbound5797787671953169422.pdf](#) 40.24 KB · PDF

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Dear Melbourne City Councillors,

Date of meeting: 07/06/22

Agenda item title: Agenda 6.9

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure - including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality - to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system - and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation' (1). By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. As the City of Melbourne's own research (2) shows, "Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride." A recent Melbourne study supports your findings, demonstrating that separated cycling infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

Increase business: Despite all the criticism that has led to this "pause", which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure **increases economic activity**, spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than ever. Salt Lake City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the extra foot and wheel traffic (5). Further, with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and dog!) is only growing.

Improve safety for all road users: Research indubitably demonstrates that implementing bike lanes enhances safety for not only people riding bikes but those driving and walking (6). This is because separated bike lanes have a car-traffic calming effect, enabling vehicles to move at safer speeds for everyone.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia - larger than the national road toll (7). If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around (8). These upgrades can be of particular benefit to older people, those living with a disability, low income households and migrant communities.

Reduce emissions: Personal transport is Australia's fastest growing source of emissions (9); and fluctuates between the second and third highest source (behind only energy and land use) (10). Bottom line: our cars are a major contributor to climate change and Melbournians need to be empowered to move in different ways wherever possible. The global climate science is clear: we need to increase active transport to reduce transport emissions. Local research tells us that more separated and dedicated infrastructure is required to move the great number of people from the *interested* category to actually taking up riding. Australia needs a national strategy to move away from petrol-guzzling cars to bike-riding, walking and zero-emissions public transport and electric vehicles. To pause these bike lanes would put Melbourne on the back-foot, set to become stuck in the past as Australian cities implement innovative and intelligent transport solutions.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options (11), and improved infrastructure allows more Melbournians to experience these benefits .

To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. **I ask that you preserve with your bike strategy to reap all the benefits they will bring - a strategy set in motion well before the pandemic.**

References:

- 1) <https://www.theguardian.com/lifeandstyle/video/2022/may/17/why-new-bike-lanes-dont-cause-traffic-jams-video>
- 2) <https://www.melbourne.vic.gov.au/SiteCollectionDocuments/transport-strategy-2030-city-of-melbourne.pdf>
- 3) <https://www.sciencedirect.com/science/article/pii/S2214140521003200>
- 4) <https://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf>
- 5) https://drive.google.com/file/d/0B8tOk7_upXv5djhCajg1Z0I3bmhTVTIxWldwRzA0YjJWNW9R/view?resourcekey=0-Fr7Mp141yXvXzW6u5NBjqQ
- 6) <https://www.sciencedirect.com/science/article/abs/pii/S2214140518301488?via%3Dihub>
- 7) https://nespurban.edu.au/publications-%20resources/research-reports/CAULRR06_%20%20SubmissionFuelQualityStandardsAct2000_Mar2017.pdf
- 8) <https://www.jstor.org/stable/26211762>
- 9) <https://ageis.climatechange.gov.au/nggi.aspx>
- 10) <https://www.climatecouncil.org.au/wp-content/uploads/2017/09/FactSheet-Transport.pdf>
- 11) https://www.climatecouncil.org.au/wp-content/uploads/2018/10/CC_MVSA0154-Report-Transport_V6-FA_Low-Res_Single-Pages.pdf

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * James Bennett

Email address: * j.c.bennett@me.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Accelerated delivery of Council's Cycle Infrastructure Program

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I was bitterly disappointed to hear of the possible 'pause' in the construction of separated bike lanes in the Melbourne CBD, as reported by The Age ("No more new bike lanes for CBD after council cops complaints", 3/6/22).

I could cite chapter and verse of the benefits of separated bike lanes to traffic flow, road safety, economic activity, health and our climate. But the council already knows all these, which is why it decided to construct separated bike lanes in the first place.

To hear that this heartening progress may be halted in response to wailing from certain media commentators and lobby groups is maddening. Those carping offer no solutions to the serious issues of traffic congestion, road safety, economic activity and climate change the CBD faces if we continue business as usual. They remind me of toddlers who insist that they be able to eat unlimited lollies or stay up all night. They are simply not interested in the consequences of what they are proposing. The task of enduring their tantrums is unfortunately part of being an adult.

I believe that council members can continue to rise to the challenges faced by the CBD. This means staying the course, and continuing to construct separated bike paths as planned.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: * • I have read and acknowledge how Council will use and disclose my personal information.

Name: * James Cunningham

Email address: * james@cunningham.id.au

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

The press are reporting that Councillors are considering rolling back or stopping the great progress that has been made on the protected bike lanes.

It would be a great shame if this is the case as these lanes really make a large difference to the safety of cycling in the city. In the past I have had many near misses and had to stop cycling in, now at last I feel safer in doing so. Over this year I have noticed the number of cyclists have increased and the proportion of female cyclist has also increased (I believe this is a good measure of how safe cyclists feel).

The report to Council from your experts is full of stats on the success of the bike lanes as well: Your telephone survey found 55% support installing protected bike lanes, 61% agree that it makes it safer, and 20% say that they are more likely to visit the city because of the bike lanes and an estimated 400,000 people have already used the new bike lanes

Your URBIS report states that bike users will have the biggest % increase in contribution (up 66.7% \$2.1B to \$3.5B). Car contribution will decrease.

Bike usage is expected to grow to 241% of 2016 baseline by 2026.

Not mentioned in the reports is the growing number of e-bikes and e-scooters both of which have become very popular, bike lanes are the best place for these modes of transport.

So please continue building more protected bike lanes for the safety of everyone and don't put off the most important area –the CBD or Hoddle grid as your report calls it.

Thanks

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * James Johnson

Email address: * eejamesj@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Melbourne city bike lanes

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Agenda item title: Agenda 6.9

I'm writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

As someone who personally moved to Melbourne due to its accessibility and ease of commute by bike compared to other Australian cities such as Sydney and Brisbane I feel that there has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation.' By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll. If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around. These upgrades can dramatically impact older people, those living with a disability, low income households and migrant communities.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options, and improved infrastructure allows more Melbournians to experience these benefits.

To conclude, I was alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my gratitude for the bike lanes that have been rolled out to date (and accelerated during COVID-19). I sincerely hope that you persevere with your bike strategy, which was outlined well before the pandemic.

Yours sincerely,
James Johnson

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

James Kapaniris

Email address: *

jpkapaniris@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

A fully integrated and linked cycling network is the best way to support cycling in a city. Although I don't live in Melbourne, I visit fairly regularly from Sydney and despite access to share bike schemes I would rarely use them during my visit due to the largely incomplete and disconnected network and a lack of confidence cycling on roads without separated paths.

A connected network of fully separated bike lanes within the CBD grid will ensure that the bike lane use is maximised. A disconnected bike network that is used minimally will only serve to justify complaints about the impact on the road network. Therefore works within the CBD should not be deferred.

Melbourne should be a national leader in the active transport space and should step up where other Australian cities (such as Sydney) have failed.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * james laing

Email address: * verngloss@hotmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Bicycle transport takes up minimal space in roadways, allowing many more people to travel than if they were in cars. However, the majority of the population are concerned about riding on roads without separation from motor vehicles. Research has segmented the population and their propensity to ride for transport into these four groups:

Strong and Fearless

Enthused and Confident

Interested but concerned

No way, No how

The rule of thumb is that the cycleways should feel so comfortable to ride in that you'd be happy for your 8-year-old child or your 80-year-old grandparent to ride in them. And the separation needs to continue through intersections with protections from turning traffic. Melbourne has recently installed protected cycle lanes throughout the city and where implemented a large number of cyclists have started to ride. These numbers are even more impressive when you factor in only 36% of people have returned to the city to work. It is fantastic proof that if you build it they will come.

Peel Street – up 156%

Swanston Street – up 113%

Queensbridge Street – up 186%

Many submissions will talk of the economic and health benefits, and they cannot be denied. There are many studies around the world to support this.

The main complaint we here can easily be answered with solid network planning and street design as has been shown in any country which has developed good cycling infrastructure. Most of the arguments against the infrastructure are baseless. Loading bays can be accommodated, taxi bays can be accommodated. Bus and tram stops can be accommodated, waste collection and emergency service access can be accommodated. In fact, emergency services can benefit hugely from well-designed cycle facilities as they can be used to the general traffic which is the real cause of congestion.

If the program to stall bicycle lanes is anything other than political fear, then the credentials of those making the decisions should be called into question as the evidence will not stack up with these decisions.

If any cycle lanes are removed or if new ones are not built, then expect to see more frustration on the footpath as you will leave people no choice but to share space with those walking. Even with enforcement against this e-scooters a lone will be occupying this space.

In 2022 you cannot talk about cycling without talking about micro mobility. The impacts of not providing for these smaller mobility modes will not provide any benefits to the city, the community, or the economy.

Please continue the amazing work of the last few years and continue to support the bike lane roll out.

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: *	I have read and acknowledge how Council will use and disclose my personal information.
Name: *	James Lloyd
Email address: *	lloyd.james@gmail.com
Phone number *	
Date of meeting: *	Tuesday 7 June 2022
Agenda item title: *	Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation
Please write your submission in the space provided below and submit <u>by no later than 10am on the day of the scheduled meeting.</u>	I am deeply concerned that the Council is considering pausing the roll out of further bicycle infrastructure.
Submissions will not be accepted after 10am.	Work completed to date has had a fantastic impact improving the safety of those using active transport. My bicycle commute through the City of Melbourne is much safer as a result.
	The safety of all road users should not be prioritised over the voices of a small group of disgruntled lovers of on street parking and wide unfriendly roads.
Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *	No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

James Thyer

Email address: *

jmthyer@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Recommendation 22.6 of agenda item 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I wish to voice my support for stand alone, separated bike lanes in Melbourne's CBD. With new cycling lanes now feeding into the CBD, I find cycling a much better mode of transport than driving. This is also true of the women in my family who are deterred by sharing the road with cars.

Most importantly, we need more connections through the city. Specifically, an East West connection in the south of the city will enable greater connection and encourage the replacement of cars.

This approach will reduce congestion in the city by replacing cars and will improve the livability and health outcomes of our community.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * James Warfe

Email address: * james_warfe@hotmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

I'm writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

As a transport planning professional the evidence for the continuation of this program for safety, equality and economic reasons is unequivocal.

We mustn't bow to the pressure of a vocal minority concerned about road space allocation for cars, or street space allocation for parking or load zones.

We should be doing all we can to progress an integrated, diverse transport network that serves the needs of all users. Melbourne has been a car city for too long, it's time we joined the rest of the world and not only reinstated but increased the rollout of active transport infrastructure within the City.

Success takes political leadership and bravery in the face of opposition from the old guard, don't let Melbourne fall further behind Sydney and other cities.

Thanks

Please indicate whether you would like to No

verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: *	I have read and acknowledge how Council will use and disclose my personal information.
Name: *	Jan van den Driesen
Email address: *	jan@vandendriesen.com
Phone number *	
Date of meeting: *	Tuesday 7 June 2022
Agenda item title: *	Bike Lanes
Please write your submission in the space provided below and submit <u>by no later than 10am on the day of the scheduled meeting.</u> Submissions will not be accepted after 10am.	<p>The separated bike lanes make traveling in to the city so much easier as I am concerned about COVID on packed public transport. Brunswick/Carlton have great lanes I cycle through, and the city was previously quite scary but has improved. It requires more work however.</p> <p>I do not think pausing the lane rollout is a good idea, as we should be encouraging more people to cycle in to the CBD.</p>
Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *	Yes
If yes, please indicate if you would like to make your submission in person, or via a virtual link (Zoom) to the meeting. Please note, physical attendance will be limited in accordance with City of Melbourne security protocols and COVID-safe plans and be allocated on a first registered, first served basis. *	I wish to make by submission via Zoom

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Janet Bolitho

Email address: * janet.bolitho@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 .9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Councillors

I have admired, and looked to the City of Melbourne's leadership over many years in many areas including making the city more comfortable and pleasant for walking and riding.

After the lockdowns of 2020 and 2021, I found the city transformed into a place where I could ride safely on protected bike lanes to, from, and through the city. The rollout of protected bike lanes has made places accessible that I would never have dreamt of riding to before.

The City of Melbourne exerts leadership and influence on local governments throughout metropolitan Melbourne. Backing off from the ongoing delivery of protected bike infrastructure sends the wrong signal to other councils. Yes, there will be issues, but work through the m rather than walking away from further delivery of protected bike infrastructure.

To walk away now is to lose lose.

Lead fearlessly into a better future favouring emissions free transport: walking and cycling. It is not about 'going back to normal' but 'building back better' as we aspired to do in 2020.

Please continue with the protected bicycle lane roll out focusing on better connections with neighbouring councils, especially Port Phillip.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *	<ul style="list-style-type: none"> I have read and acknowledge how Council will use and disclose my personal information.
Name: *	Janis Munro
Email address: *	janisian@netspace.net.au
Phone number *	
Date of meeting: *	Tuesday 7 June 2022
Agenda item title: *	Agenda item 6.9 Implementation of COM Transport strategy 2030 and Transport program to aid city recovery and reactivation
<p>Please write your submission in the space provided below and submit <u>by no later than 10am on the day of the scheduled meeting</u>. Submissions will not be accepted after 10am.</p>	<p>Cycling in the City of Melbourne is part of my life.</p> <p>To keep me and fellow cyclists safe on the roads in the Hoddle Grid the council SHOULD NOT support item 22.6. which Endorses the deferral of further installation of new protected bike lanes in the Hoddle Grid during the financial year 2022/2023, following two years of accelerated delivery.</p> <p>The recent pop up lanes have made a huge difference to the safety of riders. They can prevent unnecessary death and injury on our roads.</p> <p>Melbourne must continue to provide safe, carbon free transport for cyclists</p>
<p>Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *</p>	No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Jarman Stephens

Email address: * jarmanstephens@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Around 12 months ago, I moved to the City of Melbourne to be closer to my workplace, my friends and amenities. I have now since founded a small business in the City of Melbourne and am an active member of the community. A key part of my decision to move here was based on the existing bicycle infrastructure and the future bicycle infrastructure commitments. Additionally, based on the City of Melbourne's future commitments to prioritise bicycle infrastructure, I recently sold my car and use my bicycle as my primary mode of transport.

Having recently read an article in The Age about City of Melbourne's decision to pause the roll out of separated bike lanes, I am gutted. These separated bike lanes have been fantastic and have encouraged me and my friends (especially female) to cycle more – benefiting their health, stress levels and overall quality of life.

Why has the City of Melbourne taken this recent decision given the overwhelming benefits of the separated bike lanes?

Please indicate whether you would like to verbally address Yes

the Future
Melbourne in
support of your
submission: *

If yes, please
indicate if you
would like to
make your
submission in
person, or via a
virtual link (Zoom)
to the meeting.
Please note,
physical
attendance will be
limited in
accordance with
City of Melbourne
security protocols
and COVID-safe
plans and be
allocated on a first
registered, first
served basis. *

I wish to make my submission in person

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Jarrold Runciman

Email address: *

jarrod.runciman@psicycling.com.au

Phone number *

Date of meeting: *

Saturday 3 May 1969

Agenda item title: *

Pop up bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Please keep the pop up bike lanes going. We cyclists need more lanes to keep safe and continue riding bikes with confidence away from cars and other vehicles. Cycling provides freedom and a healthy choice rather than using cars or inefficient public transport. Thank you.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Jarron Collins

Email address: * jarronc@protonmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Bikes and infrastructure that makes it slightly harfer for people to drive their vehicles, or makes it harder for them to leave their vehicle on the side of the road for hours has driven backlash since bikes were Invented. When the wealthy saw them as a danger to the horse and carriage industry.

Cities in Australia have been designed around the automobile for far too long that there aren't any Aussies left who remember what cities were like before the car, so much so that we don't even notice their destructive effects. When we look at places like the Netherlands or Japan we realise that these places feel so much nicer but we can't put out finger on why. It's because these places are designed for people, not cars.

If the council pulls out of building bike lanes and reducing vehicles in the Melbourne city area, they will be setting back progress on building a city of true community and beauty without the noise, fumes, dangers, and dead parking space that should be better utilised.

In a city with such good public transport we should be discouraging driving in an environment that is not made for vehicles.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Jasmin Harrison

Email address: * jasharrison19@hotmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Agenda item title: Agenda 6.9

I'm writing to express my support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality. I am extremely fortunate that I work on Williams Street, allowing me to ride in from Brunswick East when I go into the office. If it wasn't for these lanes, I would not ride.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation.' By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll. If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around. These upgrades can dramatically impact older people, those living with a disability, low income households and migrant communities.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options, and improved infrastructure allows more Melbournians to experience these benefits.

To conclude, I was alarmed and disappointed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change.

I want to express my gratitude for the bike lanes that have been rolled out to date (and accelerated during COVID-19). I sincerely hope that you persevere with your bike strategy, which was outlined well before the pandemic.

Yours sincerely,
Jasmin Harrison
Brunswick East

Please indicate No
whether you
would like to
verbally address
the Future

Melbourne in
support of your
submission: *

Privacy acknowledgement: *	I have read and acknowledge how Council will use and disclose my personal information.
Name: *	Jay Dixon
Email address: *	jaybobo@gmail.com
Phone number *	
Date of meeting: *	Tuesday 7 June 2022
Agenda item title: *	6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation
Please write your submission in the space provided below and submit <u>by no later than 10am on the day of the scheduled meeting.</u> Submissions will not be accepted after 10am.	<p>I'd like to voice my support for the transport strategy to continue rolling out as planned, fully protected bicycle lanes in particular are a key asset that this city should embrace to get more people out of private vehicle travel, especially within our CBD.</p> <p>Thanks,</p> <p>-Jay</p>
Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *	No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Jayne D'Arcy

Email address: *

jayne@jaynedarcy.com.au

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda item 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Please don't roll back the expansion of bike lanes in the CBD, as a bike rider myself who has been doored by a car door just off Flinders Street, I have been reluctant to cycle into the city with my two kids, choosing to drive or catch train or tram instead.

The more options for us to cycle in safety the better, and we can improve our fitness, save money by not using public transport (\$9.30 for our family) or paying for petrol and parking (\$7 for car use per km in ATO measures), and spend this money in the CBD. It's such a better option for us and we hope that there will be many more dedicated bike lanes for us to safety ride on in the CBD.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: * I have read and acknowledge how Council will use and disclose my personal information.

Name: * Jenica Brooke

Email address: * jenica.brooke@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * Yes

If yes, please indicate if you would like to make your submission in person, or via a virtual link (Zoom) to the meeting. Please note, physical attendance will be limited in accordance with City of Melbourne security protocols and COVID-safe plans and be allocated on a first registered, first served basis. * I wish to make my submission in person

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Jennifer Lang

Email address: * jenniferlang01@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation of COM Transport strategy 2030 and Transport program to aid city recovery and reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

The council SHOULD NOT support item 22.6. which Endorses the deferral of further installation of new protected bike lanes in the Hoddle Grid during the financial year 2022/2023, following two years of accelerated delivery.

A cyclist died in the city of Melbourne two weeks ago on the corner of Latrobe and King street. Protected bike lanes will improve the safety of cyclists riding in the city. Studies have shown that cities with increased cycling rates are safer for ALL road users. <https://www.sciencedirect.com/science/article/abs/pii/S2214140518301488?via%3Dihub>

A glance at any European city (such as Paris) which has massively increased bike infrastructure in recent years will show that the city as a whole has become a much more pleasant place to live, work and visit.

The City of Melbourne declared a climate emergency in 2019. Increasing active transport and decreasing car use is one of the biggest contributions the City of Melbourne can make to climate action, and pausing protected bike lanes will pause the climate action we all need to save the planet.

Please indicate whether you would like to No

verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Jenny Goldie

Email address: * jenny.goldie@optusnet.com.au

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Bike-lanes in the city

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I write in support of any initiatives that will encourage bike-riding in the city, be they bike lanes or separate bike paths. Apart from clear health reasons for bike-riding, the main reason has to be the decarbonisation of the transport sector for climate mitigation reasons. We are in a climate emergency and all steps must be taken to make the transition away from fossil fuels. That includes a move away from ICE vehicles to Electric Vehicles but getting people out of their cars altogether and onto bikes would be enormously beneficial. Some cities such as Copenhagen and Amsterdam prioritise bike riding over car travel and they must used as a model for how cities work. Admittedly they are flat, nevertheless, electric bikes mean bike travel is far more viable now for cities with hills.

I understand NSW under Minister Rob Stokes is focussed on promoting bike lanes and paths through Sydney. He has a large budget which he hopes to double.

Another reason why bike-riding must be promoted is the current energy crisis that is likely to prevail for some time. Thanks to sanctions against Russian oil and gas, prices for these commodities have risen enormously and we in Australia need to wean ourselves off them for economic as well as environmental reasons.

Please indicate whether you would like to verbally address No

the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Jeremy Kerrisk

Email address: * jeremykerrisk@hotmail.com

Phone number *

Date of meeting: * Saturday 7 May 2022

Agenda item title: City Bike Lanes

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Everyone is looking for more space. The addition of single occupancy modes of transport including the demand for scooters requires a continued shift to this infrastructure model. The desire for personal space after the implementation of social distancing practices means this will continue to grow as more workers are required to be back in the office. Single occupant cars do not make sense when driven to, parked in and then driven home from the city. What an environmentally unfriendly use of resources. We need to make good transport decisions easier for people to take up. Continue connecting all the shared separated paths and the network will support these healthy and safe journeys with a view to our city's long term sustainability.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Jeremy Lawrence

Email address: * jeremy@streets-alive-yarra.org

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Item 6.9: Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

The City of Melbourne has a duty of care to manage its streets so that all properties can be accessed without exposing people to hazards that carry the risk of death or serious injury, irrespective of whether people choose to walk, roll on a wheelchair, bike, take public transport, or drive.

This means that the City of Melbourne needs to continue its planned delivery of protected bike lanes, as described in its Transport Strategy 2030, which was adopted after extensive community engagement and consultation. Walking, cycling and public transport can work well in a large city like metropolitan Melbourne, just like it does in metropolitan Paris. In particular, the Hoddle Grid and the City of Melbourne are comparable to the inner suburbs of Paris, within the Paris ring road.

Paris has shown that a network of protected bike lanes can be built in a short time, with broad community support.

Council should not defer construction of new protected bike lanes, it should accelerate construction.

Council should not reduce the budget for new protected bike lanes, it should increase the budget.

Council should not give weight to people who already have safe access to the city (such as people driving), it should give weight to people who do not yet have safe access to the city (such as people biking).

<https://streets-alive-yarra.org/journal/city-of-melbourne-bike-lanes/>

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Jeremy Maxwell

Email address: * jeremy@spsic.org

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: CBD Bike lanes

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I have read with great concern that City of Melbourne is putting on hold the expansion of bike lane infrastructure. I used to work in the city and wanted to ride in, one day was all it took to convince that this was one of the most dangerous places in the country. I felt forced to drive in the congestion was terrible and the cost of parking unsustainable, after a number of months I decided I couldn't work in the city anymore. I took a job in Heidelberg where the travel was also hopeless and moved again and then again.

I have been offered jobs in the city but the place just isn't safe for anyone who wants to use non car transport & the congestion and cost of cars is prohibitive. Being made worse by massive increases in the cost of living, to stop seems to have no logic.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Jess Thorn

Email address: *

jessik.rae95@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike lane support

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting.

Submissions will not be accepted after 10am.

As a local of Melbourne City, the bike infrastructure is fantastic yet, it could be much better. More protective bike lines are a must to keep us safe as drivers do not respect riders therefore a physical barrier needs to be put in place.

I work at the hospital and attend university in the city and use a bike to commute everywhere as I don't own a car, I have had several near misses despite being a competent and safe cyclist with many years of experience.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Jesse Mallen

Email address: * mallenwho@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

The CoM Council seems to respond to vocal and critical feedback, since they have temporarily suspended new bike lanes in the CBD "after backlash from businesses and residents". Therefore, I need to make some vocal feedback of my own. Don't stop building bike lanes. Accelerate! In the very same Herald Sun article in March which lambasted the installation of new bike lanes, they acknowledged that the 19 kilometers built thus far have contributed to one in four vehicles in the CBD now being a bicycle!

I work and study in the City of Melbourne, and driving a car into the CBD is not a wise idea. It simply isn't! But it's not because of bike lanes. It's because of dense traffic, many intersections, high parking rates, and superb public transport and walking options. There are a couple of thoroughfares through the CBD that should remain car-centric (eg Lonsdale St, William St), the remainder of the Hoddle Grid should continue to be developed to support active mobility of bicycles and walking. This will support healthier lifestyles, safer travel, and a nicer wellbeing of space in the city. The car is the antithesis of all these.

Melbourne has demonstrated it can be a leader in Australian active mobility in developing these cycle lanes; let us not cave to pressure now from a group that is primarily concerned with private comfort and isolation from the masses, while consuming a vast majority of our city's public space (in the form of road lanes), and contributes

substantially to noise, pollution, and inner city danger. Swanston st, Burke St, Elizabeth St: these are great places to be in the city mainly because the car access is limited. Expand this net and build a city for cars, not for people! Don't stop now just because a couple of people in cars want to stay in cars!

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: *	I have read and acknowledge how Council will use and disclose my personal information.
Name: *	Jesse Mansfield
Email address: *	thejessemansfield@gmail.com
Phone number *	
Date of meeting: *	Tuesday 7 June 2022
Agenda item title: *	6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation
Please write your submission in the space provided below and submit <u>by no later than 10am on the day of the scheduled meeting.</u> Submissions will not be accepted after 10am.	<p>Protected cycling infrastructure serves the dual purpose of reducing congestion and improving road safety for both drivers and cyclists. As such deferring the installation of cycling infrastructure will result in worse outcomes for the broader population.</p> <p>In light of this I ask that the council continue implementing the plan at it's current pace, rather than delaying further work in the Hoddle Grid until the end of the 2023 financial year.</p>
Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *	No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Jesse McNelis

Email address: * jessta@jessta.id.au

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I would like to express my strong objection to deferring the the delivery of new protected bike lane projects within Hoddle Grid including Flinders Street and Bourke/Spring Streets.

I've been cycling to/through the Melbourne CBD for 25yrs and there are still many places in the CBD where I fear for my life. I'm an experienced cyclist and I still feel unsafe while commuting.

The protected cycle lanes greatly reduce the stress of commuting for experienced cyclists while expanding the ridership to less experienced cyclists, children and those less fearless. Delaying the delivery of cycling infrastructure means delaying the benefits they will provide. The City of Melbourne can't afford to delay these benefits. Population growth will be back and if we don't build the infrastructure for people to make the transition to more efficient transport then then the only outcome will be gridlock.

A protected Flinder St cycle lane is essential for providing a safe east-west route at the south end of the city.

There is clear data that bike lanes don't cause traffic congestion, bike lanes reduce traffic congestion. I urge the council not to act on the emotional objections to the protected bike lanes from the anecdotes of a few people and

instead follow the data when making this decision.

We need a cycle network that provides safety for people 8–80yrs old.

Regards,

Jesse McNelis

Please indicate **No**
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Jessica Broadbent

Email address: *

jessica.broadbent@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda item 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting.

Please don't stop the bicycle lanes! They're so important to safety, for bike riders, and for transport, to allow so many people to travel safely into the city.

Submissions will not be accepted after 10am.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Jess Kruske

Email address: * jess.kruske@hotmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Safety, participation and environment first please

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

To the people of Melbourne and beyond.

I am writing because I am deeply concerned to hear that the great progress with bike lanes around Melbourne has been paused/scrapped. With safety, participation (particularly for women) and the environment in mind when I say that I strongly believe that the creation of bike lanes around Melbourne should not be paused and instead be continued and the project sped up to protect cyclists and the environment. As a women cyclist, I know the concerns around safety prohibit other women from riding impacting their participation rates especially. With the safety and protection of bike lanes, the traditional societal norms that put women behind in their participation in many activities such as cycling (compared to their male counterparts) can more easily be overcome.

With the recent federal election, the community around Melbourne, Victoria and indeed the entire country also spoke loudly about the need to put addressing climate change at the front of our minds and policies that support the reduction of the burning of fossil fuels. Please support this by making cycling a safe and attractive possibility around Melbourne. Melbourne has long been known for its progressive and inclusive communities, please continue to support bike lanes.

Most importantly, it is a serious issue that the safety of Melbourne's residents is not being put first. Many other cities around that world have achieved cities that support bike riding as a means of transport. Please make sure we are in that category.

Thank-you,

Jessica Kruske

High School Teacher

Cyclist (for pleasure and commuting)

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: *	I have read and acknowledge how Council will use and disclose my personal information.
Name: *	jessica parrish
Email address: *	jessparrish@gmail.com
Phone number *	
Date of meeting: *	Tuesday 7 June 2022
Agenda item title: *	6.9 Implementation of COM Transport strategy 2030 and Transport program to aid city recovery and reactivation
Please write your submission in the space provided below and submit <u>by no later than 10am on the day of the scheduled meeting.</u>	I respectfully request you withdraw the deferral if implimentation of bike lanes in the city.
Submissions will not be accepted after 10am.	<p>Bike lanes reduce car numbers/congestion in the city.</p> <p>Bike lanes keep people healthy and active.</p> <p>Fewer cars and more cyclists in bike lanes reduces our carbon footprint and pollution.</p> <p>Melbourne is behind most major cities in the world in its bike lane infrastructure and needs to catch up.</p> <p>Thank you</p> <p>Jessica Parrish St Kilda (Cyclist and car owner)</p>
Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *	No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Jessie Moyses

Email address: * jessiemoyses@hotmail.com

Phone number *

Date of meeting: * Thursday 2 March 1995

Agenda item title: * 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Hi there,
I would love for the rollout of new bike lanes in the cbd to continue this year. I have found my commute safer, easier and more enjoyable using the new bike lanes.
Keep up the good work

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Jim Beattie

Email address: * beatt.ja@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: 6.9 Implementation Update: City of Melbourne Transport Strategy 2030

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I am writing a submission in support of the bike lanes which have been installed throughout Melbourne. I travel to the cbd for work 5 days a week and when the weather permits I ride my bike. The bike lanes, especially along Collins and Swanson St are amazing and I'm very appreciative of the council expanding the cycle network throughout the city. Riding is often faster than either pt or driving and I feel that the lanes provide safety for cyclists and drivers as the use of the road is clearly marked.

Thank you Council for the work you have done to make Melbourne a bicycle city and I look forward to the expansion and improvement of the cycle network.

Jim Beattie, Northcote resident, CBD worker.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *	I have read and acknowledge how Council will use and disclose my personal information.
Name: *	Jim Hartley
Email address: *	mj93f6jo@proton.me
Phone number *	
Date of meeting: *	Tuesday 7 June 2022
Agenda item title: *	6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation
Please write your submission in the space provided below and submit <u>by no later than 10am on the day of the scheduled meeting.</u> Submissions will not be accepted after 10am.	I wish to address the Committee in support of the proposition that it is desirable that protected cycle lanes continue to be installed in the Hoddle Grid.
Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *	Yes
If yes, please indicate if you would like to make your submission in person, or via a virtual link (Zoom) to the meeting. Please note, physical attendance will be limited in accordance with City of Melbourne security protocols and COVID-safe plans and be allocated on a first registered, first served basis. *	I wish to make my submission in person

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Jim Stone

Email address: *

jimstone1025@gmail.com

Phone number *

Date of meeting: *

Wednesday 25 August 1999

Agenda item title: *

Bike lane melbourne

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Bike lanes are integral for the development of any city. They reduce traffic and congestion as proven by they're success in the Netherlands. Cars are unsustainable and inefficient. Also you don't want to copy America and reinforce the car centrism do you? Slap a couple trams, an underground and bike lanes. Make money from all the transportation tickets and you get a pedestrianised city that can be easily traversed.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Jo Rutherford

Email address: * jo@bradburygroup.com.au

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation of COM Transport strategy 2030 and Transport program to aid city recovery and reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

The council SHOULD NOT support item 22.6. which Endorses the deferral of further installation of new protected bike lanes in the Hoddle Grid during the financial year 2022/2023, following two years of accelerated delivery.

<<<<then insert a reason below>>

- a. A major barrier to cycling into the city is safe bike paths and connections within the Hoddle Grid. To defer installation of the new protected bike lanes will provide a barrier to cyclists and other active transport users going to and moving around the city and have negative impacts on our city! Do not vote on this motion.
- b. A cyclist died in the city of Melbourne two weeks ago on the corner of Latrobe and King street. Protected bike lanes will improve the safety of cyclists riding in the city. It is important to ensure that there is a safe infrastructure to get more people to cycle as a mode of transport. It is proven that making safe infrastructure increases rider participation. We need protected bike lane construction to accelerate not to halt!
- c. Melbourne has fallen far behind other cities when it comes to being livable and sustainable. Internationally major cities are progressing and actively increasing bike paths, closing roads and reducing car parks. The infrastructure needs to be in place for people to be able to get on their bikes and travel into the city. It would be a major setback and make Melbourne fall behind international cities further if we deferred the installation of new protected bike lanes.
- d. Australians voted for climate change in the recent federal election, delaying the installation of protected bike

lanes is directly opposed to what Australians (and city of Melbourne residents who voted Green!) want! It is time to act now and the rollout of protected bike paths can not be delayed.

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Jo Wicks

Email address: *

joniwicks1@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Future Melbourne Committee

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I am writing in support of the planned and implemented Cycle Infrastructure Program. Melbourne sits far behind leading cities with cycling initiatives and I urge you to continue with improvements for the health and safety of our citizens.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Joanne Lee

Email address: * jpw.lee09@gmail.com

Phone number *

Date of meeting: * Sunday 7 May 2023

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

As a female rider, I have always felt unsafe from vehicles whilst riding in the congestion of the CBD and surrounds. Whilst traffic speeds are slower, my experience is drivers are not paying full attention to cyclists (or pedestrians) and often undertake illegal turns or reactionary movements in order to get through lights, turn into/out of streets or just outright ignore cyclists in an attempt to 'race to the lights'.

With the return to CBD working – which I fully support to enable the life and vitality of what makes Melbourne a great city, I have benefitted from the improved and new bike lanes. I feel safe, it encourages me to ride more and puts a smile on my face when I see fellow cycling commuters enjoying the outdoors and contributing to a sustainable and happy city.

The halt on further safe cycling infrastructure is a short term solution to a perceived problem in our car dominated city. We should be encouraging more cycling and sustainable transport, whilst discouraging unnecessary short car trips that are the real cause of congestion and accidents (between cars, pedestrians and cyclists).

City of Melbourne, we have a great city that can be better for its inhabitants, working community and the environment.

If cycling becomes unsafe I will in most instances stop commuting into the city and will exercise my ability now post-Covid to work entirely from home. I will commute around my local area and will be spending all my money (shopping, dining, entertainment) here.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *	I have read and acknowledge how Council will use and disclose my personal information.
Name: *	Jodie Thompson
Email address: *	bomber88@bigpond.net.au
Phone number *	
Date of meeting: *	Tuesday 7 June 2022
Agenda item title: *	Agenda item 6.9 Implementation of COM Transport strategy 2030 and Transport program to aid city recovery and reactivation
Please write your submission in the space provided below and submit <u>by no later than 10am on the day of the scheduled meeting.</u> Submissions will not be accepted after 10am.	Australians voted for climate change in the recent federal election, delaying the installation of protected bike lanes is directly opposed to what Australians (and city of Melbourne residents who voted Green!) want! It is time to act now and the roll out of protected bike paths can not be delayed.
Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *	No

Privacy acknowledgement: *	I have read and acknowledge how Council will use and disclose my personal information.
Name: *	Joe Mayberry
Email address: *	mayberry.joseph@gmail.com
Phone number *	
Date of meeting: *	Tuesday 7 June 2022
Agenda item title: *	Bike paths in the CBD
Please write your submission in the space provided below and submit <u>by no later than 10am on the day of the scheduled meeting.</u> Submissions will not be accepted after 10am.	<p>To whom it may concern,</p> <p>Slowing down the installation of more bike paths in the Melbourne CBD is out of touch with the wants of the community. Pandering to a noisy minority / business lobby is not in the best interests of the city or its visitors. Furthermore with at least one death and many more bike related injuries in the CBD the city should be prioritising the safety of its visitors, over the convenience of some drivers.</p> <p>Melbourne city council has studied and understands the benefits of transforming the CBD to becoming more bike friendly so I encourage you to stick with your plans</p>
Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *	No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * John Chadderton

Email address: * jc@yogaha.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: No time to pause on cycling infrastructure.

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Councillors,

ref: Agenda item title: Agenda 6.9

As both a cyclist and car driver, I write to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

In light of the 'red alert for humanity' as called by the IPCC in their last report, it is now critical to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a transport infrastructure of safe, separated bike lanes, the Melbourne City Council can provide members of our community with better choices to move in ways that are safer, healthier, reduce car traffic and improve air quality.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

1. Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation.'

2. By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city.

3. Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll. If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

4. Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around. These upgrades can dramatically impact older people, those living with a disability, low income households and migrant communities.

5. Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options, and improved infrastructure allows more Melbournians to experience these benefits.

In conclusion, I was alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad. A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondary benefits such as cleaner air, less traffic, safer roads and action on climate change.

I am extremely grateful for the bike lanes that have been rolled out to date (and accelerated during COVID-19).

I sincerely hope that you persevere with your bike strategy, which was outlined well before the COVID pandemic.

Thank you.

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in

support of your
submission: *

Privacy acknowledgement: * I have read and acknowledge how Council will use and disclose my personal information.

Name: * John Englart

Email address: * johnenglart@takver.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Alternatively you may attach your written submission by uploading your file here:



[20220605climate_action_moreland_submission_on_future_melbourne_committee_agenda_item_6.9.pdf](#)
2.16 MB • PDF

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No



climateactionmoreland.org

Climate Action Moreland
P.O. Box 381
Fawkner, Victoria, 3060

5 June 2022

Attention: City of Melbourne Future Melbourne Committee

Submission on [Meeting No. 35](#), Agenda Item 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

We would like to thank the City of Melbourne Future Melbourne Committee for the opportunity to make a submission on behalf of Climate Action Moreland for the many citizens of Moreland who cycle into the City of Melbourne CBD on a regular basis.

We would first like to acknowledge the substantial work that has been done by the City of Melbourne, particularly in the last two years, in accelerating cycling and active transport infrastructure in the Hoddle grid. Many Moreland citizens really appreciate the new protected cycle lanes that have made cycling around and through the city a much safer and more pleasant experience.

We also appreciate the City of Melbourne has done this work as part of addressing the climate emergency during the pandemic when the CBD had low numbers of workers and visitors.

Comments on specific points in Report to the Future Melbourne Committee Agenda item 6.9

Point 11, that “engagement with businesses included concern about the attractiveness of public transport and the cost of travel. Traffic congestion and the impact of new protected bike lanes were not identified as significant concerns for the businesses interviewed. In contrast, social and print media have criticised bike lanes as the key reason for traffic congestion in the CBD. The data does not support the claim that removing bike lanes would reduce congestion.”

We understand Council is under pressure to remove some protected cycling infrastructure by certain business lobbies, a campaign waged by sections of the media, and some trade union quarters. The stance of the Transport Workers Union appears to be particularly contradictory as they represent both motor vehicle delivery drivers and cycle delivery

couriers. Protected cycle infrastructure assists in improving safety conditions for cycle couriers as well as other cyclists. The TWU speak of safety for their drivers, but what about the safety of the thousands of cyclists that cycle around Melbourne CBD? This should be of far greater consideration.

It is clear that other cities have successfully resolved vehicle deliveries and loading zones when there are protected cycling lanes. Solutions should be looked for from cities that are already far in advance of Melbourne. We trust the City of Melbourne Transport engineers can liaise with other cities to determine best practice solutions.

22.6. Endorses the deferral of further installation of new protected bike lanes in the Hoddle Grid during financial year 2022/2023, following two years of accelerated delivery.

We are against deferral of further installation of new protected bike lanes. As the Council is well aware, we are in a climate emergency and we really need to act quickly on climate solutions such as boosting behaviour change for transport mode shift to active transport.

We have attached a [blog post](#) from the Extend the Upfield Bike Path campaign (Attachment 1, below) which details in 23 slides the importance of cycling as a climate solution for urban areas as detailed by Dr Valérie Masson-Delmotte, the IPCC co-chair of Working Group I. This information details the importance of acting as fast as possible for improving active transport, particularly cycling, for urban areas as part of the solution to climate change. We think much of this applies to Melbourne.

There is also a very recently published peer review study focussed on Melbourne by Pearson et al (2022) that concluded: “Our results show the potential for substantial increases in cycling participation, but only when high-quality cycling infrastructure is provided.”

The more protective cycling infrastructure that you install will increase the number of people motivated into coming into the city and around the city by bicycle and other forms of micro-mobility.

Protected bike lanes are also important for e-scooters to use, otherwise users of this transport mode are likely to use footpath space which will increase perceived risk and conflict with pedestrians. We note the report highlights successful e-scooter use since February 2022.

For these reasons we think the Committee should reject recommendation 22.6 deferral of new protected bike lanes.

22.7. Endorses prioritised delivery of protected bike lanes outside the Hoddle Grid to high value routes including Arden Street, Macaulay Road and Royal Parade during financial year 2022/2023.

We appreciate that high cycling routes into the Hoddle grid need improvement with Protected bike lanes. For many Moreland residents, Royal Parade is a particularly important route to improve.

We support recommendation 22.7 for prioritised delivery of protected bike lanes on high value routes into the Hoddle Grid and CBD.

22.8. Note the above endorsements will still allow the continued delivery of protected bike lanes per the Transport Strategy 2030 and accelerated commitments made in response to both the Climate and Biodiversity Emergency and COVID-19 pandemic.

We appreciate this affirmation of continued delivery of protected bike lanes as per the Transport Strategy 2030, but are unclear what this would mean if recommendation 22.6 is adopted.

John Englart
Convenor of and on behalf of Climate Action Moreland

About Climate Action Moreland

Climate Action Moreland are just regular people from Brunswick, Coburg, Fawkner, Pascoe Vale and Glenroy – wanting action on climate change. We have been active as a local community group since 2007. We're a non-profit group that is community based and not affiliated with any political party. We have monthly meetings to which any member of the community is welcome to attend. The group has a non-hierarchical structure, and decisions are reached democratically.

We do climate advocacy work in our local municipality and at local government, state government, Federal government and International levels. Our Convenor has attended 4 UNFCCC climate conferences as an NGO observer.

We have had a [focus on sustainable transport](#) to reduce transport emissions since 2015.

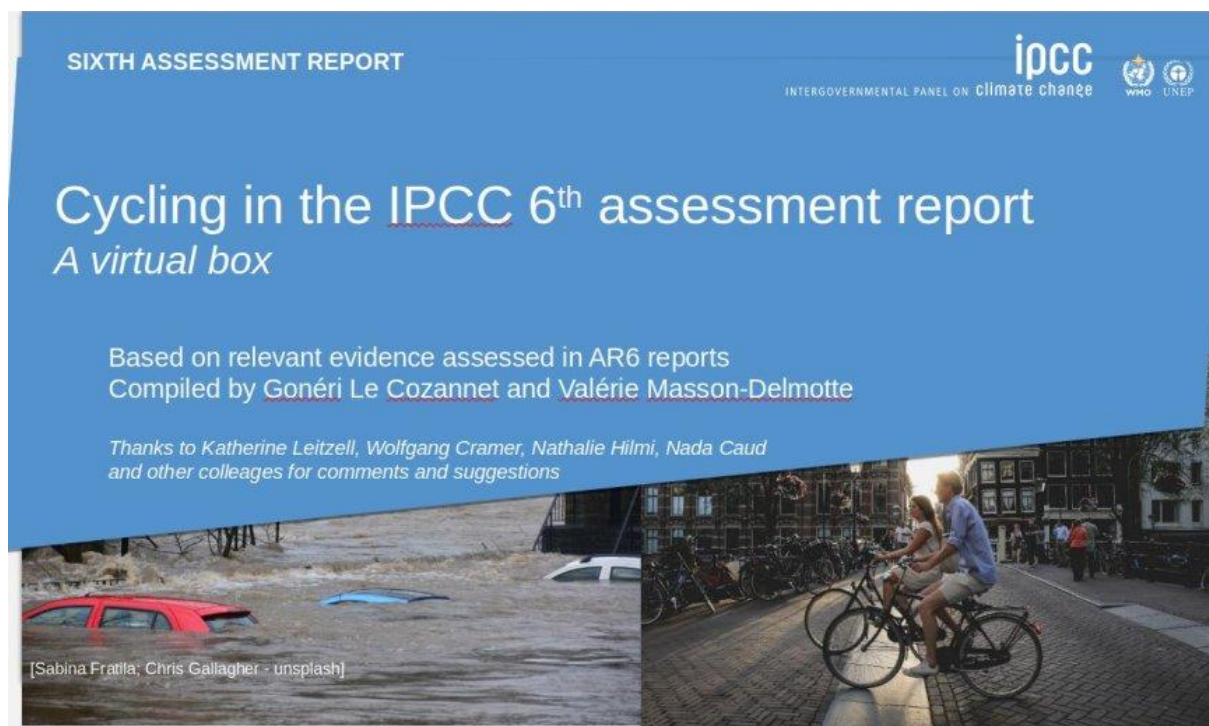
Reference: [Climate Action Moreland website](#).

Attachment 1: from Extend the Upfield Bike Path Blog

<https://upfieldbikepath.wordpress.com/2022/06/04/what-does-the-ipcc-6th-assessment-climate-report-say-on-cycling-and-addressing-local-melbourne-transport-mode-shift/>

Downloaded 5 June 2022.

What does the IPCC 6th assessment climate report say on cycling, and addressing local Melbourne transport mode shift



Slide 1: *Cycling in the IPCC 6th Assessment Report*

The Intergovernmental Panel on Climate Change (IPCC) every 5 to 6 years reviews the science and solutions of climate change. The latest report, the 6th Assessment, was published in 3 parts authored by 3 working groups in 2021 and 2022. The reports provide an important review of the climate crisis and solutions. Increased behaviour change in transport behaviours and uptake of cycling, including e-bikes and other forms of micro-mobility, are essential solutions, especially for cities and urban areas.

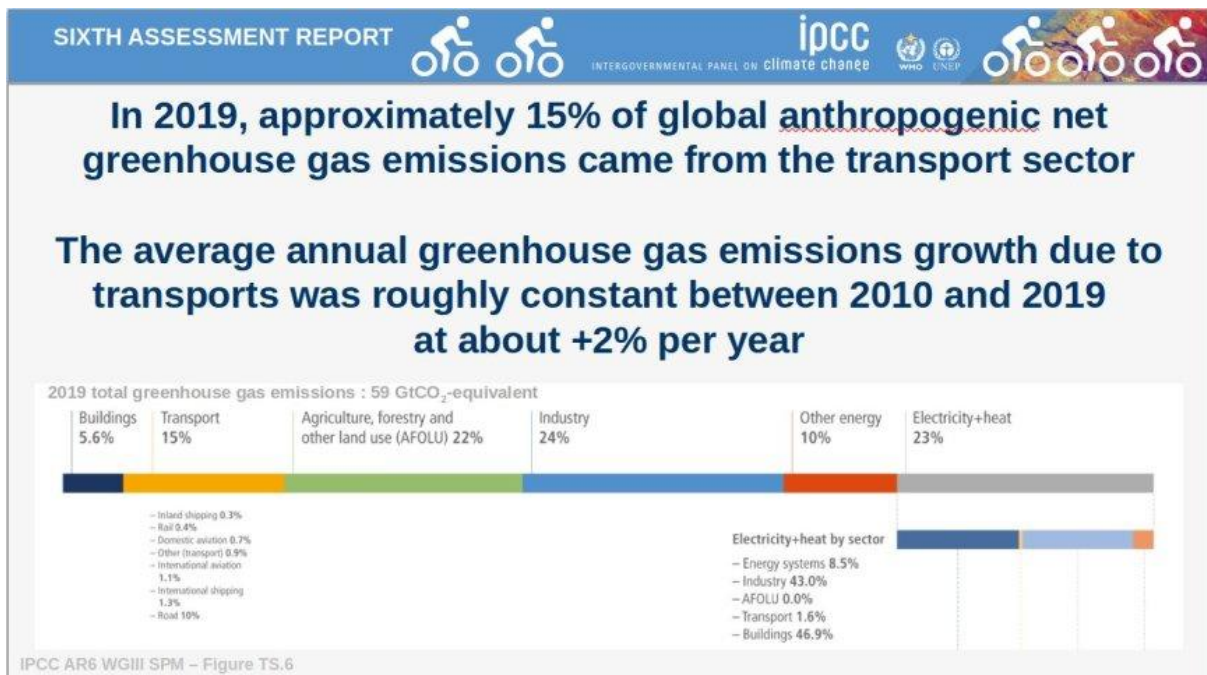
One of the IPCC sixth assessment authors, a co-chair of Working Group I, Dr Valérie Masson-Delmotte, collated all the information in the 3 working group

reports (2021-2022) on the importance of transport mode shift and cycling as a solution to climate change.

Masson-Delmotte [tweeted](#) out a 23 post thread on May 21. Read the [threadreader app compilation](#). All the slides are featured below.

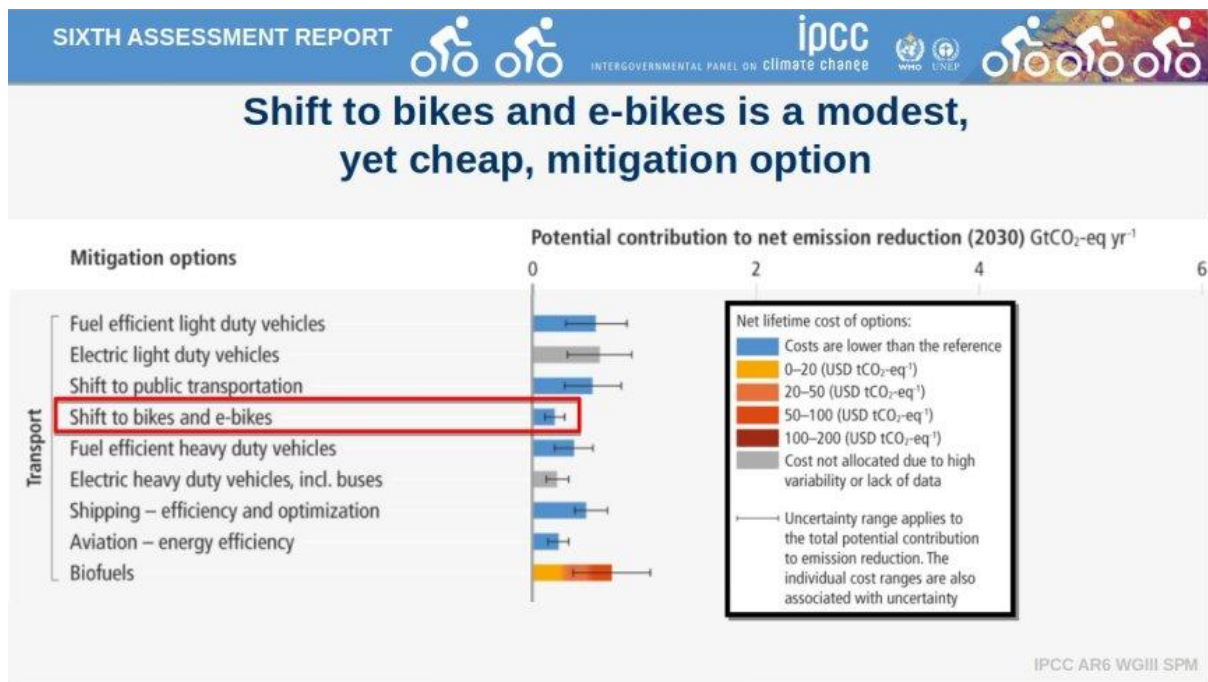
A recent Melbourne study published in March 2022 (Pearson et al) highlighted that there is a huge number of people who own a bike and are interested but concerned with cycling. The lack of dedicated cycling infrastructure deters these people from being active cyclists. There is also a gender bias in this. It highlights the need for local councils and State Government to invest in separated cycling infrastructure which will bring multiple benefits in more people cycling, and reducing congestion, reducing transport emissions. The researchers concluded: **“Our results show the potential for substantial increases in cycling participation, but only when high-quality cycling infrastructure is provided.”**

“Global greenhouse gas emissions from the transport sector have increased by around 2% per year between 2010 and 2019, and account for around 15% of global greenhouse gas emissions resulting from human activities.” says Dr Valérie Masson-Delmotte.



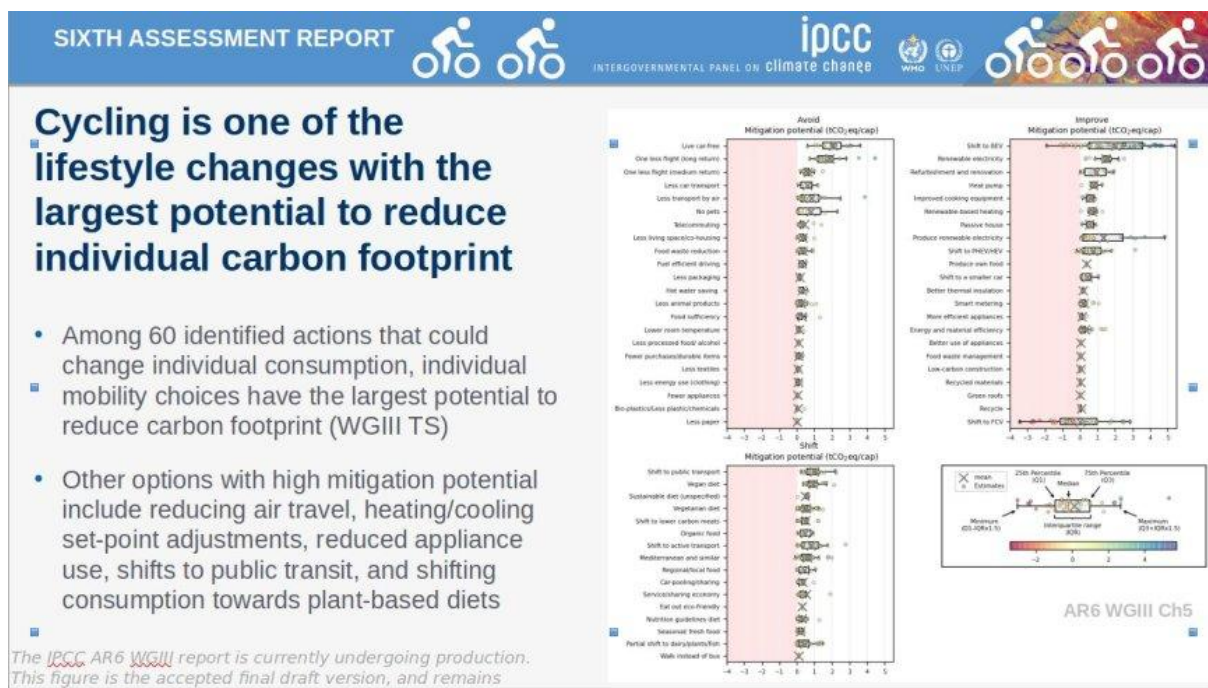
Slide 2: Cycling in the IPCC 6th Assessment Report

“Shifts to bikes and e-bikes is a modest, yet cheap, option to reduce greenhouse gas emissions **#mitigation**” says Dr Valérie Masson-Delmotte.



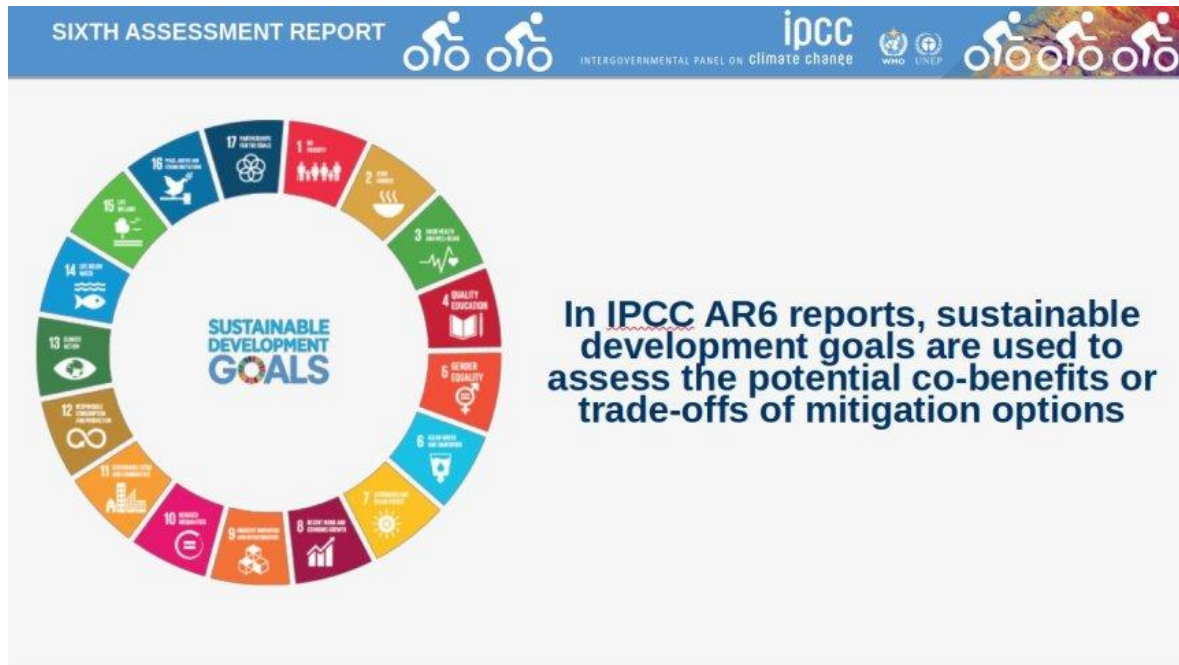
Slide 3: Cycling in the IPCC 6th Assessment Report

“In fact, cycling is one of the lifestyle changes with the largest potential to reduce our individual carbon footprint.” says Dr Valérie Masson-Delmotte.



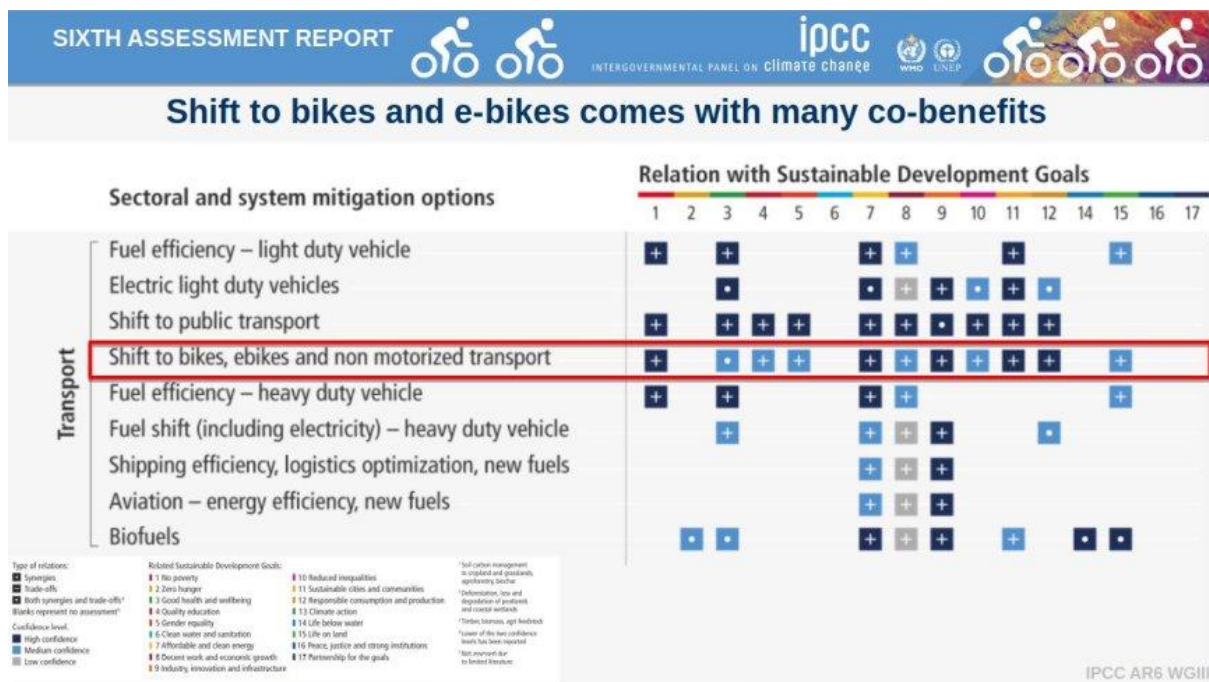
Slide 4: Cycling in the IPCC 6th Assessment Report

“Each option to reduce greenhouse gas emissions can have other co-benefits or trade-offs with other dimensions of sustainability, related to sustainable development goals #SDGs” says Dr Valérie Masson-Delmotte.



Slide 5: Cycling in the IPCC 6th Assessment Report

“And shifts to bikes and e-bikes (and walking) comes with many co-benefits!” says Dr Valérie Masson-Delmotte.



Slide 6: Cycling in the IPCC 6th Assessment Report

“Using bikes and e-bikes is affordable, and can support gender equality related to mobility” says Dr Valérie Masson-Delmotte.

SIXTH ASSESSMENT REPORT    

Shift to bikes and e-bikes comes with many co-benefits



SDG1: no poverty

- In Copenhagen, the cost of cycling (Euro 0.08/km) is declining and is about six times lower than car driving (Euro 0.50/km) (WGIII Ch 8)





SDG5: gender equality

- A survey in Nanjing found women had more diverse travel purposes than men, resulting in a greater acceptance of electric bikes (WGIII Ch 10)

IPCC AR6 WGIII – Photo: visual-stories-michelle-unsplash

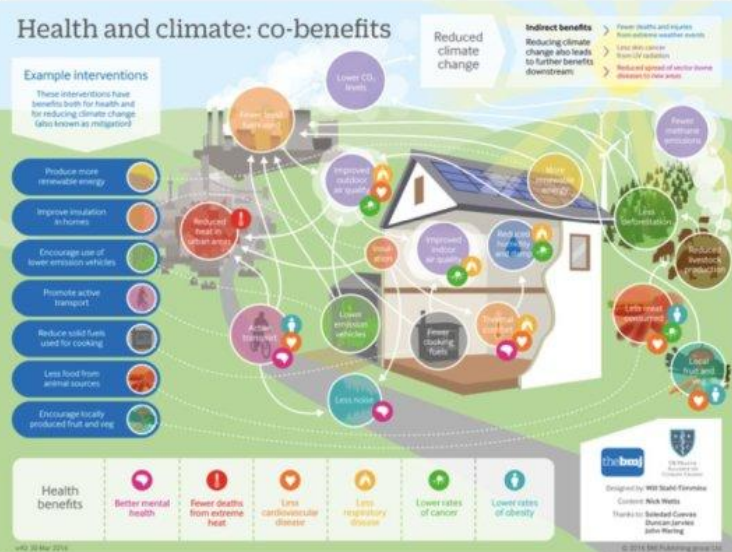
Slide 7: Cycling in the IPCC 6th Assessment Report

“Cycling and walking is good for health too.” says Dr Valérie Masson-Delmotte.

SIXTH ASSESSMENT REPORT    

SDG3: good health

Health and climate: co-benefits



Cycling and walking is one of the measures contributing to climate change mitigation and improving health.

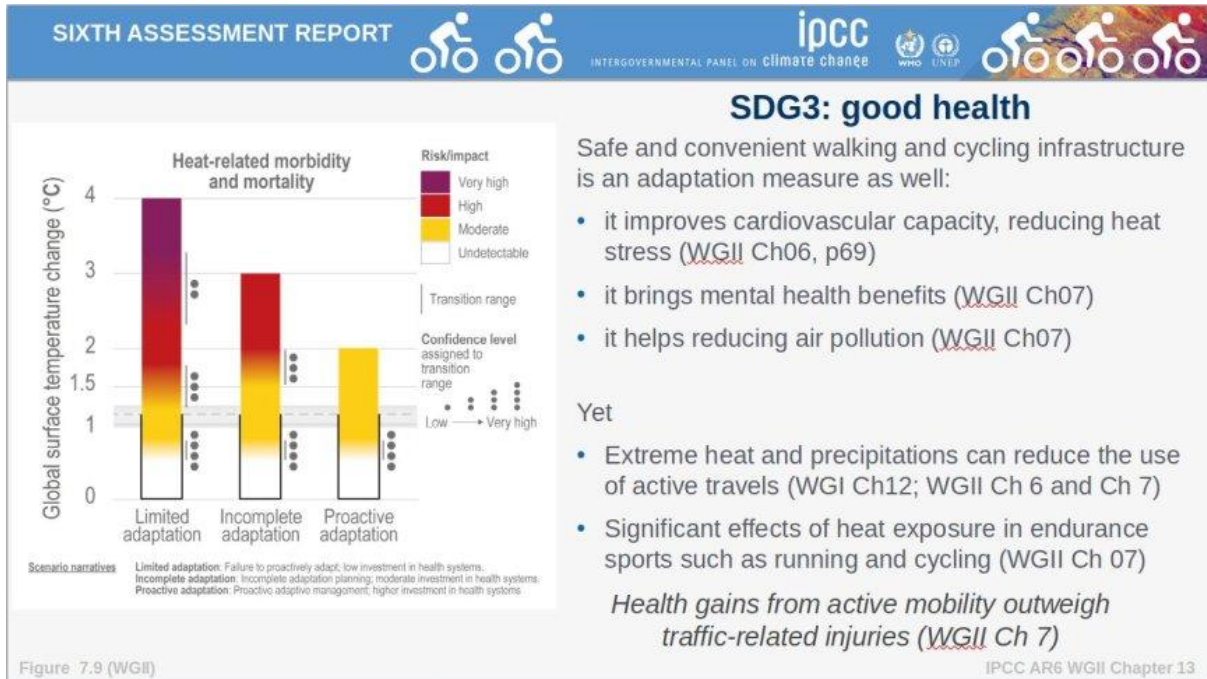
Other health benefits can be gained from:

- improvements in air quality through transitioning to renewable energy;
- shifting to affordable low-meat, plant-rich diets;
- green buildings and nature-based solutions, such as green and blue urban infrastructure,

Figure 3.40 (WGIII) IPCC AR6 WGIII Chapter 3

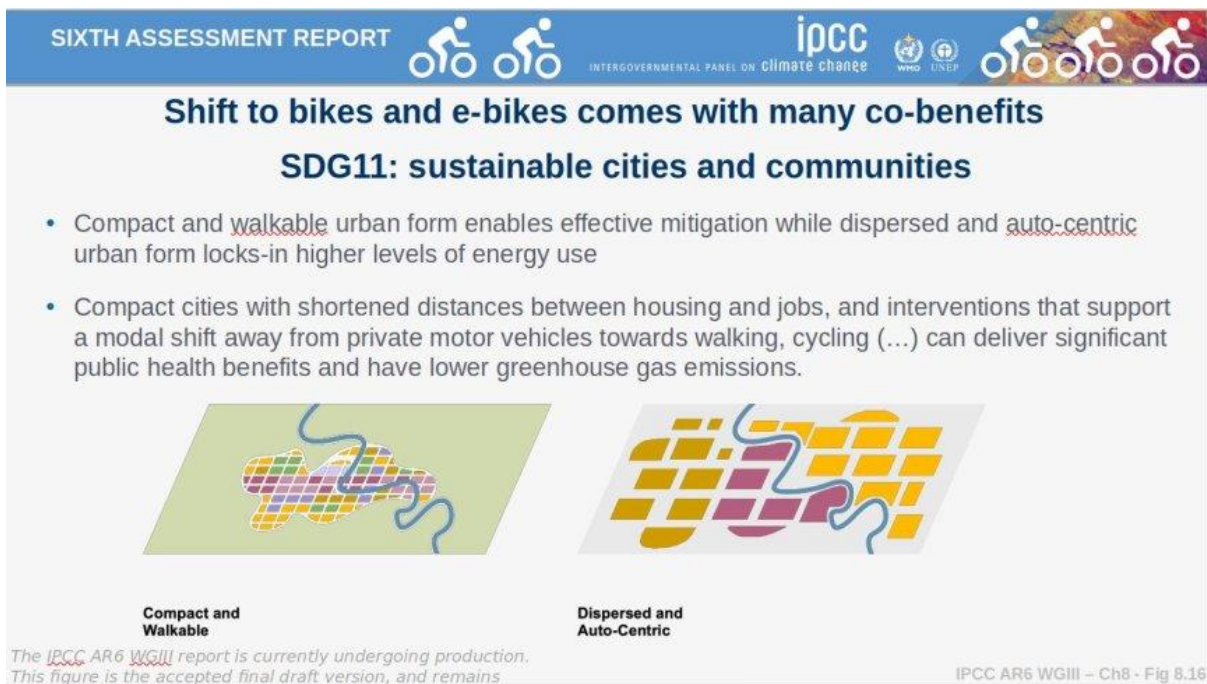
Slide 8: Cycling in the IPCC 6th Assessment Report

“Active mobility with safe and convenient infrastructure provides direct physical health and well-being benefits, helps reducing air pollution, and coping with heat stress (an adaptation measure!).” says Dr Valérie Masson-Delmotte.



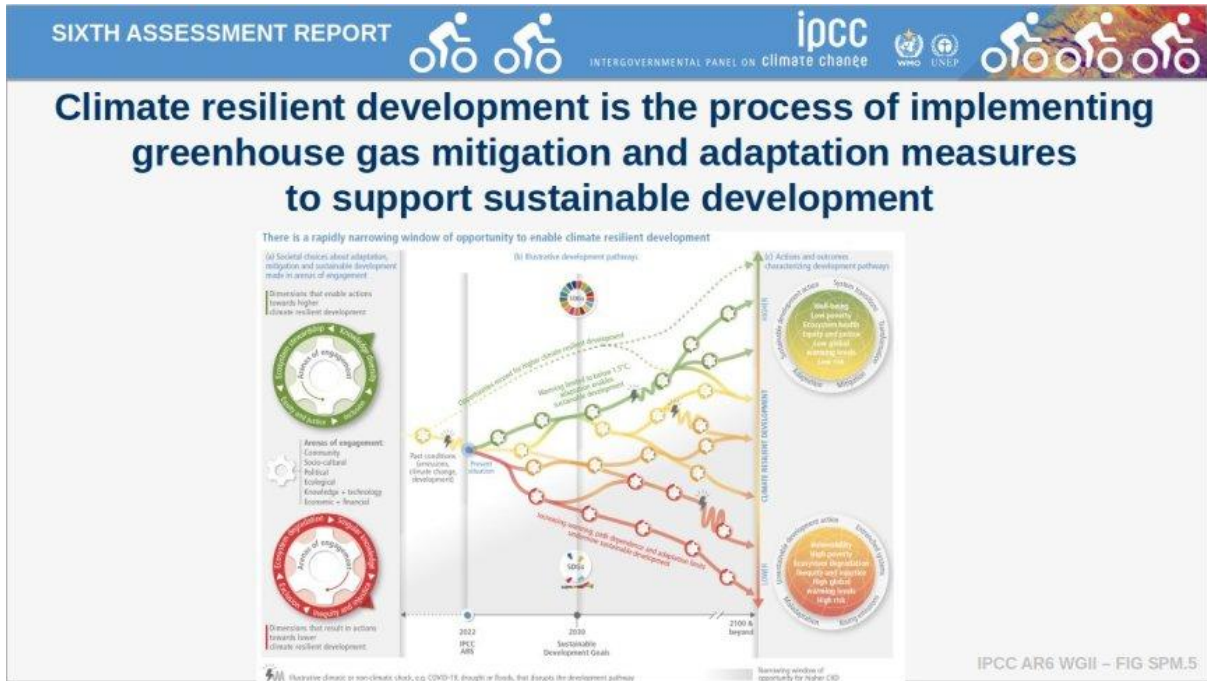
Slide 9: Cycling in the IPCC 6th Assessment Report

“Cycling goes hand in hand with sustainable cities and communities, and urban forms designed to facilitate cycling.” says Dr Valérie Masson-Delmotte.



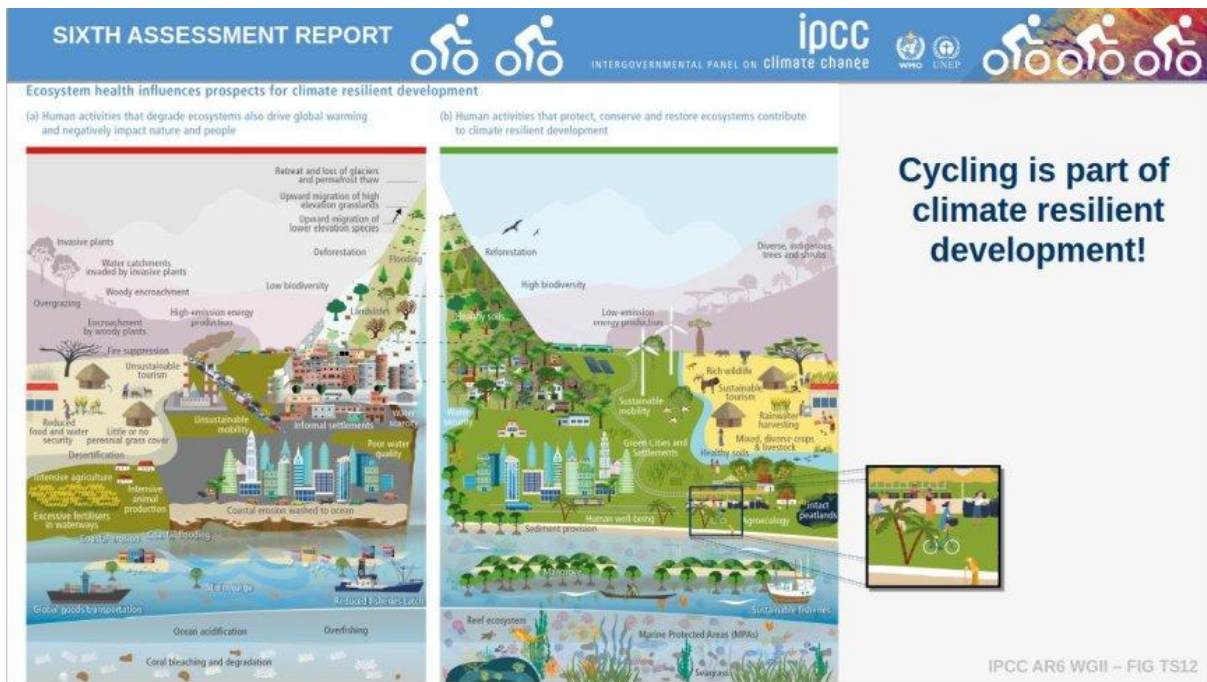
Slide 10: Cycling in the IPCC 6th Assessment Report

“Climate resilient development is the process of implementing adaptation and mitigation measures to support sustainable development” says Dr Valérie Masson-Delmotte.



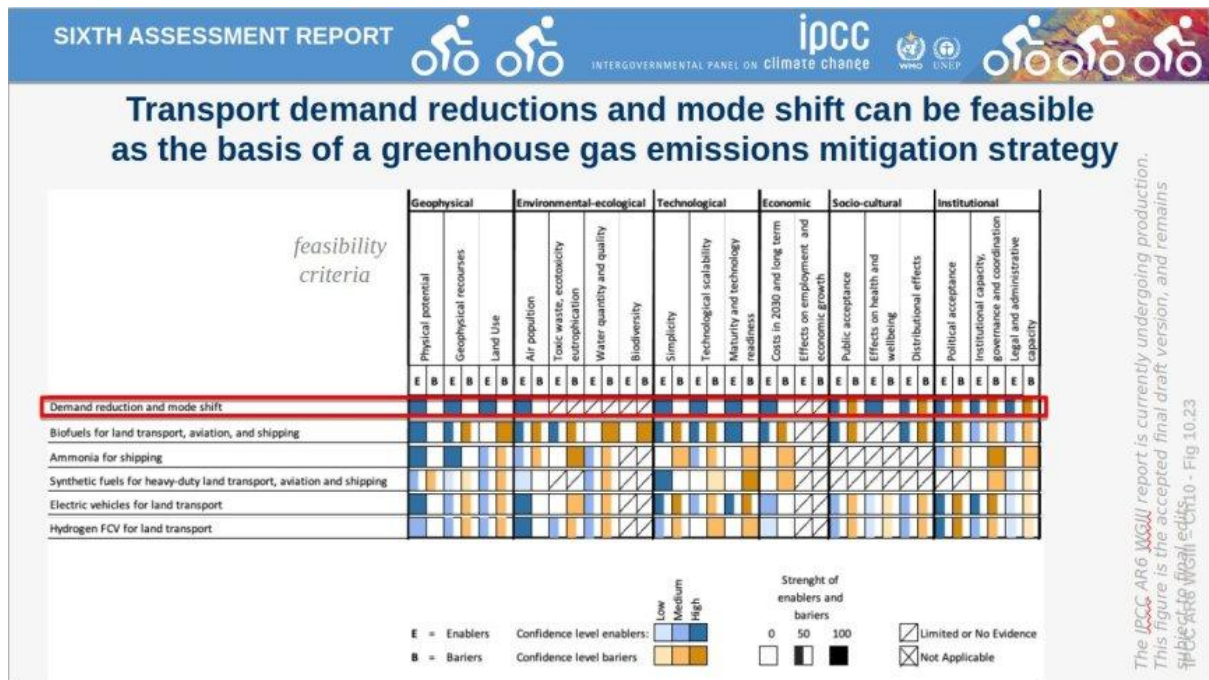
Slide 11: Cycling in the IPCC 6th Assessment Report

“Cycling is part of climate resilient development!” says Dr Valérie Masson-Delmotte.



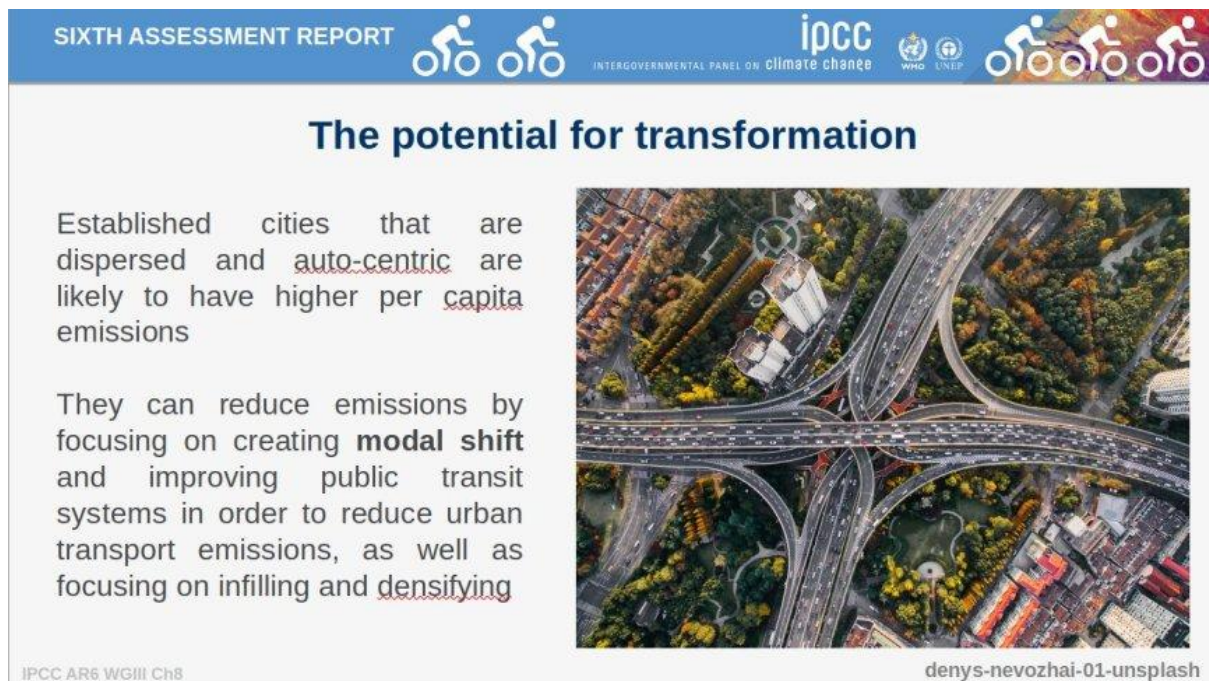
Slide 12: Cycling in the IPCC 6th Assessment Report

“Transport demand reductions and mode shift are feasible options in strategies to reduce greenhouse gas emissions” says Dr Valérie Masson-Delmotte.



Slide 13: Cycling in the IPCC 6th Assessment Report

“Established cities have a potential for transformation by focusing on creating modal shift” says Dr Valérie Masson-Delmotte.



Slide 14: Cycling in the IPCC 6th Assessment Report

“Rapidly growing cities can include active mobility in their design” says Dr Valérie Masson-Delmotte.

SIXTH ASSESSMENT REPORT     

The potential for transformation

Rapidly growing cities in developing countries can have existing walkable urban design that can be maintained (...) to avoid a shift to private vehicles

Rapidly growing cities that may currently be dispersed and auto-centric can capture high mitigation potential through urban infill and densification



IPCC AR6 WGIII Ch8 aboodi-vesakaran - visual-karsa; chuttersnap-01-unsplash

Slide 15: Cycling in the IPCC 6th Assessment Report

“Solutions include planning cities so that multiple destinations (work, schools, services, leasures...) are accessed within a 10 mn walk or bicycle ride” says Dr Valérie Masson-Delmotte.

SIXTH ASSESSMENT REPORT    

Solutions involve planning cities so that multiple destinations are accessed within a 10min walk or bicycle ride

- Cities with excellent bicycle infrastructure make it easier for citizens to become highly mobile using their bikes
- Cities with less density and dominated by automobile infrastructure induces more people to travel by car



AR6 WGIII Ch 2; Ch 9 Photos: guus-baggemanns-unsplash; Gonéri Le Cozannet

Slide 16: Cycling in the IPCC 6th Assessment Report

“Improving green infrastructure connectivity for cycling is an urban nature-based solution : people are willing to cycle longer on safe tracks and with green surroundings.” says Dr Valérie Masson-Delmotte.



Slide 17: Cycling in the IPCC 6th Assessment Report

“There are known barriers for cycling uptake, for instance related to habits, housing costs, and lobbying to privilege the status quo” says Dr Valérie Masson-Delmotte.

SIXTH ASSESSMENT REPORT    

Barriers to cycling uptake

- Individuals can quickly become accustomed to personal vehicles, making it difficult for them to transition to sustainable, low-carbon modes of public transport
- Demand for high-carbon transportation may also be locked in, and habits reinforced, if low-cost housing (for instance) is not sufficiently served by more sustainable (i.e. mass transit, safe cycling and walking infrastructure) transportation options)
- Car-manufacturing “incumbents” utilize information campaigns directed at the public, pursue lobbying and consulting with policy-makers, and set technical standards that privilege the status quo and prevent the entry of more sustainable innovations



AR6 WGIII Ch 17 Photos: Gonéri Le Cozannet

Slide 18: Cycling in the IPCC 6th Assessment Report

“In particular, urban development patterns designed for cars” says Dr Valérie Masson-Delmotte.

SIXTH ASSESSMENT REPORT    

Barriers to cycling uptake

- The dominance of cars and their supporting infrastructures in auto-centric urban forms is further reinforced by zoning and urban development patterns
- This includes dispersed and low density housing distantly located from jobs, that create obstacles to create alternative mobility options



AR6 WGIII Ch 10 Photo: connor-wang-unsplash

Slide 19: Cycling in the IPCC 6th Assessment Report

“Multiple approaches can enable cycling uptake, such as investments in infrastructures, inclusion in local transport plans, or bike-to-work campaigns. This requires participation, discussion and debate.” says Dr Valérie Masson-Delmotte.

SIXTH ASSESSMENT REPORT     

INTERGOVERNMENTAL PANEL ON climate change

Enabling urban cycling uptake

- Legislation including large-scale investments in low-carbon transport infrastructure at regional and national levels (WGIII TS)
- At the local level, local transport plans that include commitments or pledges from local institutions (WGIII Ch10)
- Adopting an organisational culture that motivates sustainable behaviour, such as bike-to-work campaigns (WGIII TS)
- The acceptability of collective social change over a longer term depends on the social mandate for change. This mandate can be built through public participation, discussion and debate (WGIII TS)



Photos: Gonéri Le Cozannet

Slide 20: Cycling in the IPCC 6th Assessment Report

“Bike sharing programmes can help – in particular when management is also optimised to reduce greenhouse gas emissions.” says Dr Valérie Masson-Delmotte.

SIXTH ASSESSMENT REPORT     

Bike sharing programmes

Can reduce GHG emissions (WGIII Ch 5)

- if it substitutes for more GHG intensive travel (e.g. private car travel)
- If it changes consumer behaviour in the long run, by shifting personal transportation choices from ownership to demand fulfillment

Yet, bike sharing can increase emissions from motor vehicle usage when inventory management is not optimised during maintenance, collection and redistribution of dock-less bikes (WGIII Ch 5)

In the city of Lisbon, Portugal, improvements in cycling infrastructure and bike-sharing system resulted in 3.5-times more cyclists within two years (WGIII Ch 8)



Photo : viktor-keri-unsplash

Slide 21: Cycling in the IPCC 6th Assessment Report

“Behavioural change in a short time and at a massive scale is possible, with adequate enabling conditions.” says Dr Valérie Masson-Delmotte.

SIXTH ASSESSMENT REPORT     

Enabling urban cycling uptake - more quickly

- The COVID-19 pandemic has shown that behavioural change at a massive scale and in a short time is possible
 - e.g.: COVID-19 accelerated urban cycling uptake
- Yet, the same short-term social shock can lead to differential increases in cycling behaviour, contingent on other enabling conditions (WGIII Ch 17)

Cities such as Bogota, Buenos Aires and Santiago have seen rapid growth of cycling, resulting in an 6-fold of cyclists.



AR6 WGIII

Photo: Gonéri Le Cozannet

Slide 22: Cycling in the IPCC 6th Assessment Report

“The time for action is now – and every choice matters including strategies to support cycling!” says Dr Valérie Masson-Delmotte.

SIXTH ASSESSMENT REPORT    

The evidence is clear : the time for action is now

- Safe and convenient cycling paths
- Green infrastructures
- Healthier and happier people
- Accelerated and equitable climate action is critical to sustainable development
- We can halve emissions by 2030



Every choice matters

AR6 WGII-III Photos : Nicholas-NG Unsplash / Vecteezy

Slide 23: Cycling in the IPCC 6th Assessment Report

That is the global climate science indicating the need for more emphasis on active transport (cycling and walking). This information should be essential reading for urban planners, such as in Moreland and City of Melbourne for changing the urban environment to encourage more walking and cycling. This is what needs to drive more investment in specific walking and cycling infrastructure.

Local Melbourne research on the potential for cycling increase.

The study by Pearson et al (March 2022), [The potential for bike riding across entire cities: Quantifying spatial variation in interest in bike riding](#), provides justification for separated cycling infrastructure to encourage people interested in cycling to start doing so. This is particularly important for women interested in starting to cycle.

The researchers conclude that **“Our results show the potential for substantial increases in cycling participation, but only when high-quality cycling infrastructure is provided.”**

The research noted that:

Over half of participants owned a bike, however only one in five rode a bike at least once per week. Most participants were classified as Interested but Concerned, demonstrating a high latent demand for bike riding if protected bicycling infrastructure were provided.

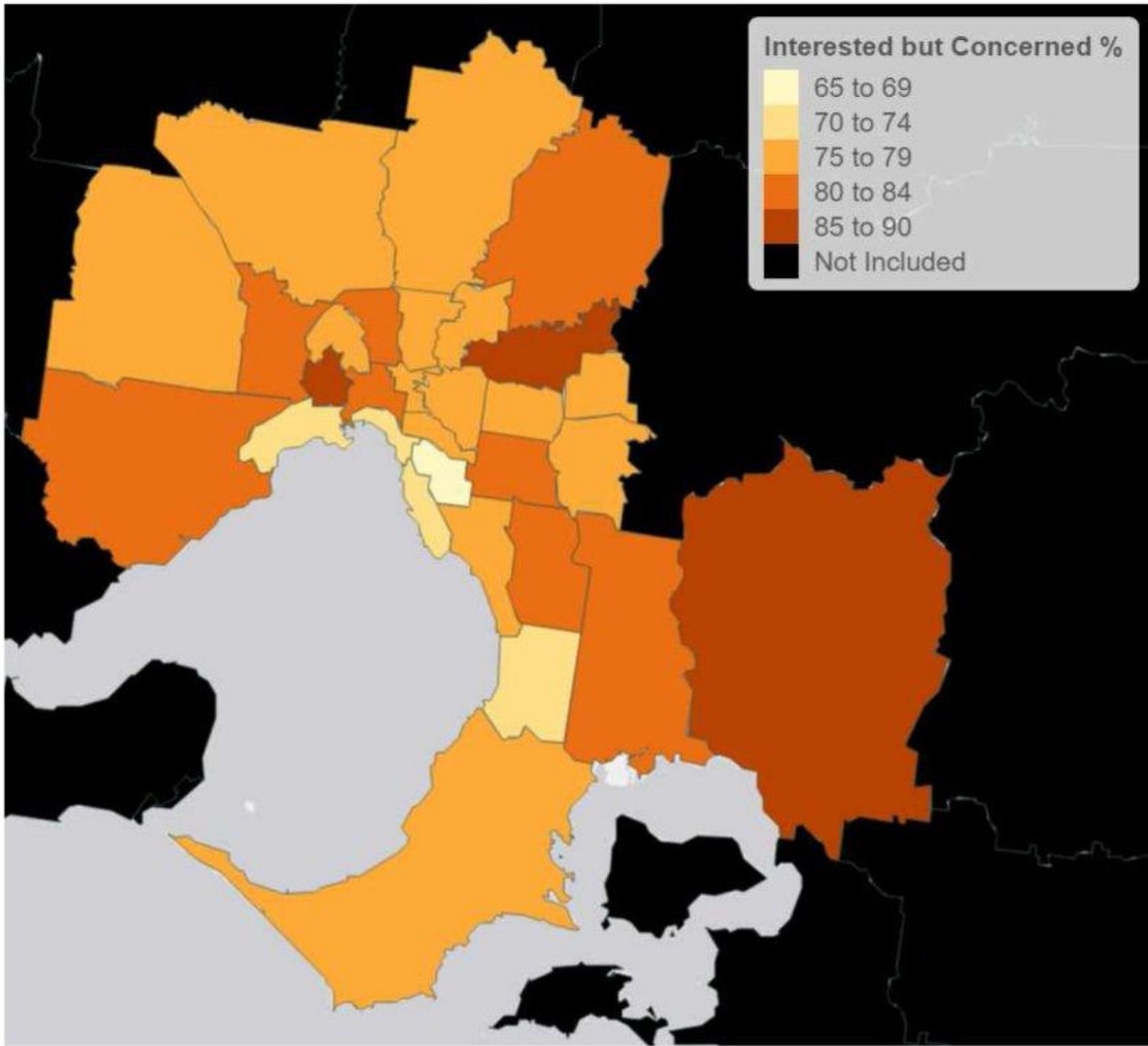


Fig. 5. Heat map of Greater Melbourne showing the proportion of participants categorised as Interested but Concerned.

Source: Pearson et al (2022)

Heat Map of those interested in cycling

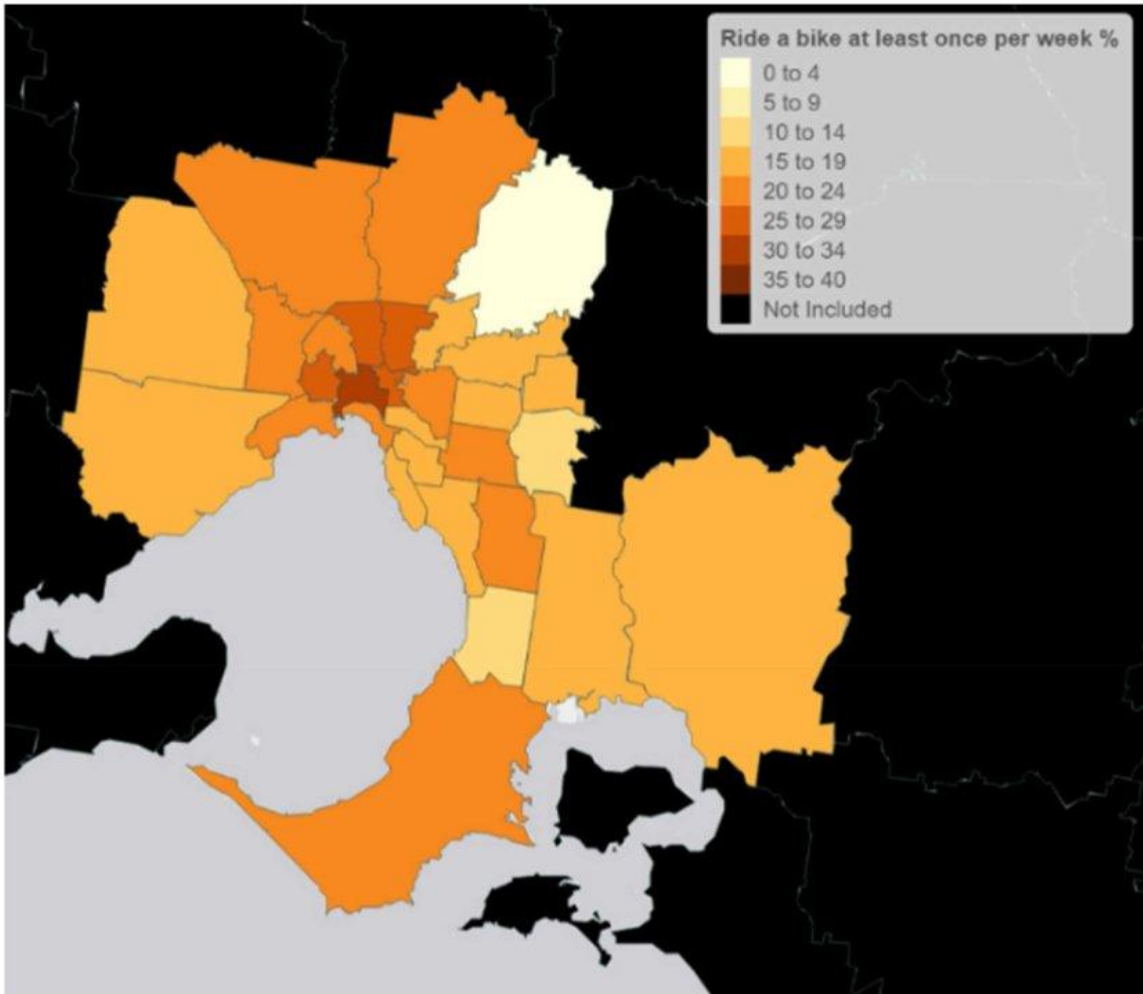


Fig. 6. Heat map of Greater Melbourne showing the proportion of participants who rode a bike at least once per week prior to COVID-19 restrictions.
Source: Pearson et al (2022)

Heatmap of those who cycled at least once a week

On gender the research found that more men owned a bike, rode at least once a week. There were also less women who were Strong and Fearless or Enthused and Confident as men, but the proportion who were Interestyed but concerned was comparable for both men and women:

A higher proportion of men than women in the sample owned a bike (63% vs. 52%), rode a bike at least once per week (28% vs. 12%) and rode a bike solely for transport (8.3% vs. 5.9%). The distribution of Geller groups differed between women and men ($\chi^2 = 79.7, p < 0.001$) (see Fig. 8). While the proportion of No Way No How participants was higher in women (19% vs 12%) and the proportion of Strong and Fearless (1.6% vs 4.0%) and Enthused

and Confident (1.6% vs 4.7%) participants were lower in women, the proportion classified as Interested but Concerned was comparable in both women (78%) and men (79%).

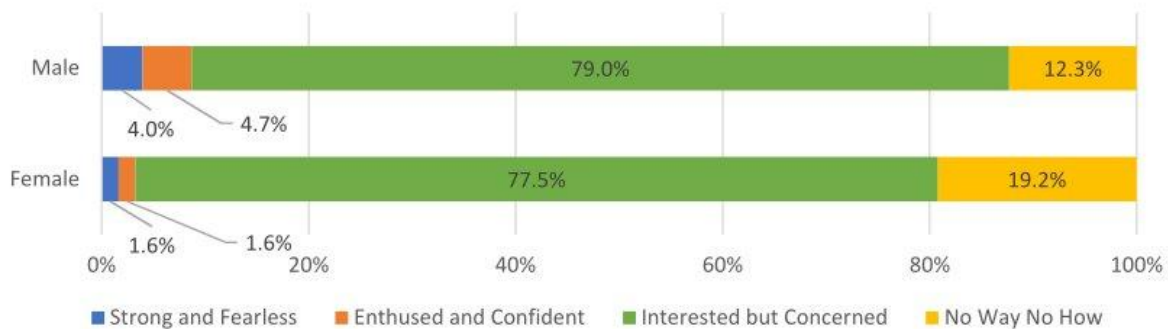


Fig. 8. Distribution of Geller groups by gender (weighted).

Source: Pearson et al (2022)

The research also found a correlation between income and propensity to use cycling.

In this study, a higher proportion of people in the lower income categories rode a bike for transport purposes, and rode four or more days per week, compared to people in the higher income groups. Similar findings have been shown both in Australia and internationally, where there was an association between increased household income, and a decreased proportion of people riding a bike for transport.... To support lower income groups in bicycle-commuting and reduce health inequities faced by low socioeconomic groups, high-quality and protected bicycling infrastructure should be provided equitably to support local travel and connections with public transport.

The research also highlights that painted bike lanes just don't do the job of satisfying safety and moving substantially more people to cycling. Painted bike lanes are used as a cheap transport bureaucrat option which doesn't actually

increase safety and still leaves substantial numbers of people interested but concerned:

While painted bike lanes are a lower cost alternative to providing bicycling infrastructure, these do not constitute physically separated bicycling infrastructure. Research conducted in Melbourne that measured passing distances between motor vehicles and bikes identified more close, and potentially unsafe, passes when a person riding a bike was travelling in a painted bike lane compared to on-road (Beck et al., 2019). Similarly, a previous study identified that 22% of all on-road bike riding crashes occurred while riding in a painted bike lane, highlighting their insufficiency in protecting vulnerable road-users (Beck et al., 2016). In addition to the risk of substantial injury that painted bike lanes pose for people on bikes, they are not supportive of new bike riders, or low-stress traffic environments, with concerns about safety on the road and interactions with motorists being a major barrier to participation in bike riding (Daley and Rissel, 2011; Heesch et al., 2012; Twaddle et al., 2010; Akar and Clifton, 2009; Dill, 2009). As indicated by the findings of this study, removing interactions with motor vehicles through a physically separated bicycle lane could substantially increase participation in bike riding in Melbourne, while maintaining the safety of vulnerable road-users.

So you have the global climate science saying we need to increase active transport to reduce transport emissions, and local research saying more separated and dedicated infrastructure is vitally needed to move the great number of interested people to actually taking up cycling. Encouraging people to cycle once or twice a week, or for short trips is important in terms of emissions reduction, reducing congestion and providing environmental and health co-benefits.

Comparing NSW and Victorian Government active transport funding

Keep in mind Melbourne is falling behind Sydney in cycling infrastructure rollout and budgeting. NSW has an Active Transport Minister, Rob Stokes, with a five year budget for cycling and walking of \$980 million, an **amount which Stokes wants to double**.

Victorian State Government budget 2022 on cycling: “There is roughly \$21.8 million allocated for active transport, with the Department of Transport earmarking a number of bike projects across metropolitan and regional Victoria.” says **Bicycle Network**, who also highlight some cycling infrastructure being built as part of major road projects and upgrades. It seems the Victorian state government is far behind in funding active transport infrastructure as compared with north of the border.

References

- The IPCC 6th assessment reports are available in full. The information in the slides was based on a cycling keyword search of the three Working Group reports .
<https://www.ipcc.ch/assessment-report/ar6/>
- Full powerpoint slides can be downloaded from a **third party Sharebox site** via Dr Valérie Masson-Delmotte (196MB)
- Pearson et al (March 2022), *The potential for bike riding across entire cities: Quantifying spatial variation in interest in bike riding*, Journal of Transport & Health, Volume 24, March 2022, 101290,
<https://www.sciencedirect.com/science/article/pii/S2214140521003200>

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * john merory

Email address: * john.merory@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: bicycle lanes

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I moved to Melbourne 52 years ago and am now 76 years old. I have not driven since August 2018 because of the development of heart block and epilepsy following heart valve surgery, both very well controlled now. However I was advised by my neurologist not to re-apply for a driver's license. I depend on my bicycle for mobility around and in Melbourne, for carrying shopping and tools, and for exercise to keep fit and healthy. I enjoy cycling except when diesel emissions or other burnt fossil fuel pollution reach such a level that I am afraid to breathe, when car and truck traffic squeezes me into the gutter, or when painted lines on the road are thought by noncyclists to be bicycle lanes despite car-dooring incidents. I need safe clean wide cycle tracks. There are not enough in the CBD or in the suburbs, inner or mid or outer. Bicycles do not pollute and can be parked 50 bikes in 3 car spaces with no increase of road space to get in or out of the parking space, unlike cars. I have never collided with or threatened anyone on foot. I have suffered typical cyclist fractures, right hip 2 years ago and left hip recently, due to inadequate narrow cycling tracks poorly maintained. As for "shared trails" they put both cyclists and walkers in danger.

Please indicate whether you would like to verbally address the Future Yes

Melbourne in support of your submission: *

If yes, please indicate if you would like to make your submission in person, or via a virtual link (Zoom) to the meeting. Please note, physical attendance will be limited in accordance with City of Melbourne security protocols and COVID-safe plans and be allocated on a first registered, first served basis. *

I wish to make by submission via Zoom

Privacy acknowledgement: *	I have read and acknowledge how Council will use and disclose my personal information.
Name: *	john merory
Email address: *	john.merory@gmail.com
Phone number *	
Date of meeting: *	Tuesday 7 June 2022
Agenda item title: *	cycle trails
Please write your submission in the space provided below and submit <u>by no later than 10am on the day of the scheduled meeting.</u> Submissions will not be accepted after 10am.	<p>Ppt Cycling_in_AR6_final (supporting my submission that you already received) Council Business following up attachment*</p> <p>From the most recent report from the IPCC– its 6th.</p> <p>"Cycling in the IPCC 6th assessment report"</p>
Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *	Yes
If yes, please indicate if you would like to make your submission in person, or via a virtual link (Zoom) to the meeting. Please note, physical attendance will be limited in accordance with City of Melbourne security protocols and COVID–safe plans and be allocated on a first registered, first served basis. *	I wish to make by submission via Zoom

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * john merory

Email address: * john.merory@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: cycle lanes inthe CBD

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I moved to Melbourne 52 years ago and am now 76 years old. I have not driven since August 2018 because of the development of heart block and epilepsy following heart valve surgery, both very well controlled now. However I was advised by my neurologist not to re-apply for a driver's license. I depend on my bicycle for mobility around and in Melbourne, for carrying shopping and tools, and for exercise to keep fit and healthy. I enjoy cycling except when diesel emissions or other burnt fossil fuel pollution reach such a level that I am afraid to breathe, when car and truck traffic squeezes me into the gutter, or when painted lines on the road are thought by noncyclists to be bicycle lanes despite car-dooring incidents. I need safe clean wide cycle tracks. There are not enough in the CBD or in the suburbs, inner or mid or outer. Bicycles do not pollute and can be parked 50 bikes in 3 car spaces with no increase of road space to get in or out of the parking space, unlike cars. I have never collided with or threatened anyone on foot. I have suffered typical cyclist fractures, right hip 2 years ago and left hip recently, due to inadequate narrow cycling tracks poorly maintained. As for "shared trails" they put both cyclists and walkers in danger.

From the latest (6th) IPCC report :

Among 60 identified actions that could change individual consumption, individual

mobility choices have the largest potential to reduce carbon footprint (WGIII TS)

(Other options with high mitigation potential include reducing air travel, heating/cooling set-point adjustments, reduced appliance use, shifts to public transit, and shifting food consumption towards plant-based diets.)

Please indicate Yes
**whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: ***

If yes, please I wish to make by submission via Zoom
**indicate if you
would like to
make your
submission in
person, or via a
virtual link (Zoom)
to the meeting.
Please note,
physical
attendance will be
limited in
accordance with
City of Melbourne
security protocols
and COVID-safe
plans and be
allocated on a first
registered, first
served basis. ***

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * John Milanese

Email address: * info@mrjohntours.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Bus Lanes in CBD and Tourism Veihlces

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Hi! I am a small tourism operator with a HI Ace bus and Kia carnival. Like many others, still recovering from lingering effects of Covid pandemic. Hence with very little business related travel into CBD this has not been issue yet for myself but once international tourism increases this will inevitably result in more tour buses, ubers and taxis having to travel through CBD and surrounds further increasing congestion.

Actually I have written to Council over the last 15 years or so at my concerns in the gradually constriction of vehicle lanes and how this makes it extremely difficult for vehicles like ourselves that need to pick up guests at or near hotels

and who for various reasons might not be able to go to central pick up points which are often congested anyway As I have often stated , yes, we can encourage people to leave their cars and travel by public transport, bicycle and foot if viable. I myself now often ride a bicycle into the CBD from the Inner Western suburbs and would agree that we need to have safe access to the CBD . However at the expense of limiting and restricting traffic lanes on most thoroughfares in the CBD its having an increasing severe effect on a traffic, especially of a commercial bent as the recent uproar around delivery vehicle access. I am also concerned at decrease in places I can safely park my bus, esp on Flinders Lane near Spencer St and Exhibition St.

I am aware this is a complicated issue as there are various modes of transportation in and around the CBD which

seem to be fighting with each other for limited lane space as per this bicycle lane issue.I would like to add here that CBD area has always been quite dangerous to ride through and noting that fellow speeding cyclists are now joined by electric scooters riding all over the place,often with no helmet, as those to watch out for as much as motorists.

Its a pity Mayor Sally Capp`s proposed Greenline at the North Bank of the Yarra could not encompass a broader circular route around the Greater CBD where commuting bicyclists could also leave their bicycles at or near approximately four central hubs,e.g Flinders St, Southern Cross Station, Flagstaff Station and Parliament Station.These could be secure and safe bike portals which could encourage more `bike and walk` modes around the CBD and possibly eliminate some of those bike lanes in the CBD.This would hopefully allow and encourage more commutes by bicycle to CBD and also free up a few more vehicle lanes,esp those for commercial use. Finally if commercial vehicles could be exempted I would not be against a congestion tax on private vehicles coming into the CBD if that would improve access into and around CBD . regards and hope my concerns and suggestions are examined

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Jon Green

Email address: *

jonatgree@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

CBD Bicycle Lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting.

Please continue building bicycle infrastructure. We need bicycle infrastructure to make Melbourne a more sustainable and liveable city. The science on bike lanes is out there. Read it, please.

Submissions will not be accepted after 10am.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Jonathan Arundel

Email address: * jonathan.arundel@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I am the owner of an apartment in Little Collins St, and a member of our Owners Corporation Committee which also includes an apartment building on Bourke St, and the new NAB building at 405 Bourke St owned by Brookfield. I am also the lead author of the "Creating Liveable Cities in Australia" report, which won the Planning Institute of Australia's National Award for Cutting Edge Research and Teaching in 2021.

I would strongly urge Council not to halt the accelerated rollout of the Bike Lane Delivery Program. I agree with Cr Leppert's opinion expressed in The Age – that halting the rollout would be both a bad idea and economic vandalism. Council's own Independent Transport Review supports continuation of the accelerated rollout, and Council's own research has shown that a majority of residents support the new protected bike lanes. There is indisputable evidence on the economic, public health and environmental benefits of the protected bike lanes and so I would urge the Future Melbourne Committee to reject the recommendation to defer further installation of new protected bike lanes.

Our building is within earshot of the former GPO building's clock chimes, and 405 Bourke St was constructed with an entire basement floor of bike parking and end of trip facilities for NAB employees. Despite this we have no close or easy access to protected bike lanes currently, as we await the future construction of the new Bourke St and

Elizabeth St lanes. Thus while it is my professional view that the accelerated rollout should continue, it also directly impacts me personally.

Dr Jonathan Arundel

Honorary Principal Research Fellow, RMIT University

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Jonathan Tosio

Email address: *

jonathan.tosio@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

As a long-time Melbournian, hearing all of the opposition to more bicycle lanes makes me rather morose. I recently stopped cycling because I've had one too many close calls with being doored, being run off the road, having drivers swerve into my lane suddenly. As a recent new father, I don't feel I have the luxury to risk my own safety any more.

My driving a car exponentially increases traffic congestion during peak hour, which, I gather, is an argument people in favour of more cars are passionate about solving. If we had decently protected bike lanes right through Melbourne, and its surrounding suburbs, I would no longer be forced to drive.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Jonathan Wilson

Email address: *

jonathan.robert.wilson@outlook.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Your question

Is the council willing to accept responsibility of future cyclist deaths as a result of refusing to build safer cycling infrastructure in the city?

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Jonathon Tree

Email address: *

jonathon.a.tree@outlook.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Almost every street in the Hoddle Grid prioritises motor vehicle access through the allocation of space, despite motor vehicles being the transport mode least suited to a vibrant, high-density activity centre and the sustainability objectives of the Council's Transport Strategy.

It is fanciful to expect commuters to cycle in the city when they feel unsafe on city streets – the result of lacklustre infrastructure on all but a few thoroughfares. Indeed, the Council's own data shows that new segregated bike lanes are extremely successful at increasing rider numbers.

The Council will no doubt face backlash as it seeks to rectify the vast imbalance in transport infrastructure provision. However, the development of safe, sustainable transport infrastructure for the hundreds of thousands of city residents and visitors to the City of Melbourne should not be beholden to a small number of traders whose businesses do not stand to benefit from these works.

The business composition of the city will change over time – particularly as the city pivots to a lifestyle destination in the midst of the COVID-19 pandemic – however, the realities of space constraints, climate change, and unsafe riding conditions will not.

I encourage the Council to stand up for its vision for a safe, active and sustainable Melbourne and reject Recommendation 22.6.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * joseph doak

Email address: * joedoak@hotmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: 6.9/19. Pause on construction of protected bike lanes

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

It is extremely disappointing that City Of Melbourne Councillors are prioritising perceived inconvenience of car/delivery drivers over the safety of cyclists. This flies in the face of CoM's own transport strategy 2030 vision for safety and goal of increased cycle use. CoM also declared a climate emergency yet is prioritising car perceived convenience (almost all of which is fossil fuelled) over the far more environmentally friendly transportation mode of cycling. I would also like to point out that some deliveries can also be made on a bike or can certainly have the potential to be and the only way to encourage that is to build protected bike lanes. A bike takes up far less room in the street than a car, so i would argue that cars are the mode causing congestion. I implore CoM to push ahead with rolling out it's (pretty bare minimum) protected cycle lanes without pausing.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Joseph Murphy

Email address: *

sephmurphy7@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Item 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting.

Submissions will not be accepted after 10am.

I request that the CBD protected bike lane rollout continues in the coming financial year and that the council commits to retain all existing bike lanes. Thank you, Joseph Murphy.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Joshua Collins

Email address: *

hello@joshuacollins.me

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

(see attached pdf)

Alternatively you may attach your written submission by uploading your file here:



[mcc_future_melbourne_committee_submission.pdf](#)

40.54 KB · PDF

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

RE: Recommendation to halt protected cycle lane construction during FY23

Council management has recommended that bicycle lane construction be deferred in FY23 (Recommendation 22.6), however management provided no substantive justification for this recommendation.

This is despite the materials presented for this agenda item being broadly supportive of the council continuing to upgrade Melbourne's lagging bicycle infrastructure. These materials include:

1. business surveys,
2. personal surveys,
3. the Urbis report, and
4. measurements which indicate that cycling numbers have grown faster than total travel numbers.

It seems that council may be bowing to a small group of loud and noisy anti-bike interests, at the cost of progress towards a safer Melbourne.

Sadly, Melbourne has seen CBD cycling deaths within the past month. How many lives will be lost because of deferred infrastructure upgrades? Council has provided no evaluation of the impact of a deferral.

The Urbis report recommends that council allocate road space to more efficient uses. If buses and trams remain delayed by cars, and cycling to the city remains a complex, unsafe and difficult task, Melbourne will be weakened by economically inefficient car traffic. The report notes that cyclists bring greater economic benefits than cars and recommends through traffic be discouraged. Exhibition St is a perfect example of rational, future-minded upgrades which council should continue to execute as quickly as it can.

As a cycling and train commuter to the City of Melbourne, I want to see cycling, a *COVID-safe* option, become a **safe** option. East-west connectivity within the CBD remains difficult. I greatly appreciate the upgrades to Queensbridge/William St and Southbank Blvd, which have enabled me to safely access my workplace on bike. Unfortunately, there is still a long way to go in the 5km radius around the city; St Kilda Rd and Junction remain incredibly risky.

The 2030 Melbourne Transport Strategy isn't ambitious – it doesn't deal with King St, which remains a great wall cutting the city in half. Why should we slow down implementation of the basics? The lesson from Paris' transformation would be to 'rip the band-aid' quickly, lest you go nowhere fast, like most cities in Australia and North America have for the past decade.

While cities around the world prioritize people over cars, will Melbourne stand still? Reject this recommendation.

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Judith Hall

Email address: *

judith59hall@gmail.com

Phone number *

Date of meeting: *

Thursday 7 July 2022

Agenda item title: *

bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I live at the corner of Exhibition and Bourke.
I support the bike lane expansion.

The traffic flows well, and the changed turning arrangements of the corner of Bourke and Exhibition have made the intersection easier to navigate.

15min parking arrangements outside my building for deliveries are in a different place, but still there.

Advantages include:

- the prospect of having fewer scooters on the pedestrian zone
- the accomodation of extra outdoor seating at the local pub
- the likelihood that fewer delivery cyclists will die.

My perception is that opponents are disproportionately enraged by pausing for cyclists- and their existence at all as part of city life. There is some fundamental irritation with any change, and this leads to a distoted perception of the actual impact on their driving experience and delivery capacity.

There has been some serious yelling and sitting on horns in circumstances that would not be ammeliored bt removing the lane. Everone's tetchy and cycle culture is an easy target.

Please manage the transition TO a cycle friendly city, and dont be lobbied out of it. My daughter has just relocated from Sydney in part to be a proper car free Melbournian enjoying a growing cycle culture.

Make it worth it.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Jules Ius

Email address: * ameristraya@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

<https://www.theage.com.au/politics/victoria/no-more-new-bike-lanes-for-cbd-after-council-cops-complaints-20220602-p5aqia.html>

I'm a bit dumbfounded reading this only days after a person on a bike was killed in the CBD, especially when her life might have been saved if safer infrastructure was in place.

I rely on those bike lanes to help me safely get to work on Exhibition Street. Commuting by bike is the only way to guarantee a consistent travel time, for me. Driving to work is costly, inefficient, and unpleasant. Taking the bus is a gamble because of infrequent, unreliable services combined with unpredictable traffic on the West Gate. If I am expected to return to the office while we pretend the Pandemic is over, then I would like to arrive on time and have some spending money to support a local restaurant, rather than a car storage facility.

I rely on those bike lanes to get to social events on the weekends. My bus service stops running well before events end and I would rather spend my money on activities, food and drink, and shopping, instead of paying for a taxi. I can carry more on my bike than I can by hand or on public transit, which means I can buy more and spend more on shopping trips. Just this week I dropped \$200 in a single shop on my way home, by bike, from work.

But if it isn't safe and easy to move around the city, then I won't come. I'll shop elsewhere or order online, I'll work from home more, and I'll find things to do in the suburbs.

You can re-prioritize your rollout plan without halting construction. You can improve Council's communications without halting construction. Please, don't let a few loud complaints get in the way of making your roads better for the many.

Thank you for your time.

Please indicate **No**
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: * I have read and acknowledge how Council will use and disclose my personal information.

Name: * Julia Pham

Email address: * pham.julia@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Agenda item 6.9: Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am. Please see attached my written submission to the Committee.

Alternatively you may attach your written submission by uploading your file here:



[submission_to_city_of_melbourne_agenda_item_6.9_julia_pham.pdf](#)

1.80 MB · PDF

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * Yes

If yes, please indicate if you would like to make your submission in person, or via a virtual link (Zoom) to the meeting. Please note, physical attendance will be limited in accordance with City of Melbourne security protocols and COVID-safe plans and be I wish to make my submission in person

allocated on a first registered, first served
basis. *



Submission to the Future Melbourne Committee

Meeting 7 June 2022

Agenda item 6.9: Implementation Update: City of Melbourne Transport
Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Julia Pham

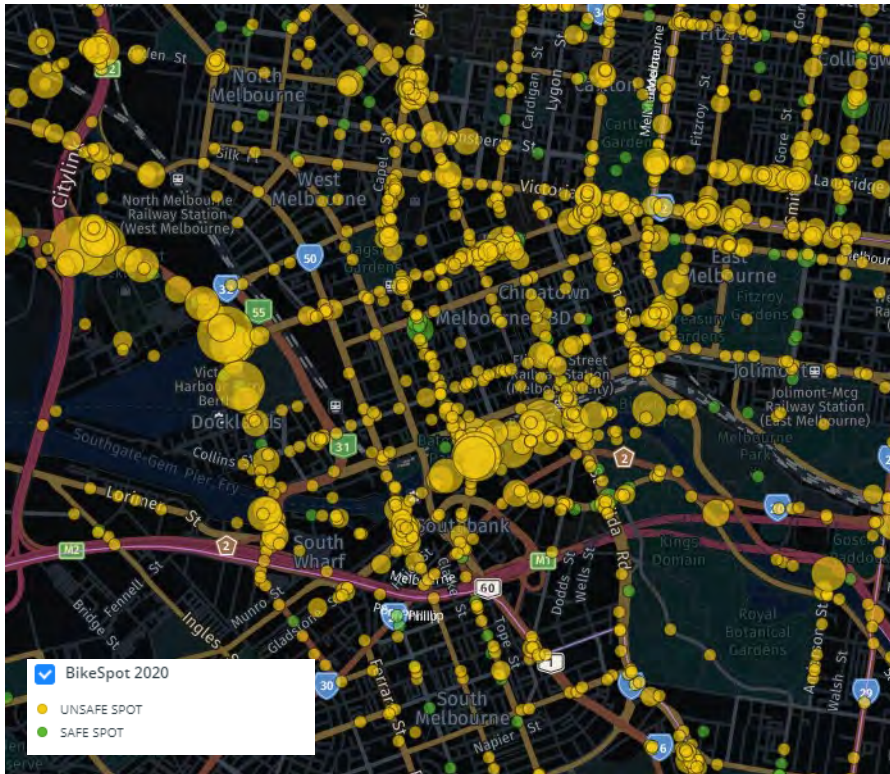
01

Building bike lanes is a matter of urgency



We wear fluoro for a reason: every cyclist in the CBD has a story about a near-death experience

A BikeSpot survey demonstrates the CBD has MANY spots marked 'unsafe' for cyclists



<https://www.bikespot.org/>

Fatalities typically occur during peak periods where vehicle volumes are highest.



Bicycle Network – Bike Rider Fatality Report, 2001 – 2020. March 2021

Her name was Yukako.

Unprotected bike lanes lead to devastating consequences.

National Victoria Tragedy

Cyclist dies after collision with truck in CBD



By Tom Cowie
May 17, 2022 – 8.05pm

Police said the cyclist and truck collided about 5.10pm on Tuesday at the intersection of La Trobe and King streets.

<https://www.theage.com.au/national/victoria/cyclist-dies-after-collision-with-truck-in-cbd-20220517-p5am7k.html>

Separated bike lanes are key to minimising traffic conflicts

It doesn't cost much to save lives.

Cyclists are not asking for gold plated routes. They're not asking for a ban of cars in the city. They're asking for safer bike lanes which are more than 60 cm wide and cyclists are at least protected by cheap polymer separators.



Rathdowne St



LaTrobe St/King St



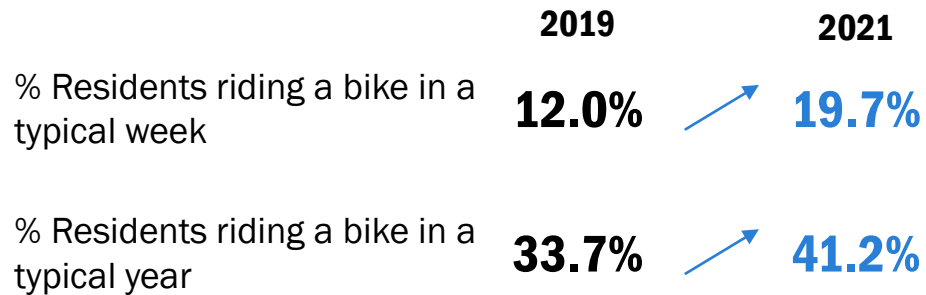
Collins St



Exhibition St

Cycling has surged in popularity post-COVID 19 - better infrastructure is needed now more than ever

This growing cohort of the community deserves better than dangerous infrastructure in return for choosing a sustainable mode of transport.



<https://www.cwanz.com.au/national-walking-and-cycling-participation-survey-2021/>

Cyclist demographics: findings from 2021 National Walking and Cycling Participation Survey

- Trend to more people returning to riding after a break of a year or more
- Of regular riders in Melbourne, 66% cycled for recreation, and 45% cycled for transport
- Half of all households have access to at least 1 working bicycle
- The highest participation rates are amongst 10 to 17 and 2 to 9 year olds

Congestion, public transport wariness and high petrol prices have increased the popularity of cycling and other micromobility modes such as e-scooters

From Key Issue 8.2 of Meeting notes for Agenda item 6.9

- Central city motor vehicle volumes during the AM peak in March were around 94 per cent of the 2019 baseline.
- The ITR found that this is likely to be closer to the total AM capacity and any additional traffic will increase travel time, making other modes more attractive.

High petrol prices triggering new wave of bike buyers in Melbourne

Motorists have been left questioning the need for cars to get themselves around amid soaring petrol prices and other transport options.

Holly Hales

@hollyhales less than 2 min read March 21, 2022 - 3:45PM

COVID-spurred bike boom sees sales spike, but shortages flare for sellers



By Dominic Powell

July 2, 2021 - 3:58pm

Safety remains the #1 concern – the price paid for using the road shouldn't be injury or death

Cyclists are inherently more vulnerable than those in cars and trucks, and have completely different infrastructure needs.

What might be a minor prang between two vehicles could be life or death for a person riding a bike.

Infrastructure Australia: Safety is the primary issue for cyclists

Infrastructure Australia's (IA) annual priority list said dedicated cycling infrastructure for key routes should be built within five years to alleviate congestion and encourage more people to ride their bikes.

The idea was first proposed by RACV last year and included 17 suggested routes to link commuters to "major activity centres" around the city.

The IA report said while most Victorians owned bikes, recent research showed they did not cycle for transport "because the bicycle network is not currently meeting community needs and expectations of a safer, lower-stress and better-connected network".

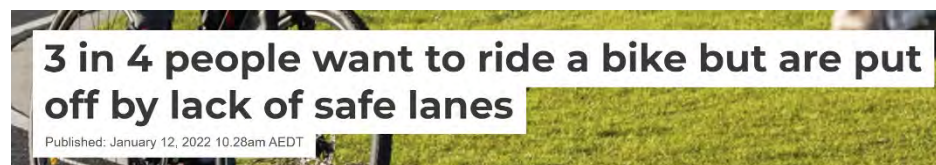
<https://www.abc.net.au/news/2020-02-26/infrastructure-australia-backs-melbourne-cycling-lanes-proposal/12000910>

Statement from CEO of Infrastructure Victoria, 21 March 2022

Research shows safety is the number one barrier for people who are interested in cycling, but don't. Significantly, council data shows an 80% jump in people travelling on protected bike lanes during February, compared with the previous month.

<https://www.infrastructurevictoria.com.au/2022/03/21/why-the-city-needs-safe-and-more-reliable-alternatives-to-car-usage/>

Paint is not infrastructure.



Too much existing bike infrastructure is simply a strip of white paint; 99% of existing on-ride bike infrastructure in Melbourne is made up of painted bike lanes, which result in closer motor vehicle passes and do not protect cyclists from potential injury.

<https://theconversation.com/3-in-4-people-want-to-ride-a-bike-but-are-put-off-by-lack-of-safe-lanes-172868>

The RACV is calling for better cyclist safety

BikeSpot survey reveals more than 80 per cent of cyclists fear being 'car doored'.

More than 80 per cent of Melbourne cyclists say they fear 'car dooring' and experience multiple incidents or near misses on a weekly basis.

The findings, revealed in a major survey of cyclists and motorists, reinforce RACV's calls for a network of cycling superhighways in Melbourne to make bike riding safer.

<https://www.racv.com.au/royalauto/transport/cycling/bikespot-survey-results.html>

02

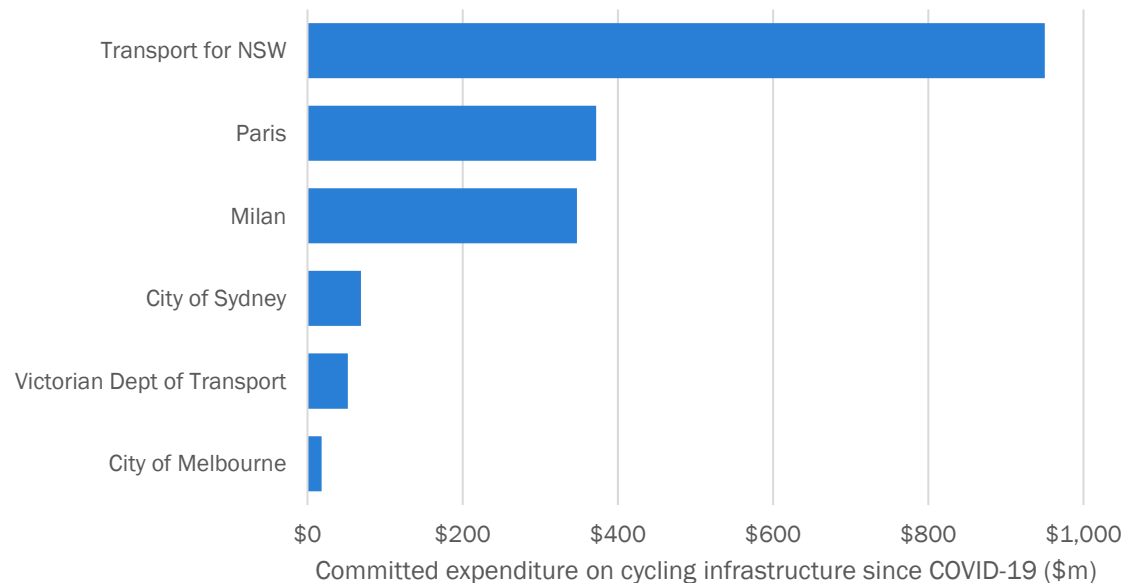
**The City of
Melbourne can
do much better**



The City of Melbourne is bucking the trend, and not in a good way

We are laggards globally and domestically

City of Sydney are spending \$69 million over the forward estimates on cycling infrastructure – City of Melbourne is spending \$18 million.



*Excludes funding for bike lanes which are part of major road projects such as the Mickleham Rd upgrade

Other cities have matured in cycling policy

Sydney cycling: has the city that 'hates bikes' finally turned the corner?

Almost 7km of cycleways have been created in six months, a sign the government conflicts that have held up progress may be on the wane

Bastien Wallace from Bicycle NSW suggests one other turning point in the tone of the debate - the **death of Cameron Frewer** in November 2018. Frewer was a cyclist who had campaigned vociferously for greater road safety before he was killed while riding on Queensland's Sunshine Coast.

Wallace says that was “the last time it was acceptable to talk about ‘a war on the roads’” and both the media and politicians have since moved away from “inflammatory language” about the rights and responsibilities of cyclists.

<https://www.theguardian.com/australia-news/2021/jan/09/sydney-cycling-has-the-city-that-hates-bikes-finally-turned-the-corner>

Complaints from a minority are no reason to completely pause an initiative that saves lives

The Mayor states most complaints are not related to lanes within the Hoddle Grid

She said the majority of complaints related to Queens Bridge Street in Southbank, but that existing bicycle lanes would remain.

<https://www.theguardian.com/australia-news/2022/jun/03/melbournes-pause-on-new-bike-lanes-spark-outrage-on-world-bicycle-day>

The majority of people support bike lanes in the City of Melbourne

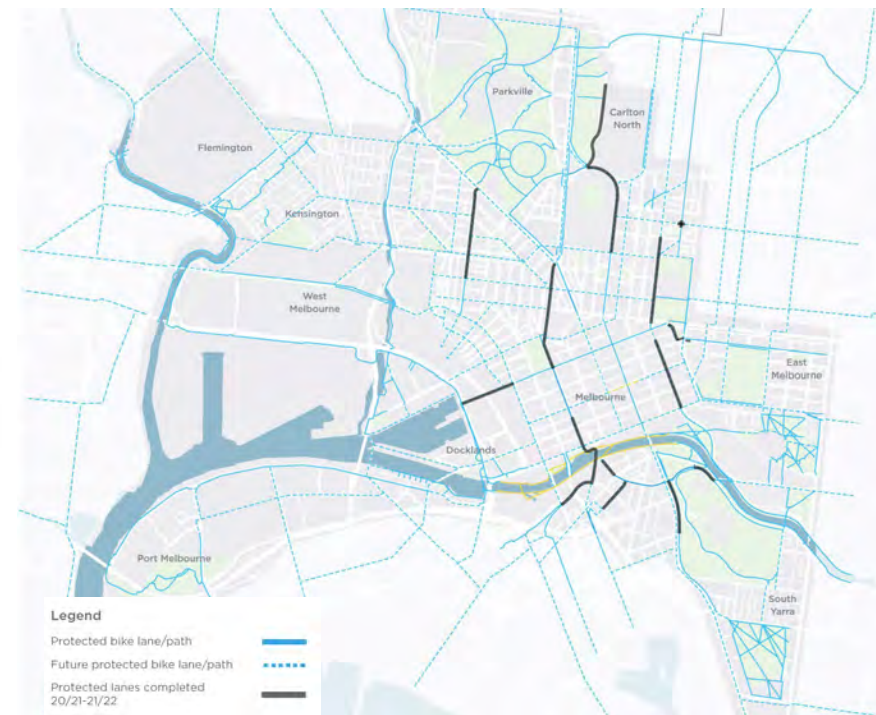
Since delivery commenced, a total of 1,146 submissions were received up to 1 March 2022:

- 728 (61%) expressed support for the program (up 1 percentage point since October 2021),
- 313 (26%) expressed opposition to the program (up 1 percentage point since October 2021),
- 151 neutral (13%).

Attachment 5 City of Melbourne COVID-19-response bike lane program – Update May 2022

Cyclists don't want to be riding with cars. We do it because we have to. Separated bike lanes will save lives.

Imagine if you were driving your car to work and the road suddenly ceased to exist at your next turn. That's what it's like for cyclists.



03

**Encouraging
cycling is good
for many reasons**



Benefit 1: Fewer fatalities and accidents for all road users

Cyclists are inherently at much higher risk of an accident

this. [Data from the Transport Accident Commission](#) in Victoria suggests that riders are 34 times more likely to be seriously injured than vehicle occupants, and 4.5 times more likely to be killed in a crash.

Bicycle Network – Bike Rider Fatality Report, 2001 – 2020. March 2021

But evidence overwhelmingly shows protected bike lanes minimise interaction between bikes and cars, preventing the worst crashes

Cycling lanes reduce fatalities for all road users, study shows

Roads are safer for motorists, pedestrians and cyclists in cities with robust bike facilities

Date: May 29, 2019

Source: University of Colorado Denver

Summary: The most comprehensive study of bicycle and road safety to date finds that building safe facilities for cyclists is one of the biggest factors in road safety for everyone. Bicycling infrastructure -- specifically, separated and protected bike lanes -- leads to fewer fatalities and better road-safety outcomes for all road users.

<https://www.iihs.org/news/detail/some-protected-bike-lanes-leave-cyclists-vulnerable-to-injury>



The screenshot shows the top portion of a news article. At the top left is a hamburger menu icon. To its right is the logo for 'THE LONDON ECONOMIC', which consists of a stylized eye icon and the text 'THE LONDON ECONOMIC'. Further right is a search icon. Below the navigation is the article title: 'Cycle lanes 'reducing fatalities among ALL road users''. Under the title is a sub-headline: 'Researchers found that facilities for cyclists act as "calming" mechanisms on traffic, slowing cars and reducing fatalities'. Below that is a small circular profile picture of Joe Mellor, followed by the text 'by Joe Mellor — 2019-05-29 13:20'.

<https://www.thelondoneconomic.com/travel/cycle-lanes-reducing-fatalities-among-all-road-users-133927/>

Benefit 2: Reduced congestion for cars

Academic literature from 2022 says there is no evidence that protected bike lanes significantly impact congestion

Do Safe Bike Lanes Really Slow Down Cars? A Simulation-Based Approach to Investigate the Effect of Retrofitting Safe Cycling Lanes on Vehicular Traffic

[Pivithuru Kalpana Nanayakkara](#),¹ [Nano Langenheim](#),² [Irene Moser](#),¹ and [Marcus White](#)³

<https://www.ncbi.nlm.nih.gov/pmc/articles/PMC8997564/>

Media release from Infrastructure Victoria, 2022

Why the city needs safe and more reliable alternatives to car usage

Monday, March 21, 2022

Blaming bike lanes for traffic jams is flawed logic and ignores the lessons of 'induced demand'.

We can't build our way out of congestion. Numerous traffic studies show that more road space for cars leads to more people driving, further clogging our roads – the induced demand effect.

Understandably, people hate congestion – it's dead time. As Melbourne's traffic worsens, more people will look to avoid the city if they feel there is no safe and reliable alternative to sitting in traffic jams.

<https://www.infrastructurevictoria.com.au/2022/03/21/why-the-city-needs-safe-and-more-reliable-alternatives-to-car-usage/>

Media release from City of Melbourne, 2018

Cycling key to unlocking congestion

Media release, Thursday 31 May 2018

With a bike lane able to carry three times as many people as a traffic lane in less than half the space, getting more city commuters onto bikes is a vital piece to solving the transport congestion puzzle, according to a City of Melbourne discussion paper released today.

Bicycles for Transport explores the challenges and benefits of encouraging pedal power in the face of Melbourne's booming population growth, set to increase by 50 per cent in the next 20 years.

Lord Mayor Sally Capp said increasing cycling participation would unlock far reaching benefits to Melbourne's congestion problems and boost the economy.

<https://www.melbourne.vic.gov.au/news-and-media/Pages/cycling-key-to-unlocking-congestion.aspx>

Benefit 3: Public realm improvements can boost economic recovery post-COVID 19

Myth busted

There is no evidence that conversion of street parking to cycling lanes reduces economic activity

The Complete Business Case for Converting Street Parking Into Bike Lanes

But here's the thing about the "studies on possible economic impacts" requested by retailers on Polk Street, or really wherever bike-lane plans emerge—they've been done. And done. And done again. And they all reach a similar conclusion: replacing on-street parking with a bike lane has little to no impact on local business, and in some cases might even *increase* business. While cyclists tend to spend less per shopping trip than drivers, they also tend to make more trips, pumping more total money into the local economy over time.

<https://www.bloomberg.com/news/articles/2015-03-13/every-study-ever-conducted-on-the-impact-converting-street-parking-into-bike-lanes-has-on-businesses>

More bang for buck

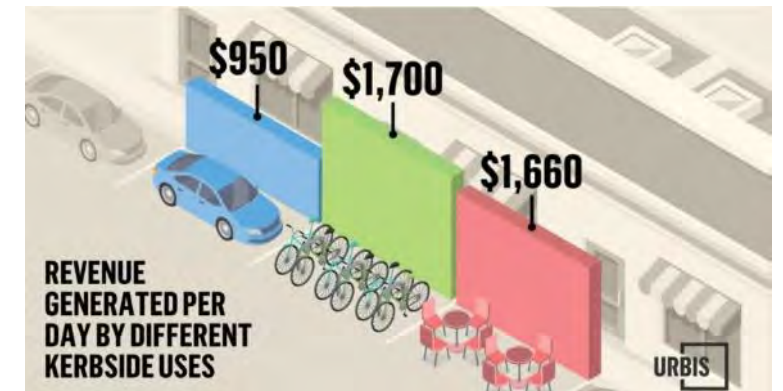
A Melbourne study proves bicycle parking is a significantly more productive use of space than car parks, generating more revenue for local businesses. **Less pollution** also makes a better urban environment for all to enjoy.



Figure 30 Retail spend per hour generated by one car parking space allocated to car parking in Lygon Street, Carlton, where the car park is fully utilised at all times by a car.



Figure 31 Retail spend per hour generated by one car parking space allocated to six bike parking spaces in Lygon Street, Carlton, where the car park is fully utilised at all times by six bikes.



http://colabradio.mit.edu/wp-content/uploads/2010/12/Final_Thesis_Alison_Lee.pdf

Benefit 4: Increased uptake of sustainable transport

Taken for a ride

Data from the Herald Sun suggests 1 in 4 vehicles on Melbourne’s new separated bike lanes are bicycles

WHERE THE BIKES ARE ... AND AREN'T				
TIME (20 MIN)	LOCATION	VEHICLES	BICYCLES	E-SCOOTERS
AM	William St (Lt Bourke)	141	67	4
PM	William St (Lt Bourke)	141	58	9
AM	Queens Bridge	193	42	11
PM	Queens Bridge	162	23	11
AM	William St (North)	121	55	5
PM	William St (North)	117	62	3
AM	Exhibition St	215	74	8
PM	Exhibition St	178	46	3
TOTAL		1268	427	54
ALL VEHICLES		1749		

<https://www.infrastructurevictoria.com.au/2022/03/21/why-the-city-needs-safe-and-more-reliable-alternatives-to-car-usage/>

Amsterdam wasn't made in a day

Better infrastructure encourages mode shift

Six in ten users of pop-up bike lanes in Paris are new to cycling, says city's government

- Majority of French capital's residents want the temporary infrastructure, which has encouraged particularly strong growth in the number of women cycling, to be made permanent

<https://road.cc/content/news/6-10-users-pop-bike-lanes-paris-new-cycling-280681>

If You Build It, They Will Bike: Pop-Up Lanes Increased Cycling During Pandemic

A study of European cities adds to a growing body of evidence that investments in cycling infrastructure can encourage bike commuting, which helps cut greenhouse gas emissions.

“What we’ve undertaken is a whole program of adaptation, of putting nature back in this city,” she said. “We’re trying to build this around the individual. But change is difficult.”

“We can’t live as before,” Ms. Hidalgo added. “There’s been an acceleration in climate change.”

<https://www.nytimes.com/2021/04/01/climate/bikes-climate-change.html>

04

**There are
solutions for
everything**



Conflicts between cyclists and delivery drivers are overstated

Concerns from delivery drivers are fair, and consultation is needed to ensure optimal outcomes

Mike McNess, branch secretary of the [Transport Workers' Union Victoria & Tasmania](#), said the CBD needed more safe loading zones for delivery drivers, particularly in Exhibition Street. He said the installation of the lanes did not involve adequate consultation with the transport sector.



But research has shown that most heavy vehicles in the CBD are 'through traffic' not related to deliveries

- Only 32% of light delivery/service vehicles entering the CBD and 34% of heavy commercial vehicles entering the CBD were estimated to be last kilometre freight vehicles servicing the CBD
- Vehicles involved in last kilometre freight activities were estimated to be only 4.4% of all vehicles entering the CBD



Most deliveries to businesses within the CBD occur outside of peak hour

- Cyclists in the CBD mostly travel during peak hour.
- 39% of all deliveries to businesses within the CBD occur between 9am and 11am (on weekdays)
- Avoiding peak hour congestion minimises additional labour costs
- Unlike commuters, businesses have greater flexibility regarding delivery times.

Nick Casey, Damon Rao, Jose Mantilla, Stephen Pelosi, Russell G. Thompson. (2014). Understanding Last Kilometre Freight Delivery in Melbourne's Central Business District. *Procedia - Social and Behavioral Sciences* 125 (2014) 326 - 333

The needs of industry can be met with dedicated loading zones

- Research has shown that efficient management of delivery bays can improve overall traffic flow¹
- With an integrated platform, local businesses can book in advance loading bays for their deliveries (like in Rome)
- More dedicated Taxi/Uber/disabled parking can also be provided in strategic locations to minimise traffic conflicts



Floating loading zone for several trucks, Chicago



Dedicated loading bays, Rome

1. Antonio Comi, Massimiliano M. Schiraldi, Berta Buttarazzi, Smart urban freight transport: tools for planning and optimising delivery operations, Simulation Modelling Practice and Theory, Volume 88, 2018, Pages 48-61, ISSN 1569-190X, <https://doi.org/10.1016/j.simpat.2018.08.006>. (<https://www.sciencedirect.com/science/article/pii/S1569190X18301217>)

05

**What are we
waiting for?**



Change is tough but so worth it!

Like SkyRail and the Level Crossing Removals – people are naturally resistant to change but evidence is hard to deny.

It's established that better cycling infrastructure produces so many benefits. What seems like a risk isn't really one at all.

'Bikelash' is natural from some, but the broader community knows what's best

Council elections worldwide have consistently rewarded pro-cycling mayors

The New York Times

The Greening of Paris Makes Its Mayor More Than a Few Enemies

"There are fewer cars, but there is more congestion, and that can affect pollution levels," said Paul Lecroart, an urban planning expert at the Paris regional planning agency.

But the fights the Spanish-born mayor has already taken on and won demonstrate that she has no intention of backing down.

"There's been a very violent reaction at times," Ms. Hidalgo said, smiling slightly in an interview in her cavernous office at the grandiose Hôtel de Ville, the City Hall.

<https://www.nytimes.com/2019/10/05/world/europe/paris-anne-hildago-green-city-climate-change.html>

The bikelash paradox: how cycle lanes enrage some but win votes

Janette Sadik-Khan and Seth Solomonow

"It's easy to argue about parking," said Sala. "But it's difficult to dispute a new city space filled with people and with signs of life commerce and a sustainable purpose where there was nothing before. It's critical to act to meet the climate and sustainability moment with something meaningful that people can see, feel and use."

Experience often overtakes fears after projects have time to become part of daily life in cities. Studies of **New York, London, Toronto, San Francisco and other American cities** determined that pedestrian and cycling infrastructure increased retail sales by making streets and the stores along them better for shoppers on foot, bike and public transport.

Voters consistently remind us that it is they and not the pundits, tweeters or headline-writers who decide elections. Though road reclamations reliably serve as public-relation challenges for cities, experience shows that residents adapt quickly to road changes and predictions of traffic nightmares and business failures do not come to pass.

<https://www.theguardian.com/environment/bike-blog/2021/oct/29/the-bikelash-paradox-how-cycle-lanes-enrage-some-but-win-votes>

Sydney cycling: has the city that 'hates bikes' finally turned the corner?

Almost 7km of cycleways have been created in six months, a sign the government conflicts that have held up progress may be on the wane

What has made the difference?

Campbell points to the closure of George Street to car traffic **to make way for the light rail** as an example of how attitudes can change quickly, challenging "people who say it's impossible, that you can't remove road space - the sky will fall".

The same is true for cycling projects that aroused furious opposition when proposed, such as the **"battle of Bourke Street"** over the cycleway to the south of the inner city a decade ago. Smyth says 80% of submissions to that proposal were hostile but the project is now "universally loved".

"People are buying property there, setting up shops and bakeries on that street as a result ... people who've witnessed this, the shopkeepers on Oxford Street, they do understand what's killing that place, and that's the traffic at high volumes and high speeds ... They know [the new cycleway] will be good for business. There'll be some people you can never win over but we are definitely seeing a shift."

<https://www.theguardian.com/australia-news/2021/jan/09/sydney-cycling-has-the-city-that-hates-bikes-finally-turned-the-corner8>

Time and time again, voters have rewarded local politicians who made their cities more liveable

Residents in the City of Melbourne know good policy when they see it.

There's only 2 more years until the next council elections – bike lanes don't cost much and are such an easy way to win votes.

Create a legacy for locals, not lobbyists and talkback radio hosts

Council elections worldwide have consistently voted for pro-cycling mayors who deliver results

The bikelash paradox: how cycle lanes enrage some but win votes

Janette Sadik-Khan and Seth Solomonow

Meddling with drivers guarantees a media storm, but mayors behind ambitious road reclamations are consistently rewarded

Voters in Paris last year returned the socialist mayor Anne Hidalgo to a second term after a radical remaking of the city's landscape before and during the pandemic. Hidalgo has spurred a cycling golden age, building hundreds of kilometres of bike lanes, turning the crosstown Rue de Rivoli into a churning bike- and bus-priority corridor, and pedestrianised a highway along the right bank of the Seine. Intense opposition and driver protests did not translate into votes: Hidalgo won by a margin of 18 percentage points in the second round of voting.

London's mayor, Sadiq Khan, won reelection in May after **creating or completing 160 miles (260km) of new bike routes**. Faced with an opponent who vocally opposed improvements for cycling and walking, the Labour mayor won 55% of the vote in the runoff.

Milan's mayor, Giuseppe Sala, earlier this month won reelection after reclaiming 22,000 sq meters of vehicle lanes to create 38 neighbourhood plazas over three years and 22 miles (35km) of cycling and walking space on main travel corridors **during the pandemic**. This citywide reordering of

The Barcelona mayor, Ada Colau, in 2019 **was reelected** by the city's council after expanding citywide biking corridors and creating innovative "superblocks" – pedestrian-priority neighbourhood streets that are furnished with chairs, tables and playground equipment to calm traffic and create community space. She and her government have gone on to more than double the bike network and reallocate 30,000 sq metres of road space from cars.

And in Oslo, the city council reelected mayor Marianne Borgen in 2019 after introducing policies that removed **most of the city's downtown parking spaces** to ease pollution. **Clover Moore in Sydney** has already won three reelections despite strong blowback to her pro-cycling agenda; she is now running to win a fifth term in December. Tel Aviv's electorate reelected **Ron Huldai** partly owing to his bike-lane and pedestrian space actions.

Greens topped first preference votes across the City of Melbourne at the 2022 Federal election

It's a safe assumption that addressing climate change is an important issue for many voters in the City of Melbourne



Recommendations to the Council

The safety of Melburnians depends on your actions.

- 1** Restart the program of installing new protected bike lanes in the Hoddle Grid during FY2022/23.
- 2** Consider applying to the Transport Accident Commission's Local Government Grant Program to receive up to \$130,000 in funding to upgrade the safety of cycling infrastructure in the CBD.
<https://www.tac.vic.gov.au/about-the-tac/community/grants/local-government-grants?drop=5>
- 3** Commit to spend any rolled over funds from FY2021-22 this year.
- 4** Prioritise addressing safety issues on high-value corridors – such as Collins Street, LaTrobe Street, Southbank – through clear separation of cycling, vehicle and pedestrian traffic.

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Julian O'Shea

Email address: * julian.oshea@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and
* Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I'm a City of Melbourne resident; small business owner; and researcher at the Mobility Design Lab at Monash University.

Melbourne is a world-class city – with liveability and quality of life, being true draw-cards of what the city has to offer.

My submission to this committee – is that I am passionately in favour of continued investment in, and the expansion of, infrastructure that supports active and sustainable transportation – notably protected bicycle lanes and supporting public transportation. As a researcher in this field, there is significant evidence that backs up the benefits of these from an economic, safety and environmental perspective.

The fact is, the area of the city and its streets hasn't increased over the past centuries – but the population has grown significantly, and will continue to rise over the coming decades. Leading cities around the world – including Paris as a notable example – recognise how we use our streets is an important decision, and are strongly encouraging bicycles through quality infrastructure (notably protected bicycle lanes). High capacity and quality bike lanes is an excellent tool for fighting congestion.

1. Protected bicycle lanes increase both perceived and actual cyclist safety. As these lanes are introduced in greater numbers creating a viable grid for commuting – more people will use them, and a greater diversity of cyclists – evidence shows women are less likely to cycle due to safety concerns; along with children and families. This has been seen around the world – with leading cycling cities (e.g. Amsterdam) seeing thousands of children, youth and families using this low-carbon and active mode of transport.

2. The environmental benefit for this move is also significant – including related to carbon emissions; particulate matter (air pollution); and noise pollution.

3. With a rise of online work, cities need to be attractive to retain talent. Outdoor dining, accessible transport, and enjoyable places to be help achieve this. The City of Melbourne should strive to make our city more positive to be in – shared spaces over roads; bike lane accessible; outdoor dining. Swanston St is a strong example of a city street that achieves this.

4. Trends show that younger people aren't driving in the same numbers as they used to – with drivers license acquisition on the decline. There are many other reasons why people may not drive – health, financial, sustainability reasons – and a high quality and safe alternative in the form of protected and safe bike lanes should be an option – particularly noting the rise of e-bikes (popular with older folks) and e-scooter use, also.

I make documentary content about urban design and Melbourne – and have received millions of views on my videos. I say this to note that huge numbers of people are interested in how we design our cities for people – and these are people that may not ever make a submission like this or attend a council meeting. Indeed it's the first one I've ever made. There are some loud voices opposing this transition – but the research shows that bicycles, walking and active transport (as opposed to car and vehicle traffic) reduces noise, carbon emissions, particulate emissions (air quality); improves safety; and reduces congestion. These benefits will impact millions of people that live, work and visit the City of Melbourne. This is worth keeping in mind.

As a proud Melburnian who wants the city, its environment, residents and businesses to thrive – I strongly recommend taking bold, urgent and positive action through rolling out high quality cycling and pedestrian infrastructure. Be bold and leave a positive lasting legacy to the city.

Please indicate Yes
whether you

would like to
verbally address
the Future
Melbourne in
support of your
submission: *

If yes, please
indicate if you
would like to
make your
submission in
person, or via a
virtual link (Zoom)
to the meeting.
Please note,
physical
attendance will be
limited in
accordance with
City of Melbourne
security protocols
and COVID-safe
plans and be
allocated on a first
registered, first
served basis. *

I wish to make my submission in person

Privacy acknowledgement: * I have read and acknowledge how Council will use and disclose my personal information.

Name: * Julie Clutterbuck

Email address: * clutterbuck.j@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Council,

I am writing in support of continuing the long-overdue roll out of protected bike lanes across the city. These make visiting the CBD a pleasure, and, as a person who lives in the suburbs, is an inducement to come in to the city to shop, rather than driving to a shopping centre.

Moreover, we've seen some horrific crashes in the last few weeks. Protected bike lanes keep people safe.

Sincerely,

Julie Clutterbuck, Elwood

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Julien Vincent

Email address: *

julien@marketforces.org.au

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting.

Please see attached

Submissions will not be accepted after 10am.

Alternatively you may attach your written submission by uploading your file here:



[submission_to_agenda_item_6.9_com_meeting_7_june_2022.pdf](#)

112.70 KB · PDF

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

6 June 2022

Re agenda item title: Agenda 6.9

Dear Melbourne City Councillors,

Market Forces is an environmental advocacy organisation focused on the role of finance and investment.

We were honoured to receive a Melbourne Award in 2016 for "Contribution to Environmental Sustainability by a Community Organisation". The honour stems from the fact that we have seen the City of Melbourne make significant efforts over the years to become a more environmentally friendly, inclusive and open city.

Our main office is located near the corner of Elizabeth and Collins Streets and close to a dozen of our team regularly cycle to work through all directions of the city. Most if not all of us have encountered near-misses and other physically risky situations when required to ride in traffic. We all know people who have been injured as a result of cycling in and among regular vehicle traffic.

We are deeply concerned to learn of the possible backsliding of an important initiative to open the City to greater cycling volumes, reduce vehicle traffic, improve safety, and improve air quality.

We support several of the arguments made by others in favour of the continued roll out of an extensive bicycle lane network, as follows.

- **Reduce car traffic and improve accessibility:** Creating a safe network of bike lanes, separated from roads, promotes cycling in favour of vehicular traffic. By making riding more convenient, cycling can supplant more unnecessary vehicular traffic in the city, thereby making it easier for people to move around our city.
- **Improving local air quality and health outcomes for communities:** Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia - larger than the national road toll. If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution or experiencing non-fatal impacts of air pollution, such as respiratory illness. This is to say nothing of the risk of injury or fatality faced by cyclists that find themselves at the mercy of car

doors swinging open in their path or subjected to riding in and among open vehicular traffic.

- Reduce the cost of living: cycling and walking are the cheapest travel options, and improved infrastructure allows more Melbournians to experience these benefits. The benefits of cycling or walking as opposed to driving are increasingly apparent as fuel prices has escalated this year.

It is a shame to see Council react to a few people who have inevitably found the addition of cycling lanes a change they have struggled to adapt to. It appears that a few motorists have decided to make a lot of noise about the changes made to the City of Melbourne during quiet periods throughout the COVID-19 pandemic. To that, we respond: change can be a challenge for some people, but would these motorists prefer to share their lane with cyclists? Our experience is often that motorists want us out of 'their way'. This is an adaptation that should benefit all and the program of expanding the bicycle lane network should be continued.

We hope Council agrees to continue its program of rolling out cycling infrastructure, as one part of being a modern, open, liveable and accessible city.

On a personal note, should Council wish to see evidence of the risks and near-misses encountered by cyclists on a regular basis, I have collected dozens of examples of both vehicles and pedestrians creating hazards as I have cycled throughout the city. It may take some time, but I could submit a compilation of these to Council.

Yours sincerely,

Julien Vincent

Executive Director

Market Forces

2016 Melbourne Award Winners for Contribution to Environmental Sustainability by a Community Organisation



Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Justin Cheung

Email address: *

justin.cheung.1110@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda 6.9

Alternatively you may attach your written submission by uploading your file here:



[inbound7051949015444838954.pdf](#) 40.06 KB · PDF

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Dear Melbourne City Councillors,

Agenda item title: Agenda 6.9

I'm writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure - including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality.

There are many reasons bike lanes are an important part of our transport system - and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving '[traffic evaporation](#).' By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated [1,700 deaths](#) every year in Australia - larger than the national road toll. If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around. These upgrades can dramatically impact older people, those living with a disability, low income households and migrant communities.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options, and improved infrastructure allows more Melbournians to experience these benefits.

To conclude, I was alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my gratitude for the bike lanes that have been rolled out to date (and accelerated during COVID-19). I sincerely hope that you persevere with your bike strategy, which was outlined well before the pandemic.

Yours sincerely,

Justin Cheung
justin.cheung.1110@gmail.com

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Justin Karpiuk

Email address: *

justinkarpiuk@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda item 6.9 Implementation of COM Transport strategy 2030 and Transport program to aid city recovery and reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

The council SHOULD NOT support item 22.6. which Endorses the deferral of further installation of new protected bike lanes in the Hoddle Grid during the financial year 2022/2023, following two years of accelerated delivery.

Australians voted for climate change in the recent federal election, delaying the installation of protected bike lanes is directly opposed to what Australians (and city of Melbourne residents who voted Green!) want! It is time to act now and the rollout of protected bike paths can not be delayed.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

justin li

Email address: *

justinlicomputerscience@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

reduce bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Cars take up far more space than bikes. Travel by car in space-limited CBD is THE most space inefficient mode of transport. Space allocation in CBD needs to be science-based. Proper city planning should not succumb to pressure from the loud minority.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Justin Walsh

Email address: *

justin.walsh1001@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda item 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I formally oppose the proposal for the suspension of new bike lanes being constructed. It is of great importance to transition the city centre to accommodate more pedestrian traffic, such as bicycles. From an environmental standpoint, less traffic within the central business district is likely to have a positive effect on air quality. From a cost/benefit standpoint, the erosion of roads due to motor vehicles is costly due to the constant maintenance required in comparison to relatively lightweight vehicles such as bicycles that erode road surfaces at a reduced rate.

Additionally, the construction of more bike lanes discourages motorists with private vehicles from driving within the CBD, and encourages civilians to utilise public transport, and said bicycle lanes. This ultimately would appease motorists that are required to use the roads within the CBD such as drivers of maintenance and logistics vehicles, as private vehicles being absent from the roads reduces congestion.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Kai Brach

Email address: * info@brizk.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I'm a regular commuter, shopper and visitor of the CBD and I'm writing in strong support of protected bike lanes and in support of *more* bike infrastructure.

I'm so tired of the clichéd bikelash coming from a small but vocal and politically inflamed group of businesses and business advocates.

Change in the CBD is inevitable. I don't understand why these people complain about changes that make the CBD more attractive and more accessible in the long run.

Numerous studies show that active transport is GOOD for business. Yes, in the short and medium term there will be transitional issues, but I hope this council won't shy away from pushing through difficult but oh so necessary changes!

Every day, hundreds of thousands of people are trying to squeeze through a tight concrete grid. And as this number is increasing, we have to come up with more efficient, healthier and more accessible ways than adding more polluting cars.

The fact is that cars dominate the streets of our cities. The current bike lanes take up a tiny amount of space. That's the least car drivers can sacrifice to give more people more options.

Every large city in the world is experiencing the problems of car dependency and active transport is the perfect solution. I don't want important investments that help future-proof our cities (and make them attractive places to visit and do business) impeded by a few conservative advocacy groups that can't handle the fast-paced change of the 21st century.

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Karl Espernberger

Email address: * karlespernberger@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Agenda 6.9

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Agenda item title: Agenda 6.9

I'm writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

I am a father of two little girls, and try my best to promote an active way of engaging with my community – by cycling and by walking. This includes cycling to work, to our local shops, with my young girls to ballet, childcare, and soon to school with my eldest child next year. Cycling and walking is such an important part of a healthy and engaged local community. Safe infrastructure to support people and their families to be able to do this is absolutely crucial. People make our our city, not cars, with our streets being for everyone to move around and engage with our communities – bikes belong here.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation.' By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll. If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around. These upgrades can dramatically impact older people, those living with a disability, low income households and migrant communities.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options, and improved infrastructure allows more Melbournians to experience these benefits.

To conclude, I was alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from second-hand benefits such as cleaner air, less traffic, safer roads and action on climate change.

I want to express my gratitude for the bike lanes that have been rolled out to date (and

accelerated during COVID-19). I sincerely hope that you persevere with your bike strategy, which was outlined well before the pandemic.

Yours sincerely,

Karl Espenberger

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Karyn Bosomworth

Email address: * karynbos@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Hidde Grid bike lanes

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Committee,

As someone who works in the cbd and who enjoys and is proud of Melbourne, I'm surprised and very dismayed to hear that you are considering pausing the roll out of further bike lanes in the Hoddle Grid.

The Elizabeth St protected bike lane was what encouraged me to return to my office in the cbd. It also enables me to get to work faster than any other mode.

You know all the reasons as to why continuing the roll out and expansion of protected bike lanes is so valuable for the city and all Melbournians. The Urbis report clearly sets this out.

I add my voice to the chorus that is asking you to continue the roll out; to continue to be a world-leading city in health and resilience, rather than to give in to the car lobby and become less and less liveable.

Surely stopping this program, in this crucial part of the city, goes against the city's climate change plans, and risks its reputation as a liveable city?

Please be the brave city we love and continue this progressive work.

Kind regards,

Karyn

Please indicate whether you No

would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Kate Clifford

Email address: *

kate.j.clifford@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9 Implementation Update:

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

In 2016 the Council asked citizen's to form a citizen's jury and produced a ten year community plan. As a member of that citizen's jury I know how committed the community is to a city for people, a city that achieves net zero carbon emissions, and a city that prioritises active transport, including cycling.

Consequently, I've been very disappointed to see council's slow progress on improvements to safe cycling.

Painted bike lanes are unsafe and insufficient. I know because I see vehicles parked in them regularly. You know because there's a significant body of research available to you.

As a local resident and CBD worker, whether I walk or cycle, I experience near misses with vehicles regularly while following the road rules. This is a deterrent to my return to the office.

We need safer streets for people. We need Council to advocate for active and public transport across metropolitan Melbourne so that people can get here without cars.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * kate dundas

Email address: * katescape@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

My Grandpa Frank used to cycle from Glasgow to Carlisle and back for a 'wee trip', that's around a 300km, I don't think his bike had any gears. My dad used to go cycle touring around France, swapping stories of his travels and stories of Scotland for accommodation and eau de vie. Grandpa and Dad would probably have no problem swerving around cars, avoiding car doors and may even get a bit of a thrill from a near miss. But not me, I still get chills when I remember riding up Exhibition Street before the protected bike lanes with my precious baby in the trailer, cars only centimeters away. I am a tentative cyclist - not fair-weather mind you, I will go out come rain or shine, but I always choose a safe route. The protected bike lanes have been a gamechanger. Infrastructure for behaviour change. Where previously I would have swithered back and forth, thinking 'is it safe enough', now I ride into the city with confidence. My family often choose to ride into the city together, to spend the day wandering about spending our cash and soaking up the sights of my beloved CBD. The protected bike lanes make that choice possible, without them we would choose to spend our time differently.

Bikes are a great equaliser, almost anyone can afford to buy one and maintain one. Australia's cost of living is soaring, public transport and cars cost money. If we want a city that is full of a diversity of life and diversity of different types of people, you cannot take away the option of cycling.

The greatest cities in the world are prioritising active transport and protected bike lanes. New York City is seeing explosive growth in cycle commutes due to a commitment to repurposing 200km of road space for protected bike lanes. Helsinki and Oslo cut pedestrian deaths to zero by prioritising walking and cycling, including protected bike lanes. In New York, data shows that the protected bike lanes lead to an increase of 49% in local retail sales, and a 48% reduction in crashes with injuries.

Do you know how many emissions come from riding a bike? None! The amazing bike can take you for miles and miles without a single emission. Bike lanes represent a tiny proportion of overall road space, they are an incredibly efficient way to move people and stuff.

One of the other things I love about commuting into the city on my bike, apart from the freedom and the fitness, is the fresh air. Post pandemic, trams and trains feel claustrophobic. On my bike I feel like I can breathe. Without protected bike lanes, I might choose to spend more time and more money in my suburb.

Please don't listen to the noisy minority. The noisy minority wanted to keep Swanston Street full of cars, they want to keep guns rife in America, they want a lot of things that maintain the status quo. The Federal election showed us that Australians are ready for change – it showed us that Australians are hopefully for a zero emissions future. The humble, beautiful bike represents that hope, and protected bike lanes enable that hope to be delivered.

Kate Dundas

Chief Operating Officer, Sustainability Victoria

Tentative cyclist

Mother of two tiny hopeful cyclists

Please indicate Yes
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

If yes, please I wish to make by submission via Zoom
indicate if you
would like to
make your
submission in

person, or via a virtual link (Zoom) to the meeting. Please note, physical attendance will be limited in accordance with City of Melbourne security protocols and COVID-safe plans and be allocated on a first registered, first served basis. *

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Kate Follington

Email address: *

kfollington@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike lanes and rise of ebikes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Hi there,

I'm a mum and a biker, anecdotally many mums during the pandemic bought ebikes and often said it was because it would enable them to bike to the city and back without it causing huge amounts of extra strain on their bodies.

This is a positive side effect of lockdown and reduces suvs parking in the city centre and increasing congestion.

The market is rapidly moving to e bikes as a method to get around and out of the car, it's easier and better for all.

The infrastructure has to be there too, so please make bikelanes a part of all planning so new bikers and Mums and bubs can enjoy the city without clogging the roads.

Kate

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Kate Pannifex

Email address: * kate.fex@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Bike lanes

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Please do not stop building bike lanes. We need to move away from private vehicles dominating our streets.

And it is so well documented that making riding safer encourages more bike riders. Bike riders are a positive for the city, we have no emissions and we spend money. We deserve to have safe and protected routes to travel.

Please do more to educate the public on the many positives of increasing bike riding, there is such a nasty negative discourse around bike riding that is extremely harmful. Why should cars dominate our public space when they are so bad for human and environmental health????

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Kathryn Williams

Email address: * peterkath@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

The expansion of protected bicycle routes within the Hoddle St Grid has made a tangible improvement to safety and readiness of cyclists to travel into the CBD for shopping and work. For me personally the protected lanes on Peel/Williams have become a preferred route as connectivity is considerable from north to south.

These lanes provide considerable economic and public health benefits for the CBD – and have the potential to create more pleasant streets in which workers and visitors are more likely to linger.

These benefits can only be accrued where there is connectivity and genuine protection. For example the work on Rathdowne St does not provide continuous protection. I had the horrific experience recently of a driver – unprovoked and with clear intent to frighten – pointing his car toward me as I rode in an unprotected section. I will no longer ride this route or use shops in this area.

For this reason I ask that the City of Melbourne continue with the expansion of protected lanes – and to do so at pace. Once connectivity is present, these efforts will be rewarded with significant social and economic outcomes. Research from around the world demonstrates this outcome will occur. This will be an investment in the holistic wellbeing of our city and it's businesses.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Keir Paterson

Email address: * keirpaterson@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Pausing bike lane rollout in CBD

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I am a ratepayer and Kensington resident and I fully support the continued roll-out of bike lanes. It should not be paused due to a loud minority.

I currently ride a bike into the CBD 3–5 times per week to meet clients or stakeholders for coffee or lunch, to shop, go to the gym, etc. I particularly use the Exhibition Street bike lane as the a safe north/south route to the eastern end of the city.

1. Bike and e-scooter volumes are 70 percent of what they were pre-COVID, with only 36 per cent office attendance. In other words, more people post-COVID are using bikes to come into the city and will likely continue if the bike lane roll-out increases.
2. Where dedicated bike lanes are installed, bike travel is through the roof: 156% on Peel St, 113% on Swanston St and Queens St Bridge 186%. Remember: this is with office attendance of only 36%.
3. 4% of total trips to the CBD are by bike, but only 1% of road space is allocated to bike lanes
4. Apart from morning peak and lunchtime, there are almost as many car trips through vs to the CBD. So half the car traffic (and congestion) is caused by trips that make no economic contribution the CBD.
5. Bike travel contributes \$3.5B in economic benefits. Car travel is \$7.5B. So people who travel by bike are contributing almost half the total value or people traveling by car with only 4% of the trips!
6. An estimated 400,000 people have already used the new bike lanes.

I could just as easily travel (almost exclusively in separated lanes or shared paths) to Barkly Square or Highpoint. My preference is to use the CBD, but it won't be if the rollout of bike lanes is paused. Like a lot of people who ride bikes, I'll vote with my pedals and go elsewhere.

The case for continued investment is made clear in the Council's own report commissioned from Urbis:

The debate so far has been emotive and not constructive. There is a clear economic, health, environmental and community argument for continued investments. The counter arguments are not based in fact: car traffic is already at pre-pandemic (94%) levels even while slightly more than a third of office workers are traveling to the city. As return to work gathers pace, this could easily double. How is that good for delivery drivers or CBD businesses? The CoM should stay the course.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *	<ul style="list-style-type: none">I have read and acknowledge how Council will use and disclose my personal information.
Name: *	Keith Ruddell
Email address: *	keithruddell@gmail.com
Phone number *	
Date of meeting: *	Tuesday 7 June 2022
Agenda item title: *	6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation
Please write your submission in the space provided below and submit <u>by no later than 10am on the day of the scheduled meeting</u> . Submissions will not be accepted after 10am.	<p>The completion of the Latrobe and William street bike lanes have made my life much safer and less stressful, as I am no longer threatened by heavy vehicles on a daily basis. I would really like to see the rollout of bike lanes both within and without the Hoddle grid, in particular Spencer Street which is so close to becoming a nice place to ride or walk.</p> <p>Council should look into providing loading zones (replacing more street parking) so that delivery vehicles do not have to block cycle lanes.</p>
Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *	No

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Kieran Nelson

Email address: *

kiejamnel@hotmail.com

Phone number *

Date of meeting: *

Wednesday 7 June 2023

Agenda item title: *

Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I submit that the plan of significant cycle infrastructure in the city of Melbourne should be maintained, if not seen as the minimum. Businesses turnover more money, the residents are healthier and cyclists are safer when there is a substantial network of protected cycle lanes across the city. I submit that there should be no reduction of plans for separated cycle lanes and that Melbourne City Council should lead by example for the benefit of its businesses and residents.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Kieran Rogan

Email address: * kieran.rogan@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I wish to provide a submission regarding agenda item Agenda item 6.9, paragraph 22.6.

Endorses the deferral of further installation of new protected bike lanes in the Hoddle Grid during financial year 2022/2023, following two years of accelerated delivery.

Firstly, I am a strong supporter of the recently installed separated bike lanes in the city. I use them regularly both on my commute to work as well as moving around in the city to local businesses. These lanes make me feel safer when riding and more likely to move around in the city. Although I'm sure there are those who don't like the bike lanes, these needs to be balanced out by the positives of increased numbers of bike riders, as well as the increase in safety. The tragic death of a cyclist on King Street recently probably would have been avoided if they were riding in a separated bike lane.

Secondly, there is no strong evidence to support this recommendation to defer further installation. In fact, the attachments to the agenda support the bike lanes. Deferring further installation will discourage more people riding into the city, particularly where riders are forced to use roads without adequate bike infrastructure to complete their journeys.

Evidence from various studies show that any opposition to bike lanes is only temporary and a study detailed at the link below states 'it was found that after a year of new bike lanes, there was less opposition for the lanes, and more support from local businesses.'

<https://www.bicyclenetwork.com.au/newsroom/2021/08/26/bikelash-for-new-lanes-is-only-temporary-new-study-finds/>

Please consider not implementing this deferral and continue the role of our protected bike lanes.

Please indicate **No**
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Kieran Sinnott

Email address: * kieransinnott@gmail.com

Phone number *

Date of meeting: * Monday 6 June 2022

Agenda item title: Transport Infrastructure

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Please continue the bike lane roll out and do not pause their implementation or remove lanes. Expanding safe cycling infrastructure with good connections between cycling corridors will lead to increased use of cycling for transport, as has been the case in other major world cities (eg. London).

It is not feasible to continue to design the CBD and inner city for car use as the primary transport means.

Population is increasing but land size is not. Our city should be designed to prioritise pedestrians, cyclists and public transport. This enhances peoples health and improves the livability of the city.

Or we can, like addicts, “just add one more lane” “c’mon, just one more, this one will finally do it and solve traffic problems” “just one more, I promise...”

Thank you.

Please indicate whether you would like to verbally address the Future Melbourne in No

support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Kimberley Height

Email address: * kimberleyheight@hotmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation of CoM transport strategy 2030 and transport program to aid city recovery and reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

The council should not support or endorse the deferral of installation of new bike lanes in the Hoddle grid.

The council should be encouraging cycling as a form of sustainable transport and a method of reducing the city's carbon emissions. Without new protected bike lanes in the city, few people will choose to cycle as it is congested and unsafe.

As residents are being encouraged to return to the CBD through incentives such as free parking and shopping discounts, there should also be incentives for people who choose to travel more sustainably.

I am a cyclist who rides to get everywhere and very, very rarely go into the CBD as I feel that it's much too stressful and dangerous. However, since the installation of a protected bike lane on William Street, I have ridden through the city as it felt more safe.

There are many good reasons for making the city more cyclist and pedestrian friendly, and many good examples to look at of cities overseas who have reduced or even removed car traffic in city centres with great results. Cities are

rejuvenated and more liveable when they are friendlier for cyclists and pedestrians and not full of noisy, smelly vehicles travelling too fast.

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Kjestine McNamara

Email address: * kjestine.mcnamara@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I understand there is a possibility of the winding back or delaying of the roll out of the 90kms of protected bike paths in Melbourne.
The roll out of the protected bike paths need to be fast tracked!
The best thing for the city, and for people, for children, for tourists and all residents is to quickly roll out safe bike paths!

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Kristian Wheat

Email address: * kristianwheat@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Agenda 6.9

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I want to express my support for the continued rollout of the Melbourne CBD bike lanes. Safe, separate bike lines, are key to allowing people to have a choice to move around the city in a healthy and more time efficient way. Encouraging cars off roads helps the amenity of the city, through reduced car traffic and improving air quality. With the recent and continued increase to the cost of living, giving people safe options to ride into work will improve accessibility and encourage people to return to the city.

I was alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad. Let's continue to be a world leader and not fall behind the rest of the world when it comes to critical infrastructure. A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change.

Keep up the great work!

KW

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Lachlan Burgess

Email address: * workshop@melbournepowered.com.au

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Agenda 6.9

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Agenda item title: Agenda 6.9

I'm writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards

bike-riding and reduces car traffic, achieving 'traffic evaporation.' By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll. If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around. These upgrades can dramatically impact older people, those living with a disability, low income households and migrant communities.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options, and improved infrastructure allows more Melbournians to experience these benefits.

To conclude, I was alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my gratitude for the bike lanes that have been rolled out to date (and accelerated during COVID-19). I sincerely hope that you persevere with your bike strategy, which was outlined well before the pandemic.

Yours sincerely,

Lachlan Burgess

Manager at Melbourne Powered Electric Bikes

Ascot Vale, VIC.

Please indicate No
whether you
would like to
verbally address
the Future

Melbourne in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Lachlan McKenna

Email address: * lachlan.mckenna.1@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Cycling is the only form of transport I can afford and one that is already unsafe. But it doesn't have to be.

I cycle into the city for work everyday and the William Street protected lanes have certainly saved me from injury, possibly death.

Our current road system is not a fair go for cyclists, never has been and, in the mind of many motorists, they would rather see us be injured and die than give up a metre of publicly subsidised road.

When you drive a lounge room, equipped with a couch, two armchairs and 1000 litres of free space into a dense CBD, only to scream at people who can't afford any other transport, I have no sympathy.

These are the same people complaining about PROTECTED lanes for cyclists, literally a safety improvement. It's like being annoyed at team stop safety barriers because they reduce the width of the road.

There are few women and almost no children cycling on our city streets and that's a massive shame, because their presence is a measure of safe cycling infrastructure. We have a dangerous system that needs safety improvements.

I spend money in CBD businesses regardless of what type of commuter I am. Just because I don't wear my helmet in restaurant, retail shop, or through the Block Arcade doesn't mean that my contribution to our local economy is any less. The argument that businesses don't benefit from more space efficient transportations systems is a pretty shallow idea and has no basis in statistics or modern economics.

I'm pleading with our counsellors, please don't put planned protected cycling lanes on ice, it literally might save a life. You might not get a thank you from the next cyclist that doesn't die, but you can sleep well, knowing that this was the morally correct decision, while not bowing to the pressure of the angry and entitled owners inside their lounge-rooms-on-wheels.

Please indicate No
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would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Lachlan Simpson

Email address: * lachlan.simpson@rstudio.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Agenda 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. I ask that you preserve your bike strategy to reap all the benefits it will bring – a strategy set in motion well before the pandemic.

I moved to Sydney just before Covid and one thing I've disliked about living here is that all non-motorized transport are third-class citizens – it is actively dangerous.

We are returning to Melbourne before the end of the year, and I'm looking forward to riding between my home in Footscray, the city, and the surrounding suburbs of the city.

I would hope that your plans for bike infrastructure go ahead at a quicker pace, rather than pausing them.

Thanks,

Lachlan

Please indicate whether you No

would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Laura Billings

Email address: * laurabillings77@yahoo.com.au

Phone number *

Date of meeting: * Monday 6 June 2022

Agenda item title: Agenda 6.9 Bike Lanes

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Agenda item title:Agenda 6.9

I'm writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes. There has never been a more important time to roll out quality active transport infrastructure –including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality. As a parent of 2 young children I would much rather use the alternative of active transport for not on the reasons mentioned above but to also do our bit in reducing CO2 emissions, this is an important lesson that I am trying to teach my children. By initiatives such as more funding and infrastructure for active transport we are also sending a positive message to future generations that we care and are thinking about the long term future of our planet and the people in them. People now more than ever need demonstrations of forward thinking sustainable actions and initiatives.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic:Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation.' By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city.

Improving local air quality and health outcomes for communities:Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll. If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility:Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around. These upgrades can dramatically impact older people, those living with a disability, low income households and migrant communities.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant:Bike-riding and walking are the cheapest travel options, and improved infrastructure allows more Melbournians to experience these benefits.

To conclude, I was alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad. A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my gratitude for the bike lanes that have been rolled out to date (and accelerated during COVID-19). I sincerely hope that you persevere with your bike strategy, which was outlined well before the pandemic.

Yours sincerely,
Laura Billings

Please indicate whether you would like to verbally address the Future Melbourne in No

support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Laura Parlevliet

Email address: * lparlevliet16@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Agenda item 6.9 Implementation of COM Transport strategy 2030 and Transport program

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

As I sit here in The Netherlands on vacation, and wonder at the amazing network of cycling infrastructure that has been built across the entire country– it's easy to see how far behind Australia is in developing this infrastructure. It is amazing to ride here, it feels so safe and it is so relaxing not having to worry about sharing space with traffic. Even though I am a regular cyclist in Melbourne and am confident in traffic, I feel so much more at ease here. So it is frustrating to learn that Melbourne is considering pausing the construction of our own network. Especially given we have so far to go. The cycling network here took 30 years to develop, and that was with a fully committed community– so we cannot afford to slow down progress from either a safety or environmental point of view. Loading zones can be worked out – they have shops here too in the Netherlands that require truck deliveries– it is no reason to stop bike lanes, there are solutions to this problem and Melbourne City Council should be consulting with countries that have already been able to solve these problems.

Please indicate **No**
whether you
would like to
verbally address
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submission: *

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Leanne Arnold

Email address: * leearn13@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear councillors,

Thank you for accelerating delivery of the bike lanes during the pandemic. This work is vital to Melbourne's future development and prosperity.

I respectfully request that the City of Melbourne does not defer installation of new protected bike lanes in the Hoddle Grid during financial year 2022–23.

I have commuted to the city by bike since 2007 – to work, dine out, shop and take part in its wonderful cultural life. I have felt safer as the city's cycling infrastructure has improved. I have seen first-hand how the improved infrastructure has opened the city to people who would not otherwise cycle.

Thanks to increased number of protected lanes, I felt confident to encourage several non-cycling friends to use the e-bikes and scooters available for hire. One friend has moved from almost complete inactivity, to buying her own e-bike and regularly cycling to the city. The developing infrastructure is needed for such novice cyclists, as well as more experienced riders.

The paper before you refers to increasing PTV patronage. But there are people vulnerable to COVID and not willing to board crowded trams and trains – my friend among them. Continued development of the protected cycling infrastructure helps keep Melbourne's shops, restaurants and entertainments open to these people within our community.

Understandably, there are practical problems such as deliveries for businesses. But these problems have practical solutions. The city is going through a profound change and it's important to stick to the vision for our future at this time.

Don't pause. Keep the momentum.

Thank you for considering this submission.

Yours sincerely,

Leanne Arnold

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Leanne Cowley

Email address: * leannespence@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: agenda 6.9

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Date of meeting: 07/06/22 Agenda item title: Agenda 6.9

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality – to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation' (1). By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. As the City of Melbourne's own research (2) shows, "Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride." A recent Melbourne study supports your findings, demonstrating that separated cycling

infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

Increase business: Despite all the criticism that has led to this "pause", which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure increases economic activity, spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than ever. Salt Lake City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the extra foot and wheel traffic (5). Further, with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and dog!) is only growing.

Improve safety for all road users: Research indubitably demonstrates that implementing bike lanes enhances safety for not only people riding bikes but those driving and walking (6). This is because separated bike lanes have a car-traffic calming effect, enabling vehicles to move at safer speeds for everyone.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll (7). If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around (8). These upgrades can be of particular benefit to older people, those living with a disability, low income households and migrant communities.

Reduce emissions: Personal transport is Australia's fastest growing source of emissions (9); and fluctuates between the second and third highest source (behind only energy and land use) (10). Bottom line: our cars are a major contributor to climate change and Melbournians need to be empowered to move in different ways wherever possible. The global climate science is clear: we need to increase active transport to reduce transport emissions.

Local research tells us that more separated and dedicated infrastructure is required to move the great number of people from the interested category to actually taking up riding. Australia needs a national strategy to move away from petrol-guzzling cars to bike-riding, walking and zero-emissions public transport and electric vehicles. To pause these bike lanes would put Melbourne on the back-foot, set to become stuck in the past as Australian cities implement innovative and intelligent transport solutions.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant:

Bike-riding and walking are the cheapest travel options (11), and improved infrastructure allows more Melbournians to experience these benefits .

To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate

change

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. I ask that you preserve with your bike strategy to reap all the benefits they will bring – a strategy set in motion well before the pandemic.

References: 1)

<https://www.theguardian.com/lifeandstyle/video/2022/may/17/why-new-bike-lanes-dont-cause-traffic-jams-video>

2)

-2030-city-of-melbourne.pdf

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submission: *

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Leanne Simondson

Email address: * leannesimondson@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Implementation of COM Transport strategy 2030 and Transport Program to aid city recovery and reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

The council should not support item 22.6, which endorses the deferral of further installation of new protected bike lines in the Hoddle Street grid area during the 2022–2023 financial year for the following reasons:

1) Lack of safe bike paths are a major barrier to cycling into the city and connections within the Hoddle Street grid. The deferral of installation of the new protected bike lanes will provide a barrier to cyclists and other active transport users going to and moving around the city. We should be encouraging greater use of bicycles in our city. Do not vote on this motion.

2) The death of a cyclist in the City of Melbourne on the corner of King and Latrobe streets two weeks ago is another avoidable tragedy. Protected bike lanes will improve the safety of cyclists in the city and prevent further deaths. Their construction should not be halted. Do not vote on this motion.

3) Safe infrastructure will get more people to cycle as a mode of transport with health, social and environmental benefits. Creating safe infrastructure helps to increase cyclist numbers in our city. Do not halt protected bike line construction, it must be accelerated to encourage riders and save lives.

4) Melbourne has fallen behind other cities when it comes to being livable and sustainable. Major cities around the world are progressing and actively increasing bike paths, closing roads and reducing car parks. Better infrastructure will encourage people to get on their bikes and travel into the city. Halting protected bike lane construction will put Melbourne further behind on this internationally important step towards global sustainability.

5) Australians voted for climate change in the recent federal election. Delaying installation of protected bike lanes is a backwards step in a small but significant step towards a more sustainable Melbourne. Australians and City of Melbourne residents believe now is the time to take action on climate change!

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Lee Turner

Email address: * leeturner@outlook.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Agenda item 6.9 Implementation of COM Transport strategy 2030 and Transport program to aid city recovery and reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

- a. A major barrier to cycling into the city is safe bike paths and connections within the Hoddle Grid. To defer installation of the new protected bike lanes will provide a barrier to cyclists and other active transport users going to and moving around the city and have negative impacts for our city!
- b. A cyclist died in the city of Melbourne two weeks ago on the corner of Latrobe and King street. Protected bike lanes will improve the safety of cyclists riding in the city. It is important to ensure that there is a safe infrastructure to get more people to cycle as a mode of transport. It is proven that making safe infrastructure increases rider participation.
- c. Melbourne has fallen far behind other cities when it comes to being livable and sustainable. Internationally major cities are progressing and actively increasing bike paths, closing roads and reducing car parks. The infrastructure needs to be in place for people to be able to get on their bikes and travel into the city. It would be a major setback and make Melbourne fall behind international cities further if we deferred the installation of new protected bike lanes.
- d. Australians voted for climate change in the recent federal election, delaying the installation of protected bike

lanes is directly opposed to what Australians (and city of Melbourne residents who voted Green!) want! It is time to act now and the roll out of protected bike paths can not be delayed.

e. It's 2022 we should now more than ever be encouraging safe and effective bike lanes in our cities not pandering to the neanderthals on 3AW & the Herald Sun car centric bogans.

Please indicate No
whether you
would like to
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the Future
Melbourne in
support of your
submission: *

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*

Name: * Lesley Walker

Email address: * lesley_walker121@bigpond.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Future of bike paths

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I am writing to add my voice to the horrified chorus of bike riders, and parents and grandparents of bike riders, about the fact that the Council might not only delay the rolling out of more bike infrastructure but tear up some already installed!

I am an experienced and keen rider and I ride in the city. But I must say that Melbourne is currently not generally a bike-friendly city. It could be much better. I hope that what sounds like a bruising brush with a small number of vocal objectors doesn't derail plans to improve the bike infrastructure.

I am actually surprised that such a backwards step is being contemplated, especially as the basis seems to be that the change is in response to the negative reactions of a few traders, some residents and the Transport Workers Union. [This last group are possibly trying to present as fighting for their members (fair enough) but they clearly don't actually have the best and long-term interests of the city at heart.]

My response to this so-called backlash is that recently we have had all together too many people insisting on their freedom to be selfish and not consider the bigger picture. I know this sounds terrible and obviously the folk protesting that the bike infrastructure is not working for them must be listened to. But this does not mean they

should be capitulated to. There are many ways to deliver stock and a parked car doesn't help sales figures.

The CBD is, like everywhere, currently struggling to recover from the economic impact and changes that Covid-19 has forced on us. But we can not hope to simply, somehow, magically, return to the CBD of 2019. And nor should we. We are in the early stages of massive changes as global warming forces us to negotiate lots of transitions. If the city is to thrive it needs to be an attractive destination. Parking itself will not pull customers from the suburban shopping centres but an attractive outdoor shopping and dining experience might, Especially when the new Metro is up and running.

The new CBD needs to be a less congested place. It needs to be safer for pedestrians and bicyclists. It needs to be more inviting to shoppers, browsers and tourists. Think of any simulation of a pleasant modern city, or indeed, existing cities or parts of cities that draw visitors. Do you have an image of streams of traffic and lots of curb-side parking? Or people strolling with friends, or sitting at cafe tables? Maybe families riding together, especially as more and more people are turning to e-bikes and cargo-bikes?

Please do not go backwards. Trust your original instincts and research. Melbourne's CBD will be made better by improving and extending bike paths. It will be harmed if we loss them.

Please indicate **No**
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Liam Clapp

Email address: * liam.clapp@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * transport plan

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I am sure there will be dozens of of submission which better articulate the need to retain (and expand upon) Melbourne City Council's current bicycle network; be they economic, social, or emissions related.

I'd simply like to state that protected bike lanes protect lives. It's been such a joy to be in Melbourne over the past year and not have to worry about getting injured or killed by a car.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Liam O'Boyle

Email address: * cityofmelbourne@elyobo.net

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

The improved cycle lanes in and around the city have been fantastic for myself and for my seven year old daughter, in particular the improvements on Rathdowne Street and La Trobe toward Docklands.

It is therefore of some concern that I read in the paper that the council is looking at slowing down this excellent work, especially given that (as point 11 on the agenda says) "[t]he data does not support the claim that removing bike lanes would reduce congestion".

As point 11 also says, "social and print media have criticised bike lanes as the key reason for traffic congestion". The objection to the improvements is ideological with no regard for the facts and delaying further work will not allow the council to talk them around, so there is nothing to be gained by the pause.

My daughter and I often bike to Carlton Gardens Primary School, but the as yet incomplete separation of the Exhibition/Rathdowne cycle lane between Little Lonsdale and Victoria remains unsafe for a seven year old – as such I'm frequently cycling beside her and in the lane of traffic so as to ensure a safe space, something which obstructs traffic considerably more than a separated lane would do.

Please continue the great work that you're doing and disregard those that want to drag essential infrastructure like cycle lanes into the culture wars in print and social media.

Regards,

Liam

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would like to
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Melbourne in
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submission: *

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Lilian Ly

Email address: *

season.somelil@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda item 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Please keep and build more bike lines, they are incredibly important to the health and safety of commuters from the city and commuters travelling through the city. We can't just think of what car drivers or businesses want for profit.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

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Name: * Linus Opat

Email address: * linus.opat@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

New protected bike lanes installed over the past few years have been a step in the right direction for bike infrastructure in the CBD. As a student and worker in the city of Melbourne, I have noticed an enormous improvement in safety, especially on Exhibition St. Additionally, on protected bike routes, where I might have once been riding alone, there are now many others taking up riding.

If the City of Melbourne were to delay essential connections between existing protected routes in response to reactionary complaints and attention seeking media that would be a tragic loss of momentum (22.6). Loading zones for deliveries certainly need to be facilitated, however, there must also be consideration of bike riders' safety, who will continue to use unprotected routes so long as connections between existing protected routes are delayed.

There is a small finite amount of road space within the Hoddle Grid. That is why road space must be dedicated to modes of transport, like bikes and walking that can move people space efficiently. Cars may perceive bike lanes to reduce space for traffic, but cars are mostly inconvenienced by other cars which are very space inefficient and fill a large amount of road space. By encouraging drivers to shift to bike riding remaining drivers will be able to drive more conveniently, with fewer cars to contribute to traffic. The surge in bike riding on new infrastructure (8.4) is evidence that if you make it safe that more people will take up bike riding.

Please indicate whether you No

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Name: *

Lisa Chapman

Email address: *

lisalaureenchapman@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9 Transport proposal

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

a. A major barrier to cycling into the city is safe bike paths and connections within the Hoddle Grid. To deffer installation of the new protected bike lanes will provide a barrier to cyclists and other active transport users going to and moving around the city and have negative impacts on our city! Do not vote on this motion

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Lisa O'Halloran

Email address: * imdallatorre@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I live in Brunswick and I work in South Yarra. I am a lifelong slow, clumsy human who also manages a chronic medical condition – which is managed through high volumes of low intensity exercise. So I ride a bike for transport. I ride slow, I ride in all weather. I ride to go to work, to the shops, to go out. I ride to meetings during the day from one end of the city to the other. Some of these destinations remain pretty unsafe because safe protected infrastructure is yet to be delivered.

Safe bike lanes also make me more likely to go into the CBD to shop and go out – it beats riding to Highpoint or Northland which are equal distance away. Being on a bike also makes me more likely to stop and spend money in the CBD when I'm passing through – as I don't have the fear of missing one of the three trains an hour to Brunswick.

We are so far behind the world when it comes to providing safe bike infrastructure. The economic, social and environmental benefits are real and proven.

Cars should enter the CBD as a last resort. Yet Council is considering pausing a rollout that is already behind because of a noisy lobby group whose arguments don't hold water.

The City's recovery means prioritising people over the movement of vehicles. Streets that are safe to walk, traffic that flows for the vehicles that really need to be there, and efficient means of moving people – because one tonne vehicles are not the answer: especially when we are faced with a climate crisis and an energy crisis, and a City with finite space.

Please indicate Yes
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If yes, please I wish to make my submission in person
indicate if you
would like to
make your
submission in
person, or via a
virtual link (Zoom)
to the meeting.
Please note,
physical
attendance will be
limited in
accordance with
City of Melbourne
security protocols
and COVID-safe
plans and be
allocated on a first
registered, first
served basis. *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Liz Irvin

Email address: * liz.irvin@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I ride to work in the city, via the Rathdowne and Exhibition Street cycle lanes. Given the number of cyclist deaths that have occurred over the last few months, it is no exaggeration to say that these cycle lanes may have already saved my life. I was so proud of the City of Melbourne for identifying the need to quickly roll out a network of protected cycle lanes, and sticking to their guns when the initial backlash occurred.

It is therefore disappointing to see this item on the agenda for the Future Melbourne Committee. As a city worker and someone who regularly socialises all over the Melbourne LGA, I cannot understate the importance of safe cycling infrastructure for me to get to my destinations safely, whether it be my office, restaurants, bars, shops or markets. Cycling instead of using public transport gives me additional disposable income that goes right back into the economy. But this is not just about cynical economics. Cycling makes me so happy, so energetic, so connected with my surroundings that it is my number one motivation for returning to the office.

I extend an open invitation for any opponents to these truly transformative cycle lanes to come on a ride around the city with me so you can see the impact they have had.

To the Future Melbourne Committee, please be brave and continue your amazing work in this space. The detractors will fade away over time, and in that time you will have saved and improved countless lives.

Please indicate whether you No

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submission: *

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Lizzie Bickmore

Email address: * lizzie.bickmore@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Bike lanes in the city

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I have always thought of City of Melbourne as very progressive in their outlook. I have loved all the efforts you have made to green the cities roof tops and parklands, particularly the under-storey meadow like plantings.

With all this in mind I was shocked to hear you were putting a halt to bike lane development through the city. I live in Brunswick and bike riding is my preferred method to get into the city. I have two young boys who are also growing up as keen bike commuters and I want them to be safe on the road.

We have experienced awful tragedy for bike riders with car doors on Sydney road due to inadequate bike lanes and separation from cars. With the even greater numbers of bike commuters traveling through the city it's even more critical we provide safe passage. We are also seeing a surge in the uptake of E bikes which tend to travel at a slightly faster speed and therefore increased impetus for safe bike lanes.

Further if Melbourne is a city that looks to the future we must do all we can to support safe bike travel. A vision of a city with clean, efficient transport and healthier citizens is what i'd hope you would vote for today. Less space tied up in cars and more space dedicated to bike paths, green space and cleaner air.

Bikes are a more affordable and equitable form of transport and this coupled with a well designed public transport system is the obvious priority. Bike riders support hospitality business when they 'fuel up' to ride and generally spend more time in the city to make the most of the human powered effort of commuting so are more likely to support city businesses.

I hope council can factor in all of the above into its decision today and be brave in making a wise decision with long term benefits.

Thankyou for the opportunity to have a say on this important policy.

Kind regards,

Lizzie

Please indicate whether you would like to verbally address the Future No

Melbourne in support of your
submission: *

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Logan Tennyson

Email address: *

logan.tennyson@icloud.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Your question

What is being planned to ensure more bike lanes are installed throughout Melbourne?

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Lorrelle Mandaru

Email address: * lmandaru@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I support the implementation of further bike lanes in the CBD and the retention of the existing lanes. I commute to the CBD and rely on the bike lanes inc Exhibition St, and in the streets without bike lanes, riding can be a terrifying experience. Riding to and through the CBD should be encouraged as it reduces Melbourne's carbon footprint, improves community health outcomes and reduces vehicle congestion by taking cars off the roads. Having more and better bike lanes would increase the number of people riding by improving rider safety – for me, when I arrive at the office by bike, my overwhelming emotion is one of relief that I made it through the CBD in one piece – this shouldn't be the case.

Car and truck drivers may need to adapt to measures that mean I can ride without fear of death or injury, but increased bike use in the CBD will benefit everyone.

Please don't pause the great work you have started.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: * I have read and acknowledge how Council will use and disclose my personal information.

Name: * LORRAINE RODGERS

Email address: * 1951rodgers@gmail.com

Phone number *

Date of meeting: * Thursday 13 September 1951

Agenda item title: * Bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I wish to state my disappointment with the Melbourne City Council, to no longer continue with bike lanes.

Riding needs to be safe, and really any business will benefit from cyclist as much as those in cars.

I need to feel safe on my bike, and bike lanes allow this. Cars and trucks, even though, the road rules say they much keep distance from bikes, I can assure you this is not the case.

The police say it's difficult to police that rule also.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Luke Alexander

Email address: * luke.alexander@shinesolutions.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Agenda item 6.9 Implementation of COM Transport strategy 2030 and Transport program to aid city recovery and reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

The council SHOULD NOT support item 22.6. which Endorses the deferral of further installation of new protected bike lanes in the Hoddle Grid during the financial year 2022/2023, following two years of accelerated delivery.

Australians voted for climate change in the recent federal election, delaying the installation of protected bike lanes is

directly opposed to what Australians (and city of Melbourne

residents who voted Green!) want! It is time to act now and the rollout of protected bike paths can not be delayed.

I am a voter in the Melbourne council elections and this issue is extremely important to me.

Please indicate whether you would like to verbally address the Future Melbourne in No

support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Luke Hall

Email address: * contactlukehall@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: 7.1 Notice of Motion, Cr Leppert: Future Streets Framework for the Hoddle Grid

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I am extremely disappointed with the proposed change to defer further upgrades to the protected bike lane network through the Hoddle Grid in the upcoming financial year. As a cyclist who rides to work every morning and evening into the centre of the CBD, there isn't a morning on my route (mostly down Elizabeth St and through Lonsdale St) where I'm not cut off by a driver weaving across traffic, a truck parked over the bike lane causing me to have to weave into the vehicle lane, or a parked car door opening next to me.

Point 15. of agenda item '7.1 Notice of Motion, Cr Leppert: Future Streets Framework for the Hoddle Grid' states that "The most important aim of the program is to make the transport network as safe as possible for everyone in the city regardless of their choice of mode".

Pausing crucial upgrades to infrastructure that makes it safer for cyclists, the most at-risk and vulnerable transport network user, in favour of business considerations of private vehicle parking and improved flow of motor vehicles through the city shows that this 'most important aim' is not actually being worked towards.

The current city network of protected lanes shows that it is not in fact connected in many key locations and makes it difficult for new and experienced active transport users, be it bicycle or e-scooter, to get around safely.

I have appreciated the numerous upgrades of protected bike routes around the city in the last couple of years, and strongly encourage these to continue across 2022/2023 and for the next several crucial years in the future.

I hope you can see the benefit of these protected bike lanes and are able to see that prioritising active transport options in the city is the future, as other cities have already seen and acted on, not parked private vehicles and increased motor vehicle flow.

Regards,
Luke Hall

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: *	I have read and acknowledge how Council will use and disclose my personal information.
Name: *	MacKinley Thompson
Email address: *	mackinley.thompson@outlook.com
Phone number *	
Date of meeting: *	Tuesday 7 June 2022
Agenda item title: *	Agenda item 6.9 Implementation of COM Transport strategy 2030 and Transport program to aid city recovery and reactivation
Please write your submission in the space provided below and submit <u>by no later than 10am on the day of the scheduled meeting.</u> Submissions will not be accepted after 10am.	A cyclist died in the city of Melbourne two weeks ago on the corner of Latrobe and King street. Protected bike lanes will improve the safety of cyclists riding in the city. It is important to ensure that there is a safe infrastructure to get more people to cycle as a mode of transport. It is proven that making safe infrastructure increases rider participation
Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *	No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Mahyar Hesari

Email address: * mahyar_ghh@yahoo.com

Phone number *

Date of meeting: * Thursday 9 June 2022

Agenda item title: Bike lanes

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Agenda item title: Agenda 6.9

I'm writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation.' By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll. If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around. These upgrades can dramatically impact older people, those living with a disability, low income households and migrant communities.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options, and improved infrastructure allows more Melbournians to experience these benefits.

To conclude, I was alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my gratitude for the bike lanes that have been rolled out to date (and accelerated during COVID-19). I sincerely hope that you persevere with your bike strategy, which was outlined well before the pandemic.

Yours sincerely,

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Manon Dolet

Email address: * manondolet@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Strategy to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I support the city's pop-up bike lanes.

I live in the inner north suburbs and work in the CBD. I commute riding my bike or taking public transport only.

I also enjoy being in the CBD on weekends, to see shows, eat the amazing food options and to shop. I always come via public transport or on my bike and never use my car to drive to the city. It's simply not worth it. I have so much more freedom (and save so much money) by leaving my car at home. What I save by not using my car, I spend it at restaurants, cafes, exhibitions, museums and more, all in the CBD.

Please, do not stop the rollout of the separated and safe pop-up bike lanes. They are fantastic. I feel so safe on them and I very much enjoy the dedicated bicycle hook turns, as well as being separated from other road users.

Being European and on that continent having lived in Paris, Lyon, London, Berlin, and Seville, I can only ask for more separated bike lanes as a safe way to commute and enjoy the CBD. It's the best experience. I lived in 7 different countries and cycled in so many cities in the world as a commuter. Melbourne is sadly the place I've felt the most unsafe on my bike after Mumbai. The new CBD separated pop up lanes are great as I feel well protected

when on them.

I ride for so many reasons: mental health, physical health, but also positive impact on the environment. Climate change is a massive threat and after the last IPCC report, we can only ask for more bike lanes.

I do not ride my bike for fun for hundreds of km on weekends, I don't wear lycra, cycling is not my sport hobby. It's just and simply my way of moving around, going from point A to point B. I feel so vulnerable on my bike in Melbourne and I'm dreading the day it'll be my turn to get hit by a car, despite being so careful when riding and respecting all the road rules. We need more separated and protected bike lanes. Please let's not pause the roll out.

Thank you for taking the time to read me.

Kind regards,

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Marc Kvensakul

Email address: * marckvensakul@yahoo.com.au

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Strategy to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear committee,

I am writing to urge you to not abandon the roll out of bike lanes in the CBD. The availability of safe transport alternatives to cars is crucial for residents as well as commuters to and from the CBD. When considered together with the substantial health benefits for regular cyclists the continued roll out of bike lanes is a win win for CBD residents – improved transportation options and improved health. Shifting transport towards bicycles also reduces pollution and noise, thus improving liveability of the CBD. Without listing the myriad and impactful benefits of cycling I urge the committee to continue the roll out, and take advantage of the substantial improvements that better cycling infrastructure in the CBD will bring. The evidence on how safe cycling infrastructure yields higher participation is overwhelming, and it is precisely this improved participation across diverse groups of CBD residents that will bring long lasting improvements to the quality of life in the city.

Please indicate whether you would like to verbally address the Future No

Melbourne in
support of your
submission: *

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Marc Wion

Email address: * marcwion@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

The pausing of new bicycle lane projects in Melbourne's CBD is another great blow to our city's action on emissions reduction, public safety and The revival of inner Melbourne's businesses and community.

Current protected bicycle corridors bring vital protection to people on bikes, and bring new people to cycle into the city, as these streets become far safer to cycle on. The consideration of safety for cyclists is particularly important to address now, in the wake of the recent death of a woman riding a bike after being hit by a truck on king street due to a lack of safe cycling infrastructure. To walk back on safety for people on bikes rather than increase the safety effort is irresponsible.

Overwhelming evidence shows that implementing a safe, Convenient and continuous bicycle network in Melbourne's inner city will greatly benefit the city and it's businesses, as outlined by many reputable bodies including the RACV. Removing already limited street parking to allow thousands more to access the city every day will only help the city's economic recovery, make our streets livelier and more welcoming and safe for all users of the city's public space.

Necessary and urgent infrastructure for our city's survival, our climate response, and safety of all members of the public should not be put on hold due to uninformed backlash, let alone given up on. Melbourne must continue to roll out protected bicycle lanes in the inner city, and further our commitment to supporting new sustainable transport investment for the future Melbourne

Marc Wion, Northcote

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Marcus Coghlan

Email address: * mmcoghlan888@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I have found the improved and protected cycle lanes to and in the CBD very good. They have greatly enhanced and increased my visits and travel to and within the CBD by bicycle and have allowed my children to access the CBD by bicycle as well. The most danger I feel around the CBD is from drivers harming people walking and cycling. The bollards and concrete that have been installed does not overcome those fears and the ongoing trauma.

I believe in the context of peer cities around the world the delivery of protected cycle lanes so far has been very modest. Very appreciated but modest none the less. Attachment 2 of the agenda item demonstrates just how little of the city public space dedicated to motor vehicles that has been impacted by the delivery of protected bicycle lanes. Tiny. I am disappointed that there is a proposal to delay further implementations to "see what happens" as that will be a self fulfilling prophecy. The use of past mode utilisation data to project forward the necessary Council responses is fraught with problems. Problems that have resulted in our city being private car dominated as given the predict and provide model used by transport agencies of the past. People want to walk and cycle. Council wants people to walk and cycle. However if Council prioritise and maintain infrastructure for private motor vehicles then you'll get private motor vehicles being used. I believe and ask that council take the opportunity of the current lower movements into and around the CBD to build the Melbourne we want. Waiting to see what happens, having disconnected and low safety cycling infrastructure will see people encouraged back into their motor vehicles and

then retrospectively be used to reduce spend and reallocation of space to sustainable travel modes. Please continue to provide and link protected bicycle lanes whilst COVID and Metro conditions cause respite to the current private motor vehicle encouragement and domination. Flinders Street now is in a perfect state to reopen with protected bicycle lanes to provide a sorely needed east west protected route in the south of the CBD. Retaining on street parking appears the single biggest misuse of public space by mode allocation and I ask that be removed before reducing space available to cycle and scoot.

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Marisa Crowe

Email address: * marisa_crowe@hotmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Agenda 6.9

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting

Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Date of meeting: 07/06/22

Agenda item title: Agenda 6.9

I am writing to express my support for the continued roll out of Melbourne CBD bike lanes.

I am a resident of City of Melbourne and drive a car, ride a bike and use an e-scooter. Since the increase of bike lanes in the city I rarely use my car and really enjoy the freedom that comes from using my bike and scooter.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and away from car traffic, achieving 'traffic evaporation' (1). By making riding more convenient, those who can will leave their car at home, th

making it easier for people to move around our city. As the City of Melbourne's own research (2) shows, "Many people who want to ride or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows that protected bike lanes attract more people to ride." A recent Melbourne study supports your findings, demonstrating that separated cycling infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

Increase business: Despite all the criticism that has led to this "pause", which has claimed that the bike lanes are hampering the growth of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure increases economic activity and spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than ever. San Francisco City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the foot and wheel traffic (5). Further, with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and dog!) is only growing.

Improve safety for all road users: Research indubitably demonstrates that implementing bike lanes enhances safety for not only those riding bikes but those driving and walking (6). This is because separated bike lanes have a car-traffic calming effect, enabling all road users to move at safer speeds for everyone.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll (7). If more people rode to university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around (8). These upgrades can be of particular benefit to older people, those living with a disability, low-income households and migrant communities.

Reduce emissions: Personal transport is Australia's fastest growing source of emissions (9); and fluctuates between the second highest source (behind only energy and land use) (10). Bottom line: our cars are a major contributor to climate change and Melbourne needs to be empowered to move in different ways wherever possible. The global climate science is clear: we need to increase active transport to reduce transport emissions. Local research tells us that more separated and dedicated infrastructure is required to move a great number of people from the interested category to actually taking up riding. Australia needs a national strategy to move away from petrol-guzzling cars to bike-riding, walking and zero-emissions public transport and electric vehicles. To pause these bike lane solutions and put Melbourne on the back-foot, set to become stuck in the past as Australian cities implement innovative and intelligent transport solutions.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest transport options (11), and improved infrastructure allows more Melbournians to experience these benefits .

To conclude, I hope Melbourne City Council reconsider pausing the roll out of critical infrastructure due to the precedent it sets and the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to benefit from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during 2019. I ask that you preserve with your bike strategy to reap all the benefits they will bring – a strategy set in motion well before the pandemic.

References:

<https://www.theguardian.com/lifeandstyle/video/2022/may/17/why-new-bike-lanes-dont-cause-traffic-jams-video>

<https://www.melbourne.vic.gov.au/SiteCollectionDocuments/transport-strategy-2030-city-of-melbourne.pdf>

<https://www.sciencedirect.com/science/article/pii/S2214140521003200>

<https://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf>

https://drive.google.com/file/d/0B8tOk7_upXv5djhCajg1Z0I3bmhTVTIxWldwRzA0YjJWNW9R/view?resourcekey=0-Fr7Mp141yXvXzW6u5NBjqQ

<https://www.sciencedirect.com/science/article/abs/pii/S2214140518301488?via%3Dihub>

https://nespurban.edu.au/publications-%20resources/research-reports/CAULRR06_%20%20SubmissionFuelQualityStandardsAct2000_Mar2017.pdf

<https://www.jstor.org/stable/26211762>

<https://ageis.climatechange.gov.au/nggi.aspx>

<https://www.climatecouncil.org.au/wp-content/uploads/2017/09/FactSheet-Transport.pdf>

https://www.climatecouncil.org.au/wp-content/uploads/2018/10/CC_MVSA0154-Report-Transport_V6-FA_Low-Res_Single-Page.pdf

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Mark Geary

Email address: * mark.geary@outlook.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I want to express my support for increasing cycle lanes in and around Melbourne CBD. Extra work may be required to improve the design, and to enable delivery access to businesses. Other cities are able to solve this problem. So can Melbourne. I also recommend that the Veloway, or a similar solution is implemented. Many commuters are travelling from eastern suburbs to Docklands. A veloway will take these people and others off the streets below. It will encourage more people to cycle using that option. This page describes the veloway: <https://www.victorian-cycling-network.org/bicycle-routes/melbourne/melbourne-b1-veloway>

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *	<ul style="list-style-type: none"> I have read and acknowledge how Council will use and disclose my personal information.
Name: *	Mark Johnson
Email address: *	mark.johnson@shinesolutions.com
Phone number *	
Date of meeting: *	Tuesday 7 June 2022
Agenda item title: *	6.9 Implementation of COM Transport strategy 2030 and Transport program to aid city recovery and reactivation
<p>Please write your submission in the space provided below and submit <u>by no later than 10am on the day of the scheduled meeting</u>. Submissions will not be accepted after 10am.</p>	<p>As an owner of a business that resides in the City of Melbourne and a bike rider, the council should NOT support item 22.6. There should be no delays in implementing further measures to keep cyclists safe and able to travel to and from the city. Only 2 weeks ago a rider was killed in the city. Surely the council does not support continuing to put residents and workers at risk by failing to act on the plans.</p> <p>Safer bike lanes will ultimately result in a better, less congested city that will speed the recovery.</p>
<p>Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *</p>	No

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Mark Pellas

Email address: *

markpellas@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bicycle Lanes

Alternatively you may attach your written submission by uploading your file here:



[melbourne_city_councillors_bike_lanes.docx](#) 14.28 KB · DOCX

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Dear Melbourne City Councillors,

Agenda item title: Agenda 6.9

I'm writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure - including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality.

There are many reasons bike lanes are an important part of our transport system - and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving '[traffic evaporation](#).' By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated [1,700 deaths](#) every year in Australia - larger than the national road toll. If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around. These upgrades can dramatically impact older people, those living with a disability, low income households and migrant communities.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options, and improved infrastructure allows more Melbournians to experience these benefits.

To conclude, I was alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my gratitude for the bike lanes that have been rolled out to date (and accelerated during COVID-19). I sincerely hope that you persevere with your bike strategy, which was outlined well before the pandemic.

Yours sincerely,

Mark Pellas.

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Mark Plucinski

Email address: * mark.plucinski@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Agenda item 6.9 Implementation of COM Transport strategy 2030 and Transport program to aid city recovery and reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

The council SHOULD NOT support item 22.6. which Endorses the deferral of further installation of new protected bike lanes in the Hoddle Grid during the financial year 2022/2023, following two years of accelerated delivery because

- a. A major barrier to cycling into the city is safe bike paths and connections within the Hoddle Grid. To defer installation of the new protected bike lanes will provide a barrier to cyclists and other active transport users going to and moving around the city and have negative impacts on our city! Do not vote on this motion.

- b. A cyclist died in the city of Melbourne two weeks ago on the corner of Latrobe and King street. Protected bike lanes will improve the safety of cyclists riding in the city. It is important to ensure that there is a safe infrastructure to get more people to cycle as a mode of transport. It is proven that making safe infrastructure increases rider participation. We need protected bike lane construction to accelerate not to halt!

- c. Melbourne has fallen far behind other cities when it comes to being livable and sustainable. Internationally major

cities are progressing and actively increasing bike paths, closing roads and reducing car parks. The infrastructure needs to be in place for people to be able to get on their bikes and travel into the city. It would be a major setback and make Melbourne fall behind international cities further if we deferred the installation of new protected bike lanes.

d. Australians voted for climate change in the recent federal election, delaying the installation of protected bike lanes is directly opposed to what Australians (and city of Melbourne residents who voted Green!) want! It is time to act now and the rollout of protected bike paths can not be delayed.

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Marla Brennan

Email address: *

marla.pippilotta@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda 6.9

Alternatively you may attach your written submission by uploading your file here:



[inbound4047772449688941042.pdf](#) 40.24 KB · PDF

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Dear Melbourne City Councillors,

Date of meeting: 07/06/22

Agenda item title: Agenda 6.9

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure - including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality - to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system - and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation' (1). By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. As the City of Melbourne's own research (2) shows, "Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride." A recent Melbourne study supports your findings, demonstrating that separated cycling infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

Increase business: Despite all the criticism that has led to this "pause", which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure **increases economic activity**, spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than ever. Salt Lake City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the extra foot and wheel traffic (5). Further, with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and dog!) is only growing.

Improve safety for all road users: Research indubitably demonstrates that implementing bike lanes enhances safety for not only people riding bikes but those driving and walking (6). This is because separated bike lanes have a car-traffic calming effect, enabling vehicles to move at safer speeds for everyone.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia - larger than the national road toll (7). If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around (8). These upgrades can be of particular benefit to older people, those living with a disability, low income households and migrant communities.

Reduce emissions: Personal transport is Australia's fastest growing source of emissions (9); and fluctuates between the second and third highest source (behind only energy and land use) (10). Bottom line: our cars are a major contributor to climate change and Melbournians need to be empowered to move in different ways wherever possible. The global climate science is clear: we need to increase active transport to reduce transport emissions. Local research tells us that more separated and dedicated infrastructure is required to move the great number of people from the *interested* category to actually taking up riding. Australia needs a national strategy to move away from petrol-guzzling cars to bike-riding, walking and zero-emissions public transport and electric vehicles. To pause these bike lanes would put Melbourne on the back-foot, set to become stuck in the past as Australian cities implement innovative and intelligent transport solutions.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options (11), and improved infrastructure allows more Melbournians to experience these benefits .

To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. **I ask that you preserve with your bike strategy to reap all the benefits they will bring - a strategy set in motion well before the pandemic.**

References:

- 1) <https://www.theguardian.com/lifeandstyle/video/2022/may/17/why-new-bike-lanes-dont-cause-traffic-jams-video>
- 2) <https://www.melbourne.vic.gov.au/SiteCollectionDocuments/transport-strategy-2030-city-of-melbourne.pdf>
- 3) <https://www.sciencedirect.com/science/article/pii/S2214140521003200>
- 4) <https://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf>
- 5) https://drive.google.com/file/d/0B8tOk7_upXv5djhCajg1Z0I3bmhTVTIxWldwRzA0YjJWNW9R/view?resourcekey=0-Fr7Mp141yXvXzW6u5NBjqQ
- 6) <https://www.sciencedirect.com/science/article/abs/pii/S2214140518301488?via%3Dihub>
- 7) https://nespurban.edu.au/publications-%20resources/research-reports/CAULRR06_%20%20SubmissionFuelQualityStandardsAct2000_Mar2017.pdf
- 8) <https://www.jstor.org/stable/26211762>
- 9) <https://ageis.climatechange.gov.au/nggi.aspx>
- 10) <https://www.climatecouncil.org.au/wp-content/uploads/2017/09/FactSheet-Transport.pdf>
- 11) https://www.climatecouncil.org.au/wp-content/uploads/2018/10/CC_MVSA0154-Report-Transport_V6-FA_Low-Res_Single-Pages.pdf

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Martin O

Email address: *

m.ob5@icloud.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9 Implementation of COM Transport strategy 2030 and Transport program to aid city recovery and reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear MCC members, I offer the following submission to this agenda item.

I request that council should NOT support item 22.6. which endorses the deferral of further installation of new protected bike lanes in the Hoddle Grid during the financial year 2022/2023, following two years of accelerated delivery.

As a long term commuter cyclist into the city from Richmond I know that a major barrier to cycling into the city is safe bike routes/trails and connections within the Hoddle Grid. Any deferral in the installation of the new protected bike lanes will be a barrier to cyclists, and other active transport users accessing and moving around the city and have negative impacts on our city. On behalf of the those who have enjoyed the growing bike safe lanes in the city grid I ask that you do not vote on this motion.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Marvin Martin

Email address: * marvinmrt@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: 6.9 Implementation Upgrade: City of Melbourne Transport Strategy 2030 etc.

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Future Melbourne Committee,

With deepest regret, I read in yesterday's issue of The Age that the City of Melbourne is planning to pause the further construction of protected bike lanes. I very much urge the Committee not to delay the construction of protected bike lanes.

As someone who doesn't have the money to own a car and who relies on public transport and cycling to get around the city, I'd like you to consider how the already existing protected cycling lanes have improved safety.

With the protected bike lanes, I did not have to fear being doored any second from the left or being hit (or at least closely passed or beeped at) on the right by passing car traffic. When cars turn left on intersections, they tend to look out for bikes. Protected bike lanes give me for once a feeling of being safe on the road. If you are not a cyclist, it's probably hard to appreciate this, but protected bike lanes are very liberating, because one doesn't have to constantly be on alert for any danger from either side of the road. Particularly in the CBD, there have often only been tiny strips reserved for cyclists, which are totally inadequate for safety.

The concerns of business owners and residents have to be taken seriously. But surely the council can come up with creative solutions for for example ensuring access for delivery trucks without pausing the expansion of protected bike lanes. The safety of all traffic participants must take priority.

Kind regards,

Marvin

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Mathieu Cadet

Email address: * mathieu.cadet@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Councillors,

I've been disappointed to hear that you are considering slowing down the roll-out of cycling infrastructure in Melbourne.

I understand that you've received complaints about the new bike lanes you have delivered over the past 2 years, and that they have been pushing you to reconsider your approach.

And so I wonder if maybe you haven't heard enough from us, the people actually using the infrastructure.

I regularly go into the CBD for work. The new fully protected lanes on Exhibition St simply mean I can finally safely commute to work. Before the separated lanes were put in place, the number of close calls occurring every week meant that I was very reluctant to ride there during peak hours and I certainly could not recommend this route to any of my coworkers. And I'm not alone: now that the new lanes are in, a growing number of my coworkers are now riding to work.

Simply put, you did great work and it is working! You should not be stopping now, there's still so much that needs to be done.

We urgently need more and safer active travel infrastructure. We can't possibly encourage more cars into the city—

we're running out of space for them, to the detriment of everything else.

I strongly encourage you to resist the vocal naysayers and instead of slowing down the rollout, to speed it up.

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: * I have read and acknowledge how Council will use and disclose my personal information.

Name: * Matt Bucki-Smith

Email address: * matt.buckismith@icloud.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 – Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Alternatively you may attach your written submission by uploading your file here:

 [matt_buckismith_fmc_agenda_item_6.9_submission.pdf](#)
54.35 KB · PDF

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * Yes

If yes, please indicate if you would like to make your submission in person, or via a virtual link (Zoom) to the meeting. Please note, physical attendance will be limited in accordance with City of Melbourne security protocols and COVID-safe plans and be allocated on a first registered, first served basis. * I wish to make by submission via Zoom

City of Melbourne

Agenda Item 6.9 - Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

My name is Matt Bucki-Smith. I am a resident in the City (living on Russell Street near the intersection with Exhibition Street). Previously, I've lived in the City of Yarra (Fitzroy), and before that Therry Street near the Queen Vic Markets.

I write this submission to implore the Council not to take a decision to defer roll out of protected bike lanes in the City. I'm sincerely concerned that what needs to be an evidence-based discussion is instead becoming a culture war waged by a select few lucky voices on tabloid news op-ed pages. This should not be the way serious, long-term policy decisions are informed.

Living on Therry Street (which is bounded by Elizabeth and Victoria Streets), I found that I rarely used my bike to get around. Despite having learned to cycle and used a bike to get around Geelong (not known for being a particularly bike-friendly city), the confidence I had as a cyclist evaporated once I exited onto either of Elizabeth or Victoria Streets. I had to squeeze through very small gaps between traffic on my right, and parked cars on my left – or in the case of Victoria Street, feel as if I was inconveniencing everyone rushing past at 60 km/h as I puffed to the top of the hill. The roads weren't for me, and – given footpaths weren't either – the message I was being given was pretty clear. Don't ride. There's no space for you.

Protected lanes – and particularly those on Exhibition Street – have meant the prospect of riding around the City is a world apart from that experience. Despite living on Russell Street and working on Collins Street, I'll now go out of my way to ride on Exhibition Street to get to Collins. I'll ride down to the QVM to pick up my groceries for the week. Today, I rode down the street to buy a new toaster. Friends and family who live close by me who had sworn they wouldn't ride here are now getting on their bike to work and to visit the City. The message feels distinctly different now: ride, if you like. There *is* space for you. You have a right to be here, and to be safe.

I cannot accept that addressing the concerns expressed by organisations like the TWU requires the deferral, or removal of any of the protected infrastructure that's been installed so far. There's (according to the City of Melbourne) 11,000 on street parking bays in the City. There's probably many, many more in the ubiquitous off-street multi-level parking garages dotted around. So, I say yes – let's have more loading zones. Let's devote more of those on-street bays for access by the businesses that make people want to visit the City.

Let's also not forget that protected bicycle infrastructure protects the City's most vulnerable transport workers: food delivery riders. It was the TWU itself that rightly pointed out [in this flyer](#) that conditions for on demand food delivery riders are as bad as it gets – not only do riders have to deal with insecure work and atrocious pay, but 1 in 4 are injured riding on Australian roads. Protected bike lanes aren't going to stop workers getting ripped off, but if they reduce the incidence of injury then in my mind, they're worth it.

I hope that, in making a decision with respect to this agenda item that the council remembers the reason these bike lanes were installed in the first place – because people who ride bikes are disproportionately represented in death and injury statistics. Please let this be a decision led by the evidence, and not emotions.

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Matt Needham

Email address: *

matt.needham@stileeducation.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Keep implementing new protected bike lanes in our city. There is no better way to ensure the continued growth of a cities economy, overall happiness, and efficiency.

Care dependant cities are loud, and the people within them generally have higher rates of dissatisfaction with their working lives.

Cyclists, like everyone else, deserve safe transport routes in and out of the city. The risks of being hit by a motorist are high enough as it is.

Please keep our city safe.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Matt Novacevski

Email address: *

m.novacevski@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9 – Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Alternatively you may attach your written submission by uploading your file here:



[com_committee_69_submission__07062022.pdf](#) 124.14 KB ·

PDF

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Dear Future Melbourne Committee,

As a resident of the City of Melbourne and practising urban planner, I write to commend Council on its work in taking leadership on rolling out protected bike lanes throughout the municipality.

The clear message that Council should hear is, don't stop now.

As the officer report to agenda item 6.9 (*Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation*) of the upcoming Future Melbourne Committee meeting shows, mobility has fundamentally changed since throughout the COVID-19 pandemic. Amid a climate emergency and rapid population growth in Melbourne, these factors are not going to go away but will only escalate.

Among the challenges are:

- More people moving on limited asphalt space.
- More residents living within the Hoddle Grid – as they should – needing to make short trips within the area. This is no doubt reflected by the rapid rise in e-scooter trips, which, as the officer report demonstrates, are better made in protected bike lanes.
- A need to provide active transport choices.
- The need to maintain pedestrian space for spatial distancing, in light of the ongoing COVID-19 pandemic.

All of these, point to the need to continue rolling out protected bicycle lanes as part of an integrated network, that enable safer cycling and scooter movement both *to and within* the Hoddle Grid. I have also really enjoyed seeing people on wheelchair cycles able to use protected cycle lanes – a great development for accessibility that would be much less likely to happen without these interventions.

As a resident of the CoM, it is really clear the impact bicycle lanes have also made in improving the public realm and street level experience. It should not take the tragic recent deaths of cyclists around Melbourne to further demonstrate the need.

It is also clear that encouraging more cars into the CBD has a range of negative impacts on residents and others that spend time in the CBD – through reduced air quality, noise and reduced pedestrian safety. Encouraging more cars, will only exacerbate these problems even more than the COVID-19 pandemic already has.

It is to our collective detriment that some of the loudest voices in this debate oppose protected bicycle lanes with nothing but thinly veiled regressive ideology and an apparent bid to take the city centre back to the pre-1980 post-5pm ghost town – a place no one wanted to dwell in. These voices eschew evidence as Dracula would a stake. Moreover, they demonstrate their interest is not on fostering the vibrant street life on which so many CoM businesses depend; much less any care for residents that call this marvellous city home. Their cynical campaigns are to be condemned for fostering perceptions around protected bicycle lanes that are unhelpful, and for seeking to stall the city centre's necessary evolution in responding to this pandemic.

The success of the transit network within the CoM relies on a safe cycling network that not only gets people into the Hoddle Grid, but around it as well. The officer report presents much evidence that supports the need for protected bicycle lanes within the Hoddle Grid. Mobility will always be wrought with tension, and that is more reason to understand the range of community views and the evidence that supports them.

I hope Council will follow its mandate for leadership, for supporting the city centre's liveability, by continuing to support protected bicycle lanes within the Hoddle Grid. A failure to do so, will be a loss to us all.

With thanks and regards,

Matt Novacevski MPIA

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Matthew Hammond

Email address: * hammondhome@yahoo.com

Phone number *

Date of meeting: * Monday 7 June 2021

Agenda item title: Bike Lanes

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I am CBD resident and worker, strongly opposed to the proliferation of bike lanes in the CBD. I am a motor scooter rider, and since the bike lanes have been installed all around the city I have noticed an increase in the impatience of drivers

especially at intersections (stuck in traffic because two lanes have now become one lane) causing them to make sudden unsafe movements which put me at risk, and also it has made it much more difficult for motorcycle riders to safely lane filter with less space between vehicles, or between vehicles and the new barriers for cycle lanes. I work in the CBD and over recent years I have not seen any increase in my colleagues taking up cycling – most live too far away to cycle in, find the weather is too cold for cycling or have health concerns preventing them from ever becoming cyclists.

I find all the extra the barriers and poles very unsightly to the streetscape and also quite distracting while riding my motorbike.

Unfortunately I work on Exhibition Street, which has been affected hugely by the reduction of car parking and traffic lanes, and I personally fell over on the raised cycle lanes in Exhibition St and injured my hand badly in late 2020 while assisting someone load office equipment into their vehicle take home to use during one of the lockdowns.

I would like to suggest the removal of all bike lanes in the CBD, and if this cannot be done, at least the removal of all hard barriers to increase car lane widths again which will improve the streetscape and improve filtering options for motorbikes.

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Matthew Thorne

Email address: *

mjtbass@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I use the city bike lanes often, specially at night time on my way home from work.
The city needs more lanes to encourage more bicycles not less. Internationally Melbourne is know for the ease of bicycle use. As such it needs to follow city's, like Paris, that are putting in extensive bicycle only lanes.
Cars clog city streets, bicycles don't.
As the city is down on traffic now is the time to increase the building of bike lanes, so that when life returns to a new normal cyclists can ride into and enjoy the city.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Matthew Way

Email address: *

mattyway@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Continue building protected bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I'm disappointed to see reports in the media that the City of Melbourne has decided to pause building protected bike lanes. We should be encouraging people to cycle into the city and making it safe for them to do so is the best way to make that happen. Please don't pause building protected bike lanes.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Max Pearse

Email address: * max.pearse@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Hi,

I've been riding bikes in and around Melbourne for all of the time I have been living close to the city, roughly 10 years now. The recommendation present in this agenda relating to halting new bike lane infrastructure (which now also includes scooter users) is incredibly disheartening.

"recommended to be deferred while the city continues to recover and travel behaviour settles into a new rhythm."

What an absolute load of codswallop.

The new rhythm of Melbourne IS building new bike friendly infrastructure BEFORE society has the chance to regress to a car-centric hellscape that this entire strategy was implemented to fix in the first place. As per literally everything else in this agenda, and all the data supporting it, this recommendation is pure hypocrisy. Heaven forbid motor vehicle traffic be impacted negatively in order to make the city a nicer place to travel to, and to be in. It's almost as if that might motivate more people to use public transport or use a bike along those very same routes they would normally drive.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *	I have read and acknowledge how Council will use and disclose my personal information.
Name: *	Maya Statton
Email address: *	mayastatton@gmail.com
Phone number *	
Date of meeting: *	Monday 6 June 2022
Agenda item title: *	Bike lanes
Please write your submission in the space provided below and submit <u>by no later than 10am on the day of the scheduled meeting.</u> Submissions will not be accepted after 10am.	<p>Hi,</p> <p>I frequently commute to work by bike. Bike lanes are essential for the safety of bike riders and council should be increasing the number of bike lanes, not considering closing some. Many cars do not look for bikes and I can feel very vulnerable riding in dense traffic without the protection of the bike lane. Every person needs to do more to reduce carbon emissions and this means council should be encouraging the riding of bikes by providing safe bike lanes.</p> <p>Please protect our riders and protect and increase access to bike lanes.</p> <p>Regards,</p> <p>Maya</p>
Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *	No

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Megan Foster

Email address: *

meganfoster1@hotmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting.

Please see item attached.

Submissions will not be accepted after 10am.

Alternatively you may attach your written submission by uploading your file here:



[dear_melbourne_city_councillors_community.docx](#) 127.45 KB ·

DOCX

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Dear Melbourne City Councillors,

Date of meeting: 07/06/22

Agenda item title: Agenda 6.9

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure - including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality - to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system - and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike riding and reduces car traffic, achieving 'traffic evaporation' (1). By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. As the City of Melbourne's own research (2) shows, "Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride." A recent Melbourne study supports your findings, demonstrating that separated cycling infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

Increase business: Despite all the criticism that has led to this "pause", which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure **increases economic activity**, spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than ever. Salt Lake City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the extra foot and wheel traffic (5). Further, with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and dog!) is only growing.

Improve safety for all road users: Research indubitably demonstrates that implementing bike lanes enhances safety for not only people riding bikes but those driving and walking (6). This is because separated bike lanes have a car-traffic calming effect, enabling vehicles to move at safer speeds for everyone.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia - larger than the national road toll (7). If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around (8). These upgrades can be of particular benefit to older people, those living with a disability, low income households and migrant communities.

Reduce emissions: Personal transport is Australia's fastest growing source of emissions (9); and fluctuates between the second and third highest source (behind only energy and land use) (10). Bottom line: our cars are a major contributor to climate change and Melbournians need to be empowered to move in different ways wherever possible. The global climate science is clear: we need to increase active transport to reduce transport emissions. Local research tells us that more separated and dedicated infrastructure is required to move the great number of people from the *interested* category to actually taking up riding. Australia needs a national strategy to move away from petrol-guzzling cars to bike-riding, walking and zero-emissions public transport and electric vehicles. To pause these bike lanes would put Melbourne on the back-foot, set to become stuck in the past as Australian cities implement innovative and intelligent transport solutions.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options (11), and improved infrastructure allows more Melbournians to experience these benefits.

To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID -19. **I ask that you preserve with your bike strategy to reap all the benefits they will bring - a strategy set in motion well before the pandemic.**

References:

- 1) <https://www.theguardian.com/lifeandstyle/video/2022/may/17/why-new-bike-lanes-dont-cause-traffic-jams-video>
- 2) <https://www.melbourne.vic.gov.au/SiteCollectionDocuments/transport-strategy-2030-city-of-melbourne.pdf>
- 3) <https://www.sciencedirect.com/science/article/pii/S2214140521003200>
- 4) <https://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf>
- 5) https://drive.google.com/file/d/0B8tOk7_upXv5djhCajg1Z0I3bmhTVTlxWldwRzA0YjJWNW9R/view?resourcekey=0-Fr7Mp141yXvXzW6u5NBjqQ
- 6) <https://www.sciencedirect.com/science/article/abs/pii/S2214140518301488?via%3Dihub>
- 7) https://nespurban.edu.au/publications-%20resources/research-reports/CAULRR06-%20%20SubmissionFuelQualityStandardsAct2000_Mar2017.pdf
- 8) <https://www.jstor.org/stable/26211762>
- 9) <https://ageis.climatechange.gov.au/nggi.aspx>
- 10) <https://www.climatecouncil.org.au/wp-content/uploads/2017/09/FactSheet-Transport.pdf>
- 11) https://www.climatecouncil.org.au/wp-content/uploads/2018/10/CC_MVSA0154-Report-Transport_V6-FA_Low-Res_Single-Pages.pdf

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Mel Ireland

Email address: *

meljae31@yahoo.com.au

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda item 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting.

Submissions will not be accepted after 10am.

Please see attached PDF

Alternatively you may attach your written submission by uploading your file here:



[future_melbourne_committee_submission_mireland.pdf](#) 66.73

KB · PDF

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Future Melbourne Committee submission

Agenda item 6.9

Implementation Update:

City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

- I am a City of Melbourne resident and rate payer, I am a cyclist and use my bike as active transport on the bikes lanes in the CBD on a regular basis for work, to shop and for recreational activities. I believe the roads should be accessible for everyone, especially women and children as an important safety and equity indicator.
- Since the recent increase of traffic to the CBD I have been reluctant to ride to work but, the protected bike lanes have made it safer, and I have not had nearly as many near misses as what I do when I cycle on the road with only a white line marking a bike lane.
- I have found using the Rathdowne Street, William Street and Swanston Street protected lanes safe and an efficient way to get around the city in a North/South direction. I will not use Collins Street after many close encounters with distracted aggressive drivers and dooring incidents. I am looking forward to using the protected lanes in the East/West direction in the centre of the CBD on Bourke Street.

Item 22.6

- I oppose item 22.6 – Endorses the deferral of further installation of new protected bike lanes in the Hoddle Grid during financial year 2022/2023.

I do not want the council to support the deferral because:

- a) A major barrier to cycling into the city is a lack of safe bike paths and connections within the Hoddle Grid. To defer installation of the new protected bike lanes will be a barrier to encouraging more cyclists and other active transport users to the city resulting in negative economic impact.
- b) Protected bike lanes will improve the safety of cyclists riding in the city. It is important to ensure safe infrastructure to get more people cycling as a mode of transport. It has been proven that having safe cycling infrastructure increases rider participation. Deferring protected bike lane infrastructure while the city continues to recover will lead to prolonged negative travel behaviour rather than using this opportunity to have an ambitious protected bike lane program, reducing road fatalities.
- c) Melbourne has fallen far behind other cities when it comes to liveability and sustainability. Major progressive international cities are increasing bike paths, closing roads and reducing car parking. Deferring protected biked lanes would be a setback for Melbourne, falling behind other international cities and Sydney.
- d) The recent Federal election saw Australians vote for climate change especially with the City of Melbourne residents voting Green, deferring the installation of protected bike lanes is directly opposed to what Melbournians want. We have to do better and continue the rollout of the plan during the 2022/2023 financial year.

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: * Merrick Morley

Email address: * merrick.morley@unimelb.edu.au

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Please refer to my attached submission for your consideration

Alternatively you may attach your written submission by uploading your file here:



[merrick_morley_letter_to_the_fmc_7_6_22.pdf](#)
46.82 KB · PDF

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

6 June 2022

Future Melbourne Committee
The City of Melbourne
GPO Box 1603
Melbourne VIC 3001

Dear Lord Mayor and Councillors,

Re: Agenda Item 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Thank you for your work in making Melbourne 'A Connected City' through the recent transport network upgrades. There is, however, much more work to complete and **I urge you to continue the implementation of the Melbourne Transport Strategy 2030**. More specifically, there should be no delay in the construction of protected bike lanes along Flinders and Bourke/Spring Streets (Key Issues: point 19, p.4).

My fear, stoked by witnessing the negative views portrayed on social and print media about new protected bike lanes in Melbourne, is that pausing further construction will be heralded as a win for all that is wrong with Melbourne's streets and transportation habits. It may have disproportionate impacts upon cycling/scootering as a transport choice across Melbourne and slow the transition to sustainable transport modes.

For **this is not an issue of cars vs bikes, or vehicles vs non-vehicles; this is an issue of people, the ways we move throughout the city, and the impacts that has on the city and beyond**. As a city we need to desperately transition to a low-carbon lifestyle to ensure we do not further accelerate the impacts of greenhouse gas emissions. The City of Melbourne is best suited to lead this challenge as it has the highest rates of density, mix, and access that make changes to the urban fabric feasible, fantastic, and fun.

There will be teething problems, as has been noted in the Implementation Update. I empathise with anyone who has experienced negative and sustained impacts by the creation of protected bike lanes. No one likes change, especially when they experience negative effects from it or do not understand why it needs to occur.

My suggestion, similar to what has been proposed in the Implementation Update, is to ensure there is clear communication with affected stakeholders. At this critical moment in the transition to sustainable transport modes, **it is not a time to slow down. It is a time to double down**. As with Paris, London, Milan, and many other cities that are moving towards

sustainable transport networks, Melbourne must continue to adapt to ensure it is resilient in an uncertain future. I encourage the City of Melbourne and the Future Melbourne Committee to continue to communicate why changes to the transportation network is needed.

Cars and other motor vehicles have their place in the future of Melbourne's CBD, alongside a more sustainable network including bikes, scooters, trams, trains, buses, and pedestrians! The current rates of motor vehicles entering or passing through the CBD is unsustainable, and they are spatially inefficient. I encourage the Lord Mayor and Councillors to consider accelerating the construction of protected bike lanes in Melbourne, particularly Elizabeth St and Flemington Rd that has existing connections to Sydney Rd, Mount Alexander Rd, and parts of Melbourne that are yet to experience the efficiency of a well-connected cycling network.

As has been discovered recently, **78 per cent of Victorians are 'interested but concerned' when it comes to riding a bike, 'demonstrating a high latent demand for bike riding if protected bicycling infrastructure were provided'** (Pearson et al. 2021, p.9). Currently 53 per cent of these Victorians also own a bike, indicating a desire to use this device in some capacity. **Please continue to create that capacity for them.**

Yours Faithfully,

Merrick Morley
PhD Candidate – The University of Melbourne
Community Resilience and Shared Spaces

Reference

Pearson, L., Dipnall, J., Gabbe, B., Braaf, S., White, S., Backhouse, M., & Beck, B. (2022). The potential for bike riding across entire cities: Quantifying spatial variation in interest in bike riding. *Journal of Transport & Health*, 24, 101290.

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Michael Gronow

Email address: * michaelgronow@bigpond.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Bicycle Lanes

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I am a Melbourne City CBD worker and ratepayer. I commute daily by bicycle from and to my home in Fitzroy North to my barristers chambers at 200 Queen Street Melbourne. The main problem with my daily ride is the lack of safe cycle routes in and out of the Melbourne CBD. I have tried a number of different routes since I started commuting by bike in 2008, but none keeps me safely separated from traffic. I strongly urge the Council to spend a much greater proportion of my rates on safe cycle lanes in and about the CBD. Apart from making my commute safer, it would also encourage others to ride. This would ease traffic congestion, since according to the RACV, bikes use 1.5 m2 per person rather than an average of 9.2 m2 for cars. Cycling is also healthier and less polluting, as well as much more cost effective than car transport. I was very disappointed to read in today's Age that the Council is proposing to reverse its recent decision to spend more on bike lanes, and hope that this decision can be reinstated at the meeting on Tuesday 7 June 2022.

Please indicate whether you would like to verbally address the Future Melbourne in No

support of your
submission: *

Privacy acknowledgement: * • I have read and acknowledge how Council will use and disclose my personal information.

Name: * Michael Hassett

Email address: * mebug@mebug.org.au

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation update CoM Transport Strategy 2030 etc

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Submission by Metro East Bicycle user Group (MeBUG)
PO Box 172, Blackburn Vic 3130
mebug@mebug.org.au
<https://mebug.org.au>

Metro East Bicycle User Group Inc urges the councillors of the City of Melbourne to continue their good work in establishing safe bike lanes in the CBD. We are a cycling advocacy group with members who travel to the city area quite frequently.

We know from reading the research that more people will ride bikes if they feel safe. This has benefits such as reducing pollution and congestion.

There are also principles of fairness and equity.. Bike users use much less space than cars (by a factor of at least 5) and trucks; they are more vulnerable to harm from such vehicles; and their needs should not be subverted to the power of a car or delivery lobby. Cycling trips are shorter and more likely to have a CBD destination than much of the car traffic.

Active transport and specifically cycling, generates benefits for the entire community including avoiding pollution and greenhouse gas emission, promoting mental and physical health, thus reducing burdens on the health system and reducing the huge cost of car parking, both on street (loss of road capacity) and purpose built multi story carparks (which displace opportunities for housing and other productive benefits).

The City of Melbourne's protected bike lane program is a commendable initiative consistent with similar developments in many major cities around the world. Please do not pause or wind back this program

Michael Hassett
Secretary
5 June 2021

Please indicate whether you would No

like to verbally address the Future
Melbourne in support of your
submission: *

Privacy acknowledgement: *	I have read and acknowledge how Council will use and disclose my personal information.
Name: *	Michael Joyce
Email address: *	mike@joyce.net
Phone number *	
Date of meeting: *	Tuesday 7 June 2022
Agenda item title: *	Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation
Please write your submission in the space provided below and submit <u>by no later than 10am on the day of the scheduled meeting.</u> Submissions will not be accepted after 10am.	I would like to make a statement opposing the pausing of new protected bike lanes in the Hoddle Grid. I regularly commute to the CBD for work and events by bicycle from the City of Darebin. I often bring my family with me on a cargo bike. Having protected bike lanes makes it much more likely for me to bring my children into the city, and to explore a wider variety of locations. I strongly believe that this experience will encourage them to be lifelong patrons of the city. I am less inclined to do so if this infrastructure is not built.
Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *	No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * MICHAEL KAVOURAKIS

Email address: * michael_kava@hotmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I'm writing to object to point 7 of the report, that council are looking at delaying the rolling out of cycling lanes in the Hoddle Grid. This action makes no sense, given all the evidence supporting cycling lanes in the rest of the report. There's no elaboration in the report as to why the delay, only to allow "the city to find a new rhythm", which is not explained as to what this means.

Especially in the light of the recent cycling death at the corner of LaTrobe and King, and the return of more people to the office, it is imperative that the council continue the momentum and deliver additional CBD lanes.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

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*

Name: * Michael Smith

Email address: * mac.smithatlarge@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation of COM Transport strategy 2030 and Transport program to aid city recovery and reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Council SHOULD NOT support item 22.6. which Endorses the deferral of further installation of new protected bike lanes in the Hoddle Grid during the financial year FY23, following two years of accelerated delivery.

Melbourne has fallen far behind other cities when it comes to being livable and sustainable. Internationally major cities are progressing and actively increasing bike paths, closing roads, reducing car parks and speed limits. The infrastructure needs to be in place for people to be able to get on their bikes and travel into and through the city. It would be a major setback and make Melbourne fall behind international cities further if we deferred the installation of new protected bike lanes.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * Yes

If yes, please indicate if you would like to make your submission in person, or via a virtual link (Zoom) to the meeting.

I wish to make by submission via Zoom

Please note, physical attendance will be limited in accordance with City of Melbourne security protocols and COVID-safe plans and be allocated on a first registered, first served basis. *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Michael Vaughan

Email address: * xennith@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Agenda 6.9

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Like many stakeholders who have submitted an opinion, I have included the full text of the Climate Council's open letter below. Before that, however, I would like to share anecdotes of the problems I have personally experienced, caused by absent bike lanes, unobserved bike lanes, and bike lanes marked for on-street parking.

On my commute to work, the majority of my ride has no marked bike lanes. I'm frequently passed far too closely and at unsafe speeds by drivers, as I'm sandwiched between a line of parked cars on my left, and 50 km/h traffic on my right. On many streets, if both sides are occupied by parked cars, there is not room for two cars to pass by each other side by side, let alone do so while accommodating cyclists. On one such occasion I have had a driver's mirror clip my shoulder because they couldn't observe the road rules, or wait the few seconds it would have taken for me to get clear.

Another part of my commute has beautifully wide bike lanes, where I can safely ride without being forced so far left I'm risking pedal-strike on the curb. This is not always the case, as many bike lanes I encounter, such as those in Fitzroy, are less than 800mm wide. Cyclists are considered to have a 1.2m wide profile to account for wobbling introduced by pedaling, and avoiding debris and potholes. Some bike lanes aren't even as wide as the bicycle glyph painted in them. Unfortunately, the beautifully wide bike lanes I mentioned are literally always clogged with parked

cars. These aren't lanes that are signed or marked for parking, they have bike glyphs painted every few metres, but I guess drivers can be forgiven for not noticing that, because most of the glyphs are underneath parked cars. This is a road that I have to share with work utes, four wheel drives, and dump trucks. On my bike, I don't even come up to the wheel arch on some of the vehicles I have to share this road with. How can I have any confidence drivers can see me?

Aside from these are the dual purpose lanes. Those lanes, such as those in Fitzroy, again, which are marked as bike lanes, but also as parking spaces. If you have a bike lane marked for parking, you don't have a bike lane, you have a parking lane that gets drivers angry when cyclists don't use it. You can't have it both ways. It's just a bit of paint that makes town planners think they can pat themselves on the back but solves nothing.

If I might give a specific example, Brunswick Street in Fitzroy (which may be outside the purvey of this council, but I am certain this problem is replicated elsewhere), has two lanes of car traffic, which are shared with trams, and on alternating sides block by block, the bicycle lane is shared with parking on one side, while the parking and bicycle lanes are separate on the other. This is EXTREMELY unsafe as cyclists are often forced in and out of the bike lane, having to share with cars and trams on one of the most congested north/south roads into the city.

The other problem I routinely face: bike lanes that just end. The only warning is a bit of paint in the road that says "bike lane ends" about five metres before the lane ends. Where the hell are bikes supposed to go, then? The cars spread out and force us into the curb, and we get dumped at an intersection with no bike boxes at the lights (wouldn't matter anyway, I've never seen a bike box not filled by a car), no marked space for a hook turn for bikes, no bike priority light.

There are some parts of my regular travel where I wouldn't be surprised if the bike lane weren't actually real, but just a horrible prank played by someone with a spray can and a free afternoon, as drivers don't seem to know the lane is there, or care that it is. I've been so far over to the left, well within the barely-visible bike lane lines before, and still had drivers honking and revving behind me, or overtaking so closely and cutting left in front of me so sharply that I have to slam on my brakes to not hit them.

Ultimately, it's not dedicated bike lanes I care about, but if that's the only way to be safe on the road, then I'll take them. All I want is road infrastructure that is clear and safe for all modes of transport. It'd be a big improvement to my life if parking enforcement officers would actually ticket drivers misusing the bike lanes we already have. If I had a dollar for every car I saw in the bike lanes on my commute, half way to work I could turn around and go home because I'd already have made my day's pay.

Dear Melbourne City Councillors,

Date of meeting: 07/06/22

Agenda item title: Agenda 6.9

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality – to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation' (1). By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. As the City of Melbourne's own research (2) shows, "Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride." A recent Melbourne study supports your findings, demonstrating that separated cycling infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

Increase business: Despite all the criticism that has led to this "pause", which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure increases economic activity, spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than ever. Salt Lake City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the extra foot and wheel traffic (5). Further, with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and dog!) is only growing.

Improve safety for all road users: Research indubitably demonstrates that implementing bike lanes enhances safety for not only people riding bikes but those driving and walking (6). This is because separated bike lanes have a car-traffic calming effect, enabling vehicles to move at safer speeds for everyone.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every

year in Australia – larger than the national road toll (7). If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around (8). These upgrades can be of particular benefit to older people, those living with a disability, low income households and migrant communities.

Reduce emissions: Personal transport is Australia's fastest growing source of emissions (9); and fluctuates between the second and third highest source (behind only energy and land use) (10). Bottom line: our cars are a major contributor to climate change and Melbournians need to be empowered to move in different ways wherever possible. The global climate science is clear: we need to increase active transport to reduce transport emissions. Local research tells us that more separated and dedicated infrastructure is required to move the great number of people from the interested category to actually

taking up riding. Australia needs a national strategy to move away from petrol-guzzling cars to bike-riding, walking and zero-emissions public transport and electric vehicles. To pause these bike lanes would put Melbourne on the back-foot, set to become stuck in the past as Australian cities implement innovative and intelligent transport solutions.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant:

Bike-riding and walking are the cheapest travel options (11), and improved infrastructure allows more Melbournians to experience these benefits .

To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. I ask that you preserve with your bike strategy to reap all the benefits they will bring – a strategy set in motion well before the pandemic.

References:

1)

<https://www.theguardian.com/lifeandstyle/video/2022/may/17/why-new-bike-lanes-dont-cause-traffic-jams-video>

- 2) <https://www.melbourne.vic.gov.au/SiteCollectionDocuments/transport-strategy-2030-city-of-melbourne.pdf>
- 3) <https://www.sciencedirect.com/science/article/pii/S2214140521003200>
- 4) <https://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf>
- 5) https://drive.google.com/file/d/0B8tOk7_upXv5djhCajg1Z013bmhTVTIxWldwRzA0YjJWNW9R/view?resourcekey=0-Fr7Mp141yXvXzW6u5NBjqQ
- 6) <https://www.sciencedirect.com/science/article/abs/pii/S2214140518301488?via%3Dihub>
- 7) https://nespurban.edu.au/publications-%20resources/research-reports/CAULRR06_%20%20SubmissionFuelQualityStandardsAct2000_Mar2017.pdf
- 8) <https://www.jstor.org/stable/26211762>
- 9) <https://ageis.climatechange.gov.au/nggi.aspx>
- 10) <https://www.climatecouncil.org.au/wp-content/uploads/2017/09/FactSheet-Transport.pdf>
- 11) https://www.climatecouncil.org.au/wp-content/uploads/2018/10/CC_MVSA0154-Report-Transport_V6-FA_Low-Res_Single-Pages.pdf

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whether you
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Melbourne in
support of your
submission: *

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*

Name: * Michelle Seignior

Email address: * michelleseignior@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Bike lanes

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Date of meeting: 07/06/22 Agenda item title: Agenda 6.9

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality – to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation' (1). By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. As the City of Melbourne's own research (2) shows, "Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more

people to ride.” A recent Melbourne study supports your findings, demonstrating that separated cycling infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

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Local research tells us that more separated and dedicated infrastructure is required to move the great number of people from the interested category to actually taking up riding. Australia needs a national strategy to move away from petrol-guzzling cars to bike-riding, walking and zero-emissions public transport and electric vehicles. To pause these bike lanes would put Melbourne on the back-foot, set to become stuck in the past as Australian cities implement innovative and intelligent transport solutions.

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I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. I ask that you preserve with your bike strategy to reap all the benefits they will bring – a strategy set in motion well before the pandemic.

References: 1)

<https://www.theguardian.com/lifeandstyle/video/2022/may/17/why-new-bike-lanes-dont-cause-traffic-jams-video>

2)

[-2030-city-of-melbourne.pdf](#)

3) <https://www.sciencedirect.com/science/article/pii/S2214140521003200> 4)

<https://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf>

5)

6)

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7)

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8) <https://www.jstor.org/stable/26211762>

9) <https://ageis.climatechange.gov.au/nggi.aspx>

10)

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11)

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https://drive.google.com/file/d/0B8tOk7_upXv5djhCajg1Z0I3bmhTVTIxWldwRzA0YjJWNW9R/view?resourcekey=0-Fr7Mp141yXvXzW6u5NBjqQ

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<https://nespurban.edu.au/publications-%20resources/research-reports/CAULRR>

https://www.climatecouncil.org.au/wp-content/uploads/2018/10/CC_MVSA0154-Report-Transport_V6-FA_Low-Res_Single-Pages.pdf

https://www.climatecouncil.org.au/wp-content/uploads/2018/10/CC_MVSA0154-Report-Transport_V6-FA_Low-Res_Single-Pages.pdf

Please indicate No
whether you
would like to
verbally address
the Future

Melbourne in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Midge Bateup

Email address: * midgeb@hotmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: separated bicycle lanes

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I am not an 'every day' cyclist but reasonably regular. Generally I have avoided cycling in the city unless I can stay off the roads. This morning was actually the first time that I cycled through some busy parts of the city for years – and the first time that I have used the separated bike lanes – what a treat! It made it so easy and safe. It was great. Now I get to work and see an email saying that the city is considering scaling back plans to continue with the great work. I'm sure there are lots of stats, facts & figures that will say how good they are for so many reasons but I just wanted to say that the separated lanes are a MASSIVE encouragement for cyclists to ride to work and around the city. Don't be scared to keep moving forward.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Mikaela Johnson

Email address: *

mikaelaeileen1@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda 6.9

Alternatively you may attach your written submission by uploading your file here:



[agenda_6.9.pdf](#) 47.70 KB · PDF

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Dear Melbourne City Councillors,

Agenda item title: Agenda 6.9

I am writing to express my immense support for the continued roll out of Melbourne CBD bike lanes. It is vital right now to establish quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality.

There are many reasons bike lanes are an important part of our transport system - and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation.' By making riding more convenient, those who are able to will leave their car at home, thereby making it easier for people to move around our city.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia - larger than the national road toll. If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around. These upgrades can dramatically impact older people, those living with a disability, low income households and migrant communities.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options, and improved infrastructure allows more Melbournians to experience these benefits.

I was alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change .

As a student at the University of Melbourne who commutes to the city on my bike, I am so thankful for the bike lanes that have been rolled out to date (and accelerated during COVID-19). In 2017, I was involved in an accident with a car when I was on my bike that landed me in hospital and these bike lanes make me feel much safer on the roads. I sincerely hope that you persevere with your bike strategy, which was outlined well before the pandemic.

Yours sincerely,

Mikaela Johnson

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Mike McEvoy

Email address: * mikemcevoy00@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: 6.9 transport item

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I applaud the way you have accelerated the rollout of bike infrastructure in the city during Covid. It has made my commute by bike to work much safer, and makes me far more likely to ride into the city to attend events. My daughter and I rode into the city several times during Covid restrictions, and now that I can see such safe routes, I'd feel comfortable doing the same even at busy times. I'm extremely unlikely to visit the city by car, and without safe bike routes, I'm much more likely to stay local, work from home or catch public transport.

It's clear that this is what the city needs to keep moving as the population grows, as climate change continues to threaten us, and as we recover from Covid. A 76% increase in active transport is a clear sign that if you continue to build it, they'll come! Bike lanes can help move far more people into the city than a row of parking spaces or a car lane.

I don't think it's wise to pause or slow down the roll-out of cycling infrastructure and protected bike lanes at this stage. Quite the opposite, I think you need to keep the foot down, so to speak!

Please indicate whether you No

would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Mike Sinclair

Email address: *

sinclurm@gmail.com

Phone number *

Date of meeting: *

Monday 6 June 2022

Agenda item title: *

Bike Lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

City of Melbourne: Your bike lane mission must continue. Melbourne could be one of the best, safest and most integrated cycling cities in the World with your 2030 plan.

To pause now is to inevitably faultier on the long term objective.

Change is hard, but you have so far done amazing work in transforming streets into safer shared zones.

Car traffic should be second-class citizens in a modern city. Cycling and other eco modes of transport (including walking) should be our premier modes of getting around town.

The people of 2030/2050/2100 and beyond will thank you.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Molly Hoak

Email address: * mnhoak@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 City of Melbourne Transport Strategy

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

The City of Melbourne should continue with its roll-out of protected bike lanes throughout the CBD. Petrol prices are only getting higher and more active transport is going to be necessary not only in the immediate future but for a sustainable city.

Concerns of businesses with regard to customer access should really think through what they're asking for when removing the bike lanes or putting in more car parking. A car most often carries one person, maybe 2. That same car parking spot can hold at least 5 bicycles. That's more than double the amount of customers!

Protected bike lanes have been proven to be good for businesses. In New York City the addition of protected bike lanes increased sales receipts by 50% (<https://usa.streetsblog.org/2013/03/08/bicycling-means-business-how-cycling-enriches-people-and-cities/>).

Pedestrians are also very important to business in the CBD and a protected bike lane, rather than car parking makes pedestrians feel safer walking on the footpath. The threat of being run over is less likely and people are more likely to stop and shop and look around on pedestrianised and cycling streets.

The protected bike lanes need to stay in the CBD and be increased significantly. For the sake of business.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Morgan Koegel

Email address: *

morgan.koegel@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Please see attachment.

Alternatively you may attach your written submission by uploading your file here:



[dear_melbourne_city_councillors_community.docx](#)
127.45 KB · DOCX

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Dear Melbourne City Councillors,

Date of meeting: 07/06/22

Agenda item title: Agenda 6.9

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure - including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality - to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system - and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike -riding and reduces car traffic, achieving 'traffic evaporation' (1). By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. As the City of Melbourne's own research (2) shows, "Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride." A recent Melbourne study supports your findings, demonstrating that separated cycling infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

Increase business: Despite all the criticism that has led to this "pause", which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure **increases economic activity**, spending in retail and hospitality venues (4). A number of car -free city centres around the world are thriving more than ever. Salt Lake City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the extra foot and wheel traffic (5). Further, with the growing trend in e -cargo bikes, the ability for people to carry heavier loads (plus their kids and dog!) is only growing.

Improve safety for all road users: Research indubitably demonstrates that implementing bike lanes enhances safety for not only people riding bikes but those driving and walking (6). This is because separated bike lanes have a car-traffic calming effect, enabling vehicles to move at safer speeds for everyone.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia - larger than the national road toll (7). If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around (8). These upgrades can be of particular benefit to older people, those living with a disability, low income households and migrant communities.

Reduce emissions: Personal transport is Australia's fastest growing source of emissions (9); and fluctuates between the second and third highest source (behind only energy and land use) (10). Bottom line: our cars are a major contributor to climate change and Melbournians need to be empowered to move in different ways wherever possible. The global climate science is clear: we need to increase active transport to reduce transport emissions. Local research tells us that more separated and dedicated infrastructure is required to move the great number of people from the *interested* category to actually taking up riding. Australia needs a national strategy to move away from petrol-guzzling cars to bike-riding, walking and zero-emissions public transport and electric vehicles. To pause these bike lanes would put Melbourne on the back-foot, set to become stuck in the past as Australian cities implement innovative and intelligent transport solutions.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options (11), and improved infrastructure allows more Melbournians to experience these benefits.

To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID -19. **I ask that you preserve with your bike strategy to reap all the benefits they will bring - a strategy set in motion well before the pandemic.**

References:

- 1) <https://www.theguardian.com/lifeandstyle/video/2022/may/17/why-new-bike-lanes-dont-cause-traffic-jams-video>
- 2) <https://www.melbourne.vic.gov.au/SiteCollectionDocuments/transport-strategy-2030-city-of-melbourne.pdf>
- 3) <https://www.sciencedirect.com/science/article/pii/S2214140521003200>
- 4) <https://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf>
- 5) https://drive.google.com/file/d/0B8tOk7_upXv5djhCajg1Z0I3bmhTVTlxWldwRzA0YjJWNW9R/view?resourcekey=0-Fr7Mp141yXvXzW6u5NBjqQ
- 6) <https://www.sciencedirect.com/science/article/abs/pii/S2214140518301488?via%3Dihub>
- 7) https://nespurban.edu.au/publications-%20resources/research-reports/CAULRR06-%20SubmissionFuelQualityStandardsAct2000_Mar2017.pdf
- 8) <https://www.jstor.org/stable/26211762>
- 9) <https://ageis.climatechange.gov.au/nggi.aspx>
- 10) <https://www.climatecouncil.org.au/wp-content/uploads/2017/09/FactSheet-Transport.pdf>
- 11) https://www.climatecouncil.org.au/wp-content/uploads/2018/10/CC_MVSA0154-Report-Transport_V6-FA_Low-Res_Single-Pages.pdf

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Mu. George

Email address: *

sqwyd@bigpond.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Please, please, PLEASE don't pause bike lane roll outs. As someone with ASD and ADHD, being on the road with my bike is far less stressful when there's dedicated bike lanes to keep bikes and cars separated.

Bikes are also far more likely to be hit by cars when sharing the road.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Nancy Atkin

Email address: *

nancyatkin@optusnet.com.au

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda item 6.9, Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

As attached

Alternatively you may attach your written submission by uploading your file here:



[combikeinfrastructurenancyatkin_20220506.docx](#)
121.94 KB · DOCX

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Nancy Atkin,
135 Albert Street
Brunswick 3056

**Submission to Melbourne City Council for meeting 7 June 2022
Agenda item 6.9, Implementation Update: City of Melbourne Transport
Strategy 2030 and Transport Program to Aid City Recovery and
Reactivation**

Firstly I would like to congratulate the City of Melbourne for the improvements made in infrastructure for bike-riders in the city over the past year or so.

I am 74 years old and bicycle is my main means of transport in going from home to the city. I am a confident but slow and cautious bike-rider, with 69 years of bike-riding experience.

Although I live in the City of Moreland, I frequently visit or pass through the City of Melbourne, most often by bike, as follows:

1. Entertainment (especially film and comedy festivals), galleries and dining
2. Meetings with friends as the mid-point between south and north
3. Travelling to Southern Cross station to catch trains and buses
4. Shopping, in particular at the market
5. Passing through on the way south
6. Meeting my older sister who lives in North Carlton
7. Dentists

I have very much benefited from the upgrades. I will highlight three particular sets of upgrades, which are especially helpful in relation to those visits:

1. Exhibition Street, en route for example to the Kino. The new lanes there make it a pleasant ride, instead of being an alarming experience for both me and for the drivers who were worried about bikes passing at close distance.
2. To get to the centre of the city I normally go via Princes Hill through the cemetery to the top of Swanston Street. The link across the top of Swanston Street (near the roundabout) has made it easier to get into the bike lane in Swanston. The extension of the separated lanes has ended delivery and taxi parking in the bike lanes, which was a major problem constantly forcing cyclists onto the roadway. I also love the new two-way lanes on the west side of the cemetery.
3. The new lanes down the Peel Street and William Street side of the market, joining the wider lanes in La Trobe Street, have made it significantly easier and safer to ride to Southern Cross (which is more convenient than the train, from my house).

As someone in the over-70s age-group, safe and pleasant bike-riding is particularly important for me and my cohort for both transport and exercise and

I urge to Council on these grounds to continue your planned expansion and improvement of bike infrastructure.

In these Covid times especially, it avoids the risk of respiratory infections on public transport. Of course it is important to stay healthy, and bike-riding is actually better for some ailments (e.g. dodgy knees with cartilage issues) than walking. And it is cheap.

Better bike lanes bring more of us into the city, while freeing up spaces on PT which would be our alternative.

I'm not impressed by the arguments against bike lanes, noting that while some people argue no-one is using them, others say that there are too many bike-riders around! From the delivery point of view, the main problem seems to be unrealistic pressures on drivers, as you often see in North Carlton, drivers double-parking in bike lanes to run into a house, instead of taking time to park in a nearby empty space.

I urge the Council not to postpone or roll back the planned improvements to bike infrastructure in the city centre.

I apologise for being unable to present this submission in person, and would be happy to answer any questions.

Nancy Atkin

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Natasha Birimac

Email address: *

natashagb95@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda 6.9

Alternatively you may attach your written submission by uploading your file here:



[agenda_item_6.9__submission_from_natasha_birimac.pdf](#)

414.06 KB · PDF

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Dear Melbourne City Councillors,

Agenda item title: Agenda 6.9

I'm writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure - including bike lanes and footpaths. I commute to work on my bike daily along Rathdown and Exhibition Streets and am thankful for the separate bike lanes. 13 months ago, on Sydney Road I was hit by a car and fractured my femur and sternum. By not prioritising the needs and safety of cyclists the City of Melbourne runs the risk of more accidents like mine occurring as well as reducing cyclist traffic into the CBD which would negatively impact its recovery after two years of COVID lockdowns.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality.

There are many reasons bike lanes are an important part of our transport system - and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving '[traffic evaporation](#).' By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated [1,700 deaths every year](#) in Australia - larger than the national road toll. If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around. These upgrades can dramatically impact older people, those living with a disability, low income households and migrant communities.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options, and improved infrastructure allows more Melbournians to experience these benefits.

To conclude, I was alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my gratitude for the bike lanes that have been rolled out to date (and accelerated during COVID-19). I sincerely hope that you persevere with your bike strategy, which was outlined well before the pandemic.

Yours sincerely,

Natasha Birimac

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Nathan Hart

Email address: * nathanhartcomms@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,
Agenda item title: Agenda 6.9

I'm writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

I commute to the city 2 days a week, all year round. After the pandemic, due to new infrastructure, I discovered I could do 90% of my journey in designated bike lanes, or fully protected bike lanes. I almost weeped in joy, and even tweeted a Melbourne City Councillor to thanks them. When I ride my bike in, I visit bike shops to get it serviced and purchase parts and clothing.

As well as my anecdotal experience, more generally there has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation.' By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll. If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

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Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant:
Bike-riding and walking are the cheapest travel options, and improved infrastructure allows more Melbournians to experience these benefits.
To conclude, I was alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.
A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Nathan Pittman

Email address: *

nathan.pittman@live.com.au

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Alternatively you may attach your written submission by uploading your file here:



[20220605_fmc_submission__pittman_et_al.pdf](#) 35.44 KB · PDF

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

Yes

If yes, please indicate if you would like to make your submission in person, or via a virtual link (Zoom) to the meeting. Please note, physical attendance will be limited in accordance with City of Melbourne security protocols and COVID-safe plans and be allocated on a first registered, first served basis. *

I wish to make my submission in person

Submission re: Meeting of the Future Melbourne Committee, 7th June 2022, Agenda Item 6.9

To the Future Melbourne Committee,

We would like to commend the City of Melbourne for its efforts thus far in creating a safe and connected network for bicycles in both the CBD and surrounding suburbs. These lanes have made cycling safer and more accessible for residents, workers, and visitors alike.

As a group of early career transport and urban design researchers, we make this submission in response to item 6.9 on this evening's agenda (Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation). It is with much dismay that we read that City of Melbourne is considering pausing its program of protected bike lanes in the CBD, in part as a response to a perceived community and business backlash. We urge that this program be maintained and continued, alongside the extension of the protected bike lane network outside of the Hoddle Grid, for the reasons we outline below.

Firstly, we know, without a doubt, that a key barrier to people riding bikes is safety. There's no question about this. In a car-dependent city like Melbourne, this requires a combination of separated lanes, a major reduction in speed limits, or a drastic reduction in the overall volume of road traffic. Researchers at Monash University's School of Public Health and Preventative Medicine, Lauren Pearson and Ben Beck, have said as much recently in the Journal of Transport and Health. They surveyed over 4,000 Victorians and found that over three quarters would consider riding a bike for some or all of their trips, were it safer to do soⁱ. Presently, it is too unsafe in Melbourne for that three quarters of us to consider riding a bike. By choosing to pause the implementation of protected bike lanes, council is suggesting that safety of cyclists doesn't matter.

Secondly, we know, without a doubt, that bikes have a central role to play in the fight against climate change, alongside public transport. Transport produces about a quarter of Victoria's greenhouse gas emissions, and a key contributor here is the private car. Getting people out of cars and onto bikes and PT is the only pathway available for rapid emissions reductions. Recent research from Europe suggests that daily bike riders have substantially lower GHG emissions than daily car driversⁱⁱ. Taken over the whole lifecycle – including production, operation, disposal, and so on – bike riding produces just one thirtieth of the emissions of car driving. That's just over 3%. The authors, Christian Brand and colleagues, go on to state: "even if not all car trips could be substituted by bicycle trips, the potential for decreasing emissions is very high".

Getting people out of cars and onto bikes is therefore essential if we are to meet the State's GHG emissions reduction target of 33% by 2025, or if we are to meet the extent of emissions reduction required to stay below 1.5°C of warming (75% by 2030). We simply cannot reach even these modest targets, nor the targets required to avoid a catastrophic climate change, if we continue to prioritise cars over bikes. City of Melbourne, along with several other metropolitan councils, declared a climate emergency in 2019. What does it mean for council to declare a climate emergency, only to then delay implementation of one of the most effective emissions reductions strategies available?

Critics of bike riding in Melbourne like to argue that "Melbourne is not Amsterdam": we will never ride bikes here, it's simply too different! Such an argument overlooks two key points. Firstly, where bike infrastructure in Melbourne is high quality, people ride bikes! Canning, Swanston, and Albert

Streets are all excellent examples of this, as the City's own research demonstrates. Adding to these links makes more of the city accessible for low-stress cycling – residents and destinations alike. And secondly, fifty years ago, Amsterdam was heading towards car dependence, but they made and continue to make the decisions every day to make their city a great place to ride a bikeⁱⁱⁱ. City of Melbourne has started to, and can continue to, make these decisions by choosing to proceed with the roll out of CBD bike lanes.

We trust that the Future Melbourne Committee will make the right decision and choose to proceed with the CBD and inner suburban network of protected bicycle infrastructure, while maintaining a robust public engagement process with existing and potential bike riders, as well as other residents, students, workers, businesses, and trade unions. Delaying these important projects until some sort of new transport normal is reached overlooks the very active role that City of Melbourne plays in the shaping of that new normal. The time to do this is now.

With thanks,

Nathan Pittman, PhD candidate, University of Melbourne

Dr André Brett, Lecturer, Curtin University, PhD at University of Melbourne (2014)

Rebecca Clements, PhD candidate, University of Melbourne

Iain Lawrie, PhD Candidate, University of Melbourne

Merrick Morley, PhD candidate, University of Melbourne

ⁱ Pearson, Lauren, and Beck, Ben (2022). 3 in 4 people want to ride a bike but are put off by lack of safe lanes. *The Conversation*. <https://theconversation.com/3-in-4-people-want-to-ride-a-bike-but-are-put-off-by-lack-of-safe-lanes-172868>

ⁱⁱ Brand, Christian (2021). Cycling is ten times more important than electric cars for reaching net-zero cities. *The Conversation*. <https://theconversation.com/cycling-is-ten-times-more-important-than-electric-cars-for-reaching-net-zero-cities-157163>

ⁱⁱⁱ Van der Zee, Renate (2015). How Amsterdam became the cycling capital of the world. *The Guardian Online*. <https://www.theguardian.com/cities/2015/may/05/amsterdam-bicycle-capital-world-transport-cycling-kindermoord>

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Nathaniel Watson

Email address: * nathaniel.nw@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: 6.9

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Councilors, I'm writing in regards to agenda item 6.9.

I was disappointed to hear that there's movement to pause the rollout of bike lanes and infrastructure in the city. I am by no means a "cyclist" – I have only owned a bike for little over a year, and am merely someone for whom riding a bike is often a convenient mode of transport. There have been numerous occasions over the past two years where I have chosen to bike into and around the city in order to shop and attend events. In almost all of these situations I've had the option to go elsewhere or shop online, but I've made the choice to go into the city, and the ability to feel safe while biking is a significant part of that choice.

I've also had the misfortune of a couple of near-misses while on roads with limited or non-existent bike infrastructure. These situations and frequent stories of cyclist being killed on our roads strongly shape how I chose to access the city, and which parts of the city I chose to visit. Having a safe route to specific areas (such as along Swanson Street and La Trobe Street) have undoubtedly allowed me to visit those areas more frequently. Yes, I could always access those areas by other means, but factors such as time, cost, convenience and of course environmental impact mean without the biking infrastructure I would choose not to.

I am hugely grateful for the existing bike lanes, and hope to see them expanded so I can continue to safely and easily access the city.

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Naya Coenraads

Email address: * n.coenraads@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Bike lanes

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Bike lane infrastructure has proven over and over it does not negatively affect traffic flow, and along with induced demand, removing lanes is a good thing as long as alternate travel options support commuters so.

By 2035 public transport with 5x more beneficial to the city than cars, so why should people be parking their private property in public space that could be used for bus lanes, protected bike lanes, or even car free streets.

Major progressive cities around the world are going this way too. In the Netherlands, it is rated one of the best cities for riding a bicycle – but it is also one of the best for driving as well. Just the improved safety benefits from cycling lanes is immense.

I would be devastated if in my city protected cycling lanes (i cycle to work every day) were scrapped so people could park their cars or induce more car traffic – reducing safety, visibility, and emissions.

Thank you for reading.

Please indicate whether you would like to verbally address the Future Melbourne in No

support of your
submission: *

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Neil Gascoigne

Email address: *

thegascoignes@hotmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting.

I am extremely disappointed to hear that Council is to defer bike lanes. Specifically the Flinders St bike lane is required to enable cyclists to enter and traverse the city in the South safely.

Submissions will not be accepted after 10am.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: * • I have read and acknowledge how Council will use and disclose my personal information.

Name: * Nellie Malseed

Email address: * nmalseed@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Agenda item title: Agenda 6.9

I'm writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes. Riding my bike is my main form of transport as the cost of Myki is very high and I like to keep fit.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation.' By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll. If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around. These upgrades can dramatically impact older people, those living with a disability, low income households and migrant communities.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options, and improved infrastructure allows more

Melbournians to experience these benefits.

To conclude, I was alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my gratitude for the bike lanes that have been rolled out to date (and accelerated during COVID-19). I sincerely hope that you persevere with your bike strategy, which was outlined well before the pandemic.

Yours sincerely,
Nellie Malseed

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * Yes No

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Nic Huntington

Email address: *

nicolashuntington@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda 6.9

Alternatively you may attach your written submission by uploading your file here:



[lettercommunity_dearmelbournecitycouncillors.pdf](#) 40.24 KB ·

PDF

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Dear Melbourne City Councillors,

Date of meeting: 07/06/22

Agenda item title: Agenda 6.9

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure - including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality - to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system - and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation' (1). By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. As the City of Melbourne's own research (2) shows, "Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride." A recent Melbourne study supports your findings, demonstrating that separated cycling infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

Increase business: Despite all the criticism that has led to this "pause", which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure **increases economic activity**, spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than ever. Salt Lake City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the extra foot and wheel traffic (5). Further, with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and dog!) is only growing.

Improve safety for all road users: Research indubitably demonstrates that implementing bike lanes enhances safety for not only people riding bikes but those driving and walking (6). This is because separated bike lanes have a car-traffic calming effect, enabling vehicles to move at safer speeds for everyone.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia - larger than the national road toll (7). If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around (8). These upgrades can be of particular benefit to older people, those living with a disability, low income households and migrant communities.

Reduce emissions: Personal transport is Australia's fastest growing source of emissions (9); and fluctuates between the second and third highest source (behind only energy and land use) (10). Bottom line: our cars are a major contributor to climate change and Melbournians need to be empowered to move in different ways wherever possible. The global climate science is clear: we need to increase active transport to reduce transport emissions. Local research tells us that more separated and dedicated infrastructure is required to move the great number of people from the *interested* category to actually taking up riding. Australia needs a national strategy to move away from petrol-guzzling cars to bike-riding, walking and zero-emissions public transport and electric vehicles. To pause these bike lanes would put Melbourne on the back-foot, set to become stuck in the past as Australian cities implement innovative and intelligent transport solutions.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options (11), and improved infrastructure allows more Melbournians to experience these benefits .

To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. **I ask that you preserve with your bike strategy to reap all the benefits they will bring - a strategy set in motion well before the pandemic.**

References:

- 1) <https://www.theguardian.com/lifeandstyle/video/2022/may/17/why-new-bike-lanes-dont-cause-traffic-jams-video>
- 2) <https://www.melbourne.vic.gov.au/SiteCollectionDocuments/transport-strategy-2030-city-of-melbourne.pdf>
- 3) <https://www.sciencedirect.com/science/article/pii/S2214140521003200>
- 4) <https://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf>
- 5) https://drive.google.com/file/d/0B8tOk7_upXv5djhCajg1Z0I3bmhTVTIxWldwRzA0YjJWNW9R/view?resourcekey=0-Fr7Mp141yXvXzW6u5NBjqQ
- 6) <https://www.sciencedirect.com/science/article/abs/pii/S2214140518301488?via%3Dihub>
- 7) https://nespurban.edu.au/publications-%20resources/research-reports/CAULRR06_%20%20SubmissionFuelQualityStandardsAct2000_Mar2017.pdf
- 8) <https://www.jstor.org/stable/26211762>
- 9) <https://ageis.climatechange.gov.au/nggi.aspx>
- 10) <https://www.climatecouncil.org.au/wp-content/uploads/2017/09/FactSheet-Transport.pdf>
- 11) https://www.climatecouncil.org.au/wp-content/uploads/2018/10/CC_MVSA0154-Report-Transport_V6-FA_Low-Res_Single-Pages.pdf

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Nicholas Hunter

Email address: *

nicholas.hunter@monash.edu

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Alternatively you may attach your written submission by uploading your file here:



[re_agenda_6.9_city_bike_lanes.docx](#) 26.07 KB · DOCX

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Dear Lord Mayor and Council,

I know you want bike lanes. I know that *you* know this is the right way forward for the city. And I also respect that you are under duress by the weight of vocal opponents.

The most frustrating part of this debate is that the argument against these bike lanes focusses on the inconvenience for people driving motor vehicles.

We need to broaden the debate. Separated bike lanes are more than just a convenient way for people to get around. Separated bike lanes protect riders from dangerous crashes. What might be a minor prang between two vehicles could be life or death for a person riding a bike. People that ride bikes don't have a protective shell, seatbelts or airbags. They are, by definition 'vulnerable'. Pausing the roll-out of safe infrastructure does nothing to ensure the safety of existing riders, let alone new ones.

Another argument missed is the impact more bike riding can have on our city's carbon footprint. Victoria's Emission Reduction Targets are currently under consultation. Each person that swaps a motor vehicle trip for a bike trip is providing long-term sustainable and economic benefits for Melbourne. We can't do this without the facilities that allow new riders to feel safe in doing so.

We need to acknowledge that every time a person decides to travel with a bike, that decision has rewards for society: one less car on the road, a reduced transport-related carbon footprint and an economic benefit (for example, through better worker health, less lateness and absenteeism). Riding a bike for transport is where the real societal impact happens.

For too long, this debate has been dominated by a small group of outspoken opponents who resort to emotional hyperbole, baseless arguments and unnecessary politicization of the debate.

The Melbourne bike community is not just a small faction of Greens-leaning people that use bikes as a pastime. They are not trendy people looking out to buy coffee and 'stretchy pants' as some [critics have lampooned](#).

These are work commuters, delivery riders, students, e-bike share users, scooter users. People of all political persuasions who may ride a bike because it improves their health, keeps their travel costs down, or simply because they enjoy it.

Councillors, you shouldn't be bullied into submission. Bike lanes are the logical choice, as they have been across the world. This is an equitable and sustainable transport system.

And if these arguments are not enough, remember the Swanston Street bike lanes.

Thank you,

Dr Nicholas Hunter

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Nicholas Ingham

Email address: * nicholas.a.ingham@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 1994

Agenda item title: * Agenda item 6.9 Implementation of COM Transport strategy 2030 and Transport program to aid city recovery and reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

The council SHOULD NOT support item 22.6. which Endorses the deferral of further installation of new protected bike lanes in the Hoddle Grid during the financial year 2022/2023, following two years of accelerated delivery.

A cyclist died in the city of Melbourne two weeks ago on the corner of Latrobe and King street. Protected bike lanes will improve the safety of cyclists riding in the city. It is important to ensure that there is a safe infrastructure to get more people to cycle as a mode of transport. It is proven that making safe infrastructure increases rider participation. We need protected bike lane construction to accelerate not to halt!

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *	I have read and acknowledge how Council will use and disclose my personal information.
Name: *	Nicholas Jackson
Email address: *	njacko@gmail.com
Phone number *	
Date of meeting: *	Tuesday 7 June 2022
Agenda item title: *	6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation
Please write your submission in the space provided below and submit <u>by no later than 10am on the day of the scheduled meeting.</u> Submissions will not be accepted after 10am.	I commute to the CBD by bicycle. I'm strongly against any pausing in the development of cycling infrastructure in Melbourne. Separated bike lanes are essential for providing security to cyclists and car drivers. In particular, to encourage new cyclists to cycle. The global evidence is that if good cycling infrastructure is built, more people will cycle and less will rely on cars. Please don't stop this important progress on making Melbourne a more livable city.
Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *	No

Privacy acknowledgement: * I have read and acknowledge how Council will use and disclose my personal information.

Name: * Nicholas Montgomery


Email address: * np.montgomery@yahoo.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * City of Melbourne Transport Strategy 2030 (Bike Lanes)

Alternatively you may attach your written submission by uploading your file here:

 [melbourne_city_council_bike_submission.docx](#) 14.06 KB · DOCX

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * Yes

If yes, please indicate if you would like to make your submission in person, or via a virtual link (Zoom) to the meeting. Please note, physical attendance will be limited in accordance with City of Melbourne security protocols and COVID-safe plans and be allocated on a first registered, first served basis. * I wish to make my submission in person

I've come off my bike twice in the City of Melbourne. Both were directly outside Melbourne Town Hall. The first time, an illegally parked delivery van forced me onto the wet tram tracks, and poor track maintenance meant I slid off while trying to get back to the side of the road. The second time I was a rideshare passenger who opened their door onto me while I was on the green paint riding slowly down Collins Street. I escaped with minor injuries and a broken helmet only. Others have not been so lucky.

The common factor to both incidents was inadequate cycling infrastructure. Most days, I run the gauntlet of poor cycling infrastructure in the CBD. If riding from West to East, there is a sole suitable route (La Trobe Street) – all other streets either run the other way (e.g. Little Collins), are full of cars (Lonsdale and Collins) or closed midway (Bourke and Flinders). Often, I am forced to ride on Collins Street, which is a traffic sewer at peak hour.

The growth of North-South connectivity over the past 15 years has been a great thing to see – now there are three (mostly) safe cycling routes. There are still too many cars, many of them driven by those who could take public transport or use active transport.

One of the North-South connections, Exhibition Street, is the target of a certain few. Before the separated lanes, I had numerous near-misses with negligent drivers. Council officers were deployed in the morning to keep people from parking in the peak-hour bike lanes. Chaos reigned.

The great cities of the world are moving towards more cycling. Paris and London, once choked with cars, are less polluted and healthier than they were even 10 years ago. Melbourne can be the same with the right infrastructure. However, so many journeys start and end in the CBD that bike network connectivity there is a must.

I urge Council to regain its courage and reconsider the proposed pause on further bike lane construction. The loud voices of Tony Tardio, Paul Guerra and those driving to the Melbourne Club do not represent the majority. Of course more loading zones are a must – but that need not take space away from bike lanes! The CBD should be for safe active transport (including e-bikes and e-scooters, which are growing rapidly), public transport and strictly necessary motor vehicles only, rather than choked with cars.

Nick Montgomery

Privacy acknowledgement: *	I have read and acknowledge how Council will use and disclose my personal information.
Name: *	Nicholas Price
Email address: *	price.n2410@outlook.com
Phone number *	
Date of meeting: *	Tuesday 7 June 2022
Agenda item title: *	Bike lanes in the grid
Please write your submission in the space provided below and submit <u>by no later than 10am on the day of the scheduled meeting.</u> Submissions will not be accepted after 10am.	<p>The new bike lanes in Melbourne's CBD are one of the few positives to have come out of COVID – they are a brilliant step towards healthier, more equitable and more sustainable access of our streets. I utilise them every time I visit the CBD. Please do not allow this great initiative to be destroyed by short sighted people who are selfish and unwilling to adapt their car-centric lifestyles. So much of Melbourne is built purely for cars, it is only fair that active transport users get their fair share of our road space.</p>
Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *	No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Nicholas Sleep

Email address: *

nicholasjarrodsleep@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9 Implementation update: City of Melbourne transport strategy 2030 and transport program to aid city recover and deactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Question: does the city of Melbourne care about safety? Does the city of Melbourne care about achieving climate goals? Does the city of Melbourne care about making travel to and within its limits socially equitable? The recent announcement “pausing” bike lane rollouts within the city of Melbourne is not conducive with any of these outcomes. The council should reassess and increase it’s rate of rollout of protected bike infrastructure for the benefit of all. Car lobbyists will have the council think that a car park is more important than a bike lane, but this is fundamentally untrue. More business is made, less space taken, and less adverse effects are seen by the implementation of protected cycling infrastructure than by motor vehicle lanes, and the council should see this from their own data. Please amend the plans to make it safe, green, and equitable for everyone to travel to the city of Melbourne.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Nick Hall

Email address: *

nhall44@y7mail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

To pause work on the bike lanes now makes little sense and I can't follow the rationale, other than to give into the noisy minority. Adding more cars is not sustainable, alternatives must be invested in and we must look to the future. A future that does not rely on cars and promotes active travel.

If there is still a belief that people aren't concerned about climate change and want action taken by all levels of government, look no further than the recent federal election – the Greens won three seats in Brisbane...Brisbane. Melbourne was once seen as a progressive city, the most livable of coyotes, but with proposals like this to pause investment in active travel is looking to put it a poor third behind Sydney and Brisbane.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Nick Moulton

Email address: * nic.moulton@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Agenda item title: Agenda 6.9

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Date of meeting: 07/06/22

Agenda item title: Agenda 6.9

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality – to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation' (1). By making riding more convenient, those who can will leave their car at home, thereby

making it easier for people to move around our city. As the City of Melbourne's own research (2) shows, "Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride." A recent Melbourne study supports your findings, demonstrating that separated cycling infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

Increase business: Despite all the criticism that has led to this "pause", which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure increases economic activity, spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than ever. Salt Lake City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the extra foot and wheel traffic (5). Further, with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and dog!) is only growing.

Improve safety for all road users: Research indubitably demonstrates that implementing bike lanes enhances safety for not only people riding bikes but those driving and walking (6). This is because separated bike lanes have a car-traffic calming effect, enabling vehicles to move at safer speeds for everyone.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll (7). If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

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pause these bike lanes would put Melbourne on the back-foot, set to become stuck in the past as Australian cities implement innovative and intelligent transport solutions.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant:

Bike-riding and walking are the cheapest travel options (11), and improved infrastructure allows more Melbournians to experience these benefits .

To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

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References:

- 1) <https://www.theguardian.com/lifeandstyle/video/2022/may/17/why-new-bikelanes-dont-cause-traffic-jams-video>
- 2) <https://www.melbourne.vic.gov.au/SiteCollectionDocuments/transport-strategy-2030-city-of-melbourne.pdf>
- 3) <https://www.sciencedirect.com/science/article/pii/S2214140521003200>
- 4) <https://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf>
- 5) https://drive.google.com/file/d/0B8tOk7_upXv5djhCajg1Z0I3bmhTVTIxWldwRzA0YjJWNW9R/view?resourcekey=0-Fr7Mp141yXvXzW6u5NBjqQ
- 6) <https://www.sciencedirect.com/science/article/abs/pii/S2214140518301488?via%3Dihub>
- 7) https://nespurban.edu.au/publications-%20resources/research-reports/CAULRR06_%20%20SubmissionFuelQualityStandardsAct2000_Mar2017.pdf
- 8) <https://www.jstor.org/stable/26211762>

9) <https://ageis.climatechange.gov.au/nggi.aspx>

10)

<https://www.climatecouncil.org.au/wp-content/uploads/2017/09/FactSheet-Transport.pdf>

11)

https://www.climatecouncil.org.au/wp-content/uploads/2018/10/CC_MVSA0154-Report-Transport_V6-FA-Low-Res-Single-Pages.pdf

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whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: *	I have read and acknowledge how Council will use and disclose my personal information.
Name: *	Nick Spain
Email address: *	cityofmelbourne@nspain.fastmail.com
Phone number *	
Date of meeting: *	Tuesday 7 June 2022
Agenda item title: *	6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation
Please write your submission in the space provided below and submit <u>by no later than 10am on the day of the scheduled meeting.</u> Submissions will not be accepted after 10am.	It is really important that we continue the rollout of bike lanes across the city and surround areas. I, like many others, work in the city and have been riding in as my sole means of transport there. The areas where there are protected bike lanes it is a much more pleasant experience and I feel a lot safer than the the bike lanes that run along the very edge of the road or where there are no bike lanes at all. We should be encouraging people to ride in more and having it be a safe experience is an important part of that.
Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *	No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Nicola Westoby

Email address: * nwestoby@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Council must not delay the building of new bike paths in and around the cbd. If we want Melbourne to function with increased population, reduce obesity, reduce dependence on cars, reduce deaths and injuries to cyclists and pedestrians, then we really must encourage Melburnians out of their cars and onto bikes.

I would love for my two daughters to be able to cycle to school, as it is a bit too far for them to walk. The only option is for them to cycle on the footpath, as the roads are far too dangerous. Please make Melbourne a bike friendly city, starting with the cbd, but then expand this to the suburbs.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Oscar Jackson

Email address: * oscarjackson1701@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Hi, my partner and I both work in Melbourne CBD and cycle to the office most days.

We have felt much safer since new protected bike lanes have been implemented on Exhibition street but there are still many sections that aren't protected where we end up riding amongst cars and trucks which is not good enough.

The tragic recent death of a student on King street is a reminder that we have a long way to go with our cycling infrastructure. Had she been given an option of a safer route she would still be alive. We urge anyone in decision making roles to work towards making our city safer and more inclusive.

Best,

Oscar

Please indicate whether you would like to No

verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Oscar Letherby

Email address: * oscar.letherby@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am. It has been proven time and time again that creating safe bike lanes encourages more people to cycle and reduces congestion. The only thing stopping me from cycling is the lack of protection from cars. Protected bike lanes are the future

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *	I have read and acknowledge how Council will use and disclose my personal information.
Name: *	Otto McKinnon
Email address: *	otkmckinnon@gmail.com
Phone number *	
Date of meeting: *	Tuesday 7 June 2022
Agenda item title: *	Bike paths in CBD
Please write your submission in the space provided below and submit <u>by no later than 10am on the day of the scheduled meeting.</u> Submissions will not be accepted after 10am.	I'm a regular cyclist who travels through the CBD often. I was disappointed to hear of the proposal to halt bike path development and believe it to be a big step back in regards to reducing traffic congestion and increasing bicycle safety in the City of Melbourne. While there are currently some good bike lanes within the CBD, other streets are largely inaccessible and dangerous to ride down. These issues should be addressed not ignored, in turn encouraging more people to feel comfortable riding to work and into town.
Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *	No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Owen Bentley

Email address: * benson@waterfront.net.au

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I am writing as a ratepayer and part time resident of the City of Melbourne in relation to the following specific Recommendations from management.

22. That the Future Melbourne Committee:

22.4. Notes the further proposed changes to Exhibition Street to smooth traffic flow and provide access to adjacent businesses and destinations (refer Attachment 6 of the report from management)

Please ensure these changes do not impact on the protected bicycle lanes and cyclist safety.

22.5. Notes the analysis of options to smooth traffic flow on Queens Bridge Street and management's intention to continue to investigate the option of a bus lane (refer Attachment 7 of the report from management)

Again, please ensure these changes do not impact on the protected bicycle lanes and cyclist safety.

22.6. Endorses the deferral of further installation of new protected bike lanes in the Hoddle Grid during financial year 2022/2023, following two years of accelerated delivery.

I implore councillors NOT to endorse the deferral. On the contrary, I believe Council should continue to expedite the installation of protected lanes in the Hoddle Grid. A few noisy voices from the Herald Sun and VECCI should not rule over the wishes of many. The results of years of consultation should not be ignored. Please stay the course.

22.7. Endorses prioritised delivery of protected bike lanes outside the Hoddle Grid to high value routes including Arden Street, Macaulay Road and Royal Parade during financial year 2022/2023.

Yes please.

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Owen Fry

Email address: * owen.j.fry@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Agenda 6.9

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

I am writing to emphasise the vital importance of continuing to expand and improve the rollout of bicycle lanes in Melbourne's CBD district.

Melbourne is known throughout Australia as the best city for cycling. It is known globally, as one of the world's most livable cities. A large part of this is due to holistic planning that incorporates excellent accessibility via public transport and cycling lanes. As someone who has lived and cycled regularly in both Melbourne and Perth, I can attest to this.

A reported 7% of people travelling into Melbourne do so by bike, according to pre-covid figures. Now that times are more financially restrictive for most people, this number can only be expected to increase. Fuel, maintenance and registration are all costly.

As a sign of commitment to lowering emissions, Australian cities would be negligent to reduce or back-pedal on their duty to expand access to urban areas by bicycle.

I implore you, no matter the efforts by corporate or political interest groups, please continue to roll out quality urban infrastructure in Melbourne's CBD that sees an increase in the number of dedicated bike lanes and a reduction in the number of non-essential car trips made into and through the CBD.

Yours Sincerely,

Owen Fry.

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Patricia Bugeja

Email address: * patritziabee@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Pushback on Cycling Infrastructure

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I have read recently that the Melbourne City Council will put a halt to the future development of cycling infrastructure throughout the city. As a senior and resident of the city I find this incredibly short sighted. I have been riding my bike in and through the city for over 15years and it has only been over the past couple of years with improved infrastructure that I have been able to do so feeling completely safe. Previously I have had to resort to measures not strictly legal in choosing life over death.

The separated lane through Exhibition Street is brilliant. The CBD has become a joy to ride in and through.

I often ride into the CBD to shop, visit exhibitions, attend appointments ect.

Traffic is almost always slow and grinding, so I never drive into the city – I will of course catch public transport if necessary. I often combine train travel with cycling for commuting, but unfortunately bikes and trams and bikes and busses don't work.

If bike infrastructure is limited bike use will reduce which either means more cars and greater congestion or more crowding on public transport through and in the city or less people visiting.

Neither of these alternatives to cycling infrastructure make sense.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Patrick Over

Email address: * patrickover@vicbar.com.au

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Item 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Hello,

I run my business from 460 Lonsdale Street, am a past resident of Melbourne and a frequent visitor to the city for work and also for social activities like attending theatre, cinema and dining.

I have also been a commuting cyclist for about 40 years and regularly ride into and out of the city. At times I also catch public transport and drive my car.

Recently I read of the plan to pause bike lane construction in the city and also some calling for them to be removed. This would be a great mistake in my view.

It has always been challenging to ride in Melbourne – when my son was born I did not ride for about 18 months as I felt the risk of serious injury or death was too great. That risk continues but has been reduced somewhat with proper separated bike lanes (not just green paint on the ground). They have changed the way I ride and where I ride. My commute to work could be as short as 5 km if I took the most direct route but instead I ride about 9 km just so that I can access bike paths and separated bike lanes. Having had many near misses over the year it is worth it.

Proper and continuous separated bike lanes are critical for bike riders' safety. This has been my experience but I have really notice it when riding with friends and my son who are less seasoned riders. To get new riders into the city it is imperative that there are continuous bike paths rather than piecemeal ones.

One of my constant bugbears of the city is the dangers faced by pedestrians. As the city has grown the sidewalks have become more crowded and for whatever reasons cars more threatening. Its common, for example, to have cars not give way at pedestrian crossings and to block intersections. The recent move to create shared spaces on little roads like Little Lonsdale hasn't worked because although cars are meant to give way to pedestrians most of them to not do so; I challenge any councillor to try walking across the little streets when a car is coming.

I have heard the complaints of drivers that bike lanes lead to congestion. It used to be easy to driver into and through the city in the early 1990s but that was 30 years ago. Melbourne has grown and I feel there is an unrealistic expectation that with more space for cars there would be

less congestion. The reality is that even if all the space in the city were given over to cars there would still be congestion because cars are a terrible way to move people around in a big city especially in the centre of the city.

COVID-19 has hit Melbourne hard but things will bounce back. The idea that promoting car use into the city will lead the bounce back is short sighted. If Melbourne wants to be a great city in the future this is the chance to make it one. Trust in what Paris, London etc are doing and replicate it here or even try to do better.

Patrick Over

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Paul Lazarou

Email address: *

paul@lazarou.com.au

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Agenda item 6.9

The council SHOULD NOT support item 22.6. which Endorses the deferral of further installation of new protected bike lanes in the Hoddle Grid during the financial year 2022/2023, following two years of accelerated delivery.

a. A major barrier to cycling into the city is safe bike paths and connections within the Hoddle Grid. To defer installation of the new protected bike lanes will provide a barrier to cyclists and other active transport users going to and moving around the city and have negative impacts on our city! Do not vote on this motion.

b. A cyclist died in the city of Melbourne two weeks ago on the corner of Latrobe and King street. Protected bike lanes will improve the safety of cyclists riding in the city. It is important to ensure that there is a safe infrastructure to get more people to cycle as a mode of transport. It is proven that making safe infrastructure increases rider participation. We need protected bike lane construction to accelerate not to halt!

c. Melbourne has fallen far behind other cities when it comes to being liveable and sustainable. Internationally major cities are progressing and actively increasing bike paths, closing roads and reducing car parks. The infrastructure needs to be in place for people to be able to get on their bikes and travel into the city. It would be a major setback and make Melbourne fall behind international cities further if we deferred the installation of new protected bike lanes.

d. Australians voted for climate change in the recent federal election, delaying the installation of protected bike lanes is directly opposed to what Australians (and city of Melbourne residents who voted Green!) want! It is time to act now and the rollout of protected bike paths can not be delayed.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

• I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Paul McGunnigle

Email address: *

paul@mcgunnigle.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Six years ago I moved to Melbourne and I'm continually disappointed by this Council's approach to cycling and feeding the car culture which strangles this country.

First it was the abandonment of the Melbourne Bike Share System, which I understand needed more attention. This system works perfectly well in many, many cities around the world, London, Glasgow, New York, Boston, but the Melbourne Council couldn't be bothered to fix the issues and instead went down the path of Private dockless systems which do not compare to a publicly ran scheme.

Now as the rest of the world leans in to rolling out actual bike infrastructure, we see this pandering to the small vocal car minority. This cannot be accepted, we need a fully functional dedicated bike system across the whole CBD, Southbank is still a mess, the current suggestion to take a massive detour around through the roads of the Arts Precinct is not suitable, anyone who has spent time on a bike will tell you that.

On Street parking should continue to be removed, make the city more friendly to both cycling and walking.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * Yes No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Paula Fleming

Email address: * plfleming71@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Agenda item 6.9 Implementation of COM Transport strategy 2030 and Transport program to aid city recovery and reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Endorses the deferral of further installation of new protected bike lanes in the Hoddle Grid during the financial year 2022/2023, following two years of accelerated delivery. <<<<then insert a reason below>>

- a. A major barrier to cycling into the city is safe bike paths and connections within the Hoddle Grid. To defer installation of the new protected bike lanes will provide a barrier to cyclists and other active transport users going to and moving around the city and have negative impacts on our city! Do not vote on this motion.
- b. A cyclist died in the city of Melbourne two weeks ago on the corner of Latrobe and King street. Protected bike lanes will improve the safety of cyclists riding in the city. It is important to ensure that there is a safe infrastructure to get more people to cycle as a mode of transport. It is proven that making safe infrastructure increases rider participation. We need protected bike lane construction to accelerate not to halt!
- c. Melbourne has fallen far behind other cities when it comes to being livable and sustainable. Internationally major cities are progressing and actively increasing bike paths, closing roads and reducing car parks. The infrastructure needs to be in place for people to be able to get on their bikes and travel into the city. It would be a major setback and make Melbourne fall behind international cities further if we deferred the installation of new protected bike lanes.
- d. Australians voted for climate change in the recent federal election, delaying the installation of protected bike

lanes is directly opposed to what Australians (and city of Melbourne residents who voted Green!) want! It is time to act now and the rollout of protected bike paths can not be delayed.

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Penny Brown

Email address: * pennybelindabrown@hotmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Agenda item 6.9 Implementation of COM Transport strategy 2030 and Transport program to aid city recovery and reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

The council SHOULD NOT support item 22.6. which Endorses the deferral of further installation of new protected bike lanes in the Hoddle Grid during the financial year 2022/2023, following two years of accelerated delivery. Melbourne has fallen far behind other cities when it comes to being livable and sustainable. Internationally major cities are progressing and actively increasing bike paths, closing roads and reducing car parks. The infrastructure needs to be in place for people to be able to get on their bikes and travel into the city. It would be a major setback and make Melbourne fall behind international cities further if we deferred the installation of new protected bike lanes.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Penny Moodie

Email address: * pcmoodie@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Bike lanes

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting

Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Date of meeting: 07/06/22

Agenda item title: Agenda 6.9

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality – to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and away from car traffic, achieving 'traffic evaporation' (1). By making riding more convenient, those who can will leave their car at home, thus making it easier for people to move around our city. As the City of Melbourne's own research (2) shows, "Many people who want to ride or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows that bike lanes attract more people to ride." A recent Melbourne study supports your findings, demonstrating that separated cycling infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

Increase business: Despite all the criticism that has led to this "pause", which has claimed that the bike lanes are hampering the success of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure increases economic activity and spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than ever. San Francisco City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from both foot and wheel traffic (5). Further, with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their groceries and dog!) is only growing.

Improve safety for all road users: Research indubitably demonstrates that implementing bike lanes enhances safety for not only those riding bikes but those driving and walking (6). This is because separated bike lanes have a car-traffic calming effect, enabling everyone to move at safer speeds for everyone.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll (7). If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around (8). These upgrades can be of particular benefit to older people, those living with a disability, low-income households and migrant communities.

Reduce emissions: Personal transport is Australia's fastest growing source of emissions (9); and fluctuates between the second highest source (behind only energy and land use) (10). Bottom line: our cars are a major contributor to climate change and Melbourne needs to be empowered to move in different ways wherever possible. The global climate science is clear: we need to increase active transport to reduce transport emissions. Local research tells us that more separated and dedicated infrastructure is required to move a great number of people from the interested category to actually taking up riding. Australia needs a national strategy to move away from petrol-guzzling cars to bike-riding, walking and zero-emissions public transport and electric vehicles. To pause these bike lane projects and put Melbourne on the back-foot, set to become stuck in the past as Australian cities implement innovative and intelligent transport solutions.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest options (11), and improved infrastructure allows more Melbournians to experience these benefits .

To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to benefit from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during 2019. I ask that you preserve with your bike strategy to reap all the benefits they will bring – a strategy set in motion well before the pandemic.

References:

<https://www.theguardian.com/lifeandstyle/video/2022/may/17/why-new-bike-lanes-dont-cause-traffic-jams-video>

<https://www.melbourne.vic.gov.au/SiteCollectionDocuments/transport-strategy-2030-city-of-melbourne.pdf>

<https://www.sciencedirect.com/science/article/pii/S2214140521003200>

<https://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf>

https://drive.google.com/file/d/0B8tOk7_upXv5djhCajg1Z0I3bmhTVTIxWldwRzA0YjJWNW9R/view?resourcekey=0-Fr7Mp141yXvXzW6u5NBjqQ

<https://www.sciencedirect.com/science/article/abs/pii/S2214140518301488?via%3Dihub>

https://nespurban.edu.au/publications-%20resources/research-reports/CAULRR06_%20%20SubmissionFuelQualityStandardsAct2000_Mar2017.pdf

<https://www.jstor.org/stable/26211762>

<https://ageis.climatechange.gov.au/nggi.aspx>

<https://www.climatecouncil.org.au/wp-content/uploads/2017/09/FactSheet-Transport.pdf>

https://www.climatecouncil.org.au/wp-content/uploads/2018/10/CC_MVSA0154-Report-Transport_V6-FA_Low-Res_Single-Page.pdf

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Peter Bourke

Email address: *

pbourke@bikeoz.com.au

Phone number *

Date of meeting: *

Monday 6 June 2022

Agenda item title: *

Agenda 6.9

Alternatively you may attach your written submission by uploading your file here:



[dear_melbourne_city_councillors_-_peter_bourke.docx](#) 15.14 KB

• DOCX

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

Yes

If yes, please indicate if you would like to make your submission in person, or via a virtual link (Zoom) to the meeting. Please note, physical attendance will be limited in accordance with City of Melbourne security protocols and COVID-safe plans and be allocated on a first registered, first served basis. *

I wish to make my submission in person

Dear Melbourne City Councillors,

Agenda item title: Agenda 6.9

I'm writing regarding the reported withdraw of support of the roll out of Melbourne CBD bike lanes.

As a homeowner in the City of Melbourne, I would like to express my strongest support of the roll out of all planned CBD Bike lanes and the implementation of complete of a safe, connected bicycle infrastructure network.

The City of Melbourne is for people and our transport infrastructure must prioritise the safe movement of people in and around the city, especially those that are considered vulnerable.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car dependency and improve air quality.

There are many reasons bike lanes are an important part of our transport system - and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving '[traffic evaporation](#).' By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated [1,700 deaths](#) every year in Australia - larger than the national road toll. If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around. These upgrades can dramatically impact older people, those living with a disability, low income households and migrant communities.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options, and improved infrastructure allows more Melbournians to experience these benefits.

Along with the identified benefits, bike riding as an individual has substantial benefits on trip time reliability, with journey times far less impacted by traffic incidents, supporting more productive use of time.

Demonstrating the desire for people to ride has been bike sales figure, with bikes outselling cars for more than 21 years and this number increasing to almost double car sales during the pandemic with 1,700,000 bikes sold in 2020 – people want to ride.

The desire to move by bike has also been highlighted with growth of e-bikes, from 9,000 units in 2016/17 to almost 100,000 units in 2021/22.

To conclude, I am alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change.

I want to express my gratitude for the bike lanes that have been rolled out to date (and accelerated during COVID-19). The city must its bicycle infrastructure program if it wants to continue be identified as a leading international city.

Yours sincerely,

Peter Bourke

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Peter Carroll

Email address: * peterjcarroll@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I am writing to voice my disappointment with MCC's recent decision and communications regarding the roll out of protected bike lanes in the CBD. It appears the council has been cowed by loud voices of union and tabloid media interests, and has not actually made a decision based on the findings of their own engagement and officer report.

I am particularly perturbed by a Director of City Strategy advocating for reactive transport planning – seeing what mode share occurs and catering for that. This is a total absence of strategic planning; the city must plan for the modes it wants to see! If not to decrease private cars and increase active transport then be honest so that the community may judge you accordingly.

The present approach by council to say one thing and act another is confused at best and in bad faith at worst. Comparisons by nay sayers to European cities are telling (we are not Amsterdam") – they clearly don't know their history!

I write this as a cbd worker and Melbourne citizen who uses public transport and bicycle to access the city daily. The MCC is to be commended on the roll out so far, but without continued focus my journeys will continue to be dangerous and at the expense of the convenience private motorists. Even the RACV would agree.

Regards

Peter Carroll

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

• I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Peter McNamara

Email address: *

peterjohnmcnamara@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I'm writing in response to plans to pause the already delayed construction of safe bike lanes in the CBD.

I am a huge fan of the already constructed lanes. I am eagerly awaiting the new lanes on Grattan St, Macaulay Rd and Flinders St. These will provide protection from deadly motor vehicles on my current daily commutes and allow me to avoid the overcrowded Southbank shared path.

I trust that a solution can be found which allows for deliveries and short-term parking, along with a safe bike lane. From a cyclist's perspective, I love the lanes on William St. The continuous bike lanes all the way to the intersections have narrower zones allowing for deliveries, passenger pick-up and drop-off and accessible parking. There is no need for cars to cross the bike lane to park and there is space to open doors and place luggage or delivery goods on the ground.

Whatever the final design, whether it's routes along smaller CBD streets, an off-road Northbank route or more of those excellent William St style lanes, I look forward to being able to get around the city more safely by bike ASAP.

Kensington Resident and CBD worker, Peter McNamara.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Peter Thomson

Email address: * peter@tho.com.au

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation of COM Transport strategy 2030 and Transport program to aid city recovery and reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

The council SHOULD NOT support item 22.6. which Endorses the deferral of further installation of new protected bike lanes in the Hoddle Grid during the financial year 2022/2023, following two years of accelerated delivery.

a. A major barrier to cycling into the city is safe bike paths and connections within the Hoddle Grid. To defer installation of the new protected bike lanes will provide a barrier to cyclists and other active transport users going to and moving around the city and have negative impacts on our city! Do not vote on this motion.

b. A cyclist died in the city of Melbourne two weeks ago on the corner of Latrobe and King street. Protected bike lanes will improve the safety of cyclists riding in the city. It is important to ensure that there is a safe infrastructure to get more people to cycle as a mode of transport. It is proven that making safe infrastructure increases rider participation. We need protected bike lane construction to accelerate not to halt!

c. Melbourne has fallen far behind other cities when it comes to being livable and sustainable. Internationally major cities are progressing and actively increasing bike paths, closing roads and reducing car parks. The infrastructure

needs to be in place for people to be able to get on their bikes and travel into the city. It would be a major setback and make Melbourne fall behind international cities further if we deferred the installation of new protected bike lanes.

d. Australians voted for climate change in the recent federal election, delaying the installation of protected bike lanes is directly opposed to what Australians (and city of Melbourne residents who voted Green!) want! It is time to act now and the rollout of protected bike paths can not be delayed.

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Peter Turnbull

Email address: *

oliveturnbull@optusnet.com.au

Phone number *

Date of meeting: *

Thursday 5 May 2022

Agenda item title: *

Bikeways

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Hi there. As a long time bike rider on the eastern seaboard (50 + years)and relatively recent (5years) commuter around Melbourne I would support improved bikeways and protected bikeways / bikelanes on public roads. These facilities will encourage bike use as safety is key for widespread cycle use. This makes sense from a traffic management viewpoint instead of providing more space for cars and parking. Please make Melbourne our premier city for cycling and pedestrians.
Regards
Peter

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Peter Williams

Email address: *

peterdwilliams64@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Protected bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting.

Submissions will not be accepted after 10am.

The decision to stop the rollout of protected bike lanes is cowardly and short-sighted. Cycling is so important for the health and vibrancy of the city that you need to do everything you can to attract bikes into the city. However the alternative of banning cars entirely from the CBD would be a wonderful thing and if this is your intention then protected bike lanes would not be required.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Phil Gray

Email address: * pmgray@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Support for bike lanes

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

As a road safety, active transport and sustainable travel specialist I was shocked to hear the push back on the continued rollout of protected bike lanes in the city.

The evidence is irrefutable about the benefits of cycling on the health and well-being of citizens, the economic benefits it brings and the minimal footprint.

To suggest that more cars should be allowed into the city is untenable in the current climate. One must only look to so many European cities that have reaped the benefits from reallocating road space away from private vehicles towards sustainable transport.

To halt the current progress is a step backwards in making Melbourne the progressive and liveable city that it once was.

Please hold firm on the mission to create a safe cycling network throughout the city- I very much appreciate it on my ride to work and believe it is the only way forward.

My submission is in relation to recommendation 22.6 agenda item 6.9.

Thank you

Please indicate whether you would like to No

verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Phil Jones

Email address: *

pres696@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike Lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

As a frequent visitor to the CBD over a fifty year period I urge the retention of the existing bike lanes and the installation of additional lanes. As a 67 year old I always manage to access the city by public transport or by walking and I find the current domination of the CBD by cars greatly affects the amenity of the overwhelming majority of people. Unfortunately the CBD is still dominated by vehicles and yet at any one time there are hundreds of people crammed onto footpaths and into public transport. I would remove all on street parking for cars except for those needed for deliveries or for the disabled. Allowing through car traffic is close to insane.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *	I have read and acknowledge how Council will use and disclose my personal information.
Name: *	Phil Patterson
Email address: *	philip.james.patterson@gmail.com
Phone number *	
Date of meeting: *	Tuesday 7 June 2022
Agenda item title: *	bike lane halt
Please write your submission in the space provided below and submit <u>by no later than 10am on the day of the scheduled meeting.</u> Submissions will not be accepted after 10am.	<p>Melb city has an obligation as the becon to local inner and outer councils that you can implement sound and proven town/traffic planning principles.</p> <p>The city bike paths are sometimes inadequate and incomplete, but are improving. E.g. A trip from NAB docklands to the MCG will be either a hazard to pedestrians as I go down Southbank or a hazard to my life, as I squeeze down Collins Street.</p> <p>I don't want to badger council on what they already know. Bike paths are the right decision. I want them to know I support their decision to continue implementing them and not halt progress.</p>
Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *	No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Philip Kwok

Email address: *

philip2358@hotmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

CoM Transport Strategy 2030 and Transport Program to aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Agenda item 6.9. Please refer to written submission attached.

Alternatively you may attach your written submission by uploading your file here:



[future_melbourne_committee_submission_june_2022.docx](#)

13.20 KB • DOCX

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Dear Future Melbourne Committee,

I write regarding the pausing of the rollout of bike lanes in the Melbourne CBD (Hoddle Grid). I am a resident, worker and bike rider in the City of Melbourne.

I wish to voice my opposition to the council pausing the rollout of safe and effective bike lanes in the Hoddle Grid to appease a small but loud minority of businesses and residents. I want to see the council continue to deliver the rollout of bike lanes within the CBD in this and future years.

The council should not cave in to a small minority complaining about bike lanes; the council needs to think about the greater good. Bike lanes do reduce traffic congestion, but it takes time for people to make the switch to bike riding. With increasing concern about climate change, traffic congestion, increasing petrol prices and concern using public transport during Covid, it's more important than ever for the council to continue constructing more bike lanes, especially in the CBD.

I am a regular user of the new separated bike lanes on William St, Peel St, Queens Bridge St, Latrobe St, Rathdowne St and Exhibition St. I sincerely thank the council for constructing these lanes. Their existence has made me much more confident cycling on the road, reducing my fears of cycling alongside motor vehicles. I eagerly look forward to more separated bike lanes constructed across Melbourne and other suburbs.

Melbourne is a vibrant growing city. Like many other vibrant cities across the world, we need to prioritise walking, cycling and public transport so that Melbourne can be a livable city that enrich the lives of people who live, work and play there. Due to many decades of transport policy that favour the motor vehicle, many Melburnians have become dependent on their cars, which causes a myriad of societal issues such as obesity, air pollution, noise pollution and motor vehicle accidents. The council has the opportunity to reshape this thinking and create an even better Melbourne.

I implore the council to not shy away from continuing to build more separated bike lanes across the city to encourage cycling. Yes, there will be negative feedback from some people, but we need to look at the bigger picture and do what's best for the city. Do we want a city dominated by motor vehicles and all their associated problems, or do we want a pleasant, livable city where people are encouraged to spend time outdoors and lead active healthy lifestyles? What sort of legacy do we want to leave for future generations, given the known dangers of climate change?

Kind regards,

Philip Kwok

Privacy acknowledgement: *	I have read and acknowledge how Council will use and disclose my personal information.
Name: *	Pierre Vairo
Email address: *	pierrevairo@gmail.com
Phone number *	
Date of meeting: *	Tuesday 7 June 2022
Agenda item title: *	6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation
Please write your submission in the space provided below and submit <u>by no later than 10am on the day of the scheduled meeting.</u> Submissions will not be accepted after 10am.	<p>I strongly believe that the CoM needs to stand up for what it believes is the best thing for the CBD.</p> <p>It's disappointing that you've caved in to the all too familiar whinging of the usual bike-hating suspects.</p> <p>I hope that CoM can find it's backbone and properly support bike lanes and all the good they bring to our CBD.</p>
Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *	No

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

PJ Jacobs

Email address: *

porter.r.jacobs@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike lanes

Alternatively you may attach your written submission by uploading your file here:



[melbourne_city_councillors.docx](#) 14.81 KB · DOCX

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Dear Melbourne City Councillors,

Agenda item title: Agenda 6.9

I'm writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure - including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality.

There are many reasons bike lanes are an important part of our transport system - and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving '[traffic evaporation](#).' By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated [1,700 deaths](#) every year in Australia - larger than the national road toll. If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around. These upgrades can dramatically impact older people, those living with a disability, low income households and migrant communities.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options, and improved infrastructure allows more Melbournians to experience these benefits.

I value the bike lanes, and the safety they offer me as a cyclist in the CBD and surrounds. I would not feel safe riding in without them.

To conclude, I was alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my gratitude for the bike lanes that have been rolled out to date (and accelerated during COVID-19). I sincerely hope that you persevere with your bike strategy, which was outlined well before the pandemic.

Yours sincerely,
PJ

PJ Jacobs
Brunswick, Victoria 3056
Porter.R.Jacobs@gmail.com

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Portia Odell

Email address: * portia.odell@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Future Melbourne Committee

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Agenda item title: Agenda 6.9

I'm writing to express my strong support for the continued roll out of Melbourne CBD bike lanes, without any delay.

Active transport infrastructure is incredibly important to City of Melbourne's commitment to a safer, healthier, sustainable city.

The city's vision is to establish "Melbourne as a City of Possibility". Some of the greatest possibilities come from empowering residents and tourists to explore the city, engage with businesses and create meaningful stories in our city. Our city is defined by its incredible food, art, culture, and most importantly, our connection with each other.

This is all made possible by engaging with friends and strangers alike on the street, and feeling safe to ride our bikes to catch a performance or get dinner in the city. Some of the best cities in the world, are those you can walk in for hours and stumble upon new and exciting shops or art. Improving active transport, and creating safe bike lanes and footpaths, opens up so many possibilities for people to connect with each other and the environment in

new and exciting ways.

The rollout of important active transport should not be delayed in response to a small but loud group of residents and businesses. Particularly when there are numerous clear benefits to Melbournians and tourists who would use this infrastructure. In addition, everyone can benefit from the cleaner air, less traffic, safer roads and a reduction in carbon emissions, that comes with active transport.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality. There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic. By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. **Improving local air quality and health outcomes for communities:** Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll. If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around. These upgrades can dramatically impact older people, those living with a disability, low income households and migrant communities.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options, and improved infrastructure allows more Melbournians to experience these benefits.

The City of Melbourne has always been bold in its commitment to a thriving, sustainable future. The continued roll-out of these bike lanes, without delay, is an important demonstration of this continued commitment. Furthermore, City of Melbourne is a leader of sustainability and bold action both nationally and abroad. Decisions made within our city, have impacts for Australians across the country, and set an example of what a city can achieve.

I would like to thank you for the bike lanes that have been provided to date, as well as those accelerated during COVID-19. I sincerely hope you continue with the roll-out of your bike strategy as planned. We must not be afraid to be bold in our commitment to a sustainable future, and now more than ever we need strong leadership to help get us there.

Kind regards,

Portia

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Ann Sanson

Email address: *

darebincan@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Pause in bike lane roll-out

Alternatively you may attach your written submission by uploading your file here:



[bike_lanes_letter.docx](#)

102.88 KB · DOCX

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No



darebin climate action now
alphington - fairfield - northcote - preston - reservoir - thornbury

5 June 2022

Dear Melbourne City Councillors,

Re: Tues 7 June Meeting, Agenda Item 6.9

Darebin Climate Action Now (DCAN) is a not-for-profit organisation of the City of Darebin residents concerned about global warming. For over a decade we have educated ourselves and members of our local community about the causes of and appropriate responses to the climate emergency. We have over 5,800 supporters.

We are writing to express our strongest support for the continued roll out of Melbourne CBD bike lanes.

Speedily moving away from petrol and diesel powered vehicles is one of the critical ways to reduce carbon emissions. Now is a time to be building and expanding the infrastructure to encourage more use of bicycles, not slowing this process.

There are many other benefits that accrue from increasing bike use, for example:

- Reducing car traffic and thereby reducing congestion and increasing road safety and efficiency (we note that the RACV has made this same point).
- Improving health outcomes - active transport options like bike-riding are good for health (including obesity), in comparison to sedentary forms.
- Improving local air quality - air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1700 deaths every year in Australia - larger than the national road toll.
- Reducing transport costs as fuel prices and inflation rise while wages remain stagnant - Bike-riding and walking are the cheapest travel options, and improved infrastructure allows more Melbournians to experience these benefits.

Hence, by continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality.

We are alarmed to hear that Melbourne City Council is considering pausing the roll out of this critical infrastructure. This would set a very dangerous precedent and send an extremely damaging message across Melbourne, interstate and internationally. It is completely at odds with Council's declaration of a climate emergency in 2019 and the key priority strategies identified by Council to meet this challenge.

We greatly appreciate the bike lanes that have been rolled out to date (and accelerated during COVID-19). We sincerely hope that you will persevere with this strategy.

Yours sincerely,

Prof Ann Sanson
Convenor, DCAN
darebinca@gmail.com

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Rob McGauran

Email address: * rmcgauran@mgsarchitects.com.au

Phone number *

Date of meeting: * Monday 6 June 2022

Agenda item title: * Moratorium on the future roll-out of the bicycle Plan in the Central City

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I write as an Ambassador of Future Melbourne 2026. In this process a group of Ambassadors led by Professor Glyn Davis and including myself, on behalf of Council worked with a Citizens Panel of 52 delegates representative of a broad range of interests. We considered as a group over 6 weeks of intensive workshops over 2000 online submission, 970 ideas and 30 workshops with community to develop a vision for Future Melbourne 2026.

A key issue raised in the submissions was that Melbourne needed to become A GREAT CYCLING CITY.

It was also acknowledged that there was now clear evidence that on-street cycling discriminated against the participation of women and children in cycling. The Urbis Report before Council confirms and updates this evidence. As a result a key strategy was developed:-

Priority 6.2 – A great cycling city

Melbourne will be a great cycling city. The municipality's bicycle network of streets, lanes and paths will be connected and safe, and cycling will be attractive for people of all ages and abilities. The creation of cycle-only streets will encourage more people to ride. Cycling will also provide personal and public health, environmental and cultural benefits.

Whilst I acknowledge that implementation is difficult and the roll-out in cities such as Milan and New York have not been without challenges for example but issues have been overcome and great results have been achieved. In that capacity as an Ambassador, I ask Council to remember this extensive work and consultation and that they continue to be ambitious in what city we will need as the Melbourne Metro is Rolled out and and as we seek to "build back better." More than half my own office of 40 staff rides to work and report incidents in unseparated contexts. I myself was hospitalized and required multiple surgeries last year and to date 8 months of rehabilitation after being hit by a car making an illegal manoeuvre.

I have ridden on the transformed street networks of Copenhagen, New York, Paris, Amsterdam, San Francisco and Seattle, all of whom have had ambitious transformation, so I also speak from lived experience both good and bad. I urge council to work with stakeholders to resolve management of deliveries and other minor matters without abandoning a much needed initiative that should be aligned in its completion with Melbourne Metro in 2025.

Yours Sincerely

Prof. Rob McGauran

Future Melbourne 2026 Ambassador

Please indicate whether you would like to verbally address the Future Melbourne in support of your No

submission: *

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Rachel Lynskey

Email address: * rachel.lynskey.92@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Agenda item title: Agenda 6.9

I'm writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes. I work on Collins St and regularly use the new Exhibition St bike lanes and they have made me feel so much safer to ride in the busy city. Starting the day with a bike ride is so refreshing and wonderful, and I'm incorporating so much more exercise into my day.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths. Melbourne City has an important role to play in reducing carbon emissions, including by helping community members switch to zero emissions transport modes like bike riding.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality.

Bike lanes are an important part of our transport system – and should be receiving increased government funding and attention. They:

* Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation.' By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city.

* Improve local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll. If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

* Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around. These upgrades can dramatically impact older people, those living with a disability, low income households and migrant communities.

* Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options, and improved infrastructure allows more Melbournians to experience these benefits.

To conclude, I was alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my gratitude for the bike lanes that have been rolled out to date (and accelerated during COVID-19). I sincerely hope that you persevere with your bike strategy, which was outlined well before the pandemic.

Yours sincerely,
Rachel

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Rachel Collis

Email address: *

rachelcollis88@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

The endorsement of the delay to the implementation of safer cycling routes in the city saddens me greatly. I have started to cycle to work and while the Exhibition Street lanes have made this safer, without progress i will be back in the car.

Any delay is a backward step, it endangers lives and shows there is little political will to effect positive change for society. Does the Council really think the Greens took four seats in the federal election because the majority of people don't want progress on providing and promoting sustainable activities, including travel. If you listen to the minority now and pause progress, then you will soon see democracy at work when the majority have their say.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Rahad Rahman

Email address: * rahad.rahman.94@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I am incredibly disappointed that taking out bicycle lanes has even been considered. Australia is already so far behind the world in terms of sustainable transport and healthy living and we want to defer building protected bicycle lanes to the heart of the city? Bicycle lanes are proven to work – just look at Europe. If you build it, they will come. I was so happy when the Upfield Bike Path got a rework, I use it often now.

I go everywhere on my bicycle. I do my grocery shopping on my bicycle. People these days have no excuse, especially with the rise of e-Bikes and similar methods of transport.

We have a responsibility to provide the community and future generations with a means to go car-free. We owe it to the environment to reduce cars. Make the city liveable again. Ditch the car, take the bike or public transport. The city should not be a mess of cars.

Please indicate whether you would like to verbally address the Future No

Melbourne in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Rebecca Howse

Email address: * rebeccahowse@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Item 6.9 transport

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

The council SHOULD NOT support item 22.6. which Endorses the deferral of further installation of new protected bike lanes in the Hoddle Grid during the financial year 2022/2023,

A cyclist died in the city of Melbourne two weeks ago on the corner of Latrobe and King street. Protected bike lanes will improve the safety of cyclists riding in the city. It is important to ensure that there is a safe infrastructure to get more people to cycle as a mode of transport. It is proven that making safe infrastructure increases rider participation. We need protected bike lane construction to accelerate not to halt!

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Rebecca Skinner

Email address: * becskinner@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Councillors, re:

6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

I am a 46 year old senior executive who has worked in the CBD for the past 20 years. I have always cycled to work as has my husband (an engineer) and safety has always been an issue, in particular on Exhibition Street where both of us have been knocked off our bikes (with no injuries thankfully) at different times. After two years of working from home, we are both reluctant to come back to work in the CBD but the protected lanes on Exhibition Street make it easier and give me confidence. If they were to be removed we would come to the city less. Exhibition Street is an extremely important bike route as it is the destination from Canning and Rathdowne Streets in the North which are major bike routes.

The idea that you cannot mix safe deliveries with protected bike lanes is ludicrous at best. Surely we have some great engineers who can make it work? The answer probably is getting rid of traffic lanes and some on street parking.

No great cities in the world wants more cars, they are dangerous, noisy, polluting and inefficient for moving people

around.

Thanks

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Rebecka Gunnarsson

Email address: * rebeckagun@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation update: City of Melbourne Transportation Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

To Council,

I am saddened to hear the potential scaling back of plans to provide safe and separated bike lanes within the City of Melbourne. I have been so excited hearing about the plans, and feeling like 'something might finally be changing on a larger scale' in regard to cycling infrastructure and City of Melbourne setting an example for wider Melbourne as well as the rest of the country.

I work in the CBD, I ride to work, and I would do it more often if there was appropriate infrastructure that made me feel safer and that would priorities cyclists which would also save me time and keep me from continuously having to stop or slow down.

I also have a son, and I would love to be able to take him bike riding everywhere. To the store, to school, to the playground, and leave the car at home. Both for our mental and physical health, for the environment and for setting an example. At the moment that is not a possibility. At least not if I want my family to feel safe.

I won't repeat all the facts about health, environment and economy, as I know that many have done before me and

therefor I'm sure you already know. But what I will say is that removing bike lanes wont reduce congestion. We know this. What bike lanes will do is provide for a more sustainable and livable Melbourne, now and in the future.

Thank you for listening,

Rebecka

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: *	I have read and acknowledge how Council will use and disclose my personal information.
Name: *	Ria Smith
Email address: *	ria.smith01@hotmail.com
Phone number *	
Date of meeting: *	Tuesday 7 June 2022
Agenda item title: *	6.9 Implementation of COM Transport strategy 2030 and Transport program to aid city recovery and reactivation
Please write your submission in the space provided below and submit <u>by no later than 10am on the day of the scheduled meeting.</u> Submissions will not be accepted after 10am.	<p>The council SHOULD NOT support item 22.6. which Endorses the deferral of further installation of new protected bike lanes in the Hoddle Grid during the financial year 2022/2023, following two years of accelerated delivery.</p> <p>My partner fell off his bike and broke his leg and fractured his hip last year. He is an athlete and needs to ride his bike. Don't we have the right to feel safe when he leaves the house on his bike? And there was the cyclist who died recently in the city! Do not support this deferral. We need these protected bike lanes</p>
Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *	No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Ric de France

Email address: * rdefrance@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Your question

Dear Councillors,

I commute to work in the CBD by riding a bicycle on a daily basis. I would like to be able to make it to work and home safely, and I have found the segregated infrastructure for people riding bicycles has contributed to my safety immensely.

I recently read the City of Melbourne is going to pause any further planned bicycle infrastructure upgrades and deployments based on a small minority opposing this. I ask "why"?

I implore the City of Melbourne to reverse their decision and continue to deploy safe infrastructure for people riding bicycles. The benefits of commuters using bicycles instead of cars will far outweigh all the complaints – benefits are listed here: <https://www.bicyclenetwork.com.au/rides-and-events/ride2work/>

Thank you.

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Richard Cross

Email address: * cross.rfs@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Melbourne's pop-up bike lanes

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I can't believe the City of Melbourne are re-considering the roll out of pop up Bike Lanes in Melbourne's CBD. Separated bike lanes are the future! and they offer safety to all bike riders. I for one, only feel safe when I'm riding "separated from cars".

Our network of bike paths is the envy of not just Australia but the World. However, when the bike/ walking path ends, how do bike riders who work in Melbourne's CBD get into work safely? It's time for the City of Melbourne to embrace the future and be a world leader in active transport.

Please continue with the roll out of the fantastic pop up Bike Lanes in Melbourne's CBD.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Richard Dickson

Email address: *

trickey_1@bigpond.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting.

Please see attached.

Submissions will not be accepted after 10am.

Alternatively you may attach your written submission by uploading your file here:



[letter_community_dear_melbourne_city_councillors.docx](#)

127.45 KB · DOCX

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Dear Melbourne City Councillors,

Date of meeting: 07/06/22

Agenda item title: Agenda 6.9

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure - including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality - to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system - and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike riding and reduces car traffic, achieving 'traffic evaporation' (1). By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. As the City of Melbourne's own research (2) shows, "Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride." A recent Melbourne study supports your findings, demonstrating that separated cycling infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

Increase business: Despite all the criticism that has led to this "pause", which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure **increases economic activity**, spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than ever. Salt Lake City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the extra foot and wheel traffic (5). Further, with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and dog!) is only growing.

Improve safety for all road users: Research indubitably demonstrates that implementing bike lanes enhances safety for not only people riding bikes but those driving and walking (6). This is because separated bike lanes have a car-traffic calming effect, enabling vehicles to move at safer speeds for everyone.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia - larger than the national road toll (7). If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around (8). These upgrades can be of particular benefit to older people, those living with a disability, low income households and migrant communities.

Reduce emissions: Personal transport is Australia's fastest growing source of emissions (9); and fluctuates between the second and third highest source (behind only energy and land use) (10). Bottom line: our cars are a major contributor to climate change and Melbournians need to be empowered to move in different ways wherever possible. The global climate science is clear: we need to increase active transport to reduce transport emissions. Local research tells us that more separated and dedicated infrastructure is required to move the great number of people from the *interested* category to actually taking up riding. Australia needs a national strategy to move away from petrol-guzzling cars to bike-riding, walking and zero-emissions public transport and electric vehicles. To pause these bike lanes would put Melbourne on the back-foot, set to become stuck in the past as Australian cities implement innovative and intelligent transport solutions.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options (11), and improved infrastructure allows more Melbournians to experience these benefits.

To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID -19. **I ask that you preserve with your bike strategy to reap all the benefits they will bring - a strategy set in motion well before the pandemic.**

References:

- 1) <https://www.theguardian.com/lifeandstyle/video/2022/may/17/why-new-bike-lanes-dont-cause-traffic-jams-video>
- 2) <https://www.melbourne.vic.gov.au/SiteCollectionDocuments/transport-strategy-2030-city-of-melbourne.pdf>
- 3) <https://www.sciencedirect.com/science/article/pii/S2214140521003200>
- 4) <https://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf>
- 5) https://drive.google.com/file/d/0B8tOk7_upXv5djhCajg1Z0I3bmhTVTlxWldwRzA0YjJWNW9R/view?resourcekey=0-Fr7Mp141yXvXzW6u5NBjqQ
- 6) <https://www.sciencedirect.com/science/article/abs/pii/S2214140518301488?via%3Dihub>
- 7) https://nespurban.edu.au/publications-%20resources/research-reports/CAULRR06-%20%20SubmissionFuelQualityStandardsAct2000_Mar2017.pdf
- 8) <https://www.jstor.org/stable/26211762>
- 9) <https://ageis.climatechange.gov.au/nggi.aspx>
- 10) <https://www.climatecouncil.org.au/wp-content/uploads/2017/09/FactSheet-Transport.pdf>
- 11) https://www.climatecouncil.org.au/wp-content/uploads/2018/10/CC_MVSA0154-Report-Transport_V6-FA_Low-Res_Single-Pages.pdf

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Richard Laing

Email address: * KDF6@bigpond.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Report to the Future Melbourne Committee – Agenda item 6.9

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I object to recommendation 22.6, that the Future Melbourne Committee “Endorses the deferral of further installation of new protected bike lanes in the Hoddle Grid during financial year 2022/2023, following two years of accelerated delivery.”

I see nothing to be gained by this deferral and potentially much to be lost if it results in the abandonment of further Installation of new protected bike lanes, or the removal of now existing ones, in the Hoddle Grid.

As an older bike rider (mid 70s) I rely on the existing protected bike lanes to give me confidence riding in the City and wish that there were more of them.

Deferral will disadvantage older bike riders in particular as their remaining years of bike riding are relatively few in number.

Please indicate whether you would like to verbally address No

the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Richard Larsen

Email address: *

rlar@outlook.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Alternatively you may attach your written submission by uploading your file here:



[melbourne_city_council_submission_item_6.9.docx](#) 14.62 KB ·

DOCX

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Dear Melbourne City Councillors,

Agenda item title: Agenda 6.9

I'm writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure - including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality.

There are many reasons bike lanes are an important part of our transport system - and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving '[traffic evaporation](#).' By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated [1,700 deaths](#) every year in Australia - larger than the national road toll. If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around. These upgrades can dramatically impact older people, those living with a disability, low income households and migrant communities.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options, and improved infrastructure allows more Melbournians to experience these benefits.

To conclude, I was alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad. We are at the precipice of climate action and transport plays a major role in this action.

From an economic, environmental, and public health perspective, bike lanes make sense.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my gratitude for the bike lanes that have been rolled out to date (and accelerated during COVID-19). I sincerely hope that you persevere with your bike strategy, which was outlined well before the pandemic.

Yours sincerely,
Richard Larsen

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Ritch Longmire

Email address: * ritch.go@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Additional bike lane on the Hoddle Grid

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Noting that recommendation in 22.6 to defer additional bike lanes in the Hoddle Grid. At present the only protected lanes to travel East–West are only on Latrobe St.

Another set of lanes along Flinders Street has the advantage of being relatively flat and can link to other routes extending eastwards and into Docklands, without requiring a detour all the way to the northern end of the Grid. The bottleneck through the Southbank is really not a great solution for anyone, particularly pedestrians as the volume of cyclists and scooters increases, so an E/W route across Flinders St also removes excess/faster riders from the shared Southbank zones.

If the ultimate goal is to improve the quality of living and working in the CBD, accessibility by bike from all sides that is safe and efficient for everyone should be prioritised. Thank you for your consideration.

Please indicate whether you would like to verbally address the Future No

Melbourne in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Rob Castelow

Email address: * 47robc@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Bicycle paths / system for city of Melbourne

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear City of Melbourne Councillors and Team Members of the City,

Please continue to add more bike paths / corridors through Melbourne.

I am a 75 year old bike rider (started to ride in my 50s).

'Last Friday, 3 June, I was with a friend travelling south on the Moonee Ponds Creek Path. We negotiated the first lot of deviations near Dynon Road, but we then found the paths under water. We were lost in the construction works.

A construction worker pointed us in the right(?) direction away from the works, then we found ourselves on a bike corridor lead to La Trobe St. We felt safe riding to William St and then to the Yarra River knowing we were on the designated paths.

South Bank bypass was OK too.

Please do not reduce cycle access to and through the city. Now that I have experience "safe" riding in the CBD I will be back for exploring the wonderful city.

Add more paths, please. Improve maps showing paths and publicize more, please.

So retail traders think that more on-road parking will improve their trade. Sorry, there is overwhelming evidence that "car-free zones" result in more trading.

Regards

Rob Castelow

Pakenham, 3810

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: * I have read and acknowledge how Council will use and disclose my personal information.

Name: * Robert and Green

Email address: * randjgreen2@bigpond.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Bike lanes in the city

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I wish to support the continuation by further bike lanes in the city. (Hoddle St). For the safety of all, bike riders in particular is imperative.

By delaying this construction will deter riders from the city area. Many work in the city and find that by riding they are able to exercise as well reduce traffic congestion.

The safety of the public is essential.

we are falling behind other cities around and need to keep up to their example.

Regards, Rob Green

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Rob McDonald

Email address: * rob.h.mcdonald@bhp.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: 6.9 Implementation Update of Melbourne Transport Strategy 2030...

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I am writing with respect to recommendation 22.6 – the deferral of further installation of new protected bike lanes in the Hoddle Grid during FY 2022/2023.

I work in the city and my preferred means of travel from Ormond is via bike. I only choose public transport when the weather is particularly bad. Currently I enter the city three times per week. Usually I enter via the bike path from Yarra river and ip exhibition street and down flinders lane, and am very appreciative of the protected bike lane on exhibition street and the shared transport zone on flinders lane. About once per fortnight I will enter from West of the city where there are no protected lanes coming from the South West corner. Riding up Collins St feels very hazardous with plenty of pinch points at tram stops, and all up a very unpleasant experience. I would hate for this to be my regular commute.

Now is no time to stop the development of additional protected bike lanes in the city. Every year we delay making the necessary changes to adapt to a zero carbon economy is another nail in the coffin for future generations. There will always be haters and resisters of change. It is up to the council leaders to see through this noise, adapt where sound reason is put forward, but stay true to the vision of a safer, greener CBD for all people.

Please do not delay. The creation of sufficient protected bike lanes to enable all cyclists to enter and exit the CBD SAFELY will encourage more people to do so, reducing congestion and contributing to a zero carbon CBD. Every month of delay increases the likelihood of yet another serious biking injury or potentially a fatality – and every time

this happens – in addition to being a preventable tragedy, will cause more potential cyclists to think twice about their decision and most likely outcome is to delay jumping on their bike.

Please continue this vital work for the safety of every cyclist today and for lives of every person for tomorrow.

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: *	I have read and acknowledge how Council will use and disclose my personal information.
Name: *	Rob Melvin
Email address: *	robmelvin77@gmail.com
Phone number *	
Date of meeting: *	Tuesday 7 June 2022
Agenda item title: *	6.9 Implementation update
Please write your submission in the space provided below and submit <u>by no later than 10am on the day of the scheduled meeting.</u> Submissions will not be accepted after 10am.	<p>As noted in the papers, Melbourne is lagging behind other similar cities in its implementation of appropriate bike commuting infrastructure.</p> <p>Given the public sentiment shown at the recent federal election, this is the moment to be more adventurous with encouraging a shift away from car use in the CBD.</p> <p>I would strongly recommend all efforts are made to improve access and safety for bike users in Melbourne.</p>
Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *	No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Dr Rob Phair

Email address: * robphair@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9: Implementation Update, City of Melbourne Transport Strategy 2030

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Committee Members,

My name is Dr Rob Phair. I am a rural GP currently practicing in Bairnsdale, active transport advocate, and President of Rural Doctors Association Victoria. For many years I commuted by bicycle all around Melbourne.

I write to urge the Committee to implement all protected bicycle lanes as previously envisaged, and to continue introducing further measures prioritising active transport modes as a matter of top priority.

I was very concerned to read that Lord Mayor Capp has proposed deferring implementation of new protected bike lanes within the Hoddle Grid.

Active transport is universally recognised amongst climate and health experts to be the gold standard transport modality: climate neutral, with significant physical and mental health benefits for the community.

As Sophie Handley notes at point 15, it is not possible to demonstrate a direct relationship between an individual alteration and an economic outcome.

So, whilst it is not contested that active transport is the optimal modality, there is no evidence base for deferring measures such as protected bike lanes which will further promote cycling within the Hoddle Grid.

I urge the Committee to reconsider this retrograde step.

I likewise urge the Committee to introduce further restrictions on vehicle traffic, including a congestion tax in addition to congestion parking levy, and a 30 km/hour speed restriction within the CBD.

Yours sincerely,

Dr Rob Phair

BA MBBS JCCA FACRRM

Please indicate Yes
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

If yes, please I wish to make by submission via Zoom
indicate if you
would like to
make your
submission in
person, or via a
virtual link (Zoom)
to the meeting.
Please note,
physical
attendance will be
limited in
accordance with
City of Melbourne
security protocols
and COVID-safe
plans and be

allocated on a first
registered, first
served basis. *

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Robert Cook

Email address: *

robertljcook@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Separated Bike Lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Councillors

I write to register my support for separated bike lanes.

I commute daily by bicycle to work from Essendon to Heidelberg and find parts of my journey have caused me so much angst that I ride on the footpath in these areas to avoid cars.

The separated bike lanes make it safer to ride a bicycle around the CBD and are future proof to the disincentives of increasing public transport costs and petrol price increases persuading people against coming into the CBD.

Scaling back separated bike lanes in the CBD will thwart against the efforts of Melbourne City council encouraging more people to come into the CBD.

It would make much more sense to solidly link the CBD separated bicycle lanes with the bicycle cycleway routes and then have a bikefest right in the middle of the CBD.

Robert Cook
Aberfeldie

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * Yes No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Robert Johnson

Email address: *

rob.j1996@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Reversal of bike lane rollout

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

These bike lanes in the central city should be constructed and made safe for people of all ages to use. The continued domination of cars within Melbourne's centre is not compatible with a sustainable future and part of the way to combat the current unsustainable direction of Melbourne is the construction and upgrading of bike lanes.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Robert Martin

Email address: * Robert_of_the_antarctic@yahoo.co.uk

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: 6.9 Implementation Update: City of Melbourne Transport Strategy

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I just want to congratulate the council on its progress in creating more bike lanes and its transport strategy.

I have utilised these bike lanes in recent times and it has made accessing the CBD much easier and simpler for me. I rode into the city a couple of weeks back (down Swanston St) with my two teenage children, something I would never have contemplated without the protected bike lanes. They are healthier, cheaper and quicker than alternative forms of transport. It also helps with tram and traffic congestion.

I encourage the council in the implementation of these bike lanes and I look forward to utilising more of these lanes in the future.

Please indicate whether you would like to verbally address the Future Melbourne in No

support of your
submission: *

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Roberta Ingrosso

Email address: *

robertaegeorge@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting.

Please do not pause construction of secured bike lanes in the cbd. I commute to work on my bike and have benefited immensely of the separated bike lanes that make the journey a lot safer.

Submissions will not be accepted after 10am.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * rod callander

Email address: * rod.callander@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Item 6.9 Transport strategy 2030

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I live in Hadfield (near Fawkner Cemetery) close to the beginning of the Upfield Bike Path (15 km from the GPO). My partner and I are both in our 60's and cycle into the city regularly taking advantage of the great theatre, restaurants, art exhibitions etc, etc).

My partner also works part time at the Marvel Stadium and cycles to and from work. The roll out of the protected bike lanes in the CBD are essential for a safer cycling and would encourage more people to ride into the CBD. You have to understand that some motorists are extremely aggressive towards cyclists and it is getting worse. Over the years I have had things thrown at me, abused when I am walking (not riding) my bike down the street, on coming cars cross to my side of the road to run me off the road. The scariest thing now is motorists driving on ice. My brother had an incident in Footscray Rd riding home from work after a night shift at 8.30 am. According to the police police the trouble makers were young men on drugs coming home from a night out in King St

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Rod Katz

Email address: *

cement.troves_0@icloud.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting.

Please expand the bike lane program. This will benefit the amount of commercial activity in Melbourne CBD as well as making it a more desirable and safe location

Submissions will not be accepted after 10am.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Roger Malouf

Email address: * rmrogermal68@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Support for Bicycle Lanes

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Date of meeting: 07/06/22 Agenda item title: Agenda 6.9

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality – to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation' (1). By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. As the City of Melbourne's own research (2) shows, "Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride." A recent Melbourne study supports your findings, demonstrating that separated cycling

infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

Increase business: Despite all the criticism that has led to this "pause", which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure increases economic activity, spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than ever. Salt Lake City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the extra foot and wheel traffic (5). Further, with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and dog!) is only growing.

Improve safety for all road users: Research indubitably demonstrates that implementing bike lanes enhances safety for not only people riding bikes but those driving and walking (6). This is because separated bike lanes have a car-traffic calming effect, enabling vehicles to move at safer speeds for everyone.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll (7). If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around (8). These upgrades can be of particular benefit to older people, those living with a disability, low income households and migrant communities.

Reduce emissions: Personal transport is Australia's fastest growing source of emissions (9); and fluctuates between the second and third highest source (behind only energy and land use) (10). Bottom line: our cars are a major contributor to climate change and Melbournians need to be empowered to move in different ways wherever possible. The global climate science is clear: we need to increase active transport to reduce transport emissions.

Local research tells us that more separated and dedicated infrastructure is required to move the great number of people from the interested category to actually taking up riding. Australia needs a national strategy to move away from petrol-guzzling cars to bike-riding, walking and zero-emissions public transport and electric vehicles. To pause these bike lanes would put Melbourne on the back-foot, set to become stuck in the past as Australian cities implement innovative and intelligent transport solutions.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant:

Bike-riding and walking are the cheapest travel options (11), and improved infrastructure allows more Melbournians to experience these benefits .

To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate

change

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. I ask that you preserve with your bike strategy to reap all the benefits they will bring – a strategy set in motion well before the pandemic.

References: 1)

<https://www.theguardian.com/lifeandstyle/video/2022/may/17/why-new-bike-lanes-dont-cause-traffic-jams-video>

2)

-2030-city-of-melbourne.pdf

3) <https://www.sciencedirect.com/science/article/pii/S2214140521003200> 4)

[https://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.p](https://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf)

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8) <https://www.jstor.org/stable/26211762>

9) <https://ageis.climatechange.gov.au/nggi.aspx>

10)

[https://www.climatecouncil.org.au/wp-content/uploads/2017/09/FactSheet-Tra](https://www.climatecouncil.org.au/wp-content/uploads/2017/09/FactSheet-Transport.pdf)
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11)

<https://www.melbourne.vic.gov.au/SiteCollectionDocuments/transport-strategy>

[https://drive.google.com/file/d/0B8tOk7_upXv5djhCajg1Z0I3bmhTVTIxWldwRz](https://drive.google.com/file/d/0B8tOk7_upXv5djhCajg1Z0I3bmhTVTIxWldwRzA0YjJWNW9R/view?resourcekey=0-Fr7Mp141yXvXzW6u5NBjqQ)

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[https://www.climatecouncil.org.au/wp-content/uploads/2018/10/CC_MVSA0154](https://www.climatecouncil.org.au/wp-content/uploads/2018/10/CC_MVSA0154-Report-Transport_V6-FA_Low-Res_Single-Page) -Report-Transport_V6-FA_Low-Res_Single-Page

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in

support of your
submission: *

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Roger Van Hilst

Email address: * rogervanhilst@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Agenda item 6.9 Implementation of COM Transport strategy 2030 and Transport program to aid city recovery and reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

The council SHOULD NOT support item 22.6. which Endorses the deferral of further installation of new protected bike lanes in the Hoddle Grid during the financial year 2022/2023, following two years of accelerated delivery. <<<<then insert a reason below>>

a. A major barrier to cycling into the city is safe bike paths and connections within the Hoddle Grid. To deffer installation of the new protected bike lanes will provide a barrier to cyclists and other active transport users going to and moving around the city and have negative impacts on our city! Do not vote on this motion.

b. A cyclist died in the city of Melbourne two weeks ago on the corner of Latrobe and King street. Protected bike lanes will improve the safety of cyclists riding in the city. It is important to ensure that there is a safe infrastructure to get more people to cycle as a mode of transport. It is proven that making safe infrastructure increases rider participation. We need protected bike lane construction to accelerate not to halt!

c. Melbourne has fallen far behind other cities when it comes to being livable and sustainable. Internationally major cities are progressing and actively increasing bike paths, closing roads and reducing car parks. The infrastructure needs to be in place for people to be able to get on their bikes and travel into the city. It would be a major setback and make Melbourne fall behind international cities further if we deferred the installation of new protected bike lanes.

d. Australians voted for climate change in the recent federal election, delaying the installation of protected bike lanes is directly opposed to what Australians (and city of Melbourne residents who voted Green!) want! It is time to act now and the rollout of protected bike paths can not be delayed.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Ronan MacEwan

Email address: * ronanmacewan@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Agenda item 6.9 Implementation of COM Transport strategy 2030 and Transport program to aid city recovery and reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I think it's short sighted to abandon the plan to transform Melbourne into a more bike friendly city.

Everyone benefits when there are less cars on the road. Pollution is reduced, essential car/truck transport is faster, and there are better health outcomes in the form of exercise and less serious road incidents.

One of the biggest barriers to cycling, especially new cyclists, is safety. We should take all practical measures to bring more commuters and recreational travellers onto this form of transport.

The future of cities is not more cars. They are collapsing under the strain.

I agree with the following commonly held sentiment:

The council SHOULD NOT support item 22.6. which Endorses the deferral of further installation of new protected bike lanes in the Hoddle Grid during the financial year 2022/2023, following two years of accelerated delivery.

- a. A major barrier to cycling into the city is safe bike paths and connections within the Hoddle Grid. To deffer installation of the new protected bike lanes will provide a barrier to cyclists and other active transport users going to and moving around the city and have negative impacts on our city! Do not vote on this motion.
- b. A cyclist died in the city of Melbourne two weeks ago on the corner of Latrobe and King street. Protected bike lanes will improve the safety of cyclists riding in the city. It is important to ensure that there is a safe infrastructure to get more people to cycle as a mode of transport. It is proven that making safe infrastructure increases rider participation. We need protected bike lane construction to accelerate not to halt!
- c. Melbourne has fallen far behind other cities when it comes to being livable and sustainable. Internationally major cities are progressing and actively increasing bike paths, closing roads and reducing car parks. The infrastructure needs to be in place for people to be able to get on their bikes and travel into the city. It would be a major setback and make Melbourne fall behind international cities further if we deferred the installation of new protected bike lanes.
- d. Australians voted for climate change in the recent federal election, delaying the installation of protected bike lanes is directly opposed to what Australians (and city of Melbourne residents who voted Green!) want! It is time to act now and the rollout of protected bike paths can not be delayed.

Thank you.

Ronan MacEwan

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Rory Hyde

Email address: * rory.hyde@unimelb.edu.au

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: 6.9 Transport Strategy

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Future Melbourne Committee,

I write to in opposition to the proposed deferral of installation of protected bike lanes in the Hoddle grid (agenda item 6.9, recommendation point 22.6), and encourage the City to proceed with its bike lane implementation plans.

Bikes are the solution to the city's problems, not the cause. They reduce traffic congestion, pollution, and noise, and lead to greater retail spend and dwell time in the city. They make the city a better, more friendly place.

I acknowledge the pushback from delivery drivers and transport unions. But rather than caving to this pressure, please work with them to find new solutions. Cycle delivery couriers are booming, a sector that could be improved with cycle cargo delivery schemes, and more.

For the city to recover post-covid, it has to be a nicer, safer, more beautiful place to be. More cars are not the answer.

Kind regards,

Prof. Rory Hyde

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Ross Evans

Email address: *

ross.evans@live.com.au

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

High traffic volumes in a city do not equate to business success. Unfortunately it seems that a few businesses want to revert to more traffic capacity on city streets to feel as though conditions are 'normal' again. This is short sighted and council should support business to understand this. Double the cars will not equal double the trade. Making streets more people friendly will. Not everyone can afford to own a car. Not everyone feels comfortable riding a bike in traffic. Key workers and students are critical to the city economy and are key beneficiaries of the bike lane program. Giving over some space to make streets more inclusive and safe for those riding is the right thing to do. If there are concerns about loading in the city, then look at the key problems around that and fix them. This is a separate issue as I understand no loading zones have been removed from the CBD as part of the project. I strongly support the continuation of the City of Melbourne bike lane program as originally planned.

Ross Evans

Traffic Engineer

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *	I have read and acknowledge how Council will use and disclose my personal information.
Name: *	Ross Kilborn
Email address: *	rosskil@bigpond.com
Phone number *	
Date of meeting: *	Tuesday 7 June 2022
Agenda item title: *	Protected bike lanes
Please write your submission in the space provided below and submit <u>by no later than 10am on the day of the scheduled meeting.</u> Submissions will not be accepted after 10am.	<p>Please don't make a short term, short sighted decision to delay the roll out of protected bike lanes .</p> <p>Surely the consequent carbon and congestion consequences of less bikes in the city should outweigh some concerns of businesses and residents</p>
Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *	No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Ross Piper

Email address: * rossp71@gmail.com

Phone number *

Date of meeting: * Sunday 26 September 1971

Agenda item title: 6.9

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Hi,
I am keen to register my dissatisfaction with the council making a U turn on its commitment to a bike lane network connecting the CBD to the various communities that surround the city. Pedestrians and cyclists have been killed in the CBD in recent weeks and this has to be recognised with appropriate infrastructure implementation. The numbers of users of alternate transport means such as cyclists, scooters, skateboards, even segway is increasing all the time. This will only grow further with the high rise towers and their population dense, restricted parking nature. I think the decision is short sighted and backward and I wouldn't think I'm alone in this.

Yours faithfully,
Ross Piper
A'Beckett St, Melbourne.

Please indicate whether you would like to verbally address the Future Melbourne in No

support of your
submission: *

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Ross Savedge

Email address: * ross.savedge@gmail.com

Phone number *

Date of meeting: * Wednesday 22 June 2022

Agenda item title: * 6.9: Implementation Update: City of Melbourne Transport Strategy

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I'm deeply concerned about the pausing of cycle lane rollouts (and worse, potential removal of protected cycle lanes). While it is important to provide access to/from the Hoddle Grid with safe cycling routes, it is also critical to provide safe routes *within* the Hoddle Grid. People must be able to safely access their destinations, not just get 'close' to them, or there will be no progress on increasing cycling mode share. In particular, it is very difficult (and dangerous) to travel eastbound within the Hoddle Grid, with no safe eastbound routes between the river and Little Lonsdale. Cyclists tend to use Collins Street, which is narrow and dangerous--I have been run into the kerb and nearly seriously injured on multiple occasions on Collins. The new protected lanes on Exhibition Street and William Street are game changing, making cycling in the CBD safe, rather than terrifying. Remember the network is only as good as its weakest link, and if people do not feel safe they will not cycle.

The CBD should not be a place dominated by cars. Drivers are not the future. We should be using the opportunity now, while fuel prices are high, to encourage people to shift to sustainable transport modes. This is not the time to backpedal.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

• I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Ross Turnbull

Email address: *

turnbu@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I live in Brunswick East and have been cycling to and from work in the City of Melbourne for 14 years. I would like to register my strong support for the installation of protected bike lanes within the Hoddle grid. I will leave it to others more expert than I to make the economic case for bike lanes– my case is simple: Protected bike lanes are SAFE. They enable less confident and less experienced riders to both feel and be safe. Cycling is a fun and healthy activity but it is also high risk– collisions with cars often have tragic consequences for people on bikes and their families. Please keep riders safe with more protected bike lanes.

Thank you,
Ross

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Ross Wilkinson

Email address: * ross.wilkinson@au.bosch.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Agenda item 6.9 Implementation of COM Transport strategy 2030 and Transport program to aid city recovery and reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

The council SHOULD NOT support item 22.6. which Endorses the deferral of further installation of new protected bike lanes in the Hoddle Grid during the financial year 2022/2023, following two years of accelerated delivery.

<<<<then insert a reason below>>

- a. A major barrier to cycling into the city is safe bike paths and connections within the Hoddle Grid. To defer installation of the new protected bike lanes will provide a barrier to cyclists and other active transport users going to and moving around the city and have negative impacts on our city! Do not vote on this motion.
- b. A cyclist died in the city of Melbourne two weeks ago on the corner of Latrobe and King street. Protected bike lanes will improve the safety of cyclists riding in the city. It is important to ensure that there is a safe infrastructure to get more people to cycle as a mode of transport. It is proven that making safe infrastructure increases rider participation. We need protected bike lane construction to accelerate not to halt!
- c. Melbourne has fallen far behind other cities when it comes to being livable and sustainable. Internationally major cities are progressing and actively increasing bike paths, closing roads and reducing car parks. The infrastructure needs to be in place for people to be able to get on their bikes and travel into the city. It would be a major setback and make Melbourne fall behind international cities further if we deferred the installation of new protected bike lanes.
- d. Australians voted for climate change in the recent federal election, delaying the installation of protected bike

lanes is directly opposed to what Australians (and city of Melbourne residents who voted Green!) want! It is time to act now and the rollout of protected bike paths can not be delayed.

Please indicate No
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Melbourne in
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submission: *

Privacy acknowledgement: * • I have read and acknowledge how Council will use and disclose my personal information.

Name: * Rowan McMurray

Email address: * r_mcmurray@hotmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I'm writing regarding the halt in construction of separated bike lanes within the CBD reported in The Age on Friday (<https://www.theage.com.au/national/victoria/council-wobbles-on-bike-lanes-drivers-business-owners-force-rethink-20220603-p5aqsq.html>).

Congestion in Melbourne is bad and is getting worse, but bike lanes are not the problem. Melbourne is a liveable city with a moderate climate, and cycling around it is easy, but it isn't fun or beautiful. The air is filled with car exhaust, it is noisy and even when the sun is shining the buildings block it out. People who cycle in inner Melbourne are not doing it for the fresh air and sunshine, they are doing it to get somewhere.

Riding gives you the flexibility to go exactly where you want, on your own schedule. Public transport is great, but it lacks that flexibility, so if people don't feel safe to ride they will drive instead. Each person who drives instead of riding now needs the space of a car, instead of the space of a bike. The roads become more congested, and the traffic slows down. When that person eventually gets where they want to go, they now need the space to park a car, instead of a bike. The streets become fuller, the few green spaces remaining need to be turned into carparks and the people get crowded out. The city becomes less pleasant, retailers lose customers and delivery drivers still have nowhere to park. But because traffic is still congested those who can't think beyond the car will still be calling for expanded roads and parking, at the expense of anything that isn't part of their blinkered solution.

Time and time again in countless studies the improvement of cycling and walking facilities has been shown to improve conditions in cities, benefiting business owners, residents and visitors. It is common to hear that bike lanes are always empty while the car lanes are jammed with traffic, and that is exactly the point - the bike lanes are empty because they are so much more efficient at moving people and the people have all moved on. There are countless studies with traffic counters that show this to be true, and yet still we have leaders talking about a 'pause' on improving the city.

The transport system absolutely needs to be managed with care, but that doesn't mean pausing facilities for one of the most efficient means of transporting people.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Rowan Moorey

Email address: *

rowanmoorey@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike lines are great

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Please keep rolling out bike lines, they help me get to work safely from Princess Hill into my job on flinders lane. Bike lanes have given me the feeling of confidence and safety after covid and I want to keep my riding up for many reasons.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Ruth Giles

Email address: * ruth.giles@mail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I am writing in support of the new protected bike lanes.

They are a game changer. I have previously rode confidently to the CBD fringe, but only cautiously to destinations within the grid. During COVID I started a new job on Southbank, and thanks to the protected bike lanes I can confidently ride from Brunswick through North Melbourne, down William and under the bridge.

I am also exploring new ways to get to Bourke St Mall, Elizabeth and Swanston shopping and food.

Because I am on my bike I am running errands and meeting friend (and spending money at shops and hospitality) that would be less accessible otherwise.

Deliveries are essential, but I understand other cities have found ways to facilitate deliveries without preventing safe passage of bikes and pedestrians (consumers!).

I am concerned that post COVID we risk having even more people inefficiently driving around in single occupancy vehicles, getting grumpy, being a risk to others.

Please protect and expand the protected bike lanes.

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Ryan Miu

Email address: * ryan.h.y.miu@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update – deferral of bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

It would be a terrible mistake for the City of Melbourne to defer the construction of separated bike lanes for any length of time.

A fully developed and well-connected network of bicycle lanes is fundamental to efficient movement of goods and people, reduced carbon emissions, improved air quality, improved health and safety outcomes, a stronger economy and better quality of living.

The City of Melbourne should do everything in its power to accelerate the construction of more separated bicycle lanes throughout Melbourne and, as a corollary, reduce the amount of space dedicated to motor vehicles.

To do otherwise would be to make Melbourne the laughingly stock of the developed world and shamefully set the city back decades.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Sab A

Email address: * saurisos17@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

In light of recent reports, that the City of Melbourne will pause its rollout of protected bike lanes in the CBD, I am writing this submission to the Council to ask the City of Melbourne to continue its rollout.

In fact, the CoM should set a much more ambitious goal than its current 90km by 2030.

Here's why I hold this view: I like cars but I dislike car-dependency. I believe Victoria should be accessible to everyone via all modes of transport and not just automobiles. One of the best ways to reduce car traffic is to reduce the amount of car trips made.

So, we must boost public transport and active transport.

Protected, separated bike lanes will go a long way to encourage more cycling trips.

The bike lane on the dual carriageway near my house is just paint. No barriers or bollards or anything. I am too scared to ride my bike on that road at times, because I fear a moving car might strike me down and injure me. If that bike lane had a barrier, I'd feel safer cycling in it. I'm sure there are many busy roads in the CoM with just painted bike lanes. Hence, the need for separated, protected bike lanes. Plus riders of e-scooters and e-bikes won't ever need to use the footpath, if the CoM continued and expanded its bike lane rollout.

The pause on new protected bike lanes has been driven by comments from certain sections of the media and other business representatives. Do any of them ride bicycles? Have they ever ridden a bike in a bike lane on a major road? If not, they'll never understand that it can be scary to ride on a busy road with trucks passing next to you. Their cars are built to protect the people in the car. Bikes are just...well, bikes.

If they rode bikes in most parts of Greater Melbourne, they'd be much more supportive of protected, separated bike lanes. I promise you..

Separated bike lanes protect both drivers and cyclists.

Onto practicality. I see comments in The Age articles about bike lanes and often I see. "What's the point of these CBD bike lanes? People won't ride from the suburbs." Seriously? Who would ride from the suburbs? That's too far away. You can ride to the CBD if you live near the CBD, not if you live in the urban fringes. CBD bike lanes are more suited for those in the CoM than for those travelling to the CoM.

As for concerns the bike lanes block off loading zones: Encourage freight to be delivered via drone or bike or other modes of transport. Also, surely there are ways you can have both loading

zones and protected, separated bike lanes. Please find a way to make it work.

The greater point I wish to make is that the City of Melbourne's focus should not just be on protected bike lanes. It should definitely be about making the CoM more walkable, too. Urbis found that 86% of all trips within the CBD are by foot. Then make the CBD and the whole CoM as pedestrian-friendly as possible. Eg: widen footpaths or pedestrianise more streets. The CoM's "superblocks" plan looks intriguing and the Arden precinct plan is promising.

With greater walkability and bicycling-ability and integrating those features with public transport and the built environment, you get a more pleasant, more accessible and less noisy CBD. Fewer cars also=fewer emissions.

So, it's also better for the environment.

The pre-COVID CBD may never come back. Destroying bike lanes and accommodating more cars will NOT bring it back, in my view. Too many can work-at-home now. Parking rates are so high and the traffic jams to the CBD are very long. That's why I never drive into the CBD. Many others don't drive into the CBD, either. So, I disagree with calls to force workers back into CBD offices. We must shift our thinking and be open to not prioritising cars above all else. We must also reconsider what the CBD should become...

I urge the Council to communicate everything written in this submission to the public. The sooner all of the above points are addressed, the better.

Final words to the Council: please ensure all active transport infrastructure is DDA-compliant and sustainable. Also consider building more cycle paths and not just bike lanes, I added those last points, to make sure I covered as much as possible.

Thank you for reading.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * Yes No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Sahara Kamia

Email address: *

purrrfectto@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Please consider remaining firm on 90km of protected bicycle lanes. As a driver and a cyclist, it will make driving less congested as more people opt to cycle and it will promote a healthy, safe way for families to cycle across the city.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Sallie Cowan

Email address: *

salliecowan@me.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting.

Please do not stop the rollout of the CBD bike lanes – they are so needed for the safety of cyclists for the environment and will ultimately transform melb city

Submissions will not be accepted after 10am.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Salman Shami

Email address: *

snshami@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting.

Submissions will not be accepted after 10am.

I would like to express my protest at the halting of the bike lane rollout. I regularly ride through the city and still experience too many close calls on roads that don't have separated bike lanes. Please don't put business interests ahead of human safety.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Samuel Lewis

Email address: * sclewis103@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Agenda 6.9

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Future Melbourne Committee,

As a recently returned Melbournian and avid urban cyclist I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths. I have spent the last three years in Christchurch, New Zealand where I've had the joy of experiencing their extensive post-quake cycling network and have seen first hand how it's improved community movement around the city.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can also empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality – to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and away from car traffic, achieving 'traffic evaporation' (1). By making riding more convenient, those who can will leave their car at home, thus making it easier for people to move around our city. As the City of Melbourne's own research (2) shows, "Many people who want to ride or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows that protected bike lanes attract more people to ride." A recent Melbourne study supports your findings, demonstrating that separated cycling infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

Increase business: Despite all the criticism that has led to this "pause", which has claimed that the bike lanes are hampering the success of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure increases economic activity and spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than ever. San Francisco City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the foot and wheel traffic (5). Further, with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their groceries and dog!) is only growing.

Improve safety for all road users: Research indubitably demonstrates that implementing bike lanes enhances safety for not only those riding bikes but those driving and walking (6). This is because separated bike lanes have a car-traffic calming effect, enabling all road users to move at safer speeds for everyone.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll (7). If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around (8). These upgrades can be of particular benefit to older people, those living with a disability, low-income households and migrant communities.

Reduce emissions: Personal transport is Australia's fastest growing source of emissions (9); and fluctuates between the second and third highest source (behind only energy and land use) (10). Bottom line: our cars are a major contributor to climate change and Melbourne needs to be empowered to move in different ways wherever possible. The global climate science is clear: we need to increase active transport to reduce transport emissions. Local research tells us that more separated and dedicated infrastructure is required to encourage a great number of people from the interested category to actually taking up riding. Australia needs a national strategy to move away from petrol-guzzling cars to bike-riding, walking and zero-emissions public transport and electric vehicles. To pause these bike lanes and put Melbourne on the back-foot, set to become stuck in the past as Australian cities implement innovative and intelligent transport solutions.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest transport options.

options (11), and improved infrastructure allows more Melbournians to experience these benefits .

To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to benefit from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during 2019. I ask that you preserve with your bike strategy to reap all the benefits they will bring – a strategy set in motion well before the pandemic. Melbourne already has an amazing cycling culture and with continued expansion of the cycle lane network it could become shining example of a bicycle and environmentally friendly city. Don't stop now!

Sincerely,

Samuel Lewis (Brunswick, 3056)

...

References:

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Please indicate whether you No

would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Sandra Simpson

Email address: * foulstone@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: 6.9

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I am writing due to the genuine concern I feel at the prospect of the bike lines that are currently available to my family and I are being challenged.

We are a car free family by choice. Our bikes are our main form of transport, we reside within 6k of the CBD and commute to the CBD for work and leisure daily.

The CBD is already crowded and difficult to navigate within our bike lines, removing these will place us at higher risk.

Perhaps considering an education campaign and allocated delivery zones might reduce the frustration of some delivery services.

I write in hope that as well as considering the obvious environmental concerns of having heavily trafficked roads with trucks and vehicles, that you would also consider the risks and dangers that we cyclists will be exposed to if these safety elements are removed from our commute to work.

I thank you for your thoughtful consideration.

Sandra Simpson

Brunswick, Vic 3055

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Sandy Harman

Email address: * sandyharmanis@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

To whom it may concern;

I am writing to express my objection to item 22.6 of agenda item 6.9 at this Tuesday's City of Melbourne Future Melbourne Committee meeting.

It is my opinion that new protected bicycle lanes should be installed as quickly as possible and the programme should not be deferred at all.

I regularly ride a bicycle within the City of Melbourne and the new separated bicycle lanes are wonderful – however, they are of limited use and impact if they do not connect properly with other protected bicycle lanes.

There will be a much greater and faster take up of bicycles as a transport option if people feel they can safely travel from one location to another. It seems rather short sighted to halt the creation of these lanes as the existing lanes will remain under utilised until the network is complete. Consequently the hoped for reduction in vehicular traffic congestion will also be delayed.

Please install all protected bicycle lanes in the city as soon as possible.

Yours sincerely,
Sandy Harman

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Sara Stace

Email address: * sara@linkplace.com.au

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: 6.9

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Agenda item title: Agenda 6.9

I strongly support the continued roll out of Melbourne CBD bike lanes and reduced traffic speeds.

I've lived through Sydney's massive turnaround – from 2015 when the state government ripped up cycleways and increased fines 500% – to today where there are popup cycleways and a Minister for Active Transport. Through all those difficult years, the City of Sydney and the Lord Mayor held the line. They understood that the few loud voices of opposition to change don't speak for the majority.

The popup cycleways we installed in Sydney were supported by 71% of the community, 90% of riders felt safer, and 30% of riders would have driven or used public transport on the congested system.

I'm surprised and saddened to hear that the City of Melbourne might be deterred by some opposition from a few loud voices. It is inevitable that some people will complain. But our experience in Sydney has shown that this only

lasts a few months, and can often be resolved with adjustments and tweaking (which is one of the great advantages of popups). But wholesale cancellation of a program sounds a lot like Sydney during the Duncan Gay era.

As a parent with kids, as a commuter who rides to work every day, as a regular visitor to Melbourne (I always get on a share bike and ride), I implore you to keep staying the course and invest in safe, separated cycling infrastructure.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality.

Regards,

Sara Stace

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Sarah Gibson

Email address: * gibson.sarah.jane@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Bike lane pause

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Firstly: I want to thank all councillors for the roll out of separate bike lines that has taken place so far.

I commute daily from Haymarket roundabout to Bourke st via peel and William street. The additions of separate bike lanes has had a material difference to my life. I feel safer and this has had a positive benefit on my mental health. I no longer feel I am playing roulette with my life every time I ride this stretch of road.

Secondly: I was disappointed to hear that the roll out of bike lanes is being paused both for environmental and practical reasons. I know a huge number of cyclists who enjoy riding in the suburbs but are just too frightened to cycle into the city due to the traffic. Instead they drive or catch overcrowded public transport. These are potential cyclists and would be numbers out of cars if the city were safer to ride in.

For our environment and to make the city safer, we need to move to get more people out of cars and onto bikes. If the bike lanes make driving less appealing then good. As a commuter cyclist I can assure you there's already plenty of cyclist clogging up the cycle lane, and once the cycling network is finished it will attract more cyclists to the city on other routes.

It's short sighted and reactionary to stop the rollout due to a few loud voices of people who want to stay in the past. Let's move into the future with a clean, vibrant, safe city.

I implore you to continue construction of the cycle network. I'd also request you make the lanes safer for cyclists by banning cars, delivery vans and construction from blocking them without adequate re-direction in place.

Regards,
Sarah Gibson

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: *	I have read and acknowledge how Council will use and disclose my personal information.
Name: *	Sarah Shehata
Email address: *	sarah.shehata.8@gmail.com
Phone number *	
Date of meeting: *	Tuesday 7 June 2022
Agenda item title: *	6.9
Please write your submission in the space provided below and submit <u>by no later than 10am on the day of the scheduled meeting.</u> Submissions will not be accepted after 10am.	I am concerned about the pause of construction on safer bike lanes in Melbourne CBD. One of the biggest deterrents to cycling in our city is the safety of the rider. By pausing this important initiative that ultimately works to improve liveability for ALL, the council is demonstrating that cars and their drivers are more important than other road users. This has some serious implications for equality. How does council balance the needs of all road users equally? Because right now, a preference seems to be given to cars.
Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *	No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Scott Przibella

Email address: * scottprz@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Item 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

As a resident and ratepayer of Kensington in the City of Melbourne, I have supported the actions of Council under the transport strategy 2030 and therefore remain strongly opposed to the proposal to defer delivery of safer cycling infrastructure in the Hoddle Grid and any other directions that decelerate the delivery of safer cycling infrastructure.

I am a driver, I am a cyclist and a public transport user. I support CBD businesses through work and shopping trips. The liveability of Melbourne is built upon choice of access and choice of modes to access employment, study and recreational activities. General traffic remains the predominant and highest priority of all modes and the road space change CoM has implemented remains marginal at best in overall network and parking capacity.

I refer you to the NSW liberal government and their current commitment of \$950m in active transport investments. I refer you to the recently completed \$18m separated cycleway in Bondi where the Member for Vaucluse and the Minister for Cities and Active Transport spoke of the importance of safer cycling infrastructure and cycling's role to solving traffic congestion in Sydney. I refer you to the peak business groups in Sydney- Business Sydney and the Committee for Sydney in their support for cycling as a key transport mix for leading global cities. I refer you to the RACV and Infrastructure Victoria in its similar support for the aforementioned. I refer you to Wellington City Council

who is currently rolling out \$120m of bus priority and safer cycling infrastructure as part of their climate emergency response.

A deferral of delivering safer cycling for Melbourne is a parochial and backward step. It is a deferral of your climate emergency responsibilities, of your road safety responsibilities, of your health, equity and air quality responsibilities and a rejection of your endorsed policy and strategy positions by Council and the communities you represent.

I encourage Council to innovate and find ways to create more loading zones for delivery drivers. I encourage Council to prioritise kerbside parking for those who need it most, not for general parking needs when there are tens of thousands of off-street carspaces. I encourage Council to follow-through with a freight strategy to proactively plan for last-mile needs, not reactively based on questionable evidence that the bike lanes are causing congestion and heartache for businesses.

I encourage Council to analyse what the single biggest cause for bus and tram operations are in the city (it is the motor vehicle) and to focus on ways that improve PT performance through the city and demand VicRoads and DOT to stop shirking its responsibilities in ensuring network operations reflect the modal hierarchy of different streets and precincts across inner Melbourne.

Hats off to the Lord Mayor, Councillors and Council staff who have driven evidence-based decision-making when implementing your climate emergency and covid-responses. Hats off to those in Council who have copped abuse and lies from certain parts of the community and continue the street fight for more equitable and safer streets.

Regards,

Scott Przibella

Resident and Ratepayer – Kensington, Melbourne 3031.

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Sean Haran

Email address: * snharan@yahoo.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I would like to urge the council to continue with the original plan for implementing the full amount of the bike infrastructure within the before the original deadline. These infrastructure improvements are necessary for promoting multimodal transportation in Melbourne, which is healthier, more equitable, more environmentally friendly, and more efficient than relying solely on cars. These improvements will be imperative to reducing traffic as several peer reviewed studies have shown with the concept of “traffic evaporation”. Though we may experience increased traffic at first, it can be expected that the bike routes will eventually reduce traffic as biking and other modes of transit start to appear safer. Less cars on the road is the only economically, environmental, and specially sustainable way of reducing traffic. Delaying these improvements will only further delay their positive effects, and further elongate the current negative conditions. Once again, I urge you to make the right choice for our city and continue with the original plan. Thank you

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

• I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Sean O'Dowd

Email address: *

sean@odowd.co

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda item 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Bike lanes are incredibly important to a vibrant, healthy, sustainable city!

We're not just talking about bikes – we're talking about reducing emissions, stimulating businesses with more local traffic (both on foot and bike), and greatly improving the liveability.

I often drive to the CBD and will park in one of the many parking garages. Never have I used on street parking.

Furthermore, if there were bike lanes, I would feel much more comfortable driving in Melbourne without the worry of knocking over one of the few cyclists daring to be on the roads!

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Sebastian Rattansen

Email address: *

sebrattansen@outlook.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Please do not go backwards on introducing bike lanes. The current number is a good start, but we need more. Ideally cars should be banned from the CBD. How does it encourage business to have lots of noisy polluting cars driving around the CBD while we're trying to shop/have a coffee? Isn't this why laneways are so popular for cafes, retail? Because there are no cars? Bikes, scooters and walking are the future of a 21st century CBD.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Shalin Naik

Email address: *

shalinhnaik@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda 6.9

Alternatively you may attach your written submission by uploading your file here:



[lettercommunity_dearmelbournecitycouncillors.pdf](#) 40.24 KB ·

PDF

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Dear Melbourne City Councillors,

Date of meeting: 07/06/22

Agenda item title: Agenda 6.9

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure - including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality - to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system - and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation' (1). By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. As the City of Melbourne's own research (2) shows, "Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride." A recent Melbourne study supports your findings, demonstrating that separated cycling infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

Increase business: Despite all the criticism that has led to this "pause", which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure **increases economic activity**, spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than ever. Salt Lake City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the extra foot and wheel traffic (5). Further, with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and dog!) is only growing.

Improve safety for all road users: Research indubitably demonstrates that implementing bike lanes enhances safety for not only people riding bikes but those driving and walking (6). This is because separated bike lanes have a car-traffic calming effect, enabling vehicles to move at safer speeds for everyone.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia - larger than the national road toll (7). If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around (8). These upgrades can be of particular benefit to older people, those living with a disability, low income households and migrant communities.

Reduce emissions: Personal transport is Australia's fastest growing source of emissions (9); and fluctuates between the second and third highest source (behind only energy and land use) (10). Bottom line: our cars are a major contributor to climate change and Melbournians need to be empowered to move in different ways wherever possible. The global climate science is clear: we need to increase active transport to reduce transport emissions. Local research tells us that more separated and dedicated infrastructure is required to move the great number of people from the *interested* category to actually taking up riding. Australia needs a national strategy to move away from petrol-guzzling cars to bike-riding, walking and zero-emissions public transport and electric vehicles. To pause these bike lanes would put Melbourne on the back-foot, set to become stuck in the past as Australian cities implement innovative and intelligent transport solutions.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options (11), and improved infrastructure allows more Melbournians to experience these benefits .

To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. **I ask that you preserve with your bike strategy to reap all the benefits they will bring - a strategy set in motion well before the pandemic.**

References:

- 1) <https://www.theguardian.com/lifeandstyle/video/2022/may/17/why-new-bike-lanes-dont-cause-traffic-jams-video>
- 2) <https://www.melbourne.vic.gov.au/SiteCollectionDocuments/transport-strategy-2030-city-of-melbourne.pdf>
- 3) <https://www.sciencedirect.com/science/article/pii/S2214140521003200>
- 4) <https://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf>
- 5) https://drive.google.com/file/d/0B8tOk7_upXv5djhCajg1Z0I3bmhTVTIxWldwRzA0YjJWNW9R/view?resourcekey=0-Fr7Mp141yXvXzW6u5NBjqQ
- 6) <https://www.sciencedirect.com/science/article/abs/pii/S2214140518301488?via%3Dihub>
- 7) https://nespurban.edu.au/publications-%20resources/research-reports/CAULRR06_%20%20SubmissionFuelQualityStandardsAct2000_Mar2017.pdf
- 8) <https://www.jstor.org/stable/26211762>
- 9) <https://ageis.climatechange.gov.au/nggi.aspx>
- 10) <https://www.climatecouncil.org.au/wp-content/uploads/2017/09/FactSheet-Transport.pdf>
- 11) https://www.climatecouncil.org.au/wp-content/uploads/2018/10/CC_MVSA0154-Report-Transport_V6-FA_Low-Res_Single-Pages.pdf

Privacy acknowledgement: * • I have read and acknowledge how Council will use and disclose my personal information.

Name: * shane lee

Email address: * shanelee007@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Regarding the proposed freeze on rolling out safe active transport. I have to say I'm a bit bewildered and perplexed.

This is a transport strategy for the next decade correct? So how are we so far behind other European cities in the rollout of safe active transport? I don't need to go into the numerous surveys, research, and data on the benefits as that is expected of the council to do their own due diligence.

But what I can evaluate and the conclusion I have to come to is the lack of leadership in the council. As a leader myself (head of engineering for a technology company), the company looks to me to set the technical vision and bring others on the journey. I have faced pushback and a "not invented" here attitude, but it does not phase me. And that is what makes a good leader. You are led by the data and invest time in influencing and educating your people.

So what example are you providing to other councils in Melbourne that are also facing similar pushback by a small loud minority? Have you thought of the repercussions that will occur if you postpone the rollout? Now is not the time to delay when you face criticism. Stick to the strategy and focus on the outcomes. If not, I ask are you the right candidates to lead this council moving forward?

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Shannon Regan

Email address: * shannon_regan@hotmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

For the Attention of the Future Melbourne Committee;

It is disappointing to read that the rollout of protected bicycle lanes may be paused in the City of Melbourne. As a female cyclist working in the City of Melbourne it is critical that our city be equipped with safe, separated cycling infrastructure.

The provision of safe cycling infrastructure is key to increasing cycling participation, particularly for a diverse cohort of bicycle users who feel less confident on a road shared with cars. And within our world-class city's CBD physically separated bicycle lanes are the best and most effective solution.

I hope the Committee chooses to support investment in cycling infrastructure in our city.

Regards,

Shannon Regan

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: * • I have read and acknowledge how Council will use and disclose my personal information.

Name: * Shaun Ruigrok

Email address: * shaunr@shaunr.net

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

A Healthy Street is one that is truly able to be access by people who want to walk or ride. People make this city great, not cars.

I note that the numerous new and improved bike lanes that have been rolled out to date (and accelerated during COVID-19) have resulted in a significant improvement to cycling safety and accessibility in Melbourne.

However, I am alarmed to hear CoM considering a "pause" of the roll-out of critical infrastructure in our city, and concerned by precedent it sets and message it sends across Melbourne, interstate and abroad.

A few loud voices should not outweigh the benefits to ALL Melburnians who stand to benefit from safe cycling infrastructure, including the secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change.

Hence, it's important that we build our environment around the mode share we want to encourage.

43% of cars in the City of Melbourne are simply travelling through, the city is not their destination

Before COVID, 7% of all people travelling into the CBD came by bike, if Melbourne wants to attract people back into the city, people who walk and people who choose to ride a bicycle must be supported and that includes routes both into and within the CBD.

From Urbis – parking in a bike space generates twice as much economic activity for local businesses as a car parking in the same space

The average trips distances in Greater Melbourne are very small, more than 40% of all trips for all purposes are just 3km or less, 50% are just 5km or less.

Average speeds in the CBD can be competitive for people riding bikes, who average around 20kph. And the more bikes are separated from cars the more space for drivers who do not have the option to ride a bike.

Improving safety for people riding and walking improves safety for all road users

Economic activity generated by the Australian cycling sector is significant:

\$6.3 billion in direct industry output

\$3.4 billion in direct value add to our GDP

34,295 direct (FTE) jobs, and

Cycle tourism has a direct industry output of \$1.2 billion annually.

Hence, I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality.

Bike-riding and walking are the cheapest travel options, and improved infrastructure allows more Melbournians to experience these benefits.

I sincerely hope that you persevere with your bike strategy, which was outlined well before the pandemic.

Yours sincerely,
Shaun Ruigrok

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Sian Johnson

Email address: * sian@quadlock.com.au

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation of COM Transport strategy 2030 and Transport program to aid city recovery and reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

The council SHOULD NOT support item 22.6. which Endorses the deferral of further installation of new protected bike lanes in the Hoddle Grid during the financial year 2022/2023, following two years of accelerated delivery.

a. A major barrier to cycling into the city is safe bike paths and connections within the Hoddle Grid. To defer installation of the new protected bike lanes will provide a barrier to cyclists and other active transport users going to and moving around the city and have negative impacts on our city! Do not vote on this motion.

b. A cyclist died in the city of Melbourne two weeks ago on the corner of Latrobe and King street. Protected bike lanes will improve the safety of cyclists riding in the city. It is important to ensure that there is a safe infrastructure to get more people to cycle as a mode of transport. It is proven that making safe infrastructure increases rider participation. We need protected bike lane construction to accelerate not to halt!

c. Melbourne has fallen far behind other cities when it comes to being livable and sustainable. Internationally major cities are progressing and actively increasing bike paths, closing roads and reducing car parks. The infrastructure needs to be in place for people to be able to get on their bikes and travel into the city. It would be a major setback and make Melbourne fall behind international cities further if we deferred the installation of new protected bike lanes.

d. Australians voted for climate change in the recent federal election, delaying the installation of protected bike

lanes is directly opposed to what Australians (and city of Melbourne residents who voted Green!) want! It is time to act now and the rollout of protected bike paths can not be delayed.

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Siim Vollmer

Email address: * siimvollmer@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Agenda item 6.9 Implementation of COM Transport strategy 2030 and Transport program to aid city recovery and reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

The council SHOULD NOT support item 22.6. which Endorses the deferral of further installation of new protected bike lanes in the Hoddle Grid during the financial year 2022/2023, following two years of accelerated delivery.

The infrastructure needs to be in place for people to be able to get on their bikes and travel into the city. With more people returning to the city for their work, it increases all modes of transportation. These bike lanes are still new and it takes time for people to get used to it and see them further connected on other planned streets. Also, we have new mode of transport – electric scooters who have to fit on these streets as well. Will you rather have them mixed with pedestrians? Or roam between cars? Although not ideal with bikes either, scooters and bikes movement speeds and patterns have more in common than anything else.

Please indicate whether you would like to verbally address the Future Melbourne in No

support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * silvia Garrett

Email address: * silviagarrett@mhs.vic.edu.au

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Support Melbourne Bike Lanes. Agenda 6.9

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Agenda item title: Agenda 6.9

I'm writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation.' By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city.

Improving local air quality and health outcomes for communities: Air pollution from

cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll. If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution. Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around. These upgrades can dramatically impact older people, those living with a disability, low income households and migrant communities.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant:

Bike-riding and walking are the cheapest travel options, and improved infrastructure allows more Melbournians to experience these benefits.

To conclude, I was alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my gratitude for the bike lanes that have been rolled out to date (and accelerated during COVID-19). I sincerely hope that you persevere with your bike strategy, which was outlined well before the pandemic.

Yours sincerely

Silvia Garrett

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Simon Baldwin

Email address: * Simon.h.baldwin@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I encourage the Council to continue its implementation of protected cycling infrastructure, both within the CBD and for key arterials leading to the city. These protected lanes have made me feel much more confident when cycling into the CBD and it makes me more likely to visit the CBD, as it is now easier and quicker for me to cycle than to use public transport or drive. Specifically, I use the new facilities on Whiteman St and Queens Bridge multiple times per week to access Flinders St Station from Port Melbourne.

The protected lanes also have the benefit of providing a safe alternative for cyclists and scooters to ride, instead of the footpath. Anecdotally, many bikes/scooter riders choose the footpath instead of the road, which is clearly unsafe for pedestrians, so it's important to provide this alternative where possible to protect pedestrians as well as bike and scooter riders.

Please indicate whether you would like to verbally address the Future Melbourne in No

support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Simon Coupe

Email address: * simonbcoupe@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I disagree with recommendation 22.6 of the Report to the Future Melbourne Committee. I understand that council has faced resistance to the installation of more infrastructure for light traffic (bicycles, e-scooters, etc).

Passenger cars cannot deliver enough patrons / office workers into the CBD. Passenger cars consume too much space on the road and in parking. Further, the CBD should not be a thoroughfare for motorised traffic.

Delivery vehicles into the CBD could be granted priority access (including parking) during restricted hours – e.g. between 10am and 4pm. This system is in place and works well in several Dutch cities, where shopping streets are otherwise closed off to motorised traffic.

I would prefer to see the roll-out of protected light transport lanes continue

Please indicate whether you would like to verbally address the Future No

Melbourne in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Sophie Clarke

Email address: * sophieclarke333@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Agenda 6.9

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality – to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and away from car traffic, achieving ‘traffic evaporation’ (1). By making riding more convenient, those who can will leave their car at home, thus making it easier for people to move around our city. As the City of Melbourne’s own research (2) shows, “Many people who want to ride or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows that bike lanes attract more people to ride.” A recent Melbourne study supports your findings, demonstrating that separated cycling

infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

Increase business: Despite all the criticism that has led to this “pause”, which has claimed that the bike lanes are hampering the growth of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure increases economic activity and spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than ever. San Francisco City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from both foot and wheel traffic (5). Further, with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and dog!) is only growing.

Improve safety for all road users: Research indubitably demonstrates that implementing bike lanes enhances safety for not only those riding bikes but those driving and walking (6). This is because separated bike lanes have a car-traffic calming effect, enabling all road users to move at safer speeds for everyone.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll (7). If more people rode to university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around (8). These upgrades can be of particular benefit to older people, those living with a disability, low-income households and migrant communities.

Reduce emissions: Personal transport is Australia's fastest growing source of emissions (9); and fluctuates between the second and third highest source (behind only energy and land use) (10). Bottom line: our cars are a major contributor to climate change and Melbournians need to be empowered to move in different ways wherever possible. The global climate science is clear: we need to increase active transport to reduce transport emissions. Local research tells us that more separated and dedicated infrastructure is required to encourage a great number of people from the interested category to actually taking up riding. Australia needs a national strategy to move away from petrol-guzzling cars to bike-riding, walking and zero-emissions public transport and electric vehicles. To pause these bike lane projects and put Melbourne on the back-foot, set to become stuck in the past as Australian cities implement innovative and intelligent transport solutions.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest transport options (11), and improved infrastructure allows more Melbournians to experience these benefits.

To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for a precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to benefit from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during 2019. I ask that you preserve with your bike strategy to reap all the benefits they will bring – a strategy set in motion well before the pandemic.

References:

<https://www.theguardian.com/lifeandstyle/video/2022/may/17/why-new-bike-lanes-dont-cause-traffic-jams-video>

<https://www.melbourne.vic.gov.au/SiteCollectionDocuments/transport-strategy-2030-city-of-melbourne.pdf>

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https://www.climatecouncil.org.au/wp-content/uploads/2018/10/CC_MVSA0154-Report-Transport_V6-FA_Low-Res_Single-Page.pdf

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Sophie Travers

Email address: *

sophiet@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

proposed pausing of the bike lane rollout in the Hoddle Grid

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I am a resident and ride my bike to work in the city as recommended by your United Nations Sustainable Development Goals. My children also ride to school in the city. We take the separate bike paths as we have experienced dangerous conditions in the city where drivers are not respectful of bikes and pedestrians. We feel that bike lanes are essential to encouraging more people to ride and that the impact upon climate goals is more important than the preservation of parking spaces. There is excellent public transport in the CBD for people to visit local businesses and residents with cars must adapt to their inner city location rather than seek to limit healthy choices for others. I implore you not to slow the roll out of bike lanes across the Hoddle Grid. Melbourne has ambitions to be a world class city; sustainable transport is a key part of this.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Stacey Katelis

Email address: * staceykatelis@yahoo.com.au

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Agenda item 6.9 Implementation of COM Transport strategy 2030 and Transport program to aid city recovery and reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

The council SHOULD NOT support item 22.6. which Endorses the deferral of further installation of new protected bike lanes in the Hoddle Grid during the financial year 2022/2023, following two years of accelerated delivery. Melbourne has fallen far behind other cities when it comes to being liveable and sustainable. Internationally major cities are progressing and actively increasing bike paths, closing roads and reducing car parks. The infrastructure needs to be in place for people to be able to get on their bikes and travel into the city. It would be a major setback and make Melbourne fall behind international cities further if we deferred the installation of new protected bike lanes.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Stephen Clarke

Email address: * sdcl964@icloud.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Pop up bike lanes

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

The council SHOULD NOT support item 22.6. which Endorses the deferral of further installation of new protected bike lanes in the Hoddle Grid during the financial year 2022/2023, following two years of accelerated delivery.

a. A major barrier to cycling into the city is safe bike paths and connections within the Hoddle Grid. To defer installation of the new protected bike lanes will provide a barrier to cyclists and other active transport users going to and moving around the city and have negative impacts on our city as we all need to have options

b. A cyclist died in the city of Melbourne two weeks ago on the corner of Latrobe and King street. Protected bike lanes will improve the safety of cyclists riding in the city. It is important to ensure that there is a safe infrastructure to get more people to cycle as a mode of transport. It is proven that making safe infrastructure increases rider participation. We need protected bike lane construction to accelerate not to halt!

c. Melbourne has fallen far behind other cities when it comes to being livable and sustainable. Internationally major cities are progressing and actively increasing bike paths, closing roads and reducing car parks. The infrastructure needs to be in place for people to be able to get on their bikes and travel into the city. It would be a major setback and make Melbourne fall behind international cities further if we deferred the installation of new protected bike lanes.

Please indicate whether you No

would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: * I have read and acknowledge how Council will use and disclose my personal information.

Name: * Stephen Hodge

Email address: * stephen@weride.org.au

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Agenda 6.9

Alternatively you may attach your written submission by uploading your file here:



[220603_weride_submission_agenda_6.9_letter_to_melbourne_city_councillors.pdf](#)

177.90 KB · PDF

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Submission to Future Melbourne Committee 7 June 2022

Friday, 3 June 2022

Dear Melbourne City Councillors,

RE: Agenda item: Agenda 6.9

WeRide Australia is writing to express its strong support for the continued roll out of Melbourne CBD bike lanes.

As the CBD seeks to ensure a strong economic recovery from the pandemic, there has never been a more important time to roll out quality active transport infrastructure - including bike lanes and footpaths.

It is people who make up a city and many are choosing with their transport choices to walk or ride a bicycle to get into the CBD.

This is an economic opportunity, a transport opportunity and healthy liveable city opportunity for Melbourne. More specifically:

- Before COVID, 7% of all people travelling into the CBD came by bike, if Melbourne wants to attract people back into the city, then let's support people who walk and people who choose to ride a bicycle both on routes both into and within the CBD.
- The average trip distances in Greater Melbourne are surprisingly low, more than 40% of all trips for all purposes are just 3km or less, 50% are just 5km or less. The 2009 VISTA Survey shows the average trip by car is just 4.3 kilometres, indicating there could be several other modes suitable to complete those trips if investment was allocated to make them convenient, comfortable, direct and safe. This is exactly the type of separated infrastructure the City of Melbourne has begun to roll out.
- The provision of appropriate infrastructure Improves safety for people walking and riding, but it also improves safety for all road users, whatever their mode.
- The ability to consider commuting by walking and cycling opens the opportunity for people to reduce their cost of living by reducing their car use, and
- Parking in a bike space generates twice as much economic activity for local businesses as a car parking in the same space (from Urbis), bikes are good for business!

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community who would like to move in ways that are healthier, more convenient, safer and contribute to a transition to a low carbon future.

On World Cycling Day in this submission to the City of Melbourne's considerations of Agenda item 6.9, we convey again our strong support, as the national independent voice for cycling in this country, for the plan you have to make the City of Melbourne one in which all people who want to access or move around the CBD are able to do so actively, conveniently and safely, whatever their choice of mode.

We remain at your service should you wish to discuss any of the points we have raised,

Sincerely,

Stephen Hodge
Director – National Advocacy, WeRide Australia
e-mail stephen@weride.org.au, mob

WeRide Australia WeRide is the national independent voice for cycling

Our Vision: Australia's a greener, healthier, better place to be because more people are riding bikes.

Our Mission: Build a healthy, sustainable future through advocacy, program development and research around the bicycle's role in environment, health, infrastructure and safety.

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Steve Cooke

Email address: * steve@pin21.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I'd like to express support for the extension of the network of safe, separated, bicycle lanes. It makes sense to enable people to travel into the city safely by cycle, if they so choose, since this helps reduce the number of cars congesting the roads. Bikes take up a lot less room than cars, both when traveling and when parked!

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *	I have read and acknowledge how Council will use and disclose my personal information.
Name: *	Steve Meade
Email address: *	swmeade08@gmail.com
Phone number *	
Date of meeting: *	Tuesday 7 June 2022
Agenda item title: *	Bike pathways
Please write your submission in the space provided below and submit <u>by no later than 10am on the day of the scheduled meeting.</u> Submissions will not be accepted after 10am.	Remember all the years we've wanted better things for Melbourne, now is not time to renege on safe cycling infrastructure, fairer street space allocation & decarbonising transport. Please continue to add bicycle infrastructure in Melbourne. Bike pathways decrease congestion in our cities and improve the quality of life
Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *	No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Steven Curtain

Email address: * smcurtain@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

To the Future Melbourne Committee,

I'd like to congratulate the City of Melbourne on its efforts thus far in implementing the first phases of its transport strategy, with reference to the excellent work done on the increasing space allocation for cycling within the city. People of all riding abilities now have better outcomes for reaching their destination in a safer fashion than previously and this certainly warrants our plaudits.

While this work so far is fantastic, for these installations to reach their true potential, it is critical that the City of Melbourne continue its roll out of safe cycling infrastructure to allow the space for more people get to more places within the City of Melbourne and feel safe in doing so.

It's little secret that rider stress due to mixing with high volume and high-speed traffic is the key inhibitor to most of the population whom are interested in making journeys by bike but choose not to. The only way we can get more people out of the space and energy inefficient private car and instead onto bikes, is to provide people with more safe cycling infrastructure to do so.

While we're gripped by a climate emergency, high fuel prices and coming off the global pandemic, this is the perfect time to be doing the heavy lifting and accelerating the roll out of more safe places to ride.

While there will always be the naysaying vocal minority that are resistant to change. It is important that the City of Melbourne and the Future Melbourne Committee remember that throughout history, even in cities like Amsterdam where the transition away from car culture in the 1970's drew a backlash and criticism initially, city decision makers have been rewarded for being brave and standing by their convictions to push on with equitable provision of space to create beautiful cities for people.

Numerous studies have shown bicycle traffic to improve business viability in the downtown areas. As a new resident and ratepayer within the City of Melbourne just this month, I am excited about the opportunity for my partner and I to ride from new our home in Kensington, into the city for shopping, business and entertainment purposes. I'm excited that both her and I can feel safe and protected from traffic by riding on the existing cycling infrastructure. This will only be better and more connected with greater investment in the very imminent future.

We trust that Future Melbourne Committee have the bravery and vision to make a unanimous decision to push on with protected bike infrastructure rollouts in the CBD and inner suburbs so that not only us, but our kids one day too, can feel safe riding in and around the city with us in the future.

Thanks in advance.

Yours sincerely,

Steve Curtain

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Stuart Armstrong

Email address: * stuart@velocycles.com.au

Phone number *

Date of meeting: * Thursday 14 October 1971

Agenda item title: Agenda 6.9

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Agenda item title: Agenda 6.9

I'm writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation.' By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city.

Improving local air quality and health outcomes for communities: Air pollution from

cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll. If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution. Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around. These upgrades can dramatically impact older people, those living with a disability, low income households and migrant communities.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant:

Bike-riding and walking are the cheapest travel options, and improved infrastructure allows more Melbournians to experience these benefits.

To conclude, I was alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my gratitude for the bike lanes that have been rolled out to date (and accelerated during COVID-19). I sincerely hope that you persevere with your bike strategy, which was outlined well before the pandemic.

Yours sincerely,

Stuart Armstrong

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Stuart Emmerson

Email address: * docemerson@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Pausing cbd bike lanes

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Agenda item 6.9

he council SHOULD NOT support item 22.6. which Endorses the deferral of further installation of new protected bike lanes in the Hoddle Grid during the financial year 2022/2023, following two years of accelerated delivery.

a. A major barrier to cycling into the city is safe bike paths and connections within the Hoddle Grid. To defer installation of the new protected bike lanes will provide a barrier to cyclists and other active transport users going to and moving around the city and have negative impacts on our city! Do not vote on this motion.

b. A cyclist died in the city of Melbourne two weeks ago on the corner of Latrobe and King street. Protected bike lanes will improve the safety of cyclists riding in the city. It is important to ensure that there is a safe infrastructure to get more people to cycle as a mode of transport. It is proven that making safe infrastructure increases rider participation. We need protected bike lane construction to accelerate not to halt!

c. Melbourne has fallen far behind other cities when it comes to being livable and sustainable. Internationally major cities are progressing and actively increasing bike paths, closing roads and reducing car parks. The infrastructure needs to be in place for people to be able to get on their bikes and travel into the city. It would be a major setback and make Melbourne fall behind international cities further if we deferred the installation of new protected bike

lanes.

d. Australians voted for climate change in the recent federal election, delaying the installation of protected bike lanes is directly opposed to what Australians (and city of Melbourne residents who voted Green!) want! It is time to act now and the rollout of protected bike paths can not be delayed.

Dr Stuart Emmerson

Collins Place Medical clinic 71 Collins St Melbourne VIC 3000

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Stuart Lamble

Email address: * slamble@gmail.com

Phone number *

Date of meeting: * Thursday 7 July 2022

Agenda item title: * 6.9 – Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I am a full-time employee of a business that has its Victorian office in the Melbourne CBD. Since the cessation of pandemic restrictions, I have been commuting to the office by bicycle from my home in the Maroondah council area (a trip of approximately 90 minutes inbound). My goal in doing so is a combination of active commuting, and minimising my exposure risk to COVID via public transport.

I applaud the council's work in taking advantage of the pandemic closures to expand the bicycle lane network within the CBD, and I beg that it be continued. We have an opportunity here to reshape the city, making it more friendly for those undertaking active transportation (walking, cycling, etc.). Experience overseas has demonstrated that such changes positively, rather than negatively, impact upon businesses that are reliant upon passing traffic for custom.

As somebody who has been cycling for over twenty years, I am accustomed to having to deal with a hostile environment on the road. Most are not so accustomed. Changes that reduce the intimidation or 'fear' factor in cycling will help encourage the use of bicycles, which will in turn reduce the perceived need for space for cars. Done properly, there is sufficient room for bicycles, delivery vehicles, taxis, and other vehicles that need to use the CBD's roads.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Stuart Outhred

Email address: *

southred@amygillett.org.au

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Alternatively you may attach your written submission by uploading your file here:



[submission_city_of_melbourne_bike_lane_program_060622.pdf](#)

150.82 KB • PDF

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

06 June 2022



SUBJECT: Agenda Item 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Dear Lord Mayor and Councillors,

Thankyou for your progressive approach to improving road safety for people riding bikes over the past few years. You have demonstrated to many other Australian LGAs how safe cycling infrastructure can be implemented quickly, in turn making people safer and encouraging more people to ride.

We are concerned to learn that Council is considering delaying the implementation of more protected bike lane projects in central Melbourne. We strongly encourage you to re-think this, and to not delay the implementation of protected bike lanes in the City of Melbourne.

For context, cycling safety in Australia needs much more action to reduce serious trauma;

- On average, a bike rider will die every 9 days on Australian roads¹.
- Every day, an average of 20 people riding bikes will be hospitalised, with 5 of these being high threat to life cases².

There is a clear need for more action on cycling safety initiatives. Protected bike lanes that physically separate people on bikes from moving traffic can play a central role in making bike riding safer, reducing trauma, and yielding the vast and varied benefits that more people cycling can bring.

Over 2.6 million Victorians rode a bike in the last year, with over 1.2 million Victorians riding a bike in a typical week³. This is a significant number of people, all of whom deserve safe road design.

We encourage you to be more proactive and to continue to play a leadership role in cycling infrastructure design and delivery for other Australian cities. Please feel free to contact me directly via southred@amygillett.org.au if you have any queries or would like AGF's support or involvement in future.

Yours sincerely,

Stuart Outhred

Head of Strategy and Research
Amy Gillett Foundation

17/31 Queen St, Melbourne VIC 3000
www.amygillett.org.au
ABN: 46 200 981 503 / ACN: 118 522 375

¹ <https://www.officeofroadsafety.gov.au/data-hub/fatalies-data>

² <https://www.officeofroadsafety.gov.au/data-hub/serious-injuries-data>

³ <https://www.cwanz.com.au/wp-content/uploads/2021/08/NWCPS-Vic-2021-v2.0.pdf>

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Stuart Winthrope

Email address: * swinthrope@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I regularly commute to the CBD by bike for work and shopping. If I must, I sometimes drive by car.

I find the Council's decision to pause bike safety improvements through new protected bike lanes very disappointing and frankly frustrating.

I feel far safer in the city where the new infrastructure has been put in place, but large parts of the city still seem too risky to ride in, especially after dark and at times near the peak. With the increased ease of transport around the city by bike and now by electric scooter, and the greatly increased volume of people travelling on bike and scooter, it seems senseless to stop these safety improvements, particularly given the extent to which this decision seems to be influenced by AM radio culture wars rather than by the data or actual road users.

Businesses need to be able to take deliveries, but I have never seen new safe infrastructure prevent this. There is ample off street parking available. That a high volume of traffic travels through the city without stopping, and has to witness the most vulnerable road users travelling safely in bike lanes, is a failure of transport planning more broadly; it is not an issue with vulnerable road users being provided with safe infrastructure or those drivers feeling they are best served by the CBD's streets being their route from Footscray to Box Hill.

Until such time as Melbourne's roads allow drivers not travelling to the city to avoid the CBD, I understand the Council must balance different users' needs and interests. I believe however that the Council should prioritise safety above all else on its roads, and build infrastructure that reflects what it wants: to "reduce through traffic in the busiest parts of the city, convert our 'Little Streets' into pedestrian priority shared zones, and transform Melbourne into the country's leading bicycle city".

Pausing these improvements is a clear step backwards away from that goal.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Susan Stevenson

Email address: *

susan.stevenson1@bigpond.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

#6.9 Reduction of planned bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I do not agree with the proposed reduction of planned bike lanes in the City of Melbourne. Surely the recent federal election shows unequivocal support for any measures that limit carbon emissions. It's time to prioritise the environment over short term popularity with small business. If anything the plans should be extended and a real commitment to change celebrated. And ultimately people on the ground, not cars driving through the city, will be the source of prosperity in the City of Melbourne.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Tahlia Ludlow

Email address: * tahlialudlow@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: 6.9

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Agenda item title: Agenda 6.9

I'm writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards

bike-riding and reduces car traffic, achieving 'traffic evaporation.' By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll. If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around. These upgrades can dramatically impact older people, those living with a disability, low income households and migrant communities.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options, and improved infrastructure allows more Melbournians to experience these benefits.

Increase business: Despite all the criticism that has led to this "pause", which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure increases economic activity, spending in retail and hospitality venues. A number of car-free city centres around the world are thriving more than ever. Salt Lake City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the extra foot and wheel traffic. Further, with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and dog!) is only growing. See international case studies here: <https://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf>

To conclude, I was alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my gratitude for the bike lanes that have been rolled out to date (and accelerated during COVID-19). I sincerely hope that you persevere with your bike strategy, which was outlined well before the pandemic.

Yours sincerely, Tahlia

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Tess Allaway

Email address: * tessallaway@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear committee members

I am writing to formally oppose Council's move to pause the continuation of separated bike lane development and other bike riding infrastructure in Melbournes CBD.

To pause the work clearly signifies the deprioritisation by council of the safety of bike riders and pedestrians wishing to travel through, to and from the CBD.

To pause the work reduces the appeal for many who wish to visit the cbd as cycling to the cbd is an attempt active travel option particularly given higher costs to drive a private vehicle, and increased risk of infection on public transport.

To pause the work now loses momentum which was hard fought to progress Melbourne as a bike friendly city.

I urge council to reconsider this move and instead develop alternative options to address the issues raised with delivery drivers accessing the cbd.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Thijs van der Heijden

Email address: * thijsvanderheijden@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I would like to express my strong support for the transport plan 2030 and accelerated implementation over the past two years, and hope this will continue apace so Melbourne can keep up with leading global cities.

While Paris, London, Milan, Vancouver and even Sydney are pulling ahead with bold plans to make getting around the city by bike easier, safer and more inviting, somehow in Melbourne those benefits are not clear?

In the meantime, another bike rider tragically died in the city recently after being struck by a truck on a street without bicycle infrastructure.

It has been clear for a long time that a) business owners tend to overestimate the proportion of their clientele arriving by car, and b) underestimate the (potential) revenue from customers arriving on foot, by bike and public transport, <https://t.co/KCc1cCPglt>

The main benefit of the accelerated roll-out of the bike infrastructure over the past two years has been that it has created a nearly instant network. When people realise that they can get from A to B on a bike using infrastructure that keeps them safe the whole way, they will start using a bike as a means of transport. The increase in ridership

in the city is a clear testament to that. The important bit there is network and uninterrupted. A single intersection or block that is not safe has the capacity to put numerous people of riding at all.

While the roll-out so far has generated a mini-network and gave the flywheel of more efficient inner-city transport a sling, the momentum can very easily stall if the roll-out comes to a halt. Once someone has determined bike riding is not safe for them right now, it takes a lot of effort and time to convince them otherwise again once the infrastructure improves. We should use the energy we've created over the past couple of years to keep pushing for healthier, more comfortable and safer transport options by continuing to accelerate the bike lane roll-out.

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Thomas Boyle

Email address: * thomas@outlook.com.au

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Agenda 6.9

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

As a visitor to Melbourne who contributes to the local economy, I look forward to getting around on a bicycle for the most part—as long as my family and I are separated from traffic (kerb-side bike lanes are acceptable). Unfortunately, the current extent of the safe network is lacking. My family has visited European cities with amazing cycling facilities. We would sooner rather go back there than visit Melbourne in its current state, and especially if the roll out of safe cycling infrastructures is halted. Sydney is going very well and will outperform Melbourne on liveability as it continues to roll out world class cycling infrastructure for all ages and abilities. Thank you for the opportunity to provide a submission.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Thomas Bredin-Grey

Email address: * tbredin@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Bike lanes are about safety and saving lives, not just convenience.

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I have seen a headline reading "No more new bike lanes for CBD after council cops complaints"

This is quite difficult to stomach as a cyclist who doesn't face something as minor as a parking inconvenience or congestion when travelling through the city.

What I instead face are threats to my life made by motorists who frankly cannot be trusted to share the roads safely with cyclists.

The space reserved for transport in our city centre is already slanted extremely heavily towards motor vehicles. It beggars belief that when cyclists simply ask to be safe from injury by providing separated lanes, motorists complain that we do not even deserve basic safety — and for what? Slightly increased congestion and slightly less parking access, in a city centre already overwhelmingly dominated by motor vehicles?

The arrogance of motorists seems to know no bounds.

Separated cycle lanes have nothing to do with convenience.

They are about saving lives.

Any motorist that thinks their convenience is worth lives, should have their drivers license revoked. These are the exact drivers already most likely to run down cyclists in the less safe parts of our cities.

If motorists cannot share the roads in a safe manner including by supporting infrastructure that makes cyclists safe, I CERTAINLY do not believe these motorists can be trusted to share the roads without such infrastructure in place.

Please reconsider this dangerous decision that will cost lives.

<https://www.theage.com.au/politics/victoria/no-more-new-bike-lanes-for-cbd-after-council-cops-complaints-20220602-p5aqia.html>

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * THOMAS WERNER

Email address: * tom.c.werner@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Agenda Item 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Future Melbourne Committee

I oppose any decision to defer the roll out of protected bicycle lanes within the Hoddle Grid.

Complaints from business owners ignorant to the benefits of bicycle lanes and from car drivers with no interest in any other road user but themselves should never be made more important than dead cyclists. I remind the committee of the recent death of a female cyclist on May 17th 2022 after a collision with a truck at the La Trobe and King St intersection which could likely have been avoided with more safe separated cycling infrastructure. I wonder how her family would receive news of a decision to defer the roll out of bicycle lanes within the Hoddle Grid?

I disagree with the projection that motor vehicles will provide an economic contribution of \$7.5 billion dollars to city activation, more than that of cycling. Multiple studies worldwide have shown that journeys via active transport have a net monetary benefit society, where as car journeys have a net monetary cost to society. The analysis has not considered the overall cost of the automobile, that is the cost to the environment, on road death and trauma, road maintenance, congestion/productivity, health and noise pollution. Proper investment in active transport over

time will yield these benefits and any decision to delay the roll out will ultimately cost society.

I strongly urge the committee to be bold for once and stand up for cycling and active transport. It will send a message that you take the commitment seriously and you have a vision for the future of Melbourne where it is not dominated by cars. If Melbourne ever wants to be the world's most liveable city again, the committee must decide to continue the roll out of protected bicycle lanes.

Please indicate **No**
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Thomas Young

Email address: * tfyoung@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

As a resident of neighbouring Maribyrnong who works in the City of Melbourne, I'm writing to argue against deferral of further bike lanes in the Hoddle grid.

Protected bike lanes are vital to my travel to my work place in fisherman's bend which isn't well served by public transport. Any side trips into the city on my way to/from work are hampered by the poor bike lanes – especially those running east-west.

Adding additional protection along Flinders st and Bourke st should not be further delayed since having Latrobe st as the only viable east-west connection makes much of the city unreachable to me.

Reading through the report, the suggestion to defer doesn't appear to be backed by any evidence – indeed most of those contacted appeared to support the bike lanes and their added safety. Waiting while the "city continues to recover and travel behaviour settles into a new rhythm." is just a copout to maintain the status quo where cyclists are regularly killed and single occupancy cars are relied on despite the fact that they can't scale and bring so many negative externalities. Instead of leading and making a more livable Melbourne, the decision is to delay. The report itself outlines how other world leading cities are doing so much more, leaving Melbourne meandering behind even

the likes of Sydney.

Instead of worrying about congestion for those attempting to pass through the city, I ask that Melbourne leads and creates a truly livable city that people can get to without a car and spend time in and does not defer the addition of more protected bike lanes within the Hoddle grid.

Please indicate No
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would like to
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the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Ti Wilson-Brown

Email address: *

twilsonb@mac.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting.

I'd like Melbourne City Council to continue rolling out more bike lanes.

Submissions will not be accepted after 10am.

They're good for cyclist, pedestrian, and vehicle safety. They cut down on congestion, avoid costly road widening, and improve climate outcomes.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *	I have read and acknowledge how Council will use and disclose my personal information.
Name: *	Tim Brown
Email address: *	tgbrown@live.com
Phone number *	
Date of meeting: *	Tuesday 7 June 2022
Agenda item title: *	6.9 Implementation of COM Transport strategy 2030 and Transport program to aid city recovery and reactivation
Please write your submission in the space provided below and submit <u>by no later than 10am on the day of the scheduled meeting.</u> Submissions will not be accepted after 10am.	<p>The council SHOULD NOT support item 22.6. which Endorses the deferral of further installation of new protected bike lanes in the Hoddle Grid during the financial year 2022/2023, following two years of accelerated delivery.</p> <p>A major barrier to cycling into the city is safe bike paths and connections within the Hoddle Grid. To defer installation of the new protected bike lanes will provide a barrier to cyclists and other active transport users going to and moving around the city and have negative impacts on our city! Do not vote on this motion.</p>
Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *	No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Tim Clifford

Email address: * tim.clifford@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * City of Melbourne Transport Strategy 2030

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Hello,

I am a resident and worker in the Melbourne CBD. Over the past year or two I've been very happy to see the positive changes the council has been planning and rolling out which prioritise people using active and public transport.

I was disappointed to hear that elements of this were being put on hold. This feels extremely short sighted, particularly when the initial data collected looks to show promising patterns for these changes.

Yes, some people will be frustrated that their trip through the city takes an extra 5 or 10 minutes. Who should we focus on? These individuals or the thousands of people living and moving about the city each day?

When we make it faster for those in cars to travel in the city, we're making it less safe for those walking and riding, increasing noise & pollution and in turn only encouraging more people to drive in.

Many other major cities are making even more aggressive changes than Melbourne, because they know the long term positive impact this will have on people living in and visiting the city plus the benefits this has for tourism.

Cities are for PEOPLE – not cars. Let's stop treating them as thoroughfares and car parks.

Please continue implementing the existing strategy, future inhabitants and visitors to the CBD will thank you.

Thank you,
Tim Clifford

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Tim Connors

Email address: *

tim.w.connors@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I've been bicycle commuting into the CBD for 12 years. Originally from the south-east, I was shoved onto City Road with no suitable paths to get across the city to Docklands. When I wanted to go to functions after work, the best alternative was the 15cm bicycle lane on Collins St, and sometimes filtering between all the stuck traffic and drivers who don't understand what indicators and mirrors and head-checking are, on Flinders St. Cycling infrastructure, while still awful in the majority of the city, is slowly getting better. But we have a niche groups of people, like car drivers, who only represent 27% of the trips into the city, half of which are just travelling through to the other side anyway, who keep lobbying to rip up the small amounts of progress being made.

No country has ever solved congestion by building more lanes. There are no traffic engineers left practising anymore who haven't heard of induced demand. With an average occupancy rate of 1.05 (or even smaller, if you factor in that a large number of the cars in the city are taxis and ubers, where the 1 person in the car is the driver, which is rather superfluous to getting actual travellers around – the productive occupancy rate is much closer to 0), the 12 square metres a car takes up are a waste of 11 square metres per person. Amsterdam didn't solve congestion by building more lanes, and didn't get more people riding by ripping up bicycle lanes that were already there. The only traders left worrying about the lack of car parking spaces in front of their shops in Amsterdam should consider the fact that they've reached retirement age. Everyone else has gotten used to it and adjusted to the way things have to be done in busy cities with limited space.

As for deliveries – they've managed in busy cities by implementing timed loading zones. All deliveries have finished by 7am in much of Europe.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Tim Richards

Email address: * tim@iwriter.com.au

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: 6.9

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I'm a ratepayer who has lived on Elizabeth Street for 19 years, and has seen the city change greatly over that time. I am strongly in favour of increasing pedestrianisation of the city along with the continued construction of bike lanes, and I was very disappointed to hear the council pulling back on its construction of bike lanes in recent media comments.

I strongly urge you to continue the bike lane construction, to increase its pace of extension, and to generally follow up on the pedestrianisation which was promised during the pandemic and which seems to have gone nowhere since then. The future of the Melbourne CBD is in increased access for cyclists and pedestrians, and in decreasing automotive traffic within its bounds.

Please indicate whether you would like to verbally address the Future Melbourne in No

support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Tim Singleton Norton

Email address: * tim@anewleaf.com.au

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Agenda 6.9

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I'm writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

- Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation.' By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city.
- Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll. If more people rode to work or university instead of driving, we'd see a reduction in the number of

Melbournians dying from air pollution.

– Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia’s most vulnerable and marginalised groups to get around. These upgrades can dramatically impact older people, those living with a disability, low income households and migrant communities.

– Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options, and improved infrastructure allows more Melbournians to experience these benefits.

To conclude, I was alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change.

I want to express my gratitude for the bike lanes that have been rolled out to date (and accelerated during COVID-19). I sincerely hope that you persevere with your bike strategy, which was outlined well before the pandemic.

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Timmy Carioscio

Email address: * timmyc@hey.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I'd like to add my voice to the large number of people who are disappointed to hear that the rollout of protected cycle lanes is potentially being halted.

Pausing the rollout of a cycling network will cause Melbourne to fall further behind. It would undercut the council's commitment to building a safer and more livable city. Melbourne's protected cycle lane goal of 90km is already low and pales in comparison to the global leaders benchmarked in this officer's recommendation (Milan – 750km by 2035, Paris – 650km by 2024, and London who has installed 100km since the start of the pandemic). Pausing or slowing the deployment of the remainder of the cycle network due to a very small minority's complaints would be detrimental to the city at a time when it needs strong leadership to guide it into a bright, post-COVID future.

The bicycle is a tool capable of transforming public space, making our city safer, more equitable, healthier, more vibrant and more inclusive. I ask that you reject this recommendation and continue the deployment of protected cycle lanes.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Tina McCarthy

Email address: * tina@wheelwomen.com.au

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation of COM Transport strategy 2030 and Transport program to aid city recovery and reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Melbourne has prided itself on becoming a 'cycling city', so said previous Lord Mayor Doyle. However, the recent announcement of halting installation of bike lanes across Melbourne is counter to this boast.

One only has to read the research to understand that the sign of a safe city is how many women cycle. The Victorian Cycling Strategy states the following:

"Women, children and senior Victorians cycle far less than the typical cyclist, who is male and under 45. Women and older people say that safety concerns discourage them from cycling. Overseas data indicates that providing protected cycling infrastructure increases participation by underrepresented groups."

If Melbourne is to claim it is a cycling city it needs to cater to the underrepresented. The Strategy also states:

"Other factors that make cycling a more comfortable experience are:

- placing routes through attractive and safe locations
- providing wider and smoother paths that allow for side-by-side cycling and overtaking in comfort
- keeping existing paths well-maintained
- minimising delays for cyclists, particularly at intersections and crossings
- providing good lighting and foot rests.

Underrepresented groups are also put off cycling by lack of knowledge of safe routes, the demands of bicycle maintenance and lack of riding partners.

This recent decision by Melbourne City Council to halt further roll out of bicycle lanes in the city is at odds with this strategy and is completely disappointing.

On a personal level, I have been operating a business in the City of Melbourne for the last 10 years that provides education for women on cycling: how to improve their skills, how to negotiate traffic, how to use their bikes as transport. One of the largest barriers to cycling in the city and CBD areas is the lack of infrastructure to help women feel safe. However, with the COVID lockdowns and the roll out of more 'pop-up' lanes there was a distinct increase in the confidence of women in our group to use the city as a cycling destination.

Removal of the existing lanes or halting further development is not only at odds with the Victorian Cycling Strategy, it is counter to encouraging more people (women) to the city. If more women cycle, it means that the area is safe from both an infrastructure point of view as well as a 'harm' point of view. To deny this means denying those very underrepresented groups the opportunity to use their city.

I am a resident in City of Melbourne and I run my business Wheel Women Cycling in the City of Melbourne. The business is an award winning business (VicSport, Cycling Victoria) and I am the recipient of the Leadership Award in Cycling from the national body WeRide.

Over the last 10 years I have worked to increase how women perceive the city as a cycling destination. This back-step by the council simply destroys all that hard work.

Re-instate the development of more bikes lanes.

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Tobe Cooper

Email address: * tobecoper0@gmail.com

Phone number *

Date of meeting: * Monday 6 June 2022

Agenda item title: Protected bike lanes

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Protected bike lanes are a second rate option. Cars and bikes should be able to share the road.

However that doesn't seem to be the current paradigm here in Melbourne. Bikes lanes are the next best option until we have presumed liability laws and a culture of looking after others.

The council should NOT support or endorse item 22.6. Endorses the deferral of further installation of new protected bike lanes in the Hoddle Grid during the financial year 2022/2023, following two years of accelerated delivery.

a. A major barrier to cycling into the city is safe bike paths and connections within the Hoddle Grid. To defer installation of the new protected bike lanes will provide a barrier to cyclists and other active transport users going to and moving around the city and have negative impacts for our city!

b. A cyclist died in the city of Melbourne two weeks ago on the corner of Latrobe and King street. Protected bike lanes will improve the safety of cyclists riding in the city. It is important to ensure that there is a safe infrastructure to get more people to cycle as a mode of transport. It is proven that making safe infrastructure increases rider participation.

c. Melbourne has fallen far behind other cities when it comes to being livable and sustainable. Internationally major cities are progressing and actively increasing bike paths, closing roads and reducing car parks. The infrastructure needs to be in place for people to be able to get on their bikes and travel into the city. It would be a major setback and make Melbourne fall behind international cities further if we deferred the installation of new protected bike lanes.

d. Australians voted for climate change in the recent federal election, delaying the installation of protected bike lanes is directly opposed to what Australians (and city of Melbourne residents who voted Green!) want! It is time to act now and the roll out of protected bike paths can not be delayed.

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Tom Davis

Email address: * tdavis12321@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Councillors,

I write to note my strong opposition to the proposed resolution 22.6 'Endorses the deferral of further installation of new protected bike lanes in the Hoddle Grid during financial year 2022/2023, following two years of accelerated delivery.'

The delivery of new cycle lanes across the city is noted throughout the report as a critical factor in reducing our contribution to climate change, improving the safety of cyclists, and re-balancing the available road space to more efficient modes of transport. The proposed resolution will undo two years of significant progress in the space, and will directly lead to worse overall transport outcomes for the City of Melbourne.

Unfortunately it seems that CoM is receptive to a small vocal minority who oppose cycle lanes in favour of increasing vehicular traffic. The existing road network around Melbourne is objectively unsafe for cyclists, and this is evidenced by the numerous recent cyclist deaths with Melbourne. The people perpetuating these campaigns neither experience these safety issues themselves, nor care about the safety of others.

It is critically important that the roll-out of new protected cycle lanes is not only maintained, but increased. Melbourne will fall behind almost all other urban councils both in Australia and internationally if this recommendation is approved. One only has to look at a city like Paris or London to see the impact of a mass roll-out of cycle lanes.

I ask that you please listen to and consider the voices of experts in this field rather than the loud voices in the media. CoM respected the voices of recognised experts during COVID, and it is paramount that the same is done for the transport network.

Thanks,

Tom

Please indicate No
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would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Tom Keeble

Email address: *

t.keeble@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

As with global heating and a changing climate, “the science is settled” on separated bike lanes. They reduce congestion, increase revenue for local traders and most importantly reduce cyclist fatalities.

Many other submissions will I’m sure outline the evidence – again – for all the benefits of bike lanes and the detrimental effects of pandering to the traffic lobbyists. We shouldn’t need to keep saying this stuff – you have a supposed “Director of City Strategy” whose job it actually is to make this case instead of spouting nonsense as in items 19 and 21.

Frankly, by countenancing the deferral of the lane rollout, Council is making themselves and Melbourne look like some provincial backwater full of yokels rather than a globally relevant city for the 21st century.

Stop caving in to minority groups who represent a small set of vested – and uninformed – interests and “just build it”.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * Yes No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Tom Newman-Morris

Email address: * tom.newman-morris@protonmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I'd like to register my surprise and disappointment at the idea of 'pausing' the rollout of protected bike lines in the CBD. These bike lanes are long overdue. They are needed to provide people confidence and security that they can enter and move around the CBD in a healthy, environmentally friendly, low maintenance, low cost, space efficient manner – out of cars and on their bikes. This includes not only those confident and brave enough to ride on the current incomplete 'network' but the many who would only commence riding when a large enough and therefore safe enough network is provided.

In my personal experience, riding alone and riding with my 2 young children on a cargo bike, I am regularly cut off and encroached upon by cars. Whether these close calls are due to inattentive drivers or poorly designed infrastructure that mixes cars with cycle traffic, they make me question cycling and all of its benefits as a viable transport option for me. Wherever I can I stick to the protected bike lanes, including planning in advance along which routes to travel. Riding from my home in North Melbourne to the South Melbourne Aquatic centre for swimming lessons was a non-starter until the William St lanes opened up. These days I ride this trip in complete confidence. By contrast, two weeks ago as I was riding with my 2 kids along Queensberry st with its unprotected bike lanes I had 2 near misses in a 1km stretch. First a car pulled out abruptly in front of me from the car park lane. I was able to stop but could easily have been pushed over and fallen into the through traffic lane. Then at the very

next roundabout I merged into the roundabout from the bike lane but a car sped up behind me and instead of yielding nearly pushed off the road again. In neither case was I at fault or would anything less than a protected bike lane have made a difference.

I am a confident rider and for me the protected bike lanes offer basic safety that is not available in mixed traffic, including when there are unprotected bike lanes. I feel like this expectation of basic safety trumps whatever right for convenience and speed those who oppose the bike lane rollout presume for themselves.

Sincerely,

Tom Newman-Morris

Please indicate **No**
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Tom Sulston

Email address: * tom@sulston.net

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Councillors, Mayor,

I write in response to the implementation update on the City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation. Specifically, on paragraph 22.6, where management asks council to defer Hoddle grid protected bike lane construction during 2022/3. I ask council to reject this recommendation.

I feel compelled to write as my partner has recently taken up cycling as a way to get around. As a new cyclist, it is absolutely vital for there to be safe, protected cycle lanes to give her both confidence and a safe place to ride. Currently, it is quite straightforward for us to cycle together from our home in the northern suburbs to the CBD, but once entering the grid, provision of safe cycle lanes is patchwork at best.

Faced with this, it is considerably easier and safer for us to ride to destinations in and around our suburb, rather than those within the CBD. As a result, we are less likely to visit the CBD and participate in its recovery.

We are not alone in this assessment – Melburnians have demonstrated that when safe cycling infrastructure is

available, they love to cycle. By slowing the pace of protected cycle lane construction, council will also be slowing the pace of Melbourne's post-pandemic recovery.

Finally, those with experience of the public service know that too frequently a "pause" is the first step in the process of abandoning a project. This project is too important to Melbourne to pause and then to abandon. It is important for our city, our health, our climate, our safety, and our economy. Around the world, protected bike lanes have been proven to be beneficial to all of those things and it is imperative that council recognise this and reaffirm its commitment to building a safe network of protected bike lanes as quickly as possible.

Thank you,

Tom Sulston

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

Yes

If yes, please indicate if you would like to make your submission in person, or via a virtual link (Zoom) to the meeting. Please note, physical attendance will be limited in accordance with City of Melbourne security protocols and COVID-safe plans and be

I wish to make by submission via Zoom

allocated on a first
registered, first
served basis. *

Privacy acknowledgement: *	I have read and acknowledge how Council will use and disclose my personal information.
Name: *	Tony Caruso
Email address: *	carusot05@gmail.com
Phone number *	
Date of meeting: *	Tuesday 7 June 2022
Agenda item title: *	Bike lanes
Please write your submission in the space provided below and submit <u>by no later than 10am on the day of the scheduled meeting.</u> Submissions will not be accepted after 10am.	<p>Recommendation 22.6 agenda item 6.9</p> <p>As there is no safe way to go from Spencer St to Spring St by way of bike lane (other than Latrobe) I would encourage Melbourne city council to find a safe solution.</p> <p>Bike lanes in the CBD have been great in reducing city traffic. If cars continue to stream into the CBD traffic could choke the city streets, don't get me wrong I'm not anti cars I have 2 of them but the more ways there are to get in and around the city the better.</p>
Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *	No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Tony Lammens

Email address: * tonylammens@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Hi. I live in Nunawading and commute daily to Southbank by bicycle. I want to thank the City of Melbourne for the extensive work it has performed over the last several years, and particularly in the last year, to reinvigorate the City – both the Hoddle Grid and the broader council area – through the implementation of the ground-breaking Transport Strategy 2030, and particularly the introduction of separated bicycle lanes on various key roads, and the introduction of planned bicycle routes through busy areas.

It has been a breath of fresh air (literally often) after the lockdowns to see the inspiring action council has taken. I feel safe riding on these lanes, and it has greatly encouraged many of my colleagues, returning to the office after extensive lockdowns, to ditch cars and give cycling a go. Cycling, I find, is a joyous activity that makes you feel good, and takes you out of a 'rat-race' mindset, and into a 'fun holiday' mindset.

I am a confident cyclist and can find my way through congested streets, but I don't want to tell you about that. Rather, I want to tell you about my daughter, who is now also a regular commuter to the CBD by train, as a new RMIT student this year. At my daughter's urging, we go on weekly bike rides from home, mostly along bike trails, and the introduction of safe routes along Exhibition Street, the north of Swanston St, St Kilda Road, Albert Street, and the new Southbank route, have allowed our focus always to be coming into the City. In particular, the

Southbank and Swanston Street routes have allowed us great access to Lygon Street and its gelaterias which prove such an inspiration to my daughter's riding! (And mine!)

The transformational power of bicycles to reduce noise is often mistaken by some social commentators and lobbyists as a sign of reduced economic activity, as if a street full of stationary honking vehicles is in some way a positive demonstration of economic might.

With all this in mind therefore I am disappointed to read of the proposal to temper or delay key bicycle infrastructure within the City. Bicycles connect people and communities and this infrastructure is not a 'nice to have' – rather it is an essential basic fabric of society in the same way that hospitals, schools, and parks need to be provided. Added to this is the economic impact that bicycles bring. I regularly shop by bike – stopping not just at gelateria, but also shopping at bookstores, department stores, specialist general retailers that the CBD and Melbourne abounds in.

There will always be those for whom change is hard. I understand hard-working but often poorly-paid delivery drivers and others may have difficulties as these lanes roll-out, but I think it is better to carry-on with the implementation of these plans, perhaps with better engagement and education of impacted stakeholders.

The world is changing. Council has recognised that the amount of space currently provided for automotive vehicles is out of all proportion to the numbers of people they support, when compared to other modes. The changes in the energy sector bringing electric vehicles will not change the fundamental space mathematics – cars still take up huge amounts of space.

Additionally, private motor vehicles' parking is not something that should be prioritised at the expense of better community facilities for all. We seem to accept that private motor vehicles can stand on public land, but somehow if someone were to place their grand piano on a public road (something that would bring more joy), this would be a grievous offense. The fundamental mathematics of space means bicycles, and the safety of their riders, must continue to be priorities.

I commend Council's commitment to being a state leader in providing bicycle facilities, and hope that its vision continues without delay.

Sincerely, Tony Lammens

Please indicate No
whether you

would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Tony Nguyen

Email address: *

tony.nguyen3000@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Please Go Ahead with Bike Lane Installation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Future Melbourne Committee,

Please consider going ahead with the installation of separated bike lanes in Melbourne. Cyclists, both current and emerging like myself would love to use our bikes as transport as much as possible. More separated bike lanes would help us to feel much safer and would encourage more people to cycle in and around the city, promoting a reduction in carbon emissions, physical health and fitness, reduced noise and traffic and countless other benefits.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Tony Pitman

Email address: *

pitmantony@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Protected bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I urge Future Melbourne to continue to construct and develop the network of protected bike lanes throughout the city. Protected bike lanes make a huge difference to the cycling experience, particularly by making cyclists and drivers feel safer. A network of protected bike lanes will make Melbourne a progressive, green, forward-focused, world class city.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Travis Rich

Email address: *

travis@knog.com.au

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Reduction roll out of bike lanes

Alternatively you may attach your written submission by uploading your file here:



[dear_melbourne_city_councillors_cc_template_.docx](#) 26.31 KB

• DOCX

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Dear Melbourne City Councillors,

Agenda item title: Agenda 6.9

I'm writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure - including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality.

There are many reasons bike lanes are an important part of our transport system - and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving '[traffic evaporation](#).' By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated [1,700 deaths](#) every year in Australia - larger than the national road toll. If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around. These upgrades can dramatically impact older people, those living with a disability, low income households and migrant communities.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options, and improved infrastructure allows more Melbournians to experience these benefits.

To conclude, I was alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my gratitude for the bike lanes that have been rolled out to date (and accelerated during COVID-19). I sincerely hope that you persevere with your bike strategy, which was outlined well before the pandemic.

Yours sincerely,

Cremorne, Vic

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Trevor Daly

Email address: * trevordaly7@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Agenda item 6.9 The council SHOULD NOT support item 22.6. which Endorses the deferral of furt

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I and many other cyclists who often use this area, agree with the following reasons for not holding up the construction of safe and appropriate bike lanes:

- a. A major barrier to cycling into the city is safe bike paths and connections within the Hoddle Grid. To defer installation of the new protected bike lanes will provide a barrier to cyclists and other active transport users going to and moving around the city and have negative impacts on our city! Do not vote on this motion.
- b. A cyclist died in the city of Melbourne two weeks ago on the corner of Latrobe and King street. Protected bike lanes will improve the safety of cyclists riding in the city. It is important to ensure that there is a safe infrastructure to get more people to cycle as a mode of transport. It is proven that making safe infrastructure increases rider participation. We need protected bike lane construction to accelerate not to halt!
- c. Melbourne has fallen far behind other cities when it comes to being livable and sustainable. Internationally major cities are progressing and actively increasing bike paths, closing roads and reducing car parks. The infrastructure needs to be in place for people to be able to get on their bikes and travel into the city. It would be a major setback and make Melbourne fall behind international cities further if we deferred the installation of new protected bike lanes.
- d. Australians voted for climate change in the recent federal election, delaying the installation of protected bike

lanes is directly opposed to what Australians (and city of Melbourne residents who voted Green!) want! It is time to act now and the rollout of protected bike paths can not be delayed.

Thank you.

Please indicate No
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would like to
verbally address
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Melbourne in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Trond Abelseth

Email address: * trond.abelseth@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Agenda item 6.9 Implementation of COM Transport strategy 2030 and Transport program to aid city recovery and reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

The council SHOULD NOT support item 22.6. which Endorses the deferral of further installation of new protected bike lanes in the Hoddle Grid during the financial year 2022/2023, following two years of accelerated delivery.

- a. A major barrier to cycling into the city is safe bike paths and connections within the Hoddle Grid. To defer installation of the new protected bike lanes will provide a barrier to cyclists and other active transport users going to and moving around the city and have negative impacts on our city! Do not vote on this motion.
- b. A cyclist died in the city of Melbourne two weeks ago on the corner of Latrobe and King street. Protected bike lanes will improve the safety of cyclists riding in the city. It is important to ensure that there is a safe infrastructure to get more people to cycle as a mode of transport. It is proven that making safe infrastructure increases rider participation. We need protected bike lane construction to accelerate not to halt!
- c. Melbourne has fallen far behind other cities when it comes to being livable and sustainable. Internationally major cities are progressing and actively increasing bike paths, closing roads and reducing car parks. The infrastructure needs to be in place for people to be able to get on their bikes and travel into the city. It would be a major setback and make Melbourne fall behind international cities further if we deferred the installation of new protected bike lanes.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Tyson Leong-Cuzack

Email address: *

ty.leon@hotmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda 6.9

Alternatively you may attach your written submission by uploading your file here:



[inbound7090935643056470212.pdf](#) 40.24 KB · PDF

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Dear Melbourne City Councillors,

Date of meeting: 07/06/22

Agenda item title: Agenda 6.9

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure - including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality - to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system - and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation' (1). By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. As the City of Melbourne's own research (2) shows, "Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride." A recent Melbourne study supports your findings, demonstrating that separated cycling infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

Increase business: Despite all the criticism that has led to this "pause", which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure **increases economic activity**, spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than ever. Salt Lake City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the extra foot and wheel traffic (5). Further, with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and dog!) is only growing.

Improve safety for all road users: Research indubitably demonstrates that implementing bike lanes enhances safety for not only people riding bikes but those driving and walking (6). This is because separated bike lanes have a car-traffic calming effect, enabling vehicles to move at safer speeds for everyone.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia - larger than the national road toll (7). If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around (8). These upgrades can be of particular benefit to older people, those living with a disability, low income households and migrant communities.

Reduce emissions: Personal transport is Australia's fastest growing source of emissions (9); and fluctuates between the second and third highest source (behind only energy and land use) (10). Bottom line: our cars are a major contributor to climate change and Melbournians need to be empowered to move in different ways wherever possible. The global climate science is clear: we need to increase active transport to reduce transport emissions. Local research tells us that more separated and dedicated infrastructure is required to move the great number of people from the *interested* category to actually taking up riding. Australia needs a national strategy to move away from petrol-guzzling cars to bike-riding, walking and zero-emissions public transport and electric vehicles. To pause these bike lanes would put Melbourne on the back-foot, set to become stuck in the past as Australian cities implement innovative and intelligent transport solutions.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options (11), and improved infrastructure allows more Melbournians to experience these benefits .

To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. **I ask that you preserve with your bike strategy to reap all the benefits they will bring - a strategy set in motion well before the pandemic.**

References:

- 1) <https://www.theguardian.com/lifeandstyle/video/2022/may/17/why-new-bike-lanes-dont-cause-traffic-jams-video>
- 2) <https://www.melbourne.vic.gov.au/SiteCollectionDocuments/transport-strategy-2030-city-of-melbourne.pdf>
- 3) <https://www.sciencedirect.com/science/article/pii/S2214140521003200>
- 4) <https://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf>
- 5) https://drive.google.com/file/d/0B8tOk7_upXv5djhCajg1Z0I3bmhTVTIxWldwRzA0YjJWNW9R/view?resourcekey=0-Fr7Mp14lyXvXzW6u5NBjqQ
- 6) <https://www.sciencedirect.com/science/article/abs/pii/S2214140518301488?via%3Dihub>
- 7) https://nespurban.edu.au/publications-%20resources/research-reports/CAULRR06_%20%20SubmissionFuelQualityStandardsAct2000_Mar2017.pdf
- 8) <https://www.jstor.org/stable/26211762>
- 9) <https://ageis.climatechange.gov.au/nggi.aspx>
- 10) <https://www.climatecouncil.org.au/wp-content/uploads/2017/09/FactSheet-Transport.pdf>
- 11) https://www.climatecouncil.org.au/wp-content/uploads/2018/10/CC_MVSA0154-Report-Transport_V6-FA_Low-Res_Single-Pages.pdf

Privacy acknowledgement: *	I have read and acknowledge how Council will use and disclose my personal information.
Name: *	Ursa Smerdel
Email address: *	ursa.smerdel@gmail.com
Phone number *	
Date of meeting: *	Tuesday 7 June 2022
Agenda item title: *	Agenda item 6.9 Implementation of COM Transport strategy 2030 and Transport program to aid city recovery and reactivation
Please write your submission in the space provided below and submit <u>by no later than 10am on the day of the scheduled meeting.</u> Submissions will not be accepted after 10am.	The council SHOULD NOT support item 22.6. which Endorses the deferral of further installation of new protected bike lanes in the Hoddle Grid during the financial year 2022/2023, following two years of accelerated delivery. A major barrier to cycling into the city is safe bike paths and connections within the Hoddle Grid. To defer installation of the new protected bike lanes will provide a barrier to cyclists and other active transport users going to and moving around the city and have negative impacts on our city! Do not vote on this motion.
Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *	No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Valerie Kay

Email address: * valakay@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Council members

I write to oppose the proposal to pause development of protected bike lanes in the Hoddle Grid, and to urge Council to proceed with bike lane development while educating the community about the significance of this work.

Unfortunately I will not be able to attend the meeting on Tuesday but I am happy to be contacted to provide further evidence to support this brief submission.

My major experience and qualifications relevant to making this submission are that I teach 'Climate Change and Public Health' at Monash University in the Alfred Hospital Precinct, 55 Commercial Rd, Melbourne (<https://handbook.monash.edu/2022/units/MPH5042?year=2022>) and am a regular bike rider. In normal times I commute through the city.

The United Nations has recently pointed out that we are currently on track to reach 2.7C global warming this century, and that this will be disastrous for humanity (<https://news.un.org/en/story/2022/04/1115452>). The latest International Panel on Climate Change report on Mitigation (https://report.ipcc.ch/ar6wg3/pdf/IPCC_AR6_WGIII_FinalDraft_FullReport.pdf) stresses that in order to limit global warming to under 2C and preferably 1.5C or less, we must reduce emissions, including from transport and built environments. Transport has been (prior to the pandemic) the fastest growing sector of emissions and road transport is the major component of this.

The report identifies demand management and urban design as key measures for mitigation in this sector.

Protected bike lanes are important for safe cycling which has multiple health and environmental benefits. They are also part of a broader systemic approach which cities need to take in order to reduce emissions, increase sustainability and promote adaptation, along with switching to renewable energy, greening the city and improving sustainability of buildings.

The City of Melbourne has in numerous ways stated its commitment to reduce emissions and achieve sustainability. Yet Item 6.9 barely mentions climate change or sustainability and seems more concerned with the short term convenience of some businesses and drivers.

Demand management in urban transport cannot occur without some change in behaviour by drivers and businesses. For the City of Melbourne to collapse in response to objections suggests that it is not serious in its commitment to mitigation and sustainability. I urge Councillors, rather than giving up in the face of inevitable opposition, to educate the community about the importance of mitigation and sustainability, the importance of demand management in reducing traffic emissions, and the role of protected bike lanes as part of this broader strategy. To do otherwise is to fail in your responsibilities to present and future citizens.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Velo Electric

Email address: * info@veloelectric.com.au

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Agenda 6.9

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Agenda item title: Agenda 6.9

I'm writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards

bike-riding and reduces car traffic, achieving 'traffic evaporation.' By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll. If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalized groups to get around. These upgrades can dramatically impact older people, those living with a disability, low income households and migrant communities.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options, and improved infrastructure allows more Melbournians to experience these benefits.

To conclude, I was alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my gratitude for the bike lanes that have been rolled out to date (and accelerated during COVID-19). I sincerely hope that you persevere with your bike strategy, which was outlined well before the pandemic.

Yours sincerely,

Please indicate **No**
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Verity Campbell

Email address: * verityjcampbell@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Future Melbourne Committee members,

I urge you NOT to endorse item 22.6.

As a recent victim of traffic violence – I was hit by a car a year ago while riding my bike and underwent two surgeries – every day on Melbourne's streets I feel unsafe. I was incredibly heartened, proud even, to see the recent changes prioritising vulnerable road users' safety in Melbourne's CBD. Changes that were making cyclists, scooter riders, cargo-bike delivery people – and the increasing number of young people using this active transport – welcome and safe in our city.

My husband works in Southbank and commutes daily by e-bike to and from the CBD from Coburg. I ride in weekly by e-bike or private e-scooter for shopping and recreation or to visit the NGV and RBG. We want to feel safe getting around our city but we need more protected bike lanes and we need them urgently.

Please continue to push ahead with this vital work transforming our city for our community.

Verity

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

Yes

If yes, please indicate if you would like to make your submission in person, or via a virtual link (Zoom) to the meeting. Please note, physical attendance will be limited in accordance with City of Melbourne security protocols and COVID-safe plans and be allocated on a first registered, first served basis. *

I wish to make my submission in person

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Victoria Conlon

Email address: *

victoriaconlon@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Alternatively you may attach your written submission by uploading your file here:



[submission_mcc_fmc_05062022.pdf](#)

18.06 KB · PDF

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Victoria Conlon
5/116 Peel Street,
North Melbourne
Victoria 3051

Meeting No. 35

7 June 2022, 5.30pm
Future Melbourne Committee
Melbourne Town Hall

Public Submission Future Melbourne Committee, Meeting No 35, Agenda Item 6.9

To whom it may concern

I am a long term resident and worker in the city of Melbourne. I walk to work, shop in the city, cycle into and through the city, own an e-scooter and drive through the city when needs.

I applaud the efforts of City of Melbourne and the Future Melbourne Committee in implementing the City of Melbourne Transport Strategy 2030 and Transport Program to aid City Recovery to date. However, I am concerned that the long-term vision has been derailed by COVID-19 and that some lobby groups are using COVID-19 recovery efforts to sabotage the implementation of the plan and spreading misinformation on media channels.

I particularly refer to the implementation of the Council's Cycle Infrastructure Program and support my concerns with reference to the findings of the Contribution of Different Modes of Transport to City Recovery (Urbis, 2022).

I consider the report's key findings and recommendations to be directly opposed to the recommendations of the FMC:

- Urbis Report Key Finding 6 – Walking, cycling/scootering and public transport modes are the most efficient ways of moving large volumes of people
- Urbis Report Key finding 7 – 2026 will see a mode shift toward sustainable modes
- Urbis Report Key finding 9 – Road space used for sustainable modes represents the highest return on investment compared with cars

In addition, the report identified that car trips through the city increase city congestion levels and contribute to poor air quality and noise pollution.

The recommendations of the Urbis report include:

- Emphasise active and public transport
- Look for ways to remove through traffic from the Central City
- Allocate road space based on its value to the Central City economy.

However despite these clear findings that cars in the city are the least preferred method of transport for both economic and environmental reasons, the FMC is recommending the following:

"...noting these considerable network changes, the delivery of new protected bike lane projects within Hoddle Grid including Flinders Street and Bourke/Spring Streets is recommended to be deferred while the city continues to recover and travel behaviour settles into a new rhythm."

It is noted that the commitment does still remain to implement these bike lanes by 2030.

The expression "rhythm" used in this context as an excuse for deferment is unclear and reactive rather than proactive. We have an opportunity now to shape the future "rhythm" of the city rather than waiting for it to shape us. People will use safer and sustainable methods of transport if they are made available. If roads remain available for car drivers then by the concept of induced demand, the amount of cars will increase and this will be the "rhythm"

I strongly object to the deferment of protected bike lanes.

Yours faithfully

Victoria Conlon

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Victoria Veldhuizen

Email address: * veldhuizenvictoria@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I am extremely disappointed by the decision to pause development of bike lanes in Melbourne CBD. If Melbourne wishes to develop as a liveable city, it only needs to look at cities around the world that are also high up the list to how they address cycling needs. Currently, bike lanes in the CBD are disappointingly few, and very few are protected from cars.

Those that wish for bikes not to congest traffic further should be advocating equally for the provision of safe bike lanes rather than their pausing or removal. Research and surveys undertaken have already shown that the lack of safe bicycling corridors already prevent many people from biking – meaning if these were provided, there would be fewer cars on the road. Accidents caused by a lack of separated cycleways would reduce, and therefore reduce strain on the healthcare system. More cycling would mean a healthier population, also further reducing strain on the healthcare system.

Cyclists do not wish to cause problems for traffic or businesses – we simply wish to have safe passage and help traffic by reducing the number of cars on the road. We are more likely to stop at businesses that are on safe bike routes, or provide safe areas to lock our bikes at. Many studies have shown that removing car parks and introducing more room for pedestrians, bikes and areas for people to gather INCREASES foot traffic to business.

I strongly encourage the councillors of Melbourne to look at evidence and research when making their decisions, rather than listening to loudly protesting business owners who may not have seen the research.

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Vida Douglas

Email address: * veeds@live.com.au

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation of COM Transport strategy 2030 and Transport program to aid city recovery and reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

The council SHOULD NOT support item 22.6. which Endorses the deferral of further installation of new protected bike lanes in the Hoddle Grid during the financial year 2022/2023, following two years of accelerated delivery. A cyclist died in the city of Melbourne two weeks ago on the corner of Latrobe and King street. Protected bike lanes will improve the safety of cyclists riding in the city. It is important to ensure that there is a safe infrastructure to get more people to cycle as a mode of transport. It is proven that making safe infrastructure increases rider participation. We need protected bike lane construction to accelerate not to halt!

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Vik Selvaraja

Email address: * vikraman.selvaraja@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: 6.9 Future Transport Strategt

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I am a regular cyclist to the city who works in the CBD. The addition of the exhibition street bike lane has saved my life on multiple occasions as drivers have been forced to stay out of the lane as they are trying to turn onto smaller streets until all the cyclists have cleared the lane. This has also led to cyclists feeling safer and an increase in female cyclists (by my observation) in that stretch. The council should ignore the mouth breathing members of the media establishment who only come into the city once a year to do their Christmas shopping who dislike bike lanes ideologically. It would be valuable for the council to seek feedback on bike infrastructure from large businesses in the CBD which employ many tens of thousands of people, instead of the usual coterie of whinging newsagents and delivery truck drivers. Please complete the promised bike plan.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Vinayak Iyer

Email address: *

vinuiyer@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike lane roll out

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Please continue the bike lane roll out. You are doing the future of Melbourne and it's residents a big favour.

And more importantly, you will be protecting people from injuries and saving lives. I'm sure no one in their right minds would think additional car space is worth people and the planet dying.

Pausing this project would be extremely short sighted and will only destroy the foundation of this beautiful liveable city. It will NOT be liveable if we continue to prioritise cars over people and the environment.

I want our future generations to continue living in Melbourne and stimulating it's economy, not moving to another city that truly cares about life and liveability.

In the long term – financially, socially and environmentally bikes are more sustainable and profitable than cars.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

• I have read and acknowledge how Council will use and disclose my personal information.

Name: *

W C

Email address: *

nokorokopokohoko@gmail.com

Phone number *

Date of meeting: *

Monday 6 June 2022

Agenda item title: *

Bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Please do not get rid of bike lanes or push forward the removal of bike lanes. It has been proven that comprehensive alternative means of transportation will DECREASE congestion on the road. Rather than roll back bike lane decisions I believe that doubling down on them and making them even SAFER is the way to go. This will ideally get more people off the road and make both driving and riding easier.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Wayne Gibbings

Email address: * wayne+com@gibbings.net

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I'm a regular visitor to the City of Melbourne, living in just outside the boundary and having a workplace in the CBD. The new bike lanes that have been rolled out mean I have a safe ride to and from work. Nothing made that clear than this week in the cold winter weather, I was so grateful that I had a separated lane to ride safely in while traversing all the individuals in their cars doing the same trip. Without these lanes, Melbourne for me would not be livable. That's why its imporant to keep rolling them out wherever you can – it makes it safe for me to ride, and for the thousands of others who make that choice every day. I'm tired of hearing of people being killed while riding in the city, knowing it is avoidable with safe infrastructure in place. My wife rides with the kids in to the city on those same roads now, but wouldn't have before the lanes were rolled out. Car drivers won't die if they have to sit in their warm car for a while longer because of all the other car drivers in front of them, but I might because of your choice to give them more road space than they need. You know that it will take some time for car drivers to adjust, to make the switch to another mode of transport, you've been elected to make choices on our behalf, which doesn't mean just taking the easy way out – make the harder choice in this case and stop caring what the those in the media who are begging for relevance are asking for. Keep building bike lanes. Keep supporting active transport. Support people coming to the CBD, not just those in cars. Stick to your vision. The alternative is more cars in the CBD, who honestly thinks that is a good thing?

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Wesley Fuller

Email address: * wesley.fuller@outlook.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Item 6.9

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I am writing to express my support for the continual roll-out of safe bike lanes throughout the City of Melbourne. I am also vehemently opposed to any pause or removal of existing bike lanes. I have been commuting to my office job via bicycle for approaching 10 years. The early years were quite dangerous with very little infrastructure separating bikes from other road users. I witnessed several accidents and many near misses. I learned to be hypervigilant but I put it down to pretty good luck that I never personally had an accident (several near misses though!). I always wear fluoro clothing and have good, working lights on my bike. I find that both driver and pedestrian inattention to be the most dangerous hazard. I feel the safest riding down Albert St and La Trobe St, where the bike lane is on the left hand side (next to the footpath). This avoids me cycling within the "door zone" of parked cars. I have stopped commuting via St Kilda Road due to having personally witnessed 2 cyclists doored by someone getting out of their car. I will continue to cycle to work as it's quicker, cheaper and better for my fitness than getting the tram or driving. I would like to see more (safe) bike lanes in the city, especially now that so many people are using E-Scooters and those E-bikes (for food delivery etc). Melbourne CBD should not be a place where the car is king. Not in 2022. History tells us that prioritising car infrastructure leads to more cars, leading to more traffic. It's a very 20th century approach. We need to encourage people to feel safe commuting to the office on their bike or e-scooter as an alternative. Every time I leave home, my partner is concerned for my safety (after telling her about seeing someone get doored). Please re-consider any plans to pause the rollout of safe bike and scooter

lanes. We need to encourage more people to come into the CBD via bike, scooter or PT and to leave their car at home. Currently, I wouldn't advise cycling the in the city to anyone other than an experienced cyclist. Let's change that, and make the Melbourne CBD one of the safest in the world for bike commuters. Thank you.

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Will Martin-Block

Email address: * willmarto2018@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Item 1, item 2, item 3, item4, item 5, item 6, item 7, item 8, item 9

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I have heard about your plan to pause roll out on bicycle lanes. Firstly protected bike lanes are more then needed to encourage cycling which is extremely low compared to the global average. Secondly the amount of use to judge whether they should be installed is an incredibly inaccurate proposition, based on that we should also remove all footpaths and make every road 6 lanes wide. The exact same backlash happened about 10 years when New York City started installing the same protected bike lanes – instead of pausing these lanes the NYC government continued on and increased the data showing the benefits including increased business, increased safety etc etc. I find it incredibly disappointing that one of the most progressive councils in Victoria is backing down on this. You must not forget that it is us residents who vote for this council, not the herald sun, Steve price, and the business sector.

Please indicate whether you would like to verbally address the Future Melbourne in No

support of your
submission: *

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * William Rotor

Email address: * willrotor@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I'd like to offer my enthusiastic support for maintaining and expanding safe bike lanes in Melbourne. The agenda item is phrased in such a way that the reduction in safety for bikers is meant to be seen as a way to revitalise Melbourne. Limiting bike lanes accomplishes the opposite. The more people that are pushed to cars as we remove the safety and reliability of other forms of transit, the less likely it is for the city to maintain a thriving, cohesive community. We already have the research on what makes a livable city. Let's follow that research, rather than let this issue fall into partisan bickering, and let's reclaim Melbourne's title of most livable city. More bike lanes. Safer pedestrian travel. Denser and more walkable communities. We know what we need to do, so why are we moving in the opposite direction?

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * William Symons

Email address: * william.b.symons@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Bike Lanes in the CBD

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Hi City of Melbourne Councillors,

I was extremely disappointed to hear the news today that you will be pausing the rollout of protected bike lanes in the CBD. Backlash from commercial interests is no reason to be denying cyclists essential safety infrastructure. With a death of a cyclist on CBD roads (intersection of King St & Latrobe St) just two weeks ago, I would think that the City of Melbourne should be doing all that they can to improve cyclist safety, rather than pandering to the fallacious arguments against bike lanes presented by the business lobby. All road users must be provided with safe infrastructure – this is the council's responsibility. The proposed pause on CBD bike lane rollout means that bikes will continue to have to dangerously share road space with automobiles, significantly increasing risk of injury/death when compared to the safety of protected cycling infrastructure.

Furthermore, cycling is the most efficient use of urban road space. It is vastly better for the environment than car use. How will the City of Melbourne reach ambitious emissions objectives if cars continue to be the prioritised form of transport in the CBD? Why should cars get such a huge proportion of road space in the CBD? What makes the activity of cars/drivers be prioritised over the safety of cyclists?

A healthy, safe, sustainable and prosperous future Melbourne involves less cars, not more. The City of Melbourne should stand by its bike lane implementation plan and transform Melbourne into a city with a progressive transport network – with protected bike lanes as a centrepiece.

Please continue with your bike lane project and add even more lanes to the plan. Bikes are the future of transport, cars are not.

Please indicate **No**
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Alexandra Birch

Email address: *

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Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda 6.9

Alternatively you may attach your written submission by uploading your file here:



[lettercommunity_dearmelbournecitycouncillors.pdf](#)

40.24 KB · PDF

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

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Date of meeting: 07/06/22

Agenda item title: Agenda 6.9

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Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation' (1). By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. As the City of Melbourne's own research (2) shows, "Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride." A recent Melbourne study supports your findings, demonstrating that separated cycling infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

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Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options (11), and improved infrastructure allows more Melbournians to experience these benefits .

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A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. **I ask that you preserve with your bike strategy to reap all the benefits they will bring - a strategy set in motion well before the pandemic.**

References:

- 1) <https://www.theguardian.com/lifeandstyle/video/2022/may/17/why-new-bike-lanes-dont-cause-traffic-jams-video>
- 2) <https://www.melbourne.vic.gov.au/SiteCollectionDocuments/transport-strategy-2030-city-of-melbourne.pdf>
- 3) <https://www.sciencedirect.com/science/article/pii/S2214140521003200>
- 4) <https://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf>
- 5) https://drive.google.com/file/d/0B8tOk7_upXv5djhCajg1Z0I3bmhTVTIxWldwRzA0YjJWNW9R/view?resourcekey=0-Fr7Mp14lyXvXzW6u5NBjqQ
- 6) <https://www.sciencedirect.com/science/article/abs/pii/S2214140518301488?via%3Dihub>
- 7) https://nespurban.edu.au/publications-%20resources/research-reports/CAULRR06_%20%20SubmissionFuelQualityStandardsAct2000_Mar2017.pdf
- 8) <https://www.jstor.org/stable/26211762>
- 9) <https://ageis.climatechange.gov.au/nggi.aspx>
- 10) <https://www.climatecouncil.org.au/wp-content/uploads/2017/09/FactSheet-Transport.pdf>
- 11) https://www.climatecouncil.org.au/wp-content/uploads/2018/10/CC_MVSA0154-Report-Transport_V6-FA_Low-Res_Single-Pages.pdf

Privacy acknowledgement: *

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Alyson MACDONALD

Email address: *

aly.macdonald@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Alternatively you may attach your written submission by uploading your file here:



[approach_to_protected_bike_lanes_in_the_hoddle_st_grid.pdf](#)

146.86 KB · PDF

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No

Submission for Future Melbourne Committee Agenda Item 6.9 - Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please don't pause the construction of further protected bike lanes in the Hoddle Grid

I have lived 3 km from the CBD for more than 20 years, and regularly travel to the CBD for work purposes, for shopping, to eat out, to attend the theatre, and to meet friends. I also travel through the CBD on public transport (to get to regional destinations and the airport), and by bicycle (for recreational purposes). My current office is not in the CBD, however I still attend meetings, site visits and industry events within the Hoddle Grid regularly.

Prior to Covid, I was comfortable riding along the Main Yarra Trail as far as Flinders Street station, however if my destination was elsewhere in the CBD I would generally prefer to take public transport, as the roads felt so unsafe when riding. Since the new protected bike lanes have been built, I can now ride in via either the Main Yarra Trail or Albert Street and reach within a few blocks of most destinations in the CBD. If I'm meeting a work colleague, they are no longer surprised to see me arrive by bike, and in fact I often find other people have also ridden to the meeting. I've also taken my 13 year old daughter by bike to go shopping or to a movie in the CBD, something I never would have considered safe before the protected lanes were installed – and we were not the only families using the lanes, I've seen children as young as five or six riding along happily, accompanied by their parents. These safe, connected bike routes are an absolute game changer for anyone living within 5 to 10 km of the CBD, in terms of providing another feasible transport option (and a very economical one at that).

I urge the CoM to continue with their fast-tracked implementation of protected bicycle lanes, both within the Hoddle Grid and on routes into the CBD. Further reasons for this are summarised below.

Regarding the reported data on bike lane usage and monitoring:

- It's likely that the Rathdowne Street route has not yet seen an increase in numbers of cyclists since pre-Covid because it is not yet a fully protected bike lane in both directions. CoM needs to bear in mind that where new riders have been encouraged into the CBD due to the new protected, safer bike lanes, they are especially likely to experience discomfort when needing to ride in an area where the lanes are not protected or are not continuous. I think a fair comparison of before and after patronage of bike routes since protected lanes were installed should only be made where a new route is continuous.
- CoM needs to allow sufficient time to monitor for increases in bike lane use, especially on routes which are not yet continuous protected lanes or where building developments have blocked lanes for a period of time – we experienced this recently in La Trobe Street, where riders were abruptly diverted into a busy traffic lane due to building works occupying the bike lane. Monitoring patronage of new routes for a longer period during Covid recovery should however not prevent new protected lanes being built in parallel.
- Protected routes outside of the Hoddle grid are of course also important and should be fast-tracked, however this does not replace the need for more protected lanes within the Hoddle grid.

Regarding the negativity towards bike lanes from some retailers and transport workers:

- The number of food delivery riders has increased enormously during Covid, and these workers also have a right to safe working conditions, which includes upgrading of bicycle and micromobility routes and building of more protected lanes.
- There are likely to be some legitimate concerns about removal of some loading bays etc, however these can be addressed by working through the details with the retailers (as CoM is already doing) and should not be a reason to pause protected bike lane construction or remove existing protected lanes. Options include converting some nearby parking spaces to loading bays (eg around the corner), or possibly allowing deliveries in bus bays or bike lanes during restricted, low-use periods (such as 2 am to 4 am).
- Longer term, many delivery needs could be met by converting some off-street parking facilities to distribution centres, which would guarantee an unloading space for delivery trucks and vans and allow last-mile deliveries to be undertaken by hand trolley, bicycle, e-bike, motorcycle or smaller sized electric vehicles.
- Retailers need to accept that the CBD is not the destination of choice for shoppers who wish to travel by private car, and hasn't been for a long time. Shoppers from the outer suburbs who wish to drive and purchase big box items are already choosing to shop at Chadstone, Highpoint or Eastland. Instead, CBD retailers should focus on local shoppers (including those living within 5 to 10 km of the CBD) and on people who are already in the CBD for other purposes (as mentioned in the Urbis report). The emphasis should be on specialty stores, unique experiences, services, food and entertainment, rather than big box items.
- Reducing the volume of motorised traffic in the CBD even further will differentiate the city from suburban alternatives, making it a quieter, less polluted and more pleasant experience for pedestrians, cyclists and outdoor diners. More bike lanes will assist with traffic calming and act as a buffer between cars and pedestrians.
- The social aspect is also crucial to consider, both for work purposes (in-person meetings) and recreational purposes (meeting with friends or family for a meal or to attend theatre or a concert) – here the CBD has a clear advantage over suburban locations, due to superior public transport access from all directions and the large population within a short walking or riding distance. People will choose to meet in the CBD, and supporting public and active transport access will allow and encourage the greatest number of people to do so.

Thank you for the opportunity to make this submission.

Alyson Macdonald,
Cremorne 3121 resident

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * April Larsen

Email address: * aprillarsen6@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Bike lanes

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Date of meeting: 07/06/22

Agenda item title: Agenda 6.9

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality – to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system – and should be receiving

increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation' (1). By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. As the City of Melbourne's own research (2) shows, "Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride." A recent Melbourne study supports your findings, demonstrating that separated cycling infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

Increase business: Despite all the criticism that has led to this "pause", which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure increases economic activity, spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than ever. Salt Lake City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the extra foot and wheel traffic (5). Further, with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and dog!) is only growing.

Improve safety for all road users: Research indubitably demonstrates that implementing bike lanes enhances safety for not only people riding bikes but those driving and walking (6). This is because separated bike lanes have a car-traffic calming effect, enabling vehicles to move at safer speeds for everyone.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll (7). If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

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To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

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I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. I ask that you preserve with your bike strategy to reap all the benefits they will bring – a strategy set in motion well before the pandemic.

April

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

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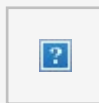
Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda 6.9

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References:

- 1) <https://www.theguardian.com/lifeandstyle/video/2022/may/17/why-new-bike-lanes-dont-cause-traffic-jams-video>
- 2) <https://www.melbourne.vic.gov.au/SiteCollectionDocuments/transport-strategy-2030-city-of-melbourne.pdf>
- 3) <https://www.sciencedirect.com/science/article/pii/S2214140521003200>
- 4) <https://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf>
- 5) https://drive.google.com/file/d/0B8tOk7_upXv5djhCajg1Z0I3bmhTVTIxWldwRzA0YjJWNW9R/view?resourcekey=0-Fr7Mp141yXvXzW6u5NBjqQ
- 6) <https://www.sciencedirect.com/science/article/abs/pii/S2214140518301488?via%3Dihub>
- 7) https://nespurban.edu.au/publications-%20resources/research-reports/CAULRR06_%20%20SubmissionFuelQualityStandardsAct2000_Mar2017.pdf
- 8) <https://www.jstor.org/stable/26211762>
- 9) <https://ageis.climatechange.gov.au/nggi.aspx>
- 10) <https://www.climatecouncil.org.au/wp-content/uploads/2017/09/FactSheet-Transport.pdf>
- 11) https://www.climatecouncil.org.au/wp-content/uploads/2018/10/CC_MVSA0154-Report-Transport_V6-FA_Low-Res_Single-Pages.pdf

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

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Adam Muir

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adammuir600@gmail.com

Phone number *

Date of meeting: *

Friday 7 June 2002

Agenda item title: *

6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

As a commuter cyclist who works in the CBD I disagree with the recommendation to pause the construction of cycling infrastructure in the CBD. The evidence provided in the report demonstrates the benefits that the bike lanes are delivering including more people riding. The program has clearly been very successful to date and CoM should be congratulated for the vision as well as the progress of delivery. There is no evidence provided in the report that supports the recommendation to pause this highly successful program. The main contention is that we should wait until the city finds its new rhythm but it is unclear what this rhythm looks like and how it relates to cycling. I encourage you to continue the rollout of cycling infrastructure so we can help shift Melbourne towards the sustainable city of the future that it could and should be.
Thank you

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

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Name: *

Katie Chen

Email address: *

katie.chen98@gmail.com

Phone number *

Date of meeting: *

Thursday 7 July 2022

Agenda item title: *

6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

On all axioms of safety, pollution and accessibility, continuing the projected roll out of protected bike lanes is to benefit all of society. The council should not defer such roll out due to businesses opposing such plans.

Businesses that were consulted did not express concern in December 2021 about protected bike lanes. Whilst telephone survey data reveals peoples apprehension towaed travelling into the city because of bike lanes, these constituents must note that the design of bike lanes has considered the impact of main traffic route.

It is important to ensure cars can still travel to support businesses, and this still ensured. The data shows the average pedestrian returns more to the city than the average person travelling via car. Pedestrian safety is also enhanced by less cars, more bikes. This indicates people travelling via walking, biking, scooter or any non-car transport are more likely to provide longer term business to businesses in the central business district. This economic value should be emphasised.

The most recent rollout of scooters provides an alternative to car transport in the city and the continued projected roll out of protected bike lanes is essential to unlock the value of this investment.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * Yes No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Carla Abbott

Email address: *

Carlaja@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I see media reports that Council is considering stopping building of new bike lanes in Melbourne. If this goes ahead, it would be a huge backward step for our city. Transport is Victoria's biggest growing source of emissions. We need massive investment – not delays – in safe bike infrastructure, like separated bike lanes, to cut emissions, reduce the cost-of-living and make it easier to get around. If there are issues for delivery drivers then Council should consider ways for delivery drivers to access the city in a safe way. The current way of double parking in bike lanes is not a safe way to unload goods. I hope that Council considers the broader needs of the community and thinks to the future in their consideration of this issues.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Georgia Smith

Email address: *

georgieroxbysmith@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Agenda item title: Agenda 6.9

I was incredibly disheartened to read Sally Capps comments about discontinuing safe bike paths in the City of Melbourne last week. I have only recently started riding to work after discovering the new bike lane network on being asked to return to the office voluntarily. I do not feel safe on the road on a bike and am only choosing this option due to the safer lanes. Without this I would continue to work from home due to safety, traffic, time of commute and petrol prices. Please reconsider this decision to provide a safe and sustainable alternative transport to our city and workplaces.

Thank you,
Georgia Smith

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Dee Pat

Email address: * 8hyperspace@gmail.com

Phone number *

Date of meeting: * Thursday 10 February 1983

Agenda item title: * Active Transport

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Please create more bike lanes in the city. It is very difficult to use active transport in the CBD.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Adrian Jackson

Email address: * adrian@adrianjackson.tv

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

To the Future Melbourne Committee,

I live in Travancore and work in Parkville. In 2021, I lived in West Melbourne (Jeffcott St) and prior to 2020, I lived in Moonee Ponds.

I haven't owned a car for over 5 years and my primary mode of transport is my bicycle.

Prior to the pandemic, I would avoid cycling into the CBD, or would only cycle to limited locations as it was too dangerous and too stressful. Instead I shopped and ate elsewhere, even if the city was a convenient ride from my work in Parkville, I would ride away from the city to get dinner.

At the end of 2020, I moved to Jeffcott Street and when working from the office, I would ride up LaTrobe Street to Swanston St and from Swanston up to College Crescent. The protected lanes on LaTrobe St, Swanston St and the upgrade to the bike path on College Crescent meant I could do this with confidence. I would often stop at the Melbourne City Baths as I passed by or drop into a takeaway around LaTrobe Street to pick up dinner. I could do this because the protected lanes made me feel safe to travel through this part of the city. However, I learnt quickly that I had to take a longer and indirect route via Adderley St to avoid King St as it was far too dangerous – a fact tragically confirmed by the recent fatality of a cyclist on King St.

Now I live in Travancore and ride across Royal Park to get to work. Improvements are desperately needed to the intersection of Elliott and Mt Alexander/Flemington Rd where I find myself in a lane between trucks turning left and cars going ahead, every day. I do not feel safe. I fear I won't make it to work one day.

The bike lanes between Gatehouse and College Crescent mysteriously stop meaning through cyclists either have to ride in the middle of busy traffic or use footpaths for continuity, or cross the road 4 times.

I ride to places I feel safe riding to and spend money on businesses in those locations. I think about where I am going based on where I know there are safe bike lanes. Avoid Lonsdale, Flinders, parts of Collins, parts of Burke, parts of Spencer, all of King, Queen; take Elizabeth with fear and trepidation, ride Swanston, avoid Russell, use Exhibition. My patronage of the CBD is

determined by where I can get to by bike. I plan routes from my office in Parkville to our other office on Lonsdale St by where safe bike lanes are, and shop along those routes because I learn what is there.

That's why I'm disheartened to hear that council is considering pausing the roll out of this critical infrastructure. I want to be able to safely get to more parts of the CBD. Council should be scaling up the project, not scaling down. There needs to be reliable and consistent quality protected lanes covering the entire city grid. This will allow others to feel confident riding into the city.

The other reason I believe pausing the implementation of the protected bike lanes is bad for the city is the rise in delivery services using eBikes in the city. These cyclists are likely employed by the gig economy and are under time pressure to make more deliveries to pay their bills. They don't have the luxury of choosing not to get to a destination because there is no protected bike lanes. These are the workers that the businesses and unions who protest against the bike lanes forget. The ones who have helped keep restaurants serving customers during lockdowns are now being forgotten by those same businesses. Maybe because they're gig workers and the business only sees the same person occasionally they don't have to learn the name of the cyclist who gets hit by their delivery truck because they lost balance?

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Travis Hicks

Email address: *

travixh@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

As a regular bike rider in the city I've found the new bike lane infrastructure has made my journeys and ability to navigate in the city much safer and friendlier.

I feel more confident bringing my children on bike journeys into the city now. Further development of safe bike lanes will ensure more repeat journeys by myself and others.

Please continue to invest in this infrastructure.

Thanks

Travis.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Tom Jennings

Email address: * jennings.tom92@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

I am writing to express my strongest support for the continued roll out of Melbourne CBD pop up bike lanes.

There has never been a more important time to roll out quality active transport infrastructure.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality – to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic.

Increase business: Despite all the criticism that has led to this “pause”, which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence shows the opposite. Investing in cycling infrastructure increases economic activity, spending in retail and hospitality venues.

Improve safety for all road users: Implementing bike lanes enhances safety for not only people riding bikes but those driving and walking. Separated bike lanes enable vehicles to move at safer speeds for everyone.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia’s most vulnerable and marginalised groups to get around.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options, and improved infrastructure allows more Melbournians to experience these benefits .

To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across

Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my appreciation for the bike lanes that have been rolled out to date (of which I ride every day), and the acceleration of this rollout during COVID-19,

I ask that you preserve with your bike strategy to reap all the benefits they will bring – a strategy set in motion well before the pandemic.

Regards

Tom Jennings

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Lewis Brodrick

Email address: * Lewis.brodrick@gmail.com

Phone number *

Date of meeting: * Friday 7 October 2022

Agenda item title: * 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am. Anyone that is against the further development of Melbourne's pedestrian and non-motor vehicle infrastructure, clearly does not understand the needs of the people.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

• I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Ben Warren

Email address: *

benjamin.aj.warren@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Date of meeting: 07/06/22

Agenda item title: Agenda 6.9

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality – to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving ‘traffic evaporation’ (1). By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. As the City of Melbourne’s own research (2) shows, “Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride.” A recent Melbourne study supports your findings, demonstrating that separated cycling infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

Increase business: Despite all the criticism that has led to this “pause”, which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure increases economic activity, spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than ever. Salt Lake City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the extra foot and wheel traffic (5). Further, with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and

dog!) is only growing.

Improve safety for all road users: Research indubitably demonstrates that implementing bike lanes enhances safety for not only people riding bikes but those driving and walking (6). This is because separated bike lanes have a car-traffic calming effect, enabling vehicles to move at safer speeds for everyone.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll (7). If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around (8). These upgrades can be of particular benefit to older people, those living with a disability, low income households and migrant communities.

Reduce emissions: Personal transport is Australia's fastest growing source of emissions (9); and fluctuates between the second and third highest source (behind only energy and land use) (10). Bottom line: our cars are a major contributor to climate change and Melbournians need to be empowered to move in different ways wherever possible. The global climate science is clear: we need to increase active transport to reduce transport emissions. Local research tells us that more separated and dedicated infrastructure is required to move the great number of people from the interested category to actually taking up riding. Australia needs a national strategy to move away from petrol-guzzling cars to bike-riding, walking and zero-emissions public transport and electric vehicles. To pause these bike lanes would put Melbourne on the back-foot, set to become stuck in the past as Australian cities implement innovative and intelligent transport solutions.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options (11), and improved infrastructure allows more Melbournians to experience these benefits .

To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. I ask that you preserve with your bike strategy to reap all the benefits they will bring – a strategy set in motion well before the pandemic.

References:

<https://www.theguardian.com/lifeandstyle/video/2022/may/17/why-new-bike-lanes-dont-cause-traffic-jams-video>

<https://www.melbourne.vic.gov.au/SiteCollectionDocuments/transport-strategy-2030-city-of-melbourne.pdf>

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<https://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf>

https://drive.google.com/file/d/0B8tOk7_upXv5djhCajg1Z0I3bmhTVTlxWldwRzA0YjJWNW9R/view?resourcekey=0-Fr7Mp141yXvXzW6u5NBjqQ

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https://www.climatecouncil.org.au/wp-content/uploads/2018/10/CC_MVSA0154-Report-Transport_V6-FA_Low-Res_Single-Pages.pdf

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * Yes No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Cynthia Nolan Myers

Email address: *

cynthianolan@hotmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda item 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

These bike lanes literally save bones and lives. They make me feel so much safer and encourage me to go into the CBD and surrounds. Without them I avoid biking around CBD and City of Melbourne. I like riding as Covid has made me not want to be on hectic public transport, so without these lanes I will drive into work and leave as soon as work is over. No eating and drinking and shopping in CBD, no adding to the vibrancy of city life – instead just adding another car to the grid. Every bike is one less car! Every meter of bike lane is another meter to strengthen community and increase the local economy. Build more, don't pause or stop.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Anthony Morphett

Email address: * awmorp+cityofmelbsubmission@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I'm concerned to read of the proposal to 'pause' the rollout of separated bike lanes in the Hoddle grid, and writing to urge you to reject the proposal – please do not slow down on building bike lanes in the CBD. I am a resident of the City of Yarra, which neighbours the City of Melbourne, and regular user of the City of Melbourne's bike lanes and bike infrastructure. Bike riding is a far more sustainable mode of transport than internal combustion vehicles. It is healthier for people, and creates a cleaner, quieter, more pleasant city by reducing the number of internal combustion vehicles. Previously, bike riding in the Melbourne CBD was often hair-raising and dangerous, as riders had to navigate between trams, parked cars, moving cars, and pedestrians. Separated bike lanes make it far safer for bike riders and allows for smoother flow of traffic. Please don't defer the further installation of new protected bike lanes in the Hoddle grid or elsewhere in the City of Melbourne.

Sincerely,
Anthony

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

• I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Owen O'reilly

Email address: *

owen.oreilly11@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Improving our bike lanes is incredibly important for the health, safety and vibrancy of our community.

Riding in the city is really dangerous and the risk of accidents is greatly reduced with proper bike lanes. The consequences of bike accidents can last with people for life – joint pain that rears its head later in life or complications from damaged internal organs.

Making it less scary and more attractive to ride into the city with proper bike lanes will encourage people to ride into the city more which keeps them active and is great for their health but may also help reinvigorate the cbd. Many people never drive into the city because parking is a nightmare and avoid public transport as it can be slow and clunky. Bike riding is an enjoyable activity in itself and I would expect more people coming into the cbd from the inner city suburbs if they could safely zip around by bike.

Reducing the use of cars is essential for us to stay below catastrophic levels of global warming. We need infrastructure in place to support this as soon as possible.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

• I have read and acknowledge how Council will use and disclose my personal information.

Name: *

michael casey

Email address: *

mcasey76@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality – to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving ‘traffic evaporation’ (1). By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. As the City of Melbourne’s own research (2) shows, “Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride.” A recent Melbourne study supports your findings, demonstrating that separated cycling infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

Increase business: Despite all the criticism that has led to this “pause”, which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure increases economic activity, spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than ever. Salt Lake City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the extra foot and wheel traffic (5). Further, with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and dog!) is only growing.

Improve safety for all road users: Research indubitably demonstrates that implementing bike lanes enhances safety for not only people riding bikes but those driving and walking (6). This is because separated bike lanes have a car-traffic calming effect, enabling vehicles to move at safer speeds for everyone.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll (7). If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around (8). These upgrades can be of particular benefit to older people, those living with a disability, low income households and migrant communities.

Reduce emissions: Personal transport is Australia's fastest growing source of emissions (9); and fluctuates between the second and third highest source (behind only energy and land use) (10). Bottom line: our cars are a major contributor to climate change and Melbournians need to be empowered to move in different ways wherever possible. The global climate science is clear: we need to increase active transport to reduce transport emissions. Local research tells us that more separated and dedicated infrastructure is required to move the great number of people from the interested category to actually taking up riding. Australia needs a national strategy to move away from petrol-guzzling cars to bike-riding, walking and zero-emissions public transport and electric vehicles. To pause these bike lanes would put Melbourne on the back-foot, set to become stuck in the past as Australian cities implement innovative and intelligent transport solutions.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options (11), and improved infrastructure allows more Melbournians to experience these benefits .

To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. I ask that you preserve with your bike strategy to reap all the benefits they will bring – a strategy set in motion well before the pandemic.

References:

- <https://www.theguardian.com/lifeandstyle/video/2022/may/17/why-new-bike-lanes-dont-cause-traffic-jams-video>
- <https://www.melbourne.vic.gov.au/SiteCollectionDocuments/transport-strategy-2030-city-of-melbourne.pdf>
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- <https://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf>
- https://drive.google.com/file/d/0B8tOk7_upXv5djhCajg1Z0I3bmhTVTlxWldwRzAOYjIWNW9R/view?resourcekey=0-Fr7Mp141yXvXzW6u5NBjqO
- <https://www.sciencedirect.com/science/article/abs/pii/S2214140518301488?via%3Dihub>
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- <https://www.jstor.org/stable/26211762>
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- https://www.climatecouncil.org.au/wp-content/uploads/2018/10/CC_MVSA0154-Report-

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Julia Williams

Email address: *

julialeewilliams@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda item 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Melbournes bicycle infrastructure is inadequate. Melbourne, the so-called 'world's most liveable city' is so far behind many other of cities in terms of bike access. Pausing these important works would put us even more far behind in terms of accessibility.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Joel Farr

Email address: *

joelfarr@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Pause on new bike lanes in CBD

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Increasing the number of bicycle lanes in the CBD of Melbourne is imperative to the progression of our city. Promoting greener means of transport to reduce our carbon footprint and ease traffic congestion should be of extreme importance if we're to at least be seen to care about the future of our city. Frankly I'm stunned the City of Melbourne has halted this.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Barbro Roberts

Email address: *

barbroroberts@hotmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike lane emergency

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I'm a female rider living in North Fitzroy and a regular cyclist.

My main transport is my bicycle, I own a car but prefer to only use it for long distance, I also regularly use public transport. But my main preference is my bicycle.

I have been very impressed by all the new pop up lanes in the CBD.

It makes me feel very safe cycling in the city and I have also told my friends about the lanes and encourage them to use them also.

I also belong to a bike club and have lead groups from the suburbs to explore the city, using the bike lanes and they have all been very impressed with the lanes and I know riders have come back to use them.

It's a good way to explore the city and I have regularly visit the city for shopping and cafe/restaurant visit, so I think it will benefit traders in the city. I don't like driving in the city much prefer my bike.

Please don't take the bike lanes away. Let's keep Melbourne a liveable city inline with European cities all with a great bike culture.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Matthew O'Neill

Email address: *

otisoneill@hotmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Dedicated Bicycle Lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dedicated bicycle lanes are an essential part of a modern vibrant city. Now is the time to enhance and expand bicycle lanes in the city of Melbourne. Please continue the long term commitment to making the city safer for bicycle travel and reducing carbon emissions by encouraging greener forms of travel.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Steven Ellen

Email address: *

sellen2407@gmail.com

Phone number *

Date of meeting: *

Wednesday 7 June 2023

Agenda item title: *

6.9 Bike Lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Thank you for this opportunity.

I am writing to support bike lanes.

I ride to work most days, passing through the city to reach Peter Mac.

I also regularly visit the city to shop, use services & attend entertainment.

I mostly ride, but even when I drive, I park on the outskirts & tram the last part.

Cars are unnecessary in the city.

Please continue the expansion of bike lanes.

Regards
Professor Steve Ellen

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: * • I have read and acknowledge how Council will use and disclose my personal information.

Name: * Shelby Dale

Email address: * shlebydale123@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Melbourne CBD bike lane roll out

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,
Agenda item title: Agenda 6.9

I'm writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes. As someone who commutes daily into the city by bicycle, I understand the importance of the roll out and personally I would have the increased safety required.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation.' By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll. If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around. These upgrades can dramatically impact older people, those living with a disability, low income households and migrant communities.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant:

Bike-riding and walking are the cheapest travel options, and improved infrastructure allows more Melbournians to experience these benefits.

To conclude, I was alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

Please indicate whether you would No

like to verbally address the Future
Melbourne in support of your
submission: *

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Avalon Carr

Email address: * avalon.carr@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Bike Lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Re: item 6.9 , pausing construction on bike lanes. I urge you to continue to build safe, separated bike lanes throughout our CBD.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation.' By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. The separated bike lanes now make me feel safe riding with my child throughout the CBD. We spend more time in the city, and spend more money.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around. These upgrades can dramatically impact older people, those living with a disability, low income households and migrant communities.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnate: Bike-riding and walking are the cheapest travel options, and improved infrastructure allows more Melburnians to experience these benefits.

I was alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne.

A few voices should not outweigh the benefits to Melburnians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change.

I want to express my gratitude for the bike lanes that have been rolled out to date (and accelerated during COVID-19). I sincerely hope that you persevere with your bike strategy.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Bruce Melendy

Email address: *

bruce.melendy@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

To whom it may concern:

As someone who has commuted by bicycle to various work locations in the CBD and Docklands (and plans to in the future), I have greatly appreciated the number and quality of the bike lanes that have been added in the city over the past decade or so. They have made it easier, safer, and less stressful to ride through the CBD.

I strongly support the expansion of bike lanes in the CBD. They encourage people to cycle into work, thereby reducing congestion on our public transport system and on the roads, and increasing public health.

Regards,
Bruce Melendy
Coburg

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

• I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Daire Kelly

Email address: *

dairekelly95@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

I currently live in Parkville, work at an outdoors store on Little Bourke St, and study Sustainable Engineering at RMIT, all of which are entirely within the City's limits. My bike is my primary means of transport between all of these locations. The segregated bike lanes along sections of Elizabeth St have been very encouraging, and the protected turns along Flemington Road have made my commute much more pleasant, though there are some sections that still need improvement, such as Royal Parade and further protection on Elizabeth St past Queensbury St.

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality – to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation' (1). By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. As the City of Melbourne's own research (2) shows, "Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride." A recent Melbourne study supports your findings, demonstrating that separated cycling infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

Increase business: Despite all the criticism that has led to this "pause", which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure increases economic activity, spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than

ever. Salt Lake City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the extra foot and wheel traffic (5). Further, with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and dog!) is only growing.

Improve safety for all road users: Research indubitably demonstrates that implementing bike lanes enhances safety for not only people riding bikes but those driving and walking (6). This is because separated bike lanes have a car-traffic calming effect, enabling vehicles to move at safer speeds for everyone.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll (7). If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around (8). These upgrades can be of particular benefit to older people, those living with a disability, low income households and migrant communities.

Reduce emissions: Personal transport is Australia's fastest growing source of emissions (9); and fluctuates between the second and third highest source (behind only energy and land use) (10). Bottom line: our cars are a major contributor to climate change and Melbournians need to be empowered to move in different ways wherever possible. The global climate science is clear: we need to increase active transport to reduce transport emissions. Local research tells us that more separated and dedicated infrastructure is required to move the great number of people from the interested category to actually taking up riding. Australia needs a national strategy to move away from petrol-guzzling cars to bike-riding, walking and zero-emissions public transport and electric vehicles. To pause these bike lanes would put Melbourne on the back-foot, set to become stuck in the past as Australian cities implement innovative and intelligent transport solutions.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options (11), and improved infrastructure allows more Melbournians to experience these benefits .

To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. I ask that you preserve with your bike strategy to reap all the benefits they will bring – a strategy set in motion well before the pandemic.

References:

<https://www.theguardian.com/lifeandstyle/video/2022/may/17/why-new-bike-lanes-dont-cause-traffic-jams-video>

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Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * Yes No

Privacy acknowledgement: *

• I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Sarah Bartlett

Email address: *

sarahbartlett@yahoo.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Please continue the bike lane development. It may be receiving minor kick back in the this minute but you know it's well informed and that CoM is forward focused for the majority and you are future-proofing our city with foresight. Please don't be discouraged by the minority of drivers who don't belong in a vibrant city centre.

The more people see the lanes, the more confidence they'll have using them. I will use them outside winter. I live in St Kilda, and work for State Gov in Nicholson street.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

• I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Jacqueline Cheng

Email address: *

jhscheng@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I understand that you have received complaints to slow down the roll-out of cycle lanes in Melbourne.

I would strongly urge you to consider carefully the reason behind the complaints, and the risks that will come with not completing the planned works of cycle lanes according to the original schedule.

I regularly travel to and through the CBD by bicycle, car and public transport. In fact, I cycled from St Kilda to Hamer Hall on Wednesday and Thursday last week to sing in a concert there. On Wednesday, I nearly got hit by a speeding car ignoring the dangerous section where the bike lane cuts across a lane of traffic on St Kilda Road. On Thursday, I nearly got by two car doors, once on St Kilda Road next to the Botanic Gardens, and the second time next to Flinders Street station by a taxi.

We urgently need more and safer cycle infrastructure. Cycling encourages active transport, improving health outcomes and helps to deal with the climate emergency.

We should not delay actions that are absolutely needed, simply because of a few dissenting voices. The city can do better, and lead the way for other Australian cities to do so.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Susie Falk

Email address: *

susiefalk@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike lanes in CBD

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Please continue to build bike lanes. We need more not less. Cycling is so much healthier for the rider and the planet. Think Amsterdam, it wasn't easy there either but they persisted and now have a great biking culture, and a not a lot of overweight people. We need to make cycling safe in our beautiful city. Cycle lanes are the only way. I cheat death at least three times everyday as I cycle home to Ascot Vale. Please continue in the CBD then hopefully some other councils may catch on and make our lives safer and more fun. No hill in Melbourne is too steep for a bike. Encourage more people to join in. please keep working on the bike lanes. The businesses will get used to them. Maybe they might attract more people on bikes.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

• I have read and acknowledge how Council will use and disclose my personal information.

Name: *

James Stewart

Email address: *

james@istewart.id.au

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Re Agenda Item 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

With respect to the announcement in The Age on Friday that the City of Melbourne's delivery of safe, separated bike lanes in the CBD may be stalled or even reversed I strongly urge the council to reconsider.

As a regular city commuter via motor vehicle and bicycle over the past 15 years, I have found the recent changes have allowed traffic to flow better.

Sure on-street parking has now been reduced but I've found parking at the city edge and walking or catching public transport a lot easier.

If the council decides to revert to non-separated bike lanes in the hope this will bring more people back to the city unfortunately there are more factors affecting people returning to the city and I believe you'll be disappointed.

Perhaps you should look at offering heavily discounted city edge parking for monthly commitments. Then people can take advantage of the city's electric scooters along bike lanes.

It may also encourage people to not only come into town during the week for work but also with their family on weekends.

Best Regards

James

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * Yes No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Clare Huggins

Email address: *

clare.huggins08@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Pop up bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Please reconsider pulling the bike lanes. I use City of Melbourne's bike lanes daily and I finally feel safe riding in the city. The network could be expanded for improved accessibility across different parts of the city.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Benjamin Creek

Email address: *

benjaminryan365@gmail.com

Phone number *

Date of meeting: *

Tuesday 2 March 1993

Agenda item title: *

Bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

The amount of people who almost hit me with their cars or doors os frightening and makes me not want to ride my bike to work. But why should i have to drive 3km (north Melbourne to Brunswick) just for my own safety?

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Jeffrey Ong

Email address: * jeffrey.ong.1@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Committee,

My name is Jeffrey. I am a pharmacist at The Royal Children's hospital and have been (and still am) a resident within the City of Melbourne for the last 18 years (within the Hoddle grid).

For 17 of those 18 years, I have relied on either public transport or simply just walking to get around the city. During my work at the RCH, I have seen many patients with severe head injuries as the result of collisions while riding a bike. It is also well known that some drivers within the City can be particularly aggressive, especially during peak hours. Because of this, I shied away from considering using a bike to travel around the City of Melbourne.

During lockdown, I noted that the City of Melbourne had performed many works to install protected bike lanes in line with the Transport Strategy. Of interest to me particularly, was that a number of these lanes would be able to get me from my apartment to work and numerous other places I frequent safely. Some research showed me that there were other, potentially interesting places to visit along these routes and getting to these safely and efficiently would be a consideration when planning an outing.

In the middle of 2021, I decided that I would purchase a bike to "give it a shot", move away from needing public transport due to the COVID risk, and to improve my fitness. Prior to this, the last time I had ridden a bike was in 2001. I am not ashamed to say that today, 7 months after that purchase I am still not the most confident rider.

The proposal to pause new protected bike lanes within the CBD is extremely disappointing to me. While I appreciate that the proposal is to continue works outside of the Hoddle grid to assist people coming into the City, this is not of particularly high value to me personally as I do not often travel outside the municipality. Just last week, I was 10 cm away from being hit by a bus within the City and I am confident that this could have been easily avoided if I was able to ride within a protected bike lane.

I hope you reconsider the proposal to pause new protected bike lanes within the CBD.

Kind regards,
Jeffrey

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Jennfier Kellt

Email address: *

jennifer.kellyc@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

BIKE LANES

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Please continue with bike lanes! Please let me ride safely around Melbourne!

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Olivia Floate

Email address: *

oliviafloate@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bikes must have separate lanes in Melbourne's CBD

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Bikes must have separated lanes in the CBD (and ALL of Melbourne). The only thing that makes riding dangerous in the CBD is cars. I work on Collins Street and would love to ride my bike in from Coburg – and often still do – but am deterred by how unsafe it is. Often cars and pedestrians do not think to look for bikes, and understandably so as they are given no reason to do so. As Royal Parade turns into Elizabeth Street, the distinctive bike lane suddenly disappears, and you find yourself wedged in between parked cars, passing cars, and the tram (not to mention the hook turns). I like riding to be fun, and not to be exhilarating(ly close to death each time I ride into the city).

Often I lie in bed at night envisioning my death where I am doored by an unsuspecting driver-turned-pedestrian and am flung into the path of a truck where my head is then crushed like a watermelon under its wheels. And with petrol prices so god-awfully high, and myself as a customer of Centrelink, I find myself more willing to turn these visions into reality.

Most of the time bikes are a much better option than cars and public transport in Melbourne as they are great for our health, the environment, they are convenient (no parking, no worries), almost free in the long term, and are faster. But do I even have to mention these points? Only a cyclist will understand.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * Yes No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

David Bacon

Email address: *

healybacon@me.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I started working in the city about six years ago and I have loved seeing my ride to work get progressively safer as more bike lanes and infrastructure was built. I have also notice how every spring the number of bike riders increase. I am happy to have a discussion around bike lanes but would like all those involved to actually experience what it feels like to ride alongside a car on a busy street versus riding on a protected and marked lane. What kind of city do we want to be, one looking forward and shaping a future or one grimly hanging on to the past. The future is rarely smooth but it's hard to go forward when your so busy trying to go backward.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: * • I have read and acknowledge how Council will use and disclose my personal information.

Name: * Fiona Bowie

Email address: * fibowie@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Agenda item title: Agenda 6.9

I'm writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes as both a driver and cyclist.

Between my partner and I, we have been hospitalised 3 times when struck by cars in the inner city and are therefore nervous about riding. The increase of bike lanes is what gets us back on our bikes, and the benefits are numerous.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation.' By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll. If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around. These upgrades can dramatically impact older people, those living with a disability, low income households and migrant communities.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant:

Bike-riding and walking are the cheapest travel options, and improved infrastructure allows more Melbournians to experience these benefits.

To conclude, I was alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air,

less traffic safer roads and action on climate change.

I want to express my gratitude for the bike lanes that have been rolled out to date (and accelerated during COVID-19). I sincerely hope that you persevere with your bike strategy, which was outlined well before the pandemic.

Yours sincerely,
Fiona

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Amy Thompson

Email address: *

amysthomp@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda item 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I am writing to express my support for the continued construction of Melbourne CBD bike lanes. It is disappointing to see Melbourne City Council considering putting on hold the roll out of critical cycling infrastructure. It is concerning not only for the precedent it sets but the message it sends to the rest of the city and the rest of the world about the place that cycling holds in major city transport infrastructure.

A few loud and biased voices should not outweigh the benefits to Melburnians who would use this

infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, reduced traffic and safer roads.

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. I ask that you preserve with your bike strategy to reap all the benefits they will bring – a strategy set in motion well before the pandemic.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Nicholas Zull

Email address: * nick.zull@icloud.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Future Melbourne Committee

I wish to express my deep displeasure at recommendation 22.6 of the Future Melbourne Committee's agenda item 6.9 (Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation).

I find the recommendation, to defer further construction of protected bike lanes in financial year 2022/2023, to run counter to the many wants and needs of the Melbourne community.

First and foremost, deferring the construction of protected bike lanes is not safe. The death, only two and a half weeks ago, of a cyclist on King st is a clear sign that Melbourne's bike infrastructure is in desperate need of improvement. The lack of end-to-end quality infrastructure on bike commuter paths force bike users such as myself to take roads that are dangerous. This deferral of works is little more than the committee further abrogating its responsibility to the citizens of Melbourne.

External to the obvious and very real danger posed to cyclists every day they commute into Melbourne's CBD, there are clear benefits to the continued construction of protected bike lanes. Improved bike infrastructure provides health benefits to those commuting by bike. It also gets cars off roads, which reduces Melbourne's carbon emissions, which is an objective of the committee.

Greater bike usage provides improved returns for real estate investment, something the residents and businesses that operate in Melbourne's CBD clearly want.

Furthermore, stopping and restarting construction will run up construction costs, and further threaten Victoria's fragile post-lockdown economy. Considering bike infrastructure has been delayed by the committee for years with the committee citing cost constraints, this is clearly something the committee cannot afford to defer.

Lastly, it is of note that the committee giving notice of its recommendation on World Bicycle Day was callous.

Thank you for considering this submission.

Nicholas Zull.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Caroline Keating

Email address: * ckeating@hotmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

I am writing to support the continued roll out of safe space for cyclists on our roads.

I want our community be healthier, reduce car traffic, and improve air quality, but mainly I want Melbournians to be safe. I want to arrive home safe from work travelling by bike, and I want my friends, family and strangers to me to be able to cycle knowing they are protected in their daily commute.

I know that women are less likely to ride bikes if there is not safe infrastructure in place. I want women to feel safe to take up space and have the opportunity to enjoy the benefits of riding to work.

I was alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends. A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

Thank you for the bike lanes that have been rolled out to date, they have meant that I have been able to start commuting by bike – increasing my health and fitness, reducing my COVID risk by minimizing reliance on public transport, and have meant that I can feel safe (for majority) of my commute to a work in a public health service. I sincerely hope that you persevere with your bike strategy, which was outlined well before the pandemic and will make more Melbourne liveable, for everyone.

Sincerely,
Caroline

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Matt Croxford

Email address: *

drcrox@tpg.com.au

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Protected Bike Lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I am writing to encourage Melbourne City Council to continue with plans to extend the network of protected bike lanes in the CBD. This essential initiative is promoting sustainable transport within the CBD along with physical separation of motor vehicles and bikes, affording greater protection for vulnerable cyclists.

As a surgeon and cyclist, I have unfortunately experienced the trauma that collisions between vehicles and cyclists creates, both professionally and personally.

Please do not abandon the future-thinking plans for a comprehensive network of protected bike lanes due to the protests of some road users.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Maurice Perry

Email address: *

mauricejohnperry@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Proud of our City

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Whenever I get the chance to cycle from the outer eastern suburbs into our beautiful city I am always impressed by the growing number of cycle lanes across what can be a dangerous and intimidating concourse. Wherever there are dedicated cycle paths and lanes my confidence increases and I can enjoy my excursion all the more.

As an environmentally aware citizen I applaud this commitment to cycling in the city as a certain way to decrease air pollution.

I am also a motorist and fully accept that an increase in cyclists may slow down my progress at times, but this only makes the roads even safer. Keep cars and trucks out of the city wherever possible and reduce the size of the delivery vehicles attempting access.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Jarrold Smith

Email address: *

smith.mark.jarrod@gmail.com

Phone number *

Date of meeting: *

Monday 6 June 2022

Agenda item title: *

More bike lanes are required for a safe CBD.

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Hello,

I'm writing to express my disappointment in the decision to pause the building of new bike lanes in the city.

I commute by bicycle to work, to the footy and generally around the city. I choose to ride my bike, leaving the car at home, because it takes a similar time to travel, saves being stuck in traffic and makes me feel great.

Bike lanes are paramount to ensure the safety of cyclists. All major bike paths eventually lead to the cbd, where cyclists are forced to navigate the throngs along southbank or risk getting doored travelling along a CBD street. There is no safe option when cycling through the CBD. Removing the temporary bike lane on exhibition street will mean, once again, cyclists riding down the bike lane along rathdowne st will be forced to hold their position on the road while cars attempt to overtake using less than the minimum required distance.

Adding bike lanes to the CBD is not a strategy to remove cars from the city, it is simply a measure to allow bike riders to continue their commute without the threat of severe injury or death.

Please reconsider your decision so everyone can commute to the city safely.

Thanks, Jarrod.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Martin Reftel

Email address: *

martin@amorfo.net

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike paths

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne council.

I'm writing to you since I've heard that you might be delaying your decision to build protected bike lanes. I commute to the CBD via bike. Mostly on separated bike paths. Which makes the journey fast and safe.

The final part is in shared traffic. And although the speeds are not great, you are quite vulnerable, exposed and at the mercy of a head check.

Only today I had a near miss when a car turned into a bike lane, only to start indicating after the had commenced the turn.

Separated bike paths are the only safe way.

Thank you.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Robert Dunn

Email address: *

robert.dunn1998@hotmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bicycle Lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

The Melbourne City Council should continue with the bike lane roll out. Bicycle lanes account for just 1% of total road space.

Cycling has a very low carbon footprint

Cycling is a high value activity for health including mental health.

Contrary to recent media reports, cyclist and cycle lanes do not increase congestion. Motor vehicles cause congestion.

Delivery drivers should look at more environmentally friendly alternatives to the large trucks currently in use. In fact small electric vehicles including cargo bikes could be used for some deliveries. There are potentially massive cost savings.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Ms Anthony

Email address: *

sally.anthony@yahoo.co.uk

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Please continue to rollout plans for cycle lanes in Melbourne CBD. Having more infrastructure to encourage people to cycle would be beneficial for the environment and health.

I used to commute by bike in London and think Melbourne is very behind in reliance on cars and less bike infrastructure.

I've noticed some scary looking bike lanes though, eg near NGV.

Thanks

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: * • I have read and acknowledge how Council will use and disclose my personal information.

Name: * Claire Pollock-Hall

Email address: * claire_p8@hotmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * City of Melbourne bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Melbournians have a right to pass safely through the CBD on a bicycle. Thanks to the installation of safe cycling infrastructure, commuters such as myself have enjoyed being entitled to the same luxuries as motorists on our city's busy streets.

Working for a suburban local government myself, I can only imagine the day that our communities have the same right on their streets. I believe the City of Melbourne has pioneered this approach to cycling safety in Victoria and the implementation of such infrastructure is commendable to date. The pause of such works could only be seen as a backward step in Melbourne, and indeed Victoria's efforts toward a more sustainable future.

These bike lanes are a right, and not a privilege. Especially if we want to have any hope in adapting to the already terrifying climate projections. Please consider not only the loudest voices, but additionally those who equally have a right to feel safe and considered while they move about our streets.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Sean Leiper

Email address: *

sean_leiper@hotmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Future Melbourne Committee

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Hello, please prioritise more bike lanes and cycling infrastructure in and around the city. i try to ride most places but if i am forced into areas that share traffic with cars i won't ride there. my wife also doesn't feel comfortable to ride in the city areas so i think with more bike lanes separating traffic she would also ride to more locations. i'm sure i'm not alone in this even though you might not get so many submissions like mine.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

• I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Nicole O'Donnell

Email address: *

nicole.odonnell1@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Date of meeting: 07/06/22 Agenda item title: Agenda 6.9

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality – to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation' (1). By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. As the City of Melbourne's own research (2) shows, "Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride." A recent Melbourne study supports your findings, demonstrating that separated cycling infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

Increase business: Despite all the criticism that has led to this "pause", which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure increases economic activity, spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than ever. Salt Lake City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the extra foot and wheel traffic (5). Further, with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and dog!) is only growing.
Improve safety for all road users: Research indubitably demonstrates that implementing

bike lanes enhances safety for not only people riding bikes but those driving and walking (6). This is because separated bike lanes have a car-traffic calming effect, enabling vehicles to move at safer speeds for everyone.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll (7). If more people rode to work or

university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around (8). These upgrades can be of particular benefit to older people, those living with a disability, low income households and migrant communities.

Reduce emissions: Personal transport is Australia's fastest growing source of emissions (9); and fluctuates between the second and third highest source (behind only energy and land use) (10). Bottom line: our cars are a major contributor to climate change and Melbournians need to be empowered to move in different ways wherever possible. The global climate science is clear: we need to increase active transport to reduce transport emissions. Local research tells us that more separated and dedicated infrastructure is required to move the great number of people from the interested category to actually taking up riding. Australia needs a national strategy to move away from petrol-guzzling cars to bike-riding, walking and zero-emissions public transport and electric vehicles. To pause these bike lanes would put Melbourne on the back-foot, set to become stuck in the past as Australian cities implement innovative and intelligent transport solutions.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options (11), and improved infrastructure allows more Melbournians to experience these benefits .

To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad. A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. I ask that you preserve with your bike strategy to reap all the benefits they will bring – a strategy set in motion well before the pandemic.

References: 1)

<https://www.theguardian.com/lifeandstyle/video/2022/may/17/why-new-bikelanes-dont-cause-traffic-jams-video>

2)

<https://www.melbourne.vic.gov.au/SiteCollectionDocuments/transport-strategy-2030-city-of-melbourne.pdf>

3) <https://www.sciencedirect.com/science/article/pii/S2214140521003200> 4)

<https://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf>

5)

https://drive.google.com/file/d/0B8tOk7_upXv5djhCajg1Z0I3bmhTVTlxWldwRz

[A0YjJWNW9R/view?resourcekey=0-Fr7Mp141yXvXzW6u5NBjqQ](https://drive.google.com/file/d/0B8tOk7_upXv5djhCajg1Z0I3bmhTVTlxWldwRz/A0YjJWNW9R/view?resourcekey=0-Fr7Mp141yXvXzW6u5NBjqQ)

6)

<https://www.sciencedirect.com/science/article/abs/pii/S2214140518301488?via=ihub>

7)

<https://nespurban.edu.au/publications-%20resources/research-reports/CAULRR>

[06_%20%20SubmissionFuelQualityStandardsAct2000_Mar2017.pdf](https://nespurban.edu.au/publications-%20resources/research-reports/CAULRR06_%20%20SubmissionFuelQualityStandardsAct2000_Mar2017.pdf)

8) <https://www.jstor.org/stable/26211762> 9) <https://ageis.climatechange.gov.au/nggi.aspx> 10)

<https://www.climatecouncil.org.au/wp-content/uploads/2017/09/FactSheet-Transport.pdf>

11)

https://www.climatecouncil.org.au/wp-content/uploads/2018/10/CC_MVSA0154-Report-Transport_V6-FA_Low-Res_Single-Pages.pdf

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: Yes No *

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Suzanne Nielsen

Email address: * suzinielsen@yahoo.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Bicycle infrastructure is essential to support increased cycling and therefore reduced traffic congestion in the city. There is clear evidence that increased cycling has followed the expansion of bike infrastructure in Melbourne, and it is essential that the construction of separated cycleways continues. As a women and regular cycling commuter, these bike lanes are essential for building an safe and inclusive cycling culture. Not all cyclists are comfortable to ride in traffic. Numerous studies have demonstrated that cycling infrastructure has positive effects on local business (in contrast to unfounded claims in the media of their negative impact). I commend the city on the infrastructure built to date and encourage that there be no pause on continuing to add bike lanes.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Jaiman Patel

Email address: *

jaiman_patel@hotmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Please keep the bike lanes coming. Active travel is what makes such great attractive cities. You have a responsibility as a world class city to be leaders in achieving the UN sustainable development goals.

Don't fall to the whim of the minority loud and abrasive bullies who want to rip them out.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Bryn Dearman

Email address: * brynsworld@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Melbourne bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am. Keep up the great work on a fully integrated bike lanes in the city. Please don't hit the pause button on this now!

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

• I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Evelyn Portek

Email address: *

evelyn.p@outlook.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda item 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality – to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation'

(1). By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. As the City of Melbourne's own research (2) shows, "Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride." A recent Melbourne study supports your findings, demonstrating that separated cycling infrastructure encourages

the significant portion of Melbournians interested in riding to do so (3). Increase business: Despite all the criticism that has led to this "pause", which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure increases economic

activity, spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than ever. Salt Lake City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the extra foot and wheel traffic (5). Further, with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and dog!) is only growing.

Improve safety for all road users: Research indubitably demonstrates that implementing bike lanes enhances safety for not only people riding bikes but those driving and walking

(6). This is because separated bike lanes have a car-traffic calming effect, enabling vehicles to move at safer speeds for everyone.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll (7). If more people rode to work or university instead of driving,

we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around (8). These upgrades can be of particular benefit to older people, those living with a disability, low income households and migrant communities.

Reduce emissions: Personal transport is Australia's fastest growing source of emissions (9); and fluctuates between the second and third highest source (behind only energy and land use) (10). Bottom line: our cars are a major contributor to climate change and Melbournians need to be empowered to move in different ways wherever possible. The global climate science is clear: we need to increase active transport to reduce transport emissions. Local research tells us that more separated and dedicated infrastructure is required to move the great number of people from the interested category to actually

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Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant:

Bike-riding and walking are the cheapest travel options (11), and improved infrastructure allows more Melbournians to experience these benefits.

To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

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References:

1)

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6)

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7)

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8) <https://www.jstor.org/stable/26211762>

9) <https://ageis.climatechange.gov.au/nggi.aspx>

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https://www.climatecouncil.org.au/wp-content/uploads/2018/10/CC_MVSA0154

-Report-Transport_V6-FA_Low-Res_Single-Pages.pdf

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

• I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Marty Wells

Email address: *

martinmwells@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda item title: Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

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Date of meeting: 07/06/22

Agenda item title: Agenda 6.9

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Sincerely,

Marty, Simone & Benjo Wells

References:

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https://drive.google.com/file/d/0B8tOk7_upXv5djhCajg1Z0I3bmhTVTlxWldwRzAOYjIWNW9R/view?resourcekey=0-Fr7Mp141yXvXzW6u5NBjqQ
<https://www.sciencedirect.com/science/article/abs/pii/S2214140518301488?via%3Dihub>
https://nespurban.edu.au/publications-%20resources/research-reports/CAULRR06_%20%20SubmissionFuelQualityStandardsAct2000_Mar2017.pdf
<https://www.jstor.org/stable/26211762>
<https://ageis.climatechange.gov.au/nggi.aspx>
<https://www.climatecouncil.org.au/wp-content/uploads/2017/09/FactSheet-Transport.pdf>
https://www.climatecouncil.org.au/wp-content/uploads/2018/10/CC_MVSA0154-Report-Transport_V6-FA_Low-Res_Single-Pages.pdf

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * Yes No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Jasper Miles

Email address: *

jasper.b.miles@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Bikes are an important part of Melbourne, now and for the future. Please please please, continue with the plan to build a network of protected bike lanes in Melbourne. These lanes will help to cut emissions, reduce the cost-of-living and make it easier to get around.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Ellie B

Email address: *

ellie.bowtell@hotmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike lanes – Agenda item 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

In 2019, I was hit by a car turning right when I was cycling in the city and ended up in hospital. I had numerous other near misses, and was car doored on Burke St, verbally abused when trying to avoid a parked car and cycled onto the road on Exhibition St and so on. In 2022, I haven't been hit, I haven't been car doored, near misses have dramatically reduced. And it's all because of the new bike lanes on Exhibition St. Seriously – these bike lanes have been life changing. I feel so much safer going to and from work, and will continue to cycle instead of using my car or other transport. Would strongly encourage the continuation of this project, it's made such a difference to many lives, including my own.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

• I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Ej Fisher

Email address: *

emajane.fisher@outlook.com.au

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.2 offleash dog park

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Thank you to the City of Melbourne

Point Park has been waiting a long time for news of an off leash park. I don't live here but visit my mother who does- both of us have dogs.

The people of Docklands have worked hard to create a community for dog owners despite the lack of infrastructure. They would like to meet other dog owners socially, but these hours make this impossible.

The hours from 6pm until 8am are completely unsatisfactory.

Particularly in winter these hours are in the dark. What good is an all night off leash area? There are no lights (that light up the grassed area), no fences, foxes that appear in the dark - how would one control a dog lured by a fox? These hours are also absurd for the dog owners who live on their own - many are female and many are elderly - these hours are unsafe for them. The allocation of these hours lacks foresight and regard to the infrastructure the city of Melbourne has provided, and to user's safety in these spaces.

I implore you to at least provide a few daylight hours in your allocation. The park is not used for sports, it is mostly used by owners of dogs. I know many people with dogs purchased in the area because of the park. Many owners are now working from home or are semi/retired meaning they have time during the day.

We are not asking you for additional funding or to providing lighting infrastructure to provide a safe environment overnight. But please consider changing the time to at least 4pm.

Thank you for your consideration.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Anne Murphy Cruise

Email address: * anne.murphycruise@macquarie.com

Phone number *

Date of meeting: * Monday 6 June 2022

Agenda item title: * Bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I congratulate the Melbourne City Council on the great work it has been doing in building more bike tracks, bike lane and bike networks.

My submission is to please keep up the good work and not go backwards in removing or reducing the bike networks, because of a few loud motoring and business lobbyists.

I appreciate that a compromise may be required to permit deliveries, parking etc, however I request that you not undo the great work achieved to date.

The Bike network is critical for an ever growing percentage of the population who are electing to commute by bike rather than by polluting private vehicles or by overcrowded and costly public transport.

We need massive investment – not delays – in safe bike infrastructure like separated bike lanes. As one of the growing number of workers who commute to the city by bike every day, I beg the Council to maintain its strong stance on supporting and expanding the bike network in Melbourne.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Katie Chuang

Email address: * katie.chuang@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Date of meeting: 07/06/22

Agenda item title: Agenda 6.9

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality – to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving ‘traffic evaporation’ (1). By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. As the City of Melbourne’s own research (2) shows, “Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride.” A recent Melbourne study supports your findings, demonstrating that separated cycling infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

Increase business: Despite all the criticism that has led to this “pause”, which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure increases economic activity, spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than ever. Salt Lake City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the extra foot and wheel traffic (5). Further,

with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and dog!) is only growing.

Improve safety for all road users: Research indubitably demonstrates that implementing bike lanes enhances safety for not only people riding bikes but those driving and walking (6). This is because separated bike lanes have a car-traffic calming effect, enabling vehicles to move at safer speeds for everyone.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll (7). If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around (8). These upgrades can be of particular benefit to older people, those living with a disability, low income households and migrant communities.

Reduce emissions: Personal transport is Australia's fastest growing source of emissions (9); and fluctuates between the second and third highest source (behind only energy and land use) (10). Bottom line: our cars are a major contributor to climate change and Melbournians need to be empowered to move in different ways wherever possible. The global climate science is clear: we need to increase active transport to reduce transport emissions. Local research tells us that more separated and dedicated infrastructure is required to move the great number of people from the interested category to actually taking up riding. Australia needs a national strategy to move away from petrol-guzzling cars to bike-riding, walking and zero-emissions public transport and electric vehicles. To pause these bike lanes would put Melbourne on the back-foot, set to become stuck in the past as Australian cities implement innovative and intelligent transport solutions.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options (11), and improved infrastructure allows more Melbournians to experience these benefits .

To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. I ask that you preserve with your bike strategy to reap all the benefits they will bring – a strategy set in motion well before the pandemic.

Alternatively you may attach your written submission by uploading your file here:



[lettercommunity_dearmelbournecitycouncillors.pdf](#)

40.24 KB · PDF

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Glenn Driscoll

Email address: * glenn@rbsmelb.com.au

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.2

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

ITEM 6.2
Proposed MO
Page 6 of 11

Definition – 'Timed access'

My question is in regard to the proposed 'timed access' for off leash nominated, specifically for Point Park.

Q. Can these times be extended to the hours of 4pm to 9am?

Daylight:-

This would allow for more daylight hours during the months before and after the Winter Solice in June. The hours of 6pm to 8am are very restricted times when sun rises around 7.40am and sets at 5.40pm in June.

Safety in poorly lit parklands:-

Many owners are concerned for their dog/s and their own personal safety in the dimly lit parks of a night or in park areas without any artificial lighting.

To assure everybody has the same enjoyment to run their dog off leash in areas where they are visible to others in the community and from surrounding apartment buildings improves community safety. It also gives owners peace of mind.

The other advantage for having more daylight hours means the off leash dogs can be watched at all times, supervised and controlled by their masters.

I believe this is a reasonable suggestion and a logical request that would have very little to no adverse impact on anybody or the Council to control.

Thankyou for your consideration and the opportunity to comment.

Please indicate whether you would No
like to verbally address the Future

Melbourne in support of your
submission: *

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Cass Kern

Email address: * casshk@outlook.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Council,

I am writing to express my concern about the proposed pause of bicycle lane rollout in Melbourne.

More than ever in these COVID-normal times do we need to be encouraging people to cycle into and around Melbourne.

Crowded public transport with nose to armpit passengers is no longer safe or appealing, but our ever growing city does not have the capacity for everyone who enters to drive around it in their cars.

With petrol prices soaring and car use a contributor to climate catastrophe, our city needs to be investing in diversity of transport options, especially those which come without high carbon cost.

In Denmark during the 1970s gas crisis, the opportunity was harnessed to decrease use of cars, encouraging bicycle use and investment in cycling infrastructure was made. Copenhagen's council also faced criticism for these changes but their courage and perseverance has paid off with creation of one of the most bike friendly cities in the world.

I am both an emergency nurse and a shift worker. And public transport frequently can't offer me a way to get to work on time, while cycling is always accompanied by the thought and possibility of injury (of which I am acutely aware in my line of work) or death.

And yet I do it. I ride to work because I believe that the more cyclists there are, the safer we become. Cycling lanes increase bike visibility, they give us the 'permission' to be road users, and they make everyone safer.

Although I fear injury and death, I don't believe that drivers get in their cars with the intention of injuring or killing me. And yet I know all too well that the reality is when I share a lane with a car, there is this risk. Cycling in a bike lane makes everyone safer.

As a woman, public transport particularly late at night or early in the morning comes with additional fears and additional risks. And cycling gives me an alternative way to get to and from

my hospital shifts. But I do feel vulnerable when I am the only cyclist around and cars late at night may not be expecting me on the road. Having a bike lane reminds cars of my possible presence.

Although I encourage many of my friends and colleagues to ride too, so often when I try to help them plot a route that is safe, bike lanes end randomly or don't exist.

Bike lanes bring people. On my bike I will go where the bike lanes are. When I ride from my home in Coburg to into the city I see shops and restaurants and I stop to investigate them. In my car I will give the city as wide a berth as I can for the frightening traffic, the eye watering parking fees and the painful congestion. I want to visit and enjoy Melbourne CBD but I certainly wouldn't drive there.

I believe that all areas of our city should have bike access, but I also recognise that many people live further out of the CBD than it is practical for them to ride. This is why transport diversity is important. Those of us getting on at inner city train stations may not need to contribute to public transport congestion if we can cycle in a similar amount of time.

By cycling we get the individual health benefits, as well as the community health benefits that come from a reduced carbon footprint, reduced noise and reduced congestion.

We have a wonderful city, and I believe expanding bicycle infrastructure would make it even greater. I hope that council will show courage and plan for a future where bikes are welcomed and cyclists are safe to share the roads in our city.

I strongly encourage you to continue with the expansion of bicycle lanes and infrastructure in our city planning for a Melbourne which is safe and welcoming for all.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Michelle Tyrrell

Email address: *

msmichelletyrell@yahoo.com.au

Phone number *

Date of meeting: *

Monday 6 June 2022

Agenda item title: *

Keep installing bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Hi, I'm Michelle. I live in the city of Melbourne on Collins Street. I am a cyclist and take a mix of public transport and I ride. I love the new bike paths, they make me feel safer and in the busy CBD I often feel I have to battle it out with the giant SUVs and ute drivers that are frequently in the city. As we try to address climate targets as a nation I see cycling as a positive and proactive way to get people to be active, fit, enjoy the community and cut down on using their car. This will only happen if the City of Melbourne is proactive in helping create diverse cycling paths for all ages and abilities to use and cutting down on automotive traffic. I truly hope you continue to invest in these bicycle paths for the whole community.

Regards, Michelle Tyrrell

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Chris Moore

Email address: *

christophermoore@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I write regarding the proposal to slow or stall the construction of a safe, protected bicycle lane network in Melbourne CBD.

This proposal is misguided. Cities around the world are making it safer for people to ride bicycles, because of the huge benefits that bike riding offers:

- reduced climate-change impact
- less particulate pollution
- healthier population

Study after study has demonstrated that the economic impact of bike lanes is positive – they bring more people to local businesses than cars do, and people are more likely to stop and linger in the city when they're travelling by bike.

There are elements of the media that love to create controversy around bike lanes, but they don't care about Melbourne, they just care about clicks on their websites. Please stand strong against their bullying.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: * • I have read and acknowledge how Council will use and disclose my personal information.

Name: * Tim Anstey

Email address: * com@ta.zu.is

Phone number *

Date of meeting: * Monday 7 June 2021

Agenda item title: * Accelerated delivery of Council's Cycle Infrastructure Program

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I saw in the newspaper recently that council has taken the view to delay further investment in the cycle infrastructure program. I would encourage not doing this. The investment in cycling infrastructure in the City of Melbourne has been one of the most encouraging things council has done over the last couple of years.

Transport through the city, both as a cyclist and a motorist, is considerably safer now and actively encourages me to visit the city more often. My CBD based office still hasn't re-opened post COVID but I now visit socially outside of business days more than I did pre-COVID.

Safe cycling infrastructure that connects the Capital City Trail through the CBD and down to Birrung Marr / Yarra River trails via Exhibition Street has entirely changed where me and my friends consider visiting for brunch/lunch/dinner as it is now viable to get into the CBD safely from all of Stonnington/Moreland/Yarra. A similar story exists along Williams Street connecting Carlton/Brunswick down to Southbank.

Cycling will never be as popular in this city as it is in other cities around the world until people generally feel safe doing so. The separated bike lanes, and uninterrupted connection to other cycle infrastructure, have been a great step towards this.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

April Erskine

Email address: *

April.erskine@outlook.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Melbourne bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

It would be a regrettable act by the council to stop the development of Melbourne bike lanes. In a time when many people have rethought about their everyday priorities, particularly being mindful of personal health and wellbeing, are imploring govt's to act on climate change now and the state shows that bike ridership has increased substantially to go in reverse would be detrimental to city residents and visitors.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Denise Whimpey

Email address: *

Denise_Whimpey@hotmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

As a commuting cyclist who cycles into the City of Melbourne, I'm devastated to hear that the separated bike lanes will be ceased. The City of Melbourne has pledged to encourage active transport and enhance safety for cyclists– this will set those aims back and leave cyclists vulnerable to danger. I'm amazed that the needs of commuting cyclists who work and study in the City Of Melbourne (including delivery workers) are being ignored in favour of truck drivers, who are already well protected in their vehicles.

Please reverse this decision and head the pleas of the many people who cycle in our great city– safe cycling infrastructure contributes to a vibrant and busy city. And guess what? Cyclists are also consumers– as well as commuting to work, and cycling as part of our work, we buy stuff and help keep the City of Melbourne alive.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Brendan Dowling

Email address: *

afdandbfd@bigpond.com

Phone number *

Date of meeting: *

Monday 6 June 2022

Agenda item title: *

Don't delay or pause the construction of bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Please continue with your bicycle lane infrastructure projects, the bike lanes need to continue, hold your nerve and don't be overwhelmed by big business, my grandchildren and your own grandchildren will thank you for it!!

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Melissa Hartmann

Email address: *

melissa.hartmann@outlook.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Our family of four, with two toddlers, has lived in the City of Melbourne for 8 years. 2 years ago we decided to sell the car and convert our bikes to e-bikes. We are now fitter and spend more time in the fresh air that ever before. We've also dramatically reduced our households carbon emissions. These changes have been made possible, and sustainable, by the new safe bike lanes throughout the COM and beyond. These are what allow us to feel safe carrying our children in our bike trailer throughout Melbourne. Thank you for the additional bike lanes you have added. We would love to see you add more bike lanes so that more people and families can experience the extraordinary benefits we have, all from jumping on the 'pushy.'

Kind regards,

Melissa Hartmann

City of Melbourne Resident, Worker and Parent

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

John Pollock

Email address: *

johnp13@bigpond.net.au

Phone number *

Date of meeting: *

Wednesday 8 June 2022

Agenda item title: *

City of Melbourne Review of Dogs in Open Space Project

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

While writing this submission to support the long awaited creation of a dog park at Port Park Docklands, I am disturbed to read the proposed operating times are 6PM to 8AM. With 85% of dog owners along Yarras Edge being well into retirement age, I doubt the majority would be out of bed by 8am and tucked away a home by 6pm. During the daylight savings period may suit some however during the winter months the letting off the leash during winter months is almost pointless plus I expect mission impossible when it comes to locating any dog droppings. With bulk of dogs along Yarras Edge being small breeds I hope commonsense prevails and while I'd prefer no time restrictions, I recommend the operating times be reviewed, both in the morning and afternoon. PS no one visits the park during the night other than my dog therefore I'd be happy to ban dogs between 9pm to 6am. Thanks in advance and again please look at the needs of the hundred plus dogs owners at Yarras Edge.
Cheers, John Pollock

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Nigel Dalton

Email address: * nxdalton@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

If future generations of Melbournites had a seat, or a vote at this table, it would be for the urgent EXPANSION of cycling networks in the city – not some half-hearted pause.

Alas, they don't get a vote at all – so the agenda for health, transportation, and productivity and vibrancy of Melbourne is monopolised by the people from the past, who will be dead and gone when the cost of 2022's short-sightedness around cycling infrastructure is borne.

Climate change, mental health, the liveability of our city are all items that will be looked back upon as no-brainers for investment THAT WERE IGNORED. The research from overseas that correlates cycling infrastructure with economic success is being ignored in the face of radical lobby groups – not dissimilar to the public transport deniers.

This generation needs to make a stand for their descendants, and stop living in the 20th century.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Sean Hutchinson

Email address: * coolsean6@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

To whom it may concern,

Recently I have made use of the fantastic new bicycle infrastructure in the city of Melbourne and we must continue to roll out new bicycle infrastructure, as planned, to continue our push towards a cleaner, more livable Melbourne.

One of the biggest reasons why people shy away from regularly commuting by bicycle is safety, myself included, and the difference between having a dedicated bike lane separated from vehicles compared to riding on the road with cars is night and day.

We need to aim to be a city where people of any age, children included, can feel safe to commute to and within the city without the fear of being struck by a vehicle. With this will come all the fantastic advantages of a bicycle-centric major city similar to what's possible in places such as the Netherlands.

Cleaner air, quiet streets, less cost to upkeep roads due to less vehicle traffic, less stress for both drivers (less traffic congestion), and less stress for bicyclists (not getting cleaned up by a car or truck), plus generally improving people's mental and physical health. Nobody looks forward to driving in traffic; plenty of people look forward to riding their bike / electric scooter to work, particularly when they don't have to deal with cars and trucks, it's honestly such a joy which I have not experienced before in Melbourne until I lived locally and got to experience it for myself. Personally I love cars, I own two classic sports cars, and two motorcycles, but I would always take the electric scooter to work in Melbourne, guaranteed. It was far more enjoyable once the proper infrastructure was in place.

I hope you please take this opportunity to be bold and push forward with expanding our bicycle infrastructure as it future-proofs our city for the upcoming low-carbon economy and expanding population. Cars do not scale well; bicycles and small electric vehicles fair much better. Unless you get Elon Musk involved digging tunnels, but I still think bicycles and micro electric mobility is far cheaper and works very, very well.

Regards,
Sean

Please indicate whether you would like to verbally address the Future No

Melbourne in support of your
submission: *

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Nicklaus Mahony

Email address: * nicklaus.mahony@hotmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Subject: Bike lanes are great

Dear Councillors,

The rollout of the bike lanes is fantastic. Please don't stop. And please definitely don't turn back. You're on to a good thing. I was a big beneficiary of your investment in safe streets. It's always so nice to ride a couple of blocks in protect lanes not having to think about the many ways traffic could kill me. The Rathdowne pop up is fab. The permanent treatment of William St, even better.

Sadly, I've relocated to Brisbane for 12 months. The infrastructure here is terrible, and frankly embarrassing for the Bris city council. Be proud of what you've achieved as a city and keep pushing things further. Can't wait to roll into the Hoddle grid on two sustainable, local business supporting wheels in the near future. Hoping I come back to an even better bike network.

Fingers crossed we avoid 3 degrees of warming. Bikes are a big part of not risking complete climate crisis.

P.S. Please make the city speed limit max 30km/h, the WHO thinks it's cool and so do I. (The 20km/h little streets are ace, well done).

Thanks for your time.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: * Noel Dyson

Email address: * noel.dyson6@bigpond.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Bicycle Traffic Lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Please leave the Bicycle Traffic Lanes without alteration in Arden St. as I can be seen by overtaking Vehicles while riding in them.

Please remove ALL Footpath Extensions and Kerbing between The Footpath Proper and Parked/Overtaking. As there are unresolved LEGAL ISSUES as to who has 'Right of Way' in a collision with a pedestrian stepping to the Footpath Extension or a Child alighting from a Vehicle and bolting to the Footpath Proper in front of a Bicycle Rider. In these same Footpath Extensions / so called Protected Bicycle Lanes, I am invisible to the overtaking Vehicles until I am under the front wheels at the Exit Point. They do not protect me and I have NOT and WILL NOT ride a bicycle in them.

The Attached Picture of Bicycle Traffic Lanes in Clarendon St. Melbourne East, is the cheapest, Best and of the only design of Protected Bicycle Traffic Lane We need as Bicycle Riders. This is because this design allows the sharing of the Road with All Vehicles.

Regards

Noel Dyson

Alternatively you may attach your written submission by uploading your file here:



[clarendon_street_melb_east_bike_lanes_.jpg](#)
12.48 KB · JPG

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

lara MacFarlane

Email address: *

larissalice@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

bicycle infrastructure

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

please don't stop the rollout of the bicycle lanes. We need this infrastructure so much. It will support people to choose healthy and sustainable transport. And current cyclists need safe passage. it can be terrifying to ride in our city. I dont blame people for being too scared. But need them to for the future of our city and our planet. We need safe ways to ride. we need separated lanes from cars. remember that every bicycle is one less car on the road. We need bicycles to keep the city open.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Julia Cirillo

Email address: *

julia.vanderoord@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Please don't delay the network of bike lanes. More people are driving into work as they do not want to get on trams due to COVID infection fears so a bike to commute is a safe, viable, healthy as well as sustainable option. However, research shows that without safe access, many people won't take up or continue bike riding to commute or for pleasure. Please continue to build safe accessible bike lanes in our city and put bike riders at the top of priorities. Thank you

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Leonti Bielski

Email address: *

leonti.bielski@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

According to the update of the transport strategy there is a recommendation to be defer the delivery of the protected bike lanes within the Hoddle Grid.

The City of Melbourne has been doing an outstanding job delivering new bike lanes and improving existing ones in the CBD where they are the most needed.

According to the update bike volumes on protected lines (Peel, Swanston and Queens Bridge Street) are at some cases at more than 150% of pre-pandemic levels, while bike volumes overall are at 70% which cleraly indicates how important protected bike lanes are for the riders.

Personally, I would travel to CBD more often if it had a better coverage of protected bike lanes as the existing unprotected lanes are not sufficiently safe.

It is important to continue the rollout of protected bike lanes in order to change people's behavior. Stopping now would stop wider adoption of bicycles and e-scooter as a mode of transport in CBD.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Patrick Casey

Email address: *

patrickpierrecasey@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda Item 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

I am writing to you as a concerned resident regarding the potential halting of the cycling infrastructure in the city. Having lived in London for a number of years, commuting to work I saw first hand the damage unprotected bike lanes can have on cyclists. The local government rolled out 'Cycle Superhighways' and made it a far more pleasant experience navigating one of the busiest cities in the world. That can be our city too.

Continuing Melbournes rollout would not only benefit the individual cyclist, it would improve; the local air quality, traffic flow and health outcomes.

Yours sincerely,

Patrick Casey

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

• I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Stephen Thomas

Email address: *

stretcher77@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9 City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Just three weeks after a cyclist was killed on a city street which doesn't have protected lanes, now is not the time to stop the rollout.

The lanes provide important safety for not just commuters but also delivery riders late at night where there are many drug and alcohol affected drivers on the road.

We need to complete network so we gain the full benefits of the increase in people cycling to the city.

On my route I can see the damage vehicles have caused to concrete protectors and I'm grateful that it wasn't cyclists who were hit in those collisions.

Thanks for your time.

Regards,
Steve Thomas

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Ayda Hornak

Email address: *

ayda.hornak@outlook.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Point park off leash park

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Having an off leash designated time of 6pm to 8 am is not suitable for the residents of Yarras Edge.

Most of us take our dogs out before dinner and before dark as the lighting at point park is insufficient.

I this mon to Fri it should be off leash from 3.30pm to 10am. And all day on weekends.

It's important to note that dogs owners are approx 90% of users of the park. So who are we catering for?

Hope we can be reasonable and logical when making the call on this.

Thank you

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Andrew Napier

Email address: *

andrew.napier88@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Protected Bike Lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Recently, some groups have tried to get in the way of the progress Melbourne City Council has made on building and upgrading bike lanes throughout the suburbs. These projects must continue, as reducing emissions is paramount and one way of doing that is to promote easy and safe bike riding. I live in Brunswick East and the commute to the city must be as safe and streamlined as possible to encourage others to do the same.

Please don't let the loud voices of a few motoring and business lobbyists get in the way of real progress on making our streets cleaner and safer.

Thanks
Andrew

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

• I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Nicole McManus

Email address: *

nikkimac@iinet.net.au

Phone number *

Date of meeting: *

Monday 6 June 2022

Agenda item title: *

Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Date of meeting: 07/06/22 Agenda item title: Agenda 6.9

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality – to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation' (1). By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. As the City of Melbourne's own research (2) shows, "Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride." A recent Melbourne study supports your findings, demonstrating that separated cycling infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

Increase business: Despite all the criticism that has led to this "pause", which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure increases economic activity, spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than ever. Salt Lake City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the extra foot and wheel traffic (5). Further, with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and dog!) is only growing.

Improve safety for all road users: Research indubitably demonstrates that implementing bike lanes enhances safety for not only people riding bikes but those driving and walking (6). This is because separated bike lanes have a car-traffic calming effect, enabling vehicles to move at safer speeds for everyone.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in

Australia – larger than the national road toll (7). If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution. Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around (8). These upgrades can be of particular benefit to older people, those living with a disability, low income households and migrant communities.

Reduce emissions: Personal transport is Australia's fastest growing source of emissions (9); and fluctuates between the second and third highest source (behind only energy and land use) (10). Bottom line: our cars are a major contributor to climate change and Melbournians need to be empowered to move in different ways wherever possible. The global climate science is clear: we need to increase active transport to reduce transport emissions. Local research tells us that more separated and dedicated infrastructure is required to move the great number of people from the interested category to actually taking up riding. Australia needs a national strategy to move away from petrol-guzzling cars to bike-riding, walking and zero-emissions public transport and electric vehicles. To pause these bike lanes would put Melbourne on the back-foot, set to become stuck in the past as Australian cities implement innovative and intelligent transport solutions.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options (11), and improved infrastructure allows more Melbournians to experience these benefits .

To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. I ask that you preserve with your bike strategy to reap all the benefits they will bring – a strategy set in motion well before the pandemic.

References: 1)

<https://www.theguardian.com/lifeandstyle/video/2022/may/17/why-new-bike-lanes-dont-cause-traffic-jams-video>

2)

-2030-city-of-melbourne.pdf

3) <https://www.sciencedirect.com/science/article/pii/S2214140521003200> 4)

<https://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf>

5)

6)

%3Dihub

7)

06_%20SubmissionFuelQualityStandardsAct2000_Mar2017.pdf

8) <https://www.jstor.org/stable/26211762>

9) <https://ageis.climatechange.gov.au/nggi.aspx>

10)

<https://www.climatecouncil.org.au/wp-content/uploads/2017/09/FactSheet-Transport.pdf>

11)

<https://www.melbourne.vic.gov.au/SiteCollectionDocuments/transport-strategy>

https://drive.google.com/file/d/0B8tOk7_upXv5djhCajg1Z0I3bmhTVTIxWldwRzA0YjJWNW9R/view?resourcekey=0-Fr7Mp141yXvXzW6u5NBjqQ

<https://www.sciencedirect.com/science/article/abs/pii/S2214140518301488?via>

<https://nespurban.edu.au/publications-%20resources/research-reports/CAULRR>

https://www.climatecouncil.org.au/wp-content/uploads/2018/10/CC_MVSA0154-Report-Transport_V6-FA_Low-Res_Single-Pages.pdf

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: Yes No *

Privacy acknowledgement: *

• I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Sarah Werkmeister

Email address: *

bettersinceforever@hotmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Please keep improving the bike lanes for the safety of all commuters. The improvements so far have made me feel much safer as a cyclist, car driver and pedestrian, with clearly makes lanes. I am however disappointed that the company contracted to undertake the work leaves behind particulate matter when building these bike lanes ie. Microplastics that go into the drains, and that the city of Melbourne don't have signage to indicate if tar is still wet. I really would love more bike lanes, particularly on Spring and Bourke, Flinders St, Grattan St and Arden St.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Damien Schroder

Email address: *

damien.schroder@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Covered Bike Lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Per unit space, bicycles are significantly more efficient than cars. Up to 10 bikes can fit in the space of one car, so even if the average 5-seater car is full, bikes double the space efficiency of our transport infrastructure. In the city, cars are a slow, inefficient, congesting, loud, and dangerous hazard to pedestrians and cyclists alike. Scaling back the planned bike lanes will just make this problem worse, as it gives cars a greater lease over the road making it increasingly unsafe. Furthermore, a significant portion of people are not particularly good at driving, and pose a serious threat to others around them through inexperience, lack of confidence, overconfidence, or general stupidity. Giving such people 1 ton metal boxes that outweigh cyclists who will use the roads regardless and outweigh us 50 to 1 will only lead to increased incidents between bikes and cars, as well as increase the load on an already buckling state hospital system. Finally, parking cars in the city is an incredibly inefficient means of space management, as the parking space for one car can hold up to 20 bicycles, and increase of minimum four times. This would increase the efficiency of the existing infrastructure by incentivizing public transport use or bicycle use, and subsequently make the roads safer, more efficient, and more pleasant for everyone (especially residents of the city centre who are sick of cars beeping their horns at one another at 11pm every night)

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Katherine Firth

Email address: *

firthk@unimelb.edu.au

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9 Implementation Update (transport)

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I cycle to work every day (Fitzroy to Parkville) but do not travel to the CBD yet as I don't feel safe enough in the Hoddle grid.

It would really help when popping into the dentist, or going to the cathedral on a Sunday morning.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

André Pudebat

Email address: *

andrepudebat@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

All European and others cities around the world are limiting the amount of travel made by car and have invested heavily in bike infrastructure to make healthy transport safer. It's imperative for the "most liveable city in the world" to become a leader in this space. Worth looking at what Sadiq Khan is doing in London

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: * • I have read and acknowledge how Council will use and disclose my personal information.

Name: * Andrew Nguyen

Email address: * mrandosama@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

I'm writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation.' By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll. If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around. These upgrades can dramatically impact older people, those living with a disability, low income households and migrant communities.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options, and improved infrastructure allows more Melbournians to experience these benefits.

To conclude, I was alarmed to see Melbourne City Council considering pausing the roll out of

critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my gratitude for the bike lanes that have been rolled out to date (and accelerated during COVID-19). I sincerely hope that you persevere with your bike strategy, which was outlined well before the pandemic.

Yours sincerely,

Andrew

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: * • I have read and acknowledge how Council will use and disclose my personal information.

Name: * Michael Oxer

Email address: * michael@oxer.com.au

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Reduction roll out of bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Submission to Melbourne City Council
Re threat to bicycle lanes installed in the CBD.

The writer is an 85 year old male bicycle rider, resides in Fitzroy North, uses an e-bike as daily transport and for longer journeys e.g. visiting rail trails.

Since February 2019 has ridden more than 6400 kms across large areas of metro Melbourne including through the CBD for E-W and N-S trips. Protected bike lanes plus the addition of (too few) intersection treatments such as 'head start' traffic light management, have revolutionised safer, faster and more inviting bicycle travel in Melbourne.

For the writer the use of a bicycle has essential and fundamental health benefits, including recuperation from heart surgery, and for general fitness, which reduces demand on the Victorian health system.

The writer was a co-founder of Bicycle Victoria (as vice president then president), co-founder of Rail Trails Australia (as president), and at various times a member of local, State and Federal government advisory boards and councils on behalf of bicycling, in these volunteer roles making a contribution to the development of a greater acceptance for the use of bicycles as a significant component of our transport system.

As a comparison with conditions facing any person who ventured onto city streets, suburban and country roads in the 1970's, the citizens of Victoria now have a significant equity in liberty to travel using bicycle technology. Citizens in Victoria are joining the ranks of millions of others in many countries now provided by governing authorities a place in the urban transport mix, and thanks to the expanding relevant infrastructure helping to calm urban places, increase vehicle road capacity (reducing congestion), building into every day lives a health benefit missing from those in a car bound environment.

Any stepping back from maintaining and upgrading the many more recent on-road allocations of road space would be retrograde and running contrary to what is happening internationally. These developments have also generated a remarkable advance in bicycle and small wheeled mobility systems, not least for load carrying and cargo delivery purposes. That advance is not standing still nor will it retreat.

E-bike technology will bring greater benefits to cities than the replacement of liquid fuel vehicles with e-cars.

This writer urges Councillors to stand fast on the pro bicycle infrastructure developments and programs now in place, and continue to provide equitable space and access for citizens who choose to travel by bicycle or a related mode.

Respectfully submitted.

Michael Oxe
14/63 Holden Street
Fitzroy North 3068

michael@oxer.com.au

(Volunteer community member: City of Yarra Active Transport Advisory Committee)

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Kim Shearman

Email address: *

kimshearman@iprimus.com.au

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike Lane Network

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I am writing to urge Council to continue with the installation of bike lanes in the CBD. As a regular bike commuter into the city, I have to carefully choose my route to safely arrive at work. Unfortunately my daughter who works as a bike courier doesn't have the same luxury as she has to ride where the jobs take her. She has been hit twice by cars in the city with one of those times involving a trip to hospital in an ambulance. So far I think she's been relatively lucky, but without a clear, comprehensive and linked network of bike lanes throughout the city, I feel it's only a matter of time before she's seriously injured. Council should be supporting cycling workers and commuters in the city as part of their response to the climate emergency.

Thank you

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Robert Muir

Email address: *

robtheaus@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I would like to make the submission that the Melbourne City council should continue to push forward with their rollout of the bike lane infrastructure. While I think the initial rollout has been a great addition to the city and is something I use weekly, there is still need for significant progress which can only happen if the program is continued to be rolled out at its planned schedule and is not delayed.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Martin Ince

Email address: * martin.ince@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I would like to submit my views on the installation of protected bike lanes within the Melbourne CBD (refer agenda item 6.9 relates).

As a regular commuter by bicycle to the CBD these bike lanes are critical infrastructure needed for so many reasons but in particular they are needed to attract people back to the city, keep cars away from the city, make it safe for cyclists, provide transport options for low socio economic groups that struggle to even afford public transport, they drive Melbourne towards a greener future and they provide a wonderful way for Tourists visiting Melbourne to move around our city (like other great cities of the world). There are many other reasons I can think of also. I have been shocked and dismayed to learn about the proposal to defer the further role out of bike lanes in the CBD (as per Agenda item 22.6). In my opinion it is critical that we proceed without pausing the rollout of additional protected bike lane infrastructure (for the reasons mentioned above).

In particular, additional protected infrastructure is badly needed running in an east / west orientation. Possible locations include Flinders St/Lne, Collins St/Ltl, Bourke St/Ltl, Lonsdale St/Ltl. Bike lanes in some of these Streets would work to supplement existing arrangements already in place in Latrobe st.

So my ask is to say no to agenda item 22.6, we can't afford to even pause the rollout of this important infrastructure within the CBD, we need these bike lanes.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

• I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Sean Morice

Email address: *

seamorice@hotmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike Lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Date of meeting: 07/06/22

Agenda item title: Agenda 6.9

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes. It's a good plan, keep your nerve.

We have to reduce our reliance on cars in our car-centric culture and there will be so many benefits to building better bike infrastructure to begin with: health, reduced road congestion and making much more pleasant spaces for humans.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality – to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation' (1). By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. As the City of Melbourne's own research (2) shows, "Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride." A recent Melbourne study supports your findings, demonstrating that separated cycling infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

Increase business: Despite all the criticism that has led to this "pause", which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure increases economic activity, spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than ever. Salt Lake City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the extra foot and wheel traffic (5). Further, with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and dog!) is only growing.

Improve safety for all road users: Research indubitably demonstrates that implementing bike lanes enhances safety for not only people riding bikes but those driving and walking (6). This is because separated bike lanes have a car-traffic calming effect, enabling vehicles to move at safer speeds for everyone.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll (7). If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around (8). These upgrades can be of particular benefit to older people, those living with a disability, low income households and migrant communities.

Reduce emissions: Personal transport is Australia's fastest growing source of emissions (9); and fluctuates between the second and third highest source (behind only energy and land use) (10). Bottom line: our cars are a major contributor to climate change and Melbournians need to be empowered to move in different ways wherever possible. The global climate science is clear: we need to increase active transport to reduce transport emissions. Local research tells us that more separated and dedicated infrastructure is required to move the great number of people from the interested category to actually taking up riding. Australia needs a national strategy to move away from petrol-guzzling cars to bike-riding, walking and zero-emissions public transport and electric vehicles. To pause these bike lanes would put Melbourne on the back-foot, set to become stuck in the past as Australian cities implement innovative and intelligent transport solutions.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options (11), and improved infrastructure allows more Melbournians to experience these benefits .

To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. I ask that you preserve with your bike strategy to reap all the benefits they will bring – a strategy set in motion well before the pandemic.

References:

1)

<https://www.theguardian.com/lifeandstyle/video/2022/may/17/why-new-bikelanes-dont-cause-traffic-jams-video>

2)

<https://www.melbourne.vic.gov.au/SiteCollectionDocuments/transport-strategy-2030-city-of-melbourne.pdf>

3) <https://www.sciencedirect.com/science/article/pii/S2214140521003200>

4)

<https://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf>

5)

https://drive.google.com/file/d/0B8tOk7_upXv5djhCajg1Z0I3bmhTVTlxWldwRzA0YjJWNW9R/view?resourcekey=0-Fr7Mp141yXvXzW6u5NBjqQ

6)

<https://www.sciencedirect.com/science/article/abs/pii/S2214140518301488?via%3Dihub>

7)

https://nespurban.edu.au/publications-%20resources/research-reports/CAULRR06_%20%20SubmissionFuelQualityStandardsAct2000_Mar2017.pdf

8) <https://www.jstor.org/stable/26211762>

9) <https://ageis.climatechange.gov.au/nggi.aspx>

10)

<https://www.climatecouncil.org.au/wp-content/uploads/2017/09/FactSheet-Tra-nsport.pdf>

11)

https://www.climatecouncil.org.au/wp-content/uploads/2018/10/CC_MVSA0154-Report-Transport_V6-FA_Low-Res_Single-Pages.pdf

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: Yes No *

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Janet hall

Email address: *

janetonthewing@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

pop Up Bike Lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I was very elated to have a forward looking council creating a network (a network!) of bike lanes in Melbourne. Bike lanes would be normalised, everyone would get used to them, and use them. The city would be quieter at street level, we'd be fitter making our trips to and through the city by bicycle, and we'd be a lot safer.

I wonder what is making the council back off. It is disappointing and under the influence of this news, central Melbourne starts to feel less like home, less like ours. Bikes CAN mix more successfully with foot traffic than motor vehicles and the sooner we get to work on making it an amicable sharing of the city, the better our air quality, noise levels, retail business, fitness and even our tourism will be.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Joshua McAlpine

Email address: *

mcalpinator3@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality – to name just a few benefits of bike lanes.

I have an infant daughter. Will the City of Melbourne be a safe place for her to ride her bike around in 2030? Or will they remain as dangerous as they are today? To me, this is what's at stake if the bike lane rollout is paused. If anything, the rollout needs more funding and greater ambition.

Melbourne calls itself liveable. If a child can't even bike safely around the city, what kind of liveability is that?

Thank you.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

William Hennessy

Email address: *

email@williamhennessy.com.au

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike lanes in Melbourne CBD

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I write to express my concern about the likelihood of the Bike lane plan being suspended. There has to be a better way than this. This suspension will automatically mean that we will have fewer cyclists on the road which will inevitably result in a sum total lose-lose situation.

We need way more cyclists on the road for all the most obvious reasons of cleaner air, less congestion and fitter people – therefore increase in public health therefore decrease in public expenditure on heath. Therefore win-win.

Melbourne City Council has shown courageous leadership in this area. Please do not retreat now.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Jen Davis

Email address: *

ozjdavis@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I travel by ebike through the CBD quite regularly. I love the bike lanes and would definitely like to see more. Please do not pause the rollout of bike lanes – they are a great asset to our city. My husband (also a cyclist) and I are both over 70, and our cycling is already saving society money in terms of good health (specifically husband's knee health, with symptoms managed very well on an ebike) and low carbon emissions.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Peter Bodeit

Email address: *

pbodeit@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

7.1

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I understand this submission will propose to halt bike lane infrastructure in the CBD area (Hoddle Grid). This motion should be rejected in the interests of Melbourne's future attractiveness, safety, and world leading city scape. As our rolling vehicle stock moves to predominately electric powered motion, those vehicle become a lot quieter, and grade separate between road users must be put in place in the CBD. I am a daily city commuting cyclist since 2006, from Mount Waverley, and it has been great to see the continual investment by all councils into cycling/walk path infrastructure. Melb City council must also play it part in this enhancement strategy, to provide a door to door ability to commute safely. I strongly feel that Melbourne should adopt the approach of other key cycle cities in the world (London, Munich, Warsaw, I have experienced first hand), and lock all passenger vehicle traffic from the "old streets". Delivery vehicles should then be limited to off-peak periods only. Exceptions for emergency, and law enforcement vehicles, etc are clearly OK. I look forward to hearing of a solid strategic pro-cycling position being agreed as the outcome from this council meeting. Regards, Peter B

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Cameron McKenzie

Email address: * cam.mckenzie00@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Agenda 6.9 – Melbourne CBD bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I'm writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

As someone who commutes to work in the city via existing bike lanes and unprotected roads, I would strongly prefer the continued planned bike lane rollout. Improved bike infrastructure to encourage bike transport around the city will both increase local patronage to businesses and reduce car traffic with the CBD. The latter point is of particular importance to ensure deliveries and couriers of CBD are able to operate quickly and efficiently.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation.' By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll. If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around. These upgrades can dramatically impact older people, those living with a disability, low income households and migrant communities.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding

and walking are the cheapest travel options, and improved infrastructure allows more Melbournians to experience these benefits.

To conclude, I was alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my gratitude for the bike lanes that have been rolled out to date (and accelerated during COVID-19). I sincerely hope that you persevere with your bike strategy, which was outlined well before the pandemic.

Yours sincerely,

Cameron McKenzie

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * Yes No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Paul Stephens

Email address: *

paulstephens1964@hotmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda item 6.9 Implementation of COM Transport strategy 2030 and Transport program to aid city recovery and reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

The council SHOULD NOT support item 22.6. which Endorses the deferral of further installation of new protected bike lanes in the Hoddle Grid during the financial year 2022/2023, following two years of accelerated delivery. Melbourne will continue to grow but has already reached "peak car", without an increase in protected cycling it limits it's potential growth by restricting the number of people who can access the Hoddle grid both as residents or workers limiting it's commercial growth. Additionally in the event of further Covid or similar outbreaks cycling provides socially distanced travel option for many more people than cars could.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Adam Beall

Email address: *

adam.beall@monash.edu

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda item 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I am writing on behalf of my partner and I who live in Richmond and rely 100% on cycling for travelling to work, shop and socialise in the CBD. Reading the report to the committee, we are clearly part of a growing number of Melburnians cycling into the CBD, including many of our friends and family.

We choose to cycle for its health benefits and to play our part in reducing carbon emissions. We continue to cycle into the city despite literally every week suffering the risks of dooring and abusive motorists. We are very aware that each bike lane that is installed quite literally reduces the risk of us being killed on the roads.

The bike lanes installed in the last year have significantly improved our ability to travel north-south through the city, though we are so desperate for further infrastructure. In particular, travelling west through the city is incredibly dangerous, where Southbank and Flinders Street are neither practical or safe.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Pete Venticich

Email address: *

pventicich@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I use the new bike lanes every time I am in the city and feel so much safer because of them. Without them I would be much less likely to visit the city by bike and would be more likely to continue working from home also instead of commuting by bike into my city office. Thanks for continuing to develop the bike lane network in Melbourne and for developing our city in a sustainable, future facing way!

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Catherine Deveny

Email address: *

catherine.deveny@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda Item 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

We are a family of five. Our main mode of transport is cycling. We want more and more protected bike lanes not only for our own safety, but to encourage others to ride. The safer the roads are, the more people will be encouraged to ride. Most cyclists are also motorists. When we are riding a bike we are leaving a car space for someone who may need it. When we ride we are one less car in traffic, causing congestion. We are also leaving a doctors appointment and hospital bed for someone else because people who use active transport are healthier. Melbourne is one of the most progressive cities in the world. We need to keep moving ahead with active transport. Why are you being swayed by the 'feelings' of van drivers? We need good change management and heaps of support for those who need access (deliveries and people with mobility issues) but pausing the lanes is insane.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Roland Nicholson

Email address: *

rolandnicholson@icloud.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Future Melbourne

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

The council SHOULD NOT support item 22.6. which Endorses the deferral of further installation of new protected bike lanes in the Hoddle Grid during the financial year 2022/2023, following two years of accelerated delivery. <<<<then insert a reason below>>

a. A major barrier to cycling into the city is safe bike paths and connections within the Hoddle Grid. To deffer installation of the new protected bike lanes will provide a barrier to cyclists and other active transport users going to and moving around the city and have negative impacts on our city! Do not vote on this motion.

b. A cyclist died in the city of Melbourne two weeks ago on the corner of Latrobe and King street. Protected bike lanes will improve the safety of cyclists riding in the city. It is important to ensure that there is a safe infrastructure to get more people to cycle as a mode of transport. It is proven that making safe infrastructure increases rider participation. We need protected bike lane construction to accelerate not to halt!

c. Melbourne has fallen far behind other cities when it comes to being livable and sustainable. Internationally major cities are progressing and actively increasing bike paths, closing roads and reducing car parks. The infrastructure needs to be in place for people to be able to get on their bikes and travel into the city. It would be a major setback and make Melbourne fall behind international cities further if we deferred the installation of new protected bike lanes.

d. Australians voted for climate change in the recent federal election, delaying the installation of protected bike lanes is directly opposed to what Australians (and city of Melbourne residents who voted Green!) want! It is time to act now and the rollout of protected bike paths can not be delayed

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Misja Carbo

Email address: *

carbwalker@optusnrt.com.au

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Cycle lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Please consider reversing your decision to stop building bicycle infrastructure. Me and my wife regularly ride into the city, especially since extra safe infrastructure has been made on Exhibition Street. This route used to be quite unnerving on your bike but now it's a great route. I believe that the protests against the lanes does not come from residents. It mostly right wing shock jocks with the usual complaints.

I believe Melbourne can look towards the future. And that means less cars, less carbon.

Surely the delivery drivers' concerns can be solved with some creative solutions such as delivering loads at certain off peak times .

Please continue towards a car free Melbourne inner city

Misja Carbo

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Jean Christie

Email address: *

eleanor@hotkey.net.au

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

CBD Bike Lanes – Why We Need Them

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

The Melbourne CBD is congested with vehicle traffic, and affected by the consequent pollution. If we want to improve the air quality, and promote the city as an agreeable place to live, work, and be entertained, we need to promote cycling as a means of reducing pollution and congestion. This means introducing a network of bike lanes to ensure cyclist safety, and embarking on a program to educate motorists on the importance of driver patience and courtesy. Please do not delay or abandon your plans to introduce more cycling lanes. Thank you for considering my submission.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

• I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Brian Arbuckle

Email address: *

brianarbuckle@telstra.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Off Leash Areas

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Further to requesting earlier access times for Point Park – from 4pm (especially winter) I know a few of our Doggies Of Docklands members previously asked about a fence for Point Park – especially between the park & Lorimer St. We are concerned some pooches may be a bit too keen to chase & head towards the car parks/Lorimer St & also for young children who also may chase balls etc. Has anything been discussed regarding this?

Thanks
Brian Arbuckle
Doggies Of Docklands

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Kyle GRIFFIN

Email address: *

kylegriffin93@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Keep up the great job installing bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Please keep up the really good work to install bike lanes in and around the CBD. I use these lanes to commute and maintain a healthy lifestyle. These lanes make me feel safe and confident riding my bike in and around the city to get to and from work.

Cycling infrastructure should be a priority for Melbourne's future especially if Development and Growth plans to continue.

The more they get built the more they will be used and more people will feel confident to ride their bike.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Ash Brown

Email address: *

hashbrown@fastmail.fm

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Deferral of further protected bike lanes in Hoddle Grid

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I ask the council to reject the deferral and continue with the program.

I work in the city and commuting is a major reason for preferring working from home, which I have the option to do. Cycling to work is a more useful form of commuting as I get exercise at the same time. However I feel quite unsafe cycling in the city and the infrastructure says clearly that cars are more important. I would say every ride to the office involves at least one incident of a car pulling into the painted bike lane in front of me, or a car seeking to turn into me when crossing an intersection. This is every single time I ride. It is frequent! We won't get the environmental and health benefits of cycling until people feel safe, and only protected lanes will provide this. Given the option to work from home, I don't want to squeeze into a train with people coughing on me, or get hit by a car cycling to the office.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Jonathan Cook

Email address: *

jono@redcliffs.net

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Melbourne bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

As a cyclist I have enjoyed the safety provided by the bike lanes added to the city already. Please continue the expansion.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: * I have read and acknowledge how Council will use and disclose my personal information.

Name: * Noel Williams

Email address: * thornydevil@live.com.au

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Agenda item title: Agenda 6.9

Alternatively you may attach your written submission by uploading your file here:



[20220606_melbourne_city_council_agenda_item_69_submission.doc](#)

21.50 KB · DOC

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

• I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Geoff Browne

Email address: *

grbrowne@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Date of meeting: 07/06/22

Agenda item title: Agenda 6.9

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality – to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation' (1). By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. As the City of Melbourne's own research (2) shows, "Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride." A recent Melbourne study supports your findings, demonstrating that separated cycling infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

Increase business: Despite all the criticism that has led to this "pause", which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure increases economic activity, spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than ever. Salt Lake City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the extra foot and wheel traffic (5). Further, with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and dog!) is only growing.

Improve safety for all road users: Research indubitably demonstrates that implementing bike lanes enhances safety for not only people riding bikes but those driving and walking (6). This is because separated bike lanes have a car-traffic calming effect, enabling vehicles to move at safer speeds for everyone.

Improving local air quality and health outcomes for communities: Air pollution from cars,

trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll (7). If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around (8). These upgrades can be of particular benefit to older people, those living with a disability, low income households and migrant communities.

Reduce emissions: Personal transport is Australia's fastest growing source of emissions (9); and fluctuates between the second and third highest source (behind only energy and land use) (10). Bottom line: our cars are a major contributor to climate change and Melbournians need to be empowered to move in different ways wherever possible. The global climate science is clear: we need to increase active transport to reduce transport emissions. Local research tells us that more separated and dedicated infrastructure is required to move the great number of people from the interested category to actually taking up riding. Australia needs a national strategy to move away from petrol-guzzling cars to bike-riding, walking and zero-emissions public transport and electric vehicles. To pause these bike lanes would put Melbourne on the back-foot, set to become stuck in the past as Australian cities implement innovative and intelligent transport solutions.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options (11), and improved infrastructure allows more Melbournians to experience these benefits .

To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. I ask that you preserve with your bike strategy to reap all the benefits they will bring – a strategy set in motion well before the pandemic.

References:

1)

<https://www.theguardian.com/lifeandstyle/video/2022/may/17/why-new-bike-lanes-dont-cause-traffic-jams-video>

2)

<https://www.melbourne.vic.gov.au/SiteCollectionDocuments/transport-strategy-2030-city-of-melbourne.pdf>

3) <https://www.sciencedirect.com/science/article/pii/S2214140521003200>

4)

<https://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf>

5)

https://drive.google.com/file/d/0B8tOk7_upXv5djhCajg1Z0I3bmhTVTixWldwRzA0YjJWNW9R/view?resourcekey=0-Fr7Mp141yXvXzW6u5NBjqQ

6)

<https://www.sciencedirect.com/science/article/abs/pii/S2214140518301488?via%3Dihub>

7)

https://nespurban.edu.au/publications-%20resources/research-reports/CAULRR06_%20%20SubmissionFuelQualityStandardsAct2000_Mar2017.pdf

8) <https://www.jstor.org/stable/26211762>

9) <https://ageis.climatechange.gov.au/nggi.aspx>

10)

<https://www.climatecouncil.org.au/wp-content/uploads/2017/09/FactSheet-Transport.pdf>

11)

https://www.climatecouncil.org.au/wp-content/uploads/2018/10/CC_MVSA0154-Report-Transport_V6-FA_Low-Res_Single-Pages.pdf

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: Yes No *

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Kim Pickburn

Email address: * kjane12@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Protected Bike Lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

It is important for so many people's safety, and in the spirit of continuing to move forward in a political climate that is clearly prioritising sustainability, that the amazing protected bike lanes that have so far been established, continue to be. I commuted on and off through the city for 15 plus years, and I rode to work the day a cyclist was killed not far behind me. I've had friends knocked off bikes, severely injured, some who ceased to feel safe riding into or around the CBD. They started to ride more, or some for the first time, with the advent of the protected bike lanes. I now ride with children on the back, instead of driving or acquiring a second car. And these protected lanes have been paramount in making this feel like a safer option.

This is not the time to give in to the sort of pressure against these bike lanes, (business, motorists or otherwise) , when it's really a much bigger issue in the scale of things. We as a country have fallen so far behind in many ways with issues regarding a more sustainable future, and prioritising safety and encouraging cycling instead of cars is an integral part of this way forward. Surely! Also, accessing the city safely to go to events again or spend time after a couple of difficult years, is important to many (businesses for one), and safer cycling lanes means more people will feel they can access the city and inner suburbs.

Thanks! Kim

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Joey Tribbi

Email address: * fayic86184@dilanfa.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * More Bike Lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

We need to keep expanding bike infrastructure throughout Melbourne! It is one of the best parts of living here compared to other cities in Australia. Also it is a fantastic way to combat climate change and reduce pollution from cars. Furthermore, it keeps our population healthy and active. Modern cities must be based around sustainable, low cost and efficient transport. Bikes are one of the best at all three of these!

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Anne Truong

Email address: *

anne.truongxx@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda item 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Bike lanes are a low cost, low maintenance, and environmentally friendly mode of transport. It can shuttle more people per square metre than cars or trucks. It also had significantly less noise pollution.

Bike lanes are essential to City growth and development as they allow for many people to travel throughout the city.

We should be reducing our dependency on cars which is an archaic travel solution for modern cities. They require parking space and roads which take up a huge area and prevent pedestrians and, in some cases, bicycles from traveling. They also require petrol which is only becoming more expensive.

I implore the council to think hard on how they want to move forward. We should be focusing on reducing carbon emissions and creating cheaper and easier ways for people to travel.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Janet Strachan

Email address: *

janetstrachan@bigpond.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

dogs in open space

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Please consider extending the hours for off-leash dogs in Point Park. It is too dark and dangerous to walk our dogs there between the hours of 6pm and 8am in the winter. I suggest 4pm to 9am would be more reasonable.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: * • I have read and acknowledge how Council will use and disclose my personal information.

Name: * Georgina Koenig

Email address: * georgina.e.koenig@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,
Agenda item title: Agenda 6.9

I'm writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation.' By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll. If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around. These upgrades can dramatically impact older people, those living with a disability, low income households and migrant communities.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant:

Bike-riding and walking are the cheapest travel options, and improved infrastructure allows more Melbournians to experience these benefits.

To conclude, I was alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my gratitude for the bike lanes that have been rolled out to date (and accelerated during COVID-19). I sincerely hope that you persevere with your bike strategy, which

was outlined well before the pandemic.

Yours sincerely,
Georgina Koenig

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Matthew Farrugia

Email address: *

mfarrugia11@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Melbourne's bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Please continue your great work building more, better, and safer bike lanes!

My family and I would ride our bikes much more to and fro Melbourne CBD if it was safe to do so.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Tom Dougherty

Email address: * Thomas.dougherty@bigpond.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Date of meeting: 07/06/22

Agenda item title: Agenda 6.9

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality – to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving ‘traffic evaporation’ (1). By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. As the City of Melbourne’s own research (2) shows, “Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride.” A recent Melbourne study supports your findings, demonstrating that separated cycling infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

Increase business: Despite all the criticism that has led to this “pause”, which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure increases economic activity, spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than ever. Salt Lake City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the extra foot and wheel traffic (5). Further,

with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and dog!) is only growing.

Improve safety for all road users: Research indubitably demonstrates that implementing bike lanes enhances safety for not only people riding bikes but those driving and walking (6). This is because separated bike lanes have a car-traffic calming effect, enabling vehicles to move at safer speeds for everyone.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll (7). If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around (8). These upgrades can be of particular benefit to older people, those living with a disability, low income households and migrant communities.

Reduce emissions: Personal transport is Australia's fastest growing source of emissions (9); and fluctuates between the second and third highest source (behind only energy and land use) (10). Bottom line: our cars are a major contributor to climate change and Melbournians need to be empowered to move in different ways wherever possible. The global climate science is clear: we need to increase active transport to reduce transport emissions. Local research tells us that more separated and dedicated infrastructure is required to move the great number of people from the interested category to actually taking up riding. Australia needs a national strategy to move away from petrol-guzzling cars to bike-riding, walking and zero-emissions public transport and electric vehicles. To pause these bike lanes would put Melbourne on the back-foot, set to become stuck in the past as Australian cities implement innovative and intelligent transport solutions.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options (11), and improved infrastructure allows more Melbournians to experience these benefits .

To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. I ask that you preserve with your bike strategy to reap all the benefits they will bring – a strategy set in motion well before the pandemic.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Angela Armstrong

Email address: *

aradoarmstrong@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Please keep bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

An active population is so important to the wellbeing of the city. Bicycling is an active and one of the most convenient forms of transport through the city but it needs to be offered safely. More cyclists take more cars off the road and improves congestion. Other progressive cities manage the various transport needs including deliveries. These safe bike lanes need to stay and be extended upon for the positive future of our great city.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Susan Ablitt

Email address: *

sue@treeviolet.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike lane plans

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Please continue your great work building bike lanes. Safe bike lanes are so important in reducing dependence on cars, and in cutting greenhouse gas emissions.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

• I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Sylvia Kovacevic

Email address: *

trolleydolley@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Item 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Date of meeting: 07/06/22

Agenda item title: Agenda 6.9

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

I have just moved back to Melbourne and have been using bike transport as my preferred method of getting to work and would appreciate more lanes and safe access to continue doing so.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality – to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving ‘traffic evaporation’ (1). By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. As the City of Melbourne’s own research (2) shows, “Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride.” A recent Melbourne study supports your findings, demonstrating that separated cycling infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

Increase business: Despite all the criticism that has led to this “pause”, which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure increases economic activity, spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than

ever. Salt Lake City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the extra foot and wheel traffic (5). Further, with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and dog!) is only growing.

Improve safety for all road users: Research indubitably demonstrates that implementing bike lanes enhances safety for not only people riding bikes but those driving and walking (6). This is because separated bike lanes have a car-traffic calming effect, enabling vehicles to move at safer speeds for everyone.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll (7). If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around (8). These upgrades can be of particular benefit to older people, those living with a disability, low income households and migrant communities.

Reduce emissions: Personal transport is Australia's fastest growing source of emissions (9); and fluctuates between the second and third highest source (behind only energy and land use) (10). Bottom line: our cars are a major contributor to climate change and Melbournians need to be empowered to move in different ways wherever possible. The global climate science is clear: we need to increase active transport to reduce transport emissions. Local research tells us that more separated and dedicated infrastructure is required to move the great number of people from the interested category to actually taking up riding. Australia needs a national strategy to move away from petrol-guzzling cars to bike-riding, walking and zero-emissions public transport and electric vehicles. To pause these bike lanes would put Melbourne on the back-foot, set to become stuck in the past as Australian cities implement innovative and intelligent transport solutions.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options (11), and improved infrastructure allows more Melbournians to experience these benefits .

To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

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References:

<https://www.theguardian.com/lifeandstyle/video/2022/may/17/why-new-bike-lanes-dont-cause-traffic-jams-video>

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[resourcekey=0-Fr7Mp141yXvXzW6u5NBjqQ](#)

<https://www.sciencedirect.com/science/article/abs/pii/S2214140518301488?via%3Dihub>

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Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Nicholas Squillari

Email address: *

nsquillari@gmail.com

Phone number *

Date of meeting: *

Monday 6 June 2022

Agenda item title: *

Agenda 6.9: Melbourne CBD bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

It's not even a controversial take any more to appreciate and understand the economic and social good that increased investment in cycling infrastructure generates. You'll have the numbers in front of your by now, either from other submissions or (hopefully) the feasibility study. The numbers stack up. The use case for them is present. My submission is purely on humanitarian grounds. I have lost two mates who were hit by cars. Any and all we can do to provide safer means of travel for those on a bicycle should be taken up. Even without the economic imperative, but that is present too.

The claims by certain media outlets and one particular union around some sort of 'reverse safety risk' that this infrastructure supposedly poses are absurd and not based in one iota of fact. Melbourne has always led the country in forward thinking. Lets continue that with these planned lanes. And as the data shows, this is very much a way to get the CBD thriving again.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Liz Rodriguez

Email address: * liz@grossi.com.au

Phone number *

Date of meeting: * Monday 6 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

The bulk of the target market that we want to attract back to the CBD live beyond a 5 KM radius and need to be able to access the city by car. Current infrastructure has rendered the city inaccessible and not user friendly.

Blocking off major entry points, reducing lanes, discouraging traffic in and around the city as well as through traffic is detrimental to the future of our city. We live in a sprawled geography and we need everyone to be able to access the city at any time and it be an enjoyable and repeatable experience for them.

The roads in and around the city should be designed to allow vehicles to enter, commute freely, safely, easily and repeatedly.

This relates not only to future traffic conditions but cries out to reverse the calamities imposed on Exhibition street, William Street and the like.

A city cannot be 'open' and attract people if the space is physically impenetrable to its majority users.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Thomas Piclin

Email address: * thomas.piclin@gmail.com

Phone number *

Date of meeting: * Monday 6 June 2022

Agenda item title: * Bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am. Calling for Melbourne City Council to continue its great work building bike lanes.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Sammy Bedoui

Email address: *

sbedoui@unimelb.edu.au

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bicycle lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Bike lanes and infrastructure around encouraging people to commute by bike should be strongly supported. This reduces pollution, increases health and safe money.

The new bike lanes have made cycling safer and have been a very welcome addition to the city. It would be massive loss if they would be reduced again.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

• I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Geoffrey Morland

Email address: *

geoffmorland@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Date of meeting: 07/06/22

Agenda item title: Agenda 6.9

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

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Increase business: Despite all the criticism that has led to this “pause”, which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure increases economic activity, spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than ever. Salt Lake City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the extra foot and wheel traffic (5). Further, with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and

dog!) is only growing.

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Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll (7). If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around (8). These upgrades can be of particular benefit to older people, those living with a disability, low income households and migrant communities.

Reduce emissions: Personal transport is Australia's fastest growing source of emissions (9); and fluctuates between the second and third highest source (behind only energy and land use) (10). Bottom line: our cars are a major contributor to climate change and Melbournians need to be empowered to move in different ways wherever possible. The global climate science is clear: we need to increase active transport to reduce transport emissions. Local research tells us that more separated and dedicated infrastructure is required to move the great number of people from the interested category to actually taking up riding. Australia needs a national strategy to move away from petrol-guzzling cars to bike-riding, walking and zero-emissions public transport and electric vehicles. To pause these bike lanes would put Melbourne on the back-foot, set to become stuck in the past as Australian cities implement innovative and intelligent transport solutions.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options (11), and improved infrastructure allows more Melbournians to experience these benefits .

To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. I ask that you preserve with your bike strategy to reap all the benefits they will bring – a strategy set in motion well before the pandemic.

References:

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<https://www.melbourne.vic.gov.au/SiteCollectionDocuments/transport-strategy-2030-city-of-melbourne.pdf>

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https://www.climatecouncil.org.au/wp-content/uploads/2018/10/CC_MVSA0154-Report-Transport_V6-FA_Low-Res_Single-Pages.pdf

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * Yes No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Chris Lynch

Email address: *

hydrolith@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Melbourne needs more bike lanes as soon as possible, for the safety of cyclists and to promote sustainable alternatives to fossil fuel-powered transport. Please don't bow to corporate pressure for the community to conform to what is best for companies, rather than the other way around.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Jayne Crowley

Email address: *

jaynecrowley@iinet.net.au

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Melbourne City Bike Lane Plans

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Melbourne City Council,
Do not delay plans to build a network of protected bike lanes in Melbourne's CBD.

Transport is Victoria's biggest growing source of emissions. We need massive investment, not delays, in safe bike infrastructure like separated bike lanes, to cut emissions, reduce the cost-of-living and make it easier to get around.

Melbourne City Council has been doing great work building more bike networks.

Stick with your bike lane plans and serve all the community in the best way possible.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Andrew McOrist

Email address: *

corrismco65@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

As a person who works in the city and travels to and from work via bicycle, I am alarmed that the thought of stopping the works on the bike lanes in the city. I think in the days of people having issues with mental health, nothing is more important to encourage people to exercise and be of better health. The bi product of this is less expenses for people getting to and from work, and with the bike lanes this provides a safe method of getting to and from work and encouraging people to exercise.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

A M M Gehling

Email address: *

gehling@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

It would be a mistake to halt the construction of bike infrastructure in Melbourne's CBD. We need to make it more appealing, not less, to use sustainable transport options. We need to look to Amsterdam, Copenhagen and New York for inspiration, not middle-America's automobile-domination, for a liveable, likeable CBD.

More car-roads just means faster cars, which doesn't make for any good city amenity — it means greater air and noise pollution, and greater danger to walkers and bike riders.

Nobody wants that.

Keep the bike lanes and build more of them.

Sincerely,
Annalise Gehling
Brunswick East

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * Yes No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Katherine Allan

Email address: * allan.katec@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

To the Future Melbourne Committee,

I would like to share my perspective on the council's recent indication that they would be considering pausing the roll-out of safe cycling infrastructure.

I am moving to City of Melbourne at the end of this month, and one of the main things that attracted me to living in the inner city area is the ability to live without depending on a car. I work full-time in the CBD in a building with excellent bike parking facilities, and it would make sense for me to make the short cycling commute to work each day. The only factor that is holding me back from riding to work at the moment though is not feeling safe having to mix with unpredictable traffic.

Countless studies have shown that the main reason for the gender gap in cyclists is insufficient infrastructure that discourages women from feeling safe on a bike. I am one of these women. I really applaud the work that has been undertaken by this council over the past couple of years to create more protected lanes for cyclists, and it has made me want to come into the CBD more. Rather than working from home, riding into work contributes to my active lifestyle. I am more likely to work from the office, so I am buying my lunch from local cafes and more inclined to meet friends for a drink after work. If the aim of this council is to reinvigorate businesses in the CBD, giving people a quick and safe way to get around the city is a huge benefit.

There are obviously a huge amount of reasons why we should be encouraging active transit as a society, but I just wanted to share my individual perspective on how something as small as a bike lane can make a tangible difference in one person's life. I hope that you maintain your commitment to cycling in the City of Melbourne and are not discouraged by a minority of loud dissenting voices.

Thank you for considering my submission.

Kate Allan

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Kathy Lazanas

Email address: *

klazanas@pmp-urbanists.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Future of Bike Lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I write to ask that the Future Melbourne Committee's vote against recommendation 22.6, being that the Committee "Endorses the deferral of further installation of new protected bike lanes in the Hoddle Grid during financial year 2022/2023, following two years of accelerated delivery."

Over the past two years City of Melbourne has taken a leadership role in prioritising sustainable transport. Like most cities around the world during covid we saw the rise of people walking and cycling and our challenge is to maintain this and stop people from returning to their cars.

Stopping, removing or slowing down the role out of bicycle lanes throughout Melbourne would be a step in the wrong direction. It would truly be a shame that business lobby groups will win the conversation and people who live and work in the CBD every day – who care about its prosperity will be subjected to more cars and traffic when we have come so far! I implore Councillors to reject the current recommendation and continue the great work that the City of Melbourne team have done to date – delivering a city that prioritises people over cars.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Ryan Sutherland

Email address: *

rtmp@outlook.com

Phone number *

Date of meeting: *

Monday 6 June 2022

Agenda item title: *

6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

On the subject of protected bicycle lanes throughout Melbourne (ie: physically separated from automobile traffic), I would like to add my voice in support of the efforts to date and encourage the City of Melbourne to continue its program of developing a strong network of protected bicycle lanes in the future. The benefits of such a network are clear, such as a decrease in road congestion, public health, environmental impact, and so on, which I believe is consistent with the City of Melbourne's direction. On a personal note, as a regular cyclist who commutes into the CBD for work, I only choose routes with protected bicycle lanes simply due to the risks associated with on-street cycling. Please keep up the good work and continue this initiative.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Priyanka Jolly

Email address: *

priyankajolly28@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

protected bike lane construction in the Hoddle grid not to be paused

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

With respect to council being asked by management to endorse a pause in protected bike lane construction in the Hoddle grid, I would request to not to pause the protected bike lane construction. This is the time when we need to promote people to use cycles rather than opt for private vehicles. Constructing protected bike lanes promotes that. We all want to contribute our bit towards the environment and please help us do that :).

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Jackie FRISTACKY AM

Email address: * jackie.fristacky@outlook.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Councillors,

A deferral/pause on new bike lanes in the Hoddle Grid may be understandable for the present to enable further consultation and given the pace of change in the past years.

However, please continue implementing your Transport Strategy 2030 and above all, do not respond to arguments on removal of cycle routes. For example, the Exhibition St cycle route. is critical for safe North-South cycle access in the CBD.

– Re vehicle traffic flow on Exhibition, the limiting factor is throughput at intersections which is supported by turning lanes and light phases.

– Re loading and delivery access on Exhibition St, options can be worked through with stakeholders.

On Council's proposals to support cycle access on CBD little streets, can Council work through doing this by signage enabling counterflow cycling on specific streets which have more limited traffic eg Little Bourke or Little Collins.

Highlighted is the key finding in the report attached to the Council papers "Economic Contribution of Transport to City Recovery" 31/5/2022, on the efficiency and economic benefits of access to the CBD by cycling and the significant spend by cyclists, greater than that by driving to the CBD.

This is understandable given the multiple benefits of cycling for the city and cyclists and that it is far easier when cycling to the CBD to access services for multiple spend purposes.

The new bike lanes make for much safer access and have helped encourage more access by cyclists. They are particularly appreciated by older cyclists, other vulnerable cyclists and the substantial number of car free members of the community. Cycling is by far the best way to come into to the city for business, coffee and lunch with colleagues, and group meetings. I can say this for the members of my cycle and other groups who regularly cycle to the central city and spend.

Please continue to pursue implementing your Transport Strategy 2030 for safe cycle access to

the CBD, which I had the pleasure of supporting by attendance and appreciating its unanimous approval.

Compromising such implementation would be contrary to the findings of the economic contribution of cycling to the city and undermine city recovery and the public interest.

I also urge Council to work closer with DOT on promoting the safety of travelling to the CBD by Public transport as by the Land Transport Authority in Singapore with very successful outcomes in return to public transport as part of post COVID recovery.

I regret that due to the flu, I am unable on this occasion to attend your meeting and speak to my submission.

Yours sincerely,

Jackie M Fristacky AM
Canning Street, Carlton North 3054
Recipient 2010 Bicycling Achievement Award.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: * • I have read and acknowledge how Council will use and disclose my personal information.

Name: * Justin Benson

Email address: * jjmb1973@hotmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Future of Melbourne bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I was surprised to hear that the Council is contemplating taking a step back from progress.

Even with the recent Federal election result returning Greens to the seat of Melbourne, an endorsement of their environmental platform, the noise of the old school again is somehow garnering the support of those in charge. It's time to move on. (I neither live in Melbourne, nor voted for the Greens, but understand the support, and why, that has been provided to the Greens party in the seat for multiple elections now).

With growing populations, we need to act now to move away from large single passenger vehicles to either multi passenger (public transport) or small single person vehicles (bikes, e-bikes, scooters, motor bikes, walking etc). Whilst occupying less space (therefore needing less space to operate), they are also significantly better for the environment, personal health, providing less impacts on public care/hospitals, lack of productivity from sick leave, and will return more to the city that needs foot traffic to revitalise it. Having a dependency that rewards people to get into cars and drive in long queues to park in multistorey car parks is not viable as an ongoing solution. Even before the bike lanes were put in, massive queues in all directions were common place as commuters shuffled their massive fossil fueled beasts into concrete corrals.

Please reconsider the pause.

If not for the environmental and traffic flow reasons (the encouragement of less cars), then for the safety of those that a choosing a better way. I have been delighted to see the increase of bike traffic, particularly female riders, post the pandemic. People that do not want to travel with the potentially ill in close confines, and also those that have been enabled with safe passage to and from their place of work. More and more offices are being asked of what their end of journey facilities include, and it is evident of the increase of those that want to travel on their own steam, but if we return to unsafe roads, where separation is removed, then we will just return to the status quo.

It's time to move on. Work to date over the lockdown was a great step forward. Don't take two steps back due to the loud cries of some. Remember, most don't shout when their happy, only when they're not, but real evidence is shown in elections and those walking the walk, not just talking the talk. Evidence shows a larger volume of people commuting by bike/motorbike/scooter because you've enabled them to do so.

Thanks

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: * • I have read and acknowledge how Council will use and disclose my personal information.

Name: * Brooks Smith

Email address: * brooks.h.smith@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation6.9:

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Hello,

I'm writing to urge the Melbourne City Council NOT to pause bike lane construction in the CBD.

I have personally felt far safer and more comfortable bicycling into the CBD now that more protected bike lanes are present, particularly on William Street. I had previously found bicycling on that road quite dangerous, with cars and taxis frequently blocking the painted bike lane and forcing me to swerve out to avoid them.

While I understand shops' concerns about reduced parking for cars, I believe there are also many people like me. While my partner and I do own a car, we will never drive it into the CBD. We will only ever bicycle or take public transit in, and having to navigate lots of car traffic and parked vehicles actively discourages us from coming in.

Thank you,
Brooks Smith

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Kimberley Wheeler

Email address: * kimberley@madampc.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Council,

I am a resident in North Melbourne (of 20 years) who is transitioning to using my bike as my primary transport rather than my car. Most of my travel needs can be met on my bicycle. But my decision on whether to ride or drive comes down to whether there is a feasible and safe bicycle route or not.

I can envision a future where I don't own a car. This is due to the amazing work the council has done to transform sections of our roads to accommodate safe passage for cyclists. If this work was stopped, I would have to reconsider this. I also choose to ride because fewer cars and more cyclists on our roads mean less traffic congestion and less pollution. Further, I am fitter and healthier for it.

I have heard that business groups have claimed that bicycle lanes are hampering their business recovery after the Pandemic lull. I dispute the validity of this idea and suggest that the reverse is true and that improving bicycle and pedestrian access would increase the volume of people in the district. Parking in the city is expensive and time-consuming to find. Whereas I can tie my bike within a few metres of where I need to go. I often make shopping decisions based on where I can get to easily and safely on my bike.

Thank you for accepting and reading my submission.

Sincerely,

Kimberley Wheeler

33 Provost St, North Melbourne

t

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: * • I have read and acknowledge how Council will use and disclose my personal information.

Name: * Fiona Sweetman

Email address: * fiona@hiddensecretstours.com

Phone number * fiona@hiddensecretstours.com

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

The impact of the bike lanes and subsequent Scooter program on the tourism industry has been varied. It is wonderful to have more bikes in the city, and the scooters too, but it is very true that Melbournes usage of these lanes encourages speed, and more "ownership" of the laneway spaces. Sadly this can be of detriment to the pedestrian experience.

We feel the footpath congestion of bikes is still a concern, as well as the "anywhere parking" of the scooters.

I support the Bike lanes, I do however feel that more training on STOPPING near trams, and that Lights and pedestrian crossing must be considered.

The activation of Bike Paths needs to be more relevant to delivery needs, hotels and cafes are all complaining, we want bikes, but the pain points have not been well enough communicated it seems

Lastly – perhaps not particularly relvant BUT on tour we pass the happy "eel pedestrian crossings" but they really are not ideal for drivers and even pedrains, as on tour we find people rarely stop – as they are not clear as being ped crossings.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Heather Oldfield

Email address: *

hldfield@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9 Implementation Update City of Melb Transport Strategy 2030...Aid City Recovery...

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

The Melbourne City Council has done commendably creating some bike lanes. It should extend the good work, and certainly not reverse it. Carbon emissions pose an existential threat, and in Melbourne transport is one of the biggest culprits.

Committed cyclists who ride in all weathers because of their global conscience are the unsung heroes, the ones whose daily actions put themselves at risk, but contribute to a possible future for ALL our grandchildren. Please do not add to their hazards!

The Council must think outside the square. It must research internationally cities which have changed delivery patterns, mandating smaller vehicles and facilitating alternative entrances. With such strategies they foster bike usage.

Sally Capp shows leadership supporting struggling businesses. Regarding bikes, however, she is in danger of too treacherous a compromise. Ms Capp is an extremely intelligent and resourceful woman who is capable of leading a reconsideration of this aspect of transport policy.

Heather Oldfield

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Michael McManus

Email address: *

mickamcmanus@hotmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bicycle Lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I wish to submit my support for the continued construction of Melbourne's CBD bicycle infrastructure.

Never have bicycle lanes been more important. With these serving to carry increasingly scooters and more and more bicycles, I believe Council should carry on with Leadership on the issue, rather than put a halt to plans. With the climate crisis, its important for Council to execute their plans and not pander to some disapproval.

As a 37 year old living in North Melbourne, cycling is my main mode of transport within the CBD to conveniently and quickly shop around the whole CBD. Cars should not be a priority in a city that is often congested, and its obvious cycle infrastructure is the way to go. Particularly as the cycleway diversify to carry scooters and e bikes that provide a quick mode of transport for people of a diverse ages.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: * • I have read and acknowledge how Council will use and disclose my personal information.

Name: * Louis Coad

Email address: * louis.coad@live.com.au

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

The halt of CBD bike lane installation is the biggest backward step since individually wrapped Girl Guide biscuits.

Riding a bike to work is the easiest way to get your 20 minutes of daily exercise (it beats sitting in 60 mins of commuter car traffic). We are one of the most obese countries in the world. That's a pandemic right there. We need to be promoting active transport as a matter of urgency. Let's enable bike riding as a convenient, cheap, and efficient way of getting from A to B throughout the city. Let's not discourage it, please. By the way, if you can't ride a bike, or don't own a bike, there are options for you. Get in touch with groups like Bicycle Network – they run behaviour change programs like Ride 2 Work and Ride 2 School.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * Yes

If yes, please indicate if you would like to make your submission in person, or via a virtual link (Zoom) to the meeting. Please note, physical attendance will be limited in accordance with City of Melbourne security protocols and COVID-safe plans and be allocated on a first registered, first served basis. * I wish to make my submission in person

Privacy acknowledgement: * • I have read and acknowledge how Council will use and disclose my personal information.

Name: * Mitchell Stewart

Email address: * mdstewart262@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I want to register my disapproval at the planned pause in construction and delivery of separated bicycle infrastructure in the Hoddle Grid.

I want to emphasise to councillors the importance of this infrastructure in saving lives and their role in assisting the City of Melbourne recover from Covid lockdowns. These bike lanes protect my life everyday. The roll out of these bike lanes on the Exhibition St and Queens Bridge St have had an incredible impact on my life as a bike commuter.

I use this infrastructure daily and it encourages me to come into the city for work rather than opting to work from home.

Melbourne is on the cusp of having a complete bicycle network. It cannot be underestimated just how important this is in encouraging cyclists from various age groups and backgrounds to cycle into the city. Only a completely safe network will see people change from car trips to bikes.

The city of Melbourne has always shown leadership in urban planning and street design. The most loved parts of our city do not have cars travelling down them and that is not a coincidence. The economic activity generated in our laneways, Swanston St and Bourke Street Mall should show that sharing the road only encourages not discourages people to come into our city. The Transport Workers Union has found ways to service these areas closed to cars so I'm sure we can also be creative in finding ways to deliver goods to businesses on Exhibition St. I'm also sure that there were vocal critics that criticised the closure of these streets to traffic like we're experiencing now with the latest round of bike lane construction.

Finally, if there is ever more reason to roll out more separated bike infrastructure rather than the planned pause is the news that we are to be outspent by a factor of four on bike infrastructure by the City of Sydney. Yes it is true that our northern cousins have more money allocated and a more ambitious plan for bike infrastructure not only at a local level but also by the conservative Liberal state government.

I hope that you consider these reasons today in making your decision on the future construction of bike lanes in our city.

Kind regards,

Mitchell Stewart

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Meredith Isakson

Email address: * meredithisakson@rocketmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

The ability to safely travel to and from work, and for recreation is essential for all road users including people who use bikes. The economic and social benefits of encouraging people to cycle rather than drive where possible are huge including the infrastructure costs, health benefits (less obesity, diabetes and cardiovascular disease) and the money they spend locally. The City of Melbourne should be ensuring there is safe cycling infrastructure whilst also ensuring commercial transport can operate safely in a timely manner to deliver goods. These needs can be accommodated through good planning.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Marion Attwater

Email address: * karystosevia@protonmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Thank-you for the opportunity to make a written submission to this agenda item. I agree with recommendation 22.6 to defer further installation, and I disagree with recommendation 22.7 because I doubt that sufficient consideration has been given to the fact that Royal Parade is an important access route to the hospital precinct in Parkville. When there is a medical emergency, people are not going to ride their bike to the hospital, and waiting for an ambulance these days is pointless.

I also have the following comments to make::

(1) Bicycle Network have rallied their troops to lobby the Council to proceed with the full roll-out of bicycle infrastructure projects. I observed this also happen to Moreland City Council in 2021 when there was a notice of motion to remove pop-up bike lane infrastructure from Pascoe Vale. It resulted in poor decision-making from Moreland Council.

(2) The Report says at point 4.9 that "An Independent Transport Review (ITR) was completed by Deloitte in 2021 to assess transport activity in the city and identify actions that could be taken to support city recovery and achieve the policy outcomes of the Transport Strategy".

Point 3 mentions a 2019 study by Deloitte.

I don't agree that these Reviews by Deloitte are independent, because the Minister for Roads and Road Safety is a Partner and Senior Manager at Deloitte – according to the Victorian Parliament Members Interest Returns of February 2022.

Page 148, section 12 of his Return:

https://www.parliament.vic.gov.au/file_uploads/Register_of_Interests_-_Returns_submitted_by_Members_of_the_Legislative_Assembly_Vol_1_of_2_A_to_K_-_Ordinary>Returns_-_28_February_2022_mPHFzrqQ.pdf

The Minister is a member of Bicycle Network according to section 11 of his Return.

It is misleading to refer to these documents as Independent Transport Reviews.

Please indicate whether you would like No
to verbally address the Future
Melbourne in support of your
submission: *

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Anne Hayres

Email address: *

annehayres@internode.on.net

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

As a bike rider of many years I have been relieved to have the many bicycle lanes around the city that separates traffic and cyclists increase. It's made the city so much safer and more accessible. Over the years my observation is it has contributed to drivers and pedestrians being more aware of and understanding of the lanes so it has become a part of safe road use.

We need more cycle lanes to encourage people to ride, lower emissions and noise, save on transport costs and increase health and we'll be doing by exercise.

It's a backward step to stop development of more lanes due to delivery trucks and other car users. Can we not search for more creative ways of dealing with the difficulty of deliveries and car use?

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Samantha Loff

Email address: *

samanthaloff@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Having bike lanes is essential for my sense of safety getting to and from work. Knowing that car doors can't or won't open in front of me, and that busy city drivers won't accidentally swerve into me while riding is paramount to even feeling comfortable enough to ride.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

ron van Rooij

Email address: *

ron.vrooij@apomore.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9 City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I ride to the city every day and it is much safer now with more protected bike lanes. The Exhibition Street protected lane means that my wife and son can meet me in the city for ramen. Without these protected lanes the city is not safe for people to ride into. Please build more, not pause building them.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Jack Edwards

Email address: *

Jackmitchell.edwards@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Proposed paused roll-out of bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

As a regular bike commuter through the CBD, bike lanes are crucial in allowing me to travel safely throughout the city. The roll-out of new lanes over the last few years has been invaluable.

Hearing that there may be a pause on new bike lane construction was disappointing. Whilst consultation must occur with users of all forms of transport, I believe that low impact forms of transport (such as bike riding and public transport) are key to a safer, more liveable, and more environmentally sustainable future for Melbourne.

Please consider continuing the roll-out of bike lanes to ensure this future for Melbourne.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: * • I have read and acknowledge how Council will use and disclose my personal information.

Name: * Daniel Sun

Email address: * sunhuajunufu@hotmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Agenda item title: Agenda 6.9

I'm writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation.' By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll. If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around. These upgrades can dramatically impact older people, those living with a disability, low income households and migrant communities.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options, and improved infrastructure allows more Melbournians to experience these benefits.

To conclude, I was alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my gratitude for the bike lanes that have been rolled out to date (and accelerated during COVID-19). I sincerely hope that you persevere with your bike strategy, which was outlined well before the pandemic.

Yours sincerely,
Daniel Sun

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: * • I have read and acknowledge how Council will use and disclose my personal information.

Name: * Russell Fairlie

Email address: * russellf@ratio.com.au

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

As a resident of Southbank and a regular cyclist I have welcomed Council's initiative to install 19km of protected bicycle lanes in the CBD. However I am dismayed to now read that Council has decided to stall the installation of the proposed additional 71 km of protected bicycle lanes, which are crucial in catering for safe and comfortable cycling around the CBD.

I understand that complaints have been raised from residents and businesses and these have caused the Council to pause the program. I understand that there is some impact to businesses but all of the residents that i speak with have been totally supportive of the provision of protected bicycle lanes around the city.

The needs of all transport users must be considered, and whilts the balance between transit and service requirements is important, this should not at the expense of safe travel and encouraging greater use of sustainable transport modes into the future.

An increasing percentage of the community travels by bicycle, e-scooters and other active modes. Our street network is a fixed resource that needs to transition to cater for the changing way that people choose to travel.

Much of the recently installed protected bicycle lanes, such as those along Exhibition Street should definitely be retained as they now form vital links in the bicycle network. Seek to accommodate loading in other streets that don't have protected bicycle lanes but continue to cater for sustainable modes and not the needs of through traffic or customers who might seek to drive into the city and park on-street. There are plenty of off-street public car parks fo rthat purpose and public transport should return to the dominant mode of transport for commuters and visitors.

Lets get more people riding to and around the CBD and they won't do this if they have to mix directly with traffic, delivery vehicles and parked cars.

Be bold and continue to implement the package of treatments (protected bicycle lanes, wider footpaths, more landscaping, etc) to make a safe and vibrant city.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: * • I have read and acknowledge how Council will use and disclose my personal information.

Name: * Catherine Strong

Email address: * cathstrong@protonmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Agenda item title: Agenda 6.9

I'm writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

During the pandemic, I started riding through the city for the first time, as before I had been scared of riding on city roads with lots of traffic. I was delighted to discover all the new bike lanes that made doing this a much more pleasant and safer experience. These made me feel as though I would be happy to keep riding in the city when traffic returned, and I was excited to hear there would be more bike infrastructure coming.

It is therefore very disappointing to hear CoM is considering once again prioritising cars, despite all the evidence for now being the time to move away from car-centred CBDs.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic vaporation.' By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll. If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around. These upgrades can dramatically impact older people, those living with a disability, low income households and migrant communities.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding

and walking are the cheapest travel options, and improved infrastructure allows more Melbournians to experience these benefits.

To conclude, I was alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change I want to express my gratitude for the bike lanes that have been rolled out to date (and accelerated during COVID-19). I sincerely hope that you persevere with your bike strategy, which was outlined well before the pandemic.

Yours sincerely,
Catherine Strong

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Jack Begbie

Email address: * jack@begbie.co

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Hi friends,

I'm a Sydneysider, so apologies for the 'out of area' contribution. I just wanted to say this:

I discovered an absolute love of just how easy it was to cycle around our City on Sydney's cycleways. I wouldn't have been able to do it if it weren't for the network of safe, separated cycleways that linked my home to university and work. They meant I didn't need to buy and run a car to get where I needed to go, but I also didn't feel like I was putting my life on the line every time I started cranking the pedals.

It's always wonderful to ride down Sydney's Bourke Street in the morning and see kids and their parents using the cycleways to get in and out of school – I know they wouldn't be able to do that without the investment in safe cycling infrastructure.

Sydney has had it's 'on and off again' moments with cycleway infrastructure. 2GB has run concerted campaigns against cycleways, conservative roads ministers have literally ripped some our cycleways from the ground. But when you build them, people come. Cycleways continue to grow in popularity, bike racks are popping up outside businesses across the city letting staff and visitors park up and drop in.

Unlike Sydney, cyclists in Melbourne don't have big hills to contend with, but multi-tonne metal cars are a safety risk wherever you are in Australia – for kids and adults alike. That safe cycling infrastructure is essential to make cycling in our cities a safe and viable option.

Sydney's dealt with the challenges of re-wiring a city to fit cycleways. It's hard, but it's been so, so worth it. So keep up the excellent work and stay the course.

Make safe cycling another thing that Melbourne does better than Sydney.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Rachael West

Email address: *

rachaelclairewest@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Transport strategy (bike lanes)

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear CoM

As a resident and owner in the CBD bike lanes, and engineer who works in the city, I strongly support protected bike lanes. Thank you for rolling these out over the past two years to improve the liveability of our city.

When people ride bikes into Melbourne, it eases congestion in trams and on roads. It reduces pollution and increases amenity.

It is much easier for a bike rider to spontaneously stop outside a business than a car driver. They take up less space, are quieter and far less likely to kill a pedestrian.

If you are going to pause the bike lane plan, please can you provide the economic, social and environmental justification for that. At a time when the CBD is struggling improving transport options seems more critical than ever.

Rachael

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Stephen Lodge

Email address: * stephen.lodge1@yahoo.com.au

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Council

I urge the City of Melbourne to develop further cycling infrastructure to protect cyclists in Melbourne as a high priority and to refrain from any delays or pauses.

Protected lanes increase the efficiency of transport in Melbourne, the vitality of the city and the health and safety of people who move through the city.

As an example, I am much safer as a result of the protected lane on Exhibition Street – especially the section between Flinders Street and Flinders Lane, which used to be the most dangerous part of my commute.

Many thanks
Stephen Lodge

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Faith Hunter

Email address: *

postcardsfromthenorth@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

The City of Melbourne's program for rolling out protected bike lanes is modest, compared to cities overseas and to the program the City of Sydney has. But it can make a very real impact on transport accessibility in Melbourne and the safety of people when using a bicycle to get to CBD restaurants, venues and shops. Delivery drivers all over the world manage deliveries with much more substantial networks of protected bike lanes and I am sure that Melbourne delivery drivers can manage to do the same. Pausing the program now compromises a network that is only just beginning to form and compromises the safety of people using bicycles to access the CBD. It will particularly limit the transport options of women and disadvantaged groups for whom car and PT are not always available options. One child is motherless after a crash between cyclist and truck on a CBD road with no protected bike lane in the last month. Please do not pause the rollout of protected bike lanes but continue to build the network to make safe accessible cycling a transport option for all.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Steve Abbott

Email address: *

steve.abbott@coregas.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Essential deliveries in the Melbourne City Council Area

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Coregas is an Australian owned industrial, medical and specialty gas company. We make deliveries of essential medical gases, mainly oxygen, to hospitals (that cannot tolerate a stock-out situation) in the Melbourne City area and, similarly, to day surgeries.

Coregas also provides industrial gases such as oxygen and acetylene that are essential for the maintenance of buildings and infrastructure in the Melbourne City area.

Whilst we fully support the expansion of bicycle lanes and other improvements in the city area, we ask that you also help out with additional loading zones that can be used for essential deliveries.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Lyell Durkin

Email address: * lyelldurkin@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes. It is a great idea that should be commended, and must continue.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths. I work at two locations across the City of Melbourne and use my bike to commute in (and between locations) most days.

The continued rollout of bike lanes provide 3key intersecting benefits to residents, commuters/city workers and the broader community: safety, reduced emissions and activation of the CDB

1. Bike lanes make riding safer for motorists and cyclists alike. The increased safety for cyclists is reflected in the data (which has been outlined repeatedly in other submissions. A less spoken about benefit is to the driver. On my ride to work, I experience 3–4 close calls per week. These close calls overwhelming happen during the parts of my commute without a protected bike lane. These unprotected sections are also the site of all the confrontations I have had with motorists. These confrontations typically emerge because a motorist overtaken with less that 1 metre on space, or when I have occupied a full lane to avoid dangerous overtaking. I fear it is a matter of time until one of these close calls becomes an actual accident, or taking up the lane for safety's sake becomes leads to violent retaliation from a motorist. In some ways, I understand the frustration of motorists. cyclists can slow down the flow of traffic if they need to take the whole lane, or if there is no space to safely overtake. This means that protected bike lanes will make cyclists safer and also free up the flow of car traffic. This makes the whole idea a net win for everyone.

2. safer riding means more people would feel comfortable riding. for example, my partner does not ride to work as she does not want to deal with aggressive driver an dangerous situation. If there were protected lanes, she would be more inclined to ride. this would put more people on bikes and less people in cars. reducing emissions and traffic. Again, a net win for all.

3. If it was safer to ride, more people would be inclined to ride to the city, and also use the bike/scooter share services in the city. Post lockdown, activating the city is more important than ever. This benefits the council, residents and the wider vibrancy of the city.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

Regards,

Lyell Durkin

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

Privacy acknowledgement: *

• I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Penny Ball

Email address: *

penny_ball@ymail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Date of meeting: 07/06/22

Agenda item title: Agenda 6.9

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality – to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving ‘traffic evaporation’ (1). By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. As the City of Melbourne’s own research (2) shows, “Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride.” A recent Melbourne study supports your findings, demonstrating that separated cycling infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

Increase business: Despite all the criticism that has led to this “pause”, which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure increases economic activity, spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than ever. Salt Lake City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the extra foot and wheel traffic (5). Further, with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and

dog!) is only growing.

Improve safety for all road users: Research indubitably demonstrates that implementing bike lanes enhances safety for not only people riding bikes but those driving and walking (6). This is because separated bike lanes have a car-traffic calming effect, enabling vehicles to move at safer speeds for everyone.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll (7). If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around (8). These upgrades can be of particular benefit to older people, those living with a disability, low income households and migrant communities.

Reduce emissions: Personal transport is Australia's fastest growing source of emissions (9); and fluctuates between the second and third highest source (behind only energy and land use) (10). Bottom line: our cars are a major contributor to climate change and Melbournians need to be empowered to move in different ways wherever possible. The global climate science is clear: we need to increase active transport to reduce transport emissions. Local research tells us that more separated and dedicated infrastructure is required to move the great number of people from the interested category to actually taking up riding. Australia needs a national strategy to move away from petrol-guzzling cars to bike-riding, walking and zero-emissions public transport and electric vehicles. To pause these bike lanes would put Melbourne on the back-foot, set to become stuck in the past as Australian cities implement innovative and intelligent transport solutions.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options (11), and improved infrastructure allows more Melbournians to experience these benefits .

To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. I ask that you preserve with your bike strategy to reap all the benefits they will bring – a strategy set in motion well before the pandemic.

References:

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<https://www.melbourne.vic.gov.au/SiteCollectionDocuments/transport-strategy-2030-city-of-melbourne.pdf>

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https://www.climatecouncil.org.au/wp-content/uploads/2018/10/CC_MVSA0154-Report-Transport_V6-FA_Low-Res_Single-Pages.pdf

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * Yes No

Privacy acknowledgement: *

• I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Amy Thompson

Email address: *

inappropriateamy@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Date of meeting: 07/06/22

Agenda item title: Agenda 6.9

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

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There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving ‘traffic evaporation’ (1). By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. As the City of Melbourne’s own research (2) shows, “Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride.” A recent Melbourne study supports your findings, demonstrating that separated cycling infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

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dog!) is only growing.

Improve safety for all road users: Research indubitably demonstrates that implementing bike lanes enhances safety for not only people riding bikes but those driving and walking (6). This is because separated bike lanes have a car-traffic calming effect, enabling vehicles to move at safer speeds for everyone.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll (7). If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around (8). These upgrades can be of particular benefit to older people, those living with a disability, low income households and migrant communities.

Reduce emissions: Personal transport is Australia's fastest growing source of emissions (9); and fluctuates between the second and third highest source (behind only energy and land use) (10). Bottom line: our cars are a major contributor to climate change and Melbournians need to be empowered to move in different ways wherever possible. The global climate science is clear: we need to increase active transport to reduce transport emissions. Local research tells us that more separated and dedicated infrastructure is required to move the great number of people from the interested category to actually taking up riding. Australia needs a national strategy to move away from petrol-guzzling cars to bike-riding, walking and zero-emissions public transport and electric vehicles. To pause these bike lanes would put Melbourne on the back-foot, set to become stuck in the past as Australian cities implement innovative and intelligent transport solutions.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options (11), and improved infrastructure allows more Melbournians to experience these benefits .

To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. I ask that you preserve with your bike strategy to reap all the benefits they will bring – a strategy set in motion well before the pandemic.

References:

- <https://www.theguardian.com/lifeandstyle/video/2022/may/17/why-new-bike-lanes-dont-cause-traffic-jams-video>
- <https://www.melbourne.vic.gov.au/SiteCollectionDocuments/transport-strategy-2030-city-of-melbourne.pdf>
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Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * Yes No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Erica Orfanos

Email address: * erica.orfanos@ratio.com.au

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Agenda No 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

The most liveable cities in the world are bicycle friendly, that is a fact. City of Melbourne should uphold its commitment to livability, equitable access and climate change. Creating safe bike lanes is central to creating an urban environment that moves away from car dependency which ultimately supports a vibrant city centre that its community is proud of.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

• I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Kathleen Burke

Email address: *

kathleen.burke@outlook.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Protected bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

On Sunday I was outside having a coffee at Brunetti's flinders lane. It was crowded with people walking. A little boy of around four suddenly ran from his father's side and jump onto the road in front of a 4wd. The person driving stopped safely and apart from scaring everyone around the boy was safe. This happened because of the safety changes the city of Melbourne has made in there laneways and on their streets for people. Making it a shared zone for people walking, people riding and people driving. Rolling back protected bike lanes and people friendly changes to the city would mean that that car would have assumed it was the priority d that kid would have likely got hit. Or equally as likely that family would not have been in the city at all because it would be too unfriendly and risky a place to go as a family.

I likely would not have been in the city without the bike lane and footpath changes venturing out to have breakfast browse the shops and have a second coffee. The place I had breakfast was a reclaimed car park on Lygon St. Instead of one car there where 10 people having breakfast. If you had proposed before the pandemic to take away parking spots for outdoor tables there would have been similar outcry to what is happening now with the protected bike lanes but now they are accepted, embraced and create more business and spending, as well as bring life and culture to the streets of Melbourne.

The protected bike lanes mean more people car come to the city not less. It means more people can come to the city and spending business not just the few that have cars and can afford parking or those that live near transport hubs. It means I could sit outside and drink a coffee and not breathe in traffic jam car fumes and hear horns blast.

I want to live in a Melbourne that is comparable to an international city like, London, Paris, Vancouver, Tokyo, New York, and Wellington that have all embraced or are in the process of embracing more room for people to ride and walk. Bring life to the city and as has been confirmed to bring in more spending in businesses. I don't want to go to a city that is just a polluted 1980's asphalt jungle.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * Yes No

Privacy acknowledgement: * • I have read and acknowledge how Council will use and disclose my personal information.

Name: * Elizabeth Kim

Email address: * Elizabeth_kim@racv.com.au

Phone number *

Date of meeting: * Saturday 7 May 2022

Agenda item title: * Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

RACV supports the continued roll out of bike lanes in the city, particularly given the increased uptake of bike riding over the past few years.

We need to ensure our networks are set up to support people no matter which transport option they choose – car, train, tram, bicycle, motorcycle or walking. Over 50 per cent of RACV members walk and ride bikes regularly, yet RACV’s research shows one of the biggest reasons stated for choosing not to cycle more, is concern about car traffic and safety while riding.

We have seen evidence that protected bike lanes and paths help make cycling a safer, feasible, affordable and sustainable transport option for many.

Department of Transport data shows that bike lanes can move three times as many people as one car traffic lane and can help ease congestion and pollution. The removal of parking bays for the bike lanes represents only 1 per cent of the 23,000 on-street street car parks across the city. Less than 0.5% of Melbourne’s road space has been reallocated to install protected bike lanes.

The City of Melbourne joins a list of global cities pledging bold investment in bike infrastructure, in recognition of the important role that bikes play in the transport system of large cities.

The recent high-profile pedestrian and cyclist fatalities in the inner city highlight the need for safety consideration for vulnerable road users. RACV has commissioned research on and advocated for, a targeted approach to the completion of the Strategic Cycling Corridors outlined by State Government in 2018–2028 Cycling Strategy. The work by the City of Melbourne to complete these missing inner links with protected lanes, within and outside the Hoddle Grid, is an essential component to the completion of a true safe cycling network.

These implementations will help to encourage and support a greater diversity of travel modes to the CBD and will assist in lessening congestion and pollution and improving safety on Melbourne’s roads post-pandemic for both RACV members and Victorians alike.

Thank you for your consideration

Elizabeth Kim
General Manager, arevo Mobility, RACV

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Bryan Anderson

Email address: * bea708@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Council,

I'm writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality. Investing in this infrastructure now will help ensure that Melbourne, and the CBD in particular, maintains its status as one of the world's most liveable cities and as a model for what other cities should aspire to be.

I am concerned and alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad. We need infrastructure that is not just car-oriented but people-oriented and future-oriented.

I have been very pleased to see the bike lanes that have been rolled out in recent years. Their use has enabled me to eagerly and healthily explore our city as well as handling day-to-day tasks without needing to worry about paying for fuel, finding a park, or getting stuck in what seems like perpetual traffic. For the benefit of everyone in the city, I very much hope this roll-out of bike infrastructure does not pause and instead continues to expand.

Sincerely,

Bryan Anderson

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Elinor Hasenfratz

Email address: *

elinor.cozens@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike lanes in the CBD

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear all,

It's been so wonderful to see Melb rolling out bike lanes, and making a real start on easing congestion and making the city safer and future-proofing it for inevitable changes to transport that are coming our way, particularly in CBD areas. My husband rides to work, I come from a family of bike riders, and so far I'm the only one not to have been hit by a car or car door'd. We are regular people, he's an engineer trying to stay fit and reduce our emissions and the cost of parking in the city / PT, and with a baby on the way it fills me with dread when he hops on his bike to head to Russell St. I thought it was going to be safer, more sensible! Please don't let a few parking complaints get in the way of modernising our beautiful city. Let's take this opportunity to sit down together, and work out a solution that considers future generations of Melburnians as well as the current generation.

Thanks for your time.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Anna den Hartog

Email address: *

annadenhartog@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Creating safer bike lanes seperated from the road was helping me feel safer about jumping on the bike again and riding into to the city with my partner. I love going to the NGV, Victorian Market,and botancial gardens. Riding there also helps me fit in some excise too. Also, as I don't drive that is one of the ways I get around. However, having had a bike accident, a family member get hit and witnessing a terrible accident too, I have found it very stressful riding on busy roads. Bike lanes are the only way I will feel confident about riding. Not only that, considering the positive environmental benefits of active transport, such as riding, it's time for Victoria to progress with less car centric infrastructure, especially as alternative car parking arrangments are being implemented anyway.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

David Hausler

Email address: *

david.r.hausler@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I am a long time resident (31 years) of city of Melbourne, living in North Melbourne. Please do not halt the progress of installing bike lanes across LGA. I am a regular bike commuter to the CBD, and utilise the many leisure bike trails through our wonderful parklands whenever possible. I have seen the great benefits of increased and improved bike lanes have made to the area. It is without a doubt the best way to commute around our local area (eco friendly, healthy, minimising traffic), but only as long as it is safe. There are still a great number of unsafe roads for cyclists in the area. I am grateful for the work the council has done over the last few years to make improvements to bike lanes and I urge you not to stop the good work now. Lead the way! Don't go backwards

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: * • I have read and acknowledge how Council will use and disclose my personal information.

Name: * gordon southgate

Email address: * gordon62@fastmail.fm

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * in support of cycle lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Apologies for the brief and occasionally cut-and-paste nature of my submission, as I am short on time to get this in by deadline.

For ease of consumption, I am presenting this as a series of bullet points

- The amount of bike lanes is still small by international standards
- The RACV has said greater Melbourne should match the ambition of Milan (which has 750 kilometres planned by 2035), Paris (650 kilometres by 2024) and London, which has installed 260 kilometres since 2016 – including 100 kilometres since the start of the pandemic
- Melbourne is planning to spend \$18 million on cycling infrastructure over the next four years, while Sydney is spending \$69 million
- more bikes equates to less cars and less congestion — a benefit noted by the RACV
- I don't feel the small business case for tearing up cycle lanes rests on much in the way of empirical evidence
- Urbis forecast that public transport will continue to be the most significant economic driver for the CBD, delivering \$35.4 billion by 2026. The contribution of cars is projected to drop by \$4.4 billion to \$7.5 billion, while cycling will add up to \$3.5 billion annually.
- Cycle lanes improve safety for cyclists
- Health benefits of cycling versus small particulate pollution
- 27 per cent of trips to the city pre-pandemic were undertaken by car, yet more than half of street space in the city has been surrendered to cars
- The loss of 421 on-street car spaces to create safe bike lanes is a drop in the ocean compared to the thousands of off-street parking spaces available in the CBD. Drops in retail traffic cannot be blamed on bike lanes
- Bike lanes are 1% of the city, yet used by 4%
- Also cyclists use retail, they are customers too, whilst arguably most of the car traffic in a city is driving through to somewhere else
- changing the timing of deliveries to avoid peak hour and reducing on-street parking would be one solution that didn't involve reducing cycle lanes
- A lot of the reaction seems driven by surprise at finding cycle lanes have been built in a pandemic. This doesn't sound like residents' reactions to me, as they would have seen them being built. Either way, this is a communications issue, not a planning issue.
- Modernising a city will inevitably require change, and managing people's hopes and fears around that. I don't think ignoring the future and committing to a vision of the petrol engine is a good idea for anyone.

Thanks you for taking the time to listen, and I hope council votes for a sustainable and healthy future

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Bridie Turner

Email address: *

inglenook09@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

As a university student without a drivers license, bike is my central means of transport. It has become especially important now that I feel less safe to catch public transport because of COVID-19.

Bike lanes enable me to feel safe while riding and feel like the drivers around me can be safe as well. It would be indispensable to me to be able to ride around the city without trepidation, so it's really important to me that bike lane project goes ahead.

Crucially, the results of the recent election illustrate the overwhelming acknowledgment and support of climate action by Australian citizens. This bike lane project is a form of climate action. By increasing the safety of drivers and riders around the city you're increasing the accessibility of climate friendly transport.

Additionally, with the popularity of 'lime' and similar brands of electric scooters around the city and the outer suburbs, more people are taking to busy roads to use bike lanes. As transport technology changes, so does the infrastructure of our city to facilitate the transport that people choose. Bike lanes would mean that scooters and bikes are less of a concern for drivers and less of a safety hazard for all.

The incorporation of bike lanes into the city is a project with very long term benefits and is worth investing our time and energy into, as it would result in the increased safety of riders and drivers, decreased inconvenience for drivers, facilitation of trends in transport and the push for climate action.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Katie Harker

Email address: * katiemharker@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * No 6.9 – Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

The recent CoM decision to cease the installation of new bike lanes within the Melbourne CBD is a massive step backward!

Council has already shared the data:

– In April 2022, bike volumes in upgraded bike lanes on Peel and Swanston Streets were at 156% and 113% of the pre-COVID-19 baseline respectively.

– e-bikes recorded 1mil trips in 17 weeks with 84% of trips on bike lanes and 45% of trips replacing car journeys

– 'majority of people (55 per cent) support installing protected bike lanes in the city; a majority (61 per cent) agree that protected bike lanes make it safer to travel around the city; and nearly 20 per cent of people living within 10 km of the city say that they are more likely to visit the city due to the new protected bike lanes.'

– 'Traffic congestion and the impact of new protected bike lanes were not identified as significant concerns for the businesses interviewed.'

I visit the city every week, I take PT, I walk, and I e-scooter. I feel safer with bike lanes between myself and the cars, the city is more enjoyable with the removal of kerbside parking. The city is more enjoyable WITHOUT cars.

Even when I drive to the city, there is ample parking off-street and on-street.

Any on-street parking should be allocated to loading / waste or rideshare / short term deliveries such as uber.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Emilienne Ong

Email address: *

emilienne.ong@gmail.com

Phone number *

Date of meeting: *

Monday 6 June 2022

Agenda item title: *

Cycle Infrastructure Program

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I would like to like to make a submission in support in continuous instalments of bike lanes. As a regular cycling commuter who just learned how to ride a bicycle 4 years ago, the new bicycle lanes has made it safer for me to travel without worrying about being in close proximity to cars and larger vehicles.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Harry Jorgensen

Email address: *

harjorgensen@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I would like it to be acknowledged that I strongly believe that the bike lanes that have been introduced into the CoM should stay and continue to expand. I think it is a backwards step to stop and/or remove the bike lanes that have already been introduced. Thank you.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Kevin Lee

Email address: *

kevinlee2212@yahoo.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality – to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving ‘traffic evaporation’ (1). By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. As the City of Melbourne’s own research (2) shows, “Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride.” A recent Melbourne study supports your findings, demonstrating that separated cycling infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

Increase business: Despite all the criticism that has led to this “pause”, which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure increases economic activity, spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than ever. Salt Lake City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the extra foot and wheel traffic (5). Further, with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and dog!) is only growing.

Improve safety for all road users: Research indubitably demonstrates that implementing bike lanes enhances safety for not only people riding bikes but those driving and walking (6). This is because separated bike lanes have a car-traffic calming effect, enabling vehicles to move at safer speeds for everyone.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and

fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll (7). If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around (8). These upgrades can be of particular benefit to older people, those living with a disability, low income households and migrant communities.

Reduce emissions: Personal transport is Australia's fastest growing source of emissions (9); and fluctuates between the second and third highest source (behind only energy and land use) (10). Bottom line: our cars are a major contributor to climate change and Melbournians need to be empowered to move in different ways wherever possible. The global climate science is clear: we need to increase active transport to reduce transport emissions. Local research tells us that more separated and dedicated infrastructure is required to move the great number of people from the interested category to actually taking up riding. Australia needs a national strategy to move away from petrol-guzzling cars to bike-riding, walking and zero-emissions public transport and electric vehicles. To pause these bike lanes would put Melbourne on the back-foot, set to become stuck in the past as Australian cities implement innovative and intelligent transport solutions.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options (11), and improved infrastructure allows more Melbournians to experience these benefits .

To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. I ask that you preserve with your bike strategy to reap all the benefits they will bring – a strategy set in motion well before the pandemic.

References:

1. <https://www.theguardian.com/lifeandstyle/video/2022/may/17/why-new-bike-lanes-dont-cause-traffic-jams-video>
2. <https://www.melbourne.vic.gov.au/SiteCollectionDocuments/transport-strategy-2030-city-of-melbourne.pdf>
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11. https://www.climatecouncil.org.au/wp-content/uploads/2018/10/CC_MVSA0154-Report-Transport_V6-FA_Low-Res_Single-Pages.pdf

Please indicate whether you would like to verbally

No

address the Future Melbourne in support of your submission: *

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Tony Hughes

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tonyplaysthedrums@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Melbourne bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I understand that there is a move to delay the construction and implementation of new bike lanes in the City of Melbourne. At a time when climate issues are more pressing than ever, we need to be expediting – not hindering – the development of infrastructure like this that supports and encourages the greenest of transport options in the city. I ask Council to consider moving forward with the development of new bike lanes and a cohesive bike network with urgency.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Sharyn Maude

Email address: *

asharynmaude@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike Lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I am very concerned and disappointed that you are considering delaying construction off more bike lanes. As someone who uses my bike as transport whenever possible, I'm extremely aware of the dangers from careless motorists. I could list a dozen incidents when motorists did something illegal which endangered me. I used to work in a location which required me to cycle down Williamstown Rd and these incidents happened weekly. Obviously this is a disincentive to use my bike. In our present climate emergency cycling should be encouraged and an obvious way to do this is to provide safety in the form of bike lanes. I hope you continue your very important work constructing them.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

akshay Mahajan

Email address: *

Mhjn.akshay@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I would like to raise my concern regarding the recent decision of halt on the implementation of Bikel lanes in Melbourne CBD. This is not something in accordance to the vision of the longer-term sustainable city and equitable distribution of resources to all the road users. I am really shocked to see that such a great initiative has been halted because of the delivery issues rather than finding a solution to better implement the overall objective of changing the mode of choice for city.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Jack Higgins

Email address: * melbourne@betweenity.xyz

Phone number *

Date of meeting: * Monday 6 June 2022

Agenda item title: * Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

I'm writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality.

There are many reasons bike lanes are an important part of our transport system – and I'm sure you've heard many of them before. One you might not hear as often is that, as a young person currently living in the outer suburbs who is considering moving my residence to the Melbourne CBD, one of the biggest factors holding me back from making the move is the current lack of quality active transport infrastructure.

I'm alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my gratitude for the bike lanes that have been rolled out to date (and accelerated during COVID-19). I sincerely hope that you persevere with your bike strategy, which was outlined well before the pandemic.

Yours sincerely,
Jack Higgins

Please indicate whether you would like to verbally address the Future Melbourne in support of your No

submission: *

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Al brown

Email address: *

alcannardbrown@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Protected bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I live and work in the City of Melbourne.

During covid, when traffic was lower, I took up cycling. I would like to continue to cycle to work, to the supermarket, and around my home and surrounding areas in North Melbourne.

Continuing the protected bike lane scheme will allow me to do that more effectively.

Parking is already at a premium and many public transport routes across the LGA or to neighbouring suburbs take an hour due to indirect routes and wait times or the need to take two or more connections.

This pushes people into driving on congested streets and then there's often no parking.

The bike lanes make transport safer, reduce congestion and allow greater active transport.

They make social, economic and environmental sense and should be continued.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Thomas Lawrence

Email address: * thomas.lawrence@ratio.com.au

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * No 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Councillors,
I would like to voice my support for Council's bicycle path construction program.
This program is important to the future of the CBD as a liveable high density city.
Thanks

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Isabela Cabral

Email address: *

isabela.cabral@outlook.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Removing bike lanes is a terrible idea

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

The bike lanes in the city are crucial for the safety of the cyclists. I was always scared of cycling around the city before the protected bike lanes. Especially after crashing on an Uber's car door that suddenly opened in front of me.

The safety of cyclists and pedestrians must be the first priority in any developed urban space.

We need to encourage more and more people to go cycling, not the opposite. We need less cars, more bikes and more bike lanes. The future and mobility in the city depends on this.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Hannah Tobin

Email address: * hannahtobin91@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Date of meeting: 07/06/22

Agenda item title: Agenda 6.9

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality – to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving ‘traffic evaporation’ (1). By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. As the City of Melbourne’s own research (2) shows, “Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride.” A recent Melbourne study supports your findings, demonstrating that separated cycling infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

Increase business: Despite all the criticism that has led to this “pause”, which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure increases economic activity, spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than ever. Salt Lake City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the extra foot and wheel traffic (5). Further,

with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and dog!) is only growing.

Improve safety for all road users: Research indubitably demonstrates that implementing bike lanes enhances safety for not only people riding bikes but those driving and walking (6). This is because separated bike lanes have a car-traffic calming effect, enabling vehicles to move at safer speeds for everyone.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll (7). If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around (8). These upgrades can be of particular benefit to older people, those living with a disability, low income households and migrant communities.

Reduce emissions: Personal transport is Australia's fastest growing source of emissions (9); and fluctuates between the second and third highest source (behind only energy and land use) (10). Bottom line: our cars are a major contributor to climate change and Melbournians need to be empowered to move in different ways wherever possible. The global climate science is clear: we need to increase active transport to reduce transport emissions. Local research tells us that more separated and dedicated infrastructure is required to move the great number of people from the interested category to actually taking up riding. Australia needs a national strategy to move away from petrol-guzzling cars to bike-riding, walking and zero-emissions public transport and electric vehicles. To pause these bike lanes would put Melbourne on the back-foot, set to become stuck in the past as Australian cities implement innovative and intelligent transport solutions.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options (11), and improved infrastructure allows more Melbournians to experience these benefits .

To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. I ask that you preserve with your bike strategy to reap all the benefits they will bring – a strategy set in motion well before the pandemic.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

John Van Vliet

Email address: *

jv_vliet@bigpond.net.au

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bicycle Lane pause

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

All over the world in cities like ours installing bicycle separated lanes is happening. We need to continue this in Melbourne.

If we are going to reduce car congestion in our city the reducing car dependence will be required.

Business who think they suffer from lack of cars unable to park in front are wrong it's foot traffic that brings in customer, it has been proven in all those cities that are reducing traffic through them.

To council members don't stop just continue with the work have some guts and stand up to these people you know they are wrong.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

• I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Qalissa Othman

Email address: *

qalissa.othman@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Date of meeting: 07/06/22

Agenda item title: Agenda 6.9

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

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There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving ‘traffic evaporation’ (1). By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. As the City of Melbourne’s own research (2) shows, “Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride.” A recent Melbourne study supports your findings, demonstrating that separated cycling infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

Increase business: Despite all the criticism that has led to this “pause”, which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure increases economic activity, spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than ever. Salt Lake City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the extra foot and wheel traffic (5). Further, with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and

dog!) is only growing.

Improve safety for all road users: Research indubitably demonstrates that implementing bike lanes enhances safety for not only people riding bikes but those driving and walking (6). This is because separated bike lanes have a car-traffic calming effect, enabling vehicles to move at safer speeds for everyone.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll (7). If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around (8). These upgrades can be of particular benefit to older people, those living with a disability, low income households and migrant communities.

Reduce emissions: Personal transport is Australia's fastest growing source of emissions (9); and fluctuates between the second and third highest source (behind only energy and land use) (10). Bottom line: our cars are a major contributor to climate change and Melbournians need to be empowered to move in different ways wherever possible. The global climate science is clear: we need to increase active transport to reduce transport emissions. Local research tells us that more separated and dedicated infrastructure is required to move the great number of people from the interested category to actually taking up riding. Australia needs a national strategy to move away from petrol-guzzling cars to bike-riding, walking and zero-emissions public transport and electric vehicles. To pause these bike lanes would put Melbourne on the back-foot, set to become stuck in the past as Australian cities implement innovative and intelligent transport solutions.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options (11), and improved infrastructure allows more Melbournians to experience these benefits .

To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. I ask that you preserve with your bike strategy to reap all the benefits they will bring – a strategy set in motion well before the pandemic.

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Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * Yes No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Lachlan Shield

Email address: * lachlan.shield@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I understand you are considering suspending of construction of new protected bicycle lanes. As a CBD worker, I now travel into the city on a bike. I have family members with pre-existing health conditions, and so public transport is not a safe and attractive option. However, the main impediment to me working on-site more often is that riding on the street feels quite unsafe at times. I do not know anybody who travels into the city with a car to purchase goods; that is what suburban bog-box shopping centres are for. Rather, I know a number of people who live in the inner and middle suburbs who could be encouraged back into the city if cycling and other forms of active transport were safer and more accessible.

I recall the some years ago I had a conversation with a trader on Elizabeth Street near the Haymarket roundabout to the effect that the removal of street parking for a bicycle lane was killing the area. That area is now strong and vibrant. I strongly urge you not to give in to a noisy minority of traders. The future of the CBD is very clearly not based around private cars.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Jan van de Graaff

Email address: * javdg24@optusnet.com.au

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 22.6 – Bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I write to ask that the Future Melbourne Committee's vote against recommendation 22.6, being that the Committee "Endorses the deferral of further installation of new protected bike lanes in the Hoddle Grid during financial year 2022/2023, following two years of accelerated delivery." Whilst I acknowledge the separated bike lanes have had an adverse impact on parking, loading bays, and traffic lanes, this has been very much at the margins. I also understand that many motorists are frustrated however these bike lanes are an unfair target of this frustration. With increasing vehicular traffic there is now congestion right across the inner city and most certainly in the CBD. The bike lanes are not the cause of this and we must continue to make rationale decision and ones that support our quest for a more sustainable city. It is noteworthy that in some cases there is frustration being levelled at these bike lanes when in fact all that has happened is a reconfiguration of the street, without loss of motorised lanes, parking or bike lanes. Furthermore, the total loss of car parking spaces is less than 1% of the available car parking spaces – such a minor contraction that it would have next to no impact in real terms. Slowing down or abolishing the plans for bike lanes will be a huge step backwards for Melbourne. While bike lanes may make it slightly more difficult for car commuters to access the city, the positive benefits, both short and long term hugely outweigh the inconvenience for car users. A cycling city is one where the streets are more pleasant to be, which has knock on positive benefits for traders and residents and those who come to the city to work or shop or go out. These bike lanes are also hugely beneficial to the many and growing resident population in the CBD – who are able to use their cars less often or not at all if they can ride around the municipality.

In saying all I do acknowledge the concerns of the TWU and the loss of loading zones – which in turn impacts traders. I feel confident that solutions to this can be found without disrupting the plans for bike lanes. Parking spaces in the commercial buildings are somewhat underutilised, particularly in the post covid era when many workers who have dedicated spots are no longer commuting daily. I believe this can form part of the solution – where the COM, works closely with transport providers and traders to find a more sustainable solution.

Furthermore, good cycling infrastructure, in enabling more cycling, will help the city attain its sustainability goals, with immediate improvements to air quality, noise pollution and a vital contribution to our nation's carbon emissions reductions targets. Conversely, enabling more people to drive to the city has the opposite effect.

As someone who cycles into and through the city almost daily, I urge you to continue to make the case for these bike lanes and provide a clear and compelling case to the critics who in the main are lashing out in frustration without seeing the bigger picture.

Please indicate whether you would No

like to verbally address the Future
Melbourne in support of your
submission: *

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Carla Chandler

Email address: * carladchandler@hotmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Committee,

I respectfully write to the City of Melbourne to reconsider its submission regarding the protected bike lanes. Like many cyclists writing to your team, I too am concerned regarding a number of factors. I will keep my submission short, as to not waste too much time, however kindly request the following is considered. ;

– Having ridden in many parts of the world – I can wholeheartedly say, Melbourne is by far – exceedingly and scarily by far – one of the most dangerous places to ride when it comes to a cyclist/car perspective. By the council submitting to the demands of drivers, you again show the driving fraternity that this level of aggression towards cyclists is warranted and imply that cyclists are the cause of much road congestion. We know this not to be the case and there are ample examples from around the world that can verify this as fact; yet these types of decisions have critical outcomes for the safety of cyclists.

– Secondly, I am more than certain you have taken into account the clear need for less cars on the roads and the environmental impacts of such, so I am perplexed as to why we would be supporting additional cars moving into the city. Whilst I understand your keen interest in having people return to the city – I feel that the proposal does not consider long term gains, long term environmental needs and demonstrates limited insight into the general populations wants, if we consider the recent election outcomes.

As a public servant of 20 years, a city worker and a cyclists, but also a motor vehicle driver, I do hope more insight is applied to the decision making process with respect to this matter.

Thank you for taking the time to consider my submission, despite feeling that it will not ultimately change the course of your action, but alas i thank you nonetheless as i respect the challenge to keep all parties satisfied.

Kind Regards
Carla Chandler

Please indicate whether you would like to verbally address the Future Melbourne in support of your No

submission: *

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Lee Shaw

Email address: * lee.shaw@ratio.com.au

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

The reactionary movement to a vocal minority, to stop the roll out and support of further sustainable transport infrastructure, is a step backwards for a progressive city.

The City of Melbourne must not stall or remove infrastructure which uses space efficiently, reduces emissions, improves health and encourages wider demographics to get in the saddle. Not everyone is brave enough to ride without protective bike lanes and the take up of more active transport only has benefits, including to businesses. Councillors would be wise to recognise and support the benefits of cycling for the city, its population and transport network.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Vincent Cattermole

Email address: * Vrcattermole@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I am writing in support of the decision to pause the creation of new bike lanes in the city. While cycling has many benefits and I'm sure will have strong support, it is important that we don't become "blinkered" as a society to the multiple transport needs and scenarios that occur on a day to day basis. From public transport to cycling to cars to ride shares to trucks and vans to pedestrians walking, it is critical that we consider all of the different use cases for peoplea movement needs as a city.

Cycles are but one of these needs, and by prioritising those over others we negatively impact all melburnians who are not in the privileged position of being able to cycle when needed.

I would like to see cycling considered alongside public transport as trams and trains represent a more realistic substitute versus cars, which have quite different use cases. (Ultimately, most cyclists will jump on a train if it's not good riding weather, not into their car)

I do hope the city does rethink its strategy and find a more balanced solution that suits Melbourne and all of its people, not trying to bring in a different cities ideas just to appease a vocal few.

Thanks

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Jessamie Yule

Email address: *

jessamie.yule@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

We are ready for carless

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

COVID-19 has created a unique time where people have had a chance to reimagine the way we work and live through experience. This is especially so for CBD workers.

With this opportunity to re-think the way we move around our cities, people became accustomed to walking, to the silence on the streets, to cleaner air, to hearing birds.

Melbournians have never been so prepared to make the shift to the carless city as we are right now.

Why not take this opportunity to continue to perpetuate the shift towards active transport, public transport, carpooling and ridesharing... using cars only when it's really essential.

What cost is being avoided now that we will end up paying for doubly later because of this delay?

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

• I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Arien van Oosterhout

Email address: *

ignatris@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Building bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Date of meeting: 07/06/22

Agenda item title: Agenda 6.9

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality – to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving ‘traffic evaporation’ (1). By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. As the City of Melbourne’s own research (2) shows, “Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride.” A recent Melbourne study supports your findings, demonstrating that separated cycling infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

Increase business: Despite all the criticism that has led to this “pause”, which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure increases economic activity, spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than ever. Salt Lake City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the extra foot and wheel traffic (5). Further, with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and

dog!) is only growing.

Improve safety for all road users: Research indubitably demonstrates that implementing bike lanes enhances safety for not only people riding bikes but those driving and walking (6). This is because separated bike lanes have a car-traffic calming effect, enabling vehicles to move at safer speeds for everyone.

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Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options (11), and improved infrastructure allows more Melbournians to experience these benefits .

To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. I ask that you preserve with your bike strategy to reap all the benefits they will bring – a strategy set in motion well before the pandemic.

References:

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Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * Yes No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Lewis Moore

Email address: *

moore.lewis.d@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9 – Bike Lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

As a qualified and practicing town planner, the addition of bike lanes would make a positive contribution to the CBD. Having lived overseas in Scandinavia and visited other areas of the world where bike use is much higher, we need to encourage increased use of bikes as a mode of transport as much as possible. This is so that we can reduce our emissions, contribute to healthier lifestyles and reduce traffic congestion on our streets.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Stuart Thomson

Email address: *

StuartThomson@netspace.net.au

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike Lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I recently counted 18 bicycles waiting at the lights in the bike lane at the corner of William and La Trobe streets.

At one set of lights.

Across the whole CBD there would have been hundreds.

If those people weren't on bikes, they'd be in cars – clogging our roads, taking up scarce parking spaces, contributing to local air pollution and global climate change.

Or maybe they'd be in trams or trains – but probably not, covid has made many people (like me) reluctant to go back to cramming sardine-like into steel boxes with hundreds of potential disease-carriers.

Council got it right the first time – increasing bike lanes is the only way you have of increasing the number of people who come into the city.

Dont let the whingers on talk radio spook you.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Helen Corry

Email address: *

helen.corry@sport.vic.gov.au

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bicycle lanes in Melbourne CBD

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

As a Bicycle Victoria/Network member for decades, I was very disappointed to read that City of Melbourne may delay the roll out of separated bike lanes in the CBD and surrounds. I cycle to work in the CBD each day and have done for 10 years. The delay to easing congestion and improving safety on the roads for all users reflects poorly on the liveability of the city. I won't be supporting CBD businesses who don't share this vision. During covid, Paris developed a strategic plan of how they will improve the liveability of their city and it is disappointing that Melbourne can't progress with their improvement plans.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Nick Sturgess

Email address: * nickstugpol@outlook.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Date of meeting: 07/06/22

Agenda item title: Agenda 6.9

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality – to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving ‘traffic evaporation’ (1). By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. As the City of Melbourne’s own research (2) shows, “Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride.” A recent Melbourne study supports your findings, demonstrating that separated cycling infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

Increase business: Despite all the criticism that has led to this “pause”, which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure increases economic activity, spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than ever. Salt Lake City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the extra foot and wheel traffic (5). Further,

with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and dog!) is only growing.

Improve safety for all road users: Research indubitably demonstrates that implementing bike lanes enhances safety for not only people riding bikes but those driving and walking (6). This is because separated bike lanes have a car-traffic calming effect, enabling vehicles to move at safer speeds for everyone.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll (7). If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around (8). These upgrades can be of particular benefit to older people, those living with a disability, low income households and migrant communities.

Reduce emissions: Personal transport is Australia's fastest growing source of emissions (9); and fluctuates between the second and third highest source (behind only energy and land use) (10). Bottom line: our cars are a major contributor to climate change and Melbournians need to be empowered to move in different ways wherever possible. The global climate science is clear: we need to increase active transport to reduce transport emissions. Local research tells us that more separated and dedicated infrastructure is required to move the great number of people from the interested category to actually taking up riding. Australia needs a national strategy to move away from petrol-guzzling cars to bike-riding, walking and zero-emissions public transport and electric vehicles. To pause these bike lanes would put Melbourne on the back-foot, set to become stuck in the past as Australian cities implement innovative and intelligent transport solutions.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options (11), and improved infrastructure allows more Melbournians to experience these benefits .

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I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. I ask that you preserve with your bike strategy to reap all the benefits they will bring – a strategy set in motion well before the pandemic.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Cameron Tampion

Email address: * camrob@netspace.net.au

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Unfortunately time is against me and I am not able to prepare a comprehensive submission of my own to this agenda item. However I wish to fully endorse other submissions I have seen from:

* Lauren Pearson – PhD Candidate at the Monash University School of Public Health and Preventive Medicine; and

* Nathan Pittman, Dr Andre Brett, Rebecca Clements, Iain Lawrie and Merrick Morley – early career transport and urban design researchers.

I also wish to make some observations as a professional driver who has, on occasion, worked in the CBD. By far the biggest source of frustration and delay to me while making deliveries is private motor vehicles, not bicycles or infrastructure provided to improve the safety of their use.

Provision of plentiful and convenient car parking is a major incentive to use private motor vehicles over other forms of transport to access the city. This reduces the amenity of the CBD as a potential destination, and imposes congestion externalities on road users that do not have discretion over their mode choice. In contrast, provision of safe and well-connected cycling routes incentivises much more space-efficient modes that have less negative impact on others.

International best practice transport planning recognises a hierarchy of road users with vulnerable, but highly efficient, road users such as walkers and bike riders* near the top, and the least efficient modes, such as private motor vehicles, towards the bottom. Commercial motor vehicles are placed between these and warrant priority in the allocation of road space, including parking, over private motor vehicles. Legitimate concerns that have been raised recently by transport stakeholders would be best addressed by improving the availability of loading zones for deliveries and similar high-value uses. Availability will include a combination of road (and parking) space allocation and compliance activities. It should not come at the expense of modes that are higher in the road user hierarchy, particularly walkers and people on bicycles.

The city would also benefit from increased use of cargo e-bikes for deliveries and should explore opportunities to encourage a shift towards these. Delays in bike lane improvements would clearly not achieve this.

* This includes wheelchair users and others using mobility aids.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Thomas Gaudry

Email address: *

tgaudry1@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

I'm writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

As a cyclist, I commute to the CBD from the north side area on a daily basis.

Even now, riding a bike and commuting to the city can be a dangerous and at times, terrifying experience, just to get to work.

Alarminglly, it is not uncommon to see cars verging into and dangerously crossing bike lanes, unfortunately resulting in cyclist collisions and injury.

As a cyclist sharing the road, I believe it is my right to feel safe in my lane and my right to get to and from work safely.

We don't have the protection of an airbag.

We don't have a seatbelt.

We don't have a metal shell to protect us.

We are skin and bones on asphalt. That's it.

We need the continued roll out of safe, designated and separate bike lanes to ensure safe commuting and travel, for all cyclists and bike lane users.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * Yes No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Kerry O'Meara

Email address: * omearakerry89@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Bicycle Lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Separate bike lanes are the way of the future for a sustainable and healthy environment. Even the RACV is in favour of them which suggests this isn't a fringe issue, it has become a mainstream issue. Car drivers (myself) prefer to drive safely beside our cyclists, and separate lanes are the perfect way to keep everyone safe.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *	<ul style="list-style-type: none"> I have read and acknowledge how Council will use and disclose my personal information.
Name: *	Jane Holroyd
Email address: *	jholroyd@gmail.com
Phone number *	
Date of meeting: *	Tuesday 7 June 2022
Agenda item title: *	6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit **by no later than 10am on the day of the scheduled meeting**. Submissions will not be accepted after 10am.

Please do not slow down the roll out of separated bike lanes in the City of Melbourne, particularly the accelerated delivery of 32.5km of protected bike lanes.

I am a city worker, and I walk in the city and ride into the city.
I am very concerned to see City of Melbourne championing E scooters and yet not providing the necessary infrastructure to ensure they are not ridden on footpaths.

The anger about E scooters is palpable as apparent on City of Melbourne's Facebook page:
<https://www.facebook.com/cityofmelbourne/posts/pfbid02FNfhhmDTGjX4orhYx8uDZbTid38D9usoE9QDsf4MXwDtjmcUzhXNrZfnWNblj8N5l>

Pedestrians are highly vulnerable, especially older walkers and those with disability while for everyone else it is annoying as well as unsafe. With over 90 per cent of transport trips in the CBD being on foot, the City has a duty of care to create more space for walkers, and space that feels safe and welcoming. Victoria Police have found a high level of e scooter use on footpaths during their blitzes and as a city worker I have witnessed reckless footpath riding. This problem will grow worse as City of Melbourne continues to encourage the use of E scooters due to lobbying, but does not provide adequate, safe and separated infrastructure for their riders.

BIKE and E scooter SAFETY on roads

I live in Coburg and ride into work which is located on Bourke Street in the CBD. It is so hazardous to ride on Rathdowne St and then Exhibition St and the new lanes have been fantastic. It is much more convenient to ride into the city than to wait for an Upfield train and then walk down from Melbourne Central Station. Since Covid I have found being on increasingly crowded trains unpleasant, and I hate the exit into the very crowded L1 Melbourne Central shopping Centre.

I want to ride into the city, but Exhibition and Bourke Street feel so unsafe.

I have two children at home and I feel like I have a right to ride a bicycle to work and to arrive safely to work and back home again. I am very aware of the risks posed by car doors and by inattentive or aggressive drivers who can 'squeeze' cyclists, as I have experienced this many times in the CBD.

Please keep up the good work City of Melbourne and become a true, forward-thinking global city. Do not forget the economic benefits that come with making your city safe for those who use active transport.

Thank you, Jane Holroyd

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Dora Kovacsy

Email address: * dora.kovacsy@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I would like to ask you to continue rolling out the bike lanes across the city. The past few years have been transformative in bike infrastructure and I feel safe riding my two young children around every day to childcare. All European examples show that improving bicycle infrastructure does not increase traffic congestion – and adding more lanes for cars does not reduce congestion. I do not have to explain how cycling is a sustainable mode of transport and how critical this is for our city, and indeed, our future on the planet.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Colleen Peterson

Email address: *

colleenp@ratio.com.au

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agedna Item 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

as a regular bike rider in the central city I am a passionate supporter of bike lines in the city. I feel very strongly that the voices of a few cranky people should not outweigh the much greater number of residents, business owners and workers in the central city who are very supportive of the bike lanes

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: * • I have read and acknowledge how Council will use and disclose my personal information.

Name: * Gary Valenta

Email address: * g.p.valenta@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I am writing to say that I heard a small number of people complaining about the protected bike lanes causing traffic issues in the CBD and that MCC have put a pause on the roll out of the program. This is extremely sad to hear as this initiative to install bike lanes is something that is extremely positive in promoting people to use active transport and relive congestion by discouraging people to stop using their cars when we have perfect public transport and active transport facilities leading to the CBD.

The protected bike lanes have given myself and many others a safe passage through the city to get to work, restaurants and many other things in the city. Finally we are seeing some positive change to promote safe active transport in favour of motor vehicles.

Australia has a massive obsession with cars and people seem to think they can't function without it which is very short sighted. If we are going to be serious about combatting climate change, and the obesity epidemic this country has, we need to continue and be ambitious in implementing these bike lanes to help users feel safe. My partner has purchased a bike (she never rode before at all because she felt unsafe) because now she feels safe to ride in the city knowing that cars are not within inches of us with unprotected on road bike lanes. Instead of driving somewhere, she now uses her bike to go about shopping and seeing friends.

You look at any major city in Europe and you will see people riding bikes everywhere with seperate bike facilities. The Netherlands and Denmark have some of the best Infrastructure in the world for bikes and when they come here, they say they feel unsafe as there isn't enough protection and seperation from cars . These paths benefit 1000s of people a day not only in terms of health, but their safety too. A car benefits 1 or 2 persons only.

By the way, I own a car, so I'm not one of those militant cyclists who just hates cars haha. I just use it on the odd occasion where we need to go on road trips or if I have a site visit for work on the odd occasion.

So please, for the sake of people's safety and their health and to help combat climate change, we need the CBD to be pedestrian and bike centric. Not motor vehicle centric.

Please continue the rollout and don't put it on pause! :)

Delivery vehicles should be the only vehicles allowed to use the CBD unless you are a resident in

the CBD itself with a permit. This scheme is used in many other countries around the world. There is simply no need for someone to drive their car to the city to go shopping. Walk, ride or catch public transport.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Izabella Blazevic

Email address: * rosebud.danglius@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am. Deliver more protected bike lanes as it promotes exercise, sustainability while also reducing traffic congestion

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Owen Oneill

Email address: *

osoneill@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9 implementation update on transport strategy

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

With respect to the recommendation to pause further bike lane installations, this recommendation seems to be being made without any actual evidence to corroborate it. Can the council point to any specific data that indicates an actual negative impact from the installation of the new bike infrastructure? For example, how many deliveries were impacted and how? How many people have stopped travelling to the city as a direct consequence of the changes?

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

• I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Khee Chua

Email address: *

kschua2000@dodo.com.au

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

You should reconsider the design and implementation of the bicycle lanes especially on Exhibition Street. This is the main point of entry for vehicles coming in from the South East on the Monash Freeway. I have already seen emergency vehicles stuck along Exhibition Street in a jam because traffic is backed up both ways.

Emergency vehicles should always get priority over anything else.

Also, just this morning, I was stuck in a traffic jam for about 10 minutes at around 8.15am along St Kilda Road at the intersection of Southbank Blvd. During this period, less than 5 cyclists pass by on the bicycle lane.

Driving up along Exhibition Street from Flinders Street, there was only 1 cyclist using the bicycle lane along that stretch. I can provide dashcam footage if necessary.

Even Channel 7 news last Friday showed that only 4 cyclists passed by them between 11.00am and 11.20am.

The under utilised bicycle lanes especially along Exhibition Street badly needs work/improvement or removal

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Anthony Cuskelly

Email address: * cuskelly@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Implementing the recommendations of the Independent Transport Review

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Regarding Point 19 of the above, I would like to provide personal experience that these lanes are necessary. Particularly post-lockdown vehicle traffic is less patient and less aware of bikes, with near-miss incidents occurring daily.

During commuter periods many of the bike lanes are congested, and a lack of protected bike lanes is a key roadblock to more people commuting by bike. Overseas studies have shown that an infrastructure-first approach is needed (eg

<https://www.bbc.com/worklife/article/20201112-how-bike-friendly-slow-streets-are-changing-cities>, https://link.springer.com/chapter/10.1007/978-3-030-80012-3_20, <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC8053938/>)

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

• I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Sian Willmott

Email address: *

sian.willmott@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

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Date of meeting: 07/06/22

Agenda item title: Agenda 6.9

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There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving ‘traffic evaporation’ (1). By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. As the City of Melbourne’s own research (2) shows, “Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride.” A recent Melbourne study supports your findings, demonstrating that separated cycling infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

Increase business: Despite all the criticism that has led to this “pause”, which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure increases economic activity, spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than ever. Salt Lake City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the extra foot and wheel traffic (5). Further, with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and

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Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll (7). If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

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Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options (11), and improved infrastructure allows more Melbournians to experience these benefits .

To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

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References:

<https://www.theguardian.com/lifeandstyle/video/2022/may/17/why-new-bike-lanes-dont-cause-traffic-jams-video>

<https://www.melbourne.vic.gov.au/SiteCollectionDocuments/transport-strategy-2030-city-of-melbourne.pdf>

<https://www.sciencedirect.com/science/article/pii/S2214140521003200>

<https://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf>

https://drive.google.com/file/d/0B8tOk7_upXv5djhCajg1Z0I3bmhTVTlxWldwRzA0YjJWNW9R/view?resourcekey=0-Fr7Mp141yXvXzW6u5NBjqQ

<https://www.sciencedirect.com/science/article/abs/pii/S2214140518301488?via%3Dihub>

<https://nespurban.edu.au/publications-%20resources/research->

[reports/CAULRR06_%20%20SubmissionFuelQualityStandardsAct2000_Mar2017.pdf](#)
<https://www.jstor.org/stable/26211762>
<https://ageis.climatechange.gov.au/nggi.aspx>
<https://www.climatecouncil.org.au/wp-content/uploads/2017/09/FactSheet-Transport.pdf>
https://www.climatecouncil.org.au/wp-content/uploads/2018/10/CC_MVSA0154-Report-Transport_V6-FA_Low-Res_Single-Pages.pdf

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * Yes No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Tony Armstrong

Email address: * t.armstrong@me.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I'm writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

I currently commute from home in St Kilda to work in Brunswick East, using an electric cargo style bike. I do school drop off and pick up every day by bicycle. My commute takes me down the Bay Trail, Fitzroy Street, St Kilda Road, then Exhibition Street and Rathdown Street. All have had partially separated bikes lanes installed and I chose this route based solely on the added safety these offer.

Even with these in place delivery drivers / motorists seem hell bent on killing cyclists. Parking in the lanes forcing cyclists into traffic, turning left across lanes wth out looking for cyclists in priority lanes or flinging their doors open forcing cyclists to take vehicle lanes as a precaution.

I am a confident cyclist, and have commuted in several cities around the world and can easily see how off putting riding in combined traffic would be for those starting to use bicycles as transport, or younger riders.

Removal / reduction of separated lanes will make me re think my transport options, and potentially add 170km's of vehicle transport with all associated costs, environmental impacts and congestion.

I will strongly add my voice to the BIA's submission below.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation.' By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll. If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around. These upgrades can dramatically impact older people, those living with a disability, low income households and migrant communities.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options, and improved infrastructure allows more Melbournians to experience these benefits.

To conclude, I was alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my gratitude for the bike lanes that have been rolled out to date (and accelerated during COVID-19). I sincerely hope that you persevere with your bike strategy, which was outlined well before the pandemic.

Yours sincerely,

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Alistair Walpole

Email address: *

alistair.walpole@mh.org.au

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Its been fantastic to see the vast improvement in both access and safety to cyclist in the city. As someone who uses a bike on a daily basis I was previously apprehensive about cycling into and through the city. This has much improved but I was sad and annoyed to hear that there are proposed delays to the further improvement of dedicated lanes. This will delay more use of emission free travel in the city and delay the free-er access to the city for the ever growing number of cyclist.

The council should have the interest of 1000s of voiceless cyclist over the noisy sounds of self interested motoring and business groups. Their interests are not in the interest of the city of the future.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Michael Bell

Email address: * michaelb.online@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

As an occasional bike rider, I choose to ride mostly on off-road and protected bike paths. I do not feel safe mixing with traffic on roads with unprotected bike lanes. I would ride more if there were more protected bike lanes. The slow pace at which Melbourne has been adding protected bike lanes has been extremely frustrating. The recent accelerated rollout was heartening – it signalled a vast improvement in the provision of cycling infrastructure for riders like me, who want to ride more but can't due to safety concerns. I'm extremely disappointed by the recent news that the addition of further bike lanes would be slowed, or cancelled. This signified a big shift in Melbourne's attitude to people wanting to cycle – a big middle finger to us, to our low impact transport choice, and to the safety we so desperately need. I implore the City of Melbourne to reconsider this position. Show you care about our safety, and the low impact transport choice we can make, by continuing the rollout of protected bike lanes in the city at an accelerated rate. Thank you.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Jason Clarke

Email address: *

jason@clarkey.id.au

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I live in Glen Waverley, I work in Camberwell. I do not drive to work very often, maybe twice a month. I cycle because it is safe to do so along Scotchmans Creek and Gardiners Creek trails. I also cycle because the planet is burning.

I have recently turned down a job opportunity (\$150k+) in Prahran because there is no safe cycling route to my destination. I will not choose a job where I have to drive every day, because the planet is burning.

Every second weekend my partner and I ride from Glen Waverley to Southbank for lunch. We spend >\$100 each time on food and drinks. We go to Southbank and spend money there because of the safe cycling routes. We will not drive to lunch, you got it, because the planet is burning.

We will not go elsewhere because there is a lack of safe cycling options.

I will not take job offers in the CBD because its simply not safe to cycle.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Chris Lee

Email address: *

Chris.Lee@monash.edu

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda Item 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Thank you for the bike lanes, and I hope we see more in the future! I use cycling as my predominant form of transport and it helps me stay fit and happy as I move around the city. I just wish that I wasn't needing to dodge parked cars, opening doors and careless/distracted drivers all the time. Melbourne is perfect for cycling, so I hope we can encourage more of it in the future!

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

• I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Otis David

Email address: *

otisbdavid@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I live and work in the City of Melbourne, riding to work from Carlton to Southbank through the CBD most days sometimes driving. I am concerned that the current cycling infrastructure is not fit for purpose in terms of encouraging cyclists and improving road safety and moreover there are not enough safe dedicated cycling lanes in the CBD (e.g. flinders street). I implore the councillors to unpause the rollout of new cycling lanes, which will encourage riders, and make the city generally more appealing for pedestrians.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Jacob Vernon

Email address: * jacob.vernon@student.unimelb.edu.au

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality – to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving ‘traffic evaporation’ (1). By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. As the City of Melbourne’s own research (2) shows, “Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride.” A recent Melbourne study supports your findings, demonstrating that separated cycling infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

Increase business: Despite all the criticism that has led to this “pause”, which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure increases economic activity, spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than ever. Salt Lake City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the extra foot and wheel traffic (5). Further, with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and dog!) is only growing.

Improve safety for all road users: Research indubitably demonstrates that implementing bike lanes enhances safety for not only people riding bikes but those driving and walking (6). This is because separated bike lanes have a car-traffic calming effect, enabling vehicles to move at safer speeds for everyone.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll (7). If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around (8). These upgrades can be of particular benefit to older people, those living with a disability, low income households and migrant communities.

Reduce emissions: Personal transport is Australia's fastest growing source of emissions (9); and fluctuates between the second and third highest source (behind only energy and land use) (10). Bottom line: our cars are a major contributor to climate change and Melbournians need to be empowered to move in different ways wherever possible. The global climate science is clear: we need to increase active transport to reduce transport emissions. Local research tells us that more separated and dedicated infrastructure is required to move the great number of people from the interested category to actually taking up riding. Australia needs a national strategy to move away from petrol-guzzling cars to bike-riding, walking and zero-emissions public transport and electric vehicles. To pause these bike lanes would put Melbourne on the back-foot, set to become stuck in the past as Australian cities implement innovative and intelligent transport solutions.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options (11), and improved infrastructure allows more Melbournians to experience these benefits .

To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. I ask that you preserve with your bike strategy to reap all the benefits they will bring – a strategy set in motion well before the pandemic

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * Yes No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Toby Chilver

Email address: *

toby.chilver@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

CBD Bike Lane Rollout

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

To whom it may concern,

I am a 21 year old uni student you regularly rides his bike through the city to work and Uni. It is concerning to me that the new bike lane rollout has been paused. I write this as a plea to continue the rollout for the benefit of all of Melbourne and it's transport moving forward.

Regards,
Toby

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * stefan toniolo

Email address: * stefan@tonprojects.com.au

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Murchison Dog Park

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Hello,

I am the owner of 16 Barrup Street, Carlton.

I am strongly opposed to a off leash dog park in Murchison Square.

I am a loving dog owner myself and feel that this park is inappropriate for an off-leash area due to its size and location.

For the safety of the dogs there is no fence around the park which is going to cause concern for dogs running onto the road. Although this is not a main road this square is the route for Vic Road P Plater test so there are multiple learner drivers arounds the park daily. They are often practicing their parking adjacent to the park and driving around the park to 'learn how to drive', this is a nightmare waiting for many poor dogs & the learner drivers who will face trauma.

The proposed time of 6pm – 8 pm all year round is also not appropriate. This park is seen as a quieter options to Carlton garden and a boutique park were we often see older people picnicking in the summer time to get away from the rif raff party of 20+ people that congregate in Carlton gardens over summer. Mixing people laying on the grass and dog running around is not an ideal situation.

The other key issue is the state of the park. This park has been a key figure in carlton for many years. As we have seen by many other off leash dog park they often fall into a state of disrepair with pot hole, barren grass areas and dog poo.

This park was not designed to have dog running around off leash. As a dog owner, we have many local options where we take our pup and don't see the merit in turning this small iconic park into a dirt bowl filled with dog poo.

Regards,

Stefa & Alex

(

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Andreas Loewe

Email address: *

dean@cathedral.org.au

Phone number *

Date of meeting: *

Friday 10 June 2022

Agenda item title: *

Roll out of safe bike lines

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I am a regular bike commuter to my workplace in the CBD, St Paul's Cathedral. I urge council not to defer or delay the planned roll out of safe bike paths, particularly across the Hoddle Grid. They are being used by many more riders than under previous provisions (including eBikes and scooters) and provide added safety and security, especially during rush hour.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Raili Simojoki

Email address: *

raili.simojoki@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda item 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne councillors

I'm writing to ask that you continue with the planned bike lanes without pause. The pandemic has provided the opportunity to reshape the city into a place for people, not cars. Bikes are an efficient mode of transport, and are more efficient at cars in delivering people into nearby businesses. Cities all over the world have demonstrated that innovative solutions can be found to facilitate deliveries. More active transport means the city will be a better and more people-friendly place. Safer bike lanes will also enable healthier choices, and prevent injuries and deaths for people who currently ride to the city.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: * • I have read and acknowledge how Council will use and disclose my personal information.

Name: * Wayne Coles-Janess

Email address: * wayne@ipso-facto.tv

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Agenda Item 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Council

Are writing to oppose the proposed removal of bikes lanes in Melbourne CBD based on articles stating that the MCC is responding to “complaints from residents and businesses”; – and the impact of the regressive nature of this plan.

This public infrastructure should be prioritised as Melbourne City needs more transport options and ensure the safety for those that rely on this form of transport and the many beneficial outcomes that are widely accepted globally.

Note that the shift in the MCC objectives from increasing transport options and the benefits of safe bike travel in and around the CBD, is contrary to the RACV and MCC earlier assessments and objectives.

Ask that further and full consultation is promoted with Residents and Businesses as Reports in the media imply that Council is responding to Resident and business concerns.

Ask the Council to publish the number and further details of the businesses and residents concerns that support the removal of existing bike lanes and proposed slow down in their installation. As residents do not have access to “on street parking permits”, and there are few buildings with substantial parking within their buildings.

Vehicle traffic and associated negative impacts are a major concern for the safety and amenity of Residents, Businesses and Visitors to Melbourne. Congestion Taxes and delivery timings and many other options are available and warrant detailed consideration and consultation.

I ask that this email be presented to the Future Melbourne Committee and Council for consideration, discussion and genuine consultation with the community.

Kind regards
Wayne Coles-Janess

MB
Skype I ipso-facto

Post | GPO Box 705 | Melbourne 3001 | Australia

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

gordon oakley

Email address: *

grdnkl@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Pause on bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I have commuted by bike to the city for the past five years. In that time I have seen the growth of bike traffic – particularly among 'novice' riders, which is great to see. Less congestion, less pollution – and of course healthier.

I also ride to the MCG and Docklands for football matches, which are less well served by 'safe' bike infrastructure

City of Melbourne needs to do as much as possible to get more people on to bikes in and around the city

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Kathy Francis

Email address: *

kathy.francis@westnet.com.au

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Please do not reduce the number of bike lanes in the CBD. These need to be increased to protect the safety of bike riders. A truly vibrant 21st century City needs to ensure that safe active transport is a priority. Many bike riders are injured every year because of the failure to provide separation. An emphasis on active transport ensure the City is quieter and less polluted and more friendly. This will attract people to visit the City if it is seen as a safe and pleasant place to visit.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: * • I have read and acknowledge how Council will use and disclose my personal information.

Name: * Julie Stratford

Email address: * jstratford@skillsimpact.com.au

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

This is to express my support for continuing to maintain and create bicycle lanes in the Melbourne city area.

I use these lanes regularly, work near the city, access various medical and other services in the city and use my bike as a preferred transport option at a time when petrol and parking costs are prohibitive, human-led climate change and pollution issues are at the front of my mind and travelling on public transport risks infection of Covid, flu or just running late.

Since their welcome development years ago, the city bike lanes have become an important part of my everyday life and those of thousands of other people who choose to ride a bike – sometimes, often, always and randomly. These lanes have made it safer for me and many, many Melbournians to travel easily, safely and more willingly into and through the city. They are an important and worthy recipient of time, attention and taxpayers funds to make Melbourne more liveable, safer, more equitable and progressive.

It is astounding to think that MCC is considering pausing the development of further work on bike lanes. Although I empathise with workers wanting safe workplaces, there must be other methods for ensuring delivery drivers and other complainants are safe and well while cyclists, pedestrians and others using the city – indeed all Melbourne residents when you consider the bigger picture – have access to infrastructure that is seen as commonplace and a necessity in many western, progressive nations across the world.

Having spent the last 40 years living, working, walking, driving, cycling, eating and breathing around the city and inner suburbs of Melbourne, I am well placed to be heard in my plea that you continue with the plans to build better, safer, more bike lanes around the CBD and encourage more and more Melbournians and our visitors to enjoy this fabulous city. PLEASE find other ways to keep delivery drivers safe and keep building bike lanes.

Kind regards,

Julie Stratford
3/85 Davies Street,
Brunswick

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Austin Luong

Email address: * austindluong@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Hello!

I would like to first preface this by saying thank you for the work currently done in rolling out protected bicycle lanes in the city; even in the state that it is in now, Melbourne is far more lively and liveable when automotive traffic is minimised.

I'm writing to express my disappointment about management recommendations 22.6, 22.7, and 22.8 – namely, the decision to postpone the further development of said infrastructure for the next two years.

A safe, well connected bicycle network (combined with infrastructure decisions that increase the efficiency and enjoyment of active transport over private automobiles) is paramount for a sustainable and more equitable future, freeing people from the necessity to drive to get to places.

It is especially important given the uptake of alternative mobility options – as mentioned in the paper, e-scooters are gaining in popularity, but they are illegal to ride on footpaths given the risks they pose to pedestrians. But without a fully connected network of protected, separated lanes for them, they will no doubt continue to mix to some degree out of necessity – to the detriment of the majority of people who move around the city by walking no less.

Any sort of change is difficult, but postponing it under the justification of acclimation only generates further discourse and opposition, making said change even harder to implement in the future.

I hope that recommendations 22.6, 22.7, and 22.8 are reconsidered, and that the city continues to work hard to de-prioritise the use of private vehicles as a means of transportation.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Please,

Watch this short video that shows how business and bikes can thrive together:

<https://micromobilityreport.com.au/infrastructure/policy-and-funding/paris-is-re-proving-build-it-and-they-will-come/>

And read/distribute this small article:

<https://www.transportenvironment.org/discover/increase-paris-cycle-lanes-leads-dramatic-rise-bike-commuting/>

Thank you,
Geoffrey Denans

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Daniel Watson

Email address: *

daniel.watson.ja62@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda 6.9

Alternatively you may attach your written submission by uploading your file here:



[inbound4458836712009210441.pdf](#)

40.24 KB · PDF

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Dear Melbourne City Councillors,

Date of meeting: 07/06/22

Agenda item title: Agenda 6.9

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure - including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality - to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system - and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation' (1). By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. As the City of Melbourne's own research (2) shows, "Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride." A recent Melbourne study supports your findings, demonstrating that separated cycling infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

Increase business: Despite all the criticism that has led to this "pause", which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure **increases economic activity**, spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than ever. Salt Lake City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the extra foot and wheel traffic (5). Further, with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and dog!) is only growing.

Improve safety for all road users: Research indubitably demonstrates that implementing bike lanes enhances safety for not only people riding bikes but those driving and walking (6). This is because separated bike lanes have a car-traffic calming effect, enabling vehicles to move at safer speeds for everyone.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia - larger than the national road toll (7). If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

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Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options (11), and improved infrastructure allows more Melbournians to experience these benefits .

To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. **I ask that you preserve with your bike strategy to reap all the benefits they will bring - a strategy set in motion well before the pandemic.**

References:

- 1) <https://www.theguardian.com/lifeandstyle/video/2022/may/17/why-new-bike-lanes-dont-cause-traffic-jams-video>
- 2) <https://www.melbourne.vic.gov.au/SiteCollectionDocuments/transport-strategy-2030-city-of-melbourne.pdf>
- 3) <https://www.sciencedirect.com/science/article/pii/S2214140521003200>
- 4) <https://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf>
- 5) https://drive.google.com/file/d/0B8tOk7_upXv5djhCajg1Z0I3bmhTVTIxWldwRzA0YjJWNW9R/view?resourcekey=0-Fr7Mp141yXvXzW6u5NBjqQ
- 6) <https://www.sciencedirect.com/science/article/abs/pii/S2214140518301488?via%3Dihub>
- 7) https://nespurban.edu.au/publications-%20resources/research-reports/CAULRR06_%20%20SubmissionFuelQualityStandardsAct2000_Mar2017.pdf
- 8) <https://www.jstor.org/stable/26211762>
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*

Name: * David Barrett

Email address: * dab@dolltime.org

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Agenda 6.9

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting

Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Date of meeting: 07/06/22

Agenda item title: Agenda 6.9

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality – to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and away from car traffic, achieving 'traffic evaporation' (1). By making riding more convenient, those who can will leave their car at home, thus making it easier for people to move around our city. As the City of Melbourne's own research (2) shows, "Many people who want to ride or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows that bike lanes attract more people to ride." A recent Melbourne study supports your findings, demonstrating that separated cycling infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

Increase business: Despite all the criticism that has led to this "pause", which has claimed that the bike lanes are hampering the success of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure increases economic activity and spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than ever. San Francisco City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the foot and wheel traffic (5). Further, with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their groceries and dog!) is only growing.

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To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to benefit from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during 2019. I ask that you preserve with your bike strategy to reap all the benefits they will bring – a strategy set in motion well before the pandemic.

References:

<https://www.theguardian.com/lifeandstyle/video/2022/may/17/why-new-bike-lanes-dont-cause-traffic-jams-video>

<https://www.melbourne.vic.gov.au/SiteCollectionDocuments/transport-strategy-2030-city-of-melbourne.pdf>

<https://www.sciencedirect.com/science/article/pii/S2214140521003200>

<https://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf>

https://drive.google.com/file/d/0B8tOk7_upXv5djhCajg1Z0I3bmhTVTIxWldwRzA0YjJWNW9R/view?resourcekey=0-Fr7Mp141yXvXzW6u5NBjqQ

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https://nespurban.edu.au/publications-%20resources/research-reports/CAULRR06_%20%20SubmissionFuelQualityStandardsAct2000_Mar2017.pdf

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would like to
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Melbourne in
support of your
submission: *

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Dominique Lardner

Email address: *

dominiquelardner3@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike Lanes

Alternatively you may attach your written submission by uploading your file here:



[lettercommunity_dearmelbournecitycouncillors_1.pdf](#)

40.24 KB · PDF

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Dear Melbourne City Councillors,

Date of meeting: 07/06/22

Agenda item title: Agenda 6.9

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- 5) https://drive.google.com/file/d/0B8tOk7_upXv5djhCajg1Z0I3bmhTVTIxWldwRzA0YjJWNW9R/view?resourcekey=0-Fr7Mp14lyXvXzW6u5NBjqQ
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Privacy acknowledgement: * • I have read and acknowledge how Council will use and disclose my personal information.

Name: * doug palmer

Email address: * dpalmer@iimetro.com.au

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * bike lanes Item 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Councillors, please continue the Bike Lane program per original plan. see submission attached.
– I do not believe this plan should be amended or changed based on recent media (and 'complaints') only. The plan was instigated with full authenticity and integrity in the process. Melbourne CBD and inner area needs more bikes & less cars to be sustainable into the future. Thank-you.

Alternatively you may attach your written submission by uploading your file here:



[lettercommunity_dearmelbournecitycouncillors.pdf](#)

40.24 KB • PDF

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

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Date of meeting: 07/06/22

Agenda item title: Agenda 6.9

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References:

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Privacy acknowledgement: *	I have read and acknowledge how Council will use and disclose my personal information.
Name: *	Eric Ireland
Email address: *	eric_ireland@hotmail.com
Phone number *	
Date of meeting: *	Tuesday 7 June 2022
Agenda item title: *	Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation
Please write your submission in the space provided below and submit <u>by no later than 10am on the day of the scheduled meeting.</u> Submissions will not be accepted after 10am.	I believe that Melbourne City Council should continue and extend the implementation of its plan for bicycle lanes in the city. More bike lanes will improve conditions for business in the long term, by making the city more pleasant for visitors. They will reduce pollution. They will help people stay healthy. They will help food delivery riders on bicycles make their deliveries safely.
Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *	No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Grace Brunton–Makeham

Email address: * gracebrunton@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Agenda 6.9

*

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Dear Melbourne City Councillors,

Date of meeting: 07/06/22

Agenda item title: Agenda 6.9

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

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Please indicate **No**
whether you
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verbally address
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Melbourne in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Lino De Angelis

Email address: * lee.deangelis@airliquide.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Delivery concerns in Melbourne CBD

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Air Liquide Australia is a gas supplier servicing the industrial , medical and specialty gas markets. We have a number of delivery vehicles that service numerous customers in the CBD area and and we it is becoming increasingly difficult to service this area in a lawful manner due to parking , bike lanes and planning exclusions.

Whilst we support the Melbourne City Council's plan to expand bike lanes and other general improvements in the CBD area, we ask that you consider additional loading zones throughout the CBD to allow us to continue to operate in a safe and lawful manner servicing the many businesses in the area.

Thank you.

Please indicate whether you would like to verbally address the Future Melbourne in No

support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Luke Huels

Email address: * lukehuels@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Agenda 6.9

*

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By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality – to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation' (1). By making riding more convenient, those who can will leave their car at home, thereby

making it easier for people to move around our city. As the City of Melbourne's own research (2) shows, "Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride." A recent Melbourne study supports your findings, demonstrating that separated cycling infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

Increase business: Despite all the criticism that has led to this "pause", which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure increases economic activity, spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than ever. Salt Lake City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the extra foot and wheel traffic (5). Further, with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and dog!) is only growing.

Improve safety for all road users: Research indubitably demonstrates that implementing bike lanes enhances safety for not only people riding bikes but those driving and walking (6). This is because separated bike lanes have a car-traffic calming effect, enabling vehicles to move at safer speeds for everyone.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll (7). If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around (8). These upgrades can be of particular benefit to older people, those living with a disability, low income households and migrant communities.

Reduce emissions: Personal transport is Australia's fastest growing source of emissions (9); and fluctuates between the second and third highest source (behind only energy and land use) (10). Bottom line: our cars are a major contributor to climate change and Melbournians need to be empowered to move in different ways wherever possible. The global climate science is clear: we need to increase active transport to reduce transport emissions. Local research tells us that more separated and dedicated infrastructure is required to move the great number of people from the interested category to actually taking up riding. Australia needs a national strategy to move away from petrol-guzzling cars to bike-riding, walking and zero-emissions public transport and electric vehicles. To

pause these bike lanes would put Melbourne on the back-foot, set to become stuck in the past as Australian cities implement innovative and intelligent transport solutions.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant:

Bike-riding and walking are the cheapest travel options (11), and improved infrastructure allows more Melbournians to experience these benefits .

To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. I ask that you preserve with your bike strategy to reap all the benefits they will bring – a strategy set in motion well before the pandemic.

References:

- 1) <https://www.theguardian.com/lifeandstyle/video/2022/may/17/why-new-bikelanes-dont-cause-traffic-jams-video>
- 2) <https://www.melbourne.vic.gov.au/SiteCollectionDocuments/transport-strategy-2030-city-of-melbourne.pdf>
- 3) <https://www.sciencedirect.com/science/article/pii/S2214140521003200>
- 4) <https://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf>
- 5) https://drive.google.com/file/d/0B8tOk7_upXv5djhCajg1Z0I3bmhTVTIxWldwRzA0YjJWNW9R/view?resourcekey=0-Fr7Mp141yXvXzW6u5NBjqQ
- 6) <https://www.sciencedirect.com/science/article/abs/pii/S2214140518301488?via%3Dihub>
- 7) https://nespurban.edu.au/publications-%20resources/research-reports/CAULRR06_%20%20SubmissionFuelQualityStandardsAct2000_Mar2017.pdf
- 8) <https://www.jstor.org/stable/26211762>

9) <https://ageis.climatechange.gov.au/nggi.aspx>

10)

<https://www.climatecouncil.org.au/wp-content/uploads/2017/09/FactSheet-Transport.pdf>

11)

https://www.climatecouncil.org.au/wp-content/uploads/2018/10/CC_MVSA0154-Report-Transport_V6-FA-Low-Res-Single-Pages.pdf

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Melbourne in
support of your
submission: *

Privacy acknowledgement: *	I have read and acknowledge how Council will use and disclose my personal information.
Name: *	Marisa Howard
Email address: *	marisahoward@gmail.com
Phone number *	
Date of meeting: *	Tuesday 7 June 2022
Agenda item title: *	Bike lanes
Please write your submission in the space provided below and submit <u>by no later than 10am on the day of the scheduled meeting.</u> Submissions will not be accepted after 10am.	<p>Dear City of Melbourne</p> <p>I'm a long term resident of Melbourne and think its very important that bike lanes are retained and further developed within the CBD and the city as a whole. Traffic is getting untenable and bikes offer a healthy, environmentally friendly solution... but we need the infrastructure to support their safe usage.</p> <p>Please follow the example of progressive cities overseas and retain plans for more and better bike lanes.</p> <p>Sincerely,</p> <p>Marisa Howard</p>
Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *	No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Mele Tulimaiau

Email address: *

m.tulimaiau96@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Keep building bike lanes in melbourne

Alternatively you may attach your written submission by uploading your file here:



[inbound6100355330070643036.pdf](#)

40.24 KB · PDF

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Dear Melbourne City Councillors,

Date of meeting: 07/06/22

Agenda item title: Agenda 6.9

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure - including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality - to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system - and should be receiving increased government funding and attention:

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- 3) <https://www.sciencedirect.com/science/article/pii/S2214140521003200>
- 4) <https://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf>
- 5) https://drive.google.com/file/d/0B8tOk7_upXv5djhCajg1Z0I3bmhTVTIxWldwRzA0YjJWNW9R/view?resourcekey=0-Fr7Mp141yXvXzW6u5NBjqQ
- 6) <https://www.sciencedirect.com/science/article/abs/pii/S2214140518301488?via%3Dihub>
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- 11) https://www.climatecouncil.org.au/wp-content/uploads/2018/10/CC_MVSA0154-Report-Transport_V6-FA_Low-Res_Single-Pages.pdf

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- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Rhys Pope

Email address: *

rhys616@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda 6.9

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[inbound8005266275720274275.pdf](#)

40.24 KB · PDF

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Dear Melbourne City Councillors,

Date of meeting: 07/06/22

Agenda item title: Agenda 6.9

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- 3) <https://www.sciencedirect.com/science/article/pii/S2214140521003200>
- 4) <https://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf>
- 5) https://drive.google.com/file/d/0B8tOk7_upXv5djhCajg1Z0I3bmhTVTIxWldwRzA0YjJWNW9R/view?resourcekey=0-Fr7Mp141yXvXzW6u5NBjqQ
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Privacy acknowledgement: *

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Name: *

Ruth Jelley

Email address: *

ruthjelley@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9 Implementation update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Activation

Alternatively you may attach your written submission by uploading your file here:



[june_2022_bike_lanes_submission.docx](#) 14.51 KB • DOCX

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

As a cyclist concerned about safety while commuting, I implore you to keep your commitment to provide safe, protected bike lanes throughout the CBD. Your own report states that “commuters are nearly twice as likely to choose a bike or e-scooter than before COVID-19”, which is fantastic news for our planet and our city.

As is argued in some media outlets (other than the Herald Sun and 3AW), the development of new protected bicycle lanes:

- [Does not increase congestion](#) (cars, trucks and vans increase congestion) – see attachment A, and
- Is [good for the economy](#), as cyclists are more likely to stop and make purchases along their commuting route – especially when compared to through-traffic, which is a large and increasing proportion of cars/trucks/vans using CBD roads – see attachment B.

Enables women to participate more equitably in cycling, as demonstrated by data collected by a range of councils showing increasing numbers of female cyclists using new protected bicycle lanes. Women on bikes is a bellwether indicator for safety.

The development of new protected bicycle lanes as part of a street redesign project presents opportunities for Council to consider how to combine road safety, bike safety and safe loading zones for businesses and delivery drivers.

Moreover, the City of Melbourne’s ongoing commitment to providing safe bike lanes will make a significant contribution to the success of the e-scooter trial, which tonight’s council papers note has contributed to the creation of local jobs.

Providing protected bike lanes is a key investment in the future of the city. To stop the project now would further entrench connectivity and safety issues for cyclists, and will disincentivise people from exploring sustainable transport options.

Ruth Jelley
Northcote

Privacy acknowledgement: * I have read and acknowledge how Council will use and disclose my personal information.

Name: * Tom O'Dwyer

Email address: * tpodwyer@icloud.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Alternatively you may attach your written submission by uploading your file here:



[support_letter_for_continued_rollout_of_bike_lanes__tom_odwyer_6622.docx](#)

15.09 KB · DOCX

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Dear Melbourne City Councillors,

Agenda item title: Agenda 6.9

I am writing to demonstrate the human side of why continued rollout of bike lanes is our only option, and to implore you to consider what is best for our city as a whole, for the long-term future and for sustainable cultural change.

I am a Carlton resident who moved to the City of Melbourne specifically because I cycle as my primary form of transport, so the new and upcoming bike lanes directly affect my life and were the primary factor in me choosing to live here. I am also a qualified sustainable systems engineer, meaning I am university-trained in understanding exactly why sustainable transport is the only option for the future.

While there are still some issues to iron out, such as left turns at intersections, separated bike lanes on the whole are world-class and should continue to be rolled out. It is especially imperative not to halt development of bike lanes on Bourke Street, seeing as there are plenty of bike corridors north-south in the Hoddle grid but not as many east-west.

Cycling as a form of transport is my main form of exercise, and has helped me to avoid buying a car, meaning I am able to save for an afford property. As a young person in Australia, this is extremely difficult. Without decent, connected bike and public transport infrastructure like what we have in the City of Melbourne, I would have needed to buy a car, setting my personal goals back and greatly increasing my contribution to greenhouse gas emissions.

Melbourne is seen as a progressive, sustainable city by the rest of the country, and we want to continue to lead the way. In a time where climate change action is paramount, scaling back work on active transport is not only a bad look, terribly exclusionary and regressive, it is a decision that has further-reaching impacts. We need to be enabling and encouraging active transport, not denying it. The majority of City of Melbourne residents don't own a car, which means those who live in the council area need to be able to have safe, empowering access to other forms of transport.

Consider the Netherlands, where I used to live – one of the world's most liveable countries, primarily because of its cycling infrastructure. The Netherlands actually used to be as car-dependent as Australia, but brave councils and council members chose to put people and the planet first, and decided to make more cycling infrastructure. Now, Dutch cities are well-connected, Dutch citizens are among the healthiest in the world and it is easier, more cost-effective and simply more pleasant to cycle for most everyday

journeys than it is to drive a car, because the infrastructure developed led the cultural change that allowed (for more details on this, please read *Building the Cycling City*, by Melissa and Chris Bruntlett)

We simply cannot afford to be on the wrong side of history here. Allowing larger vehicles and louder voices to prevent heading towards more accessible, sustainable and liveable cities is a regrettable move. We want to be leading the charge for sustainability and clean air, not pollution and inefficient transport. The CBD and surrounds are some of the best options for cycling in Melbourne, and we have worked hard to get it to be that way. We don't want to let them become like the suburbs, where cycling isn't seen as a viable commute because of the lack of infrastructure.

Please, consider your residents and the *humans* involved, not the vocal but small opposition to a better transport system.

Thank you for your consideration, and your choice in making Melbourne and Australia a little bit more sustainable through your work.

Best regards,

Tom O'Dwyer
Carlton resident

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: * Tony Dalton

Email address: * tony.dalton@rmit.edu.au

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Agenda item 6.9 – Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

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[city_of_melbourne_bicycle_lanes....pdf](#)

58.21 KB · PDF

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Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

The council SHOULD NOT support item 22.6. which Endorses the deferral of further installation of new protected bike lanes in the Hoddle Grid during the financial year 2022/2023, following two years of accelerated delivery.

- a. A major factor deterring increased cycling in the into and around the CBD are the threats to the safety of cyclists caused by interactions with cars and trucks. Separated bike lanes in the CBD and on the major roads that connect the CBD to the surrounding suburbs should be extended which will continue the process of separating cyclists from cars and trucks. The report in Key issues 8.4 provides evidence of the efficacy of separating bikes from cars and trucks. It states '*Overall, data from completed projects shows a steady increase in bike volumes throughout 2022 with safer infrastructure attracting new riders*'.

Deferring the installation of the new protected bike lanes will discourage cyclists, particularly tentative and cautious cyclists from coming into and moving around the city. Further, we know from the research that the preparedness to use bikes on the streets is gendered. The discouragement that flows from pausing the provision of more separated lanes will affect women more than men. It is disappointing that the report does not acknowledge the gender dimensions of the recommendation. The MCC objective should be to continue to improve safety and celebrate continued growth in bike volumes for the rest of 2022 and beyond.

- b. A clue as to why the deferral of the further installation of protected bike lanes is on the agenda is evident in the report under Key Issues number 11. It states

Traffic congestion and the impact of new protected bike lanes were not identified as significant concerns for the businesses interviewed. *In contrast, social and print media have criticised bike lanes as the key reason for traffic congestion in the CBD.* The data does not support the claim that removing bike lanes or pausing their extension would reduce congestion.

The sentence 'In contrast...' suggests that there has been a campaign run through the print media and social media. It is important that the MCC does not bow to the pressure exerted through print and social media without any analysis of who is conducting this campaign and the evidence they are presenting. Who are the print and social media scribes and what evidence are they presenting of harm or inconvenience to others?

Further, Key Issues 11 notes that businesses did **not** raise any significant concerns about bike lane extension. It is important to note that people owning and working in CBD businesses are the people most familiar with the way their part of the city works at street level and are more than capable of taking up issues. It seems that they do not have any issues to report!

- c. Melbourne is the metropolitan city in Australia that has made the most progress in supporting cycling on our streets. However, there is still a long way to go. As the report shows we do not compare well with the expansion of bike lane extension going on in other comparable cities around the world. We should be proud of increasing bicycle use in Melbourne and press on with growing this use. Increased cycling has many public benefits including reduced congestion, additional patronage of many types of street level businesses, improved public health and lower carbon emissions. Following the recent change of government and the adoption of more ambitious reduction targets the City of Melbourne should be recognising that the expansion of separated bicycle lanes and increasing volumes of cyclists will contribute to reducing carbon emissions.

I urge the Melbourne City Councillors to vote against the recommendation 22.6 which 'Endorses the deferral of further installation of new protected bike lanes in the Hoddle Grid during financial year 2022/2023, following two years of accelerated delivery'.

Dr Tony Dalton
Monday, 6 June 2022

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Yvonne Subger

Email address: * y.singer@alfred.org.au

Phone number *

Date of meeting: * Tuesday 7 June 2022

Your question

Is it possible to see the project plan for the implementation of the bike lane project? I asked for a copy of the risk management plan. Got no response. The risk management plan described by council staff member at a residents meeting was completely inadequate. Surely there was more than notifying people that there will be no right turn off spring st on Bourke st. I asked how they will notify all the potential Users of that street corner. It's preposterous and infeasible. I recieved no response. There was no risk management plan.

I was equally shocked that residents were not included in the consultation process as stakeholders. I asked to see the project stakeholder analysis to see where I fit in as a resident. One more, I received no response. Again.

This was like a project from the 1980s. Completely unacceptable to employ people without basic project management skills. Your spending our money ineffectively.

This project failed not because of a bad idea but because of an inadequate project implementation plan. Will you fix this?

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Zen D'Souza

Email address: *

zennyds@gmail.com

Phone number *

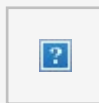
Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda 6.9

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[lettercommunity_dearmelbournecitycouncillors.pdf](#)

40.24 KB · PDF

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Date of meeting: 07/06/22

Agenda item title: Agenda 6.9

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure - including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality - to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system - and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation' (1). By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. As the City of Melbourne's own research (2) shows, "Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride." A recent Melbourne study supports your findings, demonstrating that separated cycling infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

Increase business: Despite all the criticism that has led to this "pause", which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure **increases economic activity**, spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than ever. Salt Lake City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the extra foot and wheel traffic (5). Further, with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and dog!) is only growing.

Improve safety for all road users: Research indubitably demonstrates that implementing bike lanes enhances safety for not only people riding bikes but those driving and walking (6). This is because separated bike lanes have a car-traffic calming effect, enabling vehicles to move at safer speeds for everyone.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia - larger than the national road toll (7). If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around (8). These upgrades can be of particular benefit to older people, those living with a disability, low income households and migrant communities.

Reduce emissions: Personal transport is Australia's fastest growing source of emissions (9); and fluctuates between the second and third highest source (behind only energy and land use) (10). Bottom line: our cars are a major contributor to climate change and Melbournians need to be empowered to move in different ways wherever possible. The global climate science is clear: we need to increase active transport to reduce transport emissions. Local research tells us that more separated and dedicated infrastructure is required to move the great number of people from the *interested* category to actually taking up riding. Australia needs a national strategy to move away from petrol-guzzling cars to bike-riding, walking and zero-emissions public transport and electric vehicles. To pause these bike lanes would put Melbourne on the back-foot, set to become stuck in the past as Australian cities implement innovative and intelligent transport solutions.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options (11), and improved infrastructure allows more Melbournians to experience these benefits .

To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. **I ask that you preserve with your bike strategy to reap all the benefits they will bring - a strategy set in motion well before the pandemic.**

References:

- 1) <https://www.theguardian.com/lifeandstyle/video/2022/may/17/why-new-bike-lanes-dont-cause-traffic-jams-video>
- 2) <https://www.melbourne.vic.gov.au/SiteCollectionDocuments/transport-strategy-2030-city-of-melbourne.pdf>
- 3) <https://www.sciencedirect.com/science/article/pii/S2214140521003200>
- 4) <https://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf>
- 5) https://drive.google.com/file/d/0B8tOk7_upXv5djhCajg1Z0I3bmhTVTIxWldwRzA0YjJWNW9R/view?resourcekey=0-Fr7Mp141yXvXzW6u5NBjqQ
- 6) <https://www.sciencedirect.com/science/article/abs/pii/S2214140518301488?via%3Dihub>
- 7) https://nespurban.edu.au/publications-%20resources/research-reports/CAULRR06_%20%20SubmissionFuelQualityStandardsAct2000_Mar2017.pdf
- 8) <https://www.jstor.org/stable/26211762>
- 9) <https://ageis.climatechange.gov.au/nggi.aspx>
- 10) <https://www.climatecouncil.org.au/wp-content/uploads/2017/09/FactSheet-Transport.pdf>
- 11) https://www.climatecouncil.org.au/wp-content/uploads/2018/10/CC_MVSA0154-Report-Transport_V6-FA_Low-Res_Single-Pages.pdf

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

William Watt

Email address: *

wfwatt@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike lane pause is regressive

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting.

Submissions will not be accepted after 10am.

The idea that cars should rule our city centre is one completely out of step with worlds best practice urban design and planning. Show some backbone and do what is best for the city, not for a loud minority who lack vision and understanding of how great this city could be.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Sam Gow

Email address: * sam.gow@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Agenda item title: Agenda 6.9

I'm writing to express my support for the Melbourne CBD bike lanes expansion. This initiative is vital for reshaping the way we move around the City of Melbourne and its neighbouring LGAs.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths. The pandemic has changed the way we work, where we work and how we get there. Traffic and congestion induced by extra car travel undertaken by an infection wary population can not be solved by allocating already limited space to motor vehicle travel. Travel by public transport and active transport must grow for the CBD to function well again.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council supports this change.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation.' By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll. If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around. These upgrades can dramatically impact older people, those living with a disability, low income households and migrant communities.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options, and improved infrastructure allows more Melbournians to experience these benefits.

To conclude, I was alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my gratitude for the bike lanes that have been rolled out to date (and accelerated during COVID-19). I sincerely hope that you persevere with your bike strategy, which was outlined well before the pandemic.

Yours sincerely,

Sam Gow

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

• I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Adrian van Raay

Email address: *

vanraay@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I was very disappointed to hear about the deprioritisation of current bike-lane work. Bike riding is my primary and preferred method of transport in and through Melbourne. I live in Brunswick and typically work in the CBD. I also shop at Vic Market and socialise in the city. Since being hit by a car, on a road, some 9 years ago, I am too scared to ride on roads that are shared with cars. So I spend a lot of effort staying in bike-lanes or on bike-tracks. These dedicated lanes are so important to my safety and slowing down their implementation, is very disappointing.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Ioannis Tsiavos

Email address: * ioannistsiavos1@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

To the Melbourne City Councillors,

I am submitting this to convey my support for the recommencing of the installation of bike lanes in Melbourne CBD.

Bike lanes would bring so much to our city. They would likely lower air pollution as less people would be forced to drive in. They would decrease the number of hazards to cyclists. This would encourage more people to come to the city and could make coming into the city more of a recreational activity. This would likely lead to many more people becoming customers in cafes, restaurants and retail stores, among other businesses.

Continuing the installation of bike lanes and other related infrastructure would be to the benefit of all of Melbourne. Please continue with the original bike lane plan.

Sincerely,
Ioannis Tsiavos

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Jenny Yuen

Email address: *

jenny.yuen22@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike lane removal

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Building safe infrastructure for cyclists like me, reduces congestion, is great for the planet, my kids love riding on the back of my cargo bike, and it's great and cost effective exercise which boosts my mental health. Knowing melbourne city council will invest in the safety of my children and I during our commute is integral to the confidence I have as a cyclist. Please keep the bike lanes and keep building safer routes for my commute.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Terence Yuen

Email address: *

dr_terenceyuen@yahoo.com.au

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Support for Melbourne's safe cycling infrastructure

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

The recent federal election has shown that the public strongly support environmentally conscious efforts to reduce environmental impact. Cycling has been proven locally and internationally to reduce traffic congestion, be more efficient and economical for both individuals and businesses (eg Milkrun) and have far lower environmental impact.
Plans should continue and not be scaled back.
It's what the Australian and Victorian and Melbourne public have voted for.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Ellen Poyner

Email address: *

ell_poyner@yahoo.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I am asking the council to please stick to your planned progress for improvement to the city's bike lanes. Not only will they contribute to a more physically and mentally healthy population, but the progress will make a great contribution to reduce the emissions from traffic. All governments have a role to play in climate action. Please take yours seriously.
Kind regards,
Ellen POYNER

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

• I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Emily White

Email address: *

emilyhwhite123@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Maintain the bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Please continue the great work you are doing in building bike lanes. As a commuter with small children, these are absolutely critical for me and my children to get to and from work and childcare safely. We need more of these, not fewer, as an investment in the safety, liveability, accessibility, and future of our city. Thank you.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Luke Richards

Email address: *

lukejardine92@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike Lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

To whom it may concern, I have recently read of the City of Melbourne's possible discontinuing of its bike lane roll out. Apparently the city has become a far cry from its days as the "most liveable in the world". If council truly does have such short sightedness and such a lack of leadership that it succumbs to rudimentary complaints of the few, I dare say it will continue to lose its grip on what it means to be world-class, or even liveable. With population density expected to increase over the coming decades the CBD has a known path ahead of it with minimal private vehicular traffic and increased bike/pedestrian thoroughfare. To discontinue or decrease the bike lane roll out would be to defy logic and hamstring the city as it attempts to rebuild its reputation. Please the make the obvious decision and continue the roll out for your public.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Jake Wembridge

Email address: *

jayy.wembo@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I'm writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.
There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.
By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: * • I have read and acknowledge how Council will use and disclose my personal information.

Name: * Megan Mabin

Email address: * meganmabin@gmail.com

Phone number *

Date of meeting: * Saturday 14 December 1991

Agenda item title: * Bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

To City of Melbourne staff and councillors,

As a commuter cyclist I find this news of not only pausing but removing some of the newly installed bike lanes in Melbourne CBD appalling.

This is an opportunity to lead by example and set a new standard that truly values sustainability and a liveable city. It's time to show the rest of Australia that there is value in cycling. Delivery drivers and couriers will return. They are driven by money but what really needs to be the driver is our cities and residents planetary health.

Practice what you preach – if you are truly as progressive as your strategy and what you present to be cyclists should be able to continue to ride safely and at ease in the City of Melbourne.

Regards,
Megan

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

• I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Paul Shewan

Email address: *

pshewan@bigpond.net.au

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike Lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I request that the Melbourne City Council to stick with its bike lane plans for the safety of all road users. It's been a pleasure to be able to take bike groups safely around the already safe bike lane in the city.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Jonathan Smithers

Email address: *

jonathan.smithers16@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I am a regular commuter into the city by bike, and have been for many years

I urge Council not to defer the introduction of further bike lanes.

On any objective basis they are clearly a good idea. The only reason to defer would be based on fear and prejudice. Please make the right decision.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *	<ul style="list-style-type: none"> I have read and acknowledge how Council will use and disclose my personal information.
Name: *	Sarah Booth
Email address: *	sarahbooth25@yahoo.com.au
Phone number *	
Date of meeting: *	Tuesday 7 June 2022
Agenda item title: *	Bike lane delay
<p>Please write your submission in the space provided below and submit <u>by no later than 10am on the day of the scheduled meeting</u>. Submissions will not be accepted after 10am.</p>	<p>I would like to express my disappointment that there will be a delay or cessation of additional bike lanes in the CBD.</p> <p>When I access the CBD, I generally ride. I am more likely to do this if there are accessible bike lanes for my safety and ease of navigating the CBD. The CBD is attractive to foot traffic when the traffic is reduced, bikes and pedestrians work much better together than cars and people. Get the CBD up and going again by optimising the bike access and lanes.</p>
<p>Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *</p>	No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Alejandro Giron

Email address: *

alegironm@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Regarding Agenda Item 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Please consider sticking to your target of more than 90km of protected bicycle lanes in the CBD. This will greatly improve the lives of residents, commuters and businesses in the city while also addressing climate change.

Cars take way too much room in the CBD and they are one of the least efficient modes of transportation available. I think Melbourne could set an example for the rest of Australia by making the CBD more walkable, rideable and accessible by public transport.

Alternative modes of transportation improve the lives of everyone, and that includes car drivers. Every person walking / cycling / using the tram is one less car on the road which will greatly improve traffic for people that still need a car to get to the city (live too far, have a disability, delivery and taxi drivers).

There's cities around the world that are already embracing more cycling infrastructure and are reaping the benefits in a very short time frame. See Paris' plan to make the city 100% cyclable by 2026 <https://www.bloomberg.com/news/articles/2021-10-22/how-paris-will-become-100-cyclable>. A nice video summary of their progress so far can be seen here <https://youtu.be/sl-1YNAmWik>.

If we truly want to be a progressive, global city that tackles climate change and leads by example we need to address our excessive reliance on cars and start looking at alternatives. The proposed changes to extend the bicycle network look very promising and it would be a shame to see them slowed down / reduced.

Thank you for reading and I hope you take the above in consideration,

Alejandro

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Sarah Huffam

Email address: *

shuffam@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I am a regular cycle commuter and want to congratulate the Melbourne City Council on work done so far on the city bike lanes.

Completion of a comprehensive bike network is imperative for bike safety, and a important step to encourage city workers to ride to work.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Joshua Holloway

Email address: * joshuaheholloway@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Agenda item 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I would like to raise an objection to the potential pause or stopping of critical cycling infrastructure in and around the Melbourne cbd.

I have been riding my bicycle to work over the last 15 years– Currently riding from Coburg to South Melbourne each day, via Royal Parade, Peel Street, Williams Street and Queens Bridge Road and have enjoyed the slow but steady improvement to cycling infrastructure. This includes improvements to the safety of cyclists, which results in more Melbourians riding in and around Melbourne.

Excluding emergency services, holiday makers and service vehicles, I don't understand why there are single occupant vehicles driving on the roads and over the trams tracks into the city.

Please continue the valuable progressive policy, so current and future generations can enjoy this thoroughly enjoyable past time.

Thanks and all the best,
Joshua Holloway

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *	● I have read and acknowledge how Council will use and disclose my personal information.
Name: *	Harry Williams
Email address: *	harry1248@icloud.com
Phone number *	
Date of meeting: *	Tuesday 7 June 2022
Agenda item title: *	6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation
Please write your submission in the space provided below and submit <u>by no later than 10am on the day of the scheduled meeting</u> . Submissions will not be accepted after 10am.	<p>I was born in Melbourne and have lived in Melbourne my entire life. Please prioritise rapid rollout of cycling infrastructure across Melbourne. Cycling is a sustainable and healthy mode of transport that is wholly suitable to a city of Melbourne's size and density. The transition from car-first to bike-first transport has to happens eventually, let's do it now.</p> <p>Please accelerate the adoption of privately owned personal mobility devices such as e-scooters, as sustainable and convenient modes of personal transportation in a sense urban environment.</p>
Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *	No

Privacy acknowledgement: * • I have read and acknowledge how Council will use and disclose my personal information.

Name: * James Laine-Wyllie

Email address: * james.lainewyllie@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I'm writing as I'm deeply concerned about the pause to the roll out of cycling infrastructure around the city of Melbourne

As a cyclist of 10 years and having recently suffered a bike accident

The gaps in the infrastructure would prevent me for cycling to work, as I wouldn't be confident navigating with other road users, particularly cars.

The benefits of a complete cycling network would allow more people to be confident to ride around the city and reduce the number of cars of the road.

Hopefully Melbourne will continue to invest in cycling as a transport option

Regards,
James Laine-Wyllie

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Dominique Liard

Email address: *

dominique.m.liard@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

City of Melbourne Transport Strategy 2030

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Protected bike lanes must not go! In fact, we need more of them. Imagine how worried you'd feel if your small kids or teenagers were riding next to lines of cars with no infrastructure to protect them from being harmed by a car driver. It's proven that protected bike lanes significantly help reduce accidents. They also encourage many people to start riding even for short rides like going to the grocery store. The more you provide infrastructure to ride in a safe manner, the more people will be inclined to take their bikes rather than their cars for a short-distance trip. Giving more room to bikes is critical to a future that cares for the environment and for healthy people. For an ideal future where safer means of transportation are everywhere!

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * Yes No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Daniel Carr

Email address: * dan@lug-carrie.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Agenda item title: Agenda 6.9

I'm writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

Bicycles belong on our streets and need to play an increasing role in the transport mix – as planned for in the Transport Strategy for City of Melbourne. They deserve the continued deployment of safe infrastructure to assist the people who choose cycling to be able to do so in a safe manner.

Getting more people riding bikes is a behavior change exercise that requires consistent supportive communication. Pausing the continued deployment of bike lanes undermines this message and slows the pace of change that has been initiated through the awesome progress made in the last couple of years.

As the owner of eBike business Lug+Carrie I hear from our 600 Melbourne based customers on a day to day basis the difference that the new infrastructure in making in their ability to navigate to the CBD for work, recreation and shopping.

The majority of our customers are women who ride their bikes with children on board and rely on safe cycling infrastructure to make the city a destination for them to spend their family time and money.

My own personal experience is that since the installation of bike lanes down Peel and William St our family of four now chooses the city as our destination of choice for shopping, dining out and going to the movies. We do this because we can travel safely and cheaply without the need to drive to a large shopping centre and deal with traffic and pay for parking etc.

Because of this our children love the city and this has made me a very proud Melburnian! This would not have occurred if it was not safe to cycle into the city with them. For this I want to truly express my gratitude for the bike lanes that have been rolled out to date.

Meaningful change isn't easy or fast but you've already got it rolling! Stick to the plan.

Yours sincerely,

Dan Carr
10 Foden Street, Brunswick West, 3055
dan@lug-carrie.com

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Eugene Healey

Email address: * elkhealey@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

I'm writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

I recently moved into an apartment in the CBD, partly due to the council's commitment to creating a more walkable, liveable centre that wasn't built around the needs of drivers.

The rollout of bike lanes, particularly on William St, has made moving around on my bike significantly easier. I have had a number of close calls over the years, very nearly being cleaned up on King st, Russell st, and Elizabeth st.

Having separated lanes has made an enormous difference to my feelings of safety and encouraged myself, and many of my friends to visit the CBD by bike and stay there, rather than retreating to the suburbs.

The fact that Melbourne City Council is considering pausing the rollout of this infrastructure is pretty alarming to me. I'm currently renting an apartment but have been considering purchasing within the next few years. Pausing a project like this would certainly affect my decision as it's a litmus test for the direction the council is looking to take the CBD in.

The message that comes through – we are invested in sexy vanity projects like the Greenline, but meek when it comes to investing in infrastructure that materially improves the lives of people that live, work, and socialise in the CBD.

The infrastructure must be built if we're to unmake the car-centric culture that's dominated Melbourne for the better part of a century. Is the council really going to allow itself to be dissuaded by this loud and aggressive minority?

Or are you representatives of one of the most progressive seats in Australia, leaders who want to take measurable action on climate change, safer roads, and more vibrant cityscapes?

I hope you'll consider this when making decisions about the future.

Thank you,

Eugene

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

Privacy acknowledgement: *

• I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Claire Tobin

Email address: *

clairetobin@hotmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Council,

I write in support of the additional and separated bike lanes that have been installed over the past 12 months in and around the CBD and I urge you to continue rather than pause this work.

In the context of COVID and the obesity epidemic, active transport is the healthiest option to commute but up until recently it didn't feel safe.

I've had multiple close calls when sharing the lane with cars and sadly have lost colleagues and friends to cycling v car accidents.

Making it safe to cycle into the CBD and around the City of Melbourne will contribute to returning our city to the vibrant place it once was.

Please keep moving forward on this,

Claire

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

• I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Jennifer Williams

Email address: *

misguidedjen@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Item 6.9 Implementation update

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Councillors

I occasionally ride into Central Melbourne from Altona and am concerned about the pause on rolling out bicycle lanes in the Hoddle grid. I have enjoyed riding in the existing separated infrastructure. We need lots more of this to increase the appeal of riding in the city. We are certainly behind the rest of the world with connected safe places to ride, free of motor traffic.

I urge you to reconsider the pause and ignore the vocal anti-cycling voices in the media. They are out of step with community opinion.

Yours sincerely

Jennifer Williams

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

• I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Julian Silverman

Email address: *

julian.m.silverman@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9 bicycle lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Committee

Best practice in sustainability means also catering for cyclists. Stop this retrograde move to cancel the progress of this great initiative to bring more cycleways and make Melbourne a city on par with other sustainable innovative cities.

Removing a few car parks is a small price to pay to make post pandemic Melbourne an easy place to get around for those who choose not to drive.

Do not wind back the cycle paths plans. Make the city liveable for the future.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Miguel Cochofel

Email address: *

mcochofel.dezabu@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Please do not stop positive progress because of fear mongers...

Projects like these should listen to the communities involved and take into account their concerns, but to halt them altogether because of plain irrational fear is nonsensical.

We need better bike, electric bike and scooter infrastructure!

Bikes and scooters will not go away, but better infrastructure will reduce risks for all road users. It will also increase their use.

I for one go to work and shopping using my bike. When I don't I use my car which takes 10x times the parking space, and adds to the already impossible traffic.

Population in the city is swelling and since we cannot possibly add more cars to the city bikes and PT are the only viable solution.

Please do the right thing!

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * Yes No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Rob McLeod

Email address: *

robertkmcleod@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9 – bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I am concerned by reports that construction of new bike lanes in Melbourne will be paused.

I have regularly commuted to Melbourne CBD by bike over a number of years. I consciously choose routes where separated bike paths are available. I feel unsafe on roads without clear (and preferably separated) lanes. Sadly I have been injured in the past when on unsafe roads, twice having moderate injuries when people opened their car door into me despite me riding with caution.

I think the change to bike infrastructure in Melbourne CBD in recent years has been fantastic and gives me confidence to continue cycling. A safe bike network is needed to make people feel safe enough to ride, which reduces traffic by getting us out of cars.

I ask that you please continue to improve safe cycling infrastructure in the city.

Thank you for your work and for your consideration of my comments.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Michael Murray

Email address: *

vancouverkiwi@hotmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Melbourne Bike Lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I submit to the council to continue in your efforts to improve the bike infrastructure within the city of Melbourne. As a daily commuter to work on bike, I would like the council to consider implementing in full the current proposals for more dedicated bike lanes within the city. This not only improves the safety of its citizens but also assists with the continued goals of reducing our dependence on fossil fuelled transit within the city.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: * • I have read and acknowledge how Council will use and disclose my personal information.

Name: * Deliana Iacoban

Email address: * deliana.iacoban@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I work for the Department of Health and our office is at 50 Lonsdale Street. It takes me 30 minutes to get to the city by bike and 50–60 minutes using public transport. I avoid coming into the city, because public transport takes too long (2 hours of my day) and bikes often have to share the road with cars, or bypass parked cars at peak hour. Driving is out of question – who likes to sit in traffic and search for parking spots? After living in Sweden for two years and using my bike to get anywhere, anytime safely, even when it snowed, thanks to dedicated bike lanes, I am deeply saddened that Melbourne isn't yet world leading in bike infrastructure. We are so lucky to live in a city where the weather and the flatness of the land are permitting. I am eager to ditch my car in favor of safe bike riding.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Mischa Barr

Email address: *

mischabarr@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I support continued investment in protected bike lanes in the CBD. Cycling brings great health and environmental benefits, as well as contributing to a vibrant and lively inner city, and Council should continue to invest in infrastructure that encourages cycling. Protected bike lanes both improve cyclist safety and increase the perception of safety among cyclists – encouraging more riders to get on their bikes. I feel much safer riding in protected bike lanes than when I have to dodge car doors, tram tracks and the like. More please!

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

• I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Amy Buckerfield

Email address: *

amybuck8@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Date of meeting: 07/06/22

Agenda item title: Agenda 6.9

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality – to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation' (1). By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. As the City of Melbourne's own research (2) shows, "Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride." A recent Melbourne study supports your findings, demonstrating that separated cycling infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

Increase business: Despite all the criticism that has led to this "pause", which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure increases economic activity, spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than ever. Salt Lake City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the extra foot and wheel traffic (5). Further, with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and dog!) is only growing.

Improve safety for all road users: Research indubitably demonstrates that implementing bike lanes enhances safety for not only people riding bikes but those driving and walking (6). This is because separated bike lanes have a car-traffic calming effect, enabling vehicles to move at safer speeds for everyone.

Improving local air quality and health outcomes for communities: Air pollution from cars,

trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll (7). If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around (8). These upgrades can be of particular benefit to older people, those living with a disability, low income households and migrant communities.

Reduce emissions: Personal transport is Australia's fastest growing source of emissions (9); and fluctuates between the second and third highest source (behind only energy and land use) (10). Bottom line: our cars are a major contributor to climate change and Melbournians need to be empowered to move in different ways wherever possible. The global climate science is clear: we need to increase active transport to reduce transport emissions. Local research tells us that more separated and dedicated infrastructure is required to move the great number of people from the interested category to actually taking up riding. Australia needs a national strategy to move away from petrol-guzzling cars to bike-riding, walking and zero-emissions public transport and electric vehicles. To pause these bike lanes would put Melbourne on the back-foot, set to become stuck in the past as Australian cities implement innovative and intelligent transport solutions.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options (11), and improved infrastructure allows more Melbournians to experience these benefits .

To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. I ask that you preserve with your bike strategy to reap all the benefits they will bring – a strategy set in motion well before the pandemic.

References:

1)

<https://www.theguardian.com/lifeandstyle/video/2022/may/17/why-new-bike-lanes-dont-cause-traffic-jams-video>

2)

<https://www.melbourne.vic.gov.au/SiteCollectionDocuments/transport-strategy-2030-city-of-melbourne.pdf>

3) <https://www.sciencedirect.com/science/article/pii/S2214140521003200>

4)

<https://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf>

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https://drive.google.com/file/d/0B8tOk7_upXv5djhCajg1Z0I3bmhTVTixWldwRzA0YjjWNW9R/view?resourcekey=0-Fr7Mp141yXvXzW6u5NBjqQ

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7)

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9) <https://ageis.climatechange.gov.au/nggi.aspx>

10)

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nsport.pdf](https://www.climatecouncil.org.au/wp-content/uploads/2017/09/FactSheet-Tra
nsport.pdf)

11)

https://www.climatecouncil.org.au/wp-content/uploads/2018/10/CC_MVSA0154

Please indicate whether you would like to No
verbally address the Future Melbourne in
support of your submission: *

Privacy acknowledgement: * • I have read and acknowledge how Council will use and disclose my personal information.

Name: * Jonathan Nolan

Email address: * jonathan.a.nolan@gmail.com

Phone number *

Date of meeting: * Thursday 18 August 1988

Agenda item title: * Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

While I'm sympathetic to councillors who are facing an organised political campaign against bicycles, I can only suggest that there are better ways to resolve this than have a 'pause' on bicycle lanes in the CBD.

We are currently facing a once in a generation chance to build bicycle lanes on Flinders Street west of Elizabeth Street. Once metro construction is finished traffic volumes will return to normal and we will be unable to 'unscramble' the egg. It's essential that Flinders Street lanes are instituted before Metro construction is complete, or we will lose our opportunity to create a beautiful streetscape.

I'd suggest a 'pause' on the Bourke Street lanes, which are of far lower value – whilst letting Flinders Street West be built.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Seamas McCaffrey

Email address: *

seamas.mccaffrey@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Please continue to build out bike lanes in the CBD and across inner Melbourne for rider safety and to encourage healthy, clean modes of transport. Thanks

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Deborah Hart

Email address: * deborah.hart@climarte.org

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Thank you for this opportunity to express our views about the City of Melbourne's bike lanes.

As a Melbourne-based, globally leading arts and climate advocacy group, we strongly support the continued roll out of Melbourne CBD bike lanes.

With safety and reducing emissions as priorities, there has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the City of Melbourne can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality.

There are many reasons bike lanes are an important part of our transport system, and should be receiving increased government funding and attention.

Bike lanes:

- Reduce car traffic;
- help people gravitate towards bike-riding, further reducing car traffic, achieving 'traffic evaporation';
- make riding more convenient, thereby making it easier for people to move around our city.
- lead to Improved local air quality and health outcomes for communities. Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll.
- Improve accessibility;
- Improve the lives of Australia's most vulnerable and marginalised groups – such as people living with a disability, elderly people, low income households and migrant communities – by

making it easier for them to get around.

– Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant;

Bike-riding and walking are the cheapest travel options, and improved infrastructure allows more people to experience these benefits.

And of course, stronger bike Lane policies will enable the City of Melbourne to remain true to its overall, highly important sustainability policies.

Rather than pausing the roll out of critical infrastructure (which would set a terrible precedent across Melbourne, interstate and internationally), we encourage you to be even more ambitious.

It's beyond wrong that a few voices should be in a position to derail policies that create enormous benefits to the City of Melbourne and set a standard for other cities. As we know, the benefits would not just be for those who would use this infrastructure, but for all who stands to gain from cleaner air, less car traffic, safer roads and action on the climate crisis.

We wish to express our gratitude for the bike lanes that have been rolled out to date (and accelerated during COVID-19).

We implore you to stand strong with your bike strategy, this is no time to go backwards.

Yours faithfully,

Deborah Hart on behalf of CLIMARTE Inc.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * Yes No

Privacy acknowledgement: *

• I have read and acknowledge how Council will use and disclose my personal information.

Name: *

David Reid

Email address: *

davidreid888@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Date of meeting: 07/06/22

Agenda item title: Agenda 6.9

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

Bicycles are a safe and sustainable form of transport that have health, social and environmental benefits. Bicycles are an important part of changing the transport system to reduce carbon emissions and pollution.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Shaun Knott

Email address: *

knottshaun@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Protect lives, invest in safe seperated bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Hello team,

On my return trip home through the CBD from the Docklands, I had the pleasure of riding some of the widened & newly seperated bike lanes.

It was a wet evening with many many dangers to look out for including people standing in the middle of the bike lane while waiting for the lights to turn green, drains & vehicles who encroach on the bike lane as it narrows at an intersection are all health and safety issues for those riding on a bike

This is only the beginning of the long overdue separated bike lanes program that the City of Melbourne is showing the rest of Australia how it can be done.

We need you to lead the way as the good things always require persisting with.

As you shape the culture of creating a safe space for all people who ride and allow their family & friends know that they're going to arrive alive.

Keep up the good work, we're all riding on this to be delivered to show how to create a safe city for all, & support a safer environment for more women, kids & families to ride because they know they're not risking their lives to do so.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

• I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Nick Purdy

Email address: *

purdy.nicholas@outlook.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

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There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation' (1). By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. As the City of Melbourne's own research (2) shows, "Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride." A recent Melbourne study supports your findings, demonstrating that separated cycling infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

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Improve safety for all road users: Research indubitably demonstrates that implementing bike lanes enhances safety for not only people riding bikes but those driving and walking (6). This is because separated bike lanes have a car-traffic calming effect, enabling vehicles to move at safer speeds for everyone.

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university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

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Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options (11), and improved infrastructure allows more Melbournians to experience these benefits .

To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. I ask that you preserve with your bike strategy to reap all the benefits they will bring – a strategy set in motion well before the pandemic.

References:

1)

<https://www.theguardian.com/lifeandstyle/video/2022/may/17/why-new-bikelanes-dont-cause-traffic-jams-video>

2)

<https://www.melbourne.vic.gov.au/SiteCollectionDocuments/transport-strategy-2030-city-of-melbourne.pdf>

3) <https://www.sciencedirect.com/science/article/pii/S2214140521003200>

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<https://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf>

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https://drive.google.com/file/d/0B8tOk7_upXv5djhCajg1Z0I3bmhTVTIxWldwRzA0YjJWNW9R/view?resourcekey=0-Fr7Mp141yXvXzW6u5NBjqQ

6)

<https://www.sciencedirect.com/science/article/abs/pii/S2214140518301488?via%3Dihub>

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https://nespurban.edu.au/publications-%20resources/research-reports/CAULRR06_%20SubmissionFuelQualityStandardsAct2000_Mar2017.pdf

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9) <https://ageis.climatechange.gov.au/nggi.aspx>

10)

<https://www.climatecouncil.org.au/wp-content/uploads/2017/09/FactSheet-Tra>

nsport.pdf

11)

https://www.climatecouncil.org.au/wp-content/uploads/2018/10/CC_MVSA0154

-Report-Transport_V6-FA_Low-Res_Single-Pages.pdf

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: Yes No *

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

John Hassall

Email address: *

info@greenly.net.au

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Disappointed to hear that bike lane development will be being scaled back. I run a landscape maintenance business with a number of contracts in the CBD and inner suburbs and we are shifting to cargo bikes for these types of maintenance jobs and we've already invested heavily in this. Council needs to push ahead and keep building more bike lanes, the culture needs to shift and it won't if you take the foot off the pedal. Pun intended.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

• I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Stephanie Strange

Email address: *

stephanie.strange@live.com.au

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Date of meeting: 07/06/22 Agenda item title: Agenda 6.9

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality – to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation' (1). By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. As the City of Melbourne's own research (2) shows, "Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride." A recent Melbourne study supports your findings, demonstrating that separated cycling infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

Increase business: Despite all the criticism that has led to this "pause", which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure increases economic activity, spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than ever. Salt Lake City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the extra foot and wheel traffic (5). Further, with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and dog!) is only growing.

Improve safety for all road users: Research indubitably demonstrates that implementing bike lanes enhances safety for not only people riding bikes but those driving and walking (6). This is because separated bike lanes have a car-traffic calming effect, enabling vehicles to move at safer speeds for everyone.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in

Australia – larger than the national road toll (7). If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution. Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around (8). These upgrades can be of particular benefit to older people, those living with a disability, low income households and migrant communities.

Reduce emissions: Personal transport is Australia's fastest growing source of emissions (9); and fluctuates between the second and third highest source (behind only energy and land use) (10). Bottom line: our cars are a major contributor to climate change and Melbournians need to be empowered to move in different ways wherever possible. The global climate science is clear: we need to increase active transport to reduce transport emissions. Local research tells us that more separated and dedicated infrastructure is required to move the great number of people from the interested category to actually taking up riding. Australia needs a national strategy to move away from petrol-guzzling cars to bike-riding, walking and zero-emissions public transport and electric vehicles. To pause these bike lanes would put Melbourne on the back-foot, set to become stuck in the past as Australian cities implement innovative and intelligent transport solutions.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options (11), and improved infrastructure allows more Melbournians to experience these benefits .

To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. I ask that you preserve with your bike strategy to reap all the benefits they will bring – a strategy set in motion well before the pandemic.

References: 1)

<https://www.theguardian.com/lifeandstyle/video/2022/may/17/why-new-bike-lanes-dont-cause-traffic-jams-video>

2)

-2030-city-of-melbourne.pdf

3) <https://www.sciencedirect.com/science/article/pii/S2214140521003200> 4)

<https://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf>

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06_%20SubmissionFuelQualityStandardsAct2000_Mar2017.pdf

8) <https://www.jstor.org/stable/26211762>

9) <https://ageis.climatechange.gov.au/nggi.aspx>

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https://drive.google.com/file/d/0B8tOk7_upXv5djhCajg1Z0I3bmhTVTIxWldwRzA0YjJWNW9R/view?resourcekey=0-Fr7Mp141yXvXzW6u5NBjqQ

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https://www.climatecouncil.org.au/wp-content/uploads/2018/10/CC_MVSA0154-Report-Transport_V6-FA_Low-Res_Single-Pages.pdf

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: Yes No *

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Eytan Lenko

Email address: *

eytan@lenko.org

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I am writing to express my support for the continued roll out of Melbourne CBD bike lanes.

Every great city in the world is accelerating the roll-out of bicycle infrastructure in order to encourage safe cycling accessible to all.

Study after study has shown that high-quality bicycle infrastructure reduces traffic, increases business activity, increases happiness and of course, reduces emissions.

The Melbourne CBD is the heart of our city and so often paves the way for other councils to emulate. A Melbourne CBD with world-class cycling infrastructure will catalyse the build out of infrastructure in surrounding areas and accelerate our transition to a sustainable, modern city.

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. I ask that you preserve with your bike strategy to reap all the benefits they will bring – a strategy set in motion well before the pandemic.

Please don't let a vocal minority derail the building of this critical infrastructure that has so much potential.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: * • I have read and acknowledge how Council will use and disclose my personal information.

Name: * Jeremy Rosen

Email address: * jeremy.rosen7@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

It was with great disappointment that I read of City of Melbourne's plans to defer building protected bike lanes in the city grid for 2022-23. I cycle every morning to work near King and Bourke Streets, and the scariest part of my ride is when I must hop onto King St and ride uphill with 3 lanes of trucks and cars closely overtaking me, but no bike lane. But much of the city is awful to cycle around, and dangerous, like Bourke St, with its thin painted bike lane, and Lonsdale St, where you have to share the left lane with buses that then need to overtake you. I used to cycle on Exhibition St to work and Council has done a great job there. But until all city streets are safe - I would tend to hesitate before making additional trips to catch up with friends for lunch, and I would definitely never bring my kids to cycle in the city.

The reasons offered for pausing the bike build just don't make sense.

- Concerns from some stakeholders like local retailers must be taken seriously, but have you considered the thousands of pedestrians and cyclists who want a faster roll-out of streets for people, not for cars? Increasing foot and bike traffic around streets has a much higher economic payoff to local retailers than encouraging more cars through.

- There is lots of space for delivery vehicles and other cars that need to be there - e.g. the central parking bays on Exhibition St, which could have space devoted to loading bays. The vast majority of street space is still currently reserved for dangerous and polluting private vehicles, many of which are passing through the city and providing 0 economic benefit!

- The city needs a network of protected bike lanes to encourage cycling and get people to make the shift from driving - isolated protected bike lanes are helpful, but it's much better to have a whole journey be safe if we want to encourage uptake.

Pausing the roll-out means delaying Melbourne's liveability, when most European cities are well ahead of us in terms of the safety and enjoyment of hopping on a bike. I implore council to reconsider and continue the protected bike lane roll-out.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Rebecca Weber

Email address: *

rebeccaweber0@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda item 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

I'm writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes. I am a cyclist who commutes to the city from Fitzroy North, and the bike lanes make it possible for me to do this and feel safe and confident.

There has never been a more important time to roll out quality active transport infrastructure, including bike lanes and footpaths. The recent death of a cyclist on Latrobe and king streets should highlight the importance of safety. I am very disappointed in the council for backtracking on this issue, and listening to a minority of loud voices. If the council is serious about encouraging less cars this makes absolutely no sense! I was alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melburnians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air.

I am so appreciative of the protected bike lanes so far, especially on Latrobe street. Sally, I know you support this, don't give in!

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * Yes No

Privacy acknowledgement: * • I have read and acknowledge how Council will use and disclose my personal information.

Name: * Damian McCrohan

Email address: * dmccrohan@outlook.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Agenda 6.9 – Bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Agenda item title: Agenda 6.9

I'm writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation.' By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll. If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around. These upgrades can dramatically impact older people, those living with a disability, low income households and migrant communities.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options, and improved infrastructure allows more Melbournians to experience these benefits.

To conclude, I was alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my gratitude for the bike lanes that have been rolled out to date (and accelerated during COVID-19). I sincerely hope that you persevere with your bike strategy, which was outlined well before the pandemic.

Yours sincerely,

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Edmund Kron

Email address: *

edmund.kron@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

agenda Item 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I frequently visit the city for shopping, hospitality and am a former worker in Melbourne CBD from early 2019 to late 2021. The bicycle lanes rolled out have made my trips to the city much safer and more enjoyable. I will now always choose to ride to the markets, dinner as its quicker easier and safer. The only time i visit the CBD via car is to drive through. I am greatly appreciative of the cities vision to improve access to the city for all transport modes. Private vehicle access should not be a priority as the land use is not equitable, not to mention the strain on our environment in this climate emergency. Our city should be accessible for all, and there will continue to be access for cars. Every other city in the world is continuing to develop pedestrian, bike and public transport access and not private vehicles. Please listen to the planners and evidence from other cities, and continue to develop our city into a place that will be desirable to visit and spend money in during the years to come.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Morgan Gray

Email address: *

morganlinusgray@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Please progress on bike lanes!

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

The future of city urban development will increasingly value non-car transport options, this is not avoidable. This is necessary due to the warming climate, the increasing population and physical space restrictions imposed by the geography of the city. By completing these improvements now you guarantee Melbournians a liveable city. One that is accessible and prosperous. Transport options throughout the city will change, you should decide to stay in front of the wave, rather than be 'surprised' at the cities riding it ahead of you.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Karen Coates

Email address: *

karen.coates@optusnet.com.au

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Please do not delay introducing and extending the bike lane infrastructure for the sake of the health of Melbourne citizens and the environment.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Joyce Seitzinger

Email address: *

nz.catspyjamas@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

To the Future Melbourne Committee,

I am a Dutch permanent resident in Australia of 12 years, who since the return to office has decided to begin cycling between West Footscray and my office on Bourke St Mall. .

Having returned to my bike after 12 years of avoiding cycling in Melbourne due to its dangerous drivers and non existent bike infrastructure, I was so pleased to find safe bicycle paths on most of my inner city route. Since getting my eBike, I have persuaded 2 more people to begin using them for their commutes. And I will continue.

Because as someone who knows how this quality of life in a proper bike country, i tell you can be done. We yneed to get Melbourne moving around by bike. It's cheap, easy, convenient and good for our environment. Melbourne should be a city of bike riders where our liveable communities are full of happy and healthy people pedalling.

Kind regards,
Joyce Seitzinger

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Shaun Rowland

Email address: *

shaunrowland@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike Lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I write with utter disappointment and fury that the council is considering pausing the rollout of bike lanes in Melbourne's CBD. These bike lanes are essential in helping people riding bikes get from A to B without being seriously hurt or even killed. All progressive modern cities in the world are reducing car usage and making more provision for active transport – it is utter madness Melbourne is looking to reduce its commitment. It's so sad to see proper reform like this potentially being ruined because of the Herald Sun and noisy shock jocks. The CBD is not just a space for other people to drive their cars through, it should be a vibrant space in of itself. Europe shows very clearly how this can be done with strong leadership. Please show some.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: * • I have read and acknowledge how Council will use and disclose my personal information.

Name: * Petra Fischer

Email address: * pfischer@b-m-e.org

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Date of meeting: 07/06/22 Agenda item title: Agenda 6.9

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality – to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation' (1). By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. As the City of Melbourne's own research (2) shows, "Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride." A recent Melbourne study supports your findings, demonstrating that separated cycling infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

Increase business: Despite all the criticism that has led to this "pause", which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure increases economic activity, spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than ever. Salt Lake City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the extra foot and wheel traffic (5). Further, with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and dog!) is only growing.

Improve safety for all road users: Research indubitably demonstrates that implementing bike lanes enhances safety for not only people riding bikes but those driving and walking (6). This is because separated bike lanes have a car-traffic calming effect, enabling vehicles to move at safer speeds for everyone.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll (7). If more people rode to work or university

instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution. Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around (8). These upgrades can be of particular benefit to older people, those living with a disability, low income households and migrant communities.

Reduce emissions: Personal transport is Australia's fastest growing source of emissions (9); and fluctuates between the second and third highest source (behind only energy and land use) (10). Bottom line: our cars are a major contributor to climate change and Melbournians need to be empowered to move in different ways wherever possible. The global climate science is clear: we need to increase active transport to reduce transport emissions. Local research tells us that more separated and dedicated infrastructure is required to move the great number of people from the interested category to actually taking up riding. Australia needs a national strategy to move away from petrol-guzzling cars to bike-riding, walking and zero-emissions public transport and electric vehicles. To pause these bike lanes would put Melbourne on the back-foot, set to become stuck in the past as Australian cities implement innovative and intelligent transport solutions.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options (11), and improved infrastructure allows more Melbournians to experience these benefits .

To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. I ask that you preserve with your bike strategy to reap all the benefits they will bring – a strategy set in motion well before the pandemic.

References: 1)

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-2030-city-of-melbourne.pdf

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Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

George Georgiou

Email address: *

george@onestop.net.au

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike Lane in the City

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I am shocked and disappointed to hear that you are putting a halt on your protected bike lane network. While the rest of the world is better balancing their transport network by adding more alternatives to replace private vehicle travel, you are going to put a halt on it because a small bunch of car potatoes are complaining about it. Our cities in Australia are a punch line to a joke in other parts of the world; we are a disgrace!

Compare Melbourne to any other major city in the world and you'll discover that Melbourne is the easiest CBD to travel around in with a car.

You have a responsibility to bring some balance in the way we travel but instead you are going to preserve the in-balance, the status quo, the crap. Ahh progressive Melbourne.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Bonnie Matheson

Email address: *

bonniefmatheson@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda Item 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I am very concerned about the City of Melbourne's regressive active transport approach. I ride to the city for work, and if I'm unable to commute via safe infrastructure, I will come into the city less often. If the City of Melbourne is serious about creating a vibrant global city, then it must encourage active transport.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Angela Sankey

Email address: *

dr.a.webb@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike networks

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I explore council to think of the environment, the health or residents and the amenity of all road users. Major cities eschew car driving from the mid pedestrian friendly cities . Please do not kowtow to business with old fashioned ideas of transport. Make the roads safer for all by increasing the bike network. More people riding makes the city quieter and cleaner. It makes for healthier citizens – both those that rise and those that breathe the air.

Don't get left behind the other great cities. Continue the roll out of separate bicycle infrastructure and reap the rewards for all city users.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * Yes No

Privacy acknowledgement: *

• I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Mark Devlin

Email address: *

mark-devlin@hotmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Implementation Update: City of Melbourne transport strategy 2030 and transport program to aid city recovery and reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I would like to express my concern regarding the matter before you tonight in item 6.9 recommendation 22.6 to defer further installation of protected bike lanes in the Hoddle Grid in 22/23. I ask you to not support this recommendation from management, and continue to install protected bike lanes in the Hoddle grid this coming financial year.

As presented by your Council and other experts through the media over the last few months. I support safety, amenity, environmental and livability benefits of protected bike lanes along with the data representing the amount of public space allocated to cars far outweighing pedestrians and cyclists, relative to the number of people using the city. This seems in contrast to the arguments of people wanting less bike lanes or removal of bike lanes, which could be characterised as teething or solvable problems such as space for deliveries.

I live in Burnley and work in the CBD. Prior to COVID I rarely commuted to work by bike, with a preference for public transport. With the expansion of protected bike lanes in the city, I have started riding to work, which has enabled me to return to work in the City. Without these protected bike lanes, I am more likely to work from home more as I prefer to avoid public transport where possible to reduce my exposure to COVID and other illnesses.

Melbourne is a wonderful global city, but if it wishes to compete on the world stage, along side Paris, Amsterdam, Berlin and Copenhagen by being future focused, sustainable and livable, then it needs to invest in bike lanes, and work to identify innovative and practical solutions to issues being raised such as those for delivery vehicles.

Regards

Mark Devlin

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: * • I have read and acknowledge how Council will use and disclose my personal information.

Name: * Alisa Bunbury

Email address: * alisabunbury@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Agenda 6.9 Bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Councillors

Please please please do not roll back the wonderful bike lanes that have been installed throughout Melbourne, both in the CBD and in the entrances to the city. Cycling has been my main form of transport all of my adult life and it has been a relief to see lanes appearing and our cycling safety increasing slowly but surely over the years. It has been wonderful to see the Council's recent commitment to encouraging non-polluting and health-inducing forms of transportation. I have frequently felt unsafe cycling through the city (along Collins St for example) but changes you have made – such as the proper lanes across Princes Bridge and, more recently, the lanes around College Crescent, at the top of Melbourne Uni – have been excellent. I can understand that there is some frustration from delivery drivers which needs to be discussed and resolved, but encouraging more people to cycle is critical for our crowded streets, our climate (petrol consumption, clear air, reducing the heat from cars) and our health. Please keep up the excellent work – it is the feature I am most proud of with the Melbourne Council – don't halt, or worse still reverse, this great work you have been doing.

With many thanks, please keep it up
Alisa Bunbury

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Cameron Eldridge

Email address: * cameron_eldridge@hotmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I ask the council reject the recommendation of

"Endorses the deferral of further installation of new protected bike lanes in the Hoddle Grid during financial year 2022/2023, following two years of accelerated delivery. "

This is not in line with the findings from feedback nor the key issues seeking to be addressed. In fact the findings and key issues would support the opposite, further accelerating the rollout of protected bike lanes within the Hoddle Grid, and beyond.

In general terms, there should be strong focus on removing of passenger vehicles from the CBD, encouraging alternate transport such as public transport and cycling, so the precious little traffic space can be utilised by vehicles that have no other options, such as commercial vehicles (tradespeople, delivery drivers, construction vehicles, emergency vehicles, etc). Installing protected bike lanes should be see as a basic requirement for modern city planning, this is the way we need to go to get people into and around the city. Everything in the Implementation Update document supports this.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * John Haasz

Email address: * john@haasz.com.au

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I refer to Recommendation from management 22.6. Endorses the deferral of further installation of new protected bike lanes in the Hoddle Grid during financial year 2022/2023, following two years of accelerated delivery.

I am a resident of the City of Melbourne who does not support this deferral. Please continue the implementation of bicycle lanes in the Hoddle Grid.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * David Colls

Email address: * david.colls@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Please continue to develop protected bike lanes in the CBD. They substantially improve safety for people who ride bikes.

More people riding bikes in the city is a better outcome for all stakeholders. Cycling contributes to improved physical and mental health, reduces air and noise pollution due to motor vehicle transport, and takes up far less space than roads dedicated to private motor vehicles.

Any issues reported as a result of bike lane development are more likely due to excessive private motor vehicle traffic in the cbd, and this cause should be addressed as a matter of priority

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

• I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Ken Johanson

Email address: *

kjo@gwsc.vic.edu.au

Phone number *

Date of meeting: *

Tuesday 26 January 1971

Agenda item title: *

Reasons Melbourne Council should keep New Bicycle Lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

1. Australia so far is not on track to meet the Paris Agreement of 1.5 oC in 5 years so we don't have long before major tipping points become irreversible globally. Our environment comes before our economy as we can't eat money.
2. Traffic lanes should be reserved for only service vehicles and trucks around the CBD. People should be encouraged to use active or public transport otherwise.
3. Motor traffic and bikes don't mix hence many people feel unsafe to cycle. Bike lanes encourage better sharing of the roads.
4. Australia is fast becoming one of the most obese countries and largest green house gas emitters in the world even more than the USA on both accounts. This is a Public Health crisis that needs a cure ASAP. We ignore these issues at our peril.
5. Australia needs to remember to be responsible for its Pacific Island Neighbors who are being displaced by rising sea waters as we speak.
6. We have already lost 1/3 of the Great Barrier, had record fires & floods in recent years. What will it take for Melbourne to wake up, water lapping at Spring Street? Please take Climate Action now with the Healthy Bicycle Lane Infrastructure planned and in place!

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

• I have read and acknowledge how Council will use and disclose my personal information.

Name: *

William Arundell

Email address: *

william.arundell@hotmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda item title: Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I'm writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

Everyone states that Australia is not the Netherlands, but The Netherlands used to bulldoze historic buildings in favour of cars.

Australians lack choice on how they travel, so are reduced to using the only thing they have known. A car. If the infrastructure is provided, over time it will be used as the infrastructure slowly improves to a state that it supports all walks of life (elderly and young), not just those brave enough.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Kate Forster

Email address: *

kateforster5968@yahoo.com.au

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Please don't delay fast tracking bike lanes.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: * • I have read and acknowledge how Council will use and disclose my personal information.

Name: * Karl Hessian

Email address: * info@keikosolutions.com.au

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

The various supporting attachments, read as a whole, make a compelling argument for why protected bicycle lanes should be installed in the city.

Management reports show that the strategy by which protected lanes are being implemented is working: First, lanes are installed using "adjustable components to enable post-implementation design changes" and subsequently, lanes are adapted to resolve fine detail issues.

Stakeholder evidence shows support for the protected lanes.

Management has not produced sufficient evidence that there is a need to change the current strategy. It is not clearly explained what the major challenges are with the current strategy or why such weight would be put on them as to propose to defer the current work.

Councillors are not in position, based on this report, to appropriately consider unreasonable opposition to protected bicycle lanes (arising from traffic congestion and removal of on-street parking) against reasonable concerns that may arise from time to time.

A recommendation to overturn a decision previously taken should be accompanied by clear and irrefutable reasons and evidence for why that decision should be overturned.

It is my view that recommendation 22.6 is not supported by the evidence presented by management and I respectfully request councillors vote AGAINST this recommendation.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Lu Allan

Email address: *

lucyallan102@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda 6.9 Bike Lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Hi Councillors,

I was really proud to see CoM leading with this wonderful initiative and don't want to see it scrapped. I ride the train myself but the utility of making the city more bike accessible is really valuable from multiple angles, including land use, the environment, climate and health and wellbeing of city users.

Please continue making our city more bike friendly!

Lu

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * David Murray-Smith

Email address: * tintinrocket@outlook.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 (Bicycle lanes)

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Closing or or slowing down the roll out of bike lanes is a ridiculous, backward looking proposal. Who's feeding these dinosaurs? I am 68 and a resident of the City of Yarra. I ride into the city most days. We need safety. We need more bike lanes. Urgently.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Katherine Boyle

Email address: *

katieboyle598@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Protected bicycle lanes in the CBD

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Re item 6.9: Bike Lanes in CBD

Please please don't halt the rollout of protected bike lanes in Melbourne CBD.

I'm an older woman, with visual impairment, so I can't drive a car. I rely on my bike or scooter or public transport. Without the protected lanes in the CBD, I'm too afraid to cycle in the CBD.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Robert Hay

Email address: * rob.hay@jacobs.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

The new bikes lanes provided in Melbourne since the pandemic have been amazing. I ride to work every day now, and is one of the reasons i have returned to the office and spend money every day in the city of Melbourne on coffee and lunches.

The only reason I feel safe to come into work is the bicycle lanes. Prior to covid, I rode occasionally to work, but I felt as though it was only a matter of time until I got knocked off my bike. It was an enevitability. With the safe lanes, in partiucular the Queensbridge Street lanes, I no longer feel as though its a when, but more of a "if I'm unlucky and a driver does a really bad thing"

The bike lanes are the future, CoM know that and so do the traders. Some dinosaurs who cannot move on are complaining the loudest, and they shouldnt be the ones listened to. Listen to the young women who now feel comfortable to ride. The kids who suddenly have a massive amount of freedom being able to go anywhere they like. Keep pushing on, embrace the future and continue with the bold vision you have started! Be the change you want to see

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Ahmet Bektas

Email address: * abektas@mac.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

As a former resident and regular visitor to Melbourne (4 times per year), I'm writing to endorse the full and continued roll out of Melbourne CBD bike lanes and am disappointed and alarmed that Melbourne City Council is considering pausing this roll out.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll. If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options, and improved infrastructure allows more Melbournians to experience these benefits.

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation.' By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around. These upgrades can dramatically impact older people, those living with a disability, low income households and migrant communities.

To conclude, I was alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my gratitude for the bike lanes that have been rolled out to date (and accelerated during COVID-19). I sincerely hope that you persevere with your bike strategy, which was outlined well before the pandemic.

Yours sincerely,

Ahmet Bektas

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Robert Follis

Email address: *

robert.follis@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear MCC

Bike lanes are the future of cities globally, reduction in cars is the future of cities globally, don't let the petrol heads, whining commuters (one person in every car) and penny pinching delivery services stop the progress you have made in Melbourne.

From London to Paris to Rio de Janeiro To Barcelona, modern cities across the world are massively reducing the space available for cars, reducing parking reducing traffic, with the aim of making cities far more livable for their residents and not just traffic jammed carparks and commuter expressways as sadly Melbourne has become

I express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

Cities really are for people, not for cars and a serious network of bike lanes is part of what makes that happen

Thanks for your time

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Aileen McFadzean

Email address: *

aileenmcfadzean1@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9 City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Councillors

I encourage council to expedite the roll out of protected lanes and other cycling works in Melbourne.

Promoting cycling results in a livable city, which will improve the economy of the City and the health of people who live and work in Melbourne.

There are numerous clear examples in Europe, Asia and America of cities that promoted active transport and those that prioritised cars. Without exception, those cities that have prioritised active transport have reaped the social and economic benefits. It also supports climate change abatement.

I encourage you to prioritise active transport and support an expedited building of protected cycling lanes.

Thanks
Aileen

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * Yes No

Privacy acknowledgement: * • I have read and acknowledge how Council will use and disclose my personal information.

Name: * Heath Vigus

Email address: * plump_fifths_0n@icloud.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation of COM Transport strategy 2030 and Transport program to aid city recovery and reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

My name is Heath and I am a regular cyclist, as well as a motor vehicle driver in Melbourne CBD. In a former life I was a top-rated bicycle tour guide in Melbourne. Our clientele was primarily international visitors on their first day in Melbourne.

Two things became very clear, based on their feedback:

1. There is no better way for a new arrival to orient themselves and discover all a city has to offer in such a short period of time. In three hours, a group can explore the north, south, east, and west of the city, stopping to support local businesses at a DOZEN or so locations. No other mode of transport in a downtown environment can possibly provide the combination of local access, speed, reliability, and instant departure times.

2. It's difficult for a native Melburnian to imagine, but for a lot of international tourists, Melbourne is actually one of, or the largest and BUSIEST cities they have ever visited – traffic is additionally on the "wrong" side of the road. Combined with trams, pedestrian malls, and unfamiliar geography, it can be overwhelming. Separated cycle lanes and designated routes provide reassurance and comfort, encouraging people to explore more, and both wonder and wander.

As a long-term resident of the St Kilda Rd area, cycling is also my preferred option for local transport, and I cover many thousands of kilometres in Melbourne CBD and surrounds (many with my partner) every year. When others join us, it is very clear that they don't share my comfort on many major cycle routes, because of the unpredictable nature of traffic.

Every cyclist knows that unless physically separated from other road users, every ride involves fighting for your right to ride – painted lanes are at best an "advisory" and no guarantee that cars won't suddenly pull on, or worse still, open their doors directly into your path.

There is a long and sad list of people killed or severely injured by other road users not paying attention to such advisory markings, or by being confused enough by their surroundings to put themselves in one of the many danger zones conflicting with larger vehicles, as recently occurred in King St – with tragic consequences.

As both a driver and rider, I have seen numerous cyclists crash on tram tracks, or taken out by

car doors, simply because our roads are a confusing mish-mash of multiple uses – from garbage trucks to red-light runners, to taxi customers – riding through the city is a video-game style experience with random surprise challenges thrown at you from every direction.

I implore the council to invest in the future of Melbourne's liveability, and survivability, by building a future where the most efficient and effective local transport isn't relegated to the danger zone.

Thank you for your time.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Jacob van Rooij

Email address: *

batmobill2015@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

It shouldn't be so dangerous or difficult to ride into the CBD. We need more protected bike lanes, not less. Whenever I go overseas I see lots of people riding bikes and lots of places to ride through the city without being next to cars but we have almost none of that here. Please don't pause the building bike lanes.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

• I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Emma Barker-Perez

Email address: *

emma.bp@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

I know you'll have already received a number of well-thought-out, evidence-based submissions in support of continuing the rollout of bike lanes in the CBD. I won't waste your time by repeating those here – especially because, given Sally Capp's own piece in The Age a few months ago, I know you're already aware of the demonstrated societal, economic and environmental benefits associated with increased infrastructure.

Instead, I'd just like to encourage you to be courageous. Push ahead. Progress is difficult, and loud voices in opposition can make anyone feel like they're doing the wrong thing. But the only wrong thing would be to listen to those who oppose progress, who are afraid of change even though the world is clearly changing.

Let's have courage. Let's embrace the future. Teething problems don't mean we should quit (or, in this case, 'pause' indefinitely, when we know a vocal minority will never be persuaded no matter what concessions we make). Bike infrastructure, affordable public transport, green space, electric vehicles (including the new proliferation of e-scooters, e-skateboards etc, which will also benefit from bike lanes) – let's push on with an integrated active transport system for a better city and a better world.

I have been so appreciative of the new bike lanes in the CBD. I'm sorry I didn't make my voice heard before – but please know there are many of us who feel more safe and supported now, and are more likely to spend time in the CBD and support local traders as the network of bike lanes becomes better and safer.

Thanks for all your work.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * Yes No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Sam D'Amico

Email address: *

samd@ratio.com.au

Phone number *

Date of meeting: *

Monday 6 June 2022

Agenda item title: *

6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I am fully supportive of retaining the bicycle lanes. The bike lanes provide a level of safety for cyclists and encourage a sustainable mode of transport beyond cars and PT. Removal of the bike lanes would be contrary to all of City of Melbourne's policies that seek to encourage alternate and sustainable modes of transport into and around the city.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Ferdinand Saliba

Email address: *

Brimbug@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

City of Melbourne Bike Lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne Mayor and Councillors, I am writing on behalf of the Brimbank Bicycle Users Group (Brimbug) and we support Council's plan to continuing to improve and rollout cycling infrastructure in Melbourne.

Brimbug regularly rides to the city since it has become more bike friendly and we frequent Bars and Restaurants while we are in town.

We require more cycling infrastructure so more people cycle and avoid using cars, and improve our health outcomes.

Melbourne is a beautiful City and the best way to see it is on a bike, better bike infrastructure will only encourage more riders especially now that there has been a quantum leap in people owning Ebikes, and were will they ride?

Please do not scale back your planned cycling works, we want Melbourne to be the Cycling capitol of Australia.

Regards, Ferdinand Saliba,
President Brimbug.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * Yes No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Patrick Hearps

Email address: *

pat.hearps@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Please keep building bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Please don't stop building bike lanes. It would be a terrible mistake.

I've been cycle commuting for years, and continue to do so now. What's changed since my youth is that I'm much more risk-averse, especially since I now have a young family – a 2 year old son with a baby daughter to be born later this year. The thought of having a bike accident and leaving them behind is too much to bear.

I am able to stay on bike lanes or backroads for almost the whole commute to the city. Often it seems that the last part of the ride is the most dangerous. I am very grateful to have the bike lanes that exist already, but there are plenty of streets that still need upgrades.

I know that despite my being much more safety conscious than 10–15 years ago, there are still many people who are put off bike riding because they don't feel safe enough. Making good bike lanes goes a huge way to encourage more people to cycle.

And cycling is good for all of us – it's one of the few times I get solid cardio exercise, I'm not producing any greenhouse gas emissions, and it's much cheaper.

You've been doing great leading the way for years, don't give up now.

Regards,
Pat Hearps

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * Yes No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Duncan Johnston

Email address: * duncanj@collinsbooks.com.au

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Bicycle Lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

As one of the owners of The Hill Of Content we are writing to voice our displeasure of the bicycle lanes implementation programme in the CDB, particularly in Exhibition Street.

It has caused havoc with our business through loss of daily deliveries, now fortnightly because of time spent getting into the city, no returns pick at best back to monthly and now where for customers to stop. It has decimated our cash flow.

Exhibition Street is the main entry to the top of the CDB from the M1 and from the Eastern. It is a in our area also also the main entry for all construction vehicles of which there is plenty from both freeways. Along with the "short Term" entertainment additional areas on roadways traffic is stopped all the time. No flow through. Also very few bikes yet they have caused all the havoc. a 16% increase in bike traffic from an extremely low base is still very little use. Its effecting the restaurants and theaters in our area as people dont ride bikes to come to those activities.

Please, for the sake of survival please review. Our city is not like European and they dont have tram tracks taking up 50% of the roadway.

We need help and traffic flow is one way to do it.

Regards,

Duncan Johnston

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Paul Italiano

Email address: *

paul.it@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Getting bike lane balance right

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Hi,

Personally I'm hoping the pause in bike lane rollouts is used to apply some balance in where and how they're rolled out. It would be good to understand that key roads are fitted with good lanes as arterial routes, but not that every road in the inner city is smashed with bike lanes, in a similar manner that not every road in the city is for cars anymore. Regardless of where lanes are rolled out, it would be ideal to ensure in any shared transport scenario, it is safe for pedestrians as well as moving vehicles and that enforcement is equally applied. I have been at more danger on foot of being knocked down often from bicycles (especially electric bicycles with food delivery) than cars. Similarly I've seen incidents with bicycle lanes being perhaps inappropriately used by electric and motor scooters alike. In summary I support appropriate bicycle infrastructure where balanced with other needs and realities of transport. Cars are not going away in the near future with Covid, Melbourne's layout And limited public transport.

Thanks for your consideration

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * Yes No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Anna Stempel

Email address: *

anna.stempel@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Item 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Committee,

I write to express my strong objection to the proposed pause on bike lane construction within the Hoddle Grid. I cycle through the city to and from my home in Brunswick West and my workplace in Cremorne, and to shop, attend events, eat out and enjoy Melbourne's live music and arts scene. I sometimes have my toddler on the back of my bike.

When the protected bike lanes were first announced I felt a huge sense of relief – it felt like such an overdue project for a city that can and must dramatically increase its active transport uptake in the coming years. The idea that I wouldn't have to be so afraid for my own and my daughter's life as I ride on city streets was so very, very welcome. While this project is modest in comparison to what is being done elsewhere – including the City of Sydney – it felt like Melbourne's leaders were finally making the kind of bold decisions that are so urgently required to help us transition to a decarbonised future. To hear that Council is thinking about stepping away from this project now was genuinely crushing.

Change is always difficult and there will always be those who fight it, but protected bike lanes save lives. If we are forced to weigh up some inconvenience for delivery drivers and frustration, or even outrage, from drivers who feel entitled to the available public space, against the death of people such as the young woman who was killed riding in the CBD just weeks ago, along with the many others of us who face unacceptable levels of risk as we ride every day – well, it's a clear decision to me.

Please proceed with the protected bike lanes project as planned.

Sincerely,
Anna Stempel

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Matthew Mclaughlin

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matthewmclaughlinemail@gmail.com

Phone number *

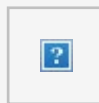
Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

City of Melb – reduction roll out of bike lanes

Alternatively you may attach your written submission by uploading your file here:



[dont_stop_bike_lanes_mclaughlin.pdf](#)

60.59 KB · PDF

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Dear Melbourne City Councillors,

Agenda item title: Agenda 6.9

Increasing volumes of people riding is a best-buy for reducing traffic, air and noise pollution, in-turn supporting local businesses. Around the world, I've witnessed transformative change when walking and riding become safe, easy and convenient travel modes.

I'm writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure - including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality.

There are many reasons bike lanes are an important part of our transport system - and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving '[traffic evaporation](#).' By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated [1,700 deaths](#) every year in Australia - larger than the national road toll. If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around. These upgrades can dramatically impact older people, those living with a disability, low income households and migrant communities.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options, and improved infrastructure allows more Melbournians to experience these benefits.

To conclude, I am alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my gratitude for the bike lanes that have been rolled out to date (and accelerated during COVID-19). I sincerely hope that you persevere with your bike strategy, which was outlined well before the pandemic.

Yours sincerely,
Matthew Mclaughlin

07/06/2022
matthewmclaughlinemail@gmail.com

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Tiaan Bosman

Email address: *

tiaan.bosman@gmail.com

Phone number *

Date of meeting: *

Monday 6 June 2022

Agenda item title: *

Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Date of meeting: 07/06/22

Agenda item title: Agenda 6.9

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There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving ‘traffic evaporation’ (1). By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. As the City of Melbourne’s own research (2) shows, “Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride.” A recent Melbourne study supports your findings, demonstrating that separated cycling infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

Increase business: Despite all the criticism that has led to this “pause”, which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure increases economic activity, spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than ever. Salt Lake City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the extra foot and wheel traffic (5). Further, with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and

dog!) is only growing.

Improve safety for all road users: Research indubitably demonstrates that implementing bike lanes enhances safety for not only people riding bikes but those driving and walking (6). This is because separated bike lanes have a car-traffic calming effect, enabling vehicles to move at safer speeds for everyone.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll (7). If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around (8). These upgrades can be of particular benefit to older people, those living with a disability, low income households and migrant communities.

Reduce emissions: Personal transport is Australia's fastest growing source of emissions (9); and fluctuates between the second and third highest source (behind only energy and land use) (10). Bottom line: our cars are a major contributor to climate change and Melbournians need to be empowered to move in different ways wherever possible. The global climate science is clear: we need to increase active transport to reduce transport emissions. Local research tells us that more separated and dedicated infrastructure is required to move the great number of people from the interested category to actually taking up riding. Australia needs a national strategy to move away from petrol-guzzling cars to bike-riding, walking and zero-emissions public transport and electric vehicles. To pause these bike lanes would put Melbourne on the back-foot, set to become stuck in the past as Australian cities implement innovative and intelligent transport solutions.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options (11), and improved infrastructure allows more Melbournians to experience these benefits .

To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

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I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. I ask that you preserve with your bike strategy to reap all the benefits they will bring – a strategy set in motion well before the pandemic.

References:

<https://www.theguardian.com/lifeandstyle/video/2022/may/17/why-new-bike-lanes-dont-cause-traffic-jams-video>

<https://www.melbourne.vic.gov.au/SiteCollectionDocuments/transport-strategy-2030-city-of-melbourne.pdf>

<https://www.sciencedirect.com/science/article/pii/S2214140521003200>

<https://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf>

https://drive.google.com/file/d/0B8tOk7_upXv5djhCajg1Z0i3bmhTVTlxWldwRzAOYjIWNW9R/view?resourcekey=0-Fr7Mp141yXvXzW6u5NBjqQ

<https://www.sciencedirect.com/science/article/abs/pii/S2214140518301488?via%3Dihub>

https://nespurban.edu.au/publications-%20resources/research-reports/CAULRR06_%20%20SubmissionFuelQualityStandardsAct2000_Mar2017.pdf
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<https://www.climatecouncil.org.au/wp-content/uploads/2017/09/FactSheet-Transport.pdf>
https://www.climatecouncil.org.au/wp-content/uploads/2018/10/CC_MVSA0154-Report-Transport_V6-FA_Low-Res_Single-Pages.pdf

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * Yes No

Privacy acknowledgement: *

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danielzajd@gmail.com

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Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda 6.9

Alternatively you may attach your written submission by uploading your file here:



[lettercommunity_dearmelbournecitycouncillors.pdf](#)

40.24 KB · PDF

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

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Date of meeting: 07/06/22

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References:

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- 2) <https://www.melbourne.vic.gov.au/SiteCollectionDocuments/transport-strategy-2030-city-of-melbourne.pdf>
- 3) <https://www.sciencedirect.com/science/article/pii/S2214140521003200>
- 4) <https://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf>
- 5) https://drive.google.com/file/d/0B8tOk7_upXv5djhCajg1Z0I3bmhTVTIxWldwRzA0YjJWNW9R/view?resourcekey=0-Fr7Mp141yXvXzW6u5NBjqQ
- 6) <https://www.sciencedirect.com/science/article/abs/pii/S2214140518301488?via%3Dihub>
- 7) https://nespurban.edu.au/publications-%20resources/research-reports/CAULRR06_%20%20SubmissionFuelQualityStandardsAct2000_Mar2017.pdf
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- 2) <https://www.melbourne.vic.gov.au/SiteCollectionDocuments/transport-strategy-2030-city-of-melbourne.pdf>
- 3) <https://www.sciencedirect.com/science/article/pii/S2214140521003200>
- 4) <https://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf>
- 5) https://drive.google.com/file/d/0B8tOk7_upXv5djhCajg1Z0I3bmhTVTIxWldwRzA0YjJWNW9R/view?resourcekey=0-Fr7Mp141yXvXzW6u5NBjqQ
- 6) <https://www.sciencedirect.com/science/article/abs/pii/S2214140518301488?via%3Dihub>
- 7) https://nespurban.edu.au/publications-%20resources/research-reports/CAULRR06_%20%20SubmissionFuelQualityStandardsAct2000_Mar2017.pdf
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Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

council bike lane program

Alternatively you may attach your written submission by uploading your file here:



[forum_summary.pdf](#)

165.78 KB · PDF

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Forum Summary

The purpose of this forum is look at the future we need to plan for. Traditionally this is presented in economic terms without any reference to the rapidly changing world around us. Today we have looked at the evidence of global change – and the science to understand it. But it is worth reflecting on the implications in human terms if we continue to pursue business as usual. We are looking at environmental collapse and ultimately extinction.

It is worth pausing to reflect on what this means.

According to the science by the turn of the century the planet is more than 3-7 degrees hotter than pre industrial times. By this time most of the biosphere has collapsed, but the planet will continue warming for another 2 – 3 centuries. There is some evidence of human existence on the landscape such as crumbling ruins of freeways, towers, buildings and other monumental follies (some invaded by the sea), but no visible sign of life. There is an eerie quietness. No birds, no one to sing ode to joy – any semblance of the arts and other wonders of human creation disappeared long ago with the onset of grinding depression, famine, conflict and suffering as nations and people fought over declining food, water and other essentials to survive. It had become a state of anarchy – any concept of civil society disappeared long ago and diseases of all kinds had become rife. Reminiscent of the great plagues centuries earlier but far worse with no relief in sight, because the natural environment which had supported human existence had been trashed. And the evidence remained. Oceans still awash with plastic, and polluted by nuclear and other poisons that would take centuries to break down.

We, the elders of the privileged few of our generation might have scraped through and had a reasonable existence. We enjoyed the party while it lasted but it was tough to survive in the end. For our children that was a different story and for our grandchildren – well that turned out to be a disaster. I would never have great grand children.

It is a nightmare scenario.

I am sure all of you would love to prove me wrong but I am simply joining the dots based on the science presented today. And that is the future we must plan for if we continue to pursue business as usual. ¹

Our panel has identified the key problems and discussed some ways in which these can be addressed.

¹ Sadly collapses of human society are not new. They have occurred many times throughout human history but unlike this latest collapse, have been local or regional in nature and the natural environment had been able to recover – at least in a global sense, but the underlying causes had been much the same.

If we really are committed to averting this calamity *the starting point* must be to understand what the problem is and what is causing it. As you have heard today there is no single cause. Quoting from Rachel Carson's famous book *Silent Spring* written nearly sixty years ago

"What we have to face is not an occasional dose of poison which has accidentally got into some article of food but a persistent and continuous poisoning of the whole human environment – on the land, the oceans and waterways, and the atmosphere – and we must include greenhouse gases in this category

with dedications to EB White who said

"I am pessimistic about the human race because it is too ingenious for its own good. Our approach to nature is to beat it into submission. We would stand a better chance of survival if we accommodated ourselves to this planet and viewed it appreciatively instead of skeptically and dictatorially"

And to Albert Schweitzer who said

"Man has lost the capacity to foresee and forestall. He will end up destroying the earth".

That was nearly sixty years ago. There were earlier warnings but they have grown louder since. Despite these warnings we are on the same trajectory and the world's population has more than doubled since.

The problem seems clear enough – Humanity has become a plague - too many people each consuming too much of the earth's natural resources and polluting/trashing it in the process. Unlike covid-19 which had a mortality rate of around 1-3%, this will ultimately have a 100% mortality rate.

I will repeat the problem more simply

- Too much consumption by a growing population²
- Too much pollution and environmental degradation

So the answer to our problem has to be to reduce each of these. That means

- Fewer people
- Less per capita consumption
- environmental restoration and less pollution.

² food production typically drives population growth and associated environmental impacts which has been facilitated by advances in technology and applied sciences. Whilst it is true that most consumption and environmental damage is caused directly or indirectly by a relatively smaller proportion of the global population in more advanced societies, it is argued that the same rationale applies. But it is an argument few people want to talk about.

- Greenhouse emission reduction is critical but we need to do much more and we are running out of time to act.

And what are our governments doing? Almost exactly the opposite. Australia is wedded to population and economic growth – in fact Australia has been using population growth to drive economic growth for decades and doing very little to reduce pollution and environmental degradation. Its response to covid-19 shows how desperate it is to maintain business as usual. And our government is not alone.

Humans remain addicted to the comforts and living standards business as usual provides. There is a lot of talk about sustainability, and there are some positive signs but much of it is merely rebranding business as usual practices and behaviour, shrouded in greenwash to make it look green or sustainable.

If humanity does not respond appropriately the planet will do it for us by becoming an increasingly hostile place to live with reduced capacity to support life. We are seeing that now, but it will get worse as the years go by. And it will not happen gradually. There will be tipping points as Will has explained where sudden changes occur, often unexpected like this pandemic.

So the question is - have human societies the will and capacity to change to avert an impending calamity. The magnitude of the challenge is huge – it is not just about climate change, it is everything we do. Responding to this is our ultimate challenge. As Will (Steffen) noted in his presentation in 2009 it will require a complete change in our values, aspirations and choices we make now and in the future. Graham Turner also noted in his limits to growth presentation in 2009, technology and marginal change will not be enough – the evidence indicates that reliance on technology alone is likely to make matters worse.

Covid-19 has forced politicians (most of them but with some notable exceptions) and decision makers to listen to the science. It is time to extend this thinking to the global environmental issues we have discussed today.

Shock and threat of death is a great motivator for change. If people are scared of Covid-19 they should be much more scared of the impending environmental calamity we are facing and this may force them to change and demand effective action, particularly if people understand the threat and need to act is now.

But it will also require a totally new way of thinking – about us, humanity and how precious life is in the first place. What a rare gift to be living on such an extraordinary planet where life took billions of years to establish then blossom in a universe that is a mixture of nothingness and unimaginable violence.

Yet within a century we will destroy it.

I think we need to accept the fact

- that our species is an integral part of the biosphere, that we are dependent, one way or another on all other species on this planet for our survival,
- that if we continue to destroy other species as we are doing now on a massive scale we are destroying our own future. To put this in context we are in the middle of the 6th greatest mass extinction event this planet has witnessed – all the result of human activity.

Australia's Indigenous people understand the need to respect the biosphere and have lived in a sustainable fashion for at least 50-60,000 years.

- Our capacity to embrace this thinking may ultimately determine whether we survive or become extinct like many other species that failed to adapt to the changing world around them in the past.
- Language matters – I think it is time we abandoned the word sustainable – a term no one really understands and is often misused as a goal, and use in its place the word “survival” because that is what it has come to.

There is a huge amount that needs to be done straight away and an army – not just our armed forces but the unemployed that can be employed to tackle some of the most critical tasks that need to be done. Reduction of greenhouse gases is a given but we also need to

- Reduce our consumption and the demands we make on the planet's natural resources
- A giant landcare project to restore much of the environment we have trashed – not just in Australia but throughout the world
- Huge waste reduction, reuse and effective recycling programs to reduce the poisoning impact on our planet and the demand we make on it harvesting the resources we need
- We need to value these jobs properly – financially
- Change the way we produce and harvest food – it is this activity which is the cause of many of our environmental problems today
- Sooner or later we will be forced to depopulate remembering that if we don't the planet will do it for us
- And there is much more, but don't pretend that technology and greenhouse gas reduction on their own will solve our problems – they won't.

All of this has huge social, economic and political implications and will put our institutions under enormous stress. It will challenge our democratic processes. Will it cope?

Finally I must say a couple of things about transport. Clearly we must work out ways to travel less, less often and more efficiently. That means more people walking and cycling. It also means making better use of our buses – the forgotten mode of public transport

that ties the public transport system together and is the only form of public transport available for most of Melbourne. But they also need to run more efficiently. And we need to stop building mega infrastructure projects state and federal governments have become obsessed with. Projects that deliver poor or questionable benefits, designed for a future based on business usual that will not exist. That would be a good start but there is much more to do. And we need to start doing these things now.

This leads to the question Where to from here?

I hope everyone here has the information now to pass on to policy and decision makers, including our politicians with a message that this really is a matter of survival and that we are fast running out of time. We need our leaders to stand up and lead, to create an environment which enables people to place less demands on the planet's natural resources by consuming less, to stop polluting and trashing our planet. We owe it to our children and grandchildren to act as their lives depend on it.

Business as usual is a plan for extinction. We need a plan for survival - now.

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Margie McKay

Email address: *

hello@udf.org.au

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda Item 6.9 – Urban Design Forum Australia Submission

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Please refer to the attached submission in support of the continued investment in bicycle infrastructure to facilitate the accelerated growth of of bicycle, e-bicycle, e-scooter and other micro-mobility alternatives to private cars within the Central City.

Alternatively you may attach your written submission by uploading your file here:



[urban_design_forum_item_6.9_fmc.pdf](#)

344.10 KB · PDF

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

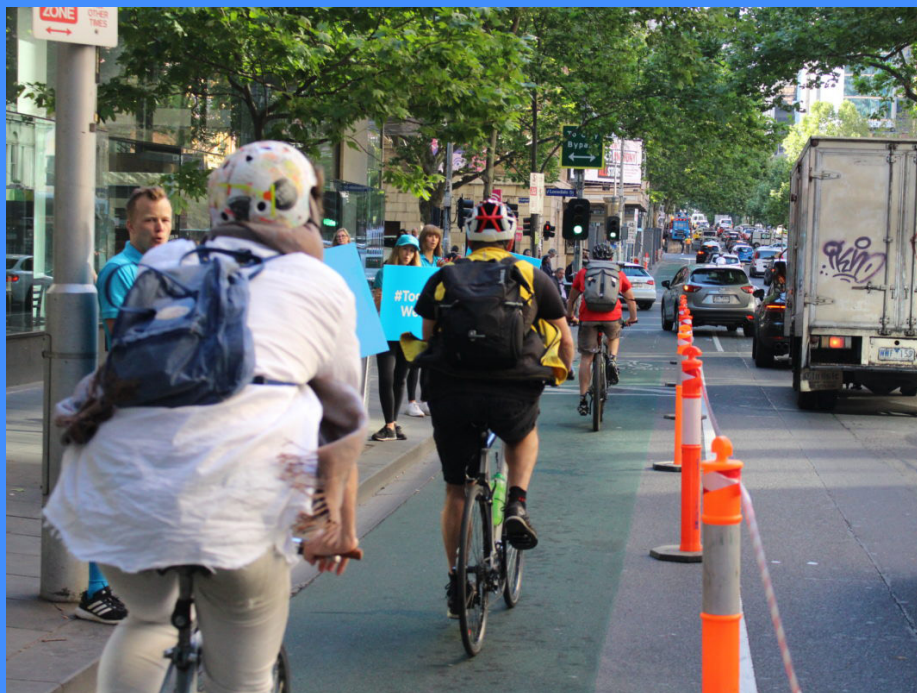
Urban Design Forum Australia



Public Submission

Agenda item 6.9

Implementation Update: City of Melbourne
Transport Strategy 2030 & Transport Program to
Aid City Recovery and Reactivation



The delayed return of workers to the city offers the perfect opportunity to continue to implement protected cycle lanes while pedestrian numbers within the city are still lower than pre-Covid, reducing the disruption of construction work.

We live, work and play on the traditional lands of the Wurundjeri people of the Kulin nation. We acknowledge that sovereignty was never ceded and pay our respects to elders past, present and emerging and extend this respect to all Indigenous Australians.



Attn:
Future Melbourne
Committee
City of Melbourne

Re:
Agenda item 6.9 -
Implementation Update:
City of Melbourne
Transport Strategy 2030
and Transport Program
to Aid City Recovery
and Reactivation -
Urban Design Forum
Submission

Dated:
June 06, 2022

Pages:
5

From:
Urban Design Forum
Australia
Suite 1.2/2
Collins St.
Melbourne VIC 3000

Summary of submission

Urban Design Forum welcomes the opportunity to make a submission to the Future Melbourne Committee regarding Agenda item 6.9.

We strongly support the implementation of the City of Melbourne's Transport Strategy 2030. Major investment in safer cycling infrastructure and programs will continue to ensure that cycling is a vital and growing component of Melbourne's transport network.

We also support Council's commitment to accelerate implementation of protected bike lanes in February 2020 as a response to the Climate and Biodiversity Emergency, and in September 2020, to improve safe travel options in response to COVID-19 challenges. This reflects the leadership demonstrated by a number of global cities across continental Europe, the United Kingdom and United States in accelerating the transition away from reliance on private cars.

However, Urban Design Forum opposes Recommendation 22.6 to defer installation of protected bike lanes during 2022-2023 and encourages the City of Melbourne to continue the accelerated program of protected bike lane delivery to fast-track a complete network of safe bicycle lanes. We encourage the Future Melbourne Committee to be emboldened in looking to the future of the City's transport system rather than reverting to an idea of automobile prioritisation that belongs in the past.

Who are we?

Urban Design Forum Australia is an independent non-profit industry organisation that supports public interest outcomes in cities. We believe that well-designed and effectively governed cities are essential to solving the major challenges of our time. Our 190+ members come from private consultancy, state and local government as well as the development industry. Our members are urban designers, architects, landscape architects and planners; many with vast experience in city shaping projects, including within the City of Melbourne. We have over 15 supporting Partners from across government, industry and non profit groups. This includes the City of Melbourne along with a number of neighbouring IMAP Councils such as the City of Port Phillip and City of Yarra.

Building a more balanced, low carbon transport system

Cities around the world are investing in improved cycle infrastructure in order to reap the benefits of transport efficiency, public health and local economy. To quote the former commissioner of the New York City Department of Transportation Janette Sadik-Khan:

“The cities that make these kind of investments and changes are the cities that are growing and thriving in this century.”

City of Melbourne should be commended for the commitment to date to the installation of protected cycle lanes providing a safe, viable active transport option for people to travel into and within the Central City.

The data included in the Urbis report, *Economic Contribution of Different Modes of Transport to City Recovery* highlights the benefits that space-efficient modes such as walking and cycling provide to the city's economy. This research shows that there is no expenditure difference between trips to the city in various modes, and the most inefficient trip type is by motor vehicle, given the required allocation of road space as well as space within public and private parking structures. Additionally, around 43% of vehicles travelling in the Central City comprises through-traffic, contributing no economic value. If we can support greater uptake of bicycle use with a complete network, then a greater number of bicycle trips would support greater expenditure within the Central City.

There are also well documented health benefits in cities that encourage walking and cycling by providing the infrastructure to support it. Cities with protected cycle lanes have a greater diversity of people riding bikes, including more women, children and older cyclists. Safe, connected cycle lanes encourage more trips by bike and more diversity of bike riders, including people who don't currently ride due to safety concerns. New active transport modes including e-bikes and e-scooters are also supported by protected cycle lanes, while also providing critical protection for vulnerable workers in our booming bicycle based delivery services.

Recent data from the City of Melbourne's E-scooter trial alone revealed 1 million trips in 17 weeks, with 84% of trips taking place in bike lanes. 45% of these trips replaced car based journeys. In London, it took 6 months longer to reach this milestone, with triple the quantity of e-scooters available. This supports the notion that bike lanes are about far more than just pedal power, as new forms of technology supported mobility require access to street space that is protected from cars.

Street designs that incorporate protected lanes and traffic calming have been shown to be safer for more than just cyclists. A 13 year study of multiple US cities found that protected bike lanes increase traffic safety for all road users including drivers (<https://www.pasadenacsc.org/blog/protected-bike-lanes-increase-traffic-safety-for-everyone>) while significantly improving pedestrian safety through separation from lanes of vehicle traffic.

City of Melbourne's program of implementing protected cycle lanes on key cycle routes is commended. Gaps in the network undermine people's confidence in cycling and therefore the focus on an accelerated network of protected cycle lanes in Melbourne will encourage take up by more tentative cyclists. We also commend the implementation process of proactively seeking feedback from street users, testing results and adjusting the cycle lanes in response. This evidence-based approach is world class.

Urban Design Forum questions the logic of deferring the successful roll-out of protected cycle lanes during 2022-23 when significant gaps in the network remain.

The delayed return of workers to the city is the perfect opportunity to continue to implement protected cycle lanes while pedestrian numbers within the city remain lower than pre-Covid 19, reducing the disruption of this construction work to city workers and visitors.

As city worker numbers are likely to slowly increase over the coming year, particularly post winter, having increased safe transport options to support movement to and within the central city will provide further encouragement for this return to the office.

Urban Design Forum urges City of Melbourne to show leadership in shaping Melbourne for the better by continuing the accelerated program of protected bike lane delivery to fast-track a network of safe bicycle lanes that support a wide and growing range of mobility options. We would welcome the opportunity to discuss this submission with relevant Councillors or Staff if required.

Should you have any queries regarding the information contained within this letter, please don't hesitate to contact Margie McKay, President Urban Design Forum or Andy Fergus, Advocacy Lead Urban Design Forum on _____ or via hello@udf.org.au.

Kind regards,

Margie McKay
Joint President Urban Design Forum

Andy Fergus
Advocacy Lead Urban Design Forum

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

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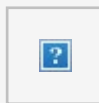
Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9

Alternatively you may attach your written submission by uploading your file here:



[lettercommunity_dearmelbournecitycouncillors_1.pdf](#)

40.24 KB · PDF

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Dear Melbourne City Councillors,

Date of meeting: 07/06/22

Agenda item title: Agenda 6.9

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure - including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality - to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system - and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation' (1). By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. As the City of Melbourne's own research (2) shows, "Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride." A recent Melbourne study supports your findings, demonstrating that separated cycling infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

Increase business: Despite all the criticism that has led to this "pause", which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure **increases economic activity**, spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than ever. Salt Lake City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the extra foot and wheel traffic (5). Further, with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and dog!) is only growing.

Improve safety for all road users: Research indubitably demonstrates that implementing bike lanes enhances safety for not only people riding bikes but those driving and walking (6). This is because separated bike lanes have a car-traffic calming effect, enabling vehicles to move at safer speeds for everyone.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia - larger than the national road toll (7). If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around (8). These upgrades can be of particular benefit to older people, those living with a disability, low income households and migrant communities.

Reduce emissions: Personal transport is Australia's fastest growing source of emissions (9); and fluctuates between the second and third highest source (behind only energy and land use) (10). Bottom line: our cars are a major contributor to climate change and Melbournians need to be empowered to move in different ways wherever possible. The global climate science is clear: we need to increase active transport to reduce transport emissions. Local research tells us that more separated and dedicated infrastructure is required to move the great number of people from the *interested* category to actually taking up riding. Australia needs a national strategy to move away from petrol-guzzling cars to bike-riding, walking and zero-emissions public transport and electric vehicles. To pause these bike lanes would put Melbourne on the back-foot, set to become stuck in the past as Australian cities implement innovative and intelligent transport solutions.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options (11), and improved infrastructure allows more Melbournians to experience these benefits .

To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. **I ask that you preserve with your bike strategy to reap all the benefits they will bring - a strategy set in motion well before the pandemic.**

References:

- 1) <https://www.theguardian.com/lifeandstyle/video/2022/may/17/why-new-bike-lanes-dont-cause-traffic-jams-video>
- 2) <https://www.melbourne.vic.gov.au/SiteCollectionDocuments/transport-strategy-2030-city-of-melbourne.pdf>
- 3) <https://www.sciencedirect.com/science/article/pii/S2214140521003200>
- 4) <https://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf>
- 5) https://drive.google.com/file/d/0B8tOk7_upXv5djhCajg1Z0I3bmhTVTIxWldwRzA0YjJWNW9R/view?resourcekey=0-Fr7Mp141yXvXzW6u5NBjqQ
- 6) <https://www.sciencedirect.com/science/article/abs/pii/S2214140518301488?via%3Dihub>
- 7) https://nespurban.edu.au/publications-%20resources/research-reports/CAULRR06_%20%20SubmissionFuelQualityStandardsAct2000_Mar2017.pdf
- 8) <https://www.jstor.org/stable/26211762>
- 9) <https://ageis.climatechange.gov.au/nggi.aspx>
- 10) <https://www.climatecouncil.org.au/wp-content/uploads/2017/09/FactSheet-Transport.pdf>
- 11) https://www.climatecouncil.org.au/wp-content/uploads/2018/10/CC_MVSA0154-Report-Transport_V6-FA_Low-Res_Single-Pages.pdf

Privacy acknowledgement: *

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Kenn Beer

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kenn.beer@safesystemsolutions.com.au

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Please see attached

Alternatively you may attach your written submission by uploading your file here:



[city_of_melbourne.pdf](#)

155.28 KB · PDF

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

City of Melbourne

07 June 2022

Dear Melbourne City Councillors,

Agenda item title: Agenda 6.9

We write to express our support for the continued roll out of Melbourne CBD bike lanes.

Continuing to create a network of safe, separated bike lanes in the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality. And these separated lanes are highly aligned with the Safe System, the Victorian Government's road safety objectives and our ethical operation of a transport system.

We were alarmed to see Melbourne City Council considering pausing the roll out of critical safety infrastructure.

A few voices should not outweigh the benefits to Melbournians who would be safer by using this infrastructure.

We want to express our gratitude for the bike lanes that have been rolled out to date (and accelerated during COVID-19).

If you have any questions, please be in contact.

Yours sincerely,

**KENN BEER
PRINCIPAL ENGINEER**

Kenn.Beer@SafeSystemSolutions.com.au



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Name: *

Douglas Bell

Email address: *

jezzabel52@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9

Alternatively you may attach your written submission by uploading your file here:



[bike_lanes.pdf](#)

64.43 KB · PDF

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Dear Melbourne City Councillors,

Agenda item title: Agenda 6.9

I'm writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

I worked in the CBD from 1985 – 2016 and rode my bicycle (2-3 times a week). More recently – whilst visiting the city I have been super -impressed by the emergence of new bicycle lanes (I especially value William Street). Although I no longer work in the CBD, I love to ride along the Yarra and meet friends in the CBD where we often lunch and spend dollars in the CBD and how we rely on safe cycle access.

There has never been a more important time to roll out quality active transport infrastructure - including bike lanes and footpaths and I note we have only recently celebrated World Bicycle Day.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are:

- * healthier
- * reduce car traffic and
- * improve accessibility and
- * improve air quality.

Bicycles can also play an important role in reducing the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options, and improved infrastructure allows more Melbournians to experience these benefits.

To conclude, I was alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

I want to express my gratitude for the bike lanes that have been rolled out to date (and accelerated during COVID-19). I sincerely hope that you persevere with your bike strategy, which was outlined well before the pandemic.

Yours sincerely,

Douglas Bell
3 Talbot Crescent
Kooyong Vic 3144

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Kellie Dundon

Email address: *

kdundon@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda 6.9

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[lettercommunity_dearmelbournecitycouncillors.pdf](#)

40.24 KB · PDF

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There are many reasons bike lanes are an important part of our transport system - and should be receiving increased government funding and attention:

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I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. **I ask that you preserve with your bike strategy to reap all the benefits they will bring - a strategy set in motion well before the pandemic.**

References:

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- 2) <https://www.melbourne.vic.gov.au/SiteCollectionDocuments/transport-strategy-2030-city-of-melbourne.pdf>
- 3) <https://www.sciencedirect.com/science/article/pii/S2214140521003200>
- 4) <https://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf>
- 5) https://drive.google.com/file/d/0B8tOk7_upXv5djhCajg1Z0I3bmhTVTIxWldwRzA0YjJWNW9R/view?resourcekey=0-Fr7Mp141yXvXzW6u5NBjqQ
- 6) <https://www.sciencedirect.com/science/article/abs/pii/S2214140518301488?via%3Dihub>
- 7) https://nespurban.edu.au/publications-%20resources/research-reports/CAULRR06_%20%20SubmissionFuelQualityStandardsAct2000_Mar2017.pdf
- 8) <https://www.jstor.org/stable/26211762>
- 9) <https://ageis.climatechange.gov.au/nggi.aspx>
- 10) <https://www.climatecouncil.org.au/wp-content/uploads/2017/09/FactSheet-Transport.pdf>
- 11) https://www.climatecouncil.org.au/wp-content/uploads/2018/10/CC_MVSA0154-Report-Transport_V6-FA_Low-Res_Single-Pages.pdf

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Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Alternatively you may attach your written submission by uploading your file here:



[approach_to_protected_bike_lanes_in_the_hoddle_st_grid.pdf](#)

146.86 KB · PDF

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Submission for Future Melbourne Committee Agenda Item 6.9 - Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please don't pause the construction of further protected bike lanes in the Hoddle Grid

I have lived 3 km from the CBD for more than 20 years, and regularly travel to the CBD for work purposes, for shopping, to eat out, to attend the theatre, and to meet friends. I also travel through the CBD on public transport (to get to regional destinations and the airport), and by bicycle (for recreational purposes). My current office is not in the CBD, however I still attend meetings, site visits and industry events within the Hoddle Grid regularly.

Prior to Covid, I was comfortable riding along the Main Yarra Trail as far as Flinders Street station, however if my destination was elsewhere in the CBD I would generally prefer to take public transport, as the roads felt so unsafe when riding. Since the new protected bike lanes have been built, I can now ride in via either the Main Yarra Trail or Albert Street and reach within a few blocks of most destinations in the CBD. If I'm meeting a work colleague, they are no longer surprised to see me arrive by bike, and in fact I often find other people have also ridden to the meeting. I've also taken my 13 year old daughter by bike to go shopping or to a movie in the CBD, something I never would have considered safe before the protected lanes were installed – and we were not the only families using the lanes, I've seen children as young as five or six riding along happily, accompanied by their parents. These safe, connected bike routes are an absolute game changer for anyone living within 5 to 10 km of the CBD, in terms of providing another feasible transport option (and a very economical one at that).

I urge the CoM to continue with their fast-tracked implementation of protected bicycle lanes, both within the Hoddle Grid and on routes into the CBD. Further reasons for this are summarised below.

Regarding the reported data on bike lane usage and monitoring:

- It's likely that the Rathdowne Street route has not yet seen an increase in numbers of cyclists since pre-Covid because it is not yet a fully protected bike lane in both directions. CoM needs to bear in mind that where new riders have been encouraged into the CBD due to the new protected, safer bike lanes, they are especially likely to experience discomfort when needing to ride in an area where the lanes are not protected or are not continuous. I think a fair comparison of before and after patronage of bike routes since protected lanes were installed should only be made where a new route is continuous.
- CoM needs to allow sufficient time to monitor for increases in bike lane use, especially on routes which are not yet continuous protected lanes or where building developments have blocked lanes for a period of time – we experienced this recently in La Trobe Street, where riders were abruptly diverted into a busy traffic lane due to building works occupying the bike lane. Monitoring patronage of new routes for a longer period during Covid recovery should however not prevent new protected lanes being built in parallel.
- Protected routes outside of the Hoddle grid are of course also important and should be fast-tracked, however this does not replace the need for more protected lanes within the Hoddle grid.

Regarding the negativity towards bike lanes from some retailers and transport workers:

- The number of food delivery riders has increased enormously during Covid, and these workers also have a right to safe working conditions, which includes upgrading of bicycle and micromobility routes and building of more protected lanes.
- There are likely to be some legitimate concerns about removal of some loading bays etc, however these can be addressed by working through the details with the retailers (as CoM is already doing) and should not be a reason to pause protected bike lane construction or remove existing protected lanes. Options include converting some nearby parking spaces to loading bays (eg around the corner), or possibly allowing deliveries in bus bays or bike lanes during restricted, low-use periods (such as 2 am to 4 am).
- Longer term, many delivery needs could be met by converting some off-street parking facilities to distribution centres, which would guarantee an unloading space for delivery trucks and vans and allow last-mile deliveries to be undertaken by hand trolley, bicycle, e-bike, motorcycle or smaller sized electric vehicles.
- Retailers need to accept that the CBD is not the destination of choice for shoppers who wish to travel by private car, and hasn't been for a long time. Shoppers from the outer suburbs who wish to drive and purchase big box items are already choosing to shop at Chadstone, Highpoint or Eastland. Instead, CBD retailers should focus on local shoppers (including those living within 5 to 10 km of the CBD) and on people who are already in the CBD for other purposes (as mentioned in the Urbis report). The emphasis should be on specialty stores, unique experiences, services, food and entertainment, rather than big box items.
- Reducing the volume of motorised traffic in the CBD even further will differentiate the city from suburban alternatives, making it a quieter, less polluted and more pleasant experience for pedestrians, cyclists and outdoor diners. More bike lanes will assist with traffic calming and act as a buffer between cars and pedestrians.
- The social aspect is also crucial to consider, both for work purposes (in-person meetings) and recreational purposes (meeting with friends or family for a meal or to attend theatre or a concert) – here the CBD has a clear advantage over suburban locations, due to superior public transport access from all directions and the large population within a short walking or riding distance. People will choose to meet in the CBD, and supporting public and active transport access will allow and encourage the greatest number of people to do so.

Thank you for the opportunity to make this submission.

Alyson Macdonald,
Cremorne 3121 resident

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Lea Frermann

Email address: *

l1@frermann.de

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Alternatively you may attach your written submission by uploading your file here:



[agenda6.9_frermann.pdf](#)

27.28 KB · PDF

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Dear Melbourne City Councillors,

Agenda item title: Agenda 6.9

I'm writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes, as per the following three arguments.

1. **Climate change and environmental protection.** Transport is one of the major contributors to climate change and global warming, and this current decade is the last chance to reduce global warming through targeted and consequent policies, before entering a spiral of dramatic consequences and force of very extreme reaction. Supporting a move away from cars and towards shared transport, cycling or walking is among the easiest to implement and most impactful policies. The current density of cars on Australia's roads does not scale with our growing population: neither in terms of emissions nor in terms of the space that needs to be devoted to car infrastructure. Note that electric vehicles only address the former problem. Providing diverse and safe alternative modes of transportation is of utmost importance right now. I urge you to keep moving forward with developing bicycle infrastructure in Melbourne.
2. **Health and quality of life.** Inner cities are concrete jungles, where car infrastructure takes up a majority of space, be it roads or parking areas, at the expense of green and/or communal areas. Air and noise pollution are a problem in almost all major cities, leading to illness and pressure on the medical system. A lack of daily movement and excessive sitting in office jobs or cars also negatively impacts global health. Providing diverse and safe alternatives to car-based commutes will improve individual health, air quality, and overall quality of life through reduced noise levels and more shared and communal spaces. I urge you to keep moving forward with developing bicycle infrastructure in Melbourne.
3. **Personal experience.** I commute daily from the northern suburbs to Parkville. Daily obstacles due to poor bicycle infrastructure that I face include: (1) cars parking or holding on poorly signalled/non-separated bike lanes, leading to situations where the cyclist needs to enter road traffic to pass the car as well as danger of being hit by opening doors; (2) cars pulling through poorly signalled bike lanes when turning left, overlooking riders; (3) bike lanes which are in between left-turning and straight line at traffic lights, and are less than half a meter wide, leading to cyclists squashed in between cars on either side. This commute is representative for the Melbourne infrastructure. It is not welcoming and not suitable for children, nor for beginner cyclists. This creates a severe obstacle to potential riders taking up commuting by bike. Providing a safe cycling infrastructure will create a welcoming environment for cyclists of all ages and levels, and lead to more diverse modes of commute in inner Melbourne – and ultimately to less congested roads.

I sincerely hope that you persevere with your bike strategy.

Yours sincerely,

Lea Frermann.

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Afshin Jafari

Email address: *

afshin.jafari@rmit.edu.au

Phone number *

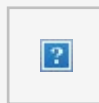
Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Item 6.9

Alternatively you may attach your written submission by uploading your file here:



[cityofmelbournesubmission220607.pdf](#)

169.93 KB · PDF

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

7/06/2022

City of Melbourne
90-120 Swanston Street,
Melbourne VIC 3000**Submission re 7 June 2022 Future Melbourne Committee Item 6.9**

Dear Councillors,

As a team of interdisciplinary researchers at the Healthy, Liveable Cities Lab from RMIT University we have expertise in measuring health benefits that come from active transport options such as walking and cycling. We are therefore concerned that the Council is considering deferring the delivery of new protected bike lanes within the Hoddle Grid. Safe cycling infrastructure is a necessity for creating healthy, sustainable, and equitable transport systems within cities. This is now a global trend, and recently adopted as a post-pandemic priority by C40, the global network of Mayors. Although Melbourne is said to be 'liveable', it has a significant ecological footprint, due to its car-centric planning.

Here we outline our key points and recommendations as to why cycling is a priority mode of transport for a city like Melbourne with population growth predicted to double in the next 30 years and why it is vital to provide *safe* infrastructure to cyclists. Furthermore, we provide evidence and recommendations to reinforce the importance of providing safe cycling infrastructure for supporting behaviour change based on rigorous national and international academic studies. Key points and recommendations are as follows and we offer greater detail on these points further on in this letter:

Key background points:

- Cycling as a priority mode of transport, in order to create a healthy and sustainable city;
- Cycling is being prioritised in strategic plans of most of the world's leading cities;
- The COVID-19 pandemic has provided an opportunity to [change travel behaviours](#) and norms to use cycling [as a sustainable mode of transport](#).

Supporting evidence and recommendations:

- Investing in safe and connected cycling infrastructure will result in [a higher number of cyclists](#) and reduce the risk of serious injuries and fatalities in cyclists;

- Strategies to promote cycling and reduce car use will have a significant impact on reducing [greenhouse gas](#) emissions and creating a sustainable city;
- Investing in safe cycling [infrastructure](#) and subsequent increase in bicycle use can significantly reduce health system costs;
- Tools such as the Transport Health Assessment Tool for Melbourne (THAT-Melbourne) are available at the aio.org.au website to measure health impacts from cycling;
- Understanding the change in the dynamics of transport system (such as change in car traffic congestion) after adding a cycling infrastructure requires a system thinking approach and our team is undertaking research that may assist the COM.

Background:

The [Healthy Liveable Cities Lab \(HLCL\)](#) is a world-leading research group consisting of multidisciplinary researchers focused on examining the influence of city design and planning on health and [well-being](#). Our research is developed in partnership with policy and practice stakeholders to inform best practice policy and planning by simulating, modelling, and assessing the health impact of planning and transport interventions aimed at creating healthy and sustainable cities.

Promoting cycling as a priority mode of transport for creating a healthy and sustainable city

Transport is the fastest growing source of [greenhouse gas](#) (GHG) emissions globally. In addition to the significant impact of GHG emissions on global warming and environmental sustainability, the evidence of the damage caused to human health and economic prosperity from fossil fuel powered vehicles is now [alarming](#). Air pollution causes 4.5 million premature deaths [worldwide](#) each year; [Traffic noise](#) is now [ranked](#) second biggest environmental threat to public health after air pollution; and congestion can cost [up to 8%](#) of a city's total GDP (Lowe et al, 2022).

Cycling is becoming increasingly more important in strategic plans of world's leading cities

In C40 cities, of which Melbourne is a member of, transport accounts for one third of CO2 emissions, and in some cities, it represents up to 45%. Many of the C40 pioneering mayors are already committed to a future with city centres that are not dominated by motor vehicles by participating in declarations such as the Fossil-Fuel-Free Streets Declaration, which promises to restrict the presence of motorized vehicles in their city centres and transform them into spaces enjoyed by pedestrians and cyclists (Watts, 2018). They have also committed to 'built back better' by creating 15-minute cities where the focus is on increasing walking and cycling and decreasing driving.

The Victorian Government's interim target for the period 2021–2025 is for emissions to be reduced by 28–33% and 45–50% by the end of 2025 and 2030. One of the actions detailed in the Climate Change Strategy is to improve cycling and walking infrastructure. The Victorian Government is building or planning more than 250 km of cycling and walking paths in its major transport infrastructure program. In addition, 100 kilometres of new and improved cycling routes are being tested in key inner Melbourne suburbs to make it easier and safer for people to cycle to and from the CBD. These initiatives support the Government's goal of 25% of trips being made by cycling or walking by 2025. This is a critical time to better understand the preferences and requirements of people to inform the development of new infrastructure.

The COVID-19 pandemic has provided an opportunity to change travel behaviours and norms to use cycling as a sustainable mode of transport.

During pandemic lockdowns, in many cities worldwide, traffic [congestion](#) was reduced due to the combination of official stay-at-home orders, [along](#) with the fear of the virus (Muley, Shahin et al.

2020; Fuller, McGuinness et al. 2021). Cycling levels around Australia have increased by up to 69% compared to pre-COVID levels (Bromhead 2021). This, in turn, caused a significant decrease in the number of cars on the road and created opportunities for municipal authorities to further promote active transport in particular cycling, through the creation of pop-up cycle lanes (Fuller, McGuinness et al. 2021). Australia, like the United States, the United Kingdom and Europe, implemented this strategy during the COVID19 pandemic.

A review of scientific evidence:

There is a vast amount of evidence from rigorous national and international scientific studies that indicates the importance of promoting cycling for transport. Here, we would like to summarise some of these findings to help illustrate the importance of creating a connected network of safe cycling infrastructure, particularly to and from a major employment centre such as Melbourne's CBD.

Investing in safe and connected cycling infrastructure will result in a higher number of cyclists, particularly among those who are interested to cycle but concerned about their safety; and will reduce serious injuries and fatalities.

Evidence from a feasibility study on bicycle infrastructure in the United States indicates that annual per capita spending on cycling infrastructure (\$50 per resident per year) is clearly more affordable than highway infrastructure (\$400 per person per year) and public transport (\$600 per person per year) (Buehler and Pucher, 2021). Evidence from 20 cities in Europe, the Americas and Australia shows that during a 28-year period from 1990 to 2018, **an average growth of 160% in kilometres of cycling facilities resulted in an average increase of 203% in cycling and at least 42% decrease in fatality and serious injury rates in all cities.** For example: In the expansion of the bike lane network in Boston, United States (2007-2014), from 0.034 to 92.2 mi, bicycle riding increased markedly, from 0.9% of commuters in 2005 to 2.4% in 2014. Furthermore, from 2009 to 2012, the probability of being injured when involved in a bike crash was reduced by 14% (Buehler and Pucher, 2021). Evidence on the expansion of bike tracks from 12 km to 152 km in Seville, Spain showed that the number of bike trips increased from 3.1 million in 2006 to 16.3 million in 2013. In the same period, the risk of injury was reduced by 67% (Buehler and Pucher, 2021).

Strategies to discourage car use and promote cycling can have a significant impact on reducing greenhouse gas emissions and building sustainable cities.

Air pollution is the 4th leading risk factor for global mortality. Road vehicle emissions are one of the most predominant sources of human exposure to air pollution. One of the main exposures is NO₂, which has been found to be an indicator of mortality in many research studies. The results of a study in Sweden showed that there is a very large potential for reducing emissions and exposure if all car drivers living within a distance corresponding to a maximum of a 30-minute bicycle ride to work would change to commuting by bicycle. Using NO₂ or BC as indicators of health impacts, their results showed 395 (95% CI: 172–617) and 185 (95% CI: 158–209) years of life saved for the population, respectively (Johansson et al., 2017).

Investing in safe cycling infrastructure and subsequent increase in bicycle use can provide a significant reduction in health system costs.

Cycling enables individuals to incorporate physical activity in their daily life; and reduces the risk of preventable chronic disease, which costs \$15.6 billion annually in Australia (Crosland et al., 2019). Application of Health Economic Assessment Tool (HEAT) to cycling in the Netherlands showed that the total economic health benefits of cycling were estimated at €19 billion per year (Rissel et al., 2015).

Use tools such as the Transport Health Assessment Tool for Melbourne (THAT-Melbourne) available at the auo.org.au website to measure health impacts from cycling

THAT-Melbourne is Planning Institute of Australia award winning tool that measures the health impacts that come from swapping short car trips to trips from cycling, walking or a combination of both. THAT-Melbourne can be found at the Australian Urban Observatory website (auo.org.au) and can be used to support business cases and advocacy for active transport infrastructure.

Understanding the change in the dynamics of transport system (such as change in car traffic congestion) after adding a cycling infrastructure requires a system thinking approach:

The belief that taking road space from motorised vehicles and allocating it to cyclists will result in higher congestion is oversimplifying the issue and dynamics of the transport system. A recent study by our team found that more than 26.7% of Melburnians are already within a cyclable distance of their job, with Melbourne CBD being the key employment destination, and can potentially use bicycle to travel to work (Both et al 2022) which can have a significant impact on reducing congestion. In fact, in an US study Fan and Haper (2021) found that by shifting 18% of car trips to bicycle in the city of Seattle, US, it is possible to reduce number of heavily congested road segments can be reduced by 10%. However, the key consideration is that there is a delay between when a built-environment intervention is implemented (such as building a network of safe and connected bicycle lanes), and travellers' behaviour change to adopt using bicycle for their trips. Additionally, building new bicycle lanes not only provides safe infrastructure for those interested in cycling, but also encourages those who do not consider cycling as a transport mode to reconsider. Thus, a short-term increase in congestion in the Hoddle grid, if any, can be seen as a favourable outcome which over time will discourage car use for trips to CBD or through CBD, and to encourage travellers to use sustainable alternatives for such trips.

Concluding remarks

As we have observed during the pandemic, cycling is a popular and sustainable form of mobility. Increasing cycling will make Melbourne more liveable and resilient city; and will align it with all the great cities of the world which are now embracing cycling. The City of Melbourne has a reputation for its leadership in creating urban liveability. We call on the City local members to remain steadfast in their commitment to moving towards a healthy, sustainable, and equitable transport system and city; and showing the leadership required to assist the city to make this transition.

Yours sincerely,

Afshin Jafari and Tayebeh Saghapour on behalf of the Healthy Liveable Cities Lab

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Name: * Jimmy P

Email address: * jimmy@kpx1.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Alternatively you may attach your written submission by uploading your file here:



[written_submission_for_future_of_melbourne_committee_20220607.pdf](#)

51.16 KB · PDF

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Written submission for the Future Melbourne Committee on 7th June 2022 in support of continued bicycle lane development.

I am writing in regard to agenda item 6.9 – *Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation*.

In summary, I am strongly recommending the city consider continuing its accelerated development of bike lanes throughout the Hoddle grid for improved city liveability and better preparation for the future of transport.

Importantly, I would like to address three points in the agenda's report.

Cars do not provide higher value to the city despite the misleading statistics in Issue Item 13.

The inclusion of the estimated gross value adds (GVA) by modes of transport in issue item 13 is a gross simplification of value. The implication of including this singular statistic suggests that motor-vehicles have a higher value relative to bicycles. This is simply not true.

The quoted statistic overlooks the cost of maintaining roads to accommodate motor-vehicles and the associated costs of continued motor-vehicle usage (environmental destruction, health risks due to pollution, motor-vehicle accidents and fatalities).

Indeed, the report in attachment 4 – to which the very issue references – highlights this oversimplification of its GVA metric:

*“Each mode has a different spatial requirement for accommodating users. Active [e.g. walking, bicycles] and public transport is far more space-efficient than car use, resulting in road space used for **car access providing a below average return on investment...**”*

And after accounting for just space usage alone (not accounting for environmental destruction, or frequent fatalities), it is clear that car usage returns a much lower return on investment. In comparison to bicycles (\$172k/m²/person), motor-vehicles have a meagre \$93k/m²/person value add to the city, nearly half the value of that of bicycles.

Therefore, I would like to highlight the misleading implications of item 13.

Addressing Safety in Issue Item 15

Issue item 15 states:

“The most important aim of the program is to make the transport network as safe as possible for everyone in the city regardless of their choice of mode”.

However, the safety of the various modes of transport are **not comparable** despite being “as safe as possible” (for the respective mode). Motor vehicles are inherently more dangerous than any other mode of transport by orders of magnitude.

- In the Australian Bureau of Statistics (ABS) report released on 29th September 2021 titled “Causes of Death, Australia”¹. Motor vehicle crashes had the ... 5th highest YPLL, with median ages at ... 42.6.
- In the Australian Transport Safety Bureau (ATSB) report released on 2004 titled “Mortality and Morbidity in Australia Due to Transport Accidents”², it shows that Cars have a 3 times higher fatality rate and a 2.5 times higher injury rate than any other mode of transport.
 - o Car accidents have a 54.3% fatality rate, and a 36.4% seriously injured rate
 - o Pedestrian accidents have a 17.2% fatality rate, and a 9.3% seriously injured rate
 - o Bicycle accidents have a 1.9% fatality rate, and a 14.8% seriously injured rate

To achieve the slated aim of “[making] the transport network as safe as possible for everyone”, the most effective and obvious method is to minimize the usage of inherently dangerous modes of transport such as motor vehicles, and instead substitute them with safer alternatives.

Congestion due to high spatial requirements for cars in Issue item 17

Issue item 17 implicates protected bicycle lanes causing increased congestion for motor-vehicles due to reallocation of space.

Whilst this may be an initial driver of the increased congestion for motor-vehicles, the fundamental root-cause is that motor-vehicles are inherently spatially inefficient.

¹ ABS, 2021-09-29: <https://www.abs.gov.au/statistics/health/causes-death/causes-death-australia/latest-release#australia-s-leading-causes-of-death-2020>

² ATSB, 2004: https://www.atsb.gov.au/media/36885/Stat_Trans.pdf

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Name: * Peter McLean

Email address: * peter.mclean@bicyclensw.org.au

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

See attached letter from Bicycle NSW

Alternatively you may attach your written submission by uploading your file here:



[220607_bicycle_nsw_letter_regarding_city_of_melbourne_bike_lanes.pdf](#)
266.94 KB • PDF

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Future Melbourne Committee
Melbourne Town Hall
90-120 Swanston Street,
Melbourne VIC 3000

7th June 2022

Dear Lord Mayor and Councillors,

Re: Melbourne CBD bike lanes

I am writing to express my alarm that City of Melbourne Council is considering pausing the roll-out of critical bicycle infrastructure in central Melbourne in response to the loud voices of a few motorists and businesses reluctant to adapt to recent changes to city streets.

Bicycle NSW has been the peak bicycle advocacy group in NSW for over forty-five years, and has more than 30 affiliated local Bicycle User Groups. Our mission is to 'create a better environment for all bicycle riders', and we support improvements to facilities for pedestrians and cyclists. We advocate for new cycling routes to provide connections to jobs, schools and services for daily transport and recreation trips. Bike riding provides a healthy, congestion-reducing, low-carbon form of travel that is quiet, efficient and attractive for all ages with the correct infrastructure design.

Of course, our advocacy work focuses on NSW and I would like to make sure you are all aware of recent developments in active transport in Sydney and beyond.

The expansion of City of Sydney's bike network is gaining great momentum. As has been shown over and over again, if you build it, they will come. The pop-ups installed in 2020, intended to help alleviate pressure on public transport during the COVID-19 pandemic, added 10km to the network and contributed to an increase of 40% in rider number from pre-pandemic levels. The most popular pop-up was on Pitt Street from Circular Quay to King Street which quickly attracted 6000 bike trips a weekⁱ. The City of Sydney's 2021 Active Transport Survey shows that the number of residents who ride regularly has increased from 7% in 2017 to 18% now. The survey also shows significant improvements in riders' perceptions of safety. 86% felt confident riding on the streets, up from 75% in 2017.ⁱⁱ

The City of Sydney gained confidence and overwhelming community support from the trials and now has several permanent bi-directional protected bicycle paths in planning or under construction. Cycleways on Pitt Street, Kent Street and Castlereagh Street will transform the active travel links between Circular Quay and Central Station, while new lanes on College Street, Liverpool Street and Oxford Street will finally create a safe route towards the Eastern Suburbs.

NSW is at a tipping point: there has never been a better time to build infrastructure for bike riding and active transport. As the new Minister for Infrastructure, Cities and Active Transport, Rob Stokes MP, set out in a recent speechⁱⁱⁱ, active travel projects that stitch the suburbs together and enable people to get around without a car will be a major focus for the NSW Government. This mission is supported by **Transport for NSW's Road User Space Allocation Policy CP21000**^{iv}, which establishes a road user hierarchy that considers pedestrians first and private cars last.

Reallocating road space to active modes begins to address the unsustainable and inequitable nature of the current transport system. If the modal shift needed to meet climate, health and liveability imperatives is to occur, the road between the kerbs can no longer be the unchallenged domain of private cars, with wide vehicle lanes and ample parking that encourage car travel and unsafe speeds.

As Lord Mayor Clover Moore sets out in **Sustainable Sydney 2030—2050 Continuing the Vision**^v, the reconfiguration of streets does not only achieve transport objectives. Projects such as the Castlereagh Street upgrades are significant urban design proposals with a vision to deliver quieter, calmer, leafier streets that benefit every resident and visitor in the city's heart.

There are inspiring plans for many more regeneration projects that will return street space to people in order to meet the ten strategic directions of Sustainable Sydney 2030-2050, including Direction 2: a leading environmental performer, Direction 3: Public spaces for all, Direction 4: Design excellence and sustainable development, Direction 5: A city of walking, cycling and public transport and Direction 6: An equitable and inclusive city^{vi}.

It is essential to provide high-quality walking and cycling environments to maintain global competitiveness and reputation. A target has been set for 90% of trips to work in central Sydney to be by walking, cycling or public transport. In line with the Road User Space Allocation Policy and other State and local strategies, small delays to vehicle traffic must no longer prevent the delivery of safer, more efficient and more attractive active transport infrastructure.

Against so much progress in NSW, I am dismayed by Agenda Item 6.9 for the June Future Melbourne Committee recommending *“the deferral of further installation of new protected bike lanes in the Hoddle Grid during financial year 2022/2023, following two years of accelerated delivery”*. My reasons for concern are many and include:

- To stop delivering new infrastructure at this point would leave 70% of the city centre network incomplete. A network with critical missing links will not support continued growth in ridership and mode share.
- The development of skills that enable the design and construction of bike lanes will be interrupted with potential long-term impacts on local capacity when (and, more importantly, if) the programme resumes.
- I am very concerned that vehicle traffic will be allowed to fill every nook and cranny of the city again, making it so much harder to propose further road space reallocation in the future.
- The anti-bike lobby will re-group and take advantage of Melbourne's citizens becoming re-accustomed to heavy traffic to block future efforts to achieve safer roads, cleaner air and more sustainable transport options for all.
- City of Melbourne's sudden ambivalence about the value of bike lanes sets a worrying precedent that could potentially spread across Greater Melbourne, interstate and even abroad.

In conclusion, it would be a **huge backward step** to pause the roll-out of bike lanes in Melbourne's Hoddle Grid. We urge the City of Melbourne to persevere with the bike strategy that was approved well before the pandemic and complete the CBD network. Cycle infrastructure offers the greatest mode-shift potential when riders are able to connect their whole journey safely. City of Sydney and City of Parramatta have demonstrated that building safe, well-connected cycleways works to induce more people to travel actively^{vii}. Sustainable, equitable active transport options for residents and visitors of all ages and abilities will

decongest roads, public transport and parking, reduce noise and pollution, improve public health and benefit local businesses, as people who ride bikes actually spend more in shops and cafes than drivers.^{viii}

I would ask all Councilors if they are in favor of Melbourne becoming just another mediocre city jammed with cars and trucks or a truly unique destination that attracts residents and visitors because they can move around easily and safely?

Please reach out with any questions or help needed. If requested, we would be delighted to assist with advocating for new bicycle infrastructure through our connections with politicians and bicycle groups across Australia.

Yours sincerely,

Peter McLean

Chief Executive Officer
Bicycle NSW

ⁱ City of Sydney. 2021, March 18. Pitt Street leads the way with plans for a permanent cycleway <https://news.cityofsydney.nsw.gov.au/articles/pitt-street-leads-the-way-with-plans-for-a-permanent-cycleway>

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^{iv} NSW Government, Road User Space Allocation Policy CP21000, [Online as at 19/2/2021] www.transport.nsw.gov.au/system/files/media/documents/2021/road-user-space-allocation-policy.pdf

^v City of Sydney. 2022. Sustainable Sydney 2030—2050 Continuing the Vision. https://www.cityofsydney.nsw.gov.au/-/media/corporate/files/projects/vision-setting/your-say-our-plan-sustainable-sydney-2030-2050/ss2030-2050_vision_draft-1.pdf?download=true

^{vi} City of Sydney. 2022. Sustainable Sydney 2030—2050 Continuing the Vision. https://www.cityofsydney.nsw.gov.au/-/media/corporate/files/projects/vision-setting/your-say-our-plan-sustainable-sydney-2030-2050/ss2030-2050_vision_draft-1.pdf?download=true

^{vii} City of Sydney. Active Transport Survey 2021. <https://www.cityofsydney.nsw.gov.au/-/media/corporate/files/publications/surveys-case-studies-reports/city-of-sydney-active-transport-survey-2021-report.pdf?download=true>

^{viii} Jerome N Rachele. Do the sums: bicycle-friendly changes are good for business, The Conversation [Online as at 24/2/2021] [Do the sums: bicycle-friendly changes are good business \(theconversation.com\)](https://theconversation.com/do-the-sums-bicycle-friendly-changes-are-good-business)

Privacy acknowledgement: *

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Name: *

Rob Ball

Email address: *

rob_ball@ymail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda 6.9

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[lettercommunity_dearmelbournecitycouncillors.pdf](#)

40.24 KB · PDF

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Dear Melbourne City Councillors,

Date of meeting: 07/06/22

Agenda item title: Agenda 6.9

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure - including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality - to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system - and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation' (1). By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. As the City of Melbourne's own research (2) shows, "Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride." A recent Melbourne study supports your findings, demonstrating that separated cycling infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

Increase business: Despite all the criticism that has led to this "pause", which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure **increases economic activity**, spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than ever. Salt Lake City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the extra foot and wheel traffic (5). Further, with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and dog!) is only growing.

Improve safety for all road users: Research indubitably demonstrates that implementing bike lanes enhances safety for not only people riding bikes but those driving and walking (6). This is because separated bike lanes have a car-traffic calming effect, enabling vehicles to move at safer speeds for everyone.

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Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options (11), and improved infrastructure allows more Melbournians to experience these benefits .

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A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. **I ask that you preserve with your bike strategy to reap all the benefits they will bring - a strategy set in motion well before the pandemic.**

References:

- 1) <https://www.theguardian.com/lifeandstyle/video/2022/may/17/why-new-bike-lanes-dont-cause-traffic-jams-video>
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- 3) <https://www.sciencedirect.com/science/article/pii/S2214140521003200>
- 4) <https://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf>
- 5) https://drive.google.com/file/d/0B8tOk7_upXv5djhCajg1Z0I3bmhTVTIxWldwRzA0YjJWNW9R/view?resourcekey=0-Fr7Mp14lyXvXzW6u5NBjqQ
- 6) <https://www.sciencedirect.com/science/article/abs/pii/S2214140518301488?via%3Dihub>
- 7) https://nespurban.edu.au/publications-%20resources/research-reports/CAULRR06_%20%20SubmissionFuelQualityStandardsAct2000_Mar2017.pdf
- 8) <https://www.jstor.org/stable/26211762>
- 9) <https://ageis.climatechange.gov.au/nggi.aspx>
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Name: *

Kate Mokrij

Email address: *

executiveofficer@pedalpower.org.au

Phone number *

Date of meeting: *

Monday 6 June 2022

Agenda item title: *

Agenda 6.9

Alternatively you may attach your written submission by uploading your file here:



[future_melbourne_committee_07062022.pdf](#)

267.06 KB · PDF

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Future Melbourne Committee members

Via <https://www.melbourne.vic.gov.au/> portal

Agenda item title: Agenda 6.9

Pedal Power ACT is the largest cycling organisation in Canberra, with 6000 members and regular, direct engagement with more than 15,000 Canberra bike riders. Our mission is to advance the health and wellbeing of our community through the promotion of the safe and convenient use of bicycles and other pedal powered vehicles. We provide a voice for the many thousands of Canberrans who cycle, and the many thousands more who might.

More people cycle in Canberra than in any other state or territory in Australia, and this is no accident. The ACT boasts some of Australia's best cycling infrastructure – infrastructure that is safe, protected, attractive, pleasant to use, and offers genuine convenience to riders.

Pedal Power expresses its strongest support for the continued roll-out of Melbourne CBD bike lanes.

It is the lived experience of Canberrans that, by creating safe, separated bike lanes, councils and governments can empower members of the community to make better choices to move in ways that are healthier, reduce car traffic and improve air quality.

Pedal Power has a long and successful history of advocating for active travel infrastructure that is safe, efficient and easy to use. When a city builds well-designed cycling infrastructure that is separated from cars, people shift their transport mode from cars to bikes.

We have seen this work. At the beginning of the Covid-19 pandemic, the ACT Government invested in maintaining and upgrading our commuting-length multi-user pathways. For example, a narrow and bumpy path from the west to the city was upgraded, and the once seldom-used path is now heavily used by people riding their bikes to work and school, instead of getting into the car. Why? Because the path is safe and fit-for-purpose for a commuter or student to use. Every bike on that cycle path is one less car on the multi-lane arterial road that services the same route for cars, and normally gets congested during rush hour.

For shorter busy routes, three to five metre wide multi-user paths that go between our two major universities, several high schools and high housing density areas in the north-east have non-stop bicycle traffic during morning and afternoon peaks.

When Pedal Power asked Canberrans what would encourage them to cycle instead of driving, 58% of respondents said a direct cycleway, separated from cars and pedestrian traffic. Forty-one percent said they would ride for transport if they didn't have to ride on the road. Successful infrastructure planning

uses the 'induced demand' model, which recognises that the more road space that is provided, the more cars will flock to it. Instead, induced demand focuses on developing safe and direct infrastructure to encourage the more efficient transport modes (cycling, walking, scooting and public travel).

Induced demand modelling at work is highlighted by planning being undertaken by the ACT's Minister for Transport. In recognising that upcoming major roadworks on Canberra's Commonwealth Avenue Bridge will create more congestion than has previously been seen in Canberra, he pursued active travel and public transport solutions. The ACT Government is investing in providing the policy levers to get people out of their cars, and get cars away from the anticipated congestion, and onto travel modes that require far less infrastructure.

Australian research to assess the economic impact of enhanced inner-city active travel infrastructure was conducted by a town planner looking at Lygon Street in Melbourne¹. In her research report, Alison Lee states she evaluated the economic impact of shoppers who drive to Lygon Street, Carlton, compared with those who ride bikes. She notes that:

*"The opportunity to accommodate more visitors into the same area, if realised could create a far greater retail spend in the area. A standard on-street car parking space in Lygon Street is 13m², or 2.5 meters in width and 5.2 meters in length. The average retail income justifying this spaces existence in Lygon Street is **\$27 per hour** (average car drivers spend per minute multiplied by 60). An area of 13m² could accommodate three bike hoops, allowing six bikes to park in that space. With an average spend of \$16.20 (cyclists spend per minute multiplied by 60), this space has potential to earn a retail spend of **\$97.20 per hour**". ~ Alison Lee*

The Canberra experience shows that safe, separated infrastructure will encourage people to ride instead of drive. In Canberra, you will see wide, smooth, well-signposted paths full of bike riders making their way to school, work and shops.

When people travel by bike, the whole community benefits from cleaner air, reduced congestion, lower healthcare costs and reduced cost of living.

Pedal Power expresses its strongest support for the continued roll-out of Melbourne CBD bike lanes.

Yours sincerely

Kate Mokrij
Acting CEO
Pedal Power ACT
7 June 2022

¹ *What is the economic contribution of cyclists compared to car drivers in inner suburban Melbourne's shopping strips? Lee A., 2008*

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Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda 6.9

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[lettercommunity_dearmelbournecitycouncillors.pdf](#)

40.24 KB · PDF

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- 3) <https://www.sciencedirect.com/science/article/pii/S2214140521003200>
- 4) <https://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf>
- 5) https://drive.google.com/file/d/0B8tOk7_upXv5djhCajg1Z0I3bmhTVTIxWldwRzA0YjJWNW9R/view?resourcekey=0-Fr7Mp141yXvXzW6u5NBjqQ
- 6) <https://www.sciencedirect.com/science/article/abs/pii/S2214140518301488?via%3Dihub>
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Privacy acknowledgement: *

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Name: *

Nick Hannan

Email address: *

nick.hannan@auscycling.org.au

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Alternatively you may attach your written submission by uploading your file here:



[07062022_ltr_melbourne_city_council_transport_strategy.pdf](#)

348.77 KB · PDF

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

7 June 2022

Lord Mayor Sally Capp
City of Melbourne
GPO Box 1603
MELBOURNE VIC 3001

Dear Lord Mayor

Implementation of the City of Melbourne Transport Strategy 2030

I write to register AusCycling's opposition to the proposal currently before the Future Melbourne Committee to defer the further installation of new protected bike lanes in Melbourne's CBD.

AusCycling is the national sporting organisation for all forms of cycling in Australia. Our vision is to make Australia a nation of bike riders, to advocate for our riders' safety, build strong club communities and make all forms of cycling accessible to everyone.

The City of Melbourne should be rightly proud of the progress it has made over the last two years in delivering safe cycling infrastructure in the CBD, which has allowed Melburnians to get back on their bikes in record numbers. While this progress has been impressive, far more is needed to ensure continued growth in cycling, particularly as part of our transport mix.

Increasing our use of bikes is critical to addressing a range of problems confronting our communities. Riding a bike is great for our personal health and wellbeing, with the COAG Transport Council reporting that riding a bike saves \$1.58 in health costs for every kilometer cycled. Two-thirds of Australians are overweight or obese and less than half of us meet the Australian Physical Activity Guidelines. Obesity is costing us \$11.8 billion per year in direct health and indirect community costs.

The National Obesity Strategy – released earlier this year - specifically calls out our urban design as a major factor that has encouraged driving and led to more sedentary work and leisure activities. To address our obesity challenge, the Strategy recommends we build and extend safer, segregated paths to encourage bike riding.

Level 5 South Tower
459 Collins Street
MELBOURNE VIC 3000
PO Box 445
Collins Street West VIC 8007
www.auscycling.org.au
info@auscycling.org.au
1300 137 397
ABN 70 644 149 351
ACN 644 149 351

Increasing the number of trips people take by bike reduces congestion in our cities. As you noted in launching the City of Melbourne's *Bicycling for Transport* discussion paper, bike lanes can carry up to three times the number of people as a lane of traffic in half the space. Replacing a car trip with a bike ride also improves our air quality and makes a substantial contribution to reducing our carbon emissions. Cars are responsible for around a sixth of all carbon emissions in Australia and replacing car trips with walking, cycling and public transport will be essential in meeting Australia's emission reduction targets and minimising the effects of climate change.

Despite claims to the contrary there is also significant evidence that improving our streetscapes, including by building better cycling and pedestrian facilities, is also good for business. Creating more welcoming public spaces that focus on the needs of people, not cars, encourages greater time and money spent in neighbouring shops and cafes. The evidence of this effect is well presented in the New York City Department of Transport's report *The Economic Benefits of Sustainable Streets*.

To encourage more people to ride more often, we must listen to the reasons they give for not riding. Cycling and Walking Australia and New Zealand's National Cycling and Walking Participation Survey gives a clear insight, that mirrors the findings of international research. Only 4.3 per cent of riders are confident to ride in all conditions, including on busy streets. A strong majority of the population – 55.9 per cent – would ride or ride more often if they could ride away from heavy traffic.

People want to be safe and feel safe while riding their bikes. This means having protected bike infrastructure – off-road bike paths and bike lanes that physically separate bikes from motor vehicle traffic. Most bike riders don't want to share the same piece of asphalt with cars and trucks, and drivers often feel similarly nervous about driving near bicycles.

Modal share in Melbourne is still low by international standards, with only two per cent of journeys conducted by bike according to the Deloitte City Mobility Index. Cities like Dublin, Manchester and Stockholm all rate significantly higher – between five and seven per cent. Even London manages three per cent.

This is a brief overview of the many reasons why the City of Melbourne should continue its investments in protected cycling infrastructure. We urge the City of Melbourne to continue its investment in protected bike lanes in the CBD and realise the benefits that are available through increasing the role of bikes in the transport mix.

I would be happy to expand on any of these concepts should the Future Melbourne Committee request and can be contacted on [redacted] or at nick.hannan@auscycling.org.au.

Yours sincerely,



NICK HANNAN
Executive General Manager – Government Strategy

Privacy acknowledgement: *

• I have read and acknowledge how Council will use and disclose my personal information.

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Zoe McMaster

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zoe.o.mcmaster@gmail.com

Phone number *

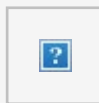
Date of meeting: *

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- 5) https://drive.google.com/file/d/0B8tOk7_upXv5djhCajg1Z0I3bmhTVTIxWldwRzA0YjJWNW9R/view?resourcekey=0-Fr7Mp141yXvXzW6u5NBjqQ
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Name: *

David Levin

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Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Cycling

Alternatively you may attach your written submission by uploading your file here:



[letter_to_melb_city_council.pdf](#)

190.85 KB · PDF

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

**44 Ramsden St
Clifton Hill
VIC 3068**

Thursday, 26 September 2019

Dear Sir/Madam,

Re Future Melbourne Committee
Little Streets

I write to you to record my concern about the proposals to wind back the restrictions on vehicle movements in the Hoddle Grid 'Little Streets' and the creation of more extensive cycle lanes.

This proposal, if passed, will be detrimental to cycling in the city for many people.

I am a former member of Bicycle Victoria's (as it was then named). Board management committee and the convenor of the Victorian Bar and Bench cycling group, known as 'Wigs on Wheels'. I have been a cyclist in the city since arriving in Australia in 1977. There has been a steady, if slow, improvement for cyclists over the last 20 years. However there are many more opportunities to make cycling safer and even more convenient. This has enormous societal benefits in reducing both greenhouse gas emissions and the inordinate cost of death and injuries.

I urge the Committee not to wind back the plans for further improvement to facilities for cyclists and seek to encourage cycling as a mode of transport supported by the City of Melbourne.

Yours sincerely

David Levin

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Kim Luu

Email address: *

kiml7125@outlook.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Alternatively you may attach your written submission by uploading your file here:



[submission.docx](#)

14.05 KB · DOCX

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

To the esteemed Councillors and other members attending the Future Melbourne Committee,

As a university student who regularly commutes to the city to attend classes and participate in student life, I am always interested in using transport methods other than the private car. It is the abundance of transport methods within the CBD whether that is walking, tram, bus, train that was a factor to my attending the University in the first place rather than a campus closer to home in the suburbs.

Therefore, I am dismayed by the council's intention to scale back bicycle paths and lanes within the CBD since this will be detrimental to a real transport option that is best fits the scale and density of the CBD. If we look overseas at dense cities such as Amsterdam, Tokyo and Copenhagen, there is a high level of bike ridership because firstly, bicycles provide a space efficient form of transport, and secondly the infrastructure that is there makes riding safe for everyone, from children to the elderly.

Having also lived in Melbourne suburbs where bike infrastructure is sparse, the only population who dares ride a bike a lycra wearing middle aged men who can ride with traffic in relatively risky road conditions. The lack of infrastructure excludes a healthy form of exercise for the vast majority of the population because of the perceived lack of safety. This must not happen in the CBD, which is best placed for cycling infrastructure that encourages all kinds of people to build in exercise in their lives and also travel relatively quickly over distances that are too far to walk.

To those business owners who are concerned with lack of customers and deliveries, may I offer some solutions. Perhaps the council can further limit traffic on the roads supplying these businesses to deliveries only rather than all car traffic? This will greatly improve access for delivery vehicles. For the streets that act now as thoroughfares, can the business owners consider how many of the people in those vehicles stop to purchase goods and services at your store? Cars take up a lot of space and in doing so, gives a perception of many potential customers passing by your store, but can drivers conveniently park and go into your store to browse? These cars usually only have one driver taking up the space of 6 potentially cyclists. There is a reason why bicycle lanes seem empty: it is because bicycles don't get stuck in traffic. In truth, it will be pedestrians and cyclists who are more likely to attend given how easy it is to see something in the window, park the bike and walk in.

In conclusion, bicycles are a necessary form of transport in the dense environment of the CBD and we should cater to this transport especially proportionally higher numbers of people will benefit compared to the minority of car drivers whose voice is amplified by conservative media networks and whose visible impact in terms of pollution and space required is much greater.

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Glennys Jones

Email address: *

broлга.hartwell@bigpond.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9 Protected bike lanes

Alternatively you may attach your written submission by uploading your file here:



[mcc_agenda_6.9_bike_lanes.docx](#)

15.65 KB · DOCX

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

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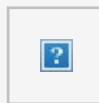
Date of meeting: *

Monday 6 June 2022

Agenda item title: *

roll out of bicycle lanes

Alternatively you may attach your written submission by uploading your file here:



[stand_united_on_safer_bike_lanes.docx](#)

15.74 KB · DOCX

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Stand united on safer bike lanes

Alice Clarke The Age Monday 20 June 2022

The City of Melbourne's decision to pause installing bike lanes is bizarre and short-sighted.

I first moved into the Melbourne CBD when I was 15 years old. The place was very different in 2005 – when I first moved into an apartment building near Spencer Street I witnessed a terrifying drug deal gone wrong – but this city is my home and it's been wonderful watching it evolve.

I've lived at both ends of the city, in apartment buildings with virtually no security and ones with 24-hour concierges. I love the ease of being so close to great events like Rising and Shop the City, not to mention watching the New Year's Eve fireworks at midnight and then being in bed by 12.15am. Believe me when I say I know the city inside and out.

So, imagine my surprise when I read the City of Melbourne is pausing installation of separated bike lanes in the city centre due to a backlash from "residents and businesses".

In all my years living here I have never once heard a resident complain about bike lanes. I have heard complaints about cyclists and scooters on the footpaths, people almost being run over by out-of-town drivers going too fast down side streets, and insufficient bike racks in apartment buildings. But never bike lanes.

Residents don't drive around the city. That's why we moved to an extremely walkable city with a large tram network.

Do you know who does drive through the city? The 43 per cent of car trips a day that drive straight through the CBD without stopping.

I've written before about how separated bike lanes changed my life. Getting on my bike during lockdown gave me freedom and exercise, and cycling has been my favourite hobby and main form of transport ever since. I'm not alone either, the waiting list for a bike parking spot in my building has grown to more than a year long.

On my morning rides I've loved seeing families with small kids riding to school in the separated bike lanes, and it's heartbreaking to think these kids might soon be put in danger because of a short-sighted, reactionary council.

One of the complaints about bike lanes is that they're making congestion worse, but the opposite is true. Cars take up 9.2 square metres per person, compared with 1.5 square metres for cyclists. The City of Melbourne and even the RACV agree that more bike lanes are key to reducing congestion.

As Lord Mayor Sally Capp pointed out on these pages recently, only 27 per cent of trips to the city pre-pandemic were undertaken by car, and more people are choosing to cycle to the city. Yet more than half of road space in the city has been surrendered to cars.

You don't need me to tell you that cars are space-inefficient, expensive to run and bad for the climate (yes, even electric cars have negative environmental impacts). Designing a city around them and sacrificing so much space to them is ridiculous as we grapple with the reality of climate change and rising petrol prices.

As to business complaints, the truth is that motorists driving through the city aren't randomly stopping at stores to shop. The loss of 421 on-street car spaces to create safe bike lanes is a drop in the ocean

compared to the thousands of off-street parking spaces available in the CBD. Drops in retail traffic cannot be blamed on bike lanes.

As it stands, these separated bike lanes, which have largely only copped abuse from conservative talkback radio hosts, take up 1 per cent of city roads. Yet they're currently used by 4 per cent of road users and are encouraging more people to get out of their cars and on a bike.

But riding a bike only becomes a sensible choice for new riders when it's safe, and most of that danger comes from being forced to be so close to cars. Every time I have been hurt on my bike, it's been because I was in an area without a separated bike lane and a car nearly wiped me out while changing lanes without looking.

For decades, planning for road use has mainly consisted of motorists saying, "we just need one more lane, if you give us one more lane it'll fix everything." Then everyone is surprised when the population grows and that new lane becomes full once more because we haven't adequately planned for any other forms of transport.

People keep saying "we're not Amsterdam" as some sort of bizarre justification, as though Amsterdam sprang out of nowhere as a fully formed bike paradise. Amsterdam used to be almost as clogged with cars as Melbourne, before local activism, demands for safer roads, and political leadership led to change.

I would hope that at tomorrow's council meeting our elected representatives will think of the city residents and what will help us live better lives into the future.

We don't need more room for cars. We need more separated bike lanes, a proper vision for the future of Melbourne and leaders who aren't afraid to show some spine.

Alice Clarke is a freelance writer.

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Michael Watson

Email address: *

Wattomike@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9

Alternatively you may attach your written submission by uploading your file here:



[melbourne_city_councillors_agenda_6.9_07052022.docx](#)

17.76 KB · DOCX

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Dear Melbourne City Councillors,

Agenda item title: Agenda 6.9

I wish to share my observations and experience of upgraded active travel urban infrastructure that was developed and upgraded in Canberra over the past 25 years. I wish to express my strongest support for the continued roll-out of Melbourne CBD bike lanes in all their different forms.

Canberra has upgraded its cycle paths that were originally not designed for consistent, normal cruising speed riding by adults at 25-30 km/h, to a network that became fit for purpose for people who wanted to go from A to B in a consistent, safe, convenient manner. Where these upgrades have happened, paths that used to be desolate have become busy, with regular commuters and people simply moving for their own needs.

Canberra has, and is applying the concept of 'induced demand' for planning and designing its transport infrastructure and I have seen it work, well.

'[Induced demand](#)' means that you do not increase infrastructure for the least efficient transport mode (cars), as more cars will use the roads, creating minimal change to overall congestion. Instead, you develop infrastructure to make the more efficient transport modes, (active and public travel). Canberra has made efficient modes easy to use, safe and convenient. They have done this by building well designed infrastructure to accommodate everyone's needs, and users have come as they realise that for many urban journeys bikes are more convenient than cars or buses. Bikes are free to use, easy to park nearer the destination and the advent of e-assisted active travel has multiplied the number of users in Canberra. I haven't don't a census but on some routes I imagine that at least half of the bikes are battery assisted. This shows the reality of induced demand. E-bikes are becoming more popular with their increased utility, and with adequate infrastructure for bikes going up to 25-30 Km/h.

I have attached a [link](#) providing evidence that reserving one lane on a multi lane highway for active travellers does not increase congestion: the time delay hardly changes but cars travel a little faster in their traffic jam. Sure, drivers will see cyclists riding past them safely which will provide a policy lever encouraging them to leave their car at home. This has been shown and accepted by many city administrations worldwide: there is little social cost and much benefit from changing one car lane to a dedicated active travel route for a multi-lane gridlock environment, and as bike users increase, the number of cars correspondingly decreases, reducing the overall congestion.

I have observed park-and-ride car parks in Canberra where commuters park a few Km out of town and then use the cycle paths to ride into the city. As the freshly upgraded path is now good enough for a commuter to ride easily at 30km/h, the path is noticeably busier and the out-of-town car park is full, (unlike the car park in the City Centre).

When Covid slowed the economy in Canberra, the government initiated a Keynesian economic stimulus and upgraded many of its major active travel routes, making them wider, smoother (thank goodness), improving the traffic crossings and the route signage. I have seen a great increase in usage both on longer routes of about 10 Km between main urban

centres, as well as on shorter routes of 3-4 Km between higher housing densities and high schools, Universities, and TAFEs.

The upgrading of these major routes has led to an increased uptake of active travel, and for the community as a whole to consider cycling as more of a normal, regular thing to do as it is easy and useful alternative to a car in a congested urban environment.

For inner-city living, Canberra has guided builders to construct a high-density corridor along Northbourne Avenue, the most densely populated area of this (admittedly not that dense) city. On both sides of the main avenue, there are on-road and off-road cycle paths AND on-road 'active travel' streets where it is safe to ride and even hang out under shady trees. There is also an efficient tram down the centre of Northbourne Avenue. There are big shops at the north end, and cafes and small shops at the other end adjacent to the city centre. Even a Sunday morning food market has started and is thriving in a park nearby, with active travel infrastructure through it. There is hardly any extra parking alongside and I don't normally see the car park full when I park my bike nearby. This locality has been designed from the start to maximise utility for active travellers, and it's working; it is surprisingly convenient and popular.

The other positive consideration from an active travel-friendly environment is that there is less need for urban sprawl, and people have less desire or need for a car (definitely a second car) as almost everything that is regularly needed is within easy and faster reach by walking or using a bike than in a car.

Conclusion

When I am asked 'Will active travel infrastructure work in Canberra?', I don't say 'Google it-mate', I just say 'Go and look.' You will see wide, smooth, well signposted paths full of happy riders, who smile, and call out 'passing you' as they overtake, Cargo bikes used for shopping, and a much more tolerant, alert society on a multi-user paths than in cars on multi-lane freeways. Yes, there are areas where paths still badly need upgrading or maintaining, and I hope the ACT Government will continue to working on that, based on their highly successful experience over the past few years.

As a taxpayer, I compare the cost that I pay for maintenance of 6-lane highways that go between many of our urban centres, with the cost of the equivalent of a one-lane multi-user active travel path, designed to carry a vehicle of up to (say) 130 Kg at 30 km/h.

You have seen the pop-up lanes work well in Melbourne during Covid, removing them will only be a backwards step for most of your community, by any measure. You have done a good job to date in supporting active travel; for the sake of your community please continue that journey.

I have no particular interest in what you do in Melbourne, beyond setting a bad example to other cities within Australia compared with London, Copenhagen, Johannesburg, Oregon. I have seen the multiple public goods brought about by a targeted plan of policy levers that have made biking safe, easy and convenient in Canberra's urban environment. Please learn from, and emulate our success!

Regards,

Michael Watson, who chooses the most useful transport mode to suit the journey in Canberra.

Contact details, not for the public domain,

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Britt Simmons

Email address: *

britt.simmons@hotmail.com

Phone number *

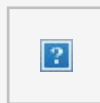
Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda 6.9

Alternatively you may attach your written submission by uploading your file here:



[agenda_6.9_submission_britt_simmons.docx](#)

18.65 KB · DOCX

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Dear Melbourne City Councillors,

Agenda item title: Agenda 6.9

I'm writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure - including bike lanes and footpaths, than now.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality; making our city more sustainable.

There are many reasons bike lanes are an important part of our transport system - and should be receiving increased government funding and attention:

- **Reduce car traffic and congestion:** Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation.' By making riding more convenient, those who can, will leave their car at home, thereby making it easier for people to move around our city, with 61% of people agree that protected bike lanes make it safer to travel around the city.
Cars take up 9.2 square metres per person, compared to 1.5 square metres for cyclists. Both the City of Melbourne and RACV agree that more bike lanes are key to reducing congestion.
- **Improving local air quality and health outcomes for communities:** Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia - larger than the national road toll. If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.
Cycling is critical to the State Government's climate change targets by shifting people to sustainable modes of transport to reduce emissions, and the City has a responsibility to support this sustainable future we all need. Melbourne is more often than not at the forefront of sustainable initiatives; cycling supports a future vision for Melbourne that we can all be proud of.
- **Improve accessibility:** Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around. These upgrades can dramatically impact older people, those living with a disability, low income households and migrant communities.
- **Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant:** Bike-riding and walking are the cheapest travel options, and improved infrastructure allows more Melbournians to experience these benefits.
- **Support the arrival of Melbourne Metro:** We need to focus on supporting major infrastructure investment projects such as Melbourne Metro with integrated transport modes, as forecasts suggest that this will see a 3.5% shift towards public transport.
Majority of trips to and around the CBD are by sustainable modes: 58% of trips to the CBD are by walking, cycling, scooter and public transport. These are the modes we need to invest in.
Furthermore, walking is the most popular way to get around the city; more than 85% of trips on foot. Investment in active transport is critical to support the sustainable transport modes to, from and within

out City. As it stands, separated bike lanes take up 1 per cent of city roads. Yet they're currently used by 4 per cent of road users and are encouraging more people to get out of their cars and on a bike.

- **Boost economic activity:** As the Urbis Transport report to Council shows, the provision of firstly pedestrian, cycling, public transport infrastructure then car infrastructure (in that order) brings the most economic gain to the city. This is especially important in the response to COVID-19. We also know that 43 per cent of car trips a day drive straight through the CBD without stopping... Drops in retail traffic cannot be blamed on bike lanes. Road space used for pedestrians and riders yield the highest return on investment; space required for a pedestrian returns \$321,175 per year, whereas the space required for a car returns \$93,277 per year in economic benefit.
- **Support the attraction of global talent and stay as a key city businesses invest in:** With the tertiary education, knowledge and events sectors key platform of city life, good cycling infrastructure is essential to attract businesses and talent. Melbourne risks losing it's status as a global city if we do not progress with sustainable transport initiatives such as investment in cycling.
- **Improving Melbournian's mental and physical wellbeing:** We know the benefit that physical activity has to our mental health, especially following COVID-19 lockdowns. Melbournians need to be supported to continue the use of active transport to support healthy communities.

To conclude, I was alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my gratitude for the bike lanes that have been rolled out to date (and accelerated during COVID-19). I sincerely hope that you persevere with your bike strategy, which was outlined and publicly available well before the pandemic.

Yours sincerely,

Britt Simmons

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Shannon Cramer

Email address: *

sdcramer@bikesportz.com.au

Phone number *

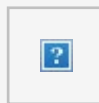
Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda 6.9

Alternatively you may attach your written submission by uploading your file here:



[dear_melbourne_city_council_07062022.docx](#)

15.83 KB · DOCX

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Dear Melbourne City Councillors,

Agenda item title: Agenda 6.9

I understand that the City of Melbourne is considering scaling back plans to provide safe, separated bicycle lanes across the city in response to vocal criticism from business interests, AWU and some residents.

I'm writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure - including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality.

There are many reasons bike lanes are an important part of our transport system - and should be receiving increased government funding and attention. To name a few:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic. By making riding more convenient, those who can are more likely to leave their car at home, thereby making it easier for people to move around our city.

Improve accessibility: Improving access to bike lanes can make it easier for Australia's most vulnerable and marginalised groups to get around. These upgrades can dramatically impact low-income households and migrant communities.

Safety: By rolling out this critical infrastructure the City of Melbourne would be increasing the safety afforded to cyclists in Melbourne. Improving safety for people riding and walking improves safety for all road users.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options, and improved infrastructure allows more Melbournians to experience these benefits.

To conclude, I was alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

No matter where we live, it's important for everyone in our community to access and enjoy our streets in a safe manner. That means joining up the missing links in our walking and cycling networks with more footpaths and bike lanes.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my gratitude for the bike lanes that have been rolled out to date (and accelerated during COVID-19). I sincerely hope that you persevere with your bike strategy, which was outlined well before the pandemic.

Yours sincerely,

Shannon Cramer
Sandringham, VIC

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Hannah Neumayer

Email address: *

han.neumayer@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda 6.9

Alternatively you may attach your written submission by uploading your file here:



[dear_melbourne_city_councillors.docx](#)

13.66 KB · DOCX

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Dear Melbourne City Councillors,

Agenda item title: Agenda 6.9

I'm writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

I was deeply disappointed when I read the news that the rollout of the bike lanes throughout the CBD would be put on pause.

As a Transport Planner, and as someone that would like to access the CBD more, I am certain that pausing the rollout of the bike lanes will be something we regret in a few years time, if not sooner.

Many people like myself, a few years before the pandemic, stopped going into the CBD at all, because it was a car-dominated environment. Since the installation of the bike lanes you have achieved, me and others are fare **more likely to go to the CBD and spend our time and money there.**

There is strong evidence that shows **bike lanes do not impact congestion** (this is even noted in the agenda item – if anything bike lanes will ease congestion as more people choose to ride instead of get in the car), we know that **bike parking leads to increased revenue and turnover** for businesses, and we know that supporting people to ride and walk in car-free environments is **better for our health, air pollution and environment.**

Melbourne's CBD is falling far behind other global cities – we **must embrace active transport modes** in order to revive our CBD and make it an active, vibrant and beautiful place. Bike lanes go a long way to supporting this vision. Prioritising cars does not.

Please do not bend to the media and some misguided business owners and stop the rollout of such brilliant bike lanes. You have a role as Councillors to educate and bring the community along with you in such decisions. Please be strong and continue to be on the right side of history.

Sincerely,

Hannah Neumayer

Privacy acknowledgement: * I have read and acknowledge how Council will use and disclose my personal information.

Name: * Lord Mayor's Charitable Foundation

Email address: * info@lmcf.org.au

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 City of Melbourne Transport Strategy

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Please find attached a submission from the Lord Mayor's Charitable Foundation, encouraging the City of Melbourne to continue the roll out of protected bike lanes in the Hoddle Grid.

Alternatively you may attach your written submission by uploading your file here:



[lmcf_submission_to_future_melb_committee_re_hoddle_grid_protected_bike_lanes..docx](#)
1.13 MB · DOCX

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No



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GPO Box 1851
Melbourne VIC 3001

T. 03 9633 0033
F. 03 9650 9142
lmcf.org.au
info@lmcf.org.au

07/06/2022

To the Future Melbourne Committee,

Subject: the proposed deferral of further installation of new protected bike lanes in the Hoddle Grid during the financial year 2022/2023

As Australia's oldest and largest community Foundation, the Lord Mayor's Charitable Foundation has been working with the people of Melbourne and the city's governments since 1923. Healthy and resilient communities are a key focus for the Foundation, including efforts to reduce greenhouse gas emissions and air pollution, and to enable sustainable urban design and active mobility.

As strong supporters of the City of Melbourne and its climate change, public health, and transport plans, the Foundation would therefore encourage the Future Melbourne Committee and Council to continue the protected bike lane roll out in the Hoddle Grid. The Urbis Report before the Committee reflects a wealth of evidence regarding the health, climate change, and equity values of a protected bike lane system. The Report also shows that provision of pedestrian, cycling, public, and then motor vehicle transport, in that order, brings the most economic, amenity, and environmental gains to the city.

The Foundation would happily assist continued efforts to address concerns raised about the lanes, while still progressing the City of Melbourne's climate and transport ambitions for sustainable, healthy, and equitable options for all.

On behalf of the Lord Mayor's Charitable Foundation (with permission),

Dr Karyn Bosomworth
Program Manager, Healthy and Climate Resilient Communities
Lord Mayor's Charitable Foundation

Privacy acknowledgement: * • I have read and acknowledge how Council will use and disclose my personal information.

Name: * Debjit Bhowmick

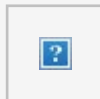
Email address: * debjit.bhowmick@monash.edu

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation Agenda Item 6.9

Alternatively you may attach your written submission by uploading your file here:



[futuremelbournecommittee_submission_debjitbhowmick.docx](#)

41.35 KB · DOCX

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation - Submission

7th June 2022

Dear Lord Mayor Sally Capp & Future Melbourne Committee members,

I am writing to provide information for the *Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation Agenda Item 6.9*. Post-pandemic, I have observed how Melbourne is gradually shifting towards integrating active mobility in its travel behaviour. I can clearly see the number of infrastructural investments that are being made in the right direction, and I feel that this should continue and not be paused at this crucial juncture.

We may have seen in sci-fi movies that the future of transport looks like hovering touchless vehicles levitating. However, movies often project ideas that are far from reality. The reality is that climate change is imminent. Rather, it is already here. Often, we focus so much on complicated and sophisticated technologies as they are apparently more attractive. In the process, we end up overlooking basic fundamentals. The future of transport is already here, and it is a 205-year-old invention. Active mobility is the future of transport. Fundamental modes such as biking and walking are what can have massive positive effects on slowing down climate change and give us enough time to find a sustainable solution. Such active and sustainable modes of transportation offer an array of public health and environmental benefits. Focusing on bicycling, at an individual level, it improves the physical health of the rider via physical exercise (De Geus et al., 2007; Wen & Rissel, 2008). At a community scale, more bicycling leads to reduced traffic congestion thereby minimising air pollution, therefore improving public health in the longer term (De Hartog et al., 2010; Grabow et al., 2012; Lindsay et al., 2011).

For more people to ride bikes, safer infrastructure is the need of the hour. I am glad that the Future Melbourne Committee and other Councils within Greater Melbourne are recognising this need and have proposed plans to activate the necessary steps. However, there are voices that want to stop this from happening. They must not be misconstrued as the voice of the population. The majority of people are often silent observers as they trust policymakers to support their best interests. However, some might mistake this silence as no opinion. Therefore, today, I voice my opinion, which I believe is not alone. Transportation should move towards sustainability. Rather than thinking of reaching our

destinations quicker, we should focus on reaching our sustainability goals quicker. Therefore, the authorities should focus more on sustainable modes of transport rather than appeasing the advocates of (unnecessary) fossil fuel users. There is enough evidence in the scientific community across the globe about the perception of people towards biking and efficient bike infrastructure, and therefore I choose not to repeat them here. My point is that this evidence should be given precedence over anecdotal evidence provided by a loud minority.

I agree that there are multiple tasks that require people to come to the city using their private motorised vehicles. But the majority of car users could easily shift to other forms of transport and contribute towards global sustainability over the expense of a mere few minutes of their own time. This will be time well spent, as their very own next generation would require oxygen to breathe first, and then learn how to drive. My aim is to never stop the necessary car traffic, but to encourage a maximum possible modal shift. On-street parking in the city should only be limited to the people who absolutely need it, due to occupation or accessibility requirements. The infrastructural changes that have been proposed and have started should continue and not be paused. Pausing them now would mean that we lose precious time in our fight against climate change. Pausing now would mean that we add more kilo tonnes of carbon to the atmosphere. Pausing now would mean that the upcoming generations have to fight even harder.

I am sure that the people in power would do the right thing. Appeasement is a slippery slope. And pausing on a slippery slope is as good as falling down.

Kind regards,

Debjit Bhowmick

DEBJIT BHOWMICK

Email: Debjit.Bhowmick@monash.edu

PhD graduand from the University of Melbourne

Research Fellow at Monash University

Sustainable Mobility and Safety Research Group

School of Public Health & Preventive Medicine

Faculty of Medicine Nursing & Health Sciences

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Privacy acknowledgement: *

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Name: *

Adam Muir

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adammuir600@gmail.com

Phone number *

Date of meeting: *

Friday 7 June 2002

Agenda item title: *

6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

As a commuter cyclist who works in the CBD I disagree with the recommendation to pause the construction of cycling infrastructure in the CBD. The evidence provided in the report demonstrates the benefits that the bike lanes are delivering including more people riding. The program has clearly been very successful to date and CoM should be congratulated for the vision as well as the progress of delivery. There is no evidence provided in the report that supports the recommendation to pause this highly successful program. The main contention is that we should wait until the city finds its new rhythm but it is unclear what this rhythm looks like and how it relates to cycling. I encourage you to continue the rollout of cycling infrastructure so we can help shift Melbourne towards the sustainable city of the future that it could and should be.
Thank you

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Katie Chen

Email address: *

katie.chen98@gmail.com

Phone number *

Date of meeting: *

Thursday 7 July 2022

Agenda item title: *

6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

On all axioms of safety, pollution and accessibility, continuing the projected roll out of protected bike lanes is to benefit all of society. The council should not defer such roll out due to businesses opposing such plans.

Businesses that were consulted did not express concern in December 2021 about protected bike lanes. Whilst telephone survey data reveals peoples apprehension towaed travelling into the city because of bike lanes, these constituents must note that the design of bike lanes has considered the impact of main traffic route.

It is important to ensure cars can still travel to support businesses, and this still ensured. The data shows the average pedestrian returns more to the city than the average person travelling via car. Pedestrian safety is also enhanced by less cars, more bikes. This indicates people travelling via walking, biking, scooter or any non-car transport are more likely to provide longer term business to businesses in the central business district. This economic value should be emphasised.

The most recent rollout of scooters provides an alternative to car transport in the city and the continued projected roll out of protected bike lanes is essential to unlock the value of this investment.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * Yes No

Privacy acknowledgement: *

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Name: *

Carla Abbott

Email address: *

Carlaja@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I see media reports that Council is considering stopping building of new bike lanes in Melbourne. If this goes ahead, it would be a huge backward step for our city. Transport is Victoria's biggest growing source of emissions. We need massive investment – not delays – in safe bike infrastructure, like separated bike lanes, to cut emissions, reduce the cost-of-living and make it easier to get around. If there are issues for delivery drivers then Council should consider ways for delivery drivers to access the city in a safe way. The current way of double parking in bike lanes is not a safe way to unload goods. I hope that Council considers the broader needs of the community and thinks to the future in their consideration of this issues.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

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Name: *

Georgia Smith

Email address: *

georgieroxbysmith@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Agenda item title: Agenda 6.9

I was incredibly disheartened to read Sally Capps comments about discontinuing safe bike paths in the City of Melbourne last week. I have only recently started riding to work after discovering the new bike lane network on being asked to return to the office voluntarily. I do not feel safe on the road on a bike and am only choosing this option due to the safer lanes. Without this I would continue to work from home due to safety, traffic, time of commute and petrol prices. Please reconsider this decision to provide a safe and sustainable alternative transport to our city and workplaces.

Thank you,
Georgia Smith

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * Yes No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Dee Pat

Email address: *

8hyperspace@gmail.com

Phone number *

Date of meeting: *

Thursday 10 February 1983

Agenda item title: *

Active Transport

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Please create more bike lanes in the city. It is very difficult to use active transport in the CBD.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

• I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Adrian Jackson

Email address: *

adrian@adrianjackson.tv

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

To the Future Melbourne Committee,

I live in Travancore and work in Parkville. In 2021, I lived in West Melbourne (Jeffcott St) and prior to 2020, I lived in Moonee Ponds.

I haven't owned a car for over 5 years and my primary mode of transport is my bicycle.

Prior to the pandemic, I would avoid cycling into the CBD, or would only cycle to limited locations as it was too dangerous and too stressful. Instead I shopped and ate elsewhere, even if the city was a convenient ride from my work in Parkville, I would ride away from the city to get dinner.

At the end of 2020, I moved to Jeffcott Street and when working from the office, I would ride up LaTrobe Street to Swanston St and from Swanston up to College Crescent. The protected lanes on LaTrobe St, Swanston St and the upgrade to the bike path on College Crescent meant I could do this with confidence. I would often stop at the Melbourne City Baths as I passed by or drop into a takeaway around LaTrobe Street to pick up dinner. I could do this because the protected lanes made me feel safe to travel through this part of the city. However, I learnt quickly that I had to take a longer and indirect route via Adderley St to avoid King St as it was far too dangerous – a fact tragically confirmed by the recent fatality of a cyclist on King St.

Now I live in Travancore and ride across Royal Park to get to work. Improvements are desperately needed to the intersection of Elliott and Mt Alexander/Flemington Rd where I find myself in a lane between trucks turning left and cars going ahead, every day. I do not feel safe. I fear I won't make it to work one day.

The bike lanes between Gatehouse and College Crescent mysteriously stop meaning through cyclists either have to ride in the middle of busy traffic or use footpaths for continuity, or cross the road 4 times.

I ride to places I feel safe riding to and spend money on businesses in those locations. I think about where I am going based on where I know there are safe bike lanes. Avoid Lonsdale, Flinders, parts of Collins, parts of Burke, parts of Spencer, all of King, Queen; take Elizabeth with fear and trepidation, ride Swanston, avoid Russell, use Exhibition. My patronage of the CBD is

determined by where I can get to by bike. I plan routes from my office in Parkville to our other office on Lonsdale St by where safe bike lanes are, and shop along those routes because I learn what is there.

That's why I'm disheartened to hear that council is considering pausing the roll out of this critical infrastructure. I want to be able to safely get to more parts of the CBD. Council should be scaling up the project, not scaling down. There needs to be reliable and consistent quality protected lanes covering the entire city grid. This will allow others to feel confident riding into the city.

The other reason I believe pausing the implementation of the protected bike lanes is bad for the city is the rise in delivery services using eBikes in the city. These cyclists are likely employed by the gig economy and are under time pressure to make more deliveries to pay their bills. They don't have the luxury of choosing not to get to a destination because there is no protected bike lanes. These are the workers that the businesses and unions who protest against the bike lanes forget. The ones who have helped keep restaurants serving customers during lockdowns are now being forgotten by those same businesses. Maybe because they're gig workers and the business only sees the same person occasionally they don't have to learn the name of the cyclist who gets hit by their delivery truck because they lost balance?

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Travis Hicks

Email address: *

travixh@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

As a regular bike rider in the city I've found the new bike lane infrastructure has made my journeys and ability to navigate in the city much safer and friendlier.

I feel more confident bringing my children on bike journeys into the city now. Further development of safe bike lanes will ensure more repeat journeys by myself and others.

Please continue to invest in this infrastructure.

Thanks

Travis.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Tom Jennings

Email address: * jennings.tom92@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

I am writing to express my strongest support for the continued roll out of Melbourne CBD pop up bike lanes.

There has never been a more important time to roll out quality active transport infrastructure.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality – to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic.

Increase business: Despite all the criticism that has led to this “pause”, which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence shows the opposite. Investing in cycling infrastructure increases economic activity, spending in retail and hospitality venues.

Improve safety for all road users: Implementing bike lanes enhances safety for not only people riding bikes but those driving and walking. Separated bike lanes enable vehicles to move at safer speeds for everyone.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia’s most vulnerable and marginalised groups to get around.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options, and improved infrastructure allows more Melbournians to experience these benefits .

To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across

Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my appreciation for the bike lanes that have been rolled out to date (of which I ride every day), and the acceleration of this rollout during COVID-19,

I ask that you preserve with your bike strategy to reap all the benefits they will bring – a strategy set in motion well before the pandemic.

Regards

Tom Jennings

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Lewis Brodrick

Email address: *

Lewis.brodrick@gmail.com

Phone number *

Date of meeting: *

Friday 7 October 2022

Agenda item title: *

6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Anyone that is against the further development of Melbourne's pedestrian and non-motor vehicle infrastructure, clearly does not understand the needs of the people.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

• I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Ben Warren

Email address: *

benjamin.aj.warren@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Date of meeting: 07/06/22

Agenda item title: Agenda 6.9

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality – to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving ‘traffic evaporation’ (1). By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. As the City of Melbourne’s own research (2) shows, “Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride.” A recent Melbourne study supports your findings, demonstrating that separated cycling infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

Increase business: Despite all the criticism that has led to this “pause”, which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure increases economic activity, spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than ever. Salt Lake City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the extra foot and wheel traffic (5). Further, with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and

dog!) is only growing.

Improve safety for all road users: Research indubitably demonstrates that implementing bike lanes enhances safety for not only people riding bikes but those driving and walking (6). This is because separated bike lanes have a car-traffic calming effect, enabling vehicles to move at safer speeds for everyone.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll (7). If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around (8). These upgrades can be of particular benefit to older people, those living with a disability, low income households and migrant communities.

Reduce emissions: Personal transport is Australia's fastest growing source of emissions (9); and fluctuates between the second and third highest source (behind only energy and land use) (10). Bottom line: our cars are a major contributor to climate change and Melbournians need to be empowered to move in different ways wherever possible. The global climate science is clear: we need to increase active transport to reduce transport emissions. Local research tells us that more separated and dedicated infrastructure is required to move the great number of people from the interested category to actually taking up riding. Australia needs a national strategy to move away from petrol-guzzling cars to bike-riding, walking and zero-emissions public transport and electric vehicles. To pause these bike lanes would put Melbourne on the back-foot, set to become stuck in the past as Australian cities implement innovative and intelligent transport solutions.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options (11), and improved infrastructure allows more Melbournians to experience these benefits .

To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. I ask that you preserve with your bike strategy to reap all the benefits they will bring – a strategy set in motion well before the pandemic.

References:

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Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * Yes No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Cynthia Nolan Myers

Email address: *

cynthianolan@hotmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda item 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

These bike lanes literally save bones and lives. They make me feel so much safer and encourage me to go into the CBD and surrounds. Without them I avoid biking around CBD and City of Melbourne. I like riding as Covid has made me not want to be on hectic public transport, so without these lanes I will drive into work and leave as soon as work is over. No eating and drinking and shopping in CBD, no adding to the vibrancy of city life – instead just adding another car to the grid. Every bike is one less car! Every meter of bike lane is another meter to strengthen community and increase the local economy. Build more, don't pause or stop.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Anthony Morphett

Email address: *

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Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I'm concerned to read of the proposal to 'pause' the rollout of separated bike lanes in the Hoddle grid, and writing to urge you to reject the proposal – please do not slow down on building bike lanes in the CBD. I am a resident of the City of Yarra, which neighbours the City of Melbourne, and regular user of the City of Melbourne's bike lanes and bike infrastructure. Bike riding is a far more sustainable mode of transport than internal combustion vehicles. It is healthier for people, and creates a cleaner, quieter, more pleasant city by reducing the number of internal combustion vehicles. Previously, bike riding in the Melbourne CBD was often hair-raising and dangerous, as riders had to navigate between trams, parked cars, moving cars, and pedestrians. Separated bike lanes make it far safer for bike riders and allows for smoother flow of traffic. Please don't defer the further installation of new protected bike lanes in the Hoddle grid or elsewhere in the City of Melbourne.

Sincerely,

Anthony

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Owen O'reilly

Email address: *

owen.oreilly11@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Improving our bike lanes is incredibly important for the health, safety and vibrancy of our community.

Riding in the city is really dangerous and the risk of accidents is greatly reduced with proper bike lanes. The consequences of bike accidents can last with people for life – joint pain that rears its head later in life or complications from damaged internal organs.

Making it less scary and more attractive to ride into the city with proper bike lanes will encourage people to ride into the city more which keeps them active and is great for their health but may also help reinvigorate the cbd. Many people never drive into the city because parking is a nightmare and avoid public transport as it can be slow and clunky. Bike riding is an enjoyable activity in itself and I would expect more people coming into the cbd from the inner city suburbs if they could safely zip around by bike.

Reducing the use of cars is essential for us to stay below catastrophic levels of global warming. We need infrastructure in place to support this as soon as possible.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

• I have read and acknowledge how Council will use and disclose my personal information.

Name: *

michael casey

Email address: *

mcasey76@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality – to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

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Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options (11), and improved infrastructure allows more Melbournians to experience these benefits .

To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. I ask that you preserve with your bike strategy to reap all the benefits they will bring – a strategy set in motion well before the pandemic.

References:

- <https://www.theguardian.com/lifeandstyle/video/2022/may/17/why-new-bike-lanes-dont-cause-traffic-jams-video>
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- https://www.climatecouncil.org.au/wp-content/uploads/2018/10/CC_MVSA0154-Report-

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Julia Williams

Email address: *

julialeewilliams@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda item 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Melbournes bicycle infrastructure is inadequate. Melbourne, the so-called 'world's most liveable city' is so far behind many other of cities in terms of bike access. Pausing these important works would put us even more far behind in terms of accessibility.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Joel Farr

Email address: *

joelfarr@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Pause on new bike lanes in CBD

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Increasing the number of bicycle lanes in the CBD of Melbourne is imperative to the progression of our city. Promoting greener means of transport to reduce our carbon footprint and ease traffic congestion should be of extreme importance if we're to at least be seen to care about the future of our city. Frankly I'm stunned the City of Melbourne has halted this.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Barbro Roberts

Email address: *

barbroroberts@hotmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike lane emergency

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I'm a female rider living in North Fitzroy and a regular cyclist.

My main transport is my bicycle, I own a car but prefer to only use it for long distance, I also regularly use public transport. But my main preference is my bicycle.

I have been very impressed by all the new pop up lanes in the CBD.

It makes me feel very safe cycling in the city and I have also told my friends about the lanes and encourage them to use them also.

I also belong to a bike club and have lead groups from the suburbs to explore the city, using the bike lanes and they have all been very impressed with the lanes and I know riders have come back to use them.

It's a good way to explore the city and I have regularly visit the city for shopping and cafe/restaurant visit, so I think it will benefit traders in the city. I don't like driving in the city much prefer my bike.

Please don't take the bike lanes away. Let's keep Melbourne a liveable city inline with European cities all with a great bike culture.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Matthew O'Neill

Email address: *

otisoneill@hotmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Dedicated Bicycle Lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dedicated bicycle lanes are an essential part of a modern vibrant city. Now is the time to enhance and expand bicycle lanes in the city of Melbourne. Please continue the long term commitment to making the city safer for bicycle travel and reducing carbon emissions by encouraging greener forms of travel.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

• I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Steven Ellen

Email address: *

sellen2407@gmail.com

Phone number *

Date of meeting: *

Wednesday 7 June 2023

Agenda item title: *

6.9 Bike Lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Thank you for this opportunity.

I am writing to support bike lanes.

I ride to work most days, passing through the city to reach Peter Mac.

I also regularly visit the city to shop, use services & attend entertainment.

I mostly ride, but even when I drive, I park on the outskirts & tram the last part.

Cars are unnecessary in the city.

Please continue the expansion of bike lanes.

Regards
Professor Steve Ellen

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Shelby Dale

Email address: * shlebydale123@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Melbourne CBD bike lane roll out

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,
Agenda item title: Agenda 6.9

I'm writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes. As someone who commutes daily into the city by bicycle, I understand the importance of the roll out and personally I would have the increased safety required.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation.' By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll. If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around. These upgrades can dramatically impact older people, those living with a disability, low income households and migrant communities.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant:

Bike-riding and walking are the cheapest travel options, and improved infrastructure allows more Melbournians to experience these benefits.

To conclude, I was alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

Please indicate whether you would No

like to verbally address the Future
Melbourne in support of your
submission: *

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Avalon Carr

Email address: * avalon.carr@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Bike Lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Re: item 6.9 , pausing construction on bike lanes. I urge you to continue to build safe, separated bike lanes throughout our CBD.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation.' By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. The separated bike lanes now make me feel safe riding with my child throughout the CBD. We spend more time in the city, and spend more money.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around. These upgrades can dramatically impact older people, those living with a disability, low income households and migrant communities.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnate: Bike-riding and walking are the cheapest travel options, and improved infrastructure allows more Melburnians to experience these benefits.

I was alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne.

A few voices should not outweigh the benefits to Melburnians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change.

I want to express my gratitude for the bike lanes that have been rolled out to date (and accelerated during COVID-19). I sincerely hope that you persevere with your bike strategy.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Bruce Melendy

Email address: *

bruce.melendy@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

To whom it may concern:

As someone who has commuted by bicycle to various work locations in the CBD and Docklands (and plans to in the future), I have greatly appreciated the number and quality of the bike lanes that have been added in the city over the past decade or so. They have made it easier, safer, and less stressful to ride through the CBD.

I strongly support the expansion of bike lanes in the CBD. They encourage people to cycle into work, thereby reducing congestion on our public transport system and on the roads, and increasing public health.

Regards,
Bruce Melendy
Coburg

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

• I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Daire Kelly

Email address: *

dairekelly95@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

I currently live in Parkville, work at an outdoors store on Little Bourke St, and study Sustainable Engineering at RMIT, all of which are entirely within the City's limits. My bike is my primary means of transport between all of these locations. The segregated bike lanes along sections of Elizabeth St have been very encouraging, and the protected turns along Flemington Road have made my commute much more pleasant, though there are some sections that still need improvement, such as Royal Parade and further protection on Elizabeth St past Queensbury St.

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality – to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation' (1). By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. As the City of Melbourne's own research (2) shows, "Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride." A recent Melbourne study supports your findings, demonstrating that separated cycling infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

Increase business: Despite all the criticism that has led to this "pause", which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure increases economic activity, spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than

ever. Salt Lake City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the extra foot and wheel traffic (5). Further, with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and dog!) is only growing.

Improve safety for all road users: Research indubitably demonstrates that implementing bike lanes enhances safety for not only people riding bikes but those driving and walking (6). This is because separated bike lanes have a car-traffic calming effect, enabling vehicles to move at safer speeds for everyone.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll (7). If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around (8). These upgrades can be of particular benefit to older people, those living with a disability, low income households and migrant communities.

Reduce emissions: Personal transport is Australia's fastest growing source of emissions (9); and fluctuates between the second and third highest source (behind only energy and land use) (10). Bottom line: our cars are a major contributor to climate change and Melbournians need to be empowered to move in different ways wherever possible. The global climate science is clear: we need to increase active transport to reduce transport emissions. Local research tells us that more separated and dedicated infrastructure is required to move the great number of people from the interested category to actually taking up riding. Australia needs a national strategy to move away from petrol-guzzling cars to bike-riding, walking and zero-emissions public transport and electric vehicles. To pause these bike lanes would put Melbourne on the back-foot, set to become stuck in the past as Australian cities implement innovative and intelligent transport solutions.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options (11), and improved infrastructure allows more Melbournians to experience these benefits .

To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. I ask that you preserve with your bike strategy to reap all the benefits they will bring – a strategy set in motion well before the pandemic.

References:

<https://www.theguardian.com/lifeandstyle/video/2022/may/17/why-new-bike-lanes-dont-cause-traffic-jams-video>

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<https://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf>

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<https://www.sciencedirect.com/science/article/abs/pii/S2214140518301488?via%3Dihub>
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Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * Yes No

Privacy acknowledgement: *

• I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Sarah Bartlett

Email address: *

sarahbartlett@yahoo.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Please continue the bike lane development. It may be receiving minor kick back in the this minute but you know it's well informed and that CoM is forward focused for the majority and you are future-proofing our city with foresight. Please don't be discouraged by the minority of drivers who don't belong in a vibrant city centre.

The more people see the lanes, the more confidence they'll have using them. I will use them outside winter. I live in St Kilda, and work for State Gov in Nicholson street.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Jacqueline Cheng

Email address: * jhscheng@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I understand that you have received complaints to slow down the roll-out of cycle lanes in Melbourne.

I would strongly urge you to consider carefully the reason behind the complaints, and the risks that will come with not completing the planned works of cycle lanes according to the original schedule.

I regularly travel to and through the CBD by bicycle, car and public transport. In fact, I cycled from St Kilda to Hamer Hall on Wednesday and Thursday last week to sing in a concert there. On Wednesday, I nearly got hit by a speeding car ignoring the dangerous section where the bike lane cuts across a lane of traffic on St Kilda Road. On Thursday, I nearly got by two car doors, once on St Kilda Road next to the Botanic Gardens, and the second time next to Flinders Street station by a taxi.

We urgently need more and safer cycle infrastructure. Cycling encourages active transport, improving health outcomes and helps to deal with the climate emergency.

We should not delay actions that are absolutely needed, simply because of a few dissenting voices. The city can do better, and lead the way for other Australian cities to do so.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Susie Falk

Email address: *

susiefalk@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike lanes in CBD

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Please continue to build bike lanes. We need more not less. Cycling is so much healthier for the rider and the planet. Think Amsterdam, it wasn't easy there either but they persisted and now have a great biking culture, and a not a lot of overweight people. We need to make cycling safe in our beautiful city. Cycle lanes are the only way. I cheat death at least three times everyday as I cycle home to Ascot Vale. Please continue in the CBD then hopefully some other councils may catch on and make our lives safer and more fun. No hill in Melbourne is too steep for a bike. Encourage more people to join in. please keep working on the bike lanes. The businesses will get used to them. Maybe they might attract more people on bikes.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

• I have read and acknowledge how Council will use and disclose my personal information.

Name: *

James Stewart

Email address: *

james@istewart.id.au

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Re Agenda Item 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

With respect to the announcement in The Age on Friday that the City of Melbourne's delivery of safe, separated bike lanes in the CBD may be stalled or even reversed I strongly urge the council to reconsider.

As a regular city commuter via motor vehicle and bicycle over the past 15 years, I have found the recent changes have allowed traffic to flow better.

Sure on-street parking has now been reduced but I've found parking at the city edge and walking or catching public transport a lot easier.

If the council decides to revert to non-separated bike lanes in the hope this will bring more people back to the city unfortunately there are more factors affecting people returning to the city and I believe you'll be disappointed.

Perhaps you should look at offering heavily discounted city edge parking for monthly commitments. Then people can take advantage of the city's electric scooters along bike lanes.

It may also encourage people to not only come into town during the week for work but also with their family on weekends.

Best Regards

James

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * Yes No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Clare Huggins

Email address: *

clare.huggins08@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Pop up bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Please reconsider pulling the bike lanes. I use City of Melbourne's bike lanes daily and I finally feel safe riding in the city. The network could be expanded for improved accessibility across different parts of the city.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Benjamin Creek

Email address: * benjaminryan365@gmail.com

Phone number *

Date of meeting: * Tuesday 2 March 1993

Agenda item title: * Bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am. The amount of people who almost hit me with their cars or doors os frightening and makes me not want to ride my bike to work. But why should i have to drive 3km (north Melbourne to Brunswick) just for my own safety?

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Jeffrey Ong

Email address: * jeffrey.ong.1@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Committee,

My name is Jeffrey. I am a pharmacist at The Royal Children's hospital and have been (and still am) a resident within the City of Melbourne for the last 18 years (within the Hoddle grid).

For 17 of those 18 years, I have relied on either public transport or simply just walking to get around the city. During my work at the RCH, I have seen many patients with severe head injuries as the result of collisions while riding a bike. It is also well known that some drivers within the City can be particularly aggressive, especially during peak hours. Because of this, I shied away from considering using a bike to travel around the City of Melbourne.

During lockdown, I noted that the City of Melbourne had performed many works to install protected bike lanes in line with the Transport Strategy. Of interest to me particularly, was that a number of these lanes would be able to get me from my apartment to work and numerous other places I frequent safely. Some research showed me that there were other, potentially interesting places to visit along these routes and getting to these safely and efficiently would be a consideration when planning an outing.

In the middle of 2021, I decided that I would purchase a bike to "give it a shot", move away from needing public transport due to the COVID risk, and to improve my fitness. Prior to this, the last time I had ridden a bike was in 2001. I am not ashamed to say that today, 7 months after that purchase I am still not the most confident rider.

The proposal to pause new protected bike lanes within the CBD is extremely disappointing to me. While I appreciate that the proposal is to continue works outside of the Hoddle grid to assist people coming into the City, this is not of particularly high value to me personally as I do not often travel outside the municipality. Just last week, I was 10 cm away from being hit by a bus within the City and I am confident that this could have been easily avoided if I was able to ride within a protected bike lane.

I hope you reconsider the proposal to pause new protected bike lanes within the CBD.

Kind regards,
Jeffrey

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Jennfier Kellt

Email address: * jennifer.kellyc@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * BIKE LANES

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am. Please continue with bike lanes! Please let me ride safely around Melbourne!

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Olivia Floate

Email address: *

oliviafloate@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bikes must have separate lanes in Melbourne's CBD

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Bikes must have separated lanes in the CBD (and ALL of Melbourne). The only thing that makes riding dangerous in the CBD is cars. I work on Collins Street and would love to ride my bike in from Coburg – and often still do – but am deterred by how unsafe it is. Often cars and pedestrians do not think to look for bikes, and understandably so as they are given no reason to do so. As Royal Parade turns into Elizabeth Street, the distinctive bike lane suddenly disappears, and you find yourself wedged in between parked cars, passing cars, and the tram (not to mention the hook turns). I like riding to be fun, and not to be exhilarating(ly close to death each time I ride into the city).

Often I lie in bed at night envisioning my death where I am doored by an unsuspecting driver-turned-pedestrian and am flung into the path of a truck where my head is then crushed like a watermelon under its wheels. And with petrol prices so god-awfully high, and myself as a customer of Centrelink, I find myself more willing to turn these visions into reality.

Most of the time bikes are a much better option than cars and public transport in Melbourne as they are great for our health, the environment, they are convenient (no parking, no worries), almost free in the long term, and are faster. But do I even have to mention these points? Only a cyclist will understand.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * Yes No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

David Bacon

Email address: *

healybacon@me.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I started working in the city about six years ago and I have loved seeing my ride to work get progressively safer as more bike lanes and infrastructure was built. I have also notice how every spring the number of bike riders increase. I am happy to have a discussion around bike lanes but would like all those involved to actually experience what it feels like to ride alongside a car on a busy street versus riding on a protected and marked lane. What kind of city do we want to be, one looking forward and shaping a future or one grimly hanging on to the past. The future is rarely smooth but it's hard to go forward when your so busy trying to go backward.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: * • I have read and acknowledge how Council will use and disclose my personal information.

Name: * Fiona Bowie

Email address: * fibowie@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Agenda item title: Agenda 6.9

I'm writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes as both a driver and cyclist.

Between my partner and I, we have been hospitalised 3 times when struck by cars in the inner city and are therefore nervous about riding. The increase of bike lanes is what gets us back on our bikes, and the benefits are numerous.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation.' By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll. If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around. These upgrades can dramatically impact older people, those living with a disability, low income households and migrant communities.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant:

Bike-riding and walking are the cheapest travel options, and improved infrastructure allows more Melbournians to experience these benefits.

To conclude, I was alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air,

less traffic safer roads and action on climate change.

I want to express my gratitude for the bike lanes that have been rolled out to date (and accelerated during COVID-19). I sincerely hope that you persevere with your bike strategy, which was outlined well before the pandemic.

Yours sincerely,
Fiona

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Amy Thompson

Email address: *

amysthomp@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda item 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I am writing to express my support for the continued construction of Melbourne CBD bike lanes. It is disappointing to see Melbourne City Council considering putting on hold the roll out of critical cycling infrastructure. It is concerning not only for the precedent it sets but the message it sends to the rest of the city and the rest of the world about the place that cycling holds in major city transport infrastructure.

A few loud and biased voices should not outweigh the benefits to Melburnians who would use this

infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, reduced traffic and safer roads.

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. I ask that you preserve with your bike strategy to reap all the benefits they will bring – a strategy set in motion well before the pandemic.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Nicholas Zull

Email address: * nick.zull@icloud.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Future Melbourne Committee

I wish to express my deep displeasure at recommendation 22.6 of the Future Melbourne Committee's agenda item 6.9 (Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation).

I find the recommendation, to defer further construction of protected bike lanes in financial year 2022/2023, to run counter to the many wants and needs of the Melbourne community.

First and foremost, deferring the construction of protected bike lanes is not safe. The death, only two and a half weeks ago, of a cyclist on King st is a clear sign that Melbourne's bike infrastructure is in desperate need of improvement. The lack of end-to-end quality infrastructure on bike commuter paths force bike users such as myself to take roads that are dangerous. This deferral of works is little more than the committee further abrogating its responsibility to the citizens of Melbourne.

External to the obvious and very real danger posed to cyclists every day they commute into Melbourne's CBD, there are clear benefits to the continued construction of protected bike lanes. Improved bike infrastructure provides health benefits to those commuting by bike. It also gets cars off roads, which reduces Melbourne's carbon emissions, which is an objective of the committee.

Greater bike usage provides improved returns for real estate investment, something the residents and businesses that operate in Melbourne's CBD clearly want.

Furthermore, stopping and restarting construction will run up construction costs, and further threaten Victoria's fragile post-lockdown economy. Considering bike infrastructure has been delayed by the committee for years with the committee citing cost constraints, this is clearly something the committee cannot afford to defer.

Lastly, it is of note that the committee giving notice of its recommendation on World Bicycle Day was callous.

Thank you for considering this submission.

Nicholas Zull.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Caroline Keating

Email address: * ckeating@hotmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

I am writing to support the continued roll out of safe space for cyclists on our roads.

I want our community be healthier, reduce car traffic, and improve air quality, but mainly I want Melbournians to be safe. I want to arrive home safe from work travelling by bike, and I want my friends, family and strangers to me to be able to cycle knowing they are protected in their daily commute.

I know that women are less likely to ride bikes if there is not safe infrastructure in place. I want women to feel safe to take up space and have the opportunity to enjoy the benefits of riding to work.

I was alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends. A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

Thank you for the bike lanes that have been rolled out to date, they have meant that I have been able to start commuting by bike – increasing my health and fitness, reducing my COVID risk by minimizing reliance on public transport, and have meant that I can feel safe (for majority) of my commute to a work in a public health service. I sincerely hope that you persevere with your bike strategy, which was outlined well before the pandemic and will make more Melbourne liveable, for everyone.

Sincerely,
Caroline

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Matt Croxford

Email address: *

drcrox@tpg.com.au

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Protected Bike Lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I am writing to encourage Melbourne City Council to continue with plans to extend the network of protected bike lanes in the CBD. This essential initiative is promoting sustainable transport within the CBD along with physical separation of motor vehicles and bikes, affording greater protection for vulnerable cyclists.

As a surgeon and cyclist, I have unfortunately experienced the trauma that collisions between vehicles and cyclists creates, both professionally and personally.

Please do not abandon the future-thinking plans for a comprehensive network of protected bike lanes due to the protests of some road users.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Maurice Perry

Email address: *

mauricejohnperry@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Proud of our City

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

whenever I get the chance to cycle from the outer eastern suburbs into our beautiful city I am always impressed by the growing number of cycle lanes across what can be a dangerous and intimidating concourse. Wherever there are dedicated cycle paths and lanes my confidence increases and I can enjoy my excursion all the more.

As an environmnetally aware citizen I applaud this commitment to cycling in the city as a certain way to decrease air pollution.

I am also a motorist and fully accept that an increase in cyclists may slow down my progress at times, but this only makes the roads even safer. Keep cars and trucks out of the city wherever possible and reduce the size of the delivery vehicles attempting access.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Jarrod Smith

Email address: *

smith.mark.jarrod@gmail.com

Phone number *

Date of meeting: *

Monday 6 June 2022

Agenda item title: *

More bike lanes are required for a safe CBD.

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Hello,

I'm writing to express my disappointment in the decision to pause the building of new bike lanes in the city.

I commute by bicycle to work, to the footy and generally around the city. I choose to ride my bike, leaving the car at home, because it takes a similar time to travel, saves being stuck in traffic and makes me feel great.

Bike lanes are paramount to ensure the safety of cyclists. All major bike paths eventually lead to the cbd, where cyclists are forced to navigate the throngs along southbank or risk getting doored travelling along a CBD street. There is no safe option when cycling through the CBD. Removing the temporary bike lane on exhibition street will mean, once again, cyclists riding down the bike lane along rathdowne st will be forced to hold their position on the road while cars attempt to overtake using less than the minimum required distance.

Adding bike lanes to the CBD is not a strategy to remove cars from the city, it is simply a measure to allow bike riders to continue their commute without the threat of severe injury or death.

Please reconsider your decision so everyone can commute to the city safely.

Thanks, Jarrod.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * Yes No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Martin Reftel

Email address: *

martin@amorfo.net

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike paths

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne council.

I'm writing to you since I've heard that you might be delaying your decision to build protected bike lanes. I commute to the CBD via bike. Mostly on separated bike paths. Which makes the journey fast and safe.

The final part is in shared traffic. And although the speeds are not great, you are quite vulnerable, exposed and at the mercy of a head check.

Only today I had a near miss when a car turned into a bike lane, only to start indicating after the had commenced the turn.

Separated bike paths are the only safe way.

Thank you.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Robert Dunn

Email address: *

robert.dunn1998@hotmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bicycle Lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

The Melbourne City Council should continue with the bike lane roll out. Bicycle lanes account for just 1% of total road space.

Cycling has a very low carbon footprint

Cycling is a high value activity for health including mental health.

Contrary to recent media reports, cyclist and cycle lanes do not increase congestion. Motor vehicles cause congestion.

Delivery drivers should look at more environmentally friendly alternatives to the large trucks currently in use. In fact small electric vehicles including cargo bikes could be used for some deliveries. There are potentially massive cost savings.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Ms Anthony

Email address: *

sally.anthony@yahoo.co.uk

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Please continue to rollout plans for cycle lanes in Melbourne CBD. Having more infrastructure to encourage people to cycle would be beneficial for the environment and health.

I used to commute by bike in London and think Melbourne is very behind in reliance on cars and less bike infrastructure.

I've noticed some scary looking bike lanes though, eg near NGV.

Thanks

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

• I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Claire Pollock-Hall

Email address: *

claire_p8@hotmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

City of Melbourne bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Melbournians have a right to pass safely through the CBD on a bicycle. Thanks to the installation of safe cycling infrastructure, commuters such as myself have enjoyed being entitled to the same luxuries as motorists on our city's busy streets.

Working for a suburban local government myself, I can only imagine the day that our communities have the same right on their streets. I believe the City of Melbourne has pioneered this approach to cycling safety in Victoria and the implementation of such infrastructure is commendable to date. The pause of such works could only be seen as a backward step in Melbourne, and indeed Victoria's efforts toward a more sustainable future.

These bike lanes are a right, and not a privilege. Especially if we want to have any hope in adapting to the already terrifying climate projections. Please consider not only the loudest voices, but additionally those who equally have a right to feel safe and considered while they move about our streets.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * Yes No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Sean Leiper

Email address: *

sean_leiper@hotmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Future Melbourne Committee

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Hello, please prioritise more bike lanes and cycling infrastructure in and around the city. i try to ride most places but if i am forced into areas that share traffic with cars i won't ride there. my wife also doesn't feel comfortable to ride in the city areas so i think with more bike lanes separating traffic she would also ride to more locations. i'm sure i'm not alone in this even though you might not get so many submissions like mine.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Nicole O'Donnell

Email address: *

nicole.odonnell1@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Date of meeting: 07/06/22 Agenda item title: Agenda 6.9

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality – to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation' (1). By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. As the City of Melbourne's own research (2) shows, "Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride." A recent Melbourne study supports your findings, demonstrating that separated cycling infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

Increase business: Despite all the criticism that has led to this "pause", which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure increases economic activity, spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than ever. Salt Lake City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the extra foot and wheel traffic (5). Further, with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and dog!) is only growing.
Improve safety for all road users: Research indubitably demonstrates that implementing bike lanes enhances safety for not only people riding bikes but those driving and walking (6). This is because separated bike lanes have a car-traffic calming effect, enabling vehicles to move at safer speeds for everyone.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll (7). If more people rode to work or

university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around (8). These upgrades can be of particular benefit to older people, those living with a disability, low income households and migrant communities.

Reduce emissions: Personal transport is Australia's fastest growing source of emissions (9); and fluctuates between the second and third highest source (behind only energy and land use) (10). Bottom line: our cars are a major contributor to climate change and Melbournians need to be empowered to move in different ways wherever possible. The global climate science is clear: we need to increase active transport to reduce transport emissions. Local research tells us that more separated and dedicated infrastructure is required to move the great number of people from the interested category to actually taking up riding. Australia needs a national strategy to move away from petrol-guzzling cars to bike-riding, walking and zero-emissions public transport and electric vehicles. To pause these bike lanes would put Melbourne on the back-foot, set to become stuck in the past as Australian cities implement innovative and intelligent transport solutions.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options (11), and improved infrastructure allows more Melbournians to experience these benefits .

To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad. A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. I ask that you preserve with your bike strategy to reap all the benefits they will bring – a strategy set in motion well before the pandemic.

References: 1)

<https://www.theguardian.com/lifeandstyle/video/2022/may/17/why-new-bikelanes-dont-cause-traffic-jams-video>

2)

<https://www.melbourne.vic.gov.au/SiteCollectionDocuments/transport-strategy-2030-city-of-melbourne.pdf>

3) <https://www.sciencedirect.com/science/article/pii/S2214140521003200> 4)

<https://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf>

5)

https://drive.google.com/file/d/0B8tOk7_upXv5djhCajg1Z0I3bmhTVTlxWldwRz

[A0YjJWNW9R/view?resourcekey=0-Fr7Mp141yXvXzW6u5NBjqQ](https://drive.google.com/file/d/0B8tOk7_upXv5djhCajg1Z0I3bmhTVTlxWldwRz/A0YjJWNW9R/view?resourcekey=0-Fr7Mp141yXvXzW6u5NBjqQ)

6)

<https://www.sciencedirect.com/science/article/abs/pii/S2214140518301488?via=ihub>

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<https://nespurban.edu.au/publications-%20resources/research-reports/CAULRR>

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8) <https://www.jstor.org/stable/26211762> 9) <https://ageis.climatechange.gov.au/nggi.aspx> 10)

<https://www.climatecouncil.org.au/wp-content/uploads/2017/09/FactSheet-Transport.pdf>

11)

https://www.climatecouncil.org.au/wp-content/uploads/2018/10/CC_MVSA0154-Report-Transport_V6-FA_Low-Res_Single-Pages.pdf

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: Yes No *

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Suzanne Nielsen

Email address: *

suzinielsen@yahoo.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Bicycle infrastructure is essential to support increased cycling and therefore reduced traffic congestion in the city. There is clear evidence that increased cycling has followed the expansion of bike infrastructure in Melbourne, and it is essential that the construction of separated cycleways continues. As a women and regular cycling commuter, these bike lanes are essential for building an safe and inclusive cycling culture. Not all cyclists are comfortable to ride in traffic. Numerous studies have demonstrated that cycling infrastructure has positive effects on local business (in contrast to unfounded claims in the media of their negative impact). I commend the city on the infrastructure built to date and encourage that there be no pause on continuing to add bike lanes.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Jaiman Patel

Email address: *

jaiman_patel@hotmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Please keep the bike lanes coming. Active travel is what makes such great attractive cities. You have a responsibility as a world class city to be leaders in achieving the UN sustainable development goals.

Don't fall to the whim of the minority loud and abrasive bullies who want to rip them out.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Bryn Dearman

Email address: *

brynsworld@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Melbourne bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Keep up the great work on a fully integrated bike lanes in the city. Please don't hit the pause button on this now!

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

• I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Evelyn Portek

Email address: *

evelyn.p@outlook.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda item 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality – to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation'

(1). By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. As the City of Melbourne's own research (2) shows, "Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride." A recent Melbourne study supports your findings, demonstrating that separated cycling infrastructure encourages

the significant portion of Melbournians interested in riding to do so (3). Increase business: Despite all the criticism that has led to this "pause", which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure increases economic

activity, spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than ever. Salt Lake City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the extra foot and wheel traffic (5). Further, with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and dog!) is only growing.

Improve safety for all road users: Research indubitably demonstrates that implementing bike lanes enhances safety for not only people riding bikes but those driving and walking

(6). This is because separated bike lanes have a car-traffic calming effect, enabling vehicles to move at safer speeds for everyone.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll (7). If more people rode to work or university instead of driving,

we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around (8). These upgrades can be of particular benefit to older people, those living with a disability, low income households and migrant communities.

Reduce emissions: Personal transport is Australia's fastest growing source of emissions (9); and fluctuates between the second and third highest source (behind only energy and land use) (10). Bottom line: our cars are a major contributor to climate change and Melbournians need to be empowered to move in different ways wherever possible. The global climate science is clear: we need to increase active transport to reduce transport emissions. Local research tells us that more separated and dedicated infrastructure is required to move the great number of people from the interested category to actually

taking up riding. Australia needs a national strategy to move away from petrol-guzzling cars to bike-riding, walking and zero-emissions public transport and electric vehicles. To pause these bike lanes would put Melbourne on the back-foot, set to become stuck in the past as Australian cities implement innovative and intelligent transport solutions.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant:

Bike-riding and walking are the cheapest travel options (11), and improved infrastructure allows more Melbournians to experience these benefits.

To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. I ask that you preserve with your bike strategy to reap all the benefits they will bring – a strategy set in motion well before the pandemic.

References:

1)

<https://www.theguardian.com/lifeandstyle/video/2022/may/17/why-new-bikelanes-dont-cause-traffic-jams-video>

2)

<https://www.melbourne.vic.gov.au/SiteCollectionDocuments/transport-strategy-2030-city-of-melbourne.pdf>

3) <https://www.sciencedirect.com/science/article/pii/S2214140521003200>

4)

<https://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf>

5)

https://drive.google.com/file/d/0B8tOk7_upXv5djhCajg1Z0I3bmhTVTlxWldwRzAOYjIWNW9R/view?resourcekey=0-r7Mp141yXvXzW6u5NBjqQ

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<https://www.sciencedirect.com/science/article/abs/pii/S2214140518301488?via%3DiHub>

7)

https://nespurban.edu.au/publications-%20resources/research-reports/CAULRR06_%20%20SubmissionFuelQualityStandardsAct2000_Mar2017.pdf

8) <https://www.jstor.org/stable/26211762>

9) <https://ageis.climatechange.gov.au/nggi.aspx>

10)

<https://www.climatecouncil.org.au/wp-content/uploads/2017/09/FactSheet-Transport.pdf>

11)

https://www.climatecouncil.org.au/wp-content/uploads/2018/10/CC_MVSA0154

-Report-Transport_V6-FA_Low-Res_Single-Pages.pdf

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

• I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Marty Wells

Email address: *

martinmwells@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda item title: Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Date of meeting: 07/06/22

Agenda item title: Agenda 6.9

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality – to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving ‘traffic evaporation’ (1). By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. As the City of Melbourne’s own research (2) shows, “Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride.” A recent Melbourne study supports your findings, demonstrating that separated cycling infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

Increase business: Despite all the criticism that has led to this “pause”, which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure increases economic activity, spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than ever. Salt Lake City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the extra foot and wheel traffic (5). Further, with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and

dog!) is only growing.

Improve safety for all road users: Research indubitably demonstrates that implementing bike lanes enhances safety for not only people riding bikes but those driving and walking (6). This is because separated bike lanes have a car-traffic calming effect, enabling vehicles to move at safer speeds for everyone.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll (7). If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around (8). These upgrades can be of particular benefit to older people, those living with a disability, low income households and migrant communities.

Reduce emissions: Personal transport is Australia's fastest growing source of emissions (9); and fluctuates between the second and third highest source (behind only energy and land use) (10). Bottom line: our cars are a major contributor to climate change and Melbournians need to be empowered to move in different ways wherever possible. The global climate science is clear: we need to increase active transport to reduce transport emissions. Local research tells us that more separated and dedicated infrastructure is required to move the great number of people from the interested category to actually taking up riding. Australia needs a national strategy to move away from petrol-guzzling cars to bike-riding, walking and zero-emissions public transport and electric vehicles. To pause these bike lanes would put Melbourne on the back-foot, set to become stuck in the past as Australian cities implement innovative and intelligent transport solutions.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options (11), and improved infrastructure allows more Melbournians to experience these benefits .

To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. I ask that you preserve with your bike strategy to reap all the benefits they will bring – a strategy set in motion well before the pandemic.

Sincerely,

Marty, Simone & Benjo Wells

References:

<https://www.theguardian.com/lifeandstyle/video/2022/may/17/why-new-bike-lanes-dont-cause-traffic-jams-video>

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https://drive.google.com/file/d/0B8tOk7_upXv5djhCajg1Z0I3bmhTVTlxWldwRzA0YjIWNW9R/view?resourcekey=0-Fr7Mp141yXvXzW6u5NBjqQ
<https://www.sciencedirect.com/science/article/abs/pii/S2214140518301488?via%3Dihub>
https://nespurban.edu.au/publications-%20resources/research-reports/CAULRR06_%20%20SubmissionFuelQualityStandardsAct2000_Mar2017.pdf
<https://www.jstor.org/stable/26211762>
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<https://www.climatecouncil.org.au/wp-content/uploads/2017/09/FactSheet-Transport.pdf>
https://www.climatecouncil.org.au/wp-content/uploads/2018/10/CC_MVSA0154-Report-Transport_V6-FA_Low-Res_Single-Pages.pdf

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * Yes No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Jasper Miles

Email address: * jasper.b.miles@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Bikes are an important part of Melbourne, now and for the future. Please please please, continue with the plan to build a network of protected bike lanes in Melbourne. These lanes will help to cut emissions, reduce the cost-of-living and make it easier to get around.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Ellie B

Email address: *

ellie.bowtell@hotmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike lanes – Agenda item 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

In 2019, I was hit by a car turning right when I was cycling in the city and ended up in hospital. I had numerous other near misses, and was car doored on Burke St, verbally abused when trying to avoid a parked car and cycled onto the road on Exhibition St and so on. In 2022, I haven't been hit, I haven't been car doored, near misses have dramatically reduced. And it's all because of the new bike lanes on Exhibition St. Seriously – these bike lanes have been life changing. I feel so much safer going to and from work, and will continue to cycle instead of using my car or other transport. Would strongly encourage the continuation of this project, it's made such a difference to many lives, including my own.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Ej Fisher

Email address: *

emajane.fisher@outlook.com.au

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.2 offleash dog park

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Thank you to the City of Melbourne

Point Park has been waiting a long time for news of an off leash park. I don't live here but visit my mother who does- both of us have dogs.

The people of Docklands have worked hard to create a community for dog owners despite the lack of infrastructure. They would like to meet other dog owners socially, but these hours make this impossible.

The hours from 6pm until 8am are completely unsatisfactory.

Particularly in winter these hours are in the dark. What good is an all night off leash area? There are no lights (that light up the grassed area), no fences, foxes that appear in the dark - how would one control a dog lured by a fox? These hours are also absurd for the dog owners who live on their own - many are female and many are elderly - these hours are unsafe for them. The allocation of these hours lacks foresight and regard to the infrastructure the city of Melbourne has provided, and to user's safety in these spaces.

I implore you to at least provide a few daylight hours in your allocation. The park is not used for sports, it is mostly used by owners of dogs. I know many people with dogs purchased in the area because of the park. Many owners are now working from home or are semi/retired meaning they have time during the day.

We are not asking you for additional funding or to providing lighting infrastructure to provide a safe environment overnight. But please consider changing the time to at least 4pm.

Thank you for your consideration.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Anne Murphy Cruise

Email address: * anne.murphycruise@macquarie.com

Phone number *

Date of meeting: * Monday 6 June 2022

Agenda item title: * Bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I congratulate the Melbourne City Council on the great work it has been doing in building more bike tracks, bike lane and bike networks.

My submission is to please keep up the good work and not go backwards in removing or reducing the bike networks, because of a few loud motoring and business lobbyists.

I appreciate that a compromise may be required to permit deliveries, parking etc, however I request that you not undo the great work achieved to date.

The Bike network is critical for an ever growing percentage of the population who are electing to commute by bike rather than by polluting private vehicles or by overcrowded and costly public transport.

We need massive investment – not delays – in safe bike infrastructure like separated bike lanes. As one of the growing number of workers who commute to the city by bike every day, I beg the Council to maintain its strong stance on supporting and expanding the bike network in Melbourne.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Katie Chuang

Email address: * katie.chuang@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Date of meeting: 07/06/22

Agenda item title: Agenda 6.9

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There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

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There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving ‘traffic evaporation’ (1). By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. As the City of Melbourne’s own research (2) shows, “Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride.” A recent Melbourne study supports your findings, demonstrating that separated cycling infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

Increase business: Despite all the criticism that has led to this “pause”, which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure increases economic activity, spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than ever. Salt Lake City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the extra foot and wheel traffic (5). Further,

with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and dog!) is only growing.

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I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. I ask that you preserve with your bike strategy to reap all the benefits they will bring – a strategy set in motion well before the pandemic.

Alternatively you may attach your written submission by uploading your file here:



[lettercommunity_dearmelbournecitycouncillors.pdf](#)

40.24 KB · PDF

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Glenn Driscoll

Email address: * glenn@rbsmelb.com.au

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.2

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

ITEM 6.2

Proposed MO

Page 6 of 11

Definition – 'Timed access'

My question is in regard to the proposed 'timed access' for off leash nominated, specifically for Point Park.

Q. Can these times be extended to the hours of 4pm to 9am?

Daylight:-

This would allow for more daylight hours during the months before and after the Winter Solice in June. The hours of 6pm to 8am are very restricted times when sun rises around 7.40am and sets at 5.40pm in June.

Safety in poorly lit parklands:-

Many owners are concerned for their dog/s and their own personal safety in the dimly lit parks of a night or in park areas without any artificial lighting.

To assure everybody has the same enjoyment to run their dog off leash in areas where they are visible to others in the community and from surrounding apartment buildings improves community safety. It also gives owners peace of mind.

The other advantage for having more daylight hours means the off leash dogs can be watched at all times, supervised and controlled by their masters.

I believe this is a reasonable suggestion and a logical request that would have very little to no adverse impact on anybody or the Council to control.

Thankyou for your consideration and the opportunity to comment.

Please indicate whether you would No
like to verbally address the Future

Melbourne in support of your
submission: *

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Cass Kern

Email address: * casshk@outlook.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Council,

I am writing to express my concern about the proposed pause of bicycle lane rollout in Melbourne.

More than ever in these COVID-normal times do we need to be encouraging people to cycle into and around Melbourne.

Crowded public transport with nose to armpit passengers is no longer safe or appealing, but our ever growing city does not have the capacity for everyone who enters to drive around it in their cars.

With petrol prices soaring and car use a contributor to climate catastrophe, our city needs to be investing in diversity of transport options, especially those which come without high carbon cost.

In Denmark during the 1970s gas crisis, the opportunity was harnessed to decrease use of cars, encouraging bicycle use and investment in cycling infrastructure was made. Copenhagen's council also faced criticism for these changes but their courage and perseverance has paid off with creation of one of the most bike friendly cities in the world.

I am both an emergency nurse and a shift worker. And public transport frequently can't offer me a way to get to work on time, while cycling is always accompanied by the thought and possibility of injury (of which I am acutely aware in my line of work) or death.

And yet I do it. I ride to work because I believe that the more cyclists there are, the safer we become. Cycling lanes increase bike visibility, they give us the 'permission' to be road users, and they make everyone safer.

Although I fear injury and death, I don't believe that drivers get in their cars with the intention of injuring or killing me. And yet I know all too well that the reality is when I share a lane with a car, there is this risk. Cycling in a bike lane makes everyone safer.

As a woman, public transport particularly late at night or early in the morning comes with additional fears and additional risks. And cycling gives me an alternative way to get to and from

my hospital shifts. But I do feel vulnerable when I am the only cyclist around and cars late at night may not be expecting me on the road. Having a bike lane reminds cars of my possible presence.

Although I encourage many of my friends and colleagues to ride too, so often when I try to help them plot a route that is safe, bike lanes end randomly or don't exist.

Bike lanes bring people. On my bike I will go where the bike lanes are. When I ride from my home in Coburg to into the city I see shops and restaurants and I stop to investigate them. In my car I will give the city as wide a berth as I can for the frightening traffic, the eye watering parking fees and the painful congestion. I want to visit and enjoy Melbourne CBD but I certainly wouldn't drive there.

I believe that all areas of our city should have bike access, but I also recognise that many people live further out of the CBD than it is practical for them to ride. This is why transport diversity is important. Those of us getting on at inner city train stations may not need to contribute to public transport congestion if we can cycle in a similar amount of time.

By cycling we get the individual health benefits, as well as the community health benefits that come from a reduced carbon footprint, reduced noise and reduced congestion.

We have a wonderful city, and I believe expanding bicycle infrastructure would make it even greater. I hope that council will show courage and plan for a future where bikes are welcomed and cyclists are safe to share the roads in our city.

I strongly encourage you to continue with the expansion of bicycle lanes and infrastructure in our city planning for a Melbourne which is safe and welcoming for all.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Michelle Tyrrell

Email address: *

msmichelletyrell@yahoo.com.au

Phone number *

Date of meeting: *

Monday 6 June 2022

Agenda item title: *

Keep installing bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Hi, I'm Michelle. I live in the city of Melbourne on Collins Street. I am a cyclist and take a mix of public transport and I ride. I love the new bike paths, they make me feel safer and in the busy CBD I often feel I have to battle it out with the giant SUVs and ute drivers that are frequently in the city. As we try to address climate targets as a nation I see cycling as a positive and proactive way to get people to be active, fit, enjoy the community and cut down on using their car. This will only happen if the City of Melbourne is proactive in helping create diverse cycling paths for all ages and abilities to use and cutting down on automotive traffic. I truly hope you continue to invest in these bicycle paths for the whole community.

Regards, Michelle Tyrrell

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Chris Moore

Email address: *

christophermoore@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I write regarding the proposal to slow or stall the construction of a safe, protected bicycle lane network in Melbourne CBD.

This proposal is misguided. Cities around the world are making it safer for people to ride bicycles, because of the huge benefits that bike riding offers:

- reduced climate-change impact
- less particulate pollution
- healthier population

Study after study has demonstrated that the economic impact of bike lanes is positive – they bring more people to local businesses than cars do, and people are more likely to stop and linger in the city when they're travelling by bike.

There are elements of the media that love to create controversy around bike lanes, but they don't care about Melbourne, they just care about clicks on their websites. Please stand strong against their bullying.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: * • I have read and acknowledge how Council will use and disclose my personal information.

Name: * Tim Anstey

Email address: * com@ta.zu.is

Phone number *

Date of meeting: * Monday 7 June 2021

Agenda item title: * Accelerated delivery of Council's Cycle Infrastructure Program

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I saw in the newspaper recently that council has taken the view to delay further investment in the cycle infrastructure program. I would encourage not doing this. The investment in cycling infrastructure in the City of Melbourne has been one of the most encouraging things council has done over the last couple of years.

Transport through the city, both as a cyclist and a motorist, is considerably safer now and actively encourages me to visit the city more often. My CBD based office still hasn't re-opened post COVID but I now visit socially outside of business days more than I did pre-COVID.

Safe cycling infrastructure that connects the Capital City Trail through the CBD and down to Birrung Marr / Yarra River trails via Exhibition Street has entirely changed where me and my friends consider visiting for brunch/lunch/dinner as it is now viable to get into the CBD safely from all of Stonnington/Moreland/Yarra. A similar story exists along Williams Street connecting Carlton/Brunswick down to Southbank.

Cycling will never be as popular in this city as it is in other cities around the world until people generally feel safe doing so. The separated bike lanes, and uninterrupted connection to other cycle infrastructure, have been a great step towards this.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

April Erskine

Email address: *

April.erskine@outlook.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Melbourne bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

It would be a regrettable act by the council to stop the development of Melbourne bike lanes. In a time when many people have rethought about their everyday priorities, particularly being mindful of personal health and wellbeing, are imploring govt's to act on climate change now and the state shows that bike ridership has increased substantially to go in reverse would be detrimental to city residents and visitors.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Denise Whimpey

Email address: *

Denise_Whimpey@hotmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

As a commuting cyclist who cycles into the City of Melbourne, I'm devastated to hear that the separated bike lanes will be ceased. The City of Melbourne has pledged to encourage active transport and enhance safety for cyclists– this will set those aims back and leave cyclists vulnerable to danger. I'm amazed that the needs of commuting cyclists who work and study in the City Of Melbourne (including delivery workers) are being ignored in favour of truck drivers, who are already well protected in their vehicles.

Please reverse this decision and head the pleas of the many people who cycle in our great city– safe cycling infrastructure contributes to a vibrant and busy city. And guess what? Cyclists are also consumers– as well as commuting to work, and cycling as part of our work, we buy stuff and help keep the City of Melbourne alive.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Brendan Dowling

Email address: *

afdandbfd@bigpond.com

Phone number *

Date of meeting: *

Monday 6 June 2022

Agenda item title: *

Don't delay or pause the construction of bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Please continue with your bicycle lane infrastructure projects, the bike lanes need to continue, hold your nerve and don't be overwhelmed by big business, my grandchildren and your own grandchildren will thank you for it!!

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Melissa Hartmann

Email address: *

melissa.hartmann@outlook.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Our family of four, with two toddlers, has lived in the City of Melbourne for 8 years. 2 years ago we decided to sell the car and convert our bikes to e-bikes. We are now fitter and spend more time in the fresh air that ever before. We've also dramatically reduced our households carbon emissions. These changes have been made possible, and sustainable, by the new safe bike lanes throughout the COM and beyond. These are what allow us to feel safe carrying our children in our bike trailer throughout Melbourne. Thank you for the additional bike lanes you have added. We would love to see you add more bike lanes so that more people and families can experience the extraordinary benefits we have, all from jumping on the 'pushy.'

Kind regards,

Melissa Hartmann

City of Melbourne Resident, Worker and Parent

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * John Pollock

Email address: * johnp13@bigpond.net.au

Phone number *

Date of meeting: * Wednesday 8 June 2022

Agenda item title: * City of Melbourne Review of Dogs in Open Space Project

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

While writing this submission to support the long awaited creation of a dog park at Port Park Docklands, I am disturbed to read the proposed operating times are 6PM to 8AM. With 85% of dog owners along Yarras Edge being well into retirement age, I doubt the majority would be out of bed by 8am and tucked away a home by 6pm. During the daylight savings period may suit some however during the winter months the letting off the leash during winter months is almost pointless plus I expect mission impossible when it comes to locating any dog droppings. With bulk of dogs along Yarras Edge being small breeds I hope commonsense prevails and while I'd prefer no time restrictions, I recommend the operating times be reviewed, both in the morning and afternoon. PS no one visits the park during the night other than my dog therefore I'd be happy to ban dogs between 9pm to 6am. Thanks in advance and again please look at the needs of the hundred plus dogs owners at Yarras Edge.
Cheers, John Pollock

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Nigel Dalton

Email address: *

nxdalton@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

If future generations of Melbournites had a seat, or a vote at this table, it would be for the urgent EXPANSION of cycling networks in the city – not some half-hearted pause.

Alas, they don't get a vote at all – so the agenda for health, transportation, and productivity and vibrancy of Melbourne is monopolised by the people from the past, who will be dead and gone when the cost of 2022's short-sightedness around cycling infrastructure is borne.

Climate change, mental health, the liveability of our city are all items that will be looked back upon as no-brainers for investment THAT WERE IGNORED. The research from overseas that correlates cycling infrastructure with economic success is being ignored in the face of radical lobby groups – not dissimilar to the public transport deniers.

This generation needs to make a stand for their descendants, and stop living in the 20th century.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: * • I have read and acknowledge how Council will use and disclose my personal information.

Name: * Sean Hutchinson

Email address: * coolsean6@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

To whom it may concern,

Recently I have made use of the fantastic new bicycle infrastructure in the city of Melbourne and we must continue to roll out new bicycle infrastructure, as planned, to continue our push towards a cleaner, more livable Melbourne.

One of the biggest reasons why people shy away from regularly commuting by bicycle is safety, myself included, and the difference between having a dedicated bike lane separated from vehicles compared to riding on the road with cars is night and day.

We need to aim to be a city where people of any age, children included, can feel safe to commute to and within the city without the fear of being struck by a vehicle. With this will come all the fantastic advantages of a bicycle-centric major city similar to what's possible in places such as the Netherlands.

Cleaner air, quiet streets, less cost to upkeep roads due to less vehicle traffic, less stress for both drivers (less traffic congestion), and less stress for bicyclists (not getting cleaned up by a car or truck), plus generally improving people's mental and physical health. Nobody looks forward to driving in traffic; plenty of people look forward to riding their bike / electric scooter to work, particularly when they don't have to deal with cars and trucks, it's honestly such a joy which I have not experienced before in Melbourne until I lived locally and got to experience it for myself. Personally I love cars, I own two classic sports cars, and two motorcycles, but I would always take the electric scooter to work in Melbourne, guaranteed. It was far more enjoyable once the proper infrastructure was in place.

I hope you please take this opportunity to be bold and push forward with expanding our bicycle infrastructure as it future-proofs our city for the upcoming low-carbon economy and expanding population. Cars do not scale well; bicycles and small electric vehicles fair much better. Unless you get Elon Musk involved digging tunnels, but I still think bicycles and micro electric mobility is far cheaper and works very, very well.

Regards,
Sean

Please indicate whether you would like to verbally address the Future No

Melbourne in support of your
submission: *

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Nicklaus Mahony

Email address: * nicklaus.mahony@hotmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Subject: Bike lanes are great

Dear Councillors,

The rollout of the bike lanes is fantastic. Please don't stop. And please definitely don't turn back. You're on to a good thing. I was a big beneficiary of your investment in safe streets. It's always so nice to ride a couple of blocks in protect lanes not having to think about the many ways traffic could kill me. The Rathdowne pop up is fab. The permanent treatment of William St, even better.

Sadly, I've relocated to Brisbane for 12 months. The infrastructure here is terrible, and frankly embarrassing for the Bris city council. Be proud of what you've achieved as a city and keep pushing things further. Can't wait to roll into the Hoddle grid on two sustainable, local business supporting wheels in the near future. Hoping I come back to an even better bike network.

Fingers crossed we avoid 3 degrees of warming. Bikes are a big part of not risking complete climate crisis.

P.S. Please make the city speed limit max 30km/h, the WHO thinks it's cool and so do I. (The 20km/h little streets are ace, well done).

Thanks for your time.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: * Noel Dyson

Email address: * noel.dyson6@bigpond.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Bicycle Traffic Lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Please leave the Bicycle Traffic Lanes without alteration in Arden St. as I can be seen by overtaking Vehicles while riding in them.

Please remove ALL Footpath Extensions and Kerbing between The Footpath Proper and Parked/Overtaking. As there are unresolved LEGAL ISSUES as to who has 'Right of Way' in a collision with a pedestrian stepping to the Footpath Extension or a Child alighting from a Vehicle and bolting to the Footpath Proper in front of a Bicycle Rider. In these same Footpath Extensions / so called Protected Bicycle Lanes, I am invisible to the overtaking Vehicles until I am under the front wheels at the Exit Point. They do not protect me and I have NOT and WILL NOT ride a bicycle in them.

The Attached Picture of Bicycle Traffic Lanes in Clarendon St. Melbourne East, is the cheapest, Best and of the only design of Protected Bicycle Traffic Lane We need as Bicycle Riders. This is because this design allows the sharing of the Road with All Vehicles.

Regards

Noel Dyson

Alternatively you may attach your written submission by uploading your file here:



[clarendon_street_melb_east_bike_lanes_.jpg](#)
12.48 KB · JPG

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

lara MacFarlane

Email address: *

larissalice@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

bicycle infrastructure

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

please don't stop the rollout of the bicycle lanes. We need this infrastructure so much. It will support people to choose healthy and sustainable transport. And current cyclists need safe passage. it can be terrifying to ride in our city. I dont blame people for being too scared. But need them to for the future of our city and our planet. We need safe ways to ride. we need separated lanes from cars. remember that every bicycle is one less car on the road. We need bicycles to keep the city open.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

• I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Julia Cirillo

Email address: *

julia.vanderoord@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Please don't delay the network of bike lanes. More people are driving into work as they do not want to get on trams due to COVID infection fears so a bike to commute is a safe, viable, healthy as well as sustainable option. However, research shows that without safe access, many people won't take up or continue bike riding to commute or for pleasure. Please continue to build safe accessible bike lanes in our city and put bike riders at the top of priorities. Thank you

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Leonti Bielski

Email address: *

leonti.bielski@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

According to the update of the transport strategy there is a recommendation to be defer the delivery of the protected bike lanes within the Hoddle Grid.

The City of Melbourne has been doing an outstanding job delivering new bike lanes and improving existing ones in the CBD where they are the most needed.

According to the update bike volumes on protected lines (Peel, Swanston and Queens Bridge Street) are at some cases at more than 150% of pre-pandemic levels, while bike volumes overall are at 70% which cleraly indicates how important protected bike lanes are for the riders.

Personally, I would travel to CBD more often if it had a better coverage of protected bike lanes as the existing unprotected lanes are not sufficiently safe.

It is important to continue the rollout of protected bike lanes in order to change people's behavior. Stopping now would stop wider adoption of bicycles and e-scooter as a mode of transport in CBD.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Patrick Casey

Email address: *

patrickpierrecasey@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda Item 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

I am writing to you as a concerned resident regarding the potential halting of the cycling infrastructure in the city. Having lived in London for a number of years, commuting to work I saw first hand the damage unprotected bike lanes can have on cyclists. The local government rolled out 'Cycle Superhighways' and made it a far more pleasant experience navigating one of the busiest cities in the world. That can be our city too.

Continuing Melbournes rollout would not only benefit the individual cyclist, it would improve; the local air quality, traffic flow and health outcomes.

Yours sincerely,

Patrick Casey

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * Yes No

Privacy acknowledgement: *

• I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Stephen Thomas

Email address: *

stretcher77@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9 City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Just three weeks after a cyclist was killed on a city street which doesn't have protected lanes, now is not the time to stop the rollout.

The lanes provide important safety for not just commuters but also delivery riders late at night where there are many drug and alcohol affected drivers on the road.

We need to complete network so we gain the full benefits of the increase in people cycling to the city.

On my route I can see the damage vehicles have caused to concrete protectors and I'm grateful that it wasn't cyclists who were hit in those collisions.

Thanks for your time.

Regards,
Steve Thomas

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Ayda Hornak

Email address: *

ayda.hornak@outlook.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Point park off leash park

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Having an off leash designated time of 6pm to 8 am is not suitable for the residents of Yarras Edge.

Most of us take our dogs out before dinner and before dark as the lighting at point park is insufficient.

I this mon to Fri it should be off leash from 3.30pm to 10am. And all day on weekends.

It's important to note that dogs owners are approx 90% of users of the park. So who are we catering for?

Hope we can be reasonable and logical when making the call on this.

Thank you

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Andrew Napier

Email address: *

andrew.napier88@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Protected Bike Lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Recently, some groups have tried to get in the way of the progress Melbourne City Council has made on building and upgrading bike lanes throughout the suburbs. These projects must continue, as reducing emissions is paramount and one way of doing that is to promote easy and safe bike riding. I live in Brunswick East and the commute to the city must be as safe and streamlined as possible to encourage others to do the same.

Please don't let the loud voices of a few motoring and business lobbyists get in the way of real progress on making our streets cleaner and safer.

Thanks
Andrew

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

• I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Nicole McManus

Email address: *

nikkimac@iinet.net.au

Phone number *

Date of meeting: *

Monday 6 June 2022

Agenda item title: *

Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Date of meeting: 07/06/22 Agenda item title: Agenda 6.9

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality – to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation' (1). By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. As the City of Melbourne's own research (2) shows, "Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride." A recent Melbourne study supports your findings, demonstrating that separated cycling infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

Increase business: Despite all the criticism that has led to this "pause", which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure increases economic activity, spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than ever. Salt Lake City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the extra foot and wheel traffic (5). Further, with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and dog!) is only growing.

Improve safety for all road users: Research indubitably demonstrates that implementing bike lanes enhances safety for not only people riding bikes but those driving and walking (6). This is because separated bike lanes have a car-traffic calming effect, enabling vehicles to move at safer speeds for everyone.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in

Australia – larger than the national road toll (7). If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution. Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around (8). These upgrades can be of particular benefit to older people, those living with a disability, low income households and migrant communities.

Reduce emissions: Personal transport is Australia's fastest growing source of emissions (9); and fluctuates between the second and third highest source (behind only energy and land use) (10). Bottom line: our cars are a major contributor to climate change and Melbournians need to be empowered to move in different ways wherever possible. The global climate science is clear: we need to increase active transport to reduce transport emissions. Local research tells us that more separated and dedicated infrastructure is required to move the great number of people from the interested category to actually taking up riding. Australia needs a national strategy to move away from petrol-guzzling cars to bike-riding, walking and zero-emissions public transport and electric vehicles. To pause these bike lanes would put Melbourne on the back-foot, set to become stuck in the past as Australian cities implement innovative and intelligent transport solutions.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options (11), and improved infrastructure allows more Melbournians to experience these benefits .

To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. I ask that you preserve with your bike strategy to reap all the benefits they will bring – a strategy set in motion well before the pandemic.

References: 1)

<https://www.theguardian.com/lifeandstyle/video/2022/may/17/why-new-bike-lanes-dont-cause-traffic-jams-video>

2)

-2030-city-of-melbourne.pdf

3) <https://www.sciencedirect.com/science/article/pii/S2214140521003200> 4)

<https://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf>

5)

6)

%3Dihub

7)

06_%20SubmissionFuelQualityStandardsAct2000_Mar2017.pdf

8) <https://www.jstor.org/stable/26211762>

9) <https://ageis.climatechange.gov.au/nggi.aspx>

10)

<https://www.climatecouncil.org.au/wp-content/uploads/2017/09/FactSheet-Transport.pdf>

11)

<https://www.melbourne.vic.gov.au/SiteCollectionDocuments/transport-strategy>

https://drive.google.com/file/d/0B8tOk7_upXv5djhCajg1Z0I3bmhTVTIxWldwRzA0YjJWNW9R/view?resourcekey=0-Fr7Mp141yXvXzW6u5NBjqQ

<https://www.sciencedirect.com/science/article/abs/pii/S2214140518301488?via>

<https://nespurban.edu.au/publications-%20resources/research-reports/CAULRR>

https://www.climatecouncil.org.au/wp-content/uploads/2018/10/CC_MVSA0154-Report-Transport_V6-FA_Low-Res_Single-Pages.pdf

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Sarah Werkmeister

Email address: *

betersinceforever@hotmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Please keep improving the bike lanes for the safety of all commuters. The improvements so far have made me feel much safer as a cyclist, car driver and pedestrian, with clearly makes lanes. I am however disappointed that the company contracted to undertake the work leaves behind particulate matter when building these bike lanes ie. Microplastics that go into the drains, and that the city of Melbourne don't have signage to indicate if tar is still wet. I really would love more bike lanes, particularly on Spring and Bourke, Flinders St, Grattan St and Arden St.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Damien Schroder

Email address: *

damien.schroder@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Covered Bike Lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Per unit space, bicycles are significantly more efficient than cars. Up to 10 bikes can fit in the space of one car, so even if the average 5-seater car is full, bikes double the space efficiency of our transport infrastructure. In the city, cars are a slow, inefficient, congesting, loud, and dangerous hazard to pedestrians and cyclists alike. Scaling back the planned bike lanes will just make this problem worse, as it gives cars a greater lease over the road making it increasingly unsafe. Furthermore, a significant portion of people are not particularly good at driving, and pose a serious threat to others around them through inexperience, lack of confidence, overconfidence, or general stupidity. Giving such people 1 ton metal boxes that outweigh cyclists who will use the roads regardless and outweigh us 50 to 1 will only lead to increased incidents between bikes and cars, as well as increase the load on an already buckling state hospital system. Finally, parking cars in the city is an incredibly inefficient means of space management, as the parking space for one car can hold up to 20 bicycles, and increase of minimum four times. This would increase the efficiency of the existing infrastructure by incentivizing public transport use or bicycle use, and subsequently make the roads safer, more efficient, and more pleasant for everyone (especially residents of the city centre who are sick of cars beeping their horns at one another at 11pm every night)

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Katherine Firth

Email address: *

firthk@unimelb.edu.au

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9 Implementation Update (transport)

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I cycle to work every day (Fitzroy to Parkville) but do not travel to the CBD yet as I don't feel safe enough in the Hoddle grid.

It would really help when popping into the dentist, or going to the cathedral on a Sunday morning.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

André Pudebat

Email address: *

andrepudebat@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

All European and others cities around the world are limiting the amount of travel made by car and have invested heavily in bike infrastructure to make healthy transport safer. It's imperative for the "most liveable city in the world" to become a leader in this space. Worth looking at what Sadiq Khan is doing in London

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

• I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Andrew Nguyen

Email address: *

mrandosama@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

I'm writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation.' By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll. If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around. These upgrades can dramatically impact older people, those living with a disability, low income households and migrant communities.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options, and improved infrastructure allows more Melbournians to experience these benefits.

To conclude, I was alarmed to see Melbourne City Council considering pausing the roll out of

critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my gratitude for the bike lanes that have been rolled out to date (and accelerated during COVID-19). I sincerely hope that you persevere with your bike strategy, which was outlined well before the pandemic.

Yours sincerely,

Andrew

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: * • I have read and acknowledge how Council will use and disclose my personal information.

Name: * Michael Oxer

Email address: * michael@oxer.com.au

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Reduction roll out of bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Submission to Melbourne City Council
Re threat to bicycle lanes installed in the CBD.

The writer is an 85 year old male bicycle rider, resides in Fitzroy North, uses an e-bike as daily transport and for longer journeys e.g. visiting rail trails.

Since February 2019 has ridden more than 6400 kms across large areas of metro Melbourne including through the CBD for E-W and N-S trips. Protected bike lanes plus the addition of (too few) intersection treatments such as 'head start' traffic light management, have revolutionised safer, faster and more inviting bicycle travel in Melbourne.

For the writer the use of a bicycle has essential and fundamental health benefits, including recuperation from heart surgery, and for general fitness, which reduces demand on the Victorian health system.

The writer was a co-founder of Bicycle Victoria (as vice president then president), co-founder of Rail Trails Australia (as president), and at various times a member of local, State and Federal government advisory boards and councils on behalf of bicycling, in these volunteer roles making a contribution to the development of a greater acceptance for the use of bicycles as a significant component of our transport system.

As a comparison with conditions facing any person who ventured onto city streets, suburban and country roads in the 1970's, the citizens of Victoria now have a significant equity in liberty to travel using bicycle technology. Citizens in Victoria are joining the ranks of millions of others in many countries now provided by governing authorities a place in the urban transport mix, and thanks to the expanding relevant infrastructure helping to calm urban places, increase vehicle road capacity (reducing congestion), building into every day lives a health benefit missing from those in a car bound environment.

Any stepping back from maintaining and upgrading the many more recent on-road allocations of road space would be retrograde and running contrary to what is happening internationally. These developments have also generated a remarkable advance in bicycle and small wheeled mobility systems, not least for load carrying and cargo delivery purposes. That advance is not standing still nor will it retreat.

E-bike technology will bring greater benefits to cities than the replacement of liquid fuel vehicles with e-cars.

This writer urges Councillors to stand fast on the pro bicycle infrastructure developments and programs now in place, and continue to provide equitable space and access for citizens who choose to travel by bicycle or a related mode.

Respectfully submitted.

Michael Oxe
14/63 Holden Street
Fitzroy North 3068

michael@oxer.com.au

(Volunteer community member: City of Yarra Active Transport Advisory Committee)

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Kim Shearman

Email address: *

kimshearman@iprimus.com.au

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike Lane Network

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I am writing to urge Council to continue with the installation of bike lanes in the CBD. As a regular bike commuter into the city, I have to carefully choose my route to safely arrive at work. Unfortunately my daughter who works as a bike courier doesn't have the same luxury as she has to ride where the jobs take her. She has been hit twice by cars in the city with one of those times involving a trip to hospital in an ambulance. So far I think she's been relatively lucky, but without a clear, comprehensive and linked network of bike lanes throughout the city, I feel it's only a matter of time before she's seriously injured. Council should be supporting cycling workers and commuters in the city as part of their response to the climate emergency.

Thank you

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Robert Muir

Email address: * robtheaus@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I would like to make the submission that the Melbourne City council should continue to push forward with their rollout of the bike lane infrastructure. While I think the initial rollout has been a great addition to the city and is something I use weekly, there is still need for significant progress which can only happen if the program is continued to be rolled out at its planned schedule and is not delayed.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: * • I have read and acknowledge how Council will use and disclose my personal information.

Name: * Martin Ince

Email address: * martin.ince@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I would like to submit my views on the installation of protected bike lanes within the Melbourne CBD (refer agenda item 6.9 relates).

As a regular commuter by bicycle to the CBD these bike lanes are critical infrastructure needed for so many reasons but in particular they are needed to attract people back to the city, keep cars away from the city, make it safe for cyclists, provide transport options for low socio economic groups that struggle to even afford public transport, they drive Melbourne towards a greener future and they provide a wonderful way for Tourists visiting Melbourne to move around our city (like other great cities of the world). There are many other reasons I can think of also. I have been shocked and dismayed to learn about the proposal to defer the further role out of bike lanes in the CBD (as per Agenda item 22.6). In my opinion it is critical that we proceed without pausing the rollout of additional protected bike lane infrastructure (for the reasons mentioned above).

In particular, additional protected infrastructure is badly needed running in an east / west orientation. Possible locations include Flinders St/Lne, Collins St/Ltl, Bourke St/Ltl, Lonsdale St/Ltl. Bike lanes in some of these Streets would work to supplement existing arrangements already in place in Latrobe st.

So my ask is to say no to agenda item 22.6, we can't afford to even pause the rollout of this important infrastructure within the CBD, we need these bike lanes.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

• I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Sean Morice

Email address: *

seamorice@hotmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike Lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Date of meeting: 07/06/22

Agenda item title: Agenda 6.9

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes. It's a good plan, keep your nerve.

We have to reduce our reliance on cars in our car-centric culture and there will be so many benefits to building better bike infrastructure to begin with: health, reduced road congestion and making much more pleasant spaces for humans.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality – to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation' (1). By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. As the City of Melbourne's own research (2) shows, "Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride." A recent Melbourne study supports your findings, demonstrating that separated cycling infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

Increase business: Despite all the criticism that has led to this "pause", which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure increases economic activity, spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than ever. Salt Lake City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the extra foot and wheel traffic (5). Further, with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and dog!) is only growing.

Improve safety for all road users: Research indubitably demonstrates that implementing bike lanes enhances safety for not only people riding bikes but those driving and walking (6). This is because separated bike lanes have a car-traffic calming effect, enabling vehicles to move at safer speeds for everyone.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll (7). If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around (8). These upgrades can be of particular benefit to older people, those living with a disability, low income households and migrant communities.

Reduce emissions: Personal transport is Australia's fastest growing source of emissions (9); and fluctuates between the second and third highest source (behind only energy and land use) (10). Bottom line: our cars are a major contributor to climate change and Melbournians need to be empowered to move in different ways wherever possible. The global climate science is clear: we need to increase active transport to reduce transport emissions. Local research tells us that more separated and dedicated infrastructure is required to move the great number of people from the interested category to actually taking up riding. Australia needs a national strategy to move away from petrol-guzzling cars to bike-riding, walking and zero-emissions public transport and electric vehicles. To pause these bike lanes would put Melbourne on the back-foot, set to become stuck in the past as Australian cities implement innovative and intelligent transport solutions.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options (11), and improved infrastructure allows more Melbournians to experience these benefits .

To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. I ask that you preserve with your bike strategy to reap all the benefits they will bring – a strategy set in motion well before the pandemic.

References:

1)

<https://www.theguardian.com/lifeandstyle/video/2022/may/17/why-new-bikelanes-dont-cause-traffic-jams-video>

2)

<https://www.melbourne.vic.gov.au/SiteCollectionDocuments/transport-strategy-2030-city-of-melbourne.pdf>

3) <https://www.sciencedirect.com/science/article/pii/S2214140521003200>

4)

<https://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf>

5)

https://drive.google.com/file/d/0B8tOk7_upXv5djhCajg1Z0I3bmhTVTlxWldwRzA0YjJWNW9R/view?resourcekey=0-Fr7Mp141yXvXzW6u5NBjqQ

6)

<https://www.sciencedirect.com/science/article/abs/pii/S2214140518301488?via%3Dihub>

7)

https://nespurban.edu.au/publications-%20resources/research-reports/CAULRR06_%20%20SubmissionFuelQualityStandardsAct2000_Mar2017.pdf

8) <https://www.jstor.org/stable/26211762>

9) <https://ageis.climatechange.gov.au/nggi.aspx>

10)

<https://www.climatecouncil.org.au/wp-content/uploads/2017/09/FactSheet-Tra-nsport.pdf>

11)

https://www.climatecouncil.org.au/wp-content/uploads/2018/10/CC_MVSA0154-Report-Transport_V6-FA_Low-Res_Single-Pages.pdf

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: No Yes *

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Janet hall

Email address: *

janetonthewing@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

pop Up Bike Lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I was very elated to have a forward looking council creating a network (a network!) of bike lanes in Melbourne. Bike lanes would be normalised, everyone would get used to them, and use them. The city would be quieter at street level, we'd be fitter making our trips to and through the city by bicycle, and we'd be a lot safer.

I wonder what is making the council back off. It is disappointing and under the influence of this news, central Melbourne starts to feel less like home, less like ours. Bikes CAN mix more successfully with foot traffic than motor vehicles and the sooner we get to work on making it an amicable sharing of the city, the better our air quality, noise levels, retail business, fitness and even our tourism will be.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Joshua McAlpine

Email address: *

mcalphinator3@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality – to name just a few benefits of bike lanes.

I have an infant daughter. Will the City of Melbourne be a safe place for her to ride her bike around in 2030? Or will they remain as dangerous as they are today? To me, this is what's at stake if the bike lane rollout is paused. If anything, the rollout needs more funding and greater ambition.

Melbourne calls itself liveable. If a child can't even bike safely around the city, what kind of liveability is that?

Thank you.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

William Hennessy

Email address: *

email@williamhennessy.com.au

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike lanes in Melbourne CBD

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I write to express my concern about the likelihood of the Bike lane plan being suspended. There has to be a better way than this. This suspension will automatically mean that we will have fewer cyclists on the road which will inevitably result in a sum total lose-lose situation.

We need way more cyclists on the road for all the most obvious reasons of cleaner air, less congestion and fitter people – therefore increase in public health therefore decrease in public expenditure on heath. Therefore win-win.

Melbourne City Council has shown courageous leadership in this area. Please do not retreat now.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Jen Davis

Email address: *

ozjdavis@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I travel by ebike through the CBD quite regularly. I love the bike lanes and would definitely like to see more. Please do not pause the rollout of bike lanes – they are a great asset to our city. My husband (also a cyclist) and I are both over 70, and our cycling is already saving society money in terms of good health (specifically husband's knee health, with symptoms managed very well on an ebike) and low carbon emissions.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Peter Bodeit

Email address: *

pbodeit@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

7.1

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I understand this submission will propose to halt bike lane infrastructure in the CBD area (Hoddle Grid). This motion should be rejected in the interests of Melbourne's future attractiveness, safety, and world leading city scape. As our rolling vehicle stock moves to predominately electric powered motion, those vehicle become a lot quieter, and grade separate between road users must be put in place in the CBD. I am a daily city commuting cyclist since 2006, from Mount Waverley, and it has been great to see the continual investment by all councils into cycling/walk path infrastructure. Melb City council must also play it part in this enhancement strategy, to provide a door to door ability to commute safely. I strongly feel that Melbourne should adopt the approach of other key cycle cities in the world (London, Munich, Warsaw, I have experienced first hand), and lock all passenger vehicle traffic from the "old streets". Delivery vehicles should then be limited to off-peak periods only. Exceptions for emergency, and law enforcement vehicles, etc are clearly OK. I look forward to hearing of a solid strategic pro-cycling position being agreed as the outcome from this council meeting. Regards, Peter B

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

• I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Cameron McKenzie

Email address: *

cam.mckenzie00@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda 6.9 – Melbourne CBD bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I'm writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

As someone who commutes to work in the city via existing bike lanes and unprotected roads, I would strongly prefer the continued planned bike lane rollout. Improved bike infrastructure to encourage bike transport around the city will both increase local patronage to businesses and reduce car traffic with the CBD. The latter point is of particular importance to ensure deliveries and couriers of CBD are able to operate quickly and efficiently.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation.' By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll. If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around. These upgrades can dramatically impact older people, those living with a disability, low income households and migrant communities.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding

and walking are the cheapest travel options, and improved infrastructure allows more Melbournians to experience these benefits.

To conclude, I was alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my gratitude for the bike lanes that have been rolled out to date (and accelerated during COVID-19). I sincerely hope that you persevere with your bike strategy, which was outlined well before the pandemic.

Yours sincerely,

Cameron McKenzie

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * Yes No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Paul Stephens

Email address: *

paulstephens1964@hotmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda item 6.9 Implementation of COM Transport strategy 2030 and Transport program to aid city recovery and reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

The council SHOULD NOT support item 22.6. which Endorses the deferral of further installation of new protected bike lanes in the Hoddle Grid during the financial year 2022/2023, following two years of accelerated delivery. Melbourne will continue to grow but has already reached "peak car", without an increase in protected cycling it limits it's potential growth by restricting the number of people who can access the Hoddle grid both as residents or workers limiting it's commercial growth. Additionally in the event of further Covid or similar outbreaks cycling provides socially distanced travel option for many more people than cars could.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Adam Beall

Email address: *

adam.beall@monash.edu

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda item 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I am writing on behalf of my partner and I who live in Richmond and rely 100% on cycling for travelling to work, shop and socialise in the CBD. Reading the report to the committee, we are clearly part of a growing number of Melburnians cycling into the CBD, including many of our friends and family.

We choose to cycle for its health benefits and to play our part in reducing carbon emissions. We continue to cycle into the city despite literally every week suffering the risks of dooring and abusive motorists. We are very aware that each bike lane that is installed quite literally reduces the risk of us being killed on the roads.

The bike lanes installed in the last year have significantly improved our ability to travel north-south through the city, though we are so desperate for further infrastructure. In particular, travelling west through the city is incredibly dangerous, where Southbank and Flinders Street are neither practical or safe.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Pete Venticich

Email address: *

pventicich@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I use the new bike lanes every time I am in the city and feel so much safer because of them. Without them I would be much less likely to visit the city by bike and would be more likely to continue working from home also instead of commuting by bike into my city office. Thanks for continuing to develop the bike lane network in Melbourne and for developing our city in a sustainable, future facing way!

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Catherine Deveny

Email address: *

catherine.deveny@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda Item 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

We are a family of five. Our main mode of transport is cycling. We want more and more protected bike lanes not only for our own safety, but to encourage others to ride. The safer the roads are, the more people will be encouraged to ride. Most cyclists are also motorists. When we are riding a bike we are leaving a car space for someone who may need it. When we ride we are one less car in traffic, causing congestion. We are also leaving a doctors appointment and hospital bed for someone else because people who use active transport are healthier. Melbourne is one of the most progressive cities in the world. We need to keep moving ahead with active transport. Why are you being swayed by the 'feelings' of van drivers? We need good change management and heaps of support for those who need access (deliveries and people with mobility issues) but pausing the lanes is insane.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Roland Nicholson

Email address: * rolandnicholson@icloud.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Future Melbourne

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

The council SHOULD NOT support item 22.6. which Endorses the deferral of further installation of new protected bike lanes in the Hoddle Grid during the financial year 2022/2023, following two years of accelerated delivery. <<<<then insert a reason below>>

a. A major barrier to cycling into the city is safe bike paths and connections within the Hoddle Grid. To deffer installation of the new protected bike lanes will provide a barrier to cyclists and other active transport users going to and moving around the city and have negative impacts on our city! Do not vote on this motion.

b. A cyclist died in the city of Melbourne two weeks ago on the corner of Latrobe and King street. Protected bike lanes will improve the safety of cyclists riding in the city. It is important to ensure that there is a safe infrastructure to get more people to cycle as a mode of transport. It is proven that making safe infrastructure increases rider participation. We need protected bike lane construction to accelerate not to halt!

c. Melbourne has fallen far behind other cities when it comes to being livable and sustainable. Internationally major cities are progressing and actively increasing bike paths, closing roads and reducing car parks. The infrastructure needs to be in place for people to be able to get on their bikes and travel into the city. It would be a major setback and make Melbourne fall behind international cities further if we deferred the installation of new protected bike lanes.

d. Australians voted for climate change in the recent federal election, delaying the installation of protected bike lanes is directly opposed to what Australians (and city of Melbourne residents who voted Green!) want! It is time to act now and the rollout of protected bike paths can not be delayed

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Misja Carbo

Email address: *

carbowalker@optusnrt.com.au

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Cycle lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Please consider reversing your decision to stop building bicycle infrastructure. Me and my wife regularly ride into the city, especially since extra safe infrastructure has been made on Exhibition Street. This route used to be quite unnerving on your bike but now it's a great route. I believe that the protests against the lanes does not come from residents. It mostly right wing shock jocks with the usual complaints.

I believe Melbourne can look towards the future. And that means less cars, less carbon.

Surely the delivery drivers' concerns can be solved with some creative solutions such as delivering loads at certain off peak times .

Please continue towards a car free Melbourne inner city

Misja Carbo

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

• I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Jean Christie

Email address: *

eleanor@hotkey.net.au

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

CBD Bike Lanes – Why We Need Them

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

The Melbourne CBD is congested with vehicle traffic, and affected by the consequent pollution. If we want to improve the air quality, and promote the city as an agreeable place to live, work, and be entertained, we need to promote cycling as a means of reducing pollution and congestion. This means introducing a network of bike lanes to ensure cyclist safety, and embarking on a program to educate motorists on the importance of driver patience and courtesy. Please do not delay or abandon your plans to introduce more cycling lanes. Thank you for considering my submission.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

• I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Brian Arbuckle

Email address: *

brianarbuckle@telstra.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Off Leash Areas

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Further to requesting earlier access times for Point Park – from 4pm (especially winter) I know a few of our Doggies Of Docklands members previously asked about a fence for Point Park – especially between the park & Lorimer St. We are concerned some pooches may be a bit too keen to chase & head towards the car parks/Lorimer St & also for young children who also may chase balls etc. Has anything been discussed regarding this?

Thanks
Brian Arbuckle
Doggies Of Docklands

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Kyle GRIFFIN

Email address: *

kylegriffin93@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Keep up the great job installing bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Please keep up the really good work to install bike lanes in and around the CBD. I use these lanes to commute and maintain a healthy lifestyle. These lanes make me feel safe and confident riding my bike in and around the city to get to and from work.

Cycling infrastructure should be a priority for Melbourne's future especially if Development and Growth plans to continue.

The more they get built the more they will be used and more people will feel confident to ride their bike.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Ash Brown

Email address: *

hashbrown@fastmail.fm

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Deferral of further protected bike lanes in Hoddle Grid

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I ask the council to reject the deferral and continue with the program.

I work in the city and commuting is a major reason for preferring working from home, which I have the option to do. Cycling to work is a more useful form of commuting as I get exercise at the same time. However I feel quite unsafe cycling in the city and the infrastructure says clearly that cars are more important. I would say every ride to the office involves at least one incident of a car pulling into the painted bike lane in front of me, or a car seeking to turn into me when crossing an intersection. This is every single time I ride. It is frequent! We won't get the environmental and health benefits of cycling until people feel safe, and only protected lanes will provide this. Given the option to work from home, I don't want to squeeze into a train with people coughing on me, or get hit by a car cycling to the office.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Jonathan Cook

Email address: *

jono@redcliffs.net

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Melbourne bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

As a cyclist I have enjoyed the safety provided by the bike lanes added to the city already. Please continue the expansion.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: * I have read and acknowledge how Council will use and disclose my personal information.

Name: * Noel Williams

Email address: * thornydevil@live.com.au

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Agenda item title: Agenda 6.9

Alternatively you may attach your written submission by uploading your file here:



[20220606_melbourne_city_council_agenda_item_69_submission.doc](#)

21.50 KB · DOC

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

• I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Geoff Browne

Email address: *

grbrowne@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Date of meeting: 07/06/22

Agenda item title: Agenda 6.9

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality – to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation' (1). By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. As the City of Melbourne's own research (2) shows, "Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride." A recent Melbourne study supports your findings, demonstrating that separated cycling infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

Increase business: Despite all the criticism that has led to this "pause", which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure increases economic activity, spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than ever. Salt Lake City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the extra foot and wheel traffic (5). Further, with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and dog!) is only growing.

Improve safety for all road users: Research indubitably demonstrates that implementing bike lanes enhances safety for not only people riding bikes but those driving and walking (6). This is because separated bike lanes have a car-traffic calming effect, enabling vehicles to move at safer speeds for everyone.

Improving local air quality and health outcomes for communities: Air pollution from cars,

trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll (7). If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around (8). These upgrades can be of particular benefit to older people, those living with a disability, low income households and migrant communities.

Reduce emissions: Personal transport is Australia's fastest growing source of emissions (9); and fluctuates between the second and third highest source (behind only energy and land use) (10). Bottom line: our cars are a major contributor to climate change and Melbournians need to be empowered to move in different ways wherever possible. The global climate science is clear: we need to increase active transport to reduce transport emissions. Local research tells us that more separated and dedicated infrastructure is required to move the great number of people from the interested category to actually taking up riding. Australia needs a national strategy to move away from petrol-guzzling cars to bike-riding, walking and zero-emissions public transport and electric vehicles. To pause these bike lanes would put Melbourne on the back-foot, set to become stuck in the past as Australian cities implement innovative and intelligent transport solutions.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options (11), and improved infrastructure allows more Melbournians to experience these benefits .

To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. I ask that you preserve with your bike strategy to reap all the benefits they will bring – a strategy set in motion well before the pandemic.

References:

1)

<https://www.theguardian.com/lifeandstyle/video/2022/may/17/why-new-bike-lanes-dont-cause-traffic-jams-video>

2)

<https://www.melbourne.vic.gov.au/SiteCollectionDocuments/transport-strategy-2030-city-of-melbourne.pdf>

3) <https://www.sciencedirect.com/science/article/pii/S2214140521003200>

4)

<https://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf>

5)

https://drive.google.com/file/d/0B8tOk7_upXv5djhCajg1Z0I3bmhTVTixWldwRzA0YjjWNW9R/view?resourcekey=0-Fr7Mp141yXvXzW6u5NBjqQ

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<https://www.sciencedirect.com/science/article/abs/pii/S2214140518301488?via%3Dihub>

7)

https://nespurban.edu.au/publications-%20resources/research-reports/CAULRR06_%20%20SubmissionFuelQualityStandardsAct2000_Mar2017.pdf

8) <https://www.jstor.org/stable/26211762>

9) <https://ageis.climatechange.gov.au/nggi.aspx>

10)

<https://www.climatecouncil.org.au/wp-content/uploads/2017/09/FactSheet-Transport.pdf>

11)

https://www.climatecouncil.org.au/wp-content/uploads/2018/10/CC_MVSA0154-Report-Transport_V6-FA_Low-Res_Single-Pages.pdf

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * Yes No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Kim Pickburn

Email address: *

kjane12@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Protected Bike Lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

It is important for so many people's safety, and in the spirit of continuing to move forward in a political climate that is clearly prioritising sustainability, that the amazing protected bike lanes that have so far been established, continue to be. I commuted on and off through the city for 15 plus years, and I rode to work the day a cyclist was killed not far behind me. I've had friends knocked off bikes, severely injured, some who ceased to feel safe riding into or around the CBD. They started to ride more, or some for the first time, with the advent of the protected bike lanes. I now ride with children on the back, instead of driving or acquiring a second car. And these protected lanes have been paramount in making this feel like a safer option.

This is not the time to give in to the sort of pressure against these bike lanes, (business, motorists or otherwise) , when it's really a much bigger issue in the scale of things. We as a country have fallen so far behind in many ways with issues regarding a more sustainable future, and prioritising safety and encouraging cycling instead of cars is an integral part of this way forward. Surely! Also, accessing the city safely to go to events again or spend time after a couple of difficult years, is important to many (businesses for one), and safer cycling lanes means more people will feel they can access the city and inner suburbs.

Thanks! Kim

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Joey Tribbi

Email address: *

fayic86184@dilanfa.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

More Bike Lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

We need to keep expanding bike infrastructure throughout Melbourne! It is one of the best parts of living here compared to other cities in Australia. Also it is a fantastic way to combat climate change and reduce pollution from cars. Furthermore, it keeps our population healthy and active. Modern cities must be based around sustainable, low cost and efficient transport. Bikes are one of the best at all three of these!

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Anne Truong

Email address: *

anne.truongxx@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda item 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Bike lanes are a low cost, low maintenance, and environmentally friendly mode of transport. It can shuttle more people per square metre than cars or trucks. It also had significantly less noise pollution.

Bike lanes are essential to City growth and development as they allow for many people to travel throughout the city.

We should be reducing our dependency on cars which is an archaic travel solution for modern cities. They require parking space and roads which take up a huge area and prevent pedestrians and, in some cases, bicycles from traveling. They also require petrol which is only becoming more expensive.

I implore the council to think hard on how they want to move forward. We should be focusing on reducing carbon emissions and creating cheaper and easier ways for people to travel.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Janet Strachan

Email address: *

janetstrachan@bigpond.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

dogs in open space

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Please consider extending the hours for off-leash dogs in Point Park. It is too dark and dangerous to walk our dogs there between the hours of 6pm and 8am in the winter. I suggest 4pm to 9am would be more reasonable.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: * • I have read and acknowledge how Council will use and disclose my personal information.

Name: * Georgina Koenig

Email address: * georgina.e.koenig@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,
Agenda item title: Agenda 6.9

I'm writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation.' By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll. If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around. These upgrades can dramatically impact older people, those living with a disability, low income households and migrant communities.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant:

Bike-riding and walking are the cheapest travel options, and improved infrastructure allows more Melbournians to experience these benefits.

To conclude, I was alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my gratitude for the bike lanes that have been rolled out to date (and accelerated during COVID-19). I sincerely hope that you persevere with your bike strategy, which

was outlined well before the pandemic.

Yours sincerely,
Georgina Koenig

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Matthew Farrugia

Email address: * mfarrugia11@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Melbourne's bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am. Please continue your great work building more, better, and safer bike lanes!
My family and I would ride our bikes much more to and fro Melbourne CBD if it was safe to do so.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Tom Dougherty

Email address: * Thomas.dougherty@bigpond.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Date of meeting: 07/06/22

Agenda item title: Agenda 6.9

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Increase business: Despite all the criticism that has led to this “pause”, which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure increases economic activity, spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than ever. Salt Lake City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the extra foot and wheel traffic (5). Further,

with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and dog!) is only growing.

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I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. I ask that you preserve with your bike strategy to reap all the benefits they will bring – a strategy set in motion well before the pandemic.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Angela Armstrong

Email address: *

aradoarmstrong@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Please keep bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

An active population is so important to the wellbeing of the city. Bicycling is an active and one of the most convenient forms of transport through the city but it needs to be offered safely. More cyclists take more cars off the road and improves congestion. Other progressive cities manage the various transport needs including deliveries. These safe bike lanes need to stay and be extended upon for the positive future of our great city.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Susan Ablitt

Email address: *

sue@treeviolet.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike lane plans

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Please continue your great work building bike lanes. Safe bike lanes are so important in reducing dependence on cars, and in cutting greenhouse gas emissions.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

• I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Sylvia Kovacevic

Email address: *

trolleydolley@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Item 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Date of meeting: 07/06/22

Agenda item title: Agenda 6.9

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

I have just moved back to Melbourne and have been using bike transport as my preferred method of getting to work and would appreciate more lanes and safe access to continue doing so.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality – to name just a few benefits of bike lanes.

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[resourcekey=0-Fr7Mp141yXvXzW6u5NBjqQ](#)

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Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Nicholas Squillari

Email address: *

nsquillari@gmail.com

Phone number *

Date of meeting: *

Monday 6 June 2022

Agenda item title: *

Agenda 6.9: Melbourne CBD bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

It's not even a controversial take any more to appreciate and understand the economic and social good that increased investment in cycling infrastructure generates. You'll have the numbers in front of your by now, either from other submissions or (hopefully) the feasibility study. The numbers stack up. The use case for them is present. My submission is purely on humanitarian grounds. I have lost two mates who were hit by cars. Any and all we can do to provide safer means of travel for those on a bicycle should be taken up. Even without the economic imperative, but that is present too.

The claims by certain media outlets and one particular union around some sort of 'reverse safety risk' that this infrastructure supposedly poses are absurd and not based in one iota of fact. Melbourne has always led the country in forward thinking. Lets continue that with these planned lanes. And as the data shows, this is very much a way to get the CBD thriving again.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Liz Rodriguez

Email address: *

liz@grossi.com.au

Phone number *

Date of meeting: *

Monday 6 June 2022

Agenda item title: *

6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

The bulk of the target market that we want to attract back to the CBD live beyond a 5 KM radius and need to be able to access the city by car. Current infrastructure has rendered the city inaccessible and not user friendly.

Blocking off major entry points, reducing lanes, discouraging traffic in and around the city as well as through traffic is detrimental to the future of our city. We live in a sprawled geography and we need everyone to be able to access the city at any time and it be an enjoyable and repeatable experience for them.

The roads in and around the city should be designed to allow vehicles to enter, commute freely, safely, easily and repeatedly.

This relates not only to future traffic conditions but cries out to reverse the calamities imposed on Exhibition street, William Street and the like.

A city cannot be 'open' and attract people if the space is physically impenetrable to its majority users.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * Yes No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Thomas Piclin

Email address: *

thomas.piclin@gmail.com

Phone number *

Date of meeting: *

Monday 6 June 2022

Agenda item title: *

Bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Calling for Melbourne City Council to continue its great work building bike lanes.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Sammy Bedoui

Email address: *

sbedoui@unimelb.edu.au

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bicycle lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Bike lanes and infrastructure around encouraging people to commute by bike should be strongly supported. This reduces pollution, increases health and safe money.

The new bike lanes have made cycling safer and have been a very welcome addition to the city. It would be massive loss if they would be reduced again.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

• I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Geoffrey Morland

Email address: *

geoffmorland@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Date of meeting: 07/06/22

Agenda item title: Agenda 6.9

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality – to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving ‘traffic evaporation’ (1). By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. As the City of Melbourne’s own research (2) shows, “Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride.” A recent Melbourne study supports your findings, demonstrating that separated cycling infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

Increase business: Despite all the criticism that has led to this “pause”, which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure increases economic activity, spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than ever. Salt Lake City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the extra foot and wheel traffic (5). Further, with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and

dog!) is only growing.

Improve safety for all road users: Research indubitably demonstrates that implementing bike lanes enhances safety for not only people riding bikes but those driving and walking (6). This is because separated bike lanes have a car-traffic calming effect, enabling vehicles to move at safer speeds for everyone.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll (7). If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around (8). These upgrades can be of particular benefit to older people, those living with a disability, low income households and migrant communities.

Reduce emissions: Personal transport is Australia's fastest growing source of emissions (9); and fluctuates between the second and third highest source (behind only energy and land use) (10). Bottom line: our cars are a major contributor to climate change and Melbournians need to be empowered to move in different ways wherever possible. The global climate science is clear: we need to increase active transport to reduce transport emissions. Local research tells us that more separated and dedicated infrastructure is required to move the great number of people from the interested category to actually taking up riding. Australia needs a national strategy to move away from petrol-guzzling cars to bike-riding, walking and zero-emissions public transport and electric vehicles. To pause these bike lanes would put Melbourne on the back-foot, set to become stuck in the past as Australian cities implement innovative and intelligent transport solutions.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options (11), and improved infrastructure allows more Melbournians to experience these benefits .

To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. I ask that you preserve with your bike strategy to reap all the benefits they will bring – a strategy set in motion well before the pandemic.

References:

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Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * Yes No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Chris Lynch

Email address: *

hydrolith@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Melbourne needs more bike lanes as soon as possible, for the safety of cyclists and to promote sustainable alternatives to fossil fuel-powered transport. Please don't bow to corporate pressure for the community to conform to what is best for companies, rather than the other way around.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Jayne Crowley

Email address: *

jaynecrowley@iinet.net.au

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Melbourne City Bike Lane Plans

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Melbourne City Council,
Do not delay plans to build a network of protected bike lanes in Melbourne's CBD.

Transport is Victoria's biggest growing source of emissions. We need massive investment, not delays, in safe bike infrastructure like separated bike lanes, to cut emissions, reduce the cost-of-living and make it easier to get around.

Melbourne City Council has been doing great work building more bike networks.

Stick with your bike lane plans and serve all the community in the best way possible.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Andrew McOrist

Email address: *

corrismco65@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

As a person who works in the city and travels to and from work via bicycle, I am alarmed that the thought of stopping the works on the bike lanes in the city. I think in the days of people having issues with mental health, nothing is more important to encourage people to exercise and be of better health. The bi product of this is less expenses for people getting to and from work, and with the bike lanes this provides a safe method of getting to and from work and encouraging people to exercise.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

A M M Gehling

Email address: *

gehling@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

It would be a mistake to halt the construction of bike infrastructure in Melbourne's CBD. We need to make it more appealing, not less, to use sustainable transport options. We need to look to Amsterdam, Copenhagen and New York for inspiration, not middle-America's automobile-domination, for a liveable, likeable CBD.

More car-roads just means faster cars, which doesn't make for any good city amenity — it means greater air and noise pollution, and greater danger to walkers and bike riders.

Nobody wants that.

Keep the bike lanes and build more of them.

Sincerely,
Annalise Gehling
Brunswick East

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Katherine Allan

Email address: * allan.katec@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

To the Future Melbourne Committee,

I would like to share my perspective on the council's recent indication that they would be considering pausing the roll-out of safe cycling infrastructure.

I am moving to City of Melbourne at the end of this month, and one of the main things that attracted me to living in the inner city area is the ability to live without depending on a car. I work full-time in the CBD in a building with excellent bike parking facilities, and it would make sense for me to make the short cycling commute to work each day. The only factor that is holding me back from riding to work at the moment though is not feeling safe having to mix with unpredictable traffic.

Countless studies have shown that the main reason for the gender gap in cyclists is insufficient infrastructure that discourages women from feeling safe on a bike. I am one of these women. I really applaud the work that has been undertaken by this council over the past couple of years to create more protected lanes for cyclists, and it has made me want to come into the CBD more. Rather than working from home, riding into work contributes to my active lifestyle. I am more likely to work from the office, so I am buying my lunch from local cafes and more inclined to meet friends for a drink after work. If the aim of this council is to reinvigorate businesses in the CBD, giving people a quick and safe way to get around the city is a huge benefit.

There are obviously a huge amount of reasons why we should be encouraging active transit as a society, but I just wanted to share my individual perspective on how something as small as a bike lane can make a tangible difference in one person's life. I hope that you maintain your commitment to cycling in the City of Melbourne and are not discouraged by a minority of loud dissenting voices.

Thank you for considering my submission.

Kate Allan

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Kathy Lazanas

Email address: *

klazanas@pmp-urbanists.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Future of Bike Lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I write to ask that the Future Melbourne Committee's vote against recommendation 22.6, being that the Committee "Endorses the deferral of further installation of new protected bike lanes in the Hoddle Grid during financial year 2022/2023, following two years of accelerated delivery."

Over the past two years City of Melbourne has taken a leadership role in prioritising sustainable transport. Like most cities around the world during covid we saw the rise of people walking and cycling and our challenge is to maintain this and stop people from returning to their cars.

Stopping, removing or slowing down the role out of bicycle lanes throughout Melbourne would be a step in the wrong direction. It would truly be a shame that business lobby groups will win the conversation and people who live and work in the CBD every day – who care about its prosperity will be subjected to more cars and traffic when we have come so far! I implore Councillors to reject the current recommendation and continue the great work that the City of Melbourne team have done to date – delivering a city that prioritises people over cars.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Ryan Sutherland

Email address: *

rtmp@outlook.com

Phone number *

Date of meeting: *

Monday 6 June 2022

Agenda item title: *

6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

On the subject of protected bicycle lanes throughout Melbourne (ie: physically separated from automobile traffic), I would like to add my voice in support of the efforts to date and encourage the City of Melbourne to continue its program of developing a strong network of protected bicycle lanes in the future. The benefits of such a network are clear, such as a decrease in road congestion, public health, environmental impact, and so on, which I believe is consistent with the City of Melbourne's direction. On a personal note, as a regular cyclist who commutes into the CBD for work, I only choose routes with protected bicycle lanes simply due to the risks associated with on-street cycling. Please keep up the good work and continue this initiative.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Priyanka Jolly

Email address: *

priyankajolly28@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

protected bike lane construction in the Hoddle grid not to be paused

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

With respect to council being asked by management to endorse a pause in protected bike lane construction in the Hoddle grid, I would request to not to pause the protected bike lane construction. This is the time when we need to promote people to use cycles rather than opt for private vehicles. Constructing protected bike lanes promotes that. We all want to contribute our bit towards the environment and please help us do that :).

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Jackie FRISTACKY AM

Email address: * jackie.fristacky@outlook.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Councillors,

A deferral/pause on new bike lanes in the Hoddle Grid may be understandable for the present to enable further consultation and given the pace of change in the past years.

However, please continue implementing your Transport Strategy 2030 and above all, do not respond to arguments on removal of cycle routes. For example, the Exhibition St cycle route. is critical for safe North-South cycle access in the CBD.

– Re vehicle traffic flow on Exhibition, the limiting factor is throughput at intersections which is supported by turning lanes and light phases.

– Re loading and delivery access on Exhibition St, options can be worked through with stakeholders.

On Council's proposals to support cycle access on CBD little streets, can Council work through doing this by signage enabling counterflow cycling on specific streets which have more limited traffic eg Little Bourke or Little Collins.

Highlighted is the key finding in the report attached to the Council papers "Economic Contribution of Transport to City Recovery" 31/5/2022, on the efficiency and economic benefits of access to the CBD by cycling and the significant spend by cyclists, greater than that by driving to the CBD.

This is understandable given the multiple benefits of cycling for the city and cyclists and that it is far easier when cycling to the CBD to access services for multiple spend purposes.

The new bike lanes make for much safer access and have helped encourage more access by cyclists. They are particularly appreciated by older cyclists, other vulnerable cyclists and the substantial number of car free members of the community. Cycling is by far the best way to come into to the city for business, coffee and lunch with colleagues, and group meetings. I can say this for the members of my cycle and other groups who regularly cycle to the central city and spend.

Please continue to pursue implementing your Transport Strategy 2030 for safe cycle access to

the CBD, which I had the pleasure of supporting by attendance and appreciating its unanimous approval.

Compromising such implementation would be contrary to the findings of the economic contribution of cycling to the city and undermine city recovery and the public interest.

I also urge Council to work closer with DOT on promoting the safety of travelling to the CBD by Public transport as by the Land Transport Authority in Singapore with very successful outcomes in return to public transport as part of post COVID recovery.

I regret that due to the flu, I am unable on this occasion to attend your meeting and speak to my submission.

Yours sincerely,

Jackie M Fristacky AM
Canning Street, Carlton North 3054
Recipient 2010 Bicycling Achievement Award.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: * • I have read and acknowledge how Council will use and disclose my personal information.

Name: * Justin Benson

Email address: * jjmb1973@hotmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Future of Melbourne bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I was surprised to hear that the Council is contemplating taking a step back from progress.

Even with the recent Federal election result returning Greens to the seat of Melbourne, an endorsement of their environmental platform, the noise of the old school again is somehow garnering the support of those in charge. It's time to move on. (I neither live in Melbourne, nor voted for the Greens, but understand the support, and why, that has been provided to the Greens party in the seat for multiple elections now).

With growing populations, we need to act now to move away from large single passenger vehicles to either multi passenger (public transport) or small single person vehicles (bikes, e-bikes, scooters, motor bikes, walking etc). Whilst occupying less space (therefore needing less space to operate), they are also significantly better for the environment, personal health, providing less impacts on public care/hospitals, lack of productivity from sick leave, and will return more to the city that needs foot traffic to revitalise it. Having a dependency that rewards people to get into cars and drive in long queues to park in multistorey car parks is not viable as an ongoing solution. Even before the bike lanes were put in, massive queues in all directions were common place as commuters shuffled their massive fossil fueled beasts into concrete corrals.

Please reconsider the pause.

If not for the environmental and traffic flow reasons (the encouragement of less cars), then for the safety of those that a choosing a better way. I have been delighted to see the increase of bike traffic, particularly female riders, post the pandemic. People that do not want to travel with the potentially ill in close confines, and also those that have been enabled with safe passage to and from their place of work. More and more offices are being asked of what their end of journey facilities include, and it is evident of the increase of those that want to travel on their own steam, but if we return to unsafe roads, where separation is removed, then we will just return to the status quo.

It's time to move on. Work to date over the lockdown was a great step forward. Don't take two steps back due to the loud cries of some. Remember, most don't shout when their happy, only when they're not, but real evidence is shown in elections and those walking the walk, not just talking the talk. Evidence shows a larger volume of people commuting by bike/motorbike/scooter because you've enabled them to do so.

Thanks

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

• I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Brooks Smith

Email address: *

brooks.h.smith@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation6.9:

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Hello,

I'm writing to urge the Melbourne City Council NOT to pause bike lane construction in the CBD.

I have personally felt far safer and more comfortable bicycling into the CBD now that more protected bike lanes are present, particularly on William Street. I had previously found bicycling on that road quite dangerous, with cars and taxis frequently blocking the painted bike lane and forcing me to swerve out to avoid them.

While I understand shops' concerns about reduced parking for cars, I believe there are also many people like me. While my partner and I do own a car, we will never drive it into the CBD. We will only ever bicycle or take public transit in, and having to navigate lots of car traffic and parked vehicles actively discourages us from coming in.

Thank you,
Brooks Smith

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * Yes No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Kimberley Wheeler

Email address: * kimberley@madampc.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Council,

I am a resident in North Melbourne (of 20 years) who is transitioning to using my bike as my primary transport rather than my car. Most of my travel needs can be met on my bicycle. But my decision on whether to ride or drive comes down to whether there is a feasible and safe bicycle route or not.

I can envision a future where I don't own a car. This is due to the amazing work the council has done to transform sections of our roads to accommodate safe passage for cyclists. If this work was stopped, I would have to reconsider this. I also choose to ride because fewer cars and more cyclists on our roads mean less traffic congestion and less pollution. Further, I am fitter and healthier for it.

I have heard that business groups have claimed that bicycle lanes are hampering their business recovery after the Pandemic lull. I dispute the validity of this idea and suggest that the reverse is true and that improving bicycle and pedestrian access would increase the volume of people in the district. Parking in the city is expensive and time-consuming to find. Whereas I can tie my bike within a few metres of where I need to go. I often make shopping decisions based on where I can get to easily and safely on my bike.

Thank you for accepting and reading my submission.

Sincerely,

Kimberley Wheeler

33 Provost St, North Melbourne

t

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: * • I have read and acknowledge how Council will use and disclose my personal information.

Name: * Fiona Sweetman

Email address: * fiona@hiddensecretstours.com

Phone number * fiona@hiddensecretstours.com

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

The impact of the bike lanes and subsequent Scooter program on the tourism industry has been varied. It is wonderful to have more bikes in the city, and the scooters too, but it is very true that Melbournes usage of these lanes encourages speed, and more "ownership" of the laneway spaces. Sadly this can be of detriment to the pedestrian experience.

We feel the footpath congestion of bikes is still a concern, as well as the "anywhere parking" of the scooters.

I support the Bike lanes, I do however feel that more training on STOPPING near trams, and that Lights and pedestrian crossing must be considered.

The activation of Bike Paths needs to be more relevant to delivery needs, hotels and cafes are all complaining, we want bikes, but the pain points have not been well enough communicated it seems

Lastly – perhaps not particularly relvant BUT on tour we pass the happy "eel pedestrian crossings" but they really are not ideal for drivers and even pedrains, as on tour we find people rarely stop – as they are not clear as being ped crossings.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Heather Oldfield

Email address: * hldfield@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update City of Melb Transport Strategy 2030...Aid City Recovery...

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

The Melbourne City Council has done commendably creating some bike lanes. It should extend the good work, and certainly not reverse it. Carbon emissions pose an existential threat, and in Melbourne transport is one of the biggest culprits.

Committed cyclists who ride in all weathers because of their global conscience are the unsung heroes, the ones whose daily actions put themselves at risk, but contribute to a possible future for ALL our grandchildren. Please do not add to their hazards!

The Council must think outside the square. It must research internationally cities which have changed delivery patterns, mandating smaller vehicles and facilitating alternative entrances. With such strategies they foster bike usage.

Sally Capp shows leadership supporting struggling businesses. Regarding bikes, however, she is in danger of too treacherous a compromise. Ms Capp is an extremely intelligent and resourceful woman who is capable of leading a reconsideration of this aspect of transport policy.

Heather Oldfield

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Michael McManus

Email address: *

mickamcmanus@hotmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bicycle Lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I wish to submit my support for the continued construction of Melbourne's CBD bicycle infrastructure.

Never have bicycle lanes been more important. With these serving to carry increasingly scooters and more and more bicycles, I believe Council should carry on with Leadership on the issue, rather than put a halt to plans. With the climate crisis, its important for Council to execute their plans and not pander to some disapproval.

As a 37 year old living in North Melbourne, cycling is my main mode of transport within the CBD to conveniently and quickly shop around the whole CBD. Cars should not be a priority in a city that is often congested, and its obvious cycle infrastructure is the way to go. Particularly as the cycleway diversify to carry scooters and e bikes that provide a quick mode of transport for people of a diverse ages.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: * • I have read and acknowledge how Council will use and disclose my personal information.

Name: * Louis Coad

Email address: * louis.coad@live.com.au

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

The halt of CBD bike lane installation is the biggest backward step since individually wrapped Girl Guide biscuits.

Riding a bike to work is the easiest way to get your 20 minutes of daily exercise (it beats sitting in 60 mins of commuter car traffic). We are one of the most obese countries in the world. That's a pandemic right there. We need to be promoting active transport as a matter of urgency. Let's enable bike riding as a convenient, cheap, and efficient way of getting from A to B throughout the city. Let's not discourage it, please. By the way, if you can't ride a bike, or don't own a bike, there are options for you. Get in touch with groups like Bicycle Network – they run behaviour change programs like Ride 2 Work and Ride 2 School.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * Yes

If yes, please indicate if you would like to make your submission in person, or via a virtual link (Zoom) to the meeting. Please note, physical attendance will be limited in accordance with City of Melbourne security protocols and COVID-safe plans and be allocated on a first registered, first served basis. * I wish to make my submission in person

Privacy acknowledgement: * • I have read and acknowledge how Council will use and disclose my personal information.

Name: * Mitchell Stewart

Email address: * mdstewart262@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I want to register my disapproval at the planned pause in construction and delivery of separated bicycle infrastructure in the Hoddle Grid.

I want to emphasise to councillors the importance of this infrastructure in saving lives and their role in assisting the City of Melbourne recover from Covid lockdowns. These bike lanes protect my life everyday. The roll out of these bike lanes on the Exhibition St and Queens Bridge St have had an incredible impact on my life as a bike commuter.

I use this infrastructure daily and it encourages me to come into the city for work rather than opting to work from home.

Melbourne is on the cusp of having a complete bicycle network. It cannot be underestimated just how important this is in encouraging cyclists from various age groups and backgrounds to cycle into the city. Only a completely safe network will see people change from car trips to bikes.

The city of Melbourne has always shown leadership in urban planning and street design. The most loved parts of our city do not have cars travelling down them and that is not a coincidence. The economic activity generated in our laneways, Swanston St and Bourke Street Mall should show that sharing the road only encourages not discourages people to come into our city. The Transport Workers Union has found ways to service these areas closed to cars so I'm sure we can also be creative in finding ways to deliver goods to businesses on Exhibition St. I'm also sure that there were vocal critics that criticised the closure of these streets to traffic like we're experiencing now with the latest round of bike lane construction.

Finally, if there is ever more reason to roll out more separated bike infrastructure rather than the planned pause is the news that we are to be outspent by a factor of four on bike infrastructure by the City of Sydney. Yes it is true that our northern cousins have more money allocated and a more ambitious plan for bike infrastructure not only at a local level but also by the conservative Liberal state government.

I hope that you consider these reasons today in making your decision on the future construction of bike lanes in our city.

Kind regards,

Mitchell Stewart

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Meredith Isakson

Email address: *

meredithisakson@rocketmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

The ability to safely travel to and from work, and for recreation is essential for all road users including people who use bikes. The economic and social benefits of encouraging people to cycle rather than drive where possible are huge including the infrastructure costs, health benefits (less obesity, diabetes and cardiovascular disease) and the money they spend locally. The City of Melbourne should be ensuring there is safe cycling infrastructure whilst also ensuring commercial transport can operate safely in a timely manner to deliver goods. These needs can be accommodated through good planning.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: * • I have read and acknowledge how Council will use and disclose my personal information.

Name: * Marion Attwater

Email address: * karystosevia@protonmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Thank-you for the opportunity to make a written submission to this agenda item. I agree with recommendation 22.6 to defer further installation, and I disagree with recommendation 22.7 because I doubt that sufficient consideration has been given to the fact that Royal Parade is an important access route to the hospital precinct in Parkville. When there is a medical emergency, people are not going to ride their bike to the hospital, and waiting for an ambulance these days is pointless.

I also have the following comments to make::

(1) Bicycle Network have rallied their troops to lobby the Council to proceed with the full roll-out of bicycle infrastructure projects. I observed this also happen to Moreland City Council in 2021 when there was a notice of motion to remove pop-up bike lane infrastructure from Pascoe Vale. It resulted in poor decision-making from Moreland Council.

(2) The Report says at point 4.9 that "An Independent Transport Review (ITR) was completed by Deloitte in 2021 to assess transport activity in the city and identify actions that could be taken to support city recovery and achieve the policy outcomes of the Transport Strategy".

Point 3 mentions a 2019 study by Deloitte.

I don't agree that these Reviews by Deloitte are independent, because the Minister for Roads and Road Safety is a Partner and Senior Manager at Deloitte – according to the Victorian Parliament Members Interest Returns of February 2022.

Page 148, section 12 of his Return:

https://www.parliament.vic.gov.au/file_uploads/Register_of_Interests_-_Returns_submitted_by_Members_of_the_Legislative_Assembly_Vol_1_of_2_A_to_K_-_Ordinary>Returns_-_28_February_2022_mPHFzrqQ.pdf

The Minister is a member of Bicycle Network according to section 11 of his Return.

It is misleading to refer to these documents as Independent Transport Reviews.

Please indicate whether you would like No
to verbally address the Future
Melbourne in support of your
submission: *

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Anne Hayres

Email address: *

annehayres@internode.on.net

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

As a bike rider of many years I have been relieved to have the many bicycle lanes around the city that separates traffic and cyclists increase. It's made the city so much safer and more accessible. Over the years my observation is it has contributed to drivers and pedestrians being more aware of and understanding of the lanes so it has become a part of safe road use.

We need more cycle lanes to encourage people to ride, lower emissions and noise, save on transport costs and increase health and we'll be doing by exercise.

It's a backward step to stop development of more lanes due to delivery trucks and other car users. Can we not search for more creative ways of dealing with the difficulty of deliveries and car use?

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * Yes No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Samantha Loff

Email address: *

samanthaloff@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Having bike lanes is essential for my sense of safety getting to and from work. Knowing that car doors can't or won't open in front of me, and that busy city drivers won't accidentally swerve into me while riding is paramount to even feeling comfortable enough to ride.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

ron van Rooij

Email address: *

ron.vrooij@apomore.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9 City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I ride to the city every day and it is much safer now with more protected bike lanes. The Exhibition Street protected lane means that my wife and son can meet me in the city for ramen. Without these protected lanes the city is not safe for people to ride into. Please build more, not pause building them.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Jack Edwards

Email address: *

Jackmitchell.edwards@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Proposed paused roll-out of bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

As a regular bike commuter through the CBD, bike lanes are crucial in allowing me to travel safely throughout the city. The roll-out of new lanes over the last few years has been invaluable.

Hearing that there may be a pause on new bike lane construction was disappointing. Whilst consultation must occur with users of all forms of transport, I believe that low impact forms of transport (such as bike riding and public transport) are key to a safer, more liveable, and more environmentally sustainable future for Melbourne.

Please consider continuing the roll-out of bike lanes to ensure this future for Melbourne.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: * • I have read and acknowledge how Council will use and disclose my personal information.

Name: * Daniel Sun

Email address: * sunhuajunuf@hotmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Agenda item title: Agenda 6.9

I'm writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation.' By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll. If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around. These upgrades can dramatically impact older people, those living with a disability, low income households and migrant communities.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options, and improved infrastructure allows more Melbournians to experience these benefits.

To conclude, I was alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my gratitude for the bike lanes that have been rolled out to date (and accelerated during COVID-19). I sincerely hope that you persevere with your bike strategy, which was outlined well before the pandemic.

Yours sincerely,
Daniel Sun

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: * • I have read and acknowledge how Council will use and disclose my personal information.

Name: * Russell Fairlie

Email address: * russellf@ratio.com.au

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

As a resident of Southbank and a regular cyclist I have welcomed Council's initiative to install 19km of protected bicycle lanes in the CBD. However I am dismayed to now read that Council has decided to stall the installation of the proposed additional 71 km of protected bicycle lanes, which are crucial in catering for safe and comfortable cycling around the CBD.

I understand that complaints have been raised from residents and businesses and these have caused the Council to pause the program. I understand that there is some impact to businesses but all of the residents that i speak with have been totally supportive of the provision of protected bicycle lanes around the city.

The needs of all transport users must be considered, and whilts the balance between transit and service requirements is important, this should not at the expense of safe travel and encouraging greater use of sustainable transport modes into the future.

An increasing percentage of the community travels by bicycle, e-scooters and other active modes. Our street network is a fixed resource that needs to transition to cater for the changing way that people choose to travel.

Much of the recently installed protected bicycle lanes, such as those along Exhibition Street should definitely be retained as they now form vital links in the bicycle network. Seek to accommodate loading in other streets that don't have protected bicycle lanes but continue to cater for sustainable modes and not the needs of through traffic or customers who might seek to drive into the city and park on-street. There are plenty of off-street public car parks fo rthat purpose and public transport should return to the dominant mode of transport for commuters and visitors.

Lets get more people riding to and around the CBD and they won't do this if they have to mix directly with traffic, delivery vehicles and parked cars.

Be bold and continue to implement the package of treatments (protected bicycle lanes, wider footpaths, more landscaping, etc) to make a safe and vibrant city.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: * • I have read and acknowledge how Council will use and disclose my personal information.

Name: * Catherine Strong

Email address: * cathstrong@protonmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Agenda item title: Agenda 6.9

I'm writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

During the pandemic, I started riding through the city for the first time, as before I had been scared of riding on city roads with lots of traffic. I was delighted to discover all the new bike lanes that made doing this a much more pleasant and safer experience. These made me feel as though I would be happy to keep riding in the city when traffic returned, and I was excited to hear there would be more bike infrastructure coming.

It is therefore very disappointing to hear CoM is considering once again prioritising cars, despite all the evidence for now being the time to move away from car-centred CBDs.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic vaporation.' By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll. If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around. These upgrades can dramatically impact older people, those living with a disability, low income households and migrant communities.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding

and walking are the cheapest travel options, and improved infrastructure allows more Melbournians to experience these benefits.

To conclude, I was alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change I want to express my gratitude for the bike lanes that have been rolled out to date (and accelerated during COVID-19). I sincerely hope that you persevere with your bike strategy, which was outlined well before the pandemic.

Yours sincerely,
Catherine Strong

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Jack Begbie

Email address: * jack@begbie.co

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Hi friends,

I'm a Sydneysider, so apologies for the 'out of area' contribution. I just wanted to say this:

I discovered an absolute love of just how easy it was to cycle around our City on Sydney's cycleways. I wouldn't have been able to do it if it weren't for the network of safe, separated cycleways that linked my home to university and work. They meant I didn't need to buy and run a car to get where I needed to go, but I also didn't feel like I was putting my life on the line every time I started cranking the pedals.

It's always wonderful to ride down Sydney's Bourke Street in the morning and see kids and their parents using the cycleways to get in and out of school – I know they wouldn't be able to do that without the investment in safe cycling infrastructure.

Sydney has had its 'on and off again' moments with cycleway infrastructure. 2GB has run concerted campaigns against cycleways, conservative roads ministers have literally ripped some of our cycleways from the ground. But when you build them, people come. Cycleways continue to grow in popularity, bike racks are popping up outside businesses across the city letting staff and visitors park up and drop in.

Unlike Sydney, cyclists in Melbourne don't have big hills to contend with, but multi-tonne metal cars are a safety risk wherever you are in Australia – for kids and adults alike. That safe cycling infrastructure is essential to make cycling in our cities a safe and viable option.

Sydney's dealt with the challenges of re-wiring a city to fit cycleways. It's hard, but it's been so, so worth it. So keep up the excellent work and stay the course.

Make safe cycling another thing that Melbourne does better than Sydney.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Rachael West

Email address: *

rachaelclairewest@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Transport strategy (bike lanes)

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear CoM

As a resident and owner in the CBD bike lanes, and engineer who works in the city, I strongly support protected bike lanes. Thank you for rolling these out over the past two years to improve the liveability of our city.

When people ride bikes into Melbourne, it eases congestion in trams and on roads. It reduces pollution and increases amenity.

It is much easier for a bike rider to spontaneously stop outside a business than a car driver. They take up less space, are quieter and far less likely to kill a pedestrian.

If you are going to pause the bike lane plan, please can you provide the economic, social and environmental justification for that. At a time when the CBD is struggling improving transport options seems more critical than ever.

Rachael

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * Yes No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Stephen Lodge

Email address: * stephen.lodge1@yahoo.com.au

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Council

I urge the City of Melbourne to develop further cycling infrastructure to protect cyclists in Melbourne as a high priority and to refrain from any delays or pauses.

Protected lanes increase the efficiency of transport in Melbourne, the vitality of the city and the health and safety of people who move through the city.

As an example, I am much safer as a result of the protected lane on Exhibition Street – especially the section between Flinders Street and Flinders Lane, which used to be the most dangerous part of my commute.

Many thanks
Stephen Lodge

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Faith Hunter

Email address: * postcardsfromthenorth@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

The City of Melbourne's program for rolling out protected bike lanes is modest, compared to cities overseas and to the program the City of Sydney has. But it can make a very real impact on transport accessibility in Melbourne and the safety of people when using a bicycle to get to CBD restaurants, venues and shops. Delivery drivers all over the world manage deliveries with much more substantial networks of protected bike lanes and I am sure that Melbourne delivery drivers can manage to do the same. Pausing the program now compromises a network that is only just beginning to form and compromises the safety of people using bicycles to access the CBD. It will particularly limit the transport options of women and disadvantaged groups for whom car and PT are not always available options. One child is motherless after a crash between cyclist and truck on a CBD road with no protected bike lane in the last month. Please do not pause the rollout of protected bike lanes but continue to build the network to make safe accessible cycling a transport option for all.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Steve Abbott

Email address: *

steve.abbott@coregas.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Essential deliveries in the Melbourne City Council Area

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Coregas is an Australian owned industrial, medical and specialty gas company. We make deliveries of essential medical gases, mainly oxygen, to hospitals (that cannot tolerate a stock-out situation) in the Melbourne City area and, similarly, to day surgeries.

Coregas also provides industrial gases such as oxygen and acetylene that are essential for the maintenance of buildings and infrastructure in the Melbourne City area.

Whilst we fully support the expansion of bicycle lanes and other improvements in the city area, we ask that you also help out with additional loading zones that can be used for essential deliveries.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: * • I have read and acknowledge how Council will use and disclose my personal information.

Name: * Lyell Durkin

Email address: * lyelldurkin@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes. It is a great idea that should be commended, and must continue.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths. I work at two locations across the City of Melbourne and use my bike to commute in (and between locations) most days.

The continued rollout of bike lanes provide 3key intersecting benefits to residents, commuters/city workers and the broader community: safety, reduced emissions and activation of the CDB

1. Bike lanes make riding safer for motorists and cyclists alike. The increased safety for cyclists is reflected in the data (which has been outlined repeatedly in other submissions. A less spoken about benefit is to the driver. On my ride to work, I experience 3–4 close calls per week. These close calls overwhelming happen during the parts of my commute without a protected bike lane. These unprotected sections are also the site of all the confrontations I have had with motorists. These confrontations typically emerge because a motorist overtaken with less that 1 metre on space, or when I have occupied a full lane to avoid dangerous overtaking. I fear it is a matter of time until one of these close calls becomes an actual accident, or taking up the lane for safety's sake becomes leads to violent retaliation from a motorist. In some ways, I understand the frustration of motorists. cyclists can slow down the flow of traffic if they need to take the whole lane, or if there is no space to safely overtake. This means that protected bike lanes will make cyclists safer and also free up the flow of car traffic. This makes the whole idea a net win for everyone.

2. safer riding means more people would feel comfortable riding. for example, my partner does not ride to work as she does not want to deal with aggressive driver an dangerous situation. If there were protected lanes, she would be more inclined to ride. this would put more people on bikes and less people in cars. reducing emissions and traffic. Again, a net win for all.

3. If it was safer to ride, more people would be inclined to ride to the city, and also use the bike/scooter share services in the city. Post lockdown, activating the city is more important than ever. This benefits the council, residents and the wider vibrancy of the city.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

Regards,

Lyell Durkin

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

Privacy acknowledgement: *

• I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Penny Ball

Email address: *

penny_ball@ymail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Date of meeting: 07/06/22

Agenda item title: Agenda 6.9

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality – to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving ‘traffic evaporation’ (1). By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. As the City of Melbourne’s own research (2) shows, “Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride.” A recent Melbourne study supports your findings, demonstrating that separated cycling infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

Increase business: Despite all the criticism that has led to this “pause”, which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure increases economic activity, spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than ever. Salt Lake City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the extra foot and wheel traffic (5). Further, with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and

dog!) is only growing.

Improve safety for all road users: Research indubitably demonstrates that implementing bike lanes enhances safety for not only people riding bikes but those driving and walking (6). This is because separated bike lanes have a car-traffic calming effect, enabling vehicles to move at safer speeds for everyone.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll (7). If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around (8). These upgrades can be of particular benefit to older people, those living with a disability, low income households and migrant communities.

Reduce emissions: Personal transport is Australia's fastest growing source of emissions (9); and fluctuates between the second and third highest source (behind only energy and land use) (10). Bottom line: our cars are a major contributor to climate change and Melbournians need to be empowered to move in different ways wherever possible. The global climate science is clear: we need to increase active transport to reduce transport emissions. Local research tells us that more separated and dedicated infrastructure is required to move the great number of people from the interested category to actually taking up riding. Australia needs a national strategy to move away from petrol-guzzling cars to bike-riding, walking and zero-emissions public transport and electric vehicles. To pause these bike lanes would put Melbourne on the back-foot, set to become stuck in the past as Australian cities implement innovative and intelligent transport solutions.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options (11), and improved infrastructure allows more Melbournians to experience these benefits .

To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. I ask that you preserve with your bike strategy to reap all the benefits they will bring – a strategy set in motion well before the pandemic.

References:

<https://www.theguardian.com/lifeandstyle/video/2022/may/17/why-new-bike-lanes-dont-cause-traffic-jams-video>

<https://www.melbourne.vic.gov.au/SiteCollectionDocuments/transport-strategy-2030-city-of-melbourne.pdf>

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<https://www.sciencedirect.com/science/article/abs/pii/S2214140518301488?via%3Dihub>

https://nespurban.edu.au/publications-%20resources/research-reports/CAULRR06_%20%20SubmissionFuelQualityStandardsAct2000_Mar2017.pdf
<https://www.jstor.org/stable/26211762>
<https://ageis.climatechange.gov.au/nggi.aspx>
<https://www.climatecouncil.org.au/wp-content/uploads/2017/09/FactSheet-Transport.pdf>
https://www.climatecouncil.org.au/wp-content/uploads/2018/10/CC_MVSA0154-Report-Transport_V6-FA_Low-Res_Single-Pages.pdf

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * Yes No

Privacy acknowledgement: *

• I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Amy Thompson

Email address: *

inappropriateamy@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Date of meeting: 07/06/22

Agenda item title: Agenda 6.9

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality – to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving ‘traffic evaporation’ (1). By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. As the City of Melbourne’s own research (2) shows, “Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride.” A recent Melbourne study supports your findings, demonstrating that separated cycling infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

Increase business: Despite all the criticism that has led to this “pause”, which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure increases economic activity, spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than ever. Salt Lake City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the extra foot and wheel traffic (5). Further, with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and

dog!) is only growing.

Improve safety for all road users: Research indubitably demonstrates that implementing bike lanes enhances safety for not only people riding bikes but those driving and walking (6). This is because separated bike lanes have a car-traffic calming effect, enabling vehicles to move at safer speeds for everyone.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll (7). If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around (8). These upgrades can be of particular benefit to older people, those living with a disability, low income households and migrant communities.

Reduce emissions: Personal transport is Australia's fastest growing source of emissions (9); and fluctuates between the second and third highest source (behind only energy and land use) (10). Bottom line: our cars are a major contributor to climate change and Melbournians need to be empowered to move in different ways wherever possible. The global climate science is clear: we need to increase active transport to reduce transport emissions. Local research tells us that more separated and dedicated infrastructure is required to move the great number of people from the interested category to actually taking up riding. Australia needs a national strategy to move away from petrol-guzzling cars to bike-riding, walking and zero-emissions public transport and electric vehicles. To pause these bike lanes would put Melbourne on the back-foot, set to become stuck in the past as Australian cities implement innovative and intelligent transport solutions.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options (11), and improved infrastructure allows more Melbournians to experience these benefits .

To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. I ask that you preserve with your bike strategy to reap all the benefits they will bring – a strategy set in motion well before the pandemic.

References:

- <https://www.theguardian.com/lifeandstyle/video/2022/may/17/why-new-bike-lanes-dont-cause-traffic-jams-video>
- <https://www.melbourne.vic.gov.au/SiteCollectionDocuments/transport-strategy-2030-city-of-melbourne.pdf>
- <https://www.sciencedirect.com/science/article/pii/S2214140521003200>
- <https://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf>
- https://drive.google.com/file/d/0B8tOk7_upXv5djhCajg1Z0I3bmhTVTlxWldwRzA0YjJWNW9R/view?resourcekey=0-Fr7Mp141yXvXzW6u5NBjqQ
- <https://www.sciencedirect.com/science/article/abs/pii/S2214140518301488?via%3Dihub>
- <https://nespurban.edu.au/publications-%20resources/research->

[reports/CAULRR06_%20%20SubmissionFuelQualityStandardsAct2000_Mar2017.pdf](#)
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<https://www.climatecouncil.org.au/wp-content/uploads/2017/09/FactSheet-Transport.pdf>
https://www.climatecouncil.org.au/wp-content/uploads/2018/10/CC_MVSA0154-Report-Transport_V6-FA_Low-Res_Single-Pages.pdf

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * Yes No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Erica Orfanos

Email address: *

erica.orfanos@ratio.com.au

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda No 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

The most liveable cities in the world are bicycle friendly, that is a fact. City of Melbourne should uphold its commitment to livability, equitable access and climate change. Creating safe bike lanes is central to creating an urban environment that moves away from car dependency which ultimately supports a vibrant city centre that its community is proud of.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

• I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Kathleen Burke

Email address: *

kathleen.burke@outlook.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Protected bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

On Sunday I was outside having a coffee at Brunetti's flinders lane. It was crowded with people walking. A little boy of around four suddenly ran from his father's side and jump onto the road in front of a 4wd. The person driving stopped safely and apart from scaring everyone around the boy was safe. This happened because of the safety changes the city of Melbourne has made in there laneways and on their streets for people. Making it a shared zone for people walking, people riding and people driving. Rolling back protected bike lanes and people friendly changes to the city would mean that that car would have assumed it was the priority d that kid would have likely got hit. Or equally as likely that family would not have been in the city at all because it would be too unfriendly and risky a place to go as a family.

I likely would not have been in the city without the bike lane and footpath changes venturing out to have breakfast browse the shops and have a second coffee. The place I had breakfast was a reclaimed car park on Lygon St. Instead of one car there where 10 people having breakfast. If you had proposed before the pandemic to take away parking spots for outdoor tables there would have been similar outcry to what is happening now with the protected bike lanes but now they are accepted, embraced and create more business and spending, as well as bring life and culture to the streets of Melbourne.

The protected bike lanes mean more people car come to the city not less. It means more people can come to the city and spending business not just the few that have cars and can afford parking or those that live near transport hubs. It means I could sit outside and drink a coffee and not breathe in traffic jam car fumes and hear horns blast.

I want to live in a Melbourne that is comparable to an international city like, London, Paris, Vancouver, Tokyo, New York, and Wellington that have all embraced or are in the process of embracing more room for people to ride and walk. Bring life to the city and as has been confirmed to bring in more spending in businesses. I don't want to go to a city that is just a polluted 1980's asphalt jungle.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: * • I have read and acknowledge how Council will use and disclose my personal information.

Name: * Elizabeth Kim

Email address: * Elizabeth_kim@racv.com.au

Phone number *

Date of meeting: * Saturday 7 May 2022

Agenda item title: * Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

RACV supports the continued roll out of bike lanes in the city, particularly given the increased uptake of bike riding over the past few years.

We need to ensure our networks are set up to support people no matter which transport option they choose – car, train, tram, bicycle, motorcycle or walking. Over 50 per cent of RACV members walk and ride bikes regularly, yet RACV’s research shows one of the biggest reasons stated for choosing not to cycle more, is concern about car traffic and safety while riding.

We have seen evidence that protected bike lanes and paths help make cycling a safer, feasible, affordable and sustainable transport option for many.

Department of Transport data shows that bike lanes can move three times as many people as one car traffic lane and can help ease congestion and pollution. The removal of parking bays for the bike lanes represents only 1 per cent of the 23,000 on-street street car parks across the city. Less than 0.5% of Melbourne’s road space has been reallocated to install protected bike lanes.

The City of Melbourne joins a list of global cities pledging bold investment in bike infrastructure, in recognition of the important role that bikes play in the transport system of large cities.

The recent high-profile pedestrian and cyclist fatalities in the inner city highlight the need for safety consideration for vulnerable road users. RACV has commissioned research on and advocated for, a targeted approach to the completion of the Strategic Cycling Corridors outlined by State Government in 2018–2028 Cycling Strategy. The work by the City of Melbourne to complete these missing inner links with protected lanes, within and outside the Hoddle Grid, is an essential component to the completion of a true safe cycling network.

These implementations will help to encourage and support a greater diversity of travel modes to the CBD and will assist in lessening congestion and pollution and improving safety on Melbourne’s roads post-pandemic for both RACV members and Victorians alike.

Thank you for your consideration

Elizabeth Kim
General Manager, arevo Mobility, RACV

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Bryan Anderson

Email address: *

bea708@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Council,

I'm writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality. Investing in this infrastructure now will help ensure that Melbourne, and the CBD in particular, maintains its status as one of the world's most liveable cities and as a model for what other cities should aspire to be.

I am concerned and alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad. We need infrastructure that is not just car-oriented but people-oriented and future-oriented.

I have been very pleased to see the bike lanes that have been rolled out in recent years. Their use has enabled me to eagerly and healthily explore our city as well as handling day-to-day tasks without needing to worry about paying for fuel, finding a park, or getting stuck in what seems like perpetual traffic. For the benefit of everyone in the city, I very much hope this roll-out of bike infrastructure does not pause and instead continues to expand.

Sincerely,

Bryan Anderson

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * Yes No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Elinor Hasenfratz

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Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike lanes in the CBD

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear all,

It's been so wonderful to see Melb rolling out bike lanes, and making a real start on easing congestion and making the city safer and future-proofing it for inevitable changes to transport that are coming our way, particularly in CBD areas. My husband rides to work, I come from a family of bike riders, and so far I'm the only one not to have been hit by a car or car door'd. We are regular people, he's an engineer trying to stay fit and reduce our emissions and the cost of parking in the city / PT, and with a baby on the way it fills me with dread when he hops on his bike to head to Russell St. I thought it was going to be safer, more sensible! Please don't let a few parking complaints get in the way of modernising our beautiful city. Let's take this opportunity to sit down together, and work out a solution that considers future generations of Melburnians as well as the current generation.

Thanks for your time.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Anna den Hartog

Email address: *

annadenhartog@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Creating safer bike lanes seperated from the road was helping me feel safer about jumping on the bike again and riding into to the city with my partner. I love going to the NGV, Victorian Market,and botancial gardens. Riding there also helps me fit in some excise too. Also, as I don't drive that is one of the ways I get around. However, having had a bike accident, a family member get hit and witnessing a terrible accident too, I have found it very stressful riding on busy roads. Bike lanes are the only way I will feel confident about riding. Not only that, considering the positive environmental benefits of active transport, such as riding, it's time for Victoria to progress with less car centric infrastructure, especially as alternative car parking arrangments are being implemented anyway.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * David Hausler

Email address: * david.r.hausler@gmail.com

Phone number * +

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I am a long time resident (31 years) of city of Melbourne, living in North Melbourne. Please do not halt the progress of installing bike lanes across LGA. I am a regular bike commuter to the CBD, and utilise the many leisure bike trails through our wonderful parklands whenever possible. I have seen the great benefits of increased and improved bike lanes have made to the area. It is without a doubt the best way to commute around our local area (eco friendly, healthy, minimising traffic), but only as long as it is safe. There are still a great number of unsafe roads for cyclists in the area. I am grateful for the work the council has done over the last few years to make improvements to bike lanes and I urge you not to stop the good work now. Lead the way! Don't go backwards

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: * • I have read and acknowledge how Council will use and disclose my personal information.

Name: * gordon southgate

Email address: * gordon62@fastmail.fm

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * in support of cycle lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Apologies for the brief and occasionally cut-and-paste nature of my submission, as I am short on time to get this in by deadline.

For ease of consumption, I am presenting this as a series of bullet points

- The amount of bike lanes is still small by international standards
- The RACV has said greater Melbourne should match the ambition of Milan (which has 750 kilometres planned by 2035), Paris (650 kilometres by 2024) and London, which has installed 260 kilometres since 2016 – including 100 kilometres since the start of the pandemic
- Melbourne is planning to spend \$18 million on cycling infrastructure over the next four years, while Sydney is spending \$69 million
- more bikes equates to less cars and less congestion — a benefit noted by the RACV
- I don't feel the small business case for tearing up cycle lanes rests on much in the way of empirical evidence
- Urbis forecast that public transport will continue to be the most significant economic driver for the CBD, delivering \$35.4 billion by 2026. The contribution of cars is projected to drop by \$4.4 billion to \$7.5 billion, while cycling will add up to \$3.5 billion annually.
- Cycle lanes improve safety for cyclists
- Health benefits of cycling versus small particulate pollution
- 27 per cent of trips to the city pre-pandemic were undertaken by car, yet more than half of street space in the city has been surrendered to cars
- The loss of 421 on-street car spaces to create safe bike lanes is a drop in the ocean compared to the thousands of off-street parking spaces available in the CBD. Drops in retail traffic cannot be blamed on bike lanes
- Bike lanes are 1% of the city, yet used by 4%
- Also cyclists use retail, they are customers too, whilst arguably most of the car traffic in a city is driving through to somewhere else
- changing the timing of deliveries to avoid peak hour and reducing on-street parking would be one solution that didn't involve reducing cycle lanes
- A lot of the reaction seems driven by surprise at finding cycle lanes have been built in a pandemic. This doesn't sound like residents' reactions to me, as they would have seen them being built. Either way, this is a communications issue, not a planning issue.
- Modernising a city will inevitably require change, and managing people's hopes and fears around that. I don't think ignoring the future and committing to a vision of the petrol engine is a good idea for anyone.

Thanks you for taking the time to listen, and I hope council votes for a sustainable and healthy future

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

Privacy acknowledgement: *

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Name: *

Bridie Turner

Email address: *

inglenook09@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

As a university student without a drivers license, bike is my central means of transport. It has become especially important now that I feel less safe to catch public transport because of COVID-19.

Bike lanes enable me to feel safe while riding and feel like the drivers around me can be safe as well. It would be indispensable to me to be able to ride around the city without trepidation, so it's really important to me that bike lane project goes ahead.

Crucially, the results of the recent election illustrate the overwhelming acknowledgment and support of climate action by Australian citizens. This bike lane project is a form of climate action. By increasing the safety of drivers and riders around the city you're increasing the accessibility of climate friendly transport.

Additionally, with the popularity of 'lime' and similar brands of electric scooters around the city and the outer suburbs, more people are taking to busy roads to use bike lanes. As transport technology changes, so does the infrastructure of our city to facilitate the transport that people choose. Bike lanes would mean that scooters and bikes are less of a concern for drivers and less of a safety hazard for all.

The incorporation of bike lanes into the city is a project with very long term benefits and is worth investing our time and energy into, as it would result in the increased safety of riders and drivers, decreased inconvenience for drivers, facilitation of trends in transport and the push for climate action.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * Yes No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Katie Harker

Email address: *

katiemharker@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

No 6.9 – Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

The recent CoM decision to cease the installation of new bike lanes within the Melbourne CBD is a massive step backward!

Council has already shared the data:

– In April 2022, bike volumes in upgraded bike lanes on Peel and Swanston Streets were at 156% and 113% of the pre-COVID-19 baseline respectively.

– e-bikes recorded 1mil trips in 17 weeks with 84% of trips on bike lanes and 45% of trips replacing car journeys

– 'majority of people (55 per cent) support installing protected bike lanes in the city; a majority (61 per cent) agree that protected bike lanes make it safer to travel around the city; and nearly 20 per cent of people living within 10 km of the city say that they are more likely to visit the city due to the new protected bike lanes.'

– 'Traffic congestion and the impact of new protected bike lanes were not identified as significant concerns for the businesses interviewed.'

I visit the city every week, I take PT, I walk, and I e-scooter. I feel safer with bike lanes between myself and the cars, the city is more enjoyable with the removal of kerbside parking. The city is more enjoyable WITHOUT cars.

Even when I drive to the city, there is ample parking off-street and on-street.

Any on-street parking should be allocated to loading / waste or rideshare / short term deliveries such as uber.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Emilienne Ong

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emilienne.ong@gmail.com

Phone number *

Date of meeting: *

Monday 6 June 2022

Agenda item title: *

Cycle Infrastructure Program

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I would like to like to make a submission in support in continuous instalments of bike lanes. As a regular cycling commuter who just learned how to ride a bicycle 4 years ago, the new bicycle lanes has made it safer for me to travel without worrying about being in close proximity to cars and larger vehicles.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Harry Jorgensen

Email address: *

harjorgensen@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I would like it to be acknowledged that I strongly believe that the bike lanes that have been introduced into the CoM should stay and continue to expand. I think it is a backwards step to stop and/or remove the bike lanes that have already been introduced. Thank you.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Kevin Lee

Email address: *

kevinlee2212@yahoo.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality – to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving ‘traffic evaporation’ (1). By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. As the City of Melbourne’s own research (2) shows, “Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride.” A recent Melbourne study supports your findings, demonstrating that separated cycling infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

Increase business: Despite all the criticism that has led to this “pause”, which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure increases economic activity, spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than ever. Salt Lake City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the extra foot and wheel traffic (5). Further, with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and dog!) is only growing.

Improve safety for all road users: Research indubitably demonstrates that implementing bike lanes enhances safety for not only people riding bikes but those driving and walking (6). This is because separated bike lanes have a car-traffic calming effect, enabling vehicles to move at safer speeds for everyone.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and

fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll (7). If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around (8). These upgrades can be of particular benefit to older people, those living with a disability, low income households and migrant communities.

Reduce emissions: Personal transport is Australia's fastest growing source of emissions (9); and fluctuates between the second and third highest source (behind only energy and land use) (10). Bottom line: our cars are a major contributor to climate change and Melbournians need to be empowered to move in different ways wherever possible. The global climate science is clear: we need to increase active transport to reduce transport emissions. Local research tells us that more separated and dedicated infrastructure is required to move the great number of people from the interested category to actually taking up riding. Australia needs a national strategy to move away from petrol-guzzling cars to bike-riding, walking and zero-emissions public transport and electric vehicles. To pause these bike lanes would put Melbourne on the back-foot, set to become stuck in the past as Australian cities implement innovative and intelligent transport solutions.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options (11), and improved infrastructure allows more Melbournians to experience these benefits .

To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. I ask that you preserve with your bike strategy to reap all the benefits they will bring – a strategy set in motion well before the pandemic.

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Please indicate whether you would like to verbally

No

address the Future Melbourne in support of your submission: *

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Tony Hughes

Email address: *

tonyplaysthedrums@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Melbourne bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I understand that there is a move to delay the construction and implementation of new bike lanes in the City of Melbourne. At a time when climate issues are more pressing than ever, we need to be expediting – not hindering – the development of infrastructure like this that supports and encourages the greenest of transport options in the city. I ask Council to consider moving forward with the development of new bike lanes and a cohesive bike network with urgency.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Sharyn Maude

Email address: *

asharynmaude@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike Lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I am very concerned and disappointed that you are considering delaying construction off more bike lanes. As someone who uses my bike as transport whenever possible, I'm extremely aware of the dangers from careless motorists. I could list a dozen incidents when motorists did something illegal which endangered me. I used to work in a location which required me to cycle down Williamstown Rd and these incidents happened weekly. Obviously this is a disincentive to use my bike. In our present climate emergency cycling should be encouraged and an obvious way to do this is to provide safety in the form of bike lanes. I hope you continue your very important work constructing them.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

akshay Mahajan

Email address: *

Mhjn.akshay@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I would like to raise my concern regarding the recent decision of halt on the implementation of Bikel lanes in Melbourne CBD. This is not something in accordance to the vision of the longer-term sustainable city and equitable distribution of resources to all the road users. I am really shocked to see that such a great initiative has been halted because of the delivery issues rather than finding a solution to better implement the overall objective of changing the mode of choice for city.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: * • I have read and acknowledge how Council will use and disclose my personal information.

Name: * Jack Higgins

Email address: * melbourne@betweenity.xyz

Phone number *

Date of meeting: * Monday 6 June 2022

Agenda item title: * Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

I'm writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality.

There are many reasons bike lanes are an important part of our transport system – and I'm sure you've heard many of them before. One you might not hear as often is that, as a young person currently living in the outer suburbs who is considering moving my residence to the Melbourne CBD, one of the biggest factors holding me back from making the move is the current lack of quality active transport infrastructure.

I'm alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my gratitude for the bike lanes that have been rolled out to date (and accelerated during COVID-19). I sincerely hope that you persevere with your bike strategy, which was outlined well before the pandemic.

Yours sincerely,
Jack Higgins

Please indicate whether you would like to verbally address the Future Melbourne in support of your No

submission: *

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Al brown

Email address: *

alcannardbrown@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Protected bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I live and work in the City of Melbourne.

During covid, when traffic was lower, I took up cycling. I would like to continue to cycle to work, to the supermarket, and around my home and surrounding areas in North Melbourne.

Continuing the protected bike lane scheme will allow me to do that more effectively.

Parking is already at a premium and many public transport routes across the LGA or to neighbouring suburbs take an hour due to indirect routes and wait times or the need to take two or more connections.

This pushes people into driving on congested streets and then there's often no parking.

The bike lanes make transport safer, reduce congestion and allow greater active transport.

They make social, economic and environmental sense and should be continued.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Thomas Lawrence

Email address: *

thomas.lawrence@ratio.com.au

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

No 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Councillors,

I would like to voice my support for Council's bicycle path construction program.

This program is important to the future of the CBD as a liveable high density city.

Thanks

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Isabela Cabral

Email address: *

isabela.cabral@outlook.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Removing bike lanes is a terrible idea

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

The bike lanes in the city are crucial for the safety of the cyclists. I was always scared of cycling around the city before the protected bike lanes. Especially after crashing on an Uber's car door that suddenly opened in front of me.

The safety of cyclists and pedestrians must be the first priority in any developed urban space.

We need to encourage more and more people to go cycling, not the opposite. We need less cars, more bikes and more bike lanes. The future and mobility in the city depends on this.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Hannah Tobin

Email address: * hannahtobin91@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Date of meeting: 07/06/22

Agenda item title: Agenda 6.9

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality – to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving ‘traffic evaporation’ (1). By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. As the City of Melbourne’s own research (2) shows, “Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride.” A recent Melbourne study supports your findings, demonstrating that separated cycling infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

Increase business: Despite all the criticism that has led to this “pause”, which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure increases economic activity, spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than ever. Salt Lake City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the extra foot and wheel traffic (5). Further,

with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and dog!) is only growing.

Improve safety for all road users: Research indubitably demonstrates that implementing bike lanes enhances safety for not only people riding bikes but those driving and walking (6). This is because separated bike lanes have a car-traffic calming effect, enabling vehicles to move at safer speeds for everyone.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll (7). If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around (8). These upgrades can be of particular benefit to older people, those living with a disability, low income households and migrant communities.

Reduce emissions: Personal transport is Australia's fastest growing source of emissions (9); and fluctuates between the second and third highest source (behind only energy and land use) (10). Bottom line: our cars are a major contributor to climate change and Melbournians need to be empowered to move in different ways wherever possible. The global climate science is clear: we need to increase active transport to reduce transport emissions. Local research tells us that more separated and dedicated infrastructure is required to move the great number of people from the interested category to actually taking up riding. Australia needs a national strategy to move away from petrol-guzzling cars to bike-riding, walking and zero-emissions public transport and electric vehicles. To pause these bike lanes would put Melbourne on the back-foot, set to become stuck in the past as Australian cities implement innovative and intelligent transport solutions.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options (11), and improved infrastructure allows more Melbournians to experience these benefits .

To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. I ask that you preserve with your bike strategy to reap all the benefits they will bring – a strategy set in motion well before the pandemic.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

John Van Vliet

Email address: *

jv_vliet@bigpond.net.au

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bicycle Lane pause

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

All over the world in cities like ours installing bicycle separated lanes is happening. We need to continue this in Melbourne.

If we are going to reduce car congestion in our city the reducing car dependence will be required.

Business who think they suffer from lack of cars unable to park in front are wrong it's foot traffic that brings in customer, it has been proven in all those cities that are reducing traffic through them.

To council members don't stop just continue with the work have some guts and stand up to these people you know they are wrong.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

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Name: *

Qalissa Othman

Email address: *

qalissa.othman@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Date of meeting: 07/06/22

Agenda item title: Agenda 6.9

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality – to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving ‘traffic evaporation’ (1). By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. As the City of Melbourne’s own research (2) shows, “Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride.” A recent Melbourne study supports your findings, demonstrating that separated cycling infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

Increase business: Despite all the criticism that has led to this “pause”, which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure increases economic activity, spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than ever. Salt Lake City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the extra foot and wheel traffic (5). Further, with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and

dog!) is only growing.

Improve safety for all road users: Research indubitably demonstrates that implementing bike lanes enhances safety for not only people riding bikes but those driving and walking (6). This is because separated bike lanes have a car-traffic calming effect, enabling vehicles to move at safer speeds for everyone.

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Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around (8). These upgrades can be of particular benefit to older people, those living with a disability, low income households and migrant communities.

Reduce emissions: Personal transport is Australia's fastest growing source of emissions (9); and fluctuates between the second and third highest source (behind only energy and land use) (10). Bottom line: our cars are a major contributor to climate change and Melbournians need to be empowered to move in different ways wherever possible. The global climate science is clear: we need to increase active transport to reduce transport emissions. Local research tells us that more separated and dedicated infrastructure is required to move the great number of people from the interested category to actually taking up riding. Australia needs a national strategy to move away from petrol-guzzling cars to bike-riding, walking and zero-emissions public transport and electric vehicles. To pause these bike lanes would put Melbourne on the back-foot, set to become stuck in the past as Australian cities implement innovative and intelligent transport solutions.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options (11), and improved infrastructure allows more Melbournians to experience these benefits .

To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. I ask that you preserve with your bike strategy to reap all the benefits they will bring – a strategy set in motion well before the pandemic.

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Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * Yes No

Privacy acknowledgement: * • I have read and acknowledge how Council will use and disclose my personal information.

Name: * Lachlan Shield

Email address: * lachlan.shield@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I understand you are considering suspending of construction of new protected bicycle lanes. As a CBD worker, I now travel into the city on a bike. I have family members with pre-existing health conditions, and so public transport is not a safe and attractive option. However, the main impediment to me working on-site more often is that riding on the street feels quite unsafe at times. I do not know anybody who travels into the city with a car to purchase goods; that is what suburban bog-box shopping centres are for. Rather, I know a number of people who live in the inner and middle suburbs who could be encouraged back into the city if cycling and other forms of active transport were safer and more accessible.

I recall the some years ago I had a conversation with a trader on Elizabeth Street near the Haymarket roundabout to the effect that the removal of street parking for a bicycle lane was killing the area. That area is now strong and vibrant. I strongly urge you not to give in to a noisy minority of traders. The future of the CBD is very clearly not based around private cars.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: * • I have read and acknowledge how Council will use and disclose my personal information.

Name: * Jan van de Graaff

Email address: * javdg24@optusnet.com.au

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 22.6 – Bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I write to ask that the Future Melbourne Committee's vote against recommendation 22.6, being that the Committee "Endorses the deferral of further installation of new protected bike lanes in the Hoddle Grid during financial year 2022/2023, following two years of accelerated delivery." Whilst I acknowledge the separated bike lanes have had an adverse impact on parking, loading bays, and traffic lanes, this has been very much at the margins. I also understand that many motorists are frustrated however these bike lanes are an unfair target of this frustration. With increasing vehicular traffic there is now congestion right across the inner city and most certainly in the CBD. The bike lanes are not the cause of this and we must continue to make rationale decision and ones that support our quest for a more sustainable city. It is noteworthy that in some cases there is frustration being levelled at these bike lanes when in fact all that has happened is a reconfiguration of the street, without loss of motorised lanes, parking or bike lanes. Furthermore, the total loss of car parking spaces is less than 1% of the available car parking spaces – such a minor contraction that it would have next to no impact in real terms. Slowing down or abolishing the plans for bike lanes will be a huge step backwards for Melbourne. While bike lanes may make it slightly more difficult for car commuters to access the city, the positive benefits, both short and long term hugely outweigh the inconvenience for car users. A cycling city is one where the streets are more pleasant to be, which has knock on positive benefits for traders and residents and those who come to the city to work or shop or go out. These bike lanes are also hugely beneficial to the many and growing resident population in the CBD – who are able to use their cars less often or not at all if they can ride around the municipality.

In saying all I do acknowledge the concerns of the TWU and the loss of loading zones – which in turn impacts traders. I feel confident that solutions to this can be found without disrupting the plans for bike lanes. Parking spaces in the commercial buildings are somewhat underutilised, particularly in the post covid era when many workers who have dedicated spots are no longer commuting daily. I believe this can form part of the solution – where the COM, works closely with transport providers and traders to find a more sustainable solution.

Furthermore, good cycling infrastructure, in enabling more cycling, will help the city attain its sustainability goals, with immediate improvements to air quality, noise pollution and a vital contribution to our nation's carbon emissions reductions targets. Conversely, enabling more people to drive to the city has the opposite effect.

As someone who cycles into and through the city almost daily, I urge you to continue to make the case for these bike lanes and provide a clear and compelling case to the critics who in the main are lashing out in frustration without seeing the bigger picture.

Please indicate whether you would No

like to verbally address the Future
Melbourne in support of your
submission: *

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Carla Chandler

Email address: * carladchandler@hotmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Committee,

I respectfully write to the City of Melbourne to reconsider its submission regarding the protected bike lanes. Like many cyclists writing to your team, I too am concerned regarding a number of factors. I will keep my submission short, as to not waste too much time, however kindly request the following is considered. ;

– Having ridden in many parts of the world – I can wholeheartedly say, Melbourne is by far – exceedingly and scarily by far – one of the most dangerous places to ride when it comes to a cyclist/car perspective. By the council submitting to the demands of drivers, you again show the driving fraternity that this level of aggression towards cyclists is warranted and imply that cyclists are the cause of much road congestion. We know this not to be the case and there are ample examples from around the world that can verify this as fact; yet these types of decisions have critical outcomes for the safety of cyclists.

– Secondly, I am more than certain you have taken into account the clear need for less cars on the roads and the environmental impacts of such, so I am perplexed as to why we would be supporting additional cars moving into the city. Whilst I understand your keen interest in having people return to the city – I feel that the proposal does not consider long term gains, long term environmental needs and demonstrates limited insight into the general populations wants, if we consider the recent election outcomes.

As a public servant of 20 years, a city worker and a cyclists, but also a motor vehicle driver, I do hope more insight is applied to the decision making process with respect to this matter.

Thank you for taking the time to consider my submission, despite feeling that it will not ultimately change the course of your action, but alas i thank you nonetheless as i respect the challenge to keep all parties satisfied.

Kind Regards
Carla Chandler

Please indicate whether you would like to verbally address the Future Melbourne in support of your No

submission: *

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Lee Shaw

Email address: *

lee.shaw@ratio.com.au

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

The reactionary movement to a vocal minority, to stop the roll out and support of further sustainable transport infrastructure, is a step backwards for a progressive city.

The City of Melbourne must not stall or remove infrastructure which uses space efficiently, reduces emissions, improves health and encourages wider demographics to get in the saddle. Not everyone is brave enough to ride without protective bike lanes and the take up of more active transport only has benefits, including to businesses. Councillors would be wise to recognise and support the benefits of cycling for the city, its population and transport network.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Vincent Cattermole

Email address: * Vrcattermole@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I am writing in support of the decision to pause the creation of new bike lanes in the city. While cycling has many benefits and I'm sure will have strong support, it is important that we don't become "blinkered" as a society to the multiple transport needs and scenarios that occur on a day to day basis. From public transport to cycling to cars to ride shares to trucks and vans to pedestrians walking, it is critical that we consider all of the different use cases for peoplea movement needs as a city.

Cycles are but one of these needs, and by prioritising those over others we negatively impact all melburnians who are not in the privileged position of being able to cycle when needed.

I would like to see cycling considered alongside public transport as trams and trains represent a more realistic substitute versus cars, which have quite different use cases. (Ultimately, most cyclists will jump on a train if it's not good riding weather, not into their car)

I do hope the city does rethink its strategy and find a more balanced solution that suits Melbourne and all of its people, not trying to bring in a different cities ideas just to appease a vocal few.

Thanks

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Jessamie Yule

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jessamie.yule@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

We are ready for carless

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

COVID-19 has created a unique time where people have had a chance to reimagine the way we work and live through experience. This is especially so for CBD workers.

With this opportunity to re-think the way we move around our cities, people became accustomed to walking, to the silence on the streets, to cleaner air, to hearing birds.

Melbournians have never been so prepared to make the shift to the carless city as we are right now.

Why not take this opportunity to continue to perpetuate the shift towards active transport, public transport, carpooling and ridesharing... using cars only when it's really essential.

What cost is being avoided now that we will end up paying for doubly later because of this delay?

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

• I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Arien van Oosterhout

Email address: *

ignatris@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Building bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Date of meeting: 07/06/22

Agenda item title: Agenda 6.9

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality – to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving ‘traffic evaporation’ (1). By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. As the City of Melbourne’s own research (2) shows, “Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride.” A recent Melbourne study supports your findings, demonstrating that separated cycling infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

Increase business: Despite all the criticism that has led to this “pause”, which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure increases economic activity, spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than ever. Salt Lake City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the extra foot and wheel traffic (5). Further, with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and

dog!) is only growing.

Improve safety for all road users: Research indubitably demonstrates that implementing bike lanes enhances safety for not only people riding bikes but those driving and walking (6). This is because separated bike lanes have a car-traffic calming effect, enabling vehicles to move at safer speeds for everyone.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll (7). If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around (8). These upgrades can be of particular benefit to older people, those living with a disability, low income households and migrant communities.

Reduce emissions: Personal transport is Australia's fastest growing source of emissions (9); and fluctuates between the second and third highest source (behind only energy and land use) (10). Bottom line: our cars are a major contributor to climate change and Melbournians need to be empowered to move in different ways wherever possible. The global climate science is clear: we need to increase active transport to reduce transport emissions. Local research tells us that more separated and dedicated infrastructure is required to move the great number of people from the interested category to actually taking up riding. Australia needs a national strategy to move away from petrol-guzzling cars to bike-riding, walking and zero-emissions public transport and electric vehicles. To pause these bike lanes would put Melbourne on the back-foot, set to become stuck in the past as Australian cities implement innovative and intelligent transport solutions.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options (11), and improved infrastructure allows more Melbournians to experience these benefits .

To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. I ask that you preserve with your bike strategy to reap all the benefits they will bring – a strategy set in motion well before the pandemic.

References:

<https://www.theguardian.com/lifeandstyle/video/2022/may/17/why-new-bike-lanes-dont-cause-traffic-jams-video>

<https://www.melbourne.vic.gov.au/SiteCollectionDocuments/transport-strategy-2030-city-of-melbourne.pdf>

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<https://www.sciencedirect.com/science/article/abs/pii/S2214140518301488?via%3Dihub>

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https://www.climatecouncil.org.au/wp-content/uploads/2018/10/CC_MVSA0154-Report-Transport_V6-FA_Low-Res_Single-Pages.pdf

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * Yes No

Privacy acknowledgement: *

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Name: *

Lewis Moore

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moore.lewis.d@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9 – Bike Lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

As a qualified and practicing town planner, the addition of bike lanes would make a positive contribution to the CBD. Having lived overseas in Scandinavia and visited other areas of the world where bike use is much higher, we need to encourage increased use of bikes as a mode of transport as much as possible. This is so that we can reduce our emissions, contribute to healthier lifestyles and reduce traffic congestion on our streets.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

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Name: *

Stuart Thomson

Email address: *

StuartThomson@netspace.net.au

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike Lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I recently counted 18 bicycles waiting at the lights in the bike lane at the corner of William and La Trobe streets.

At one set of lights.

Across the whole CBD there would have been hundreds.

If those people weren't on bikes, they'd be in cars – clogging our roads, taking up scarce parking spaces, contributing to local air pollution and global climate change.

Or maybe they'd be in trams or trains – but probably not, covid has made many people (like me) reluctant to go back to cramming sardine-like into steel boxes with hundreds of potential disease-carriers.

Council got it right the first time – increasing bike lanes is the only way you have of increasing the number of people who come into the city.

Dont let the whingers on talk radio spook you.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Helen Corry

Email address: *

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Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bicycle lanes in Melbourne CBD

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

As a Bicycle Victoria/Network member for decades, I was very disappointed to read that City of Melbourne may delay the roll out of separated bike lanes in the CBD and surrounds. I cycle to work in the CBD each day and have done for 10 years. The delay to easing congestion and improving safety on the roads for all users reflects poorly on the liveability of the city. I won't be supporting CBD businesses who don't share this vision. During covid, Paris developed a strategic plan of how they will improve the liveability of their city and it is disappointing that Melbourne can't progress with their improvement plans.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Nick Sturgess

Email address: * nickstugpol@outlook.com

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Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Date of meeting: 07/06/22

Agenda item title: Agenda 6.9

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality – to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving ‘traffic evaporation’ (1). By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. As the City of Melbourne’s own research (2) shows, “Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride.” A recent Melbourne study supports your findings, demonstrating that separated cycling infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

Increase business: Despite all the criticism that has led to this “pause”, which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure increases economic activity, spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than ever. Salt Lake City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the extra foot and wheel traffic (5). Further,

with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and dog!) is only growing.

Improve safety for all road users: Research indubitably demonstrates that implementing bike lanes enhances safety for not only people riding bikes but those driving and walking (6). This is because separated bike lanes have a car-traffic calming effect, enabling vehicles to move at safer speeds for everyone.

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Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around (8). These upgrades can be of particular benefit to older people, those living with a disability, low income households and migrant communities.

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Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options (11), and improved infrastructure allows more Melbournians to experience these benefits .

To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. I ask that you preserve with your bike strategy to reap all the benefits they will bring – a strategy set in motion well before the pandemic.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Cameron Tampion

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Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Unfortunately time is against me and I am not able to prepare a comprehensive submission of my own to this agenda item. However I wish to fully endorse other submissions I have seen from:

* Lauren Pearson – PhD Candidate at the Monash University School of Public Health and Preventive Medicine; and

* Nathan Pittman, Dr Andre Brett, Rebecca Clements, Iain Lawrie and Merrick Morley – early career transport and urban design researchers.

I also wish to make some observations as a professional driver who has, on occasion, worked in the CBD. By far the biggest source of frustration and delay to me while making deliveries is private motor vehicles, not bicycles or infrastructure provided to improve the safety of their use.

Provision of plentiful and convenient car parking is a major incentive to use private motor vehicles over other forms of transport to access the city. This reduces the amenity of the CBD as a potential destination, and imposes congestion externalities on road users that do not have discretion over their mode choice. In contrast, provision of safe and well-connected cycling routes incentivises much more space-efficient modes that have less negative impact on others.

International best practice transport planning recognises a hierarchy of road users with vulnerable, but highly efficient, road users such as walkers and bike riders* near the top, and the least efficient modes, such as private motor vehicles, towards the bottom. Commercial motor vehicles are placed between these and warrant priority in the allocation of road space, including parking, over private motor vehicles. Legitimate concerns that have been raised recently by transport stakeholders would be best addressed by improving the availability of loading zones for deliveries and similar high-value uses. Availability will include a combination of road (and parking) space allocation and compliance activities. It should not come at the expense of modes that are higher in the road user hierarchy, particularly walkers and people on bicycles.

The city would also benefit from increased use of cargo e-bikes for deliveries and should explore opportunities to encourage a shift towards these. Delays in bike lane improvements would clearly not achieve this.

* This includes wheelchair users and others using mobility aids.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Thomas Gaudry

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Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

I'm writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

As a cyclist, I commute to the CBD from the north side area on a daily basis.

Even now, riding a bike and commuting to the city can be a dangerous and at times, terrifying experience, just to get to work.

Alarminglly, it is not uncommon to see cars verging into and dangerously crossing bike lanes, unfortunately resulting in cyclist collisions and injury.

As a cyclist sharing the road, I believe it is my right to feel safe in my lane and my right to get to and from work safely.

We don't have the protection of an airbag.

We don't have a seatbelt.

We don't have a metal shell to protect us.

We are skin and bones on asphalt. That's it.

We need the continued roll out of safe, designated and separate bike lanes to ensure safe commuting and travel, for all cyclists and bike lane users.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * Yes No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Kerry O'Meara

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omearakerry89@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bicycle Lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Separate bike lanes are the way of the future for a sustainable and healthy environment. Even the RACV is in favour of them which suggests this isn't a fringe issue, it has become a mainstream issue. Car drivers (myself) prefer to drive safely beside our cyclists, and separate lanes are the perfect way to keep everyone safe.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *	<ul style="list-style-type: none"> I have read and acknowledge how Council will use and disclose my personal information.
Name: *	Jane Holroyd
Email address: *	jholroyd@gmail.com
Phone number *	
Date of meeting: *	Tuesday 7 June 2022
Agenda item title: *	6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit **by no later than 10am on the day of the scheduled meeting**. Submissions will not be accepted after 10am.

Please do not slow down the roll out of separated bike lanes in the City of Melbourne, particularly the accelerated delivery of 32.5km of protected bike lanes.

I am a city worker, and I walk in the city and ride into the city.

I am very concerned to see City of Melbourne championing E scooters and yet not providing the necessary infrastructure to ensure they are not ridden on footpaths.

The anger about E scooters is palpable as apparent on City of Melbourne's Facebook page:
<https://www.facebook.com/cityofmelbourne/posts/pfbid02FNfhhmDTGjX4orhYx8uDZbTid38D9usoE9QDsf4MXwDtjmcUzhXNrZfnWNblj8N5l>

Pedestrians are highly vulnerable, especially older walkers and those with disability while for everyone else it is annoying as well as unsafe. With over 90 per cent of transport trips in the CBD being on foot, the City has a duty of care to create more space for walkers, and space that feels safe and welcoming. Victoria Police have found a high level of e scooter use on footpaths during their blitzes and as a city worker I have witnessed reckless footpath riding. This problem will grow worse as City of Melbourne continues to encourage the use of E scooters due to lobbying, but does not provide adequate, safe and separated infrastructure for their riders.

BIKE and E scooter SAFETY on roads

I live in Coburg and ride into work which is located on Bourke Street in the CBD. It is so hazardous to ride on Rathdowne St and then Exhibition St and the new lanes have been fantastic. It is much more convenient to ride into the city than to wait for an Upfield train and then walk down from Melbourne Central Station. Since Covid I have found being on increasingly crowded trains unpleasant, and I hate the exit into the very crowded L1 Melbourne Central shopping Centre.

I want to ride into the city, but Exhibition and Bourke Street feel so unsafe.

I have two children at home and I feel like I have a right to ride a bicycle to work and to arrive safely to work and back home again. I am very aware of the risks posed by car doors and by inattentive or aggressive drivers who can 'squeeze' cyclists, as I have experienced this many times in the CBD.

Please keep up the good work City of Melbourne and become a true, forward-thinking global city. Do not forget the economic benefits that come with making your city safe for those who use active transport.

Thank you, Jane Holroyd

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

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Name: *

Dora Kovacsy

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Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I would like to ask you to continue rolling out the bike lanes across the city. The past few years have been transformative in bike infrastructure and I feel safe riding my two young children around every day to childcare. All European examples show that improving bicycle infrastructure does not increase traffic congestion – and adding more lanes for cars does not reduce congestion. I do not have to explain how cycling is a sustainable mode of transport and how critical this is for our city, and indeed, our future on the planet.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Colleen Peterson

Email address: *

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Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agedna Item 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

as a regular bike rider in the central city I am a passionate supporter of bike lines in the city. I feel very strongly that the voices of a few cranky people should not outweigh the much greater number of residents, business owners and workers in the central city who are very supportive of the bike lanes

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

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Name: *

Gary Valenta

Email address: *

g.p.valenta@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I am writing to say that I heard a small number of people complaining about the protected bike lanes causing traffic issues in the CBD and that MCC have put a pause on the roll out of the program. This is extremely sad to hear as this initiative to install bike lanes is something that is extremely positive in promoting people to use active transport and relive congestion by discouraging people to stop using their cars when we have perfect public transport and active transport facilities leading to the CBD.

The protected bike lanes have given myself and many others a safe passage through the city to get to work, restaurants and many other things in the city. Finally we are seeing some positive change to promote safe active transport in favour of motor vehicles.

Australia has a massive obsession with cars and people seem to think they can't function without it which is very short sighted. If we are going to be serious about combatting climate change, and the obesity epidemic this country has, we need to continue and be ambitious in implementing these bike lanes to help users feel safe. My partner has purchased a bike (she never rode before at all because she felt unsafe) because now she feels safe to ride in the city knowing that cars are not within inches of us with unprotected on road bike lanes. Instead of driving somewhere, she now uses her bike to go about shopping and seeing friends.

You look at any major city in Europe and you will see people riding bikes everywhere with seperate bike facilities. The Netherlands and Denmark have some of the best Infrastructure in the world for bikes and when they come here, they say they feel unsafe as there isn't enough protection and seperation from cars . These paths benefit 1000s of people a day not only in terms of health, but their safety too. A car benefits 1 or 2 persons only.

By the way, I own a car, so I'm not one of those militant cyclists who just hates cars haha. I just use it on the odd occasion where we need to go on road trips or if I have a site visit for work on the odd occasion.

So please, for the sake of people's safety and their health and to help combat climate change, we need the CBD to be pedestrian and bike centric. Not motor vehicle centric.

Please continue the rollout and don't put it on pause! :)

Delivery vehicles should be the only vehicles allowed to use the CBD unless you are a resident in

the CBD itself with a permit. This scheme is used in many other countries around the world. There is simply no need for someone to drive their car to the city to go shopping. Walk, ride or catch public transport.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Izabella Blazevic

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Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Deliver more protected bike lanes as it promotes exercise, sustainability while also reducing traffic congestion

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Owen Oneill

Email address: *

osoneill@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9 implementation update on transport strategy

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

With respect to the recommendation to pause further bike lane installations, this recommendation seems to be being made without any actual evidence to corroborate it. Can the council point to any specific data that indicates an actual negative impact from the installation of the new bike infrastructure? For example, how many deliveries were impacted and how? How many people have stopped travelling to the city as a direct consequence of the changes?

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Khee Chua

Email address: *

kschua2000@dodo.com.au

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

You should reconsider the design and implementation of the bicycle lanes especially on Exhibition Street. This is the main point of entry for vehicles coming in from the South East on the Monash Freeway. I have already seen emergency vehicles stuck along Exhibition Street in a jam because traffic is backed up both ways.

Emergency vehicles should always get priority over anything else.

Also, just this morning, I was stuck in a traffic jam for about 10 minutes at around 8.15am along St Kilda Road at the intersection of Southbank Blvd. During this period, less than 5 cyclists pass by on the bicycle lane.

Driving up along Exhibition Street from Flinders Street, there was only 1 cyclist using the bicycle lane along that stretch. I can provide dashcam footage if necessary.

Even Channel 7 news last Friday showed that only 4 cyclists passed by them between 11.00am and 11.20am.

The under utilised bicycle lanes especially along Exhibition Street badly needs work/improvement or removal

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Anthony Cuskelly

Email address: *

cuskelly@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Implementing the recommendations of the Independent Transport Review

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Regarding Point 19 of the above, I would like to provide personal experience that these lanes are necessary. Particularly post-lockdown vehicle traffic is less patient and less aware of bikes, with near-miss incidents occurring daily.

During commuter periods many of the bike lanes are congested, and a lack of protected bike lanes is a key roadblock to more people commuting by bike. Overseas studies have shown that an infrastructure-first approach is needed (eg

<https://www.bbc.com/worklife/article/20201112-how-bike-friendly-slow-streets-are-changing-cities>, https://link.springer.com/chapter/10.1007/978-3-030-80012-3_20, <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC8053938/>)

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

• I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Sian Willmott

Email address: *

sian.willmott@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Date of meeting: 07/06/22

Agenda item title: Agenda 6.9

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality – to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving ‘traffic evaporation’ (1). By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. As the City of Melbourne’s own research (2) shows, “Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride.” A recent Melbourne study supports your findings, demonstrating that separated cycling infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

Increase business: Despite all the criticism that has led to this “pause”, which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure increases economic activity, spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than ever. Salt Lake City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the extra foot and wheel traffic (5). Further, with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and

dog!) is only growing.

Improve safety for all road users: Research indubitably demonstrates that implementing bike lanes enhances safety for not only people riding bikes but those driving and walking (6). This is because separated bike lanes have a car-traffic calming effect, enabling vehicles to move at safer speeds for everyone.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll (7). If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around (8). These upgrades can be of particular benefit to older people, those living with a disability, low income households and migrant communities.

Reduce emissions: Personal transport is Australia's fastest growing source of emissions (9); and fluctuates between the second and third highest source (behind only energy and land use) (10). Bottom line: our cars are a major contributor to climate change and Melbournians need to be empowered to move in different ways wherever possible. The global climate science is clear: we need to increase active transport to reduce transport emissions. Local research tells us that more separated and dedicated infrastructure is required to move the great number of people from the interested category to actually taking up riding. Australia needs a national strategy to move away from petrol-guzzling cars to bike-riding, walking and zero-emissions public transport and electric vehicles. To pause these bike lanes would put Melbourne on the back-foot, set to become stuck in the past as Australian cities implement innovative and intelligent transport solutions.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options (11), and improved infrastructure allows more Melbournians to experience these benefits .

To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. I ask that you preserve with your bike strategy to reap all the benefits they will bring – a strategy set in motion well before the pandemic.

References:

<https://www.theguardian.com/lifeandstyle/video/2022/may/17/why-new-bike-lanes-dont-cause-traffic-jams-video>

<https://www.melbourne.vic.gov.au/SiteCollectionDocuments/transport-strategy-2030-city-of-melbourne.pdf>

<https://www.sciencedirect.com/science/article/pii/S2214140521003200>

<https://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf>

https://drive.google.com/file/d/0B8tOk7_upXv5djhCajg1Z0I3bmhTVTlxWldwRzA0YjJWNW9R/view?resourcekey=0-Fr7Mp141yXvXzW6u5NBjqQ

<https://www.sciencedirect.com/science/article/abs/pii/S2214140518301488?via%3Dihub>

<https://nespurban.edu.au/publications-%20resources/research->

[reports/CAULRR06_%20%20SubmissionFuelQualityStandardsAct2000_Mar2017.pdf](#)
<https://www.jstor.org/stable/26211762>
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https://www.climatecouncil.org.au/wp-content/uploads/2018/10/CC_MVSA0154-Report-Transport_V6-FA_Low-Res_Single-Pages.pdf

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * Yes No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Tony Armstrong

Email address: *

t.armstrong@me.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I'm writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

I currently commute from home in St Kilda to work in Brunswick East, using an electric cargo style bike. I do school drop off and pick up every day by bicycle. My commute takes me down the Bay Trail, Fitzroy Street, St Kilda Road, then Exhibition Street and Rathdown Street. All have had partially separated bikes lanes installed and I chose this route based solely on the added safety these offer.

Even with these in place delivery drivers / motorists seem hell bent on killing cyclists. Parking in the lanes forcing cyclists into traffic, turning left across lanes wth out looking for cyclists in priority lanes or flinging their doors open forcing cyclists to take vehicle lanes as a precaution.

I am a confident cyclist, and have commuted in several cities around the world and can easily see how off putting riding in combined traffic would be for those starting to use bicycles as transport, or younger riders.

Removal / reduction of separated lanes will make me re think my transport options, and potentially add 170km's of vehicle transport with all associated costs, environmental impacts and congestion.

I will strongly add my voice to the BIA's submission below.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation.' By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll. If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around. These upgrades can dramatically impact older people, those living with a disability, low income households and migrant communities.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options, and improved infrastructure allows more Melbournians to experience these benefits.

To conclude, I was alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my gratitude for the bike lanes that have been rolled out to date (and accelerated during COVID-19). I sincerely hope that you persevere with your bike strategy, which was outlined well before the pandemic.

Yours sincerely,

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Alistair Walpole

Email address: *

alistair.walpole@mh.org.au

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Its been fantastic to see the vast improvement in both access and safety to cyclist in the city. As someone who uses a bike on a daily basis I was previously apprehensive about cycling into and through the city. This has much improved but I was sad and annoyed to hear that there are proposed delays to the further improvement of dedicated lanes. This will delay more use of emission free travel in the city and delay the free-er access to the city for the ever growing number of cyclist.

The council should have the interest of 1000s of voiceless cyclist over the noisy sounds of self interested motoring and business groups. Their interests are not in the interest of the city of the future.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Michael Bell

Email address: *

michaelb.online@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

As an occasional bike rider, I choose to ride mostly on off-road and protected bike paths. I do not feel safe mixing with traffic on roads with unprotected bike lanes. I would ride more if there were more protected bike lanes. The slow pace at which Melbourne has been adding protected bike lanes has been extremely frustrating. The recent accelerated rollout was heartening – it signalled a vast improvement in the provision of cycling infrastructure for riders like me, who want to ride more but can't due to safety concerns. I'm extremely disappointed by the recent news that the addition of further bike lanes would be slowed, or cancelled. This signified a big shift in Melbourne's attitude to people wanting to cycle – a big middle finger to us, to our low impact transport choice, and to the safety we so desperately need. I implore the City of Melbourne to reconsider this position. Show you care about our safety, and the low impact transport choice we can make, by continuing the rollout of protected bike lanes in the city at an accelerated rate. Thank you.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Jason Clarke

Email address: *

jason@clarkey.id.au

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I live in Glen Waverley, I work in Camberwell. I do not drive to work very often, maybe twice a month. I cycle because it is safe to do so along Scotchmans Creek and Gardiners Creek trails. I also cycle because the planet is burning.

I have recently turned down a job opportunity (\$150k+) in Prahran because there is no safe cycling route to my destination. I will not choose a job where I have to drive every day, because the planet is burning.

Every second weekend my partner and I ride from Glen Waverley to Southbank for lunch. We spend >\$100 each time on food and drinks. We go to Southbank and spend money there because of the safe cycling routes. We will not drive to lunch, you got it, because the planet is burning.

We will not go elsewhere because there is a lack of safe cycling options.

I will not take job offers in the CBD because its simply not safe to cycle.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Chris Lee

Email address: *

Chris.Lee@monash.edu

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda Item 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Thank you for the bike lanes, and I hope we see more in the future! I use cycling as my predominant form of transport and it helps me stay fit and happy as I move around the city. I just wish that I wasn't needing to dodge parked cars, opening doors and careless/distracted drivers all the time. Melbourne is perfect for cycling, so I hope we can encourage more of it in the future!

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

• I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Otis David

Email address: *

otisbdavid@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I live and work in the City of Melbourne, riding to work from Carlton to Southbank through the CBD most days sometimes driving. I am concerned that the current cycling infrastructure is not fit for purpose in terms of encouraging cyclists and improving road safety and moreover there are not enough safe dedicated cycling lanes in the CBD (e.g. flinders street). I implore the councillors to unpause the rollout of new cycling lanes, which will encourage riders, and make the city generally more appealing for pedestrians.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Jacob Vernon

Email address: * jacob.vernon@student.unimelb.edu.au

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality – to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving ‘traffic evaporation’ (1). By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. As the City of Melbourne’s own research (2) shows, “Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride.” A recent Melbourne study supports your findings, demonstrating that separated cycling infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

Increase business: Despite all the criticism that has led to this “pause”, which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure increases economic activity, spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than ever. Salt Lake City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the extra foot and wheel traffic (5). Further, with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and dog!) is only growing.

Improve safety for all road users: Research indubitably demonstrates that implementing bike lanes enhances safety for not only people riding bikes but those driving and walking (6). This is because separated bike lanes have a car-traffic calming effect, enabling vehicles to move at safer speeds for everyone.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll (7). If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around (8). These upgrades can be of particular benefit to older people, those living with a disability, low income households and migrant communities.

Reduce emissions: Personal transport is Australia's fastest growing source of emissions (9); and fluctuates between the second and third highest source (behind only energy and land use) (10). Bottom line: our cars are a major contributor to climate change and Melbournians need to be empowered to move in different ways wherever possible. The global climate science is clear: we need to increase active transport to reduce transport emissions. Local research tells us that more separated and dedicated infrastructure is required to move the great number of people from the interested category to actually taking up riding. Australia needs a national strategy to move away from petrol-guzzling cars to bike-riding, walking and zero-emissions public transport and electric vehicles. To pause these bike lanes would put Melbourne on the back-foot, set to become stuck in the past as Australian cities implement innovative and intelligent transport solutions.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options (11), and improved infrastructure allows more Melbournians to experience these benefits .

To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. I ask that you preserve with your bike strategy to reap all the benefits they will bring – a strategy set in motion well before the pandemic

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * Yes No

Privacy acknowledgement: *	● I have read and acknowledge how Council will use and disclose my personal information.
Name: *	Toby Chilver
Email address: *	toby.chilver@gmail.com
Phone number *	
Date of meeting: *	Tuesday 7 June 2022
Agenda item title: *	CBD Bike Lane Rollout
Please write your submission in the space provided below and submit <u>by no later than 10am on the day of the scheduled meeting</u> . Submissions will not be accepted after 10am.	<p>To whom it may concern,</p> <p>I am a 21 year old uni student you regularly rides his bike through the city to work and Uni. It is concerning to me that the new bike lane rollout has been paused. I write this as a plea to continue the rollout for the benefit of all of Melbourne and it's transport moving forward.</p> <p>Regards, Toby</p>
Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *	No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * stefan toniolo

Email address: * stefan@tonprojects.com.au

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Murchison Dog Park

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Hello,

I am the owner of 16 Barrup Street, Carlton.

I am strongly opposed to a off leash dog park in Murchison Square.

I am a loving dog owner myself and feel that this park is inappropriate for an off-leash area due to its size and location.

For the safety of the dogs there is no fence around the park which is going to cause concern for dogs running onto the road. Although this is not a main road this square is the route for Vic Road P Plater test so there are multiple learner drivers arounds the park daily. They are often practicing their parking adjacent to the park and driving around the park to 'learn how to drive', this is a nightmare waiting for many poor dogs & the learner drivers who will face trauma.

The proposed time of 6pm – 8 pm all year round is also not appropriate. This park is seen as a quieter options to Carlton garden and a boutique park were we often see older people picnicking in the summer time to get away from the rif raff party of 20+ people that congregate in Carlton gardens over summer. Mixing people laying on the grass and dog running around is not an ideal situation.

The other key issue is the state of the park. This park has been a key figure in carlton for many years. As we have seen by many other off leash dog park they often fall into a state of disrepair with pot hole, barren grass areas and dog poo.

This park was not designed to have dog running around off leash. As a dog owner, we have many local options where we take our pup and don't see the merit in turning this small iconic park into a dirt bowl filled with dog poo.

Regards,

Stefa & Alex

(

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Andreas Loewe

Email address: * dean@cathedral.org.au

Phone number *

Date of meeting: * Friday 10 June 2022

Agenda item title: * Roll out of safe bike lines

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I am a regular bike commuter to my workplace in the CBD, St Paul's Cathedral. I urge council not to defer or delay the planned roll out of safe bike paths, particularly across the Hoddle Grid. They are being used by many more riders than under previous provisions (including eBikes and scooters) and provide added safety and security, especially during rush hour.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Raili Simojoki

Email address: *

raili.simojoki@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda item 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne councillors

I'm writing to ask that you continue with the planned bike lanes without pause. The pandemic has provided the opportunity to reshape the city into a place for people, not cars. Bikes are an efficient mode of transport, and are more efficient at cars in delivering people into nearby businesses. Cities all over the world have demonstrated that innovative solutions can be found to facilitate deliveries. More active transport means the city will be a better and more people-friendly place. Safer bike lanes will also enable healthier choices, and prevent injuries and deaths for people who currently ride to the city.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: * • I have read and acknowledge how Council will use and disclose my personal information.

Name: * Wayne Coles-Janess

Email address: * wayne@ipso-facto.tv

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Agenda Item 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Council

Are writing to oppose the proposed removal of bikes lanes in Melbourne CBD based on articles stating that the MCC is responding to “complaints from residents and businesses”; – and the impact of the regressive nature of this plan.

This public infrastructure should be prioritised as Melbourne City needs more transport options and ensure the safety for those that rely on this form of transport and the many beneficial outcomes that are widely accepted globally.

Note that the shift in the MCC objectives from increasing transport options and the benefits of safe bike travel in and around the CBD, is contrary to the RACV and MCC earlier assessments and objectives.

Ask that further and full consultation is promoted with Residents and Businesses as Reports in the media imply that Council is responding to Resident and business concerns.

Ask the Council to publish the number and further details of the businesses and residents concerns that support the removal of existing bike lanes and proposed slow down in their installation. As residents do not have access to “on street parking permits”, and there are few buildings with substantial parking within their buildings.

Vehicle traffic and associated negative impacts are a major concern for the safety and amenity of Residents, Businesses and Visitors to Melbourne. Congestion Taxes and delivery timings and many other options are available and warrant detailed consideration and consultation.

I ask that this email be presented to the Future Melbourne Committee and Council for consideration, discussion and genuine consultation with the community.

Kind regards
Wayne Coles-Janess

MB
Skype I ipso-facto

Post | GPO Box 705 | Melbourne 3001 | Australia

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * gordon oakley

Email address: * grdnkl@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Pause on bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I have commuted by bike to the city for the past five years. In that time I have seen the growth of bike traffic – particularly among 'novice' riders, which is great to see. Less congestion, less pollution – and of course healthier.

I also ride to the MCG and Docklands for football matches, which are less well served by 'safe' bike infrastructure

City of Melbourne needs to do as much as possible to get more people on to bikes in and around the city

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Kathy Francis

Email address: *

kathy.francis@westnet.com.au

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Please do not reduce the number of bike lanes in the CBD. These need to be increased to protect the safety of bike riders. A truly vibrant 21st century City needs to ensure that safe active transport is a priority. Many bike riders are injured every year because of the failure to provide separation. An emphasis on active transport ensure the City is quieter and less polluted and more friendly. This will attract people to visit the City if it is seen as a safe and pleasant place to visit.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: * • I have read and acknowledge how Council will use and disclose my personal information.

Name: * Julie Stratford

Email address: * jstratford@skillsimpact.com.au

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

This is to express my support for continuing to maintain and create bicycle lanes in the Melbourne city area.

I use these lanes regularly, work near the city, access various medical and other services in the city and use my bike as a preferred transport option at a time when petrol and parking costs are prohibitive, human-led climate change and pollution issues are at the front of my mind and travelling on public transport risks infection of Covid, flu or just running late.

Since their welcome development years ago, the city bike lanes have become an important part of my everyday life and those of thousands of other people who choose to ride a bike – sometimes, often, always and randomly. These lanes have made it safer for me and many, many Melbournians to travel easily, safely and more willingly into and through the city. They are an important and worthy recipient of time, attention and taxpayers funds to make Melbourne more liveable, safer, more equitable and progressive.

It is astounding to think that MCC is considering pausing the development of further work on bike lanes. Although I empathise with workers wanting safe workplaces, there must be other methods for ensuring delivery drivers and other complainants are safe and well while cyclists, pedestrians and others using the city – indeed all Melbourne residents when you consider the bigger picture – have access to infrastructure that is seen as commonplace and a necessity in many western, progressive nations across the world.

Having spent the last 40 years living, working, walking, driving, cycling, eating and breathing around the city and inner suburbs of Melbourne, I am well placed to be heard in my plea that you continue with the plans to build better, safer, more bike lanes around the CBD and encourage more and more Melbournians and our visitors to enjoy this fabulous city. PLEASE find other ways to keep delivery drivers safe and keep building bike lanes.

Kind regards,

Julie Stratford
3/85 Davies Street,
Brunswick

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Austin Luong

Email address: * austindluong@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Hello!

I would like to first preface this by saying thank you for the work currently done in rolling out protected bicycle lanes in the city; even in the state that it is in now, Melbourne is far more lively and liveable when automotive traffic is minimised.

I'm writing to express my disappointment about management recommendations 22.6, 22.7, and 22.8 – namely, the decision to postpone the further development of said infrastructure for the next two years.

A safe, well connected bicycle network (combined with infrastructure decisions that increase the efficiency and enjoyment of active transport over private automobiles) is paramount for a sustainable and more equitable future, freeing people from the necessity to drive to get to places.

It is especially important given the uptake of alternative mobility options – as mentioned in the paper, e-scooters are gaining in popularity, but they are illegal to ride on footpaths given the risks they pose to pedestrians. But without a fully connected network of protected, separated lanes for them, they will no doubt continue to mix to some degree out of necessity – to the detriment of the majority of people who move around the city by walking no less.

Any sort of change is difficult, but postponing it under the justification of acclimation only generates further discourse and opposition, making said change even harder to implement in the future.

I hope that recommendations 22.6, 22.7, and 22.8 are reconsidered, and that the city continues to work hard to de-prioritise the use of private vehicles as a means of transportation.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Please,

Watch this short video that shows how business and bikes can thrive together:

<https://micromobilityreport.com.au/infrastructure/policy-and-funding/paris-is-re-proving-build-it-and-they-will-come/>

And read/distribute this small article:

<https://www.transportenvironment.org/discover/increase-paris-cycle-lanes-leads-dramatic-rise-bike-commuting/>

Thank you,
Geoffrey Denans

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Aaron Schmid

Email address: * azzafortysixx@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * More Bike Paths

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

As a resident of Melbourne CBD, I support the Bike Path rollout in the City of Melbourne, and wish to see further bike paths installed.

Don't let the loud minority ruin positive progression, as a modern city, we need MORE footpaths / safe cycling paths and LESS cars.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Acey Mayster

Email address: * past.inbox@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Bike lanes

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Date of meeting: 07/06/22

Agenda item title: Agenda 6.9

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality – to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation' (1). By making riding more convenient, those who can will leave their car at home, thereby

making it easier for people to move around our city. As the City of Melbourne's own research (2) shows, "Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride." A recent Melbourne study supports your findings, demonstrating that separated cycling infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

Increase business: Despite all the criticism that has led to this "pause", which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure increases economic activity, spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than ever. Salt Lake City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the extra foot and wheel traffic (5). Further, with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and dog!) is only growing.

Improve safety for all road users: Research indubitably demonstrates that implementing bike lanes enhances safety for not only people riding bikes but those driving and walking (6). This is because separated bike lanes have a car-traffic calming effect, enabling vehicles to move at safer speeds for everyone.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll (7). If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around (8). These upgrades can be of particular benefit to older people, those living with a disability, low income households and migrant communities.

Reduce emissions: Personal transport is Australia's fastest growing source of emissions (9); and fluctuates between the second and third highest source (behind only energy and land use) (10). Bottom line: our cars are a major contributor to climate change and Melbournians need to be empowered to move in different ways wherever possible. The global climate science is clear: we need to increase active transport to reduce transport emissions. Local research tells us that more separated and dedicated infrastructure is required to move the great number of people from the interested category to actually taking up riding. Australia needs a national strategy to move away from petrol-guzzling

cars to bike-riding, walking and zero-emissions public transport and electric vehicles. To pause these bike lanes would put Melbourne on the back-foot, set to become stuck in the past as Australian cities implement innovative and intelligent transport solutions.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant:

Bike-riding and walking are the cheapest travel options (11), and improved infrastructure allows more Melbournians to experience these benefits .

To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. I ask that you preserve with your bike strategy to reap all the benefits they will bring – a strategy set in motion well before the pandemic.

References:

1)

<https://www.theguardian.com/lifeandstyle/video/2022/may/17/why-new-bike-lanes-dont-cause-traffic-jams-video>

2)

<https://www.melbourne.vic.gov.au/SiteCollectionDocuments/transport-strategy-2030-city-of-melbourne.pdf>

3) <https://www.sciencedirect.com/science/article/pii/S2214140521003200>

4)

<https://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf>

5)

https://drive.google.com/file/d/0B8tOk7_upXv5djhCajg1Z0I3bmhTVTIxWldwRzA0YjJWNW9R/view?resourcekey=0-Fr7Mp141yXvXzW6u5NBjqQ

6)

<https://www.sciencedirect.com/science/article/abs/pii/S2214140518301488?via%3Dihub>

7)

<https://nespurban.edu.au/publications-%20resources/research-reports/CAULRR>

06_%20%20SubmissionFuelQualityStandardsAct2000_Mar2017.pdf

8) <https://www.jstor.org/stable/26211762>

9) <https://ageis.climatechange.gov.au/nggi.aspx>

10)

<https://www.climatecouncil.org.au/wp-content/uploads/2017/09/FactSheet-Tra>
nsport.pdf

11)

https://www.climatecouncil.org.au/wp-content/uploads/2018/10/CC_MVSA0154
-Report-Transport_V6-FA_Low-Res_Single-Pages.pdf

Please indicate **No**
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Adam Deller

Email address: * adeller@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Recommendation 22.6 "endorses the deferral of further installation of new protected bike lanes in the Hoddle Grid during financial year 2022/2023, following two years of accelerated delivery." I urge the Future Melbourne Committee to disregard this recommendation, as absolutely no justification is given. Key Issue 19 comes closest, by stating "the city continues to recover and travel behaviour settles into a new rhythm.", but this does not provide any evidence that the benefits of this wait-and-see pause will outweigh the lost opportunities that are clearly identified elsewhere. I would particularly draw attention to Key Issue 15, which states "The most important aim of the program is to make the transport network as safe as possible for everyone in the city regardless of their choice of mode." I cannot see how a pause in the rollout of protected bike infrastructure in the Hoddle grid satisfies this most important aim.

Please indicate whether you would like to verbally address the Future Melbourne in No

support of your
submission: *

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Adam Kittelty

Email address: *

adam.kittelty@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting.

I'd like to see Melbourne City council continue its good work with bike lane construction.

Submissions will not be accepted after 10am.

Bicycles are an important part of our cities infrastructure, livability and response to climate change.

The safety of cyclists is a major deterrent to some commuters choosing to cycle, and our city will never reach its goals of sustainability and livability if we do not continue with the important infrastructural changes that make cyclists feel safe.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Adele Chessell

Email address: *

delchessell@bigpond.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bicycle lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Please do not reverse your plan to create more bicycle lanes in the Melbourne CBD. Bicycle lanes are essential for citizens who wish to reduce their carbon footprint. Please work to find solutions that will allow delivery drivers to carry out their work.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *	I have read and acknowledge how Council will use and disclose my personal information.
Name: *	adelina onicas
Email address: *	adelina.onicas@gmail.com
Phone number *	
Date of meeting: *	Tuesday 7 June 2022
Agenda item title: *	6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation
Please write your submission in the space provided below and submit <u>by no later than 10am on the day of the scheduled meeting.</u>	I bike into the city regularly and am devastated to hear that you want to defer further installation of new protected bike lanes in the next financial year.
Submissions will not be accepted after 10am.	Please DONT STOP providing these much needed safe transport options for us bike riders.
Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *	No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Ajaya Haikerwal

Email address: * ajayahaikerwal@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Agenda 6.9

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I am a worker in Melbourne CBD and I'm writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes. Your council has so far been an excellent supporter of bike lanes, and I wish to see this continue unhindered into the future. The new lanes installed over the past few years have helped me feel safer riding on roads that used to be extremely dangerous – I very much hope to see this roll out continue.

I was alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

- Reduce car traffic
- Improving local air quality and health outcomes for communities:
- Improve accessibility
- Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant

A few voices should not outweigh the benefits to many Melbournians and tourists who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change.

I want to express my gratitude for the bike lanes that have been rolled out to date (and accelerated during COVID-19). I sincerely hope that you persevere with your bike strategy, which was outlined well before the pandemic.

Yours sincerely,

Ajaya Haikerwal

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Alan Abrahams

Email address: *

aabrahams4@bigpond.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda 6.9 Reduction roll out of bike lanes

Alternatively you may attach your written submission by uploading your file here:



[dear_melbourne_city_councillors_cc.docx](#) 14.72 KB · DOCX

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Dear Melbourne City Councillors,

Agenda item title: Agenda 6.9

I'm writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure - including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality.

There are many reasons bike lanes are an important part of our transport system - and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving '[traffic evaporation](#).' By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated [1,700 deaths](#) every year in Australia - larger than the national road toll. If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around. These upgrades can dramatically impact older people, those living with a disability, low income households and migrant communities.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options, and improved infrastructure allows more Melbournians to experience these benefits.

While I no longer work in the city, it was my biggest frustration during my 40+ year working life in the city that there were insufficient or no dedicated cycling lanes to enable me to cycle to the city. Over the years I have cycled regularly during the week and the weekend along cycle trails that transverse the city and have been grateful for the wonderful bike lanes implemented in recent years --- I would like you to please keep them and even consider creating more bike lanes.

To conclude, I was alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my gratitude for the bike lanes that have been rolled out to date (and accelerated during COVID-19). I sincerely hope that you persevere with your bike strategy, which was outlined well before the pandemic.

Yours sincerely,

Alan Abrahams

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Aleidis van Ruyven

Email address: *

mmvr1@netspace.net.au

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike Lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting.

I respectfully request that Melbourne City Council continue it's excellent program of creating bike lanes in the CBD.

Submissions will not be accepted after 10am.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Categories:

Speaker

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Alex Marks

Email address: * armarks@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: 6.9

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I commend the City of Melbourne on the rollout to date of safe cycling lanes. The separated “Copenhagen style” sections of the new bicycle infrastructure are particularly excellent. They will help increase active transport to the CBD, and take pressure off our roads and public transport system.

The bicycle lanes also provide a safe option for electric bikes, particularly delivery riders, whom have sadly experienced many deaths amongst their number since a surge in deliver services experienced since the start of this decade.

If truck deliveries on Exhibition St are indeed challenging, the answer is to remove parking spots (except those reserved for people living with a disability) and create dedicated unloading zones. This could include the parking spots between the trees in the median.

Too many cyclists die on Victoria’s roads. We need to keep delivering safe cycling infrastructure.

Please indicate whether you Yes

would like to
verbally address
the Future
Melbourne in
support of your
submission: *

If yes, please
indicate if you
would like to
make your
submission in
person, or via a
virtual link (Zoom)
to the meeting.
Please note,
physical
attendance will be
limited in
accordance with
City of Melbourne
security protocols
and COVID-safe
plans and be
allocated on a first
registered, first
served basis. *

I wish to make my submission in person

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Alex Maxwell

Email address: * amaxwellesq@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I write in opposition to the City of Melbourne's reported plans to 'pause' the roll-out of bicycle road infrastructure.

I am not a long-term road cyclist or commuter cyclist however the pandemic provided numerous reasons for me to resume cycling as a means of transport to my place of work, to go shopping and to visit family. However the foundation for my decision to ride on the roads was my perception that the City of Melbourne had improved the infrastructure for cyclists and that it was safer than it had ever been previously.

I enjoyed a sense of freedom being able to easily access the CBD directly from St Kilda Road or Southbank and move around the CBD without the burden and bulk of a car to manoeuvre and park.

As office contact hours in the CBD increased in February and March 2022 I began commuting to work by bicycle each week.

I am a proud Melburnian and it is very encouraging to hear my city discussed and ranked highly with other global cities in liveability analyses. I want my city to grow and become more diverse and interesting and layered. I know that the trade-off of this may be that I cannot drive into or through the CBD quickly or efficiently. I can accept this because I know there is greater capacity for Melburnians to access the CBD by public or active transport relatively efficiently.

Hearing of the recent death of a cyclist at the intersection of King and La Trobe streets, and the Council's change in attitude towards safe, separated, bicycle lanes, has made me re-consider whether I should continue to cycle to the CBD.

I have a young family and it may not be a risk that I am willing to take if there are holes in the CBD network where my safety as a cyclist has been placed behind drivers, mostly of single-occupant motor vehicles, whose safety is not subject to the same risks, whose economic contribution per journey is roughly half of mine and whose share of the road is already over-represented.

Please indicate whether you would like to verbally address the Future No

Melbourne in support of your
submission: *

Privacy acknowledgement: * I have read and acknowledge how Council will use and disclose my personal information.

Name: * Alex Stott

Email address: * stonningtonbicycleusergroup@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9

Please write your submission in the space provided below and submit **by no later than 10am on the day of the scheduled meeting**. Submissions will not be accepted after 10am.
The Stonnington Bicycle User Group (400 members) is writing to express our strongest support for the continued roll out of Melbourne CBD bike lanes.

I myself have been using the Exhibition St lanes since they were put in daily – and it has changed my life (and saved it multiple times!).

Riding in the CBD has so many benefits, some listed below:
Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation' (1). By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. As the City of Melbourne's own research (2) shows, "Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride." A recent Melbourne study supports your findings, demonstrating that separated cycling infrastructure encourages the significant portion of Melbournians interested in riding to do so (3). Increase business: Despite all the criticism that has led to this "pause", which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure increases economic activity, spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than ever. Salt Lake City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the extra foot and wheel traffic (5). Further, with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and dog!) is only growing. Improve safety for all road users: Research indubitably demonstrates that implementing bike lanes enhances safety for not only people riding bikes but those driving and walking (6). This is because separated bike lanes have a car-traffic calming effect, enabling vehicles to move at safer speeds for everyone. Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll (7). If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution. Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around (8). These upgrades can be of particular benefit to older people, those living with a disability, low income households and migrant communities. Reduce emissions: Personal transport is Australia's fastest growing source of emissions (9); and fluctuates between the second and third highest source (behind only energy and land use) (10). Bottom line: our cars are a major contributor to climate change and Melbournians need to be empowered to move in different ways wherever possible. The global climate science is clear: we need to increase active transport to reduce transport emissions. Local research tells us that more separated and dedicated infrastructure is required to move the great number of people from the interested category to actually taking up riding. Australia needs a national strategy to move away from petrol-guzzling cars to bike-riding, walking and zero-emissions public transport and electric vehicles. To pause these bike lanes would put Melbourne on the back-foot, set to become stuck in the past as Australian cities implement innovative and intelligent transport solutions. Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options (11), and improved infrastructure allows more Melbournians to experience these benefits. To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad. A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change. I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. I ask that you preserve with your bike strategy to reap all the benefits they will bring – a strategy set in motion well before the pandemic.
References: <https://www.theguardian.com/lifeandstyle/video/2022/may/17/why-new-bike-lanes-dont-cause-traffic-jams-video> <https://www.melbourne.vic.gov.au/SiteCollectionDocuments/transport-strategy-2030-city-of-melbourne.pdf> <https://www.sciencedirect.com/science/article/pii/S2214140521003200> <https://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf> https://drive.google.com/file/d/0B8tOk7_upXvSdjhCajg1Z0i3bmhTVTixWldwRzA0YjJWNW9R/view?resourcekey=0-Fr7Mp141YxVxzW6u5NBjqQ <https://www.sciencedirect.com/science/article/abs/pii/S2214140518301488> https://nespurban.edu.au/publications-%20resources/research-reports/CAULRR06-%20%20SubmissionFuelQualityStandardsAct2000_Mar2017.pdf <https://www.jstor.org/stable/26211762> <https://ageis.climatechange.gov.au/ngqi.aspx> <https://www.climatecouncil.org.au/wp-content/uploads/2017/09/FactSheet-Transport.pdf> https://www.climatecouncil.org.au/wp-content/uploads/2018/10/CC_MVSA0154-Report-Transport_V6-FA_Low-Res_Single-Pages.pdf
Thank you for listening.
Alex --
Alex Stott
Stonnington Bicycle User Group
Email: stonningtonbicycleusergroup@gmail.com
Facebook: <https://www.facebook.com/groups/stonningtonbicycleusergroup>
Twitter: @UserBicycle
Website: stonningtonbug.org

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Dear Melbourne City Councillors,

Date of meeting: 07/06/22

Agenda item title: Agenda 6.9

The Stonnington Bicycle User Group (400 members) is writing to express our strongest support for the continued roll out of Melbourne CBD bike lanes.

I myself have been using the Exhibition St lanes since they were put in daily - and it has changed my life (and saved it multiple times!). Riding in the CBD has so many benefits, some listed below:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation' (1). By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. As the City of Melbourne's own research (2) shows, "Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride." A recent Melbourne study supports your findings, demonstrating that separated cycling infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

Increase business: Despite all the criticism that has led to this "pause", which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure **increases economic activity**, spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than ever. Salt Lake City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the extra foot and wheel traffic (5). Further, with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and dog!) is only growing.

Improve safety for all road users: Research indubitably demonstrates that implementing bike lanes enhances safety for not only people riding bikes but those driving and walking (6). This is because separated bike lanes have a car-traffic calming effect, enabling vehicles to move at safer speeds for everyone.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll (7). If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around (8). These upgrades can be of particular benefit to older people, those living with a disability, low income households and migrant communities.

Reduce emissions: Personal transport is Australia's fastest growing source of emissions (9); and fluctuates between the second and third highest source (behind only energy and land use) (10). Bottom line: our cars are a major contributor to climate change and Melbournians need to be empowered to move in different ways wherever possible. The global climate science is clear: we need to increase active transport to reduce transport emissions. Local research tells us that more separated and dedicated infrastructure is required to move the great number of people from the *interested* category to actually taking up riding. Australia needs a national strategy to move away from petrol-guzzling cars to bike-riding, walking and zero-emissions public transport and

electric vehicles. To pause these bike lanes would put Melbourne on the back-foot, set to become stuck in the past as Australian cities implement innovative and intelligent transport solutions.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options (11), and improved infrastructure allows more Melbournians to experience these benefits .

To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. **I ask that you preserve with your bike strategy to reap all the benefits they will bring – a strategy set in motion well before the pandemic.**

References:

1. <https://www.theguardian.com/lifeandstyle/video/2022/may/17/why-new-bike-lanes-dont-cause-traffic-jams-video>
2. <https://www.melbourne.vic.gov.au/SiteCollectionDocuments/transport-strategy-2030-city-of-melbourne.pdf>
3. <https://www.sciencedirect.com/science/article/pii/S2214140521003200>
4. <https://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf>
5. https://drive.google.com/file/d/0B8tOk7_upXv5djhCajg1Z0I3bmhTVTlxWldwRzA0YjJWNW9R/view?resourcekey=0-Fr7Mp141yXvXzW6u5NBjqQ
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11. https://www.climatecouncil.org.au/wp-content/uploads/2018/10/CC_MVSA0154-Report-Transport_V6-FA_Low-Res_Single-Pages.pdf

Thank you for listening.

Alex

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Alex Stott

Stonnington Bicycle User Group

Email: stonningtonbicycleusergroup@gmail.com

Facebook: <https://www.facebook.com/groups/stonningtonbicycleusergroup>

Twitter: @UserBicycle

Website: stonningtonbug.org



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*

Name: * Adam Watson

Email address: * adam.ja.watson@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Melbourne Bike Lanes

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Councillors

I am writing to urge you to continue building safe cycling infrastructure in Melbourne. Protected cycle lanes are imperative to keep people safe on bikes, especially in the congested and often chaotic streets of Melbourne where driver behaviour is often unsafe. I ride a bike as my main form of transport for many reasons. Chief among them is the climate crisis we face. I have regularly faced dangers from drivers who are distracted by phones, running red lights or being deliberately aggressive to may as a rider. I have been hit and knocked of my bike a number of times and takes no small amount of courage to get back on.

Cycling infrastructure decreases congestion as it gets people out of cars and onto bikes. To do this however it needs to be extensive so that it people can safely get where they need to go without being spat out into heavy traffic halfway through the trip. If we stop now the promise of the existing lanes will not be fulfilled and opponents will point to lack of use as a reason to rip them up. We must keep going to ensure a future liveable city, as a climate response, and to keep people safe.

Please indicate whether you No

would like to
verbally address
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Melbourne in
support of your
submission: *

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*

Name: * Alice Brandli

Email address: * alicebrandli@gmail.com

Phone number *

Date of meeting: * Monday 7 June 2021

Agenda item title: 6.9 Bike lanes

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Hello, I am making a submission as a frequent user of the CBD bike lanes.

I have been so impressed with their (protected bike lanes) expansion over the past couple of years. I am female rider that transports a toddler on my e-bike and it is only because of protected bike lanes that I feel confident to ride either to the CBD or via CBD when travelling across town. I don't want the city of Melbourne to halt the expansion of protected bike lanes. They enable all kinds of bike riders, yes even slower commuters like me to visit the city. I urge the council to continue to build bike lanes to allow even more visitors to the CBD via bike and all kinds of riders; commuters, delivery drivers, family wanting to visit or first time riders to access them.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Alice Humble

Email address: * alice.e.humble@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Agenda 6.9

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Date of meeting: 07/06/22 Agenda item title: Agenda 6.9

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality – to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation' (1). By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. As the City of Melbourne's own research (2) shows, "Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride." A recent Melbourne study supports your findings, demonstrating that separated cycling

infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

Increase business: Despite all the criticism that has led to this "pause", which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure increases economic activity, spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than ever. Salt Lake City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the extra foot and wheel traffic (5). Further, with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and dog!) is only growing.

Improve safety for all road users: Research indubitably demonstrates that implementing bike lanes enhances safety for not only people riding bikes but those driving and walking (6). This is because separated bike lanes have a car-traffic calming effect, enabling vehicles to move at safer speeds for everyone.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll (7). If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around (8). These upgrades can be of particular benefit to older people, those living with a disability, low income households and migrant communities.

Reduce emissions: Personal transport is Australia's fastest growing source of emissions (9); and fluctuates between the second and third highest source (behind only energy and land use) (10). Bottom line: our cars are a major contributor to climate change and Melbournians need to be empowered to move in different ways wherever possible. The global climate science is clear: we need to increase active transport to reduce transport emissions.

Local research tells us that more separated and dedicated infrastructure is required to move the great number of people from the interested category to actually taking up riding. Australia needs a national strategy to move away from petrol-guzzling cars to bike-riding, walking and zero-emissions public transport and electric vehicles. To pause these bike lanes would put Melbourne on the back-foot, set to become stuck in the past as Australian cities implement innovative and intelligent transport solutions.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant:

Bike-riding and walking are the cheapest travel options (11), and improved infrastructure allows more Melbournians to experience these benefits .

To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate

change

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. I ask that you preserve with your bike strategy to reap all the benefits they will bring – a strategy set in motion well before the pandemic.

Kind regards,

Alice Humble

References: 1)

<https://www.theguardian.com/lifeandstyle/video/2022/may/17/why-new-bike-lanes-dont-cause-traffic-jams-video>

2)

-2030-city-of-melbourne.pdf

3) <https://www.sciencedirect.com/science/article/pii/S2214140521003200> 4)

[https://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.p](https://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf)

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8) <https://www.jstor.org/stable/26211762>

9) <https://ageis.climatechange.gov.au/nggi.aspx>

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[https://www.climatecouncil.org.au/wp-content/uploads/2017/09/FactSheet-Tra](https://www.climatecouncil.org.au/wp-content/uploads/2017/09/FactSheet-Transport.pdf)

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[https://drive.google.com/file/d/0B8tOk7_upXv5djhCajg1Z0I3bmhTVTIxWldwRz](https://drive.google.com/file/d/0B8tOk7_upXv5djhCajg1Z0I3bmhTVTIxWldwRzA0YjJWNW9R/view?resourcekey=0-Fr7Mp141yXvXzW6u5NBjqQ)

A0YjJWNW9R/view?resourcekey=0-Fr7Mp141yXvXzW6u5NBjqQ

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Res_Single-Pages.pdf

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Melbourne in
support of your
submission: *

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Alice Wolhuter

Email address: *

alicerosewoly@gmail.com

Phone number *

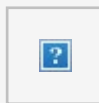
Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda 6.9

Alternatively you may attach your written submission by uploading your file here:



[lettercommunity_dearmelbournecitycouncillors.pdf](#)

40.24 KB · PDF

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Dear Melbourne City Councillors,

Date of meeting: 07/06/22

Agenda item title: Agenda 6.9

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure - including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality - to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system - and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation' (1). By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. As the City of Melbourne's own research (2) shows, "Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride." A recent Melbourne study supports your findings, demonstrating that separated cycling infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

Increase business: Despite all the criticism that has led to this "pause", which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure **increases economic activity**, spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than ever. Salt Lake City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the extra foot and wheel traffic (5). Further, with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and dog!) is only growing.

Improve safety for all road users: Research indubitably demonstrates that implementing bike lanes enhances safety for not only people riding bikes but those driving and walking (6). This is because separated bike lanes have a car-traffic calming effect, enabling vehicles to move at safer speeds for everyone.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia - larger than the national road toll (7). If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around (8). These upgrades can be of particular benefit to older people, those living with a disability, low income households and migrant communities.

Reduce emissions: Personal transport is Australia's fastest growing source of emissions (9); and fluctuates between the second and third highest source (behind only energy and land use) (10). Bottom line: our cars are a major contributor to climate change and Melbournians need to be empowered to move in different ways wherever possible. The global climate science is clear: we need to increase active transport to reduce transport emissions. Local research tells us that more separated and dedicated infrastructure is required to move the great number of people from the *interested* category to actually taking up riding. Australia needs a national strategy to move away from petrol-guzzling cars to bike-riding, walking and zero-emissions public transport and electric vehicles. To pause these bike lanes would put Melbourne on the back-foot, set to become stuck in the past as Australian cities implement innovative and intelligent transport solutions.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options (11), and improved infrastructure allows more Melbournians to experience these benefits .

To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. **I ask that you preserve with your bike strategy to reap all the benefits they will bring - a strategy set in motion well before the pandemic.**

References:

- 1) <https://www.theguardian.com/lifeandstyle/video/2022/may/17/why-new-bike-lanes-dont-cause-traffic-jams-video>
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- 4) <https://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf>
- 5) https://drive.google.com/file/d/0B8tOk7_upXv5djhCajg1Z0I3bmhTVTIxWldwRzA0YjJWNW9R/view?resourcekey=0-Fr7Mp141yXvXzW6u5NBjqQ
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Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Alison Clarke

Email address: * aalisonclarke@rocketmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Item 6.9 Transport Strategy

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Thank you for your excellent work making it safer and easier to cycle in the City of Melbourne over the last couple of years. I regularly cycle to and around the city and have been very impressed by how much progress you've been able to make. Having been a City Councillor and Mayor myself, and now being a small business owner, I fully understand that it's always difficult juggling competing interests, but that ultimately a calm, planned, evidence/data-driven approach is the best way to manage change. Please stick to your current plan, and do not postpone the construction of additional separated bike lanes in the Hoddle Grid. It will take time for the new infrastructure to fill up with cyclists, and for businesses and others to adjust to the change, but build it, and they will come, and cope. The result will be a healthier, safer, quieter, less congested, more vibrant, and economically stronger City of Melbourne.

Please indicate whether you would like to verbally address the Future Melbourne in No

support of your
submission: *

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*

Name: * Andrew Cerini

Email address: * andrew.cerini@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Agenda 6.9

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting

Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

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riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows bike lanes attract more people to ride.” A recent Melbourne study supports your findings, demonstrating that separated cycling infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

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Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest transport options (11), and improved infrastructure allows more Melbournians to experience these benefits.

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Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Andy Breaden

Email address: *

andybreaden54@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Consideration to halt protected bicycle lane construction

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Reference is made to the Melbourne City Council considering whether to continue building protected bicycle lanes. Protected bicycle lanes have been blamed for creating congestion in the CBD, but each day forty per cent of car trips in the CBD do not stop. These vehicle trips are the cause of the congestion, not protected bicycle lanes. Separate bicycle lanes take up a very small fraction of total road space, yet they are used by 4 per cent of road users in the CBD, and are essential if you want more people to leave their car at home and ride a bike.

They are essential because many people who might ride a bike in the city will not do so because of the danger of sharing the road with motor vehicles. The Metre Matters road rules do not provide a guarantee that motorists will leave one metre between a cyclist and their vehicle. Many motorists do comply with the Metre Matters rule, but there are some who come closer than a metre to a cyclist. Sometimes I wonder whether a motorist is trying to intimidate me when this happens, but it is probably that they don't realise how close they have come to a cyclist. When riding on the road without protected lanes it certainly feels like a cyclist has to stake a claim to a part of the road space. It is a contested space, and if the traffic is heavy it becomes a matter of holding your nerve. A lot of people aren't prepared to put up with this, and so a lot of potential cyclists keep driving their cars. And adding to the congestion. Please do not stop building protected bike lanes in the CBD.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * Yes No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Angela Perkin

Email address: * angelaperkin@yahoo.com.au

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Support for CBD bike lanes – Agenda Item 6.9

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

As a car owner and casual cyclist, I try to avoid driving through the CBD, and if ever I need to, I ensure I give myself plenty of time. As a very wary bike rider I was always terrified to ride into the city for work or passing through, but the new bike lanes have changed this immensely. It's much more inviting and I feel very comfortable riding to work now, and do so as my preferred method of commuting. And I believe it's only a matter of time – as word gets out more – before others ditch public transport (not to mention their cars!) in favour of riding. If I was able to convert in my 30s/40s, others can too!

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Anna Burkey

Email address: *

annaburkey@yahoo.co.uk

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda Item 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear City of Melbourne,

I'm a new cyclist; I started during COVID and I've been building confidence and fitness ever since. I'd like to cycle more often, and make it my normal mode of transport.

The bike lanes and bike traffic lights that exist are a joy, and I want to live in a city where this safe and pleasant environment is the norm. Such cities are wonderful and inspiring places to live and work.

Unfortunately, I've also been learning about just how dangerous and unpredictable it is to cycle in places where there is little infrastructure.

The city is a frightening, confusing mix of roads and rules, where cars pay you little heed. I have narrowly avoided being crushed many times, and I struggle through the hook turns and massive intersections to try and find a route that leads to the relative safety of the cycle lanes.

I keep struggling on because I know my city has been working to make it better, safer, more bike-friendly. That it has been improving.

Please don't stop now. Please keep building bike lanes and lights, and striving for a safer, better city.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: * I have read and acknowledge how Council will use and disclose my personal information.

Name: * Anthony Burkitt

Email address: * tony.b@bigpond.net.au

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am. I urge the council to continue its excellent work in building bike lanes and NOT to defer further installation of new protected bike lanes in the Hoddle Grid during financial year 2022/2023. The provision of safe bike infrastructure, such as separated bike lanes, contributes to cutting emissions and making the city easier to access, as well as helping to reduce the cost-of-living. To defer further installation would be a massive backward step for Melbourne. The city needs more investment and commitment to safe bike infrastructure, not delays.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Anthony Plummer

Email address: *

anthplummer@yahoo.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Proceed with bike lanes please!

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I have been so proud of the City and expanding the bike lanes. I now regularly come into town on my cargo bike and shop and work in the CBD. The new lanes are terrific and will encourage more people like me to spend and work in town. Don't give in to a vocal few.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Antje Dun

Email address: *

antjed@hotmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Please keep up with the great work of adding bike lanes in the city. They have made a big difference and I now can ride all the way into the city with my kids. Please just plan better delivery loading spaces to keep everyone happy. Other cities can do it and so can we. Thank you

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Anton van Maanen

Email address: *

anton@knog.com.au

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda 6.9

Alternatively you may attach your written submission by uploading your file here:



[agenda_6.9_submission_avm.docx](#) 21.38 KB · DOCX

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Agenda item title: Agenda 6.9

Dear Melbourne City Councillors,

I'm writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

Curtailling the planned bike lanes in favor of a few, and in contradiction to massive public support is wrong.

These bike lanes will keep cyclists safer and reduce congestion in the CBD, while attracting more people to make healthy decisions about the way they commute. This directly benefits everyone.

We, as a country are planning for a future that see's coal phased out, electric vehicles ramped up, and increased ownership of the impact our carbon footprint is having on the planet. Bicycles and other alternative modes of transport are (and will become more so) critical to this future.

Melbourne has always been a progressive city and if we want to compete on the world stage and lure visitors, business, and students here – we need to adapt like the rest of the world to a change in the way we think about moving around our cities. Cycling infrastructure is a critical part of this.

On a personal note, I have been in two cycling accidents in Melbourne when I was studying at RMIT. I escaped both with minor injuries, but it is not lost on me, how lucky I was. Had proper cycling infrastructure been in place, I have no doubt both incidents would have been avoided.

Some more supporting points for additional cycling infrastructure:

1. People make the city not cars
2. No matter where we live, it's important for everyone in our community to access and enjoy our streets. That means joining up the missing links in our walking and cycling networks with more footpaths and bike lanes.
3. Our streets are for everyone to move around – bikes belong here.
4. 43% of cars in the City of Melbourne are simply travelling through, the city is not their destination
5. Before COVID, 7% of all people travelling into the CBD came by bike, if Melbourne wants to attract people back into the city, people who walk and people who choose to ride a bicycle must be supported and that includes routes both into and within the CBD.
6. From Urbis – parking in a bike space generates twice as much economic activity for local businesses as a car parking in the same space
7. The average trips distances in Greater Melbourne are very small, more than 40% of all trips for all purposes are just 3km or less, 50% are just 5km or less.

8. Average speeds in the CBD can be competitive for people riding bikes, who average around 20kph. And the more bikes are separated from cars the more space for drivers who do not have the option to ride a bike.
9. Improving safety for people riding and walking improves safety for all road users
10. Economic activity generated by the Australian cycling sector is significant:
 - o. \$6.3 billion in direct industry output
 1. \$3.4 billion in direct value add to our GDP
 2. 34,295 direct (FTE) jobs, and
 3. Cycle tourism has a direct industry output of \$1.2 billion annually.

Sincerely,

Anton van Maanen

✓

Privacy acknowledgement: * • I have read and acknowledge how Council will use and disclose my personal information.

Name: * Arcadia Callow

Email address: * arcadiacallow@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Date of meeting: 07/06/22

Agenda item title: Agenda 6.9

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality – to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving ‘traffic evaporation’ (1). By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. As the City of Melbourne’s own research (2) shows, “Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride.” A recent Melbourne study supports your findings, demonstrating that separated cycling infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

Increase business: Despite all the criticism that has led to this “pause”, which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure increases economic activity, spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than ever. Salt Lake City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the extra foot and wheel traffic (5). Further,

with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and dog!) is only growing.

Improve safety for all road users: Research indubitably demonstrates that implementing bike lanes enhances safety for not only people riding bikes but those driving and walking (6). This is because separated bike lanes have a car-traffic calming effect, enabling vehicles to move at safer speeds for everyone.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll (7). If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around (8). These upgrades can be of particular benefit to older people, those living with a disability, low income households and migrant communities.

Reduce emissions: Personal transport is Australia's fastest growing source of emissions (9); and fluctuates between the second and third highest source (behind only energy and land use) (10). Bottom line: our cars are a major contributor to climate change and Melbournians need to be empowered to move in different ways wherever possible. The global climate science is clear: we need to increase active transport to reduce transport emissions. Local research tells us that more separated and dedicated infrastructure is required to move the great number of people from the interested category to actually taking up riding. Australia needs a national strategy to move away from petrol-guzzling cars to bike-riding, walking and zero-emissions public transport and electric vehicles. To pause these bike lanes would put Melbourne on the back-foot, set to become stuck in the past as Australian cities implement innovative and intelligent transport solutions.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options (11), and improved infrastructure allows more Melbournians to experience these benefits .

To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. I ask that you preserve with your bike strategy to reap all the benefits they will bring – a strategy set in motion well before the pandemic.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Ashin Starr

Email address: * bike@ashinstarr.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Agenda 6.9

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

I'm writing this submission to urge the council to keep steadfast in the rollout of the planning Bike lanes across the CBD.

We have long been a laggard amongst other top cities in our walking and bicycle infrastructure, which has kept this city from reaching its full potential.

With population increases inevitable, there is no way to sustainably scale the car usage across our CBD. The common experiences of gridlock here are inevitable, and there is no way forward in a heavily car based solution. To properly scale we need to continue to push for a public transport, bike and pedestrian based transport system so as to keep our city moving. I take the recent push by motorist support groups to backflip on the proposed bike lane expansion as nothing more as a last ditch attempt to prevent the forward-moving of our great city.

Not only is this way the only efficient and scalable way forward for our city, it has many secondary benefits of increase health of the population as a whole, through less pollution and increased exercise. As well as encouraging

more folks to undertake public transport and pedestrian and bicycle activities we improve our economies of scale and get a better return on that investment.

This truly is the best way forward, and any attempts to stunt its progress will be looked back shamefully. Please continue to push this city into a better version of itself and I guarantee you all will be able to look back upon this decision with pride.

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Barry Newstead

Email address: *

bazanews@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike lane pause

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

The progress on the addition of bike lanes in the Melbourne CBD has been tremendous over the past two years. Riding into the CBD is so much safer and we are on the cusp of a true revolution in transportation and wellness in this city. Now is not the time to stop! We should finish the work of making Melbourne's streets safe for riders and pedestrians. Once we have done that, we will see any issues for motorists decline dramatically as people realise that the way to get around is best on a bike or with public transit.

With respect,
Barry Newstead

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Bartlomiej Gorwa

Email address: *

bartgorwa@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike Lanes in Melbourne

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting.

Please continue maintaining and creating more bike lanes in Melbourne, as they are a great transport route.

Submissions will not be accepted after 10am.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Bernard Grinberg

Email address: *

bgrinberg@telstra.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9 Bikeways

Alternatively you may attach your written submission by uploading your file here:



[bikeways_melbourne_city_councillors.docx](#) 31.64 KB · DOCX

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Dear Melbourne City Councillors,

6th June 2022

Agenda item title: Agenda 6.9

I'm writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

I am 75 years of age, and a frequent bike rider, as are many of the residents of our apartment building and area. I do this for pleasure, shopping as well as visits to the CBD and beyond to Port Melbourne, Albert Park, St Kilda, Elwood, Brighton, East Melbourne, Carlton & Fitzroy.

One of the major reasons that we moved to this area is that there seemed to be good and continuing support for biking and safety of bicyclists.

There has never been a more important time to roll out quality active transport infrastructure - including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality.

There are many reasons bike lanes are an important part of our transport system - and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation.' By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia - larger than the national road toll. If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around. These upgrades can dramatically impact older people, those living with a disability, low income households and migrant communities.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options, and improved infrastructure allows more Melbournians to experience these benefits.

To conclude, I was alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from second hand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my gratitude for the bike lanes that have been rolled out to date (and accelerated during COVID-19). I sincerely hope that you persevere with your bike strategy, which was outlined well before the pandemic.

Yours sincerely,

Bernard Grinberg

624/499 St Kilda Rd

Melbourne 3004.

E: bgrinberg@telstra.com

M:

Privacy acknowledgement: *

• I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Beth Robrahn

Email address: *

callisterrobrahn@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Agenda item title: Agenda 6.9

I'm writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

I was alarmed and disheartened to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths. We can not afford to be complacent nor maintain the status quo.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality.

There are many reasons safe connected bike networks across all Australian cities are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation.' By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll. If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around. These upgrades can

dramatically impact older people, those living with a disability, low income households and migrant communities.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options, and improved infrastructure allows more Melbournians to experience these benefits.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from greater associated benefits such as cleaner air, less traffic, safer roads and action on climate change. There is strong evidence from cities globally over decades that bike networks are good for business, cities and people whether they ride a bike or not.

I want to express my gratitude for the bike lanes that have been rolled out to date (and accelerated during COVID-19). Your actions helped inform similar actions in NSW cities and we are collectively better for it. I sincerely hope that you persevere with your bike strategy, which was outlined well before the pandemic.

Yours sincerely,
Beth Robrahn
Illawarra Bicycle User Group
Wollongong NSW

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Breeana Dunbar

Email address: *

breeanadunbar@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I have been cycling around Melbourne for 12 years and in the last couple of years I have actually felt mostly safe on the roads, like I can get where I'm going without the risk of death. Please, please continue with the bike path upgrades.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Brendan barrett

Email address: * bob@lug-carrie.com

Phone number *

Date of meeting: * Monday 6 June 2022

Agenda item title: Agenda 6.9

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I'm writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

I work for Lug+Carrie who offer ebikes on subscription – 72% of our customers are female and carry children to school. 80% of our bike are rented with children's seats on the back so our customers might be confident riders but carry precious cargo and therefore require safe places to ride, removing lanes mean they will have to get back in their car, and no more lanes will slow the uptake of parents riding to work, via school drop off.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation.' By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll. If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around. These upgrades can dramatically impact older people, those living with a disability, low income households and migrant communities.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options, and improved infrastructure allows more Melbournians to experience these benefits.

To conclude, I was alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my gratitude for the bike lanes that have been rolled out to date (and accelerated during COVID-19). I sincerely hope that you persevere with your bike strategy, which was outlined well before the pandemic.

Yours sincerely,

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Brenton Rae

Email address: *

brenton.rae@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda 6.9

Alternatively you may attach your written submission by uploading your file here:



[lettercommunity_dearmelbournecitycouncillors.pdf](#) 40.24 KB ·

PDF

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Dear Melbourne City Councillors,

Date of meeting: 07/06/22

Agenda item title: Agenda 6.9

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure - including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality - to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system - and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation' (1). By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. As the City of Melbourne's own research (2) shows, "Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride." A recent Melbourne study supports your findings, demonstrating that separated cycling infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

Increase business: Despite all the criticism that has led to this "pause", which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure **increases economic activity**, spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than ever. Salt Lake City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the extra foot and wheel traffic (5). Further, with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and dog!) is only growing.

Improve safety for all road users: Research indubitably demonstrates that implementing bike lanes enhances safety for not only people riding bikes but those driving and walking (6). This is because separated bike lanes have a car-traffic calming effect, enabling vehicles to move at safer speeds for everyone.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia - larger than the national road toll (7). If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around (8). These upgrades can be of particular benefit to older people, those living with a disability, low income households and migrant communities.

Reduce emissions: Personal transport is Australia's fastest growing source of emissions (9); and fluctuates between the second and third highest source (behind only energy and land use) (10). Bottom line: our cars are a major contributor to climate change and Melbournians need to be empowered to move in different ways wherever possible. The global climate science is clear: we need to increase active transport to reduce transport emissions. Local research tells us that more separated and dedicated infrastructure is required to move the great number of people from the *interested* category to actually taking up riding. Australia needs a national strategy to move away from petrol-guzzling cars to bike-riding, walking and zero-emissions public transport and electric vehicles. To pause these bike lanes would put Melbourne on the back-foot, set to become stuck in the past as Australian cities implement innovative and intelligent transport solutions.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options (11), and improved infrastructure allows more Melbournians to experience these benefits .

To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. **I ask that you preserve with your bike strategy to reap all the benefits they will bring - a strategy set in motion well before the pandemic.**

References:

- 1) <https://www.theguardian.com/lifeandstyle/video/2022/may/17/why-new-bike-lanes-dont-cause-traffic-jams-video>
- 2) <https://www.melbourne.vic.gov.au/SiteCollectionDocuments/transport-strategy-2030-city-of-melbourne.pdf>
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- 4) <https://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf>
- 5) https://drive.google.com/file/d/0B8tOk7_upXv5djhCajg1Z0I3bmhTVTIxWldwRzA0YjJWNW9R/view?resourcekey=0-Fr7Mp141yXvXzW6u5NBjqQ
- 6) <https://www.sciencedirect.com/science/article/abs/pii/S2214140518301488?via%3Dihub>
- 7) https://nespurban.edu.au/publications-%20resources/research-reports/CAULRR06_%20%20SubmissionFuelQualityStandardsAct2000_Mar2017.pdf
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Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Brittany Swelam

Email address: * bswelam@deakin.edu.au

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: agenda item 6.9

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Bike lanes are essential to the community and have a number of wide-reaching implications. Active travel is not just good for health and physical activity, but for climate change/pollution, and reducing traffic/congestion in urban areas. In addition, physical activity achieved via cycling contributes to the improved health and well-being of community members, ensures an additional form of equitable transport for those at an economic disadvantage, and to children's education via the cognitive benefits and academic achievement linked with physical activity. Bicycle lanes are paramount to the safety of established riders and also to how many less skilled riders may feel comfortable to uptake cycling. PLEASE don't pull the plug on the bike lanes.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Bryce Nichol

Email address: * bryce.nichol@gmail.com

Phone number *

Date of meeting: * Monday 3 June 1985

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I was disappointed to read in The Age that the new bike lanes in the CBD are going to be delayed. I live in Kensington, have a bike a car and a myki. I prefer riding to work in the city because it's so quick and convenient, but I feel like I'm risking my life when I'm not riding on an off-road path or a good quality separated lane. The Flinders St bike lane would be a great alternative to the Southbank shared path which is too busy with people walking to ride on at most times of the day. I hope we can find a solution for deliveries and short-term parking while also delivering safe bike infrastructure. I don't want to keep waiting to feel safe and protected on my trips into the CBD.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Cait Coffey-Wong

Email address: * cait.coffeywong@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Agenda 6.9

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Date of meeting: 07/06/22

Agenda item title: Agenda 6.9

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality – to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

– Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation'

(1). By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. As the City of Melbourne's own research (2) shows, "Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride." A recent Melbourne study supports your findings, demonstrating that separated cycling infrastructure encourages the significant portion of Melburnians interested in riding to do so (3).

– Increase business: Despite all the criticism that has led to this "pause", which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure increases economic activity, spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than ever. Salt Lake City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the extra foot and wheel traffic (5). Further, with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and dog!) is only growing.

– Improve safety for all road users: Research indubitably demonstrates that implementing bike lanes enhances safety for not only people riding bikes but those driving and walking (6). This is because separated bike lanes have a car-traffic calming effect, enabling vehicles to move at safer speeds for everyone.

– Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll (7). If more people rode to work or university instead of driving, we'd see a reduction in the number of Melburnians dying from air pollution.

– Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around (8). These upgrades can be of particular benefit to older people, those living with a disability, low income households and migrant communities.

– Reduce emissions: Personal transport is Australia's fastest growing source of emissions (9); and fluctuates between the second and third highest source (behind only energy and land use) (10). Bottom line: our cars are a

major contributor to climate change and Melburnians need to be empowered to move in different ways wherever possible. The global climate science is clear: we need to increase active transport to reduce transport emissions. Local research tells us that more separated and dedicated infrastructure is required to move the great number of people from the interested category to actually taking up riding. Australia needs a national strategy to move away from petrol-guzzling cars to bike-riding, walking and zero-emissions public transport and electric vehicles. To pause these bike lanes would put Melbourne on the back-foot, set to become stuck in the past as Australian cities implement innovative and intelligent transport solutions.

– Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options (11), and improved infrastructure allows more Melbournians to experience these benefits .

To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melburnians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. I ask that you preserve with your bike strategy to reap all the benefits they will bring – a strategy set in motion well before the pandemic.

Kind regards,

Cait Coffey-Wong

Malvern East, 3145

References:

- 1) <https://www.theguardian.com/lifeandstyle/video/2022/may/17/why-new-bikelanes-dont-cause-traffic-jams-video>
- 2) <https://www.melbourne.vic.gov.au/SiteCollectionDocuments/transport-strategy-2030-city-of-melbourne.pdf>
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A0YjJWNW9R/view?resourcekey=0-Fr7Mp141yXvXzW6u5NBjqQ

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-Report-Transport_V6-FA-Low-Res-Single-Pages.pdf

Please indicate **No**
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Cameron Toomey

Email address: *

camerontoomey@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike lanes in melbourne

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting.

Submissions will not be accepted after 10am.

We desperately need more bike lanes in Melbourne. It is already extremely unsafe riding around Melbourne. I have been in numerous close calls and know many people who have had accidents because of poor bike infrastructure. Melbourne is meant to be a liveable city. But who can afford to drive at the moment with petrol prices as they are. Riding is a great alternative. It reduces pollution and just makes for a more enjoyable place to live.

We would be going backwards if we got rid of bike infrastructure. Don't go backwards Melbourne.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Candace Laing

Email address: * claing197@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Agenda item 6.9

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I am writing to put forward my support for the introduction of separated bike lanes throughout the city. As a cyclist who uses their bike purely for commuting I know that the more protected lanes and safe cycling spaces there are, the more likely I am to use my bike for errands and transport instead of my car. As much as I would love to be a young, agile person on a road bike, I'm not, and I feel unsafe cycling on roads where cars are constantly sliding into the bike line, or where people can swing car doors out in front of me. I implore the council to not bend to narrow interests, but to look at these bike lines as the necessary public infrastructure they are.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * Yes

If yes, please indicate if you would like to make your submission in person, or via a virtual link (Zoom) to the meeting. Please note, physical attendance will be limited in accordance with City of Melbourne security protocols and COVID-safe plans and be allocated on a first registered, first served basis. *

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Carl Bjoerkman

Email address: *

cboerkman@student.unimelb.edu.au

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Petition to not stop the building of bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

See attached file

Alternatively you may attach your written submission by uploading your file here:



[inbound8009897140401029746.pdf](#)

40.24 KB · PDF

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Dear Melbourne City Councillors,

Date of meeting: 07/06/22

Agenda item title: Agenda 6.9

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure - including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality - to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system - and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation' (1). By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. As the City of Melbourne's own research (2) shows, "Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride." A recent Melbourne study supports your findings, demonstrating that separated cycling infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

Increase business: Despite all the criticism that has led to this "pause", which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure **increases economic activity**, spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than ever. Salt Lake City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the extra foot and wheel traffic (5). Further, with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and dog!) is only growing.

Improve safety for all road users: Research indubitably demonstrates that implementing bike lanes enhances safety for not only people riding bikes but those driving and walking (6). This is because separated bike lanes have a car-traffic calming effect, enabling vehicles to move at safer speeds for everyone.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia - larger than the national road toll (7). If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around (8). These upgrades can be of particular benefit to older people, those living with a disability, low income households and migrant communities.

Reduce emissions: Personal transport is Australia's fastest growing source of emissions (9); and fluctuates between the second and third highest source (behind only energy and land use) (10). Bottom line: our cars are a major contributor to climate change and Melbournians need to be empowered to move in different ways wherever possible. The global climate science is clear: we need to increase active transport to reduce transport emissions. Local research tells us that more separated and dedicated infrastructure is required to move the great number of people from the *interested* category to actually taking up riding. Australia needs a national strategy to move away from petrol-guzzling cars to bike-riding, walking and zero-emissions public transport and electric vehicles. To pause these bike lanes would put Melbourne on the back-foot, set to become stuck in the past as Australian cities implement innovative and intelligent transport solutions.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options (11), and improved infrastructure allows more Melbournians to experience these benefits .

To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. **I ask that you preserve with your bike strategy to reap all the benefits they will bring - a strategy set in motion well before the pandemic.**

References:

- 1) <https://www.theguardian.com/lifeandstyle/video/2022/may/17/why-new-bike-lanes-dont-cause-traffic-jams-video>
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Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Carly Robertson

Email address: * carlymrobertson@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Agenda 6.9

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I'm writing in support of the continued rollout of bike lanes across Melbourne. I'm a cyclist, a walker, a public transport user and a driver, and I'm proud to live in a city that makes it safe and easy for cyclists to get around.

Increased cycle lanes means that more people will feel safe to go out on their bikes, which is better for their health along with the health of the planet, reducing the number of cars/buses on the road. Saving emissions and better health – it's no brainer, really!

As an example, I used to ride along Wellington St in Collingwood on the way to work in the city. Before the dedicated bike lanes there, I felt very unsafe riding along, with cars coming up closely next to me. I would avoid that street and take huge detours. Now with the sections of separated bike lanes I feel a lot safer.

Riding around the city from here to there is a part of my identity, and while I started riding a bike in the Sydney CBD and Inner west, it's nothing compared to the safety I feel on Melbourne streets when I ride.

Please do not pause the roll out of critical infrastructure for more protected bike lanes in Melbourne – it would be a step backwards for such a great cycling city.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Carmel Reilly

Email address: * carmel@ceedesign.co

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Agenda 6.9

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes. PLEASE KEEP GOING WITH THE ROLL OUT.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality – to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation'

(1). By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. As the City of Melbourne's own

research (2) shows, “Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride.” A recent Melbourne study supports your findings, demonstrating that separated cycling infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

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pause these bike lanes would put Melbourne on the back-foot, set to become stuck in the past as Australian cities implement innovative and intelligent transport solutions.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant:

Bike-riding and walking are the cheapest travel options (11), and improved infrastructure allows more Melbournians to experience these benefits .

To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

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I ride often into the city and would love to feel safer doing so.

References:

1)

<https://www.theguardian.com/lifeandstyle/video/2022/may/17/why-new-bike-lanes-dont-cause-traffic-jams-video>

2)

<https://www.melbourne.vic.gov.au/SiteCollectionDocuments/transport-strategy-2030-city-of-melbourne.pdf>

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would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Carol-Anne Bradley

Email address: *

carol-brad@bigpond.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

CBD Bike lanes

Alternatively you may attach your written submission by uploading your file here:



[bike_path_submission.docx](#) 15.06 KB · DOCX

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Dear Melbourne City Councillors,

Agenda item title: Agenda 6.9

I'm writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure - including bike lanes and footpaths. With ongoing e-scooter trials in many areas, and the huge uptake of e-bikes, it is imperative we continue to maintain active mobility infrastructure to improve the health of our community.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic, save on fuel costs, and improve air quality.

There are many reasons bike lanes are an important part of our transport system - and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving '[traffic evaporation](#).' By making riding more convenient, those who can, will leave their car at home, thereby making it easier for people to move around our city.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated [1,700 deaths](#) every year in Australia - larger than the national road toll. If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around. These upgrades can dramatically impact older people, those living with a disability, low-income households and migrant communities.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options, and improved infrastructure allows more Melbournians to experience these benefits.

To conclude, I was alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change.

I want to express my gratitude for the bike lanes that have been rolled out to date (and accelerated during COVID-19). I sincerely hope that you persevere with your bike strategy, which was outlined well before the pandemic.

As one of the many regional visitors to Melbourne who brings an e-bike on the train, I would hate to see my options limited by reduced infrastructure.

Yours sincerely,

Carol-Anne Bradley
PO Box 5209
Wodonga Plaza, 3690.

6th June 2020.

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Catherine Haggart

Email address: * cathaggart74@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Agenda item 6.9 Implementation of COM Transport strategy 2030 and Transport program to aid city recovery and reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

The council SHOULD NOT support item 22.6. which Endorses the deferral of further installation of new protected bike lanes in the Hoddle Grid during the financial year 2022/2023, following two years of accelerated delivery.

<<<<then insert a reason below>>

a. A major barrier to cycling into the city is safe bike paths and connections within the Hoddle Grid. To defer installation of the new protected bike lanes will provide a barrier to cyclists and other active transport users going to and moving around the city and have negative impacts on our city! Do not vote on this motion.

b. A cyclist died in the city of Melbourne two weeks ago on the corner of Latrobe and King street. Protected bike lanes will improve the safety of cyclists riding in the city. It is important to ensure that there is a safe infrastructure to get more people to cycle as a mode of transport. It is proven that making safe infrastructure increases rider participation. We need protected bike lane construction to accelerate not to halt!

c. Melbourne has fallen far behind other cities when it comes to being livable and sustainable. Internationally major cities are progressing and actively increasing bike paths, closing roads and reducing car parks. The infrastructure

needs to be in place for people to be able to get on their bikes and travel into the city. It would be a major setback and make Melbourne fall behind international cities further if we deferred the installation of new protected bike lanes.

d. Australians voted for climate change in the recent federal election, delaying the installation of protected bike lanes is directly opposed to what Australians (and city of Melbourne residents who voted Green!) want! It is time to act now and the rollout of protected bike paths can not be delayed.

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Catherine Lewis

Email address: * cvel0400@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Bike paths in the Melbourne council area

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I am extremely disappointed to read that the rollout of bike paths in Melbourne might be paused because of pressure from various stakeholders who have notoriously held up progress for decades around transport policies.

– As pointed out by more informed people than myself, we are well and truly behind major cities around the world who have found a way to build hundreds of kilometres of bike paths through their cities, while accommodating the needs of the stakeholders – so let's look at how they have done it – whether it's the cities in the Netherlands, Germany; Denmark, Paris, New York, etc. It generally requires people, whether the delivery industry, or others, to change how and when they do it – we are blessed with delivery lanes in the CBD, for instance, and we've accommodated constant changes as the city has evolved.

– But my main concern is this: no bike lanes means inequitable access to our roads for female riders. The research consistently shows that women are far more risk averse regarding cycling on city roads than men – and therefore many fewer women commute to work, for instance, although they say they would if there were bike lanes. I'm one of them. So a good proportion of potential bike commuters who could reduce vehicular traffic or crowded public transport, choose not to because of the high risk involved – try riding down St Kilda Road. And, importantly, we know that the physical and mental health benefits from commuting by bike are significant, so again, not to have bike paths discriminates against women in particular – their long-term health status. Surely those identifying as women should have the right to a safe environment as they travel to and from work or any other destination, for

that matter .

– Further, Melbourne is a city that aims to remain one of the most liveable in the world and attractive to tourists and international students. Many people visiting or studying in our city love exploring or commuting via bike or scooter. Indeed, many use these forms of transport in their own countries. I'm not sure of the statistics, but I am aware that international students and visitors are at risk of injury or death out of proportion to their number.

– Finally, the gig economy means that we have had in recent years a sharp rise in the number of bikes using our streets/roads. We know that delivery riders are at great risk, especially as they have time pressures. Not having bike paths means that it also adds to the risk to other bike riders because of the increase in numbers competing for a narrow space between parked cars and vehicles/trams. As a side comment, electric scooters have added to the congestion in this regard too.

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Catherine Ludbrook

Email address: * catherineludbrook@yahoo.com.au

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am. Thank you for your work to future proof our city and address climate change. Action must be forward moving. And we need our leaders to lead. Please continue to build bike infrastructure in our city. Safe passage for all.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Catherine Ross

Email address: *

cath@cathandjames.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Disagreement with proposal

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

As a bike rider in Melbourne I am dismayed at the proposed stopping, delaying or altering of the bike paths proposal. Of course there will be some objection! However, thinking something doesn't make it so. Bike riders need to have every encouragement to use bike lanes and feel safe in order to add to the mix of pollution-free travel and general health and safety of users.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Catrin Weber

Email address: * hcweber@tpg.com.au

Phone number *

Date of meeting: * Monday 6 June 2022

Agenda item title: Bike lane plans – stick with it and expand

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear council,

Bike lanes are essential to reduce the carbon footprint in our over-motorised city. Melbourne City has made a great start with introducing dedicated bike lanes. Please keep and expand the existing bike lane network. It needs to be made simpler and easier and safer for cyclists to opt for riding a bike rather than using motor vehicles.

Apart from reducing pollution from exhausts we reduce noise pollution, increase people's fitness and it frees up space in the city and will enhance traffic flow because there will be less cars on the road and less demand on some times overcrowded public transport. And in the Corona pandemic times it keeps us all at a safe distance and reduces exposure to the virus.

Look at cities in Europe how they have managed to take cars off the road. Holland, Denmark, Germany have many examples and Melbourne City.

Kind regards

Catrin Weber

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

charlotte crocker

Email address: *

charlottecrocker@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Continue building bike lanes

Alternatively you may attach your written submission by uploading your file here:



[lettercommunity_dearmelbournecitycouncillors.pdf](#)

40.24 KB · PDF

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Dear Melbourne City Councillors,

Date of meeting: 07/06/22

Agenda item title: Agenda 6.9

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure - including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality - to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system - and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation' (1). By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. As the City of Melbourne's own research (2) shows, "Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride." A recent Melbourne study supports your findings, demonstrating that separated cycling infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

Increase business: Despite all the criticism that has led to this "pause", which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure **increases economic activity**, spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than ever. Salt Lake City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the extra foot and wheel traffic (5). Further, with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and dog!) is only growing.

Improve safety for all road users: Research indubitably demonstrates that implementing bike lanes enhances safety for not only people riding bikes but those driving and walking (6). This is because separated bike lanes have a car-traffic calming effect, enabling vehicles to move at safer speeds for everyone.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia - larger than the national road toll (7). If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around (8). These upgrades can be of particular benefit to older people, those living with a disability, low income households and migrant communities.

Reduce emissions: Personal transport is Australia's fastest growing source of emissions (9); and fluctuates between the second and third highest source (behind only energy and land use) (10). Bottom line: our cars are a major contributor to climate change and Melbournians need to be empowered to move in different ways wherever possible. The global climate science is clear: we need to increase active transport to reduce transport emissions. Local research tells us that more separated and dedicated infrastructure is required to move the great number of people from the *interested* category to actually taking up riding. Australia needs a national strategy to move away from petrol-guzzling cars to bike-riding, walking and zero-emissions public transport and electric vehicles. To pause these bike lanes would put Melbourne on the back-foot, set to become stuck in the past as Australian cities implement innovative and intelligent transport solutions.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options (11), and improved infrastructure allows more Melbournians to experience these benefits .

To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. **I ask that you preserve with your bike strategy to reap all the benefits they will bring - a strategy set in motion well before the pandemic.**

References:

- 1) <https://www.theguardian.com/lifeandstyle/video/2022/may/17/why-new-bike-lanes-dont-cause-traffic-jams-video>
- 2) <https://www.melbourne.vic.gov.au/SiteCollectionDocuments/transport-strategy-2030-city-of-melbourne.pdf>
- 3) <https://www.sciencedirect.com/science/article/pii/S2214140521003200>
- 4) <https://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf>
- 5) https://drive.google.com/file/d/0B8tOk7_upXv5djhCajg1Z0I3bmhTVTIxWldwRzA0YjJWNW9R/view?resourcekey=0-Fr7Mp141yXvXzW6u5NBjqQ
- 6) <https://www.sciencedirect.com/science/article/abs/pii/S2214140518301488?via%3Dihub>
- 7) https://nespurban.edu.au/publications-%20resources/research-reports/CAULRR06_%20%20SubmissionFuelQualityStandardsAct2000_Mar2017.pdf
- 8) <https://www.jstor.org/stable/26211762>
- 9) <https://ageis.climatechange.gov.au/nggi.aspx>
- 10) <https://www.climatecouncil.org.au/wp-content/uploads/2017/09/FactSheet-Transport.pdf>
- 11) https://www.climatecouncil.org.au/wp-content/uploads/2018/10/CC_MVSA0154-Report-Transport_V6-FA_Low-Res_Single-Pages.pdf

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Chris Star

Email address: *

admin@yarrabug.org

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Alternatively you may attach your written submission by uploading your file here:



[futuremelbourne_june2022.pdf](#) 114.22 KB · PDF

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

Yes

If yes, please indicate if you would like to make your submission in person, or via a virtual link (Zoom) to the meeting. Please note, physical attendance will be limited in accordance with City of Melbourne security protocols and COVID-safe plans and be allocated on a first registered, first served basis. *

I wish to make by submission via Zoom

Dear Future Melbourne Committee members,

While writing a response to item "6.9 Implementation Update.." I commenced a lengthy draft, citing opportunities, barriers, statistics and strategies.

Instead I deleted it when remembering people killed riding in Melbourne and surrounding suburbs.

Carolyn Rawlins, Swanston Walk, Melbourne CBD (2008)

James Cross, Glenferrie Road, Hawthorn (2010)

Alberto Paulon, Sydney Road, Brunswick (2015)

Yuka Kamada, St Kilda Street near North Road (2017)

Arzu Baglar, Whitehall Street, Yarraville (2017)

Gitta Scheenhauer, Chapel Street, South Yarra (2018)

Yukako, La Trobe and King Street, Melbourne CBD (2022)

After these deaths, repeated calls for action were made to improve road safely for bicycle riders.

These names are by no means a complete representation of the impacts of unsafe road conditions.

But they do illustrate that continued political inaction towards cycling infrastructure will result in death, injury and unavoidable situations.

In most instances, little to nothing has altered to improve cycling infrastructure since these deaths, be it planning, funding, implementation or political will.

While some of these fatalities occurred in suburbs outside City of Melbourne's remit, the point remains that ignoring cycling infrastructure provision is not acceptable by local councils or state governments.

Melbourne Council showing strong resolve to build cycling infrastructure will have a positive effect to Victoria councils who maybe facing criticism.

I request Melbourne Council **do not cease** building kerbside protected bike lanes but instead increase planning, funding and construction.

Thank you,

Chris Star

on behalf of [Yarra Bicycle Users Group](#)

[Yarra Bicycle Users Group Radio on 3CR](#)

1. [In Caroline's name](#) 14 October 2008
2. [Reflecting on a tragedy](#) 26 November 2011
3. [Sydney Rd car-dooring victim Alberto Paulon warned fiancée of traffic danger moments before death](#) 9 March 2015
4. [Tragic bike death highlights risk that's being ignored](#) 21 November 2018
5. [Cyclists pay tribute to fellow rider Arzu Baglar killed in Yarraville](#) 13 March 2017
6. [Boyfriend of Dutch cyclist killed in Melbourne hit-and-run tells court of 'incomprehensible' loss](#) 6 November 2019
7. [Cyclist dies after collision with truck in CBD](#) 17 May 2022

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Chun Hong Lawrence Leung

Email address: * lawrence.ch.leung@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: 6.9 Implementation Update: City of Melbourne Transport Strategy 2030

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I would like to thank the City of Melbourne team for the roll out of protected bike lanes in the City of Melbourne. My partner has recently picked up bike riding and we both feel far more safe and comfortable riding along the protected bike lanes.

More people using active transport results in better health outcomes, improves congestion by taking cars off the road and eases the strain on the public transport network.

I read that the council were considering pausing the bike lane rollout due to the negative feedback, so I just wanted to provide our perspective on its benefits – judging from the number of cyclists we see in the City of Melbourne using these bike lanes we're not alone.

Please indicate whether you would like to verbally address the Future Melbourne in No

support of your
submission: *

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Claire Hopkins

Email address: *

clairehopkins6@icloud.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Protected bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

To continue to mitigate climate change by greening Melbourne, and to accommodate and encourage its citizens to live sustainably, the design and support of protected bike lanes is a simple and meaningful way for MCC to contribute. Amongst the endless construction of roads, protected bike lanes are an important part of Melbourne infrastructure and I urge the Council to continue this important project. Both cyclists and vehicle drivers will benefit from further efforts to return Melbourne to the world's most liveable city.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Clem Robin

Email address: * clemrobin@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Agenda 6.9

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Agenda item title: Agenda 6.9

I'm writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards

bike-riding and reduces car traffic, achieving 'traffic evaporation.' By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll. If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around. These upgrades can dramatically impact older people, those living with a disability, low income households and migrant communities.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options, and improved infrastructure allows more Melbournians to experience these benefits.

To conclude, I was alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my gratitude for the bike lanes that have been rolled out to date (and accelerated during COVID-19). I sincerely hope that you persevere with your bike strategy, which was outlined well before the pandemic.

Yours sincerely,

Clem Robin

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

COLIN BROWN

Email address: *

colintbrown10@gmail.com

Phone number *

Date of meeting: *

Friday 10 June 2022

Agenda item title: *

Issue 6.9

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

Yes

If yes, please indicate if you would like to make your submission in person, or via a virtual link (Zoom) to the meeting. Please note, physical attendance will be limited in accordance with City of Melbourne security protocols and COVID-safe plans and be allocated on a first registered, first served basis. *

I wish to make by submission via Zoom

Privacy acknowledgement: *

• I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Courtney Stokes

Email address: *

courtney.f.stokes@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda 6.9

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References:

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<https://www.climatecouncil.org.au/wp-content/uploads/2017/09/FactSheet-Transport.pdf>

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Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Craig Burton

Email address: * craig@1plv.com

Phone number *

Date of meeting: * Thursday 7 July 2022

Agenda item title: Statement about safe bike lanes

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

As a cyclist who has commuted to work for 30 years I would like to provide a brief submission as a regular road user, also as an urban designer and as someone who works in the decarbonisation of cities.

When I ask cycle commuters in Melbourne about sharing major roads just about all of them have had some collision with a car. Myself included. To be fair, many drivers simply don't see cyclists in accidents. The SUV that hit me did not see me. Many more drivers don't look, and this situation remains an unsolved issue for bike safety. It has led to cyclists like me adopting highly defensive riding strategies, riding down side roads, being fearful of intersections, car doors and rainy days, and wearing lots of reflective clothing. But cycling is dangerous and awareness and clothing won't fix it.

What has fixed it is segregated bike paths. Where cars are physically impeded from interacting with bikes, there can be no misunderstandings, distractions or poor visibility. The importance of dedicated lanes for bikes has never been more important with the arrival of e-bikes and scooters which can do 25kms or faster. If cars don't see me coming now, they won't see excited new e-biking people overtaking me. In the US the number of injuries due to e-bike and scooter accidents is climbing rapidly and keeping these great new mobility devices safe and popular requires keeping them off the road. I'm sure you saw A Current Affair last week reporting scooter emergency room

stats.

As an urban planner, I follow Jan Gehl's dictum. If you build the city for cars, cars will come. If you build the city for people, people will come. Melbourne City knows this well because it engaged Jan Gehl in the 1980s and Gehl was a considerable force in making Melbourne a place for people. I'm going to riff on Jan Gehl and say if you build the city for bikes, bikes will come. And they have come, but we need more of them to come. The majority of commuters to the Melbourne CBD should be on electric mobility or human powered transport if we are to get anywhere near our 2030 goal of 50% less carbon emissions.

I add that last remark as an environmentalist who works at an NGO to decarbonise cities. There are 18.5 million cars in Australia. Reaching 50% less emissions by 2030 means replacing more than 3000 cars a day with low-carbon alternatives. Those low carbon alternatives are not going to be Teslas if China is any example. By 2020 there were 8 million EVs in China and 250 million scooters. This trend is already visible in Australian cities.

It is essential that fully segregated "Copenhagen style" bike lanes out of reach of cars and car doors are rapidly rolled out in all streets of Melbourne. All the streets and roads where we want to see cars replaced with low carbon alternatives, which is everywhere.

Please indicate **No**
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Craig McConaghy

Email address: * craig.mcconaghy@yahoo.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Date of meeting: 07/06/22

Agenda item title: Agenda 6.9

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality – to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving ‘traffic evaporation’ (1). By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. As the City of Melbourne’s own research (2) shows, “Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride.” A recent Melbourne study supports your findings, demonstrating that separated cycling infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

Increase business: Despite all the criticism that has led to this “pause”, which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure increases economic activity, spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than ever. Salt Lake City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the extra foot and wheel traffic (5). Further,

with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and dog!) is only growing.

Improve safety for all road users: Research indubitably demonstrates that implementing bike lanes enhances safety for not only people riding bikes but those driving and walking (6). This is because separated bike lanes have a car-traffic calming effect, enabling vehicles to move at safer speeds for everyone.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll (7). If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around (8). These upgrades can be of particular benefit to older people, those living with a disability, low income households and migrant communities.

Reduce emissions: Personal transport is Australia's fastest growing source of emissions (9); and fluctuates between the second and third highest source (behind only energy and land use) (10). Bottom line: our cars are a major contributor to climate change and Melbournians need to be empowered to move in different ways wherever possible. The global climate science is clear: we need to increase active transport to reduce transport emissions. Local research tells us that more separated and dedicated infrastructure is required to move the great number of people from the interested category to actually taking up riding. Australia needs a national strategy to move away from petrol-guzzling cars to bike-riding, walking and zero-emissions public transport and electric vehicles. To pause these bike lanes would put Melbourne on the back-foot, set to become stuck in the past as Australian cities implement innovative and intelligent transport solutions.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options (11), and improved infrastructure allows more Melbournians to experience these benefits .

To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. I ask that you preserve with your bike strategy to reap all the benefits they will bring – a strategy set in motion well before the pandemic.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Cyrus Aftasi

Email address: * caftasi@hotmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I am a 36 year old father living in Hawthorn East and working in Port Melbourne. My transport options are multiple connections of public transport, car or bicycle. At least twice a week I ride to work, in preference of driving my car (PT unfortunately isn't a time-effective alternative to car or bike). I ride along the Yarra and Gardiner's Creek trail on the way to the new bike separated lanes along Queens Bridge Street and Whiteman Street behind the casino. These lanes are the difference between me having anxiety around becoming a road traffic statistic and getting home safely to my wife and daughter. I'm not sure the fear of riding beside 1 – 20 ton steel boxes truly crystallises until you have a near miss, which inevitably happens when vulnerable bike riders are mixed in with often-oblivious car and truck drivers.

Please keep these lanes – in time, more and more people will use them as they realise how fantastic a method of transport bike riding is from the inner suburbs into town.

Please indicate whether you would like to verbally address the Future No

Melbourne in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Dan Mandaru

Email address: * dmandaru@bigpond.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I regularly commute from home to my workplace in Collins Street and am very concerned that the future viability of dedicated bike lanes in the CBD is under threat and may be scaled back or closed. I encourage the Council to retain the existing bike lanes and consider expanding the network to encourage safe travel of riders along streets which lack dedicated lanes. For example, my commute takes me along both Collins Street and Exhibition Street. The contrast could not be more stark – Collins Street has a painted section on the road which offers little if any protection from cars, trucks and other vehicles whereas the dedicated lane in Exhibition Street is separated from traffic and completely safe to use. I also note it is well patronised by riders. I ride to avoid driving in, reduce my carbon footprint on the planet, to improve my health and fitness and, importantly, because I enjoy it and my employer has invested in fantastic end of work facilities. Reducing the bike lane network will discourage bike commuters and, like me, force them to WFH more often and avoid coming in to the city we love.

Please indicate whether you would like to verbally address the Future Melbourne in No

support of your
submission: *

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Dane Burton

Email address: *

danemiburton@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Please continue to deliver more dedicated bicycle lanes and pedestrian walkways through Melbourne. The CBD should prioritise public transport and healthy movement options such as cycling and walking, instead of car lanes and above ground car parks. We should all strive for Melbourne to be a city designed for people, not cars.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *	I have read and acknowledge how Council will use and disclose my personal information.
Name: *	Daniel Godinez
Email address: *	godinez_daniel@ymail.com
Phone number *	
Date of meeting: *	Tuesday 7 June 2022
Agenda item title: *	Continue building bike lanes
Please write your submission in the space provided below and submit <u>by no later than 10am on the day of the scheduled meeting.</u> Submissions will not be accepted after 10am.	<p>Good afternoon,</p> <p>I am writing to support the City of Melbourne’s development of building more bike lanes in the city. I am a regular commuter into the city , previously by car, however have changed to using my bicycle to reduce my carbon footprint. What appealed to me in changing was my safety into and out of the city via the designated bike lanes. I hope by continuing the work, you will encourage other people like myself to make the shift and support a safe journey in and out of Melbournes CBD.</p>
Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *	No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Daniel Hutley

Email address: * drhutley@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Hello,

A city is shaped by its people. But people respond to the options available to them. When a city chooses a bold vision it both reflects the ambitions of its people, and raises them.

When I first moved to Melbourne from London, I was struck by the optimism I felt in the way the city was planned. This rubbed off on the people. I particularly loved cycling down Royal Parade to the city and on the City bike trail.

But I often felt unsafe and deprioritised when I got to the city. Often being squeezed to the side of Elizabeth Street by trucks.

The improvements to the city over lockdown have been excellent for cyclists and have made me feel safer. But on top of this, it made me feel like the city had got its confidence back. There was a vision and direction that looked to an optimistic future.

Not everyone likes change. But its so important that we continue to experiment and be bold– updating our city and

showing how transport can be better and more balanced for everyone. With more cycling routes in the city—particularly Elizabeth Street and more west to east routes in the hoddle grid, I'll be more likely to choose cycling or mixed train and cycling for my return to the office and weekend trips.

For this reason I would like to strongly encourage the City of Melbourne to continue its vision and pace of improvements for bicycle lanes in the city, alongside a greater focus on communication and explanation of changes. A pause would be disappointing and demoralising and we will feel this in the mood on the street.

Daniel

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Darren Varney

Email address: *

darren.varney@gmail.com

Phone number *

Date of meeting: *

Sunday 5 June 2022

Agenda item title: *

Keep growing the bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting.

Hi, great work on building a safer ways for people on bikes getting into the city. Please keep going. I'm counting on you to build the infrastructure to keep me and my family safe. Cheers Darren

Submissions will not be accepted after 10am.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * David Bentley

Email address: * dabentley@pm.me

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

As a bicycle commuter through the City of Melbourne I was saddened to hear that the City will be halting its rollout of more bike lanes. I have been hit by cars twice in the multiplicity of Melbourne. Of course I came off worse in both instances. Bike lanes can protect people and save lives. Pandering to the business community and car drivers won't keep cyclists safe nor will it save lives. Only last month a cyclist died on the streets of Melbourne, yet here is the Council deciding now is a good time to pause further roll out of safe commuter spaces.

Cities are for people, not cars.

I have seen recent statistics that show current trips undertaken by cycling are quite low, but did we pause and think perhaps the lack of proper infrastructure might be dragging this number down? Who wants to ride in a city where there is a real chance of getting hit by a car? if you build it, they will come.

Please indicate whether you would like to verbally address the Future No

Melbourne in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * David Dunstan

Email address: * daviddunstan@batmania.net

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Draft Bicycle Plan Transport

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

The draft bike plan includes some excellent projects, including separated bike lanes on Latrobe Street from Victoria Street to Adderley Street, separated bike lanes along Princes Bridge, bike lanes to close the gap between the Royal Parade/Flemington Road, a separated bike route southbound on St Kilda Road to Southbank Boulevard, and a peak hour bike route in some parts of Exhibition Street. There are also commitments to work with Vicroads on bike lanes in the Principal Bike Network, including on St Kilda Road south of Southbank Boulevard, Flemington Road and Royal Parade, although the state government hasn't as yet provided any funding for these this year.

There are opportunities for improvement in the bike plan.

There's no plan for Clarendon Bridge, which is currently horrific for cyclists and connects to two high-quality routes that bring bikes to the city.

The plan commits to an investigation into the 'smaller streets' but with no detail (time frame, actions involved, specific streets involved) The plan should include a commitment to a feasibility study for converting one or more of the Little Streets to spaces for non-motorised transport – by removing parking, restricting thoroughfare traffic, reducing speed limits to 20km/h, and making it a shared space for bikes and peds.

Re the lack of connections from Canning Street onto Nicholson/Spring Street. Two priority routes for bikes are required through the Carlton Gardens

The peak hour bike lane on Exhibition Street is good, but it should be a full-time bike lane – peak hour is not the only time cyclists travel.

There are a number of dangerous intersections in Elgin Street that need to be fixed (Nicholson, Brunswick, Lygon).

The plan includes very little about the Melbourne Bikeshare, which is languishing. The Melbourne BUG would like to see a number of improvements to this, including a helmet-law exemption for riders using the Bikeshare.

The plan includes a list of investigations with no time frame or actions specified. For many of these, it is not clear why they have been classified as investigations rather than commitments. One example is Grattan Street, where there's room for a separated bike lane, but the plan only commits to engaging with stakeholders about a bike/bus route. This is not good enough.

The various investigations into East-West links in the plan include an investigation into a bike lane on Flinders Street, a Yarra River Corridor study, and an investigation into the Little Streets, but there's no detail about how these studies will be co-ordinated to ensure a sensible outcome.

More detail is required on integration of bike routes with public transport, with actions included to improve cycling routes to railway stations and between railway stations.

The plan should include more action items for the installation of bike hoops and corrals. The council's Transport Strategy made some firm commitments but they are not included in the bike plan.

The council needs to commit to achieving 30km/h speeds through speed limits and traffic calming, which is the rate at which the chance of deaths and injuries rapidly declines.

The plan should include a detailed set of actions to ensure that cyclists are looked after during temporary works.

The City of Melbourne should be leading the way in advancing cycling, in all its forms and reducing dependence on the automobile which is costly, inefficient and environmentally destructive. It can be done. It is being done in major cities all over the world and Melbourne should be leading the way, not lagging behind.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: * I have read and acknowledge how Council will use and disclose my personal information.

Name: * David Feith

Email address: * david.g.feith@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Bike lanes in Melbourne

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I urge Melbourne City Council to proceed with plans to extend and expand the network of bicycle paths and lanes in the city. For many years I have cycled to work in the CBD, and it is great to see increasing numbers of people cycling in the city. More people will use bicycles in Melbourne if they feel safe to do so. People are much more likely to feel safe cycling if there are dedicated bike lanes and paths.

Melbourne will be a much more liveable and enjoyable city if there are less cars and trucks in it. Council should encourage cycling, by providing safe bike paths and separate bike lanes.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * Yes

If yes, please indicate if you would like to make your submission in person, or via a virtual link (Zoom) to the meeting. Please note, physical attendance will be limited in accordance with City of Melbourne security protocols and COVID-safe plans and be

I wish to make my submission in person

allocated on a first registered, first served
basis. *

Privacy acknowledgement: *	I have read and acknowledge how Council will use and disclose my personal information.
Name: *	David Kinsey
Email address: *	d.kinsey@icloud.com
Phone number *	
Date of meeting: *	Tuesday 7 June 2022
Agenda item title: *	Protected Bike Lanes Essential for CBD
Please write your submission in the space provided below and submit <u>by no later than 10am on the day of the scheduled meeting.</u> Submissions will not be accepted after 10am.	<p>Hi, please progress the implementation of protected bike lanes across the Melbourne CBD. We need to do everything possible to:</p> <ol style="list-style-type: none"> 1) Promote safe and healthy transport options. 2) Reduce vehicle pollution and traffic congestion/noise. 3) Make the city of Melbourne a more liveable and attractive place for residents and visitors. <p>Thank you in advance for considering this submission.</p> <p>Regards, David J Kinsey</p>
Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *	No

Privacy acknowledgement: *	I have read and acknowledge how Council will use and disclose my personal information.
Name: *	Denis Lucey
Email address: *	denis@bottega.com.au
Phone number *	
Date of meeting: *	Tuesday 7 June 2022
Agenda item title: *	Bike Lanes in the CBD
Please write your submission in the space provided below and submit <u>by no later than 10am on the day of the scheduled meeting.</u> Submissions will not be accepted after 10am.	<p>Hi There</p> <p>I am a the owner of Bottega Restaurant in the Melbourne CBD for the last 20 years.</p> <p>I am a bike rider and commute daily to work via Exhibition Street as do 6 of my full time staff.</p> <p>I believe however the council have completely gone too far and over compensated with a lack of consideration to vehicular traffic which my business requires for goods to be delivered.</p> <p>Zero consultation with residents and businesses owners before commencing works has not helped.</p> <p>Stop any further bike lanes before the city becomes deserted.</p> <p>Thank you</p>
Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *	No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Diana Choquette

Email address: *

dchoquet11@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Melbourne City Bike Lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Well connected and safe bikes lanes are a distinguishing feature of great cities. The vitality and vibrancy of a city depends on people and bikes brings people together. Bikes make the streets of Melbourne interesting and builds comradely. Melbourne City's spirit has never depended on cars. A serious a focus on safe well connected bike lanes is a focus on the best that Melbourne can become.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

• I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Dominique Dybala

Email address: *

dominiquedybala@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

To Melbourne City Councillors

I write in response to this agenda item. As someone who rides 20km from Altona to the city and back for work, I am thankful for the investment in safe infrastructure and want the rapid pace to continue.

I started riding to the city just before covid kept me in my suburb and the amplification of bicycle infrastructure work across the council area in the last few years has got me back on my bike for the commute. It is the quickest way for me to get into and out of the city each day – better than the car, the bus or the train. I am not a lycra clad bike enthusiast but a suburban middle aged woman who feels safe to take that journey each week because of the amazing infrastructure.

Using the bicycle infrastructure in the city means I am more likely to spend to more time and money in the city than rushing away to beat the peak hour rushes or to make sure I catch the train on time. I can move quickly across the city and park outside the business I will spend my money. I don't worry about driving in laps around the block trying to find somewhere to park.

If council is serious about supporting businesses and getting people back into the city, then this rapid pedestrian and bicycle infrastructure investment must continue at this pace in the grid and beyond. Stopping any of that now would be a disaster to the city progressing and continuing to attract people.

You know the research. The environmental and social benefits are clearly articulated across the world and your council officer would be able to provide any of that detail. I can only add my personal experience as an actual to implore that you do not give in to this short sighted decision making.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *	I have read and acknowledge how Council will use and disclose my personal information.
Name: *	Douglas Rowland
Email address: *	doug.rowland21@gmail.com
Phone number *	
Date of meeting: *	Tuesday 7 June 2022
Agenda item title: *	Agenda Item 6.9 – Deferral of protected bike lanes
Please write your submission in the space provided below and submit <u>by no later than 10am on the day of the scheduled meeting.</u> Submissions will not be accepted after 10am.	<p>Regarding recommendation 22.6, I do not support deferral of further installation of protected bike lanes in the Hoddle Grid as many if these links are required to complete network links and so jeopardise the success of the remaining sections. There is more, rather than less need for protected bike lanes now and the pressure to delay them will not dissipate within the financial year.</p> <p>I do support recommendation 22.7 of accelerated delivery of lanes outside the Hoddle Grid.</p>
Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *	No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Drew Echberg

Email address: * contact@drewechberg.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

The recent news that City of Melbourne are planning to pause the rollout of safe, separated bike lanes in the Melbourne CBD is extremely disappointing.

I congratulate City of Melbourne for the work they've done so far to make cycling in the city safer and more attractive. The vast majority of my trips to the city are on bicycle, and I've felt much safer on those trips as more and more protected bike lanes have been installed. However there is still such a long way to go to make Melbourne a true cycling city!

The usual complaints about loss of parking spaces are not based on any solid evidence. It is abundantly clear that making the city less appealing for cars and more appealing for walking, cycling, scooters and public transport use is what is needed to enable Melbourne to sustainably grow and recover from the Covid recession. Cities are for people, not cars!

I urge council to abandon the idea to pause this vital infrastructure rollout and instead get on with making our city safer, greener and more people-friendly!

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

• I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Dylan Quinnell

Email address: *

dylan.quinnell@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Date of meeting: 07/06/22

Agenda item title: Agenda 6.9

As an avid cyclist who regularly cycle commutes from Altona into the CBD for work, I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths, to help cyclists and pedestrians feel safe.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can continue to empower members of our community with better choices to move in ways that are healthier, reduce car traffic and improve air quality – to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving ‘traffic evaporation’ (1).

By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. As the City of Melbourne’s own research (2) shows, “Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride.”

A recent Melbourne study supports your findings, demonstrating that separated cycling infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

Increase business: Despite all the criticism that has led to this “pause”, which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure increases economic activity, spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than

ever. Salt Lake City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the extra foot and wheel traffic (5). Further, with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and dog!) is only growing.

Improve safety for all road users: Research indubitably demonstrates that implementing bike lanes enhances safety for not only people riding bikes but those driving and walking (6). This is because separated bike lanes have a car-traffic calming effect, enabling vehicles to move at safer speeds for everyone.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll (7). If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around (8). These upgrades can be of particular benefit to older people, those living with a disability, low income households and migrant communities.

Reduce emissions: Personal transport is Australia's fastest growing source of emissions (9); and fluctuates between the second and third highest source (behind only energy and land use) (10). Bottom line: our cars are a major contributor to climate change and Melbournians need to be empowered to move in different ways wherever possible. The global climate science is clear: we need to increase active transport to reduce transport emissions. Local research tells us that more separated and dedicated infrastructure is required to move the great number of people from the interested category to actually taking up riding. Australia needs a national strategy to move away from petrol-guzzling cars to bike-riding, walking and zero-emissions public transport and electric vehicles. To pause these bike lanes would put Melbourne on the back-foot, set to become stuck in the past as Australian cities implement innovative and intelligent transport solutions.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options (11), and improved infrastructure allows more Melbournians to experience these benefits .

To conclude, I am extremely concerned to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to all Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. I ask that you preserve with your bike strategy to reap all the benefits they will bring – a strategy set in motion well before the pandemic.

Regards,
Dylan Quinnell

References:

<https://www.theguardian.com/lifeandstyle/video/2022/may/17/why-new-bike-lanes-dont-cause-traffic-jams-video>
<https://www.melbourne.vic.gov.au/SiteCollectionDocuments/transport-strategy-2030-city-of->

[melbourne.pdf](#)

<https://www.sciencedirect.com/science/article/pii/S2214140521003200>

<https://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf>

https://drive.google.com/file/d/0B8tOk7_upXv5djhCajg1Z0I3bmhTVTlxWldwRzA0YjIWNW9R/view?resourcekey=0-Fr7Mp141yXvXzW6u5NBjqQ

<https://www.sciencedirect.com/science/article/abs/pii/S2214140518301488?via%3Dihub>

https://nespurban.edu.au/publications-%20resources/research-reports/CAULRR06_%20%20SubmissionFuelQualityStandardsAct2000_Mar2017.pdf

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<https://ageis.climatechange.gov.au/nggi.aspx>

<https://www.climatecouncil.org.au/wp-content/uploads/2017/09/FactSheet-Transport.pdf>

https://www.climatecouncil.org.au/wp-content/uploads/2018/10/CC_MVSA0154-Report-Transport_V6-FA_Low-Res_Single-Pages.pdf

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * Yes No

Privacy acknowledgement: *	I have read and acknowledge how Council will use and disclose my personal information.
Name: *	Ed Henty
Email address: *	edhenty@gmail.com
Phone number *	
Date of meeting: *	Tuesday 7 June 2022
Agenda item title: *	6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation
Please write your submission in the space provided below and submit <u>by no later than 10am on the day of the scheduled meeting.</u> Submissions will not be accepted after 10am.	<p>I request that Council consider the long term benefits of the cycling lanes whether they want Melbourne to be a modern cosmopolitan city such as Tokyo, Paris, London etc or whether they wish to be a 1980's car city.</p> <p>There are minimal reasons outside or deliveries to drive into the city. Council needs to be strong and not give in to a few short sited and uninformed retailers who believe car parks result in more business than bike lanes.</p> <p>Thanks Ed</p>
Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *	No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Ed Wong

Email address: * skitele@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I made a previous submission on this matter on Friday 3 June at approx. 8:55pm. In it, I said that if the proposed pause in CBD cycle lane construction is for the purposes of determining how best to proceed in FT 23/24 based upon data and evidence, then this was reasonable.

I have since read the comment in The Age from the Deputy Transport Portfolio Lead, Roshena Campbell.

“The bike lane rollout strategy has been done in a bit of a bubble that has no regard to the impact on whether or not it deters people coming into the city,” she said. “At a time when the city is on its knees, we cannot make it difficult for people to come in.”

This is alarming and suggests an underlying agenda for this pause to be the start of the abandonment of the CBD cycle lanes. I would wholeheartedly join those who are opposing the pause of cycle lane construction, if this were the case.

There are copious reasons that cycling, walking and public transport should be prioritised over motor vehicle traffic...many of these are in the report that accompanies this agenda item. I now fear that this proposal will have

Melbourne falling behind where we need to be.

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Eddie Botha

Email address: * eddie_botha@yahoo.com

Phone number *

Date of meeting: * Saturday 7 May 2022

Agenda item title: Bike paths pause of construction and planning

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Councilors

I'm saddened to hear of the possibility that new bike paths might not be built. I always believed Melbourne City to be a leader for the surrounding municipality cities and being more progressive.

I'm a cyclist and avoid using our car at all cost. Not because I can't afford to drive it, but because it's the right thing to do by everyone. More cars simply means more problems, from air pollution to congestion and parking problems. Cities around the world are moving away from this old-fashioned way of transport. If we don't have safe bike paths then people won't cycle and quite frankly I might not visit the CBD often if I can't cycle there and thus not spend my money there either.

Please give us more bike paths and set the example for surrounding municipalities. Make this a better place to live and commute in please.

Please do the right thing. Don't be fooled by the loud voices of a few bogans who like to drive everywhere or business owners who can't fathom the bigger picture. It's your responsibility to make the right choice here. Please

do it. You have lots of support.

Thanks

Eddie Botha

Brunswick East

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Elena Pereyra

Email address: * elenajpereyra@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * IAgenda 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Agenda item title: Agenda 6.9: Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

We are in a CLIMATE & BIODIVERSITY EMERGENCY – <https://www.melbourne.vic.gov.au/about-council/vision-goals/eco-city/climate-change/Pages/taking-action-climate-change.aspx>

I support the City of Melbourne's efforts to ensure our streets are able to be accessed by those that want to walk or ride as well as drive. There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

People make the city not cars. By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality. No matter where we live, it's important for everyone in our community to access and enjoy our streets. That means joining up the missing links in our walking and cycling networks with more footpaths

and bike lanes. Our streets are for everyone to move around – bikes belong here.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

43% of cars in the City of Melbourne are simply travelling through, the city is not their destination. People on bikes are more likely to stop and stay even if their destination is cross town. They are also more likely to have the city as their destination. Parking in a bike space generates twice as much economic activity for local businesses as a car parking in the same space (Urbis). Economic activity generated by the Australian cycling sector is significant:

\$6.3 billion in direct industry output

\$3.4 billion in direct value add to our GDP

34,295 direct (FTE) jobs, and

Cycle tourism has a direct industry output of \$1.2 billion annually.

High functioning cycling infrastructure reduces car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation.' By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. Before COVID, 7% of all people travelling into the CBD came by bike, if Melbourne wants to attract people back into the city, people who walk and people who choose to ride a bicycle must be supported and that includes routes both into and within the CBD.

The average trip distance in Greater Melbourne is very small, more than 40% of all trips for all purposes are just 3km or less, 50% are just 5km or less.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll. If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Average speeds in the CBD can be competitive for people riding bikes, who average around 20kph. And the more bikes are separated from cars the more space for drivers who do not have the option to ride a bike. Cycling infrastructure improves accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around. These upgrades can dramatically impact older people, those living with a disability, low income households and migrant communities. Improving safety for people riding and walking improves safety for all road users. It makes it more pleasant and stress free to walk, cycle and drive when there are less points of conflict between different transport modes. There is also a gender aspect to

active transport over vehicle use. More men have vehicles and more women do trip-chaining journeys – ie moving between childcare, shopping, working, etc. Prioritising car mobility in a pink tax. Poor cycling infrastructure preferences men, who are on balance more likely to take risks than women, who are more cautious.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options, and improved infrastructure allows more Melbournians to experience these benefits.

To conclude, I was alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my gratitude for the bike lanes that have been rolled out to date (and accelerated during COVID-19). I sincerely hope that you persevere with your bike strategy, which was outlined well before the pandemic.

Yours sincerely,

Elena Pereyra

Alternatively you may attach your written submission by uploading your file here:



[melbournecitycouncilcyclinginfrastructuresubmissionbikewest.docx.pdf](#) 288.91 KB · PDF

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

City of Melbourne Cycling Infrastructure

BikeWest Submission

One of the constants of the universe and as sure as night follows day, all around the world, when protected bike lanes are installed, tabloid newspapers lose their collective minds.

This has happened in the Netherlands (yes the Netherlands), Denmark, Spain, the USA, the UK, Latin America etc etc¹.

However, rather than the sky falling in and the end of the world, everyday people who like to ride their bikes in a safe environment (between 75-90% of the population depending where you are) simply get on their bikes and start moving around their city in a quick, easy, sustainable way.

Another certainty is that it will be popular with the general public as the Bikelash has never translated to the ballot box². Survey after survey show people around the world want safe cycling infrastructure. This includes research in Melbourne showing 3 in 4 people would cycle if it was safe to do so³ and 94% of parents wanting state and local governments to build safe places for their children to cycle⁴ and paint is not good enough.



Cycling infrastructure needs to be safe and comfortable for everyone.

¹

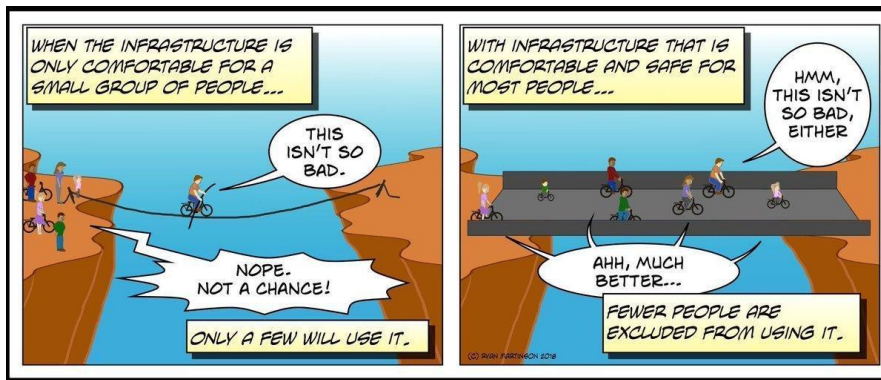
<https://www.theguardian.com/cities/2015/may/05/amsterdam-bicycle-capital-world-transport-cycling-kinder-moord>

²

<https://www.theguardian.com/environment/bike-blog/2021/oct/29/the-bikelash-paradox-how-cycle-lanes-enrage-some-but-win-votes>

³ <https://theconversation.com/3-in-4-people-want-to-ride-a-bike-but-are-put-off-by-lack-of-safe-lanes-172868>

⁴ <https://parentsvoice.org.au/media/media-releases/>



Getting more people on bikes has so many benefits if it was a tablet it would be worth billions and billions of dollars⁵. The benefits include economic, social, health and environmental

- Reduced congestion⁶ Infrastructure Victoria found high-quality cycling infrastructure can accommodate 4,600 cyclists per hour compared to 1,900 cars.
- Higher revenue for local shops
- Lower retail rental vacancies
- Increased retail rents
- Increased productivity
- Fewer sick days
- Greater job satisfaction
- Attract and retain staff
- Creates vibrant areas
- Ebikes reduces last mile deliveries up to 60% faster⁷
- Improved physical and mental health^{8,9}
- Benefit Cost Ratio of 13!! For every dollar spent, \$13 dollars of benefits are returned
- Climate change: cycling generates 10 times less emissions than electric cars and between 35 and 50 times less emissions than petrol cars¹⁰

Every single one of the nonsensical claims put forth by tabloid newspapers are neatly addressed on the Cycling Fallacies website, <https://cyclingfallacies.com/en/>

Active transport is vital to the health of Melbourne and it is the City of Melbourne that leads the way for other councils to follow. If the City of Melbourne folds in the face of ill-informed NIMBY objections it will set back cycling for the rest of Melbourne, especially for the west of Melbourne, for decades.

It is the City of Melbourne's duty to stand up and do the right thing for the community.

⁵ <https://www.simonandschuster.com.au/books/The-Miracle-Pill/Peter-Walker/9781471192531>

⁶

<https://www.theguardian.com/environment/bike-blog/2021/dec/13/how-a-myth-about-london-bike-lanes-and-congestion-took-flight>

⁷ Active Travel Academy 2021 The Promise of Low-Carbon Freight Benefits of cargo bikes in London August 2021

⁸ Australian Health Policy Collaboration 2018 Active Travel: Pathways to a Healthy Future

⁹ <https://www.bikeradar.com/news/cycling-prescriptions/>

¹⁰

<https://theconversation.com/cycling-is-ten-times-more-important-than-electric-cars-for-reaching-net-zero-cities-157163>

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Emil Linden-Perlis

Email address: *

emillindenperlis@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I'm writing to express my support for improved bike infrastructure in the CBD. Improving this vital infrastructure will create so much value within the community.

The reduction of car traffic, improvement of air quality and pollution, improving accessibility and a reduction in the cost of living are all benefits that are a direct result of more comprehensive biking infrastructure.

I implore the city of Melbourne to not reduce efforts to create new bike lines and separate footpaths, and sincerely hope progress can continue on the bike lanes –as a frequent user I think they're excellent and would love to see the continued expansion of the system.

Thanks for taking the time to read my concerns.

Sincerely,

Emil Linden-Perlis.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * Yes No

Privacy acknowledgement: * • I have read and acknowledge how Council will use and disclose my personal information.

Name: * Emilie van de Graaff

Email address: * emilie@elleeva.com.au

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I write to ask that the Future Melbourne Committee's vote against recommendation 22.6, being that the Committee "Endorses the deferral of further installation of new protected bike lanes in the Hoddle Grid during financial year 2022/2023, following two years of accelerated delivery."

This would be a huge step backwards for Melbourne. While bike lanes may make it slightly more difficult for car commuters to access the city, the positive benefits, both short and long term hugely outweigh the inconvenience for car users. A cycling city is one where the streets are more pleasant to be, which has knock on positive benefits for traders and residents and those who come to the city to work or shop or go out. No-one (in my experience) has ever visited another city in the world and come back raving about how fantastic it was with all the car congestion, poor air quality and noise pollution from cars. But they do come back from cities such as Amsterdam and Copenhagen and countless others, raving about how wonderful it was to feel comfortable walking and cycling everywhere, how it made the city so much more liveable.

There are now many research studies available showing how cyclists to a city, end up spending more time in the shops (no rushing back to avoid a parking fine) and visit more frequently (no congestion or parking cost concerns to hold them back). Melbourne is such a beautiful city with its wide, tree lined streets, and creating a strong cycling culture will only make it more beautiful. Good quality cycle infrastructure opens up the opportunity for cycling to all citizens, not just those who dare to face down the traffic.

Furthermore, good cycling infrastructure, in enabling more cycling, will help the city attain its sustainability goals, with immediate improvements to air quality, noise pollution and a vital contribution to our nation's carbon emissions reductions targets. Conversely, enabling more people to drive to the city has the opposite effect.

As someone who has been regularly cycling to the city over 30 years and who has seen (and appreciated) the incremental improvements over this time, I would ask the council to face up to the naysayers and have confidence in its decisions that creating a cycling city is good for Melbourne.

Please indicate whether you would like to verbally address the Future Melbourne in support of your No

submission: *

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Emily Hardwick

Email address: *

emilyhardwick81@hotmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Please continue with the construction of protected bike lanes. I live on King St and walk daily past the flowers left for the cyclist killed recently. There is a great opportunity right now to do this and hopefully when a lot of students return to the city they will use the infrastructure to get around also – taking pressure off the tram system which people who need to drive or train into the city can then use for short trips.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

• I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Emily Paddon-Brown

Email address: *

emilypaddonbrown@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike Lane construction

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I am writing to urge you not to halt bike lane construction.

This city is so flat!! It's perfect for biking.

I want to bike the City Rail Trail this long weekend, but as it stands I'm not confident to bike there from Coburg with my five year old. It doesn't yet feel safe.

Please prioritise bike lanes to encourage fitness and decarbonise transport.

Thanks for your time, Emily

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *	I have read and acknowledge how Council will use and disclose my personal information.
Name: *	Emma Barnett
Email address: *	e.barnett2@gmail.com
Phone number *	
Date of meeting: *	Sunday 5 June 2022
Agenda item title: *	Melbourne City Bike lanes
Please write your submission in the space provided below and submit <u>by no later than 10am on the day of the scheduled meeting.</u> Submissions will not be accepted after 10am.	I ride through Melbourne City to get to work in Parkville from Albert Park. Please continue to improve safety for bike riders. I have a new baby at home and wish to keep safe so I can raise her. The separated bike lanes keep me safe and make me more likely to ride through the city than drive. Help keep car traffic down in the city. I am more likely to shop in the city and eat in the city if the car traffic is reduced and I can easily cycle in and out.
Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *	No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Finbar Larkin

Email address: * fin.larkin@hotmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Agenda Item 6.9

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

It took incredible foresight for the city of Melbourne to not rip up it's tram network like other Australian and global cities.

I'm sure there were loud voices claiming trams were outdated, and should be pushed aside for more car parking.

It is equally incredible to hear that the current City of Melbourne is now refusing to recognise that the future of the city is not a car based one. It seems the councillors of today are willing only to listen to a narrow and blinkered car-centric view.

If you are looking to rebuild the CBD following COVID-19, then you need to rethink the city. Cycling is going to continue to grow into a major form of transportation. Indeed it has to, because the current usage of cars is not sustainable with a growing population. However people will not cycle if the infrastructure is not built for them. We require safe and people-focused roads, not unwelcoming spaces designed primarily for cars.

Build it and they will come.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Fleur Spriggs

Email address: * fleurspriggs@me.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Melbourne cbd bike lanes

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Bike lanes in the CBD are a great initiative – but they need to be safe and currently they are not because the Copenhagen style lanes are unsuitable for the city. They are also very ugly the way they have been implemented. Because people have to cross the lanes from their vehicles it puts both rider and pedestrians at risk. I agree that the lanes need to be stopped until a better safer and more aesthetically pleasing solution is found. Some bike lanes may even need to be removed.

This doesn't mean people can't travel by bike – but sharing the roads may actually be better than the separate lanes for now.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Frankie Lloyd

Email address: *

frankiejean97@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I have used the bike lanes in the CBD for at least the last 20 years of my life. From family bike rides as a kid, riding to university from east hawthorn to unimelb, and now riding to work from parkville to the the CBD. I broke my arm cycling when I crashed my bike on a ride last year, and having safe and accessible bike lanes is what gives me courage to go back out again. This city is better when we have safer bike lanes, which encourage more people to cycle. We need everyone to be able to feel safe cycling our streets, prioritise bike paths over cars, because that's the sustainable way forward. I've lived in cities in Europe in which bike paths are prioritised and it means that everyone, from young to old, cycles everywhere throughout the year and feels safe doing so. This makes the air less polluted, and means the city has less noise pollution. It makes for a more livable city.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Categories:

Speaker

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Geoffrey Denans

Email address: * geoffde79@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Agenda Item 6.9

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I was made aware of the back lash over bike lanes. It is unconceivable to think that they are detrimental to small business, or create traffic congestion.

Bike lanes do not create traffic congestion, and are good for businesses. They also take very little space.

All european cities are far ahead when it comes to riding, and it is time for melbourne to catch up.

I am fully supportive of further roll out of bikes lanes, for safety, for the reduction of traffic congestions, for a more enjoyable city.

Please look at that short 30 sec video clip:

<https://micromobilityreport.com.au/infrastructure/policy-and-funding/paris-is-re-proving-build-it-and-they-will-come/>

Thank you.

Please indicate whether you would like to Yes

verbally address
the Future
Melbourne in
support of your
submission: *

If yes, please
indicate if you
would like to
make your
submission in
person, or via a
virtual link (Zoom)
to the meeting.
Please note,
physical
attendance will be
limited in
accordance with
City of Melbourne
security protocols
and COVID-safe
plans and be
allocated on a first
registered, first
served basis. *

I wish to make by submission via Zoom

Privacy acknowledgement: *

• I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Georgia Brodrick

Email address: *

georgia.brodrick.e503@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Date of meeting: 07/06/22 Agenda item title: Agenda 6.9

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality – to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation' (1). By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. As the City of Melbourne's own research (2) shows, "Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride." A recent Melbourne study supports your findings, demonstrating that separated cycling infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

Increase business: Despite all the criticism that has led to this "pause", which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure increases economic activity, spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than ever. Salt Lake City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the extra foot and wheel traffic (5). Further, with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and dog!) is only growing.

Improve safety for all road users: Research indubitably demonstrates that implementing bike lanes enhances safety for not only people riding bikes but those driving and walking (6). This is because separated bike lanes have a car-traffic calming effect, enabling vehicles to move at safer speeds for everyone.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in

Australia – larger than the national road toll (7). If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution. Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around (8). These upgrades can be of particular benefit to older people, those living with a disability, low income households and migrant communities.

Reduce emissions: Personal transport is Australia's fastest growing source of emissions (9); and fluctuates between the second and third highest source (behind only energy and land use) (10). Bottom line: our cars are a major contributor to climate change and Melbournians need to be empowered to move in different ways wherever possible. The global climate science is clear: we need to increase active transport to reduce transport emissions. Local research tells us that more separated and dedicated infrastructure is required to move the great number of people from the interested category to actually taking up riding. Australia needs a national strategy to move away from petrol-guzzling cars to bike-riding, walking and zero-emissions public transport and electric vehicles. To pause these bike lanes would put Melbourne on the back-foot, set to become stuck in the past as Australian cities implement innovative and intelligent transport solutions.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant:

Bike-riding and walking are the cheapest travel options (11), and improved infrastructure allows more Melbournians to experience these benefits .

To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. I ask that you preserve with your bike strategy to reap all the benefits they will bring – a strategy set in motion well before the pandemic.

References: 1)

<https://www.theguardian.com/lifeandstyle/video/2022/may/17/why-new-bike-lanes-dont-cause-traffic-jams-video>

2)

-2030-city-of-melbourne.pdf

3) <https://www.sciencedirect.com/science/article/pii/S2214140521003200> 4)

<https://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf>

5)

6)

%3Dihub

7)

06_%20SubmissionFuelQualityStandardsAct2000_Mar2017.pdf

8) <https://www.jstor.org/stable/26211762>

9) <https://ageis.climatechange.gov.au/nggi.aspx>

10)

<https://www.climatecouncil.org.au/wp-content/uploads/2017/09/FactSheet-Transport.pdf>

11)

<https://www.melbourne.vic.gov.au/SiteCollectionDocuments/transport-strategy>

https://drive.google.com/file/d/0B8tOk7_upXv5djhCajg1Z0I3bmhTVTIxWldwRzA0YjJWNW9R/view?resourcekey=0-Fr7Mp141yXvXzW6u5NBjqQ

<https://www.sciencedirect.com/science/article/abs/pii/S2214140518301488?via>

<https://nespurban.edu.au/publications-%20resources/research-reports/CAULRR>

https://www.climatecouncil.org.au/wp-content/uploads/2018/10/CC_MVSA0154-Report-Transport_V6-FA_Low-Res_Single-Pages.pdf

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: Yes No *

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Geraldine Bagwell

Email address: *

geraldine42@outlook.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting.

Submissions will not be accepted after 10am.

Like many cyclists i am absolutely horrified that you are considering a lack of bike lane installation. Given the concerns regarding climate change, the necessity for safe cycling routes; infrastructure needs to be increased, not further reduced !
Other road users need to adapt their practices.
If returning to the city is considered by council to be important post covid; then safe cycling opportunities need to be increased.
thankyou.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *	I have read and acknowledge how Council will use and disclose my personal information.
Name: *	GERVAISE CHRISTIE
Email address: *	gervaisechristie@gmail.com
Phone number *	
Date of meeting: *	Monday 6 June 2022
Agenda item title: *	bike lane removal
Please write your submission in the space provided below and submit <u>by no later than 10am on the day of the scheduled meeting.</u> Submissions will not be accepted after 10am.	why are city of Melbourne getting rid of bike lanes!? it is impossible to get from one side of the city to the other with construction work blocking bike lanes and the COM giving into complaints about cyclists. This unsustainable. putting more places to lock up bikes and creating traffic lights that encourage bikes to go first is more important than bike lanes. Go hang out in any european country. We are so backwards in Australia. We give into petrol guzzling whinges who cant be bothered walking or riding or using PT. Park on the out skirts and commute in. It is a CBD after all not a subdivision carpark
Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *	No

Privacy acknowledgement: * I have read and acknowledge how Council will use and disclose my personal information.

Name: * Gez Ham

Email address: * gezham03@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Hi,

Thank you for the opportunity to make a submission re bike lanes.

Please think very carefully before any further delays of building Melbourne City bike lanes.

Bike lanes are safer and there needs to be safer options available for bike riders and also to encourage bike riders.

Melbourne is a cosmopolitan city. It should embrace bike lanes as a cheap, efficient and safe way to navigate all the terrific places that it has to offer.

Thanks and regards,

Gez

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Grant Kepler

Email address: * grant.kepler@bigpond.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Agenda 6.9

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Melbourne needs to continue the rollout of the CBD bike lanes.

If the experience of covid has taught us anything, it's that people are willing and wanting to embrace active transport when it is safe to do so. The continued rollout will enable members of the Melbourne community to continue to choose active transport options – reducing congestion, reducing pollution, reducing reliance on imported fuel and adding massively to the livability of the city.

Council needs to ignore the short-sighted loud voices on well funded platforms and continue with the rollout. Councilors need to ask themselves – of all the cities they have ever visited, from which ones did they return with a view that the city visited would be better if it only had more cars?!

Please indicate whether you would like to verbally address the Future Melbourne in No

support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Griffith Young

Email address: * gryffydd@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I understand the issue that delivery drivers have with bike lanes that are unused. It is equally frustrating for cyclists to be diverted onto busier roads when the Southbank "heavy pedestrian traffic areas" are frequented by one or two lonely pedestrians. Surely there can be some intelligent compromise.

As a cyclist travelling through the city, I have generally avoided mixing with heavier vehicles as they do not expect to see cyclists and therefore do not appear to change their behaviour when the cyclists are present.

If we are to encourage cyclist use of the city, the cycling infrastructure needs to be consistent and well thought out. When I have used the alternate Lorimer route to Southbank, I have consistently found the path to be blocked by delivery trucks and therefore un navigable.

Please indicate whether you would like to verbally address the Future Melbourne in No

support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Guan Jie Wong

Email address: * jwonggi@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I write to the FMC to strongly oppose the proposed pause on bike lane rollouts within the Hoddle Grid under the above agenda item.

I call the FMC's attention to several key points raised by critics of the bike lane rollout, which I would like to address:

1. The bike lanes are not being used (in particular outside rush hour)

By their nature, bikes are more space efficient than cars. It is difficult enough for even experienced cyclists to intuitively judge the human throughput of a stretch of road just by looking at the passing vehicles. This is a job for transport planners, not radio pundits.

According to the statistics, the mode share of cars and bikes for arrivals into the city is 41% vs 4%. Bike lanes are indeed less busy than the traffic lanes next to them. But the takeaway is not that they are useless or a hindrance. It is that: i) we do not have enough cyclists, and we should try to encourage more, and ii) that bike lanes are an order of magnitude more efficient than traffic lanes at moving people, and so it is very difficult to clog up a bike lane.

Even in Amsterdam, traffic lanes always appear busy, but it is the bike lanes which move the lion's share of throughput. This is induced demand in action.

2. Bike lanes are an imposition on delivery drivers

I encourage the FMC to take a serious look at cities who have struggled with this issue before us. Cities have variously addressed the question of loading zone conflicts with bike lanes by, among other means:

- staggering delivery times
- encouraging smaller delivery vehicles (including cargo bikes!)
- moving loading zones into the same strip as the parking spots which separate the traffic lane from the bike lane

These will invariably entail the removal of existing traffic lanes, but as the FMC will no doubt have been informed by traffic consultants, this will be necessary anyway to force people out of cars and into bikes. In the low car city we want to work towards, we do indeed want to cater for delivery drivers as they will be one of the few groups who will have good reason to regularly use the remaining traffic lanes.

3. Bike lanes cater to a privileged minority of inner city cyclists

The FMC should be strongly advised against characterising the current debate as one between "drivers" and "cyclists", which is unfortunately how it has been portrayed by much of mainstream media. It bears repeating that drivers and cyclists are not immutable categories, unlike demographic minorities for which the language of discrimination actually applies.

People choose their mode of transport by what is available. It is often difficult to get them to switch once they have committed to an option, but it can be done, and supports can be put in place. I will note here that thorough and safe bike infrastructure is overwhelmingly the most effectively way of getting people out of private vehicles and onto bikes.

There is no fundamental difference in interests between the people who currently commute into or through the city by car and those who choose other modes of transport. Everybody wants to get from A to B. Some people have to haul things while doing it, some do not. The task of all levels of government is to enable this movement at minimal cost to individuals, health and environment.

We can and we should attempt to build a city where those who drive are the ones who need to or want to, and public transport and cycling are otherwise the defaults. By proportion to the space taken up by each respective

mode of transport, this is the approach that will best utilise the limited space found in our cities:

<https://www.youtube.com/watch?v=d8RRE2rDw4k>

This task does not fall purely onto the City, and as pertains to commuter movements across metropolitan Melbourne, the State Government has a significant role to play. The Level Crossing Removal projects for example are already paving the way for high-frequency PT for commuters into the city. The City of Melbourne should agitate for consistency and funding from the State Government to indicate its intention to help liberate suburban car commuters from the drudgery of their commute.

In conclusion I urge the FMC to continue with the bike lane rollout and to redouble its efforts to consult with local businesses and agitate state government and the surrounding city councils to get up to speed.

Please indicate **No**
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Hayley Joyce

Email address: *

hailsj87@hotmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda item 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I support the protected bike lanes. I ride my bike to commute to work and for fun. I feel safer in protected bike lanes. I think it would be great to reduce our carbon footprint. It would also be a great way for tourists to get around the city in the tourist bikes and scooters. I am originally from Tasmania so if visiting that's how I'd get around.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Henrik Steenberg

Email address: *

henrik.steenberg@outlook.com

Phone number *

Date of meeting: *

Monday 6 June 2022

Agenda item title: *

Bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting.

I am calling for Melbourne City Council to continue its great work building bike lanes.

Submissions will not be accepted after 10am.

Transport is Victoria's biggest growing source of emissions. We need massive investment – not delays – in safe bike infrastructure like separated bike lanes to cut emissions, reduce the cost-of-living and make it easier to get around.

Melbourne City Council has been doing great work building more bike networks, and I would hate to see the great work being stopped because of a few loud motoring and business lobbyists.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Hoang Nguyen

Email address: * anh-thu-nguyen@live.com.au

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Committee,

Please CONTINUE the roll out of the new bike lanes. Let's make it SAFER for ALL involved. All of the below points you know already:

1) by having separate bike lanes, you separate the car and bike. The tensions between car and bike riders have consistently centered around lane sharing, and I feel that having the bike lane would at least keep each vehicle out of each other's way, allowing for smoother traffic flow.

2) the number of bike riders is increasing heavily, including me! I am a resident of Carlton and use Rathdowne St bike lanes every morning to get to work. And now, with the inclusion of e-scooters, this figure is going to sky rocket.

3) I want to be able to take my young cousins on bike rides into the city and have comfort that they're safe. Of course, that means being smart when travelling next to cars, but having the bike lane there is a visual guide for kids especially! Let's protect our kids and foster an active lifestyle in them!

4) let's also protect our pedestrians, and remove bikes off the footpath.

5) I'm proud of Melbourne being a city that is considered "green" and "sustainable". Let us create a city that actively promotes these ideals! Put in the infrastructure that will allow for "greener" modes of transport.

6) Living in Carlton is fantastic, but taking public transport into the city is expensive, petrol prices are high, and walking takes around 20 to 30 minutes. It pushes residents to take up cycling (it definitely did for me) to keep costs down but also to cut travel time.

Please reconsider the pause. I love Melbourne, and I have loved the existing bike lanes. Understandably the build of these lanes will need to consider business loading zones as well, so I urge the committee and it's traffic planners/engineers to come up with solution that helps all.

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Hollie Wright

Email address: * hollie.wright12@hotmail.co.uk

Phone number *

Date of meeting: * Friday 10 June 2022

Agenda item title: Agenda 6.9

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Agenda item title: Agenda 6.9

I'm writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards

bike-riding and reduces car traffic, achieving 'traffic evaporation.' By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll. If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around. These upgrades can dramatically impact older people, those living with a disability, low income households and migrant communities.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options, and improved infrastructure allows more Melbournians to experience these benefits.

To conclude, I was alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my gratitude for the bike lanes that have been rolled out to date (and accelerated during COVID-19). I sincerely hope that you persevere with your bike strategy, which was outlined well before the pandemic.

Yours sincerely,

Hollie Wright

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Hugo Burt-Morris

Email address: *

hugo.burt-morris@li.me

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda 6.9

Alternatively you may attach your written submission by uploading your file here:



[lettercommunity_dearmelbournecitycouncillors.pdf](#) 40.24 KB ·

PDF

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

Yes

If yes, please indicate if you would like to make your submission in person, or via a virtual link (Zoom) to the meeting. Please note, physical attendance will be limited in accordance with City of Melbourne security protocols and COVID-safe plans and be allocated on a first registered, first served basis. *

I wish to make by submission via Zoom

Dear Melbourne City Councillors,

Date of meeting: 07/06/22

Agenda item title: Agenda 6.9

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure - including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality - to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system - and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation' (1). By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. As the City of Melbourne's own research (2) shows, "Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride." A recent Melbourne study supports your findings, demonstrating that separated cycling infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

Increase business: Despite all the criticism that has led to this "pause", which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure **increases economic activity**, spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than ever. Salt Lake City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the extra foot and wheel traffic (5). Further, with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and dog!) is only growing.

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To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. **I ask that you preserve with your bike strategy to reap all the benefits they will bring - a strategy set in motion well before the pandemic.**

References:

- 1) <https://www.theguardian.com/lifeandstyle/video/2022/may/17/why-new-bike-lanes-dont-cause-traffic-jams-video>
- 2) <https://www.melbourne.vic.gov.au/SiteCollectionDocuments/transport-strategy-2030-city-of-melbourne.pdf>
- 3) <https://www.sciencedirect.com/science/article/pii/S2214140521003200>
- 4) <https://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf>
- 5) https://drive.google.com/file/d/0B8tOk7_upXv5djhCajg1Z0I3bmhTVTIxWldwRzA0YjJWNW9R/view?resourcekey=0-Fr7Mp141yXvXzW6u5NBjqQ
- 6) <https://www.sciencedirect.com/science/article/abs/pii/S2214140518301488?via%3Dihub>
- 7) https://nespurban.edu.au/publications-%20resources/research-reports/CAULRR06_%20%20SubmissionFuelQualityStandardsAct2000_Mar2017.pdf
- 8) <https://www.jstor.org/stable/26211762>
- 9) <https://ageis.climatechange.gov.au/nggi.aspx>
- 10) <https://www.climatecouncil.org.au/wp-content/uploads/2017/09/FactSheet-Transport.pdf>
- 11) https://www.climatecouncil.org.au/wp-content/uploads/2018/10/CC_MVSA0154-Report-Transport_V6-FA_Low-Res_Single-Pages.pdf

Privacy acknowledgement: *

• I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Iain Cummings

Email address: *

icsurfers@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda 6.9 re bicycle lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Australians & governments have been conned by the car industry since the 1920s* ** and still are today. In 2019 the car industry were the 3rd higher category of media advertising at \$742M/yr. That buys a lot of influence from the media for anti-cycling articles but Councillors should NOT be bought for a few votes from ignorant, lazy and biased loudest whingers who oppose bike lanes and don't want to realise that it's too many cars in the city that really causes all the

- traffic congestion,
- parking problems,
- costs people so much money for imported cars & fuel that they could have otherwise spent on local goods and services,
- costs councils so much money to repair the 85% of Australian roads that are NOT just paid for by rego or fuel excise. Look at your own budget – rate payers pay for most roads not motorists who are heavily subsidised in too many ways. ***
- air pollution related illness that is now recognised as causing 5x more premature deaths than car crashes, ^
- noise pollution that is only recently being recognised as contributing to stress related premature deaths and make cities less attractive,
- can be used for terrorists attacks to run down pedestrians (I've never heard of a terrorist riding a bicycle to kill pedestrians!)
- plus of course kills people in crashes (Car crashes have killed well over 100,000 Australians since 1925 – more than all the wars, terrorists & pandemics put together. Governments shut down the city for a virus yet ignore the far worse slow killer – cars.) and
- scares many people away from the very streets you want to encourage them to go to to spend money.

Sensible & educated European cities have woken up to the problems cars cause and are getting them out of cities much to local residents' benefit and satisfaction.

Melbourne City should expand it's public transport, bicycle and pedestrian facilities to further reduce people's obsession and dependence on cars.

The car industry and media just want to make money and most people are ignorant. The City of Melbourne has a duty of care to learn facts and govern for the greater benefit of all residents – not just appease a few ignorant whingers. The City needs to keep being transformed away from it's current excessive and highly damaging car usage. Keep building bike lanes.

* 1920s Car industry image make-over to remove objections and keep growing their business – at everyone's expense. <https://marker.medium.com/the-invention-of-jaywalking-afd48f994c05>

** <https://www.collectorsweekly.com/articles/murder-machines/>

*** The public & government has been conned by experts –

https://www.ptua.org.au/myths/petroltax/#Road_Construction_and_Maintenance

^ <https://www.windy.com/-NO2-no2?cams,no2,-38.230,146.308,7> Very fitting the symbol for air pollution is a car! You are killing your residents with air pollution and should be sued. I'm surprised the lawyers have woken up to that yet but courts have started to recognise car exhaust is a cause of death. (Recent UK court finding in death of young girl by air pollution related illness.)

Please indicate whether you would like to No
verbally address the Future Melbourne in
support of your submission: *

All Bike riders Stand Together

Miss Tomlinson

Sent from [Mail](#) for Windows

Dear Melbourne City Councilors,

Agenda item title: Agenda 6.9

I'm writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

As a ***Tourist from Tasmania***. I want to be able ride safely in Melbourne and Victoria. I want to be able to take my bike/peddle car on a train and with further use of peddle power, I wish to travel within the State. I also want to have great parking facilities. This is the right of all tax payers within the state and also all tourists. Otherwise, tourists will/should take their business elsewhere e.g., to other states.

Businesses in other countries, that have supported bike infrastructure, have found business has improved and support has grown over a period of time. Many businesses would not get regular customers if it was not for public transport, and active travel either by walkers or those riding a bike.

Melbourne City Council has an obligation to spend Tax Revenue responsibly, supporting all road users, otherwise, it is negligence at its highest level, both for the environment, council revenue and tourism.

There has never been a more important time to roll out quality active transport infrastructure - including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality.

There are many reasons bike lanes are an important part of our transport system - and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving '[traffic evaporation](#).' By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated [1,700 deaths](#) every year in Australia - larger than the national road toll. If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalized groups to get around. These upgrades

can dramatically impact older people, those living with a disability, low-income households and migrant communities.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant:

Bike-riding and walking are the cheapest travel options, and improved infrastructure allows more Melbournians to experience these benefits.

To conclude, I was alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my gratitude for the bike lanes that have been rolled out to date (and accelerated during COVID-19). I sincerely hope that you persevere with your bike strategy, which was outlined well before the pandemic.

Yours sincerely,

Miss Tomlinson
mizzirene@outlook.com
Tasmania

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Isaac Williams

Email address: * isaac@isaacwilliams.net

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Melbourne City Bike lanes

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

As a commuter who relies on cycling as my primary mode of transport, I believe it is imperative that Melbourne City maintain their plans to construct additional bike lanes within the CBD.

Given the correct infrastructure support, cycling is an incredibly safe, cheap, reliable and efficient form of transport. Cycling will becoming increasingly important as the climate changes and we move towards a net-zero future. In the shorter term, cycling is an important form of commuting as as continue live with COVID. Cycling both reduces road congestion and pressure on the public transport system, making both safer to use for everyone.

However, without the correct infrastructure support, cycling can dangerous. Over the last 20 years, an average of 37 cyclists have died on Australian roads. Many of these deaths could have been avoided with proper infrastructure — specifically bike lanes that provide separation between cyclists and cars.

It is very important that the City of Melbourne maintains a future-focused outlook and maintains it's plans to construct new bike lanes.

Please indicate whether you No

would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

J Paul

Email address: *

jaypaul1@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike lanes development pause

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

We are a household without a car. We rely on safe cycle lanes to commute for work and social reasons in the CBD and surrounds.

We hear the resistance of drivers who fear bike lanes are replacing car lanes. Let's come up with solutions that focus on sustainability and fair use for all tax payers.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Jacki Wirth

Email address: *

jackiwirth@me.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I am writing to support the continued roll out of Melbournes CBD bike lanes. I travel several times a year to Melbourne to visit my children and always ride when I'm there. The bike lanes help in making the city safe and accessible for cyclists. I am always amazed at how accessible the city is by bike, definitely warranting the title of a liveable city. Benefits of increased bike usage are well documented. These include, reduced car traffic, improved safety for all road users, increased air quality and dollar savings for all.

Please continue to implement your bike strategy- the benefits are far reaching.

Kind regards

Jacki Wirth

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * James Applegate

Email address: * jamesapplegate@hotmail.com

Phone number *

Date of meeting: * Friday 10 June 2022

Agenda item title: Agenda 6.9

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councilors,

Agenda item title: Agenda 6.9

I'm writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards

bike-riding and reduces car traffic, achieving 'traffic evaporation.' By making riding more convenient, those who can, will leave their car at home, thereby making it easier for people to move around our city.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll. If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around. These upgrades can dramatically impact older people, those living with a disability, low-income households and migrant communities.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options, and improved infrastructure allows more Melbournians to experience these benefits.

To conclude, I was alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my gratitude for the bike lanes that have been rolled out to date (and accelerated during COVID-19). I sincerely hope that you persevere with your bike strategy, which was outlined well before the pandemic.

Yours sincerely,

James Applegate

Footscray, 3011

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in

support of your
submission: *

Privacy acknowledgement: * I have read and acknowledge how Council will use and disclose my personal information.

Name: * James Gardiner

Email address: * jamesgardiner30@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Alternatively you may attach your written submission by uploading your file here:  [dear_melbourne_city_councillors.docx](#) 14.27 KB · DOCX

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * Yes

If yes, please indicate if you would like to make your submission in person, or via a virtual link (Zoom) to the meeting. Please note, physical attendance will be limited in accordance with City of Melbourne security protocols and COVID-safe plans and be allocated on a first registered, first served basis. * I wish to make by submission via Zoom

Dear Melbourne City Councillors,

Agenda item title: Agenda 6.9

I'm writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure - including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality.

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A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my gratitude for the bike lanes that have been rolled out to date (and accelerated during COVID-19). I sincerely hope that you persevere with your bike strategy, which was outlined well before the pandemic.

Yours sincerely,
James Gardiner

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * James Tran

Email address: * james.jimmy.tran@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: 6.9

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Hello,

I'm writing in support of the City of Melbourne investing in bike lanes and other infrastructure, as road congestion is an issue that almost all Melbourne residents have to contend with on a weekly basis. The majority of traffic in the CBD is just passing through in order to get elsewhere, and if safe bike alternatives were available many people would be incentivised to cycle instead.

Safe bike lanes also reduce the likelihood of car accidents, as swerving to avoid bikes is a common cause of crash. There is of course also an environmental advantage to taking cars off the road.

Please do not reduce the roll out of bike paths in our cities.

Cheers.

Please indicate whether you would like to No

verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Jamie Lorusso

Email address: *

dj.prequel@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike Lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Please do not continue to put bike lanes in the city. Barely anyone rides through/in the CBD and whilst people catching public transport in is favourable, people still drive their cars in and need places to park.

Also, encourage free parking/parking discounts when buying something from any store in the CBD to encourage people to return.

Handicap people and families need to be encouraged to come in with ample parking space. It makes it harder for deliveries to be made too.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Jane Brownrigg

Email address: * janebrownrigg@yahoo.com.au

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Agenda 6.9

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Agenda item title: Agenda 6.9

As a committed commuter cyclist, I'm writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation.' By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll. If more people rode to work or university instead of driving, we'd see a reduction in the number of

Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around. These upgrades can dramatically impact older people, those living with a disability, low income households and migrant communities.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant:

Bike-riding and walking are the cheapest travel options, and improved infrastructure allows more Melbournians to experience these benefits.

To conclude, I was alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my gratitude for the bike lanes that have been rolled out to date (and accelerated during COVID-19). I sincerely hope that you persevere with your bike strategy, which was outlined well before the pandemic.

Yours sincerely,

Please indicate No
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would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: *	I have read and acknowledge how Council will use and disclose my personal information.
Name: *	Jane Smith
Email address: *	jane_smith600@hotmail.com
Phone number *	
Date of meeting: *	Tuesday 7 June 2022
Agenda item title: *	Melbourne CBD bike lanes
Please write your submission in the space provided below and submit <u>by no later than 10am on the day of the scheduled meeting.</u> Submissions will not be accepted after 10am.	<p>I applaud the council for getting on with the work of building bike lanes in the CBD.</p> <p>This is vital for the health & wellbeing of visitors & residents of the CBD.</p> <p>Ensuring the safety of cyclists with protected bike lanes is vital to the continued uptake of cycling through the city.</p> <p>Please continue this vital work & resume work as soon as possible.</p>
Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *	No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * J Wheatley

Email address: * platypus.janet@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Agenda 6.9

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Date of meeting: 07/06/22 Agenda item title: Agenda 6.9

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality – to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation' (1). By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. As the City of Melbourne's own research (2) shows, "Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride." A recent Melbourne study supports your findings, demonstrating that separated cycling

infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

Increase business: Despite all the criticism that has led to this "pause", which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure increases economic activity, spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than ever. Salt Lake City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the extra foot and wheel traffic (5). Further, with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and dog!) is only growing.

Improve safety for all road users: Research indubitably demonstrates that implementing bike lanes enhances safety for not only people riding bikes but those driving and walking (6). This is because separated bike lanes have a car-traffic calming effect, enabling vehicles to move at safer speeds for everyone.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll (7). If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around (8). These upgrades can be of particular benefit to older people, those living with a disability, low income households and migrant communities.

Reduce emissions: Personal transport is Australia's fastest growing source of emissions (9); and fluctuates between the second and third highest source (behind only energy and land use) (10). Bottom line: our cars are a major contributor to climate change and Melbournians need to be empowered to move in different ways wherever possible. The global climate science is clear: we need to increase active transport to reduce transport emissions. Local research tells us that more separated and dedicated infrastructure is required to move the great number of people from the interested category to actually taking up riding. Australia needs a national strategy to move away from petrol-guzzling cars to bike-riding, walking and zero-emissions public transport and electric vehicles. To pause these bike lanes would put Melbourne on the back-foot, set to become stuck in the past as Australian cities implement innovative and intelligent transport solutions.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant:

Bike-riding and walking are the cheapest travel options (11), and improved infrastructure allows more Melbournians to experience these benefits .

To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. I ask that you preserve with your bike strategy to reap all the benefits they will bring – a strategy set in motion well before the pandemic.

I live in a rural area and I would love the opportunity to bring my bike down on the train and then travel safely around the city of Melbourne. Melbourne can take this opportunity to continue to play a leadership role across the State by fully completing this project. Please act on that opportunity to lead.

Kind regards

Janet Wheatley

References: 1)

<https://www.theguardian.com/lifeandstyle/video/2022/may/17/why-new-bike-lanes-dont-cause-traffic-jams-video>

2)

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3) <https://www.sciencedirect.com/science/article/pii/S2214140521003200> 4)

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5)

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8) <https://www.jstor.org/stable/26211762>

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10)

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nsport.pdf

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<https://www.melbourne.vic.gov.au/SiteCollectionDocuments/transport-strategy>

https://drive.google.com/file/d/0B8tOk7_upXv5djhCajg1Z0I3bmhTVTIxWldwRz

A0YjJWNW9R/view?resourcekey=0-Fr7Mp141yXvXzW6u5NBjqQ

<https://www.sciencedirect.com/science/article/abs/pii/S2214140518301488?via>

<https://nespurban.edu.au/publications-%20resources/research-reports/CAULRR>

https://www.climatecouncil.org.au/wp-content/uploads/2018/10/CC_MVSA0154 -Report-Transport_V6-FA_Low-Res_Single-Pages.pdf

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whether you
would like to
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the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Jason Mingo

Email address: * jason.mingo@hotmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Agenda 6.9

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Date of meeting: 07/06/22

Agenda item title: Agenda 6.9

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality – to name just a few benefits of bike lanes.

Please indicate whether you No

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Melbourne in
support of your
submission: *

Privacy acknowledgement: *

• I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Jayd Mahady

Email address: *

jayd.mahady@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Bike lanes are the way of the future! They ease congestion, get people moving and increase health and fitness.

Most Bike paths lead to Melbourne CBD and lots of people commute through the city to get to their jobs and social events.

Keep things safe for cyclists by increasing the number of Bike lanes in the CBD.

Less car traffic in the CBD is really a no brainer with an increasing population.

Design better alternatives for other forms of traffic.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Jeffrey Chim

Email address: *

chimjeff@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Please do not stop building safe bike lanes in Melbourne. Everywhere else in the world is progressing with safe biking infrastructure. It is the future. If you stop building bike lanes that means more people are forced into using cars which is the opposite of what everyone wants. We want less traffic not more

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Jennie Ramage

Email address: *

jennieramage@hotmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Alternatively you may attach your written submission by uploading your file here:



[submission_to_city_of_melbourne.odt](#) 21.40 KB · ODT

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Dear Melbourne City Councillors,

Date of meeting: 07/06/22

Agenda item title: Agenda 6.9

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There are many reasons bike lanes are an important part of our transport system - and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation' (1). By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. As the City of Melbourne's own research (2) shows, "Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride." A recent Melbourne study supports your findings, demonstrating that separated cycling infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

Increase business: Despite all the criticism that has led to this "pause", which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure **increases economic activity**, spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than ever. Salt Lake City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the extra foot and wheel traffic (5). Further, with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and dog!) is only growing.

Improve safety for all road users: Research indubitably demonstrates that implementing bike lanes enhances safety for not only people riding bikes but those driving and walking (6). This is because separated bike lanes have a car-traffic calming effect, enabling vehicles to move at safer speeds for everyone.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia - larger than the national road toll (7). If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around (8). These upgrades can be of particular benefit to older people, those living with a disability, low income households and migrant communities.

Reduce emissions: Personal transport is Australia's fastest growing source of emissions (9); and fluctuates between the second and third highest source (behind only energy and land use) (10). Bottom line: our cars are a major contributor to climate change and Melbournians need to be empowered to move in different ways wherever possible. The global climate science is clear: we need to increase active transport to reduce transport emissions. Local research tells us that more separated and dedicated infrastructure is required to move the great number of people from the *interested* category to actually taking up riding. Australia needs a national strategy to move away from petrol-guzzling cars to bike-riding, walking and zero-emissions public transport and electric vehicles. To pause these bike lanes would put Melbourne on the back-foot, set to become stuck in the past as Australian cities implement innovative and intelligent transport solutions.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options (11), and improved infrastructure allows more Melbournians to experience these benefits .

To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. **I ask that you preserve with your bike strategy to reap all the benefits they will bring - a strategy set in motion well before the pandemic.**

References:

- 1) <https://www.theguardian.com/lifeandstyle/video/2022/may/17/why-new-bike-lanes-dont-cause-traffic-jams-video>
- 2) <https://www.melbourne.vic.gov.au/SiteCollectionDocuments/transport-strategy-2030-city-of-melbourne.pdf>
- 3) <https://www.sciencedirect.com/science/article/pii/S2214140521003200>
- 4) <https://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf>
- 5) https://drive.google.com/file/d/0B8tOk7_upXv5djhCajg1Z0I3bmhTVTIxWldwRzA0YjJWNW9R/view?resourcekey=0-Fr7Mp141yXvXzW6u5NBjqQ
- 6) <https://www.sciencedirect.com/science/article/abs/pii/S2214140518301488?via%3Dihub>
- 7) https://nespurban.edu.au/publications-%20resources/research-reports/CAULRR06_%20%20SubmissionFuelQualityStandardsAct2000_Mar2017.pdf
- 8) <https://www.jstor.org/stable/26211762>
- 9) <https://ageis.climatechange.gov.au/nggi.aspx>
- 10) <https://www.climatecouncil.org.au/wp-content/uploads/2017/09/FactSheet-Transport.pdf>
- 11) https://www.climatecouncil.org.au/wp-content/uploads/2018/10/CC_MVSA0154-Report-Transport_V6-FA_Low-Res_Single-Pages.pdf

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Jenny Sinclair

Email address: *

jennysinclair@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting.

As a cyclist in the city and a ratepayer, I would like to see the bike lane program continued, alongside other measures to calm traffic and make the city more walkable/bike friendly.

Submissions will not be accepted after 10am.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Jesse Cain

Email address: *

jessec@marrinergroup.com.au

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9 CoM Transport Strategy

Alternatively you may attach your written submission by uploading your file here:



[220607_submission_to_fmc_re_bike_lanes.pdf](#) 130.07 KB · PDF

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

Yes

If yes, please indicate if you would like to make your submission in person, or via a virtual link (Zoom) to the meeting. Please note, physical attendance will be limited in accordance with City of Melbourne security protocols and COVID-safe plans and be allocated on a first registered, first served basis. *

I wish to make my submission in person

**SUBMISSION TO FUTURE MELBOURNE COMMITTEE
7 JUNE, 2022**

RE: Agenda Item 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Marriner Group enthusiastically endorses and advocates for the continuation of protected bike lanes in the CBD.

In particular, the protected bike lanes along Exhibition St have created considerable, cumulative benefits along a major street in Australia's premier theatre district, home to the Comedy Theatre and Her Majesty's Theatre:

- Reduced car lanes and on-street parking has had a calming effect on car traffic flow around the theatres.
- Expanded footpaths and greater distance from the footpaths to the road has significantly increased the safety of all pedestrians, and particularly theatre patrons on arrival and departure from the theatre.
- The greater distance between the road and the theatre has reduced the number of truck impacts on theatre awnings, giving confidence to theatre owners to invest in restoring the awnings.

These cumulative benefits (in addition to the direct benefits to cyclists) creates a safer and vastly improved environment and amenity for all theatre patrons and all pedestrians in the CBD. As businesses that draw visitors to the city, the theatres are acutely aware of these considerations. Any reversal to the bike lane installations would be nothing short of detrimental to our business, and to the ancillary businesses of restaurants, hotels, and bars located in the theatre district.

The removal of most of the on-street parking has no negative impact on our business. The design of the Exhibition St bike lanes continues to allow deliveries in loading zones, and safe access for patrons with limited mobility.

On any given night, up to 2,700 patrons can attend a theatre performance at the two Exhibition St theatres, in addition to hundreds or thousands of other visitors and city workers attending restaurants or hotels around Lt Bourke Street and beyond. Of these people, those who drive into the city have never all been able to park on the street.

We note that Broadway, the most famous theatre district in the world, is in the heart of New York City, and that the infamously congested Times Square is now predominantly closed to all vehicle traffic.

To that end, the installation of bike lanes has created, and will continue to create significant economic activity for theatres and businesses around the CBD by enticing visitors from around Melbourne, regional Victoria, and interstate, to a safe, attractive, and world-class theatre district.

Marriner Group is Australia's preeminent theatrical organisation, owning and operating four major historic theatres in Melbourne, including the Princess, Regent and Comedy theatres, and Forum Melbourne. We also support, produce and invest in musicals and theatrical presentations as part of our commitment to growing our vibrant and holistic theatrical community.

Jesse Cain

Director, Theatre and Production

Marriner Group

jessec@marrinergroup.com.au



Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Jessica Strah

Email address: * 190jess190@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Appalling bike lane axing decision

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

As a resident in the city of Melbourne and a urban and regional planning student who regularly uses the city's bike paths to ride to work I am appalled by the decision to axe future bike lanes. How is this a greener melbourne, safer melbourne or more efficient melbourne? The city should be a welcoming space for all as well as accessible for all... axing bike lanes will not encourage any of that. The Swanston St Bike lane is a huge success with many people riding that path daily, it is a safe alternative option to driving in the city. RMIT has a bike facility where students have the ability to lock up their bike safely to ride to uni, without safe bike paths this doesn't encourage the use of this space. If we want more people to spend money and time in the city improving bicycle access could encourage more people to ride to uni, work and leisure. I live in the city and ride to work, without a bike lane I would most likely be run down and killed like a woman two weeks ago riding down King Street. How will we ever encourage active modes of transport which are sustainably better, better for mental health and well-being, reduces traffic, noise and air pollution in the city. Overall this decision is a step back in the wrong direction, business will not be reduced by bike lanes but encouraged. Imagine all the residents in the city that might ride for their morning coffee, students who ride to uni stopping off at a shop for a rest before continuing on. Children being able to ride to and from their apartments to school in docklands or neighbouring suburbs like Carlton. This is much more than just a decision, this is people's quality of life we are talking about. This political nonsense around bicycle lanes from people who have no education around the benefits is enough. It's time we prioritise the factual evidence of the

effectiveness and positives of bicycles and stop focusing on a car dependant city which is not an attainable and sustainable city.

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Jo Curtin

Email address: * jojocurtin@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I write to ask that the Future Melbourne Committee's vote against recommendation 22.6, being that the Committee "Endorses the deferral of further installation of new protected bike lanes in the Hoddle Grid during financial year 2022/2023, following two years of accelerated delivery."

I commute to work by bike, I ride to shop, dine and go out with friends in the city. Separated bike lanes have probably saved my life many times. I'm a 42 year old woman with a 2 year old kid, and I'm pretty conservative when it comes to riding my bike – at the end to the day, I want to come home to my daughter. I ride in my normal clothes, I don't break any land-speed records (far from it!). I take the safest, flattest route, not the quickest.

Frankly, in the past I have avoided riding into the city because it feels unsafe, but in recent times, the separated bike lanes offer me protection from the traffic and encourage me to get on my bike. They've completely changed my hesitations about riding into the city! Research suggests that women are generally a bit more conservative about the bike routes they choose – and if the construction of more separated bike lanes is "paused" I think it disproportionately impacts women like me who just want to be able to ride to work, to meetings and to go out after work without huge risks to life and limb.

Please don't pause further installation of protected bike lanes – please do the opposite!

We should be making the most of the opportunity to reimagine travel into and around our city following COVID, and I want to live in and work in a city that is pedestrian friendly, liveable, environmentally progressive and enjoyable. Bowing to pressure from car lobbyists does nothing to support these aims of the future Melbourne we all want and you have worked so hard to develop.

When you consider your decision, please think of people like me.

Please indicate Yes
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

If yes, please I wish to make by submission via Zoom
indicate if you
would like to
make your
submission in
person, or via a
virtual link (Zoom)
to the meeting.
Please note,
physical
attendance will be
limited in
accordance with
City of Melbourne
security protocols
and COVID-safe
plans and be
allocated on a first
registered, first
served basis. *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Jodie Kinnersley

Email address: * jodie.kinnersley@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Agenda Item 6.9

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I'm writing to express my strong support for the continued and increased provision of bike lanes in Melbourne CBD.

Living in Flemington and commuting to an office in the city on a bike is so important to my mental and physical health, especially in winter when crowded public transport is filled with flu and covid and other viruses. The recent changes to protected bike lanes in the city has made me feel more safe and comfortable in regularly commuting.

I was alarmed to see Melbourne City Council considering pausing the roll out of this infrastructure.

A few loud voices should not outweigh the benefits to Melburnians like me who use this infrastructure, as well as all visitors and residents of the city who will enjoy cleaner air, less traffic, safer roads and transition to a net zero economy.

Please indicate whether you would like to No

verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Jodie-Marie Preddy

Email address: * jodie-marie.preddy@specsavers.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Agenda 6.9

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

I'm writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes. As someone who has been knocked off their bike by a car in the CBD, I personally know how important bike lanes are.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation.' By making riding more convenient, those who

can will leave their car at home, thereby making it easier for people to move around our city.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll. If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around. These upgrades can dramatically impact older people, those living with a disability, low income households and migrant communities.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options, and improved infrastructure allows more Melbournians to experience these benefits.

To conclude, I was alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my gratitude for the bike lanes that have been rolled out to date (and accelerated during COVID-19). I sincerely hope that you persevere with your bike strategy, which was outlined well before the pandemic.

Yours sincerely,

Jodie-Marie

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Joel Orlandini

Email address: * joelorlandini@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Agenda 6.9

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Agenda item title: Agenda 6.9

I'm writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards

bike-riding and reduces car traffic, achieving 'traffic evaporation.' By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll. If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around. These upgrades can dramatically impact older people, those living with a disability, low income households and migrant communities.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options, and improved infrastructure allows more Melbournians to experience these benefits.

To conclude, I was alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my gratitude for the bike lanes that have been rolled out to date (and accelerated during COVID-19). I sincerely hope that you persevere with your bike strategy, which was outlined well before the pandemic.

Yours sincerely,

Joel Orlandini

**Alternatively you
may attach your
written
submission by
uploading your
file here:**



[dear_melbourne_city_councillors_cc_template_.docx.doc](#) 14.27 KB · DOC

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Dear Melbourne City Councillors,

Agenda item title: Agenda 6.9

I'm writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure - including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality.

There are many reasons bike lanes are an important part of our transport system - and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving '[traffic evaporation](#).' By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated [1,700 deaths](#) every year in Australia - larger than the national road toll. If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around. These upgrades can dramatically impact older people, those living with a disability, low income households and migrant communities.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options, and improved infrastructure allows more Melbournians to experience these benefits.

To conclude, I was alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my gratitude for the bike lanes that have been rolled out to date (and accelerated during COVID-19). I sincerely hope that you persevere with your bike strategy, which was outlined well before the pandemic.

Yours sincerely,

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Joel Robinson

Email address: * joel.robinson.melb@gmail.com

Phone number *

Date of meeting: * Saturday 7 May 1994

Agenda item title: * 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Bike lanes are essential to my safety commuting to University and to work. The more bike lanes and dedicated infrastructure the better off I am. The rising costs of gas make driving far too expensive. Even more people will shift to alternative forms of transport and Melbourne needs the infrastructure to support that change.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Joely Wilkinson-Hayes

Email address: *

joelywh@hotmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda Item 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I was devastate to read that pausing the safer bike lane rollout was being considered.

I work in the city of Melbourne and cycle in daily. I ride for many reasons:

- 1) I have a demanding and stressful job, riding allows me a mental break between being home and at work that has been crucial for my mental health.
- 2) I'm immunosuppressed and riding allows me to get into work without being on crowded and poorly ventilated public transports
- 3) Sitting at a desk all day means I don't get all that much incidental exercise, riding means I've done an hours exercise without even thinking.

Whilst I love the ride, I've been hit by a car three times on my way to or from work. None have been serious, but all incidents have bruised me physically and shaken me. Each of the incidents could have been avoided if cycling infrastructure was better (one was caused by a car cutting in front of me and pulling into the bike lane to allow a passenger out, another was caused by there being no bike lane and a car driving so close to me their wing mirror clipped me and the third was due to me turning right from the right hand lane and a car turning into me).

I'm sure others submissions will focus on the importance of low emissions transport to our city's future, so I won't repeat those valuable submissions. All I'll say is that I love working in the city, I love riding to work, and I'd love not to be terrified whilst I did it.

Thanks
Joely

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * Yes No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * John Bryant

Email address: * nhojbryant@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Bike Lanes need to go ahead

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

The proposed bike lanes need to go ahead.

To quote Sally Capp "It's not always popular but it's absolutely necessary and bike lanes are a fundamental part of transport systems in cities." (Age 3.6.22)

The city of Melbourne needs to think ahead and be a leader in this.

Escalating petrol costs, high parking costs, rising populations will mean people will look for alternate options to driving as driver numbers and costs to do so escalate.

The city of Melbourne has a duty to provide a viable alternate option so people can travel to and within our beautiful city on a bike safely.

Safe bike lanes, which provide a great option for local Melbournites and tourists alike need to be available.

We don't want a city where a lack of forward planning leaves future citizens, and potential tourists not wanting to visit as there are no bike facilities.

If we only plan for cars, then we are being close minded and do not future proof our cities, such as cities in Europe that are years ahead in thsi areas. There have been many links to improved bike paths and economies overseas.

Bikes provide a safe, environmentally friendly way for people to travel and should be encouraged.

Please indicate whether you No

would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * John Cox

Email address: * jcncox@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Bicycle lanes

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I am deeply disturbed at media reports indicating that Melbourne City Council intends to retreat from its plans to improve the city's bicycle infrastructure. The central city grid remains an extremely dangerous and difficult place to cycle and yet its central location makes it unavoidable for many trips. MCC must continue to make the city safer and more attractive to cyclists, particularly women and those who lack confidence cycling on the roads. This means extending bike lanes, reducing speed levels, removing car parking and deterring car travel through the central Melbourne grid. Increasing the rates of cycling and other forms of active transport is an important goal for decarbonising the transport sector.

The Melbourne city grid remains a hostile place in which to ride. This is a major deterrent for me in thinking about where I might like to meet friends for dinner, where to shop, or what shows I might like to see. Businesses looking to recover their post-lockdown patronage need to encourage pedestrianisation and embrace cyclists, not turn them away by wishing the return of a 1960s car culture.

Please indicate whether you would like to verbally address No

the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: *	I have read and acknowledge how Council will use and disclose my personal information.
Name: *	John Handley
Email address: *	johnhandley@netspace.net.au
Phone number *	
Date of meeting: *	Tuesday 7 June 2022
Agenda item title: *	bicycle lanes – build them
Please write your submission in the space provided below and submit <u>by no later than 10am on the day of the scheduled meeting.</u> Submissions will not be accepted after 10am.	<p>Between now and 2026, Paris will gain 180 kilometers of new permanent segregated bike lanes.</p> <p>The Mayor of London, Sadiq Khan, has delivered 260km of high-quality, safer cycle routes in his first term – including more than 5 times the protected routes that he inherited.</p> <p>New York Dept of Transport is planning 250 miles (400 kilometres) of new bike lanes by 2026.</p> <p>Bicycles are the future of every modern city. Stand firm against the knockers. Get those lanes built.</p>
Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *	No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * john merory

Email address: * john.merory@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Agenda 6.9

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dr John Merory

MBBS FRACP MANZAN MEnvSci

Dear Melbourne City Councillors,

Agenda item title: Agenda 6.9

I'm writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation.' By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll. If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

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Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options, and improved infrastructure allows more Melbournians to experience these benefits.

To conclude, I was alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my gratitude for the bike lanes that have been rolled out to date (and accelerated during COVID-19). I sincerely hope that you persevere with your bike strategy, which was outlined well before the pandemic.

Yours sincerely, John Merory

Please indicate Yes
whether you
would like to
verbally address
the Future

Melbourne in
support of your
submission: *

If yes, please
indicate if you
would like to
make your
submission in
person, or via a
virtual link (Zoom)
to the meeting.
Please note,
physical
attendance will be
limited in
accordance with
City of Melbourne
security protocols
and COVID-safe
plans and be
allocated on a first
registered, first
served basis. *

I wish to make by submission via Zoom

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * John Myers

Email address: * mediawise@mediawise.net.au

Phone number *

Date of meeting: * Monday 6 June 2022

Agenda item title: * 6.9 Bike Lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear City of Melbourne

I wish I could come to the meeting but I am biking in Ireland at the moment. The facilities in Dublin are of course better than Melbourne. More importantly the government (at all levels) is backing it with increased funding. What we spend in Melbourne is crumbs compared to leading European cities. Even Sydney is planning great things! Here is a link to Ireland – <https://www.independent.ie/news/environment/move-to-speed-up-million-a-day-spending-pledge-on-cycling-and-walking-41272808.html>

I appeal to you to put people first.
Don't listen to the noise of shock jocks and the media.

Melbourne is still mainly the preserve of the fearless and brave bike rider. The health of cycling is reflected when you get more women, children and older people riding. The way to do this is by providing safe separated bike infrastructure.

Look at your Deloitte study.
Melbourne will be 8 million people in 2050.
Cars already get a huge percentage of road space.

In Europe truck drivers make deliveries. Or is Melbourne really different.

Please put people first in your decision.
To stop the slow roll out of bike infra would be a devastating blow for anyone who rides or wants to ride a bike.

I get to the city by bike (I am in Hawthorn) and use safe infra as much as possible.
kind regards
John Myers

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No



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Move to speed up million-a-day spending pledge on cycling and walking

Stock image

Caroline O'Doherty

January 24 2022 02:25 PM



EFFORTS to speed up investment in cycling and walking are to be made as the Government falls behind in its million-a-day spending promise.

A €289 million package of grants for 1,200 cycle lanes, safe school routes and walkways was announced today for projects to be completed this year.

That follows spending of €185m in 2021 and €105m in 2020. The figures were provided by the Department of Transport to Sinn Féin TD Darren O'Rourke.

Spending so far lags behind the headline Programme for Government promise to invest €360m in active travel every year.

The Department told Mr O'Rourke projects were held up by "Covid restrictions, planning issues and staffing constraints".

Transport Minister Eamon Ryan said today it was necessary to speed up the programme.

“I want us to now accelerate delivery of sustainable transport modes as we come out of the majority of Covid restriction,” he said.

“It is vital that we do not allow a return to gridlock as we come out of the pandemic.

“We need to use the switch to remote working as an opportunity to reallocate road space to create a safer and more efficient transport system.”

Today’s announcement will support 1,000km of new or upgraded routes that provide specifically for pedestrians and cyclists.

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Works include new infrastructure for fully segregated routes and traffic management systems where routes must be shared with cars.

Around €134m will be spent in the Greater Dublin Area while €94.5m has been allocated to the regional cities and €50m to rural counties.

Some of the larger projects to be delivered this year will provide active travel options along the Clontarf to city centre route in Dublin, MacCurtain Street in Cork, O’Connell Street in Limerick, the Salmon Weir Bridge in Galway and a connection between the Waterford Greenway and the city centre.

Central Statistics Office figures show almost a third of daily journeys in Ireland are under 2km yet more than half of them are undertaken by car.

For journeys up to 6km, the proportion completed by car is 79pc.

Anne Graham, chief executive of the National Transport Authority, said people wanted alternative, sustainable, healthier options.

“More people than ever want to cycle and walk as part of their daily journey, and it is incumbent on us to encourage them to precisely do that, so they can leave the car behind,” she said.



Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

John Norman

Email address: *

jon0norman@inet.net.au

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Melbourne Bike Lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

The City Council has been doing great work creating safer and new bike lanes in it's precinct. As one of your ratepayers, I am dismayed to read that you may be about to slow this program down. It needs to be speeded up, not slowed down. Take for example St Kilda Road beyond the Art Centre where cyclists are still required to swerve to avoid poorly parked cars, delivery vans and opening doors of parked cars. This forces them into a 60kph roadway used by motor vehicles.

Don't pander to the out of town commuters who don't pay your rates and salaries! Any decision to slow down your bike lane program will be remembered by my neighbours and I at the next City election.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Jon McLeod

Email address: * jmcleod@thelonius.com.au

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Bicycle Lane Plans

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

My wife and I are residents of Melbourne and we strongly support the continuation of Council's plans to install more bicycle lanes in the city.

We are disappointed that council's worthy plans for active, congestion-reducing, transport have been disrupted by an aggressive, counter-productive, campaign by "businesses" focused only on short-term profits, and increasing use of motor vehicles in the city.

Bicycles and pedestrians do not "cause congestion". Rather, encouraging vehicles in the streets of Melbourne is what "causes congestion".

Please indicate whether you would like to verbally address the Future Melbourne in No

support of your
submission: *

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Jordan Klitzing

Email address: *

jordanklitzing@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

See attached document

Alternatively you may attach your written submission by uploading your file here:



[agenda_6.9_jordan_klitzing.pdf](#)

67.63 KB · PDF

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Agenda item title: Agenda 6.9

Dear Melbourne City Councillors,

I'm writing to express my support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure - including bike lanes and footpaths. Separated bike lanes create a safer environment for the users, pedestrians and car traffic.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality. I believe that as the city grows in population there needs to be better support for bikes, scooters and similar vehicles throughout the city, combined with improved signage to direct users to the right routes.

There are many reasons bike lanes are an important part of our transport system - and should be receiving increased government funding and attention:

- **Reduce car traffic:** Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation.' By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city.
- **Improving local air quality and health outcomes for communities:** Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia - larger than the national road toll. If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.
- **Improve accessibility:** Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around. These upgrades can dramatically impact older people, those living with a disability, low income households and migrant communities.
- **Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant:** Bike-riding and walking are the cheapest travel options, and improved infrastructure allows more Melbournians to experience these benefits.

To conclude, I am disappointed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my gratitude for the bike lanes that have been rolled out to date I sincerely hope that you persevere with your bike strategy, which was outlined well before the pandemic.

Yours sincerely,

Jordan Klitzing
2607/601 Little Lonsdale St Melbourne

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Joshua Apter

Email address: * spyjosh@hotmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Agenda 6.9

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I'm writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation.' By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel

powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll. If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around. These upgrades can dramatically impact older people, those living with a disability, low income households and migrant communities.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options, and improved infrastructure allows more Melbournians to experience these benefits.

To conclude, I was alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my gratitude for the bike lanes that have been rolled out to date (and accelerated during COVID-19). I sincerely hope that you persevere with your bike strategy, which was outlined well before the pandemic.

Yours sincerely,

Josh

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Joyanto Mukerjee

Email address: *

joyanto.mukerjee@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Melbourne Council Bike Lane Plans

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne Council,

Thank you for this opportunity to make a submission about future bicycle lane development within the City of Melbourne.

Melbourne is one of the best cities in the world. I love the liveability it offers and excited by the planned development of infrastructure that will increase its liveability. It is my hope as a user of active and public transport that the city of Melbourne continues along the path of equitable access for all its citizens and visitors.

I hope that the city of Melbourne understands that active transport networks will only compliment the aims its own urban greening strategy which are to reduce the average temperature of the city by 2 Degrees Celsius.

There are many benefits to developing active transport networks including an increase in economic activity as it becomes easier to for people to access our wonderful city. I sincerely hope that Melbourne council prioritises the development of active transport networks and supporting infrastructure over and above the access to cars.

Warm regards,

joyanto

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: * I have read and acknowledge how Council will use and disclose my personal information.

Name: * Jules Flynn

Email address: * jules.flynn@ridezoomo.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am. Please see attached

Alternatively you may attach your written submission by uploading your file here:  [220606_zoomo_submission_to_future_melbourne_committee.pdf](#)
50.25 KB · PDF

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * Yes

If yes, please indicate if you would like to make your submission in person, or via a virtual link (Zoom) to the meeting. Please note, physical attendance will be limited in accordance with City of Melbourne security protocols and COVID-safe plans and be I wish to make my submission in person

allocated on a first registered, first served
basis. *



Attention: Melbourne City Council

From: Jules Flynn, COO, Zoomo Pty Ltd

Date: 6 June 2022

Subject: Zoomo response to Future Melbourne Committee's deferral of further installation of new protected bike lanes in CBD

About Zoomo

[Zoomo](#) designs, develops, distributes and services cutting edge electric vehicle solutions (e-bikes, e-mopeds, etc) for delivery. Founded in Australia, Zoomo's mission is to transition every urban delivery mile to Light Electric Vehicles (LEVs). Zoomo is the preferred and trusted e-bike partner for major players in the on-demand food and grocery delivery segment in Australia including UberEats, Deliveroo, DoorDash, Domino's, Pizza Hut, Milkrun, VOLY and more.

Zoomo's perspective on the updates to City of Melbourne Transport Strategy 2030

The [recent Report](#) to the Future Melbourne Committee endorses a deferral on the construction of dedicated cycle lanes in Melbourne CBD with some commentary claiming that bike lanes complicate urban logistics and increase congestion by making parking difficult for vans and trucks. As an Australian business operating in the United Kingdom and Europe where the electrification of the last mile onto e-bikes is observed first hand, **Zoomo feels that the Committee's position misses the mark. E-bikes can replace vans and trucks, and encouraging their adoption through the continued build out of bike lanes will be critical to decongesting and decarbonising Melbourne.**

Having operated commercial e-bike fleets for logistics for years, below are three reasons why the council should **accelerate** the construction of bike lanes and **encourage** the use of e-bikes for delivery.

1. **E-bikes can replace vans and trucks for delivery and reduce congestion:** [Estimates from Europe](#) suggest that up to 51% of city freight journeys could be replaced by bikes. In the US, data from Zoomo logistics customer partners shows their deliveries in inner-city environments are 30% faster on e-bikes than any other form of transport. Another [UK study](#) found electric cargo bikes delivered ~60% faster than vans in city centres, driven in part by how vans spend ~9 mins per trip finding parking. Transitioning logistics out of vans and trucks onto bikes provides obvious congestion benefits for all road users.
2. **E-bikes are greener than vans and trucks:** The impact on carbon reduction from moving logistics to e-bikes is compelling. Businesses have the potential to [reduce CO2 emissions by 75%](#) by switching deliveries from vans to e-bikes with further benefits from eliminated particulates.
3. **High quality bike infrastructure is needed to grow deliveries on e-bikes:** We observe much higher usage of e-bikes for city logistics in cities like Paris and London where we operate where the protected bike infrastructure build out is significantly ahead of Melbourne. A connected network of bike infrastructure allows for greater safety of workers operating e-bikes for logistics and critically expands the pool of riders who feel comfortable completing this work on an e-bike as opposed to a van or truck. As such the continued build out of bike infrastructure in Melbourne's CBD is critical to achieving a low carbon, safe and decongested city for all.

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Julia Croatto

Email address: * juliacroatto@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Agenda 6.9

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Date of meeting: 07/06/22 Agenda item title: Agenda 6.9

I am writing to express my strong support for the continued roll out of Melbourne CBD bike lanes.

While short-term challenges will undoubtedly be faced as we transition away from the current transport mix to a system that prioritises bikes, walking and public transport, I believe solutions can be found given sufficient collaboration and goodwill (eg. e-cargo bikes, and staggered delivery times may help to solve the delivery challenges faced by some businesses.)

In April I attended an online webinar entitled "A Better Transport Sector for Australia" and hosted by Better Futures Australia. One of the presenters was Prof. Peter Newman AO , Professor of Sustainability at Curtin University and lead IPCC author on Transport. Prof Newman's presentation was based on the synthesis of evidence from planning, transport and health experts and was unequivocal in its call for a significant increase in active and public forms of

transport in cities. The recording of this webinar can be found through this link

https://www.betterfutures.org.au/better_transport_sector?recruiter_id=109952

The benefits of city planning and design solutions that favour active and public transport include improved public safety and amenity, reduced traffic congestion, improved air quality, and the physical and mental health benefits from attractive, functional design and exercise.

Furthermore, businesses will benefit as more people will choose to be in a City of Melbourne that is characterised by clean air, safe bike lanes, optimal public transport and a bustling street life rather than congested roads. Melbourne's designers and planners should incorporate convenient, attractive sites for cyclists to ride, park and meet. Such thoughtful design will also help the City of Melbourne to achieve significant emissions reductions.

Finally, I emphasise the unacceptable risk to public safety posed by the continued mix of cyclists and larger vehicles. Cyclists who are hit by a vehicle often sustain serious permanent injury or even death. This is traumatic for everyone involved and results in a huge burden on health services and first responders, as well as the drivers and the relatives of the injured cyclists.

Thank you for accepting my submission.

Yours sincerely,

Julia Croatto

Kew

Please indicate **No**
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Julian Bagnara

Email address: *

julian.bagnara@outlook.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

City Bike Lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Please keep building the bike lanes. They are vital for accessing our city safely, reducing carbon emissions, reducing vehicles in the city making it more walkable and helping to achieve gender parity for those who commute via bike.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

• I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Julie O'Brien

Email address: *

juliebrien35@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality – to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic:

Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation' (1). By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city.

As the City of Melbourne's own research (2) shows, "Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride."

A recent Melbourne study supports your findings, demonstrating that separated cycling infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

Increase business:

Despite all the criticism that has led to this "pause", which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite.

Investing in cycling infrastructure increases economic activity, spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than ever.

Salt Lake City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the extra foot and wheel traffic (5).

Further, with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and dog!) is only growing.

Improve safety for all road users:

Research indubitably demonstrates that implementing bike lanes enhances safety for not only people riding bikes but those driving and walking (6).

This is because separated bike lanes have a car-traffic calming effect, enabling vehicles to move at safer speeds for everyone.

Improving local air quality and health outcomes for communities:

Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll (7).

If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility:

Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around (8).

These upgrades can be of particular benefit to older people, those living with a disability, low income households and migrant communities.

Reduce emissions:

Personal transport is Australia's fastest growing source of emissions (9); and fluctuates between the second and third highest source (behind only energy and land use) (10).

Bottom line: our cars are a major contributor to climate change and Melbournians need to be empowered to move in different ways wherever possible.

The global climate science is clear: we need to increase active transport to reduce transport emissions. Local research tells us that more separated and dedicated infrastructure is required to move the great number of people from the interested category to actually taking up riding.

Australia needs a national strategy to move away from petrol-guzzling cars to bike-riding, walking and zero-emissions public transport and electric vehicles. To pause these bike lanes would put Melbourne on the back-foot, set to become stuck in the past as Australian cities implement innovative and intelligent transport solutions.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant:

Bike-riding and walking are the cheapest travel options (11), and improved infrastructure allows more Melbournians to experience these benefits.

To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change.

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. I ask that you preserve with your bike strategy to reap all the benefits they will bring – a strategy set in motion well before the pandemic.

References: 1)

<https://www.theguardian.com/lifeandstyle/video/2022/may/17/why-new-bike-lanes-dont-cause-traffic-jams-video>

2)

-2030-city-of-melbourne.pdf

3) <https://www.sciencedirect.com/science/article/pii/S2214140521003200> 4)

<https://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf>

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5)

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06_%20%20SubmissionFuelQualityStandardsAct2000_Mar2017.pdf

8) <https://www.jstor.org/stable/26211762>

9) <https://ageis.climatechange.gov.au/nggi.aspx>

10)

<https://www.climatecouncil.org.au/wp-content/uploads/2017/09/FactSheet-Transport.pdf>

11)

<https://www.melbourne.vic.gov.au/SiteCollectionDocuments/transport-strategy>

https://drive.google.com/file/d/0B8tOk7_upXv5djhCajg1Z0I3bmhTVTIxWldwRzA0YjJWNW9R/view?resourcekey=0-Fr7Mp141yXvXzW6u5NBjqQ

<https://www.sciencedirect.com/science/article/abs/pii/S2214140518301488?via>

<https://nespurban.edu.au/publications-%20resources/research-reports/CAULRR>

https://www.climatecouncil.org.au/wp-content/uploads/2018/10/CC_MVSA0154-Report-Transport_V6-FA_Low-Res_Single-Pages.pdf

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: No Yes *

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Julie Ritchie

Email address: *

julieritchie@outlook.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

City bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Please continue with increasing safe bike lanes in the city of Melbourne. It is such a backwards step to reduce this. City traffic is almost at critical mass. Cycling is a great way to get around but can be risky for the cyclists in many places. Please improve the network of cycle lanes and the safety of cyclists and accessibility to the city.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

• I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Kane Tancredi

Email address: *

kane@stolberg.com.au

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Please stop congesting our roads with these useless and expensive bike lanes that no one uses and can only be used 123 days out of 365 days of the year. This is no forward thinking, it's a display of how out of touch with the people you are.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

• I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Karina Parkin

Email address: *

parkin_karina@hotmail.com

Phone number *

Date of meeting: *

Monday 6 June 2022

Agenda item title: *

Item 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Date of meeting: 07/06/22

Agenda item title: Agenda 6.9

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality – to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation' (1). By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. As the City of Melbourne's own research (2) shows, "Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride." A recent Melbourne study supports your findings, demonstrating that separated cycling infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

Increase business: Despite all the criticism that has led to this "pause", which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure increases economic activity, spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than ever. Salt Lake City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the extra foot and wheel traffic (5). Further, with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and dog!) is only growing. Improve safety for all road users: Research indubitably demonstrates that implementing bike lanes enhances safety for not only people riding bikes but those driving and walking (6). This is because separated bike lanes have a car-traffic calming effect, enabling vehicles to move at safer speeds for everyone.

Improving local air quality and health outcomes for communities: Air pollution from cars,

trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll (7). If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around (8). These upgrades can be of particular benefit to older people, those living with a disability, low income households and migrant communities.

Reduce emissions: Personal transport is Australia's fastest growing source of emissions (9); and fluctuates between the second and third highest source (behind only energy and land use) (10). Bottom line: our cars are a major contributor to climate change and Melbournians need to be empowered to move in different ways wherever possible. The global climate science is clear: we need to increase active transport to reduce transport emissions. Local research tells us that more separated and dedicated infrastructure is required to move the great number of people from the interested category to actually taking up riding. Australia needs a national strategy to move away from petrol-guzzling cars to bike-riding, walking and zero-emissions public transport and electric vehicles. To pause these bike lanes would put Melbourne on the back-foot, set to become stuck in the past as Australian cities implement innovative and intelligent transport solutions.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options (11), and improved infrastructure allows more Melbournians to experience these benefits .

To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad. A few voices should not outweigh the benefits to Melbournians who would use this

infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. I ask that you preserve with your bike strategy to reap all the benefits they will bring – a strategy set in motion well before the pandemic.

References:

1)

<https://www.theguardian.com/lifeandstyle/video/2022/may/17/why-new-bike-lanes-dont-cause-traffic-jams-video>

2)

<https://www.melbourne.vic.gov.au/SiteCollectionDocuments/transport-strategy-2030-city-of-melbourne.pdf>

3) <https://www.sciencedirect.com/science/article/pii/S2214140521003200>

4)

<https://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf>

5)

https://drive.google.com/file/d/0B8tOk7_upXv5djhCajg1Z0I3bmhTVTixWldwRzA0YjjWNW9R/view?resourcekey=0-Fr7Mp141yXvXzW6u5NBjqQ

6)

<https://www.sciencedirect.com/science/article/abs/pii/S2214140518301488?via%3Dihub>

7)

https://nespurban.edu.au/publications-%20resources/research-reports/CAULRR06_%20%20SubmissionFuelQualityStandardsAct2000_Mar2017.pdf

8) <https://www.jstor.org/stable/26211762>

9) <https://ageis.climatechange.gov.au/nggi.aspx>

10)

<https://www.climatecouncil.org.au/wp-content/uploads/2017/09/FactSheet-Transport.pdf>

11)

https://www.climatecouncil.org.au/wp-content/uploads/2018/10/CC_MVSA0154-Report-Transport_V6-FA-Low-Res-Single-Pages.pdf

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * Yes No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Kath White

Email address: * kwkatherinewhite@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Halting works for improved bicycle paths

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Recently, I sent a congratulatory email to the Lord Mayor, praising the council for the works to improve cycling to , from and around the CBD. As a cyclist for over 50 years, I was delighted to see the improvements for cycling in CBD, so far.

I alarmed you read about the council's approach to halt further works. Any halt to these works will:

1. Increase carbon emissions as transport is a huge emitter of carbon
2. Delay transition to sustainable transport solutions which are desperately needed in the declared climate emergency.

A final comment on current low usage. Data indicates low usage by cyclists currently at 4% of people in the CBD. These numbers will definitely increase, if the network is completed, allowing good access to more locations. A promotional campaign is also needed, so that cyclists will confidently use the network and feel safe. These changes need time before meaningful data can be obtained.

Please indicate whether you would like to verbally address the Future No

Melbourne in
support of your
submission: *

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*

Name: * Kathy Doukouris

Email address: * kdoukouris@ymail.com

Phone number *

Date of meeting: * Tuesday 7 June 2033

Agenda item title: Bicycle lanes

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Council,

Please look at the research and proceed with building more protected cycle lanes. More protected cycle lanes will encourage more people to take up this active form of transport, which is better for their health, better for the community with less car emissions and a perfect way to get around in Melbourne's CBD. Walking, cycling, scooting and public transport should be the dominant ways of navigating Melbourne's CBD, with private cars only being necessary for delivery of goods, for those with mobility needs and emergency vehicles.

Enormous hunks of metal cars that take up valuable space to be parked empty all day is really a ridiculous waste of space if you look at this with a fresh set of eyes. Let's not make things easier for people to choose driving, makes things easier for people to choose active transport.

Works with the concerns raised by the locals that will be affected and take the time to work through both actual and perceived concerns and properly listen to them and work with them to come up with solutions. Stopping the bicycle lanes is shortsighted and dangerous. People who cycle, motorcycle and walk are already well over-represented in the deaths and being permanently injured on our road network. Please work closely with the concerns of locals and look at the many experiences from overseas on how to make this work.

Ask yourselves, do we want this to be a city more like an American car dominant concrete cold culture or a pleasant

green European city?

Thank-you.

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: *	I have read and acknowledge how Council will use and disclose my personal information.
Name: *	Kavi Thancanamootoo
Email address: *	kavi@inet.net.au
Phone number *	
Date of meeting: *	Tuesday 7 June 2022
Agenda item title: *	Protected bike lanes in Melbourne CBD
Please write your submission in the space provided below and submit <u>by no later than 10am on the day of the scheduled meeting.</u> Submissions will not be accepted after 10am.	<p>Transport is Victoria's biggest growing source of emissions. We need massive investment – not delays – in safe bike infrastructure like separated bike lanes to cut emissions, reduce the cost-of-living and make it easier to get around.</p> <p>I fail to see the strength of the evidence proposed against bike lanes, put forward by motoring and business lobbyists.</p>
Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *	No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Keely Malady

Email address: * kmalady@live.com.au

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Bike lane plans abandoned

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Don't stop the good and safe work installing bike lanes in our city. I'm a commuter cyclist and find my movement across the city very limited today – I fear roads without lanes with good reason – past experience of near misses on Collins, Latrobe, Bourke and Russel make me cling to the edges of our city (Southbank, docklands) rather than pass through it. This adds a lot to my trip and means I miss out on / don't cycle to appointment with on some of my favourite local designer stores, the libraries and other services such as my dentist, doctor and allied health. Bikes in the city are safer, cleaner, quieter and have people on them – as many people on 1 bike as the average car trip! Prioritise bikes, peds and public transport and show the world how livable this city can really be. Healthy people, engaged in city life.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Khadija M-Williams

Email address: * di92ja@yahoo.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Agenda 6.9

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I am writing to express my support for the continued roll out of Melbourne CBD bike lanes.

This is an important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways

that are healthier, reduce car traffic and improve air quality – to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation'

(1). By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. As the City of Melbourne's own research (2) shows, "Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride." A recent Melbourne study

supports your findings, demonstrating that separated cycling infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

Increase business: Despite all the criticism that has led to this "pause", which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure increases economic activity, spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than ever. Salt Lake City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the extra foot and wheel traffic (5). Further, with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and dog!) is only growing.

Improve safety for all road users: Research indubitably demonstrates that implementing bike lanes enhances safety for not only people riding bikes but those driving and walking (6). This is because separated bike lanes have a car-traffic calming effect, enabling vehicles to move at safer speeds for everyone.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll (7). If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around (8). These upgrades can be of particular benefit to older people, those living with a disability, low income households and migrant communities.

Reduce emissions: Personal transport is Australia's fastest growing source of emissions (9); and fluctuates between the second and third highest source (behind only energy and land use) (10). Bottom line: our cars are a major contributor to climate change and Melbournians need to be empowered to move in different ways wherever possible. The global climate science is clear: we need to increase active transport to reduce transport emissions. Local research tells us that more separated and dedicated infrastructure is required to move the great number of people from the interested category to actually taking up riding. Australia needs a national strategy to move away from petrol-guzzling cars to bike-riding, walking and zero-emissions public transport and electric vehicles. To pause these bike lanes would put Melbourne on the back-foot, set to become stuck in the past as Australian cities implement innovative and intelligent transport solutions.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant:

Bike-riding and walking are the cheapest travel options (11), and improved infrastructure

allows more Melbournians to experience these benefits.

Some voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change.

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. I ask that you persevere with your bike strategy to reap all the benefits they will bring – a strategy set in motion well before the pandemic.

References:

- 1) <https://www.theguardian.com/lifeandstyle/video/2022/may/17/why-new-bikelanes-dont-cause-traffic-jams-video>
- 2) <https://www.melbourne.vic.gov.au/SiteCollectionDocuments/transport-strategy-2030-city-of-melbourne.pdf>
- 3) <https://www.sciencedirect.com/science/article/pii/S2214140521003200>
- 4) <https://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf>
- 5) https://drive.google.com/file/d/0B8tOk7_upXv5djhCajg1Z0I3bmhTVIIXWldwRzA0YjJWNW9R/view?resourcekey=0-Fr7Mp141yXvXzW6u5NBjqQ
- 6) <https://www.sciencedirect.com/science/article/abs/pii/S2214140518301488?via%3Dihub>
- 7) https://nespurban.edu.au/publications-%20resources/research-reports/CAULRR06_%20%20SubmissionFuelQualityStandardsAct2000_Mar2017.pdf
- 8) <https://www.jstor.org/stable/26211762>
- 9) <https://ageis.climatechange.gov.au/nggi.aspx>
- 10) <https://www.climatecouncil.org.au/wp-content/uploads/2017/09/FactSheet-Tra-nsport.pdf>
- 11)

Please indicate No
whether you
would like to
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Melbourne in
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Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Khanh Nguyen

Email address: *

khanhn6872@gmail.com

Phone number *

Date of meeting: *

Monday 6 June 2022

Agenda item title: *

Agenda 6.9

Alternatively you may attach your written submission by uploading your file here:



[mcc_submission.docx](#) 13.31 KB · DOCX

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

6 June 2022

Dear Melbourne City Councillors,

Date of meeting: 07/06/22

Agenda item title: Agenda 6.9

I was really disappointed to learn Melbourne City Council will be pausing rolling out bike lanes in the city due to complaints from businesses and the truck lobby. I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes. There has never been a more important time to roll out quality active transport infrastructure - including bike lanes and footpaths.

We know that by getting more people to switch to another mode of transport other than the car, traffic congestion will reduce, air and noise pollution will improve, as well as road safety and health outcomes for all. By not improving cycling infrastructure and encouraging more people to ride, and planning infrastructure around cars, this will only encourage greater car usage. This decision is contrary to mitigating the impacts of climate change and will only add to carbon emissions as vehicle emissions is the second highest source of total greenhouse gas emissions.

I applaud Council for the work you have done to improve conditions for cyclists. I love riding in the city and ask that you continue with your bike strategy and get more people to come to the city by active transport rather than encourage more vehicles to drive through the city causing congestion and pollution.

Regards

Khanh Nguyen

24 Grace St

Malvern 3144

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Kim Dovey

Email address: *

dovey@unimelb.edu.au

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike Lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Reversing or delaying the expansion of bike lanes is a narrow and short term response that will not serve the long term interests of the city and its residents .

I cycle in the city on a regular basis and it remains the most dangerous activity I engage in – if cycle lanes can be expanded then cycling populations will expand, leaving more room for cars and more space on public transport.

Cars have dominated the public space of this city for a century and it is way too long. Melbourne can be a cycling city and the CoM has shown great leadership thus far – don't return to the staid old Melbourne of the mid-20th century!

Kim Dovey
Professor of Urban Design
University of Melbourne

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Kim Taylor

Email address: *

kim.taylor4@live.vu.edu.au

Phone number *

Date of meeting: *

Sunday 7 June 2020

Agenda item title: *

Plans to abandon bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

As the council have noted in their own report, (key issue 11 of agenda 6.9) There is no evidence that bike lanes are the cause of city congestion.

It is essential for the city to lead the way in adaption to climate change, and the reduction of car-dependency. Increasing bike traffic in the CBD is an important factor in achieving these goals that is consistent with a livable city.

The provision of high quality bike lanes addresses the safety concerns of cyclists, and will help to create a shift in transport modes. As a daily cyclist of 15 years myself, I greatly appreciate anything that will improve bicycle safety.

Please continue to improve bicycle conditions throughout the city.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Kira Whittaker

Email address: *

kira.whittaker@outlook.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting.

Submissions will not be accepted after 10am.

Please continue rolling out bike lanes across the City of Melbourne. We are in a climate emergency. There isn't long to act. Bikes are zero emissions, cheap and great exercise. Let's make it safer for people to ride their bikes in the city.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Lachlan Dryburgh

Email address: * lachlan.d@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Having been hit by a driver who crossed one of your unprotected bike lanes without checking, I am extremely disappointed that you are considering suspending the installation of protected bike lanes, needlessly exposing commuters like me to the risk of injury and death.

If business object to installation of appropriate transport infrastructure they should state them publicly, so customers such as myself are able to make informed decision about supporting business which have no regard for they're customers safety.

It has been proven that despite businesses perception to the contrary, bike lanes actually benefit local business (<https://doi.org/10.1080/01944363.2019.1638816>). I can personally attest that I am more like to visit business in an area where appropriate transport infrastructure in available. Furthermore bike lanes make area a more attractive and healthy destination by reducing the noise and air pollution.

For these reasons I think it would be very short sighted to suspend protected bike lane construction in the city of Melbourne if you want to encourage people like me to return, Thank you.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Lauren Pearson

Email address: *

lauren.pearson@monash.edu

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Please see attached.

Alternatively you may attach your written submission by uploading your file here:



[laurenpearson_futuremelbournecommittee_submission.pdf](#)

534.79 KB · PDF

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation - Submission

6th June 2022

Dear Lord Mayor Sally Capp & Future Melbourne Committee members,

I am writing to provide information for the *Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation Agenda Item 6.9*. I am pleased to have seen substantial planning and development of promising infrastructure to provide safe and supportive options for bike riders of all ages and abilities in the previous year, however note the urgency that the momentum of these actions is maintained.

In late 2020, VicHealth and Monash University conducted a study of over 4000 people across 37 local government areas (LGA) in Victoria to understand how many people were interested in riding a bike. Based on survey results, respondents were categorised according to their comfort in various street environments according to the commonly used Geller Typology. Participants were classified as either Strong and Fearless, Enthused and Confident, Interested but Concerned or No Way No How. We found that **84% of people in the City of Melbourne were interested in riding a bike, but only in infrastructure that separates people from cars (such as protected bike lanes or off-road paths)**. Please see attached findings particular to your area and the published research paper from this study.

Following this study, our team at the Sustainable Mobility & Safety Research Group at Monash University conducted a robust mixed-methods project exploring the barriers and enablers to cycling in Melbourne. This included a wide-scale survey of over 700 people using novel methods of data collection, and in-depth interviews with 40 people who we identified as the 'near-market' for cycling in Melbourne. Our survey found that **the most highly reported barriers to riding a bike for transport included not wanting to ride on the road with motor vehicle traffic (56%), concern about collision with a motor vehicle (54%), bad weather (53%) and motorist aggression (53%)**. There were significant differences in the barriers reported between women and men, where women were more concerned about riding on the road with motor vehicle traffic, being injured in a collision with a motor vehicle, or being subject to aggressive behaviour from motor vehicle drivers. Further,

two thirds (66%) of the sample reported that having a bike lane physically protected from traffic would enable them to ride a bike. All participants interviewed expressed positive and supportive thoughts toward protected bike lanes in their local area and surrounds, however expressed concerns over the lack of connectivity between these. Please see below for a sample from several reports from participants regarding riding a bike in the City of Melbourne.

Jacklin (pseudonym) works in the CBD and lives in Melbourne's northern suburbs. She has a young son and spoke of her trip to the Botanic Gardens with him in the Summer of 2021/22:

*"We did ride our bikes over summer to the garden, the Botanical Gardens, and we rode on the bike path as far as the bike path could take us, and then we jumped on the train because I couldn't figure out how to safely get through the city with my son. So, I thought, well, we'll ride our bikes as far as we can and then we'll catch the train to Flinders and then we can and then obviously we'll be on St Kilda Road and we can ride off the road from there. So, I couldn't figure out how to get, **I couldn't figure out how to get through the city safely**...It was like we would get to Elizabeth Street, and then I think... Elizabeth Street? **No way I'm riding down there with a six-year-old** and then it was constant. No, not doing Swanston. And then I just went over in my mind. I just could not see a path. And then the alternate is to go through Docklands which is off road and potentially we could have done that, but it just would have added way too much distance and he wouldn't have been able to make it."*

Caris (pseudonym) works in a major hospital in Melbourne and has recently moved to the Inner-West. She wanted to be able to ride her bike to work, but felt the infrastructure available was not sufficiently connected to enable her to do so:

*"One of the main things that would influence whether I am going to ride my bike or not is what infrastructure is in place or whether I know if there's going to be good infrastructure in place for planning the route...**I would only ride on bike paths that were dedicated bike paths, but there's not enough of them that connect to actually be that useful.** If you're trying to commute and you don't want to do a two-hour bike ride when it should only take half an hour to try and find off road bike paths. I have started riding more on the roads, but if I know I've got a route that's got at least painted bike lanes, then I'll be more likely to ride my bike. If I look up a map and can't find that or think I'm going to end up riding on the road with the traffic with no bike lane, **it often is the fact that makes me say, oh no, I'll actually drive**... And then if I do ride my bike, there's sections that have got painted lanes., there's sections that are off-road just for bikes and pedestrians, and **then there are whole***

sections where you're just meant to be on the road with the trucks and all sorts of things. There's a few bits where it goes for about a kilometre where there's nothing and it's really intimidating.”

Tim (pseudonym) started a graduate position in the CBD, and lives in the Inner-Northern suburbs. He rides in his local area, however is concerned about exploring beyond this because of a lack of protected bike infrastructure:

*“I think just the more bike paths and the more protected bike lanes that are available, the more it would just make trips easier and I think would just encourage me to go further. I guess over the past couple of years, I've sort of been trying to expand my range and get a bit more confidence. But it's really hard to know if you're unfamiliar with an area and you don't know what the infrastructure is like. Yeah, you know, how easy is it to get on a bike lane or a bike path then. It's yeah, it's a lot of unknown. **I don't want to get stuck riding somewhere that feels unsafe, so just knowing that there's a lot more of that infrastructure around would make me feel like I can travel further and in different and different conditions, like travel more at night or in the rain, that kind of thing.**”*

Julia's (pseudonym) job recently changed locations to North Melbourne, meaning she would have to ride north along St Kilda Road from her residence in the South Eastern suburbs. She was riding most days prior to changing job locations, however now felt too unsafe to ride due to the lack of protected bike lanes on her journey. Julia was grateful and positive about the existing bike lanes installed in the CBD, however felt that further needed to be done:

*“I think City of Melbourne has done amazingly as well. They really took advantage of people like being absent from the city and got not just bikes but a whole bunch of really good amenity and pedestrian stuff fixed up, they really took the opportunity. Even just the raised kerb things, they move around sometimes, but **I think it's better to be in the bike lane and know that you're not going to have a car come in.**”*

*“Honestly, you're taking a risk if you go bike riding on Melbourne's road network. My GP has actually warned me against riding... which you, know, I try to disregard his advice but when he said that I was like, wow, that's really bad...I just can't believe how hard it is to get...**I can't believe how long we've been waiting. I can't believe that people are still getting injured and dying and being killed on the road because we don't have proper infrastructure...a few people kick up a stink about a***

parking space and therefore it's okay for people to still be at risk of bodily harm everyday when they get on their bike. I just can't kind of... I can't believe it."

This body of work exploring the potential for, barriers to and enablers of riding a bike in Melbourne has shown consistent and clear findings; (i) there is substantial potential to increase bike riding participation across Melbourne, and in a diversity of groups, but only if protected infrastructure is provided (ii) the provision of protected bike lanes is the most commonly and most highly reported factor that will encourage more people to ride and (iii), 'near market' cyclists are concerned about a lack of connectivity between the existing bike network, where they are likely to be exposed to motor vehicle traffic.

I acknowledge the difficulty of balancing an array of experiences in the divisive and difficult space that is providing protected bike networks. Based on the robust evidence provided through this body of work, I would advise against deferring installation of the planned bike networks for the financial year of 2022/23. There is opportunity for exploration of how the communities perceive changes in infrastructure that supports bike riding, which I would recommend as an alternative avenue to that what is proposed.

If you have any further questions, please contact me by email at lauren.pearson@monash.edu.

Kind regards,

Lauren Pearson, PhD Candidate

Lauren.pearson@monash.edu
Sustainable Mobility & Safety Research
School of Public Health and Preventive Medicine
Monash University

Provision of protected cycling infrastructure has the potential to substantially increase cycling participation

In 2020, VicHealth and Monash University surveyed over 4000 people across 37 local government areas in Greater Melbourne and regional Victoria. Respondents were categorised using the Geller Typology¹ to establish how confident they are with or without cycling infrastructure and questioned on bike usage. The Geller Typology classifies people as either *Strong and Fearless*, *Enthusied and Confident*, *Interested but Concerned* or *No Way No How* in relation to cycling.

1 in 2 people own a bike



but only

1 in 5 people ride at least once per week



Figure 1: Distribution of Geller Typology groups for Greater Melbourne

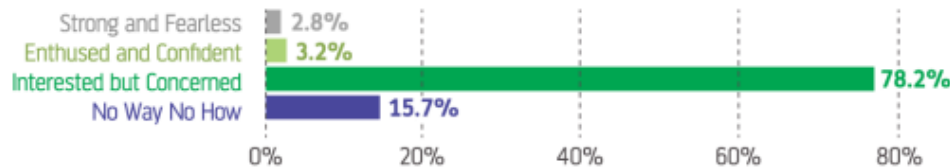


Figure 2: Distribution of Geller Typology groups by gender

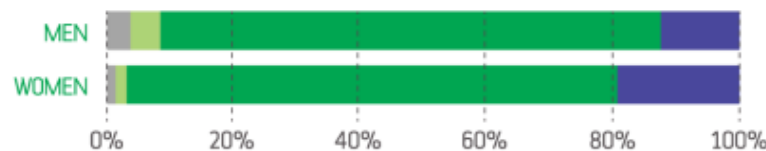


Figure 3: Distribution of Geller Typology groups by age



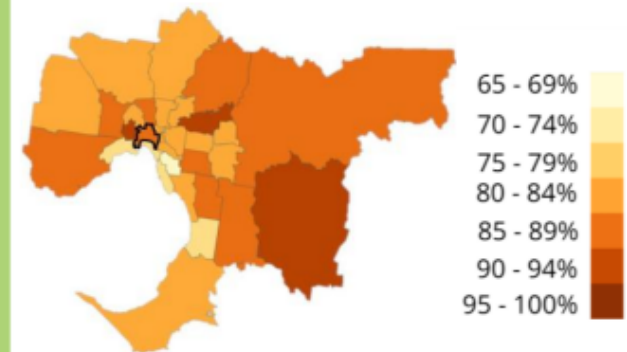
84% of people living in the

City of Melbourne were classified as **Interested but Concerned**



■ People who are Interested but Concerned would ride a bike if physically separated bike lanes were provided.

■ Heat map of Greater Melbourne showing the proportion of those categorised as Interested but Concerned.



More information

Information source: Pearson L.K, Beck B, Dipnall J, Gabbe B.J, Braaf S, White S & Backhouse M.I (2020) Cycling Typologies in Victoria, Monash University. For more information specific to your LGA, refer to the report or contact: lauren.pearson@monash.edu or ben.beck@monash.edu, Sustainable Mobility and Safety Research, School of Public Health & Preventive Medicine, Monash University

References

1. Dill, J., & McNeil, N. (2013) Four types of cyclists? Examination of typology for better understanding of bicycling behavior and potential. Transportation Research Record, 2387(1), 129-138.

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Lee-Ann Woon

Email address: * leeannwoon@hotmail.com

Phone number *

Date of meeting: * Monday 7 February 2022

Agenda item title: Bike lanes

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I'm writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation.' By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll. If more people rode to work or university

instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around. These upgrades can dramatically impact older people, those living with a disability, low income households and migrant communities.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant:

Bike-riding and walking are the cheapest travel options, and improved infrastructure allows more Melbournians to experience these benefits.

To conclude, I was alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my gratitude for the bike lanes that have been rolled out to date (and accelerated during COVID-19). I sincerely hope that you persevere with your bike strategy, which was outlined well before the pandemic.

Please indicate **No**
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: * I have read and acknowledge how Council will use and disclose my personal information.

Name: * Leyla Asadi

Email address: * leylaa@bicyclenetwork.com.au

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I would like to talk about the link between car congestion and bike lanes. Congestion in our city is not caused by people who ride bikes – the car congestion has risen due to more people driving their car.

3. 4% of total trips to the CBD are by bike, but only 1% of road space is allocated to bike lanes.

If all the people who have to come to work in the CBD took their car instead of the bike, we would be in a huge mess.

Further consultation about the appropriate types of lanes and access issues can still be done as part of the on-going planning. None of this can happen if a pause is in place.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * Yes

If yes, please indicate if you would like to make your submission in person, or via a virtual link (Zoom) to the meeting. Please I wish to make my submission in person

note, physical attendance will be limited in accordance with City of Melbourne security protocols and COVID-safe plans and be allocated on a first registered, first served basis. *

Privacy acknowledgement: *	I have read and acknowledge how Council will use and disclose my personal information.
Name: *	Liam O'Shannessy
Email address: *	liamoshan@gmail.com
Phone number *	
Date of meeting: *	Tuesday 7 June 2022
Agenda item title: *	Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation
Please write your submission in the space provided below and submit <u>by no later than 10am on the day of the scheduled meeting.</u> Submissions will not be accepted after 10am.	The council's bike lane plans and rollout have been fantastic and are part of making Melbourne a modern, accessible, sustainable city. Halting these plans would be a retrograde step and would not be supported by business or environmental data.
Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *	No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Lisa B

Email address: * lisajbates@hotmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: 6.9

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Agenda item title: Agenda 6.9

I'm writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation.' By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city.

Improving local air quality and health outcomes for communities: Air pollution from

cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll. If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around. These upgrades can dramatically impact older people, those living with a disability, low income households and migrant communities.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant:

Bike-riding and walking are the cheapest travel options, and improved infrastructure allows more Melbournians to experience these benefits.

To conclude, I was alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: *	<ul style="list-style-type: none"> I have read and acknowledge how Council will use and disclose my personal information.
Name: *	Lisa Minchin
Email address: *	lminchin64@gmail.com
Phone number *	
Date of meeting: *	Tuesday 7 June 2022
Agenda item title: *	Bike Lanes
<p>Please write your submission in the space provided below and submit <u>by no later than 10am on the day of the scheduled meeting</u>. Submissions will not be accepted after 10am.</p>	<p>Hello</p> <p>I write in support of a network of bike lanes in Melbourne. Bike lanes reduce the risks of bikes and cars/trucks mingling making it safer for everyone.</p> <p>Bike lanes reduce traffic congestion making it easier to move around the cuty, improving traffic flow.</p> <p>Bike riding has health benefits as well reducing demands on the city's health infrastructure.</p> <p>Cycling pathways are an investment incresing the city s livesbility. Please support the further develooment of bike lanes.</p> <p>Yours sincerely Lisa Minchin</p>
<p>Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *</p>	No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Louis Coad

Email address: * louis.coad@live.com.au

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: 6.9

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

The halt of CBD bike lane installation is the biggest backward step since individually wrapped Girl Guide biscuits. Riding a bike to work is the easiest way to get your 20 minutes of daily exercise (it beats sitting in 60 mins of commuter car traffic). We are one of the most obese countries in the world. That's a pandemic right there. We need to be promoting active transport as a matter of urgency. Let's enable bike riding as a convenient, cheap, and efficient way of getting from A to B throughout the city. Let's not discourage it, please. By the way, if you can't ride a bike, or don't own a bike, there are options for you. Get in touch with groups like Bicycle Network – they run behaviour change programs like Ride 2 Work and Ride 2 School.

Please indicate Yes
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

If yes, please indicate if you would like to make your submission in person, or via a virtual link (Zoom) to the meeting. Please note, physical attendance will be limited in accordance with City of Melbourne security protocols and COVID-safe plans and be allocated on a first registered, first served basis. *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Louis Philo

Email address: * louis@knog.com.au

Phone number *

Date of meeting: * Friday 10 June 2022

Agenda item title: Agenda 6.9

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Agenda item title: Agenda 6.9

I'm writing to express my strongest support for the continued rollout of Melbourne CBD bike lanes.

The very fact that the council thinks that reducing cycle lanes in Melbourne is a good idea demonstrates a lack of foresight and is very troubling. There has never been a more important time to continue to invest in quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation.' By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll. If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around. These upgrades can dramatically impact older people, those living with a disability, low income households and migrant communities.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options, and improved infrastructure allows more Melbournians to experience these benefits.

To conclude, I was alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my gratitude for the bike lanes that have been rolled out to date (and accelerated during COVID-19). I sincerely hope that you persevere with your bike strategy, which was outlined well before the pandemic.

Yours sincerely,

Louis Philo

Please indicate **No**
whether you
would like to
verbally address
the Future
Melbourne in

support of your
submission: *

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Lucas Jordan

Email address: *

lucasl.jordan@gmail.com

Phone number *

Date of meeting: *

Monday 6 June 2022

Agenda item title: *

Agenda Item 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I'm writing in strong support for Melbourne city council to continue the rollout of planned cycling and footpath infrastructure. I am a Preston resident who works in the CBD and commute at least 3 days by bike.

Improvements to safety.

A dedicated seperated cycling network will improve the safety for both cyclists and motorists alike and have the added benefit of encouraging new people to cycle to the CBD in safety and confidence.

Improvements to air quality.

Dedicated seperate cycling infrastructure will have the added benefit of reducing cars in the CBD improving air quality and reduce noise pollution.

Improvements to health.

More and more we hear the benifits of at least 30 minutes of exercise per day. Having dedicated seperate cycling infrastructure allows more people to cycle in confidence and safety while improving their physical and mental health.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Lucia Allende

Email address: * tanielallende@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: 6.9

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Agenda item title: Agenda 6.9

I'm writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation.' By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll. If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around. These upgrades can dramatically impact older people, those living with a disability, low income households and migrant communities.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options, and improved infrastructure allows more Melbournians to experience these benefits.

To conclude, I was alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my gratitude for the bike lanes that have been rolled out to date (and accelerated during COVID-19). I sincerely hope that you persevere with your bike strategy, which was outlined well before the pandemic.

Yours sincerely,

Lucia Allende

Please indicate Yes
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

If yes, please indicate if you would like to make your submission in person, or via a virtual link (Zoom) to the meeting.

I wish to make by submission via Zoom

Please note, physical attendance will be limited in accordance with City of Melbourne security protocols and COVID-safe plans and be allocated on a first registered, first served basis. *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Luis Gonzalez

Email address: * l.gonzalezserrano@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I'm writing as a regular bicycle user in the Melbourne CBD to voice my concerns about the knee-jerk decision by city of Melbourne to stop development of separated bike lanes.

I have been a regular commuter by bicycle into the CBD for more than 10 years. In that time, I have been involved in at least 3 accidents, through no fault of my own. These have resulted in serious injuries and damage to my vehicle (my bike) costing hundreds of dollars. I've suffered broken teeth, bruised ribs, injuries to knees and heels, because I've had to avoid parked taxis on Swantson street, avoid collisions with distracted pedestrians, and on one occasion being cut off and hit by a driver who decided to park at the last second.

Anecdotally, any other commuter I know has had similar or worse experiences. Such an incidence in accidents for drivers would be reason enough to declare a road safety black spot. During my time riding into the city, I have seen many improvements to infrastructure that have made it safer to ride into town, and celebrated the work the council did over the lockdowns to make the city a safer place for cyclists. Over the years thanks to improvements made along Elizabeth, Swantson and William Streets, the city has become a lot safer for me and I have not been involved in accidents for years. I still experience and witness too many near misses, hence why it is important to continue improving cycling infrastructure. I was looking forward to increasing my return to work in the CBD but I am dismayed at the fact that the City of Melbourne would prefer to listen to a vocal minority rather than to thousands of people who come into the city to work and spend money supporting businesses daily. I am frustrated at a

decision that is setting us back and sends the message to cyclists that their physical safety is less important than the convenience of delivery trucks. I appeal to the common sense of the City of Melbourne councillors and urge you to stick to the great initiative you had started.

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Luke Naughton

Email address: * lucasnaughton@yahoo.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Support for cycling infrastructure

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I am writing to let Council know that I strongly support recent and future investments in cycling infrastructure.

An economically and socially vibrant city relies on safe, efficient transportation, something that can only be provided via supporting multiple modes – cars, public transport, and bicycle.

Numerous studies have shown that good cycling infrastructure encourages more people to cycle, because they feel safe. More people cycling provides many benefits to the community, as it promotes the health and wellbeing of the population.

It provides benefits to the city, in the form of reducing pollution and wear and tear on the existing road network.

And bike lanes can transport more people with less space than roads. There is only so much space in Melbourne, it should be used thoughtfully and efficiently.

I travel from the north and into the city on a regular basis, and really appreciate the work completed on Exhibition Street and William. I am a long time bike commuter, however that does not mean that I am immune to feeling

unsafe. With upgrades like these, however, give me peace of mind and reduces any doubts that I would have about continuing to cycle – or cycle more – in the future.

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

M Grima

Email address: *

paynfeedbacks@yahoo.com.au

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike Lanes CBD Inner City

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I don't agree with your agenda. I don't agree with less car parking spaces and more bike paths, which cause more congestion. Lygon Street and the CBD need people to return to support struggling businesses. People from the suburbs aren't riding bikes into Carlton and the Inner City on a Saturday night for dinner.... Every second shop on Lygon Street is empty If I lived in the burbs I'd be put off by coming in to eat with lack of car spaces to park. Developers add to the problem by building apartment buildings with no car spaces. As a resident of Grattan Street, we're losing 11 car spots to bike paths. Visitors already park in residential car spots, on private properties and tenants can do nothing about it. I need a car for work, cycling isn't an option. I'm not an engine enthusiast because my job requires me to drive, I resent your assumptions. You can't force people to ride bikes because it suits you.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Madelene Jacobs

Email address: * madi_jacobs@hotmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: 6.9

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Agenda item title: Agenda 6.9

I'm writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic, improve equity, increase safety and improve air quality.

I was alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

I trust that you will strongly consider the importance of safe, accessible bonne paths for our residents and those riding through our spaces.

Thank you

Madi

Please indicate **No**
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Magda Wojtasiak

Email address: *

magda@royalparkmedical.com.au

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting.

Submissions will not be accepted after 10am.

Please continue to invest money in developing bike lanes in the city, and more green spaces. This will encourage more people to ride in, ease congestion, have better health benefits for all. It's a backward step to not invest in this vital project.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Malcolm McKechnie

Email address: *

mal@knog.com.au

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

City of Melb – reduction roll out of bike lanes

Alternatively you may attach your written submission by uploading your file here:



[dear_melbourne_city_councillors_cc.docx](#) 14.44 KB · DOCX

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Dear Melbourne City Councillors,

Agenda item title: Agenda 6.9

I'm writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure - including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality.

There are many reasons bike lanes are an important part of our transport system - and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving '[traffic evaporation](#).' By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated [1,700 deaths](#) every year in Australia - larger than the national road toll. If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around. These upgrades can dramatically impact older people, those living with a disability, low income households and migrant communities.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options, and improved infrastructure allows more Melbournians to experience these benefits.

To conclude, I was alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my gratitude for the bike lanes that have been rolled out to date (and accelerated during COVID-19). I sincerely hope that you persevere with your bike strategy, which was outlined well before the pandemic.

Yours sincerely,

Malcolm McKechnie

Fitzroy North

Vic, 3068

6 June 2022

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Marian Vessey

Email address: *

marian@vessey.com.au

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Future bike lanes in CBD

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I am very disappointed that the City of Melbourne has decided to pause the construction of additional bike lanes. We need to be encouraging more cycling & walking in the CBD for sustainability, safety and amenity of the city for people not commuter cars. Many cities in the world have & are developing more space for pedestrians & cyclists and manage deliveries to businesses. I sure Melbourne can also.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Marnie Brooks

Email address: *

marnie_121@hotmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike lane plans in CBD

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting.

Submissions will not be accepted after 10am.

We desperately need Melbourne to be a bike lane city, especially in the city. Too many delays to this – compared to Europe it’s embarrassing that we don’t have these better in place along inner east and CBD

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Martin Keir

Email address: *

soundcrewoz@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Bike Lanes In the CBD.

I think we are just in a transition time and while the tunnel is being built there is a lot of construction happening. Once the new tunnel opens then the city will further come alive .

It takes time for people to change their habits.

New ebikes and scooters will further improve mobility.

I support the new bike lanes they are great . My issue is parking my bike .

It's is expensive and often there is no where safe to leave it .

Pls continue the bike lane project .

Thanks

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Martin Paulo

Email address: *

martin.paulo@gmail.com

Phone number *

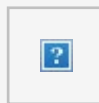
Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda 6.9

Alternatively you may attach your written submission by uploading your file here:



[cyclelanesmelbourne.pdf](#)

40.24 KB · PDF

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Dear Melbourne City Councillors,

Date of meeting: 07/06/22

Agenda item title: Agenda 6.9

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure - including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality - to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system - and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation' (1). By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. As the City of Melbourne's own research (2) shows, "Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride." A recent Melbourne study supports your findings, demonstrating that separated cycling infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

Increase business: Despite all the criticism that has led to this "pause", which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure **increases economic activity**, spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than ever. Salt Lake City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the extra foot and wheel traffic (5). Further, with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and dog!) is only growing.

Improve safety for all road users: Research indubitably demonstrates that implementing bike lanes enhances safety for not only people riding bikes but those driving and walking (6). This is because separated bike lanes have a car-traffic calming effect, enabling vehicles to move at safer speeds for everyone.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia - larger than the national road toll (7). If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around (8). These upgrades can be of particular benefit to older people, those living with a disability, low income households and migrant communities.

Reduce emissions: Personal transport is Australia's fastest growing source of emissions (9); and fluctuates between the second and third highest source (behind only energy and land use) (10). Bottom line: our cars are a major contributor to climate change and Melbournians need to be empowered to move in different ways wherever possible. The global climate science is clear: we need to increase active transport to reduce transport emissions. Local research tells us that more separated and dedicated infrastructure is required to move the great number of people from the *interested* category to actually taking up riding. Australia needs a national strategy to move away from petrol-guzzling cars to bike-riding, walking and zero-emissions public transport and electric vehicles. To pause these bike lanes would put Melbourne on the back-foot, set to become stuck in the past as Australian cities implement innovative and intelligent transport solutions.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options (11), and improved infrastructure allows more Melbournians to experience these benefits .

To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. **I ask that you preserve with your bike strategy to reap all the benefits they will bring - a strategy set in motion well before the pandemic.**

References:

- 1) <https://www.theguardian.com/lifeandstyle/video/2022/may/17/why-new-bike-lanes-dont-cause-traffic-jams-video>
- 2) <https://www.melbourne.vic.gov.au/SiteCollectionDocuments/transport-strategy-2030-city-of-melbourne.pdf>
- 3) <https://www.sciencedirect.com/science/article/pii/S2214140521003200>
- 4) <https://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf>
- 5) https://drive.google.com/file/d/0B8tOk7_upXv5djhCajg1Z0I3bmhTVTIxWldwRzA0YjJWNW9R/view?resourcekey=0-Fr7Mp141yXvXzW6u5NBjqQ
- 6) <https://www.sciencedirect.com/science/article/abs/pii/S2214140518301488?via%3Dihub>
- 7) https://nespurban.edu.au/publications-%20resources/research-reports/CAULRR06_%20%20SubmissionFuelQualityStandardsAct2000_Mar2017.pdf
- 8) <https://www.jstor.org/stable/26211762>
- 9) <https://ageis.climatechange.gov.au/nggi.aspx>
- 10) <https://www.climatecouncil.org.au/wp-content/uploads/2017/09/FactSheet-Transport.pdf>
- 11) https://www.climatecouncil.org.au/wp-content/uploads/2018/10/CC_MVSA0154-Report-Transport_V6-FA_Low-Res_Single-Pages.pdf

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*

Name: * Mary Egan

Email address: * maryegan@iinet.net.au

Phone number *

Date of meeting: * Monday 6 June 2022

Agenda item title: City Bike Lanes

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

BIKE LANES PLAY A BIG PART IN THE FUTURE SURVIVAL OF CITY LIFE

PLEASE PLEASE reconsider continuing bike lanes. Due to the recent increase in bike lanes I am feeling more confident riding into the city. My family has had 3 bike accidents through no fault of our own in other areas of Melb.

We now almost always only ride where it is safe. We don't work in the city but will go there more and more for the restaurants, shopping, blood bank, galleries and the increasing number of events if we feel the risk is low.

I understand there needs to be access for other requirements like deliveries. Good design and time will help them adapt. They have had it easy. Other major world cities have made it work because they realise the long term benefits.

Be Brave and put the effort into negotiation. It may take time but everyone will benefit in the end. Thank you

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Mathilde Wennevold

Email address: * mwennev@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Agenda 6.9

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Date of meeting: 07/06/22 Agenda item title: Agenda 6.9

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality – to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation' (1). By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. As the City of Melbourne's own research (2) shows, "Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride." A recent Melbourne study supports your findings, demonstrating that separated cycling

infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

Increase business: Despite all the criticism that has led to this "pause", which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure increases economic activity, spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than ever. Salt Lake City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the extra foot and wheel traffic (5). Further, with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and dog!) is only growing.

Improve safety for all road users: Research indubitably demonstrates that implementing bike lanes enhances safety for not only people riding bikes but those driving and walking (6). This is because separated bike lanes have a car-traffic calming effect, enabling vehicles to move at safer speeds for everyone.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll (7). If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around (8). These upgrades can be of particular benefit to older people, those living with a disability, low income households and migrant communities.

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Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant:

Bike-riding and walking are the cheapest travel options (11), and improved infrastructure allows more Melbournians to experience these benefits .

To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate

change

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. I ask that you preserve with your bike strategy to reap all the benefits they will bring – a strategy set in motion well before the pandemic.

References: 1)

<https://www.theguardian.com/lifeandstyle/video/2022/may/17/why-new-bike-lanes-dont-cause-traffic-jams-video>

2)

-2030-city-of-melbourne.pdf

3) <https://www.sciencedirect.com/science/article/pii/S2214140521003200> 4)

[https://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.p](https://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf)

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8) <https://www.jstor.org/stable/26211762>

9) <https://ageis.climatechange.gov.au/nggi.aspx>

10)

[https://www.climatecouncil.org.au/wp-content/uploads/2017/09/FactSheet-Tra](https://www.climatecouncil.org.au/wp-content/uploads/2017/09/FactSheet-Transport.pdf)
nsport.pdf

11)

<https://www.melbourne.vic.gov.au/SiteCollectionDocuments/transport-strategy>

https://drive.google.com/file/d/0B8tOk7_upXv5djhCajg1Z0I3bmhTVTIxWldwRz

A0YjJWNW9R/view?resourcekey=0-Fr7Mp141yXvXzW6u5NBjqQ

<https://www.sciencedirect.com/science/article/abs/pii/S2214140518301488?via>

<https://nespurban.edu.au/publications-%20resources/research-reports/CAULRR>

[https://www.climatecouncil.org.au/wp-content/uploads/2018/10/CC_MVSA0154](https://www.climatecouncil.org.au/wp-content/uploads/2018/10/CC_MVSA0154-Report-Transport_V6-FA_Low-Res_Single-Pages.pdf) -Report-Transport_V6-FA_Low-Res_Single-Pages.pdf

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whether you
would like to
verbally address
the Future
Melbourne in

support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Matteo Senesi

Email address: * sirgorash85@hotmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Bike Lane outrolling

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Committee, I am writing you as a daily cyclist from Melbourne, using bike lanes for commuting in/out the city and for leisure.

Riding every day as a cyclist carries an amount of stress that cannot be compared to car drivers. Every time I ride, I put myself in danger because Melbournian drivers do not have the knowledge ingrained about cyclist and despite I dodge daily possible accident due to distracted or unaware drivers, I got car-doored 2 years ago on a bike lane, with lights and bell. Protected bike lanes, like the one popping up recently in Melbourne are a safety measure and a life insurance for cyclists against drivers who will ALWAYS get out of the accident unscated. I require to reconsir the halt of protected pop-up lanes in the CBD and Melbourne boundaries

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whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Matthew Katzen

Email address: * matt.a.katzen@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: 6.9

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I am writing as a strong advocate for the increase in bike lanes in the city of Melbourne. I am sure you've received plenty of submissions speaking of the benefits that they provide so I won't bore you with another submission like that. However I will add that I currently live in Prahran and am strongly considering a move to Melbourne city or Carlton with the main reason being access to sustainable transport and cycling infrastructure. If you want Melbourne not just to be a destination for people outside the city, but a more attractive place for people to live in then bike lanes should be a key part of that.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

meesha williams

Email address: *

meesha@knog.com.au

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

City of Melb – reduction roll out of bike lanes

Alternatively you may attach your written submission by uploading your file here:



[dear_melbourne_city_councillors_cc.pdf](#) 116.86 KB · PDF

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Dear Melbourne City Councillors,

Agenda item title: Agenda 6.9

I'm writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure - including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality.

There are many reasons bike lanes are an important part of our transport system - and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation.' By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia - larger than the national road toll. If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around. These upgrades can dramatically impact older people, those living with a disability, low income households and migrant communities.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options, and improved infrastructure allows more Melbournians to experience these benefits.

To conclude, I was alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my gratitude for the bike lanes that have been rolled out to date (and accelerated during COVID-19). I sincerely hope that you persevere with your bike strategy, which was outlined well before the pandemic.

Yours sincerely,

Meesha Williams
6 June 2022

Privacy acknowledgement: *	I have read and acknowledge how Council will use and disclose my personal information.
Name: *	Megan Coningsby
Email address: *	meganconingsby@gmail.com
Phone number *	
Date of meeting: *	Tuesday 7 June 2022
Agenda item title: *	6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation
Please write your submission in the space provided below and submit <u>by no later than 10am on the day of the scheduled meeting.</u> Submissions will not be accepted after 10am.	Please keep to your plans regarding the bicycle lanes within the city itself. This is one big help to getting people back into the city for work and leisure. Affordable ways to get into the city – whilst also reducing reliance on cars – is a big step forward and what Melbourne needs.
Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *	No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Meghan Verbeek

Email address: *

meghanverbeek@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

CBD Bike Lane Expansion

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I would like it to be known that my household, including 4 adults, and myself are in full support of the Transport Strategy 2030. We are especially supportive of the expansion of bike lanes in the CBD.

Safer cycling paths will encourage more people to cycle/commute to the city thus lowering traffic congestion, carbon emissions, and overcrowding on trains/trams.

People who take up cycling, once they feel safer to do so, will enjoy increase health benefits – lower risk of diseases caused by sedentary lifestyles and decreased stress.

Please do not pause or cancel the rollout of separated bike lanes in the Melbourne CBD.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Melanie Ashe

Email address: *

melaniejashe@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,
Agenda item title: Agenda 6.9

I'm writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

I am a Melbourne resident but currently visiting Montreal, Canada. The bike lanes here are fantastic – often separated from the cars, and always easily connecting to various parts of the city. It has made me reflect on Melbourne's bike lanes – how can Melb, as a city that is supposedly one of the most livable in the world, have such poor bicycle infrastructure?

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality.

Please consider the environmental benefit and social benefit of good bike infrastructure.

Yours,
Melanie

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *	I have read and acknowledge how Council will use and disclose my personal information.
Name: *	Melissa Lagozzino
Email address: *	melissa.lagozzino@gmail.com
Phone number *	
Date of meeting: *	Monday 6 June 2022
Agenda item title: *	Bike lanes
Please write your submission in the space provided below and submit <u>by no later than 10am on the day of the scheduled meeting.</u> Submissions will not be accepted after 10am.	<p>Good afternoon</p> <p>As a mother living through climate crisis and a burgeoning cyclist, I'm concerned to hear that proposed bike lane developments might be delayed. Please take seriously the need to reduce emissions by taking this active approach in encouraging bike use. Our environment really can't wait any longer</p> <p>Melissa</p>
Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *	No

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Mengwei Yu

Email address: *

wwddww47@gmail.com

Phone number *

Date of meeting: *

Wednesday 20 April 1988

Agenda item title: *

6.2 Point park offleash

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting.

6:00pm is way too late, especially in winter. It's already dark and super cold. It should be start from 3:00pm or at least 4:00pm. Thank you. Please consider this, no one will use this park except our dogs .

Submissions will not be accepted after 10am.

Many thanks.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: * I have read and acknowledge how Council will use and disclose my personal information.

Name: * michael de campo

Email address: * mdecampo@ozemail.com.au

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Any discussion on city mobility issues cannot have motorised vehicle transport as 'option 1'. The evidence from the 'liveable' cities of Europe makes the case for change in Melbourne a necessity.

It was never going to be easy to change people's habits. Moreso post the pandemic. But council needs to lead the transition.

Could you imagine the city councils of Amsterdam, Munich or Berlin suggesting that bike lanes were to be removed to make way for more delivey vans!!!!

Michael

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Michael Green

Email address: *

mikegreen4965@yahoo.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bicycle lanes in Melbourne CBD

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

We need to move quickly towards reducing our use of fossil fuels and increasing accessibility and ease of public transport , cycling and walking is essential. Cycling not only reduces our carbon footprint, it benefits our health, reduces congestion, is safer than driving and can free up huge amounts of land currently dedicated to cars .

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Michael Hands

Email address: * michaeldhands@me.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: 6.9

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I write in regards to the cycle lane situation and recommended 'pause' on seperate bike lanes. As a user of the cbd for work and play, I strongly support the bike lanes implemented to date, and the plans to roll more out to complete the network. The objections raised do not bear up to any scrutiny at all. As a visitor to other global cities embracing cycling as an efficient, effective, low opex and eco friendly approach, it is clear the arguments for Melbourne doing the same are overwhelming. As a post grad in urban policy and planning, I can testify to the importance of bike infrastructure to any sensible transport policy, safety approach and best use of space. As a part of the tourism sector for many years I can tell you that a car centric city repels visitors. A walking and cycling city attracts them. Yield to shops from cyclists is also far higher than from cars. The reasons to continue with the bike lanes go on. I implore you to hold to the sound strategy and vision of more bike lanes and reject the spurious reasons to delay. Let's educate the naysayers alongside the rollout and show the overwhelming benefits to businesses, people, amenity and the city overall.

Please indicate whether you would like to verbally address the Future No

Melbourne in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Michael Hossen

Email address: * michael@hossen.net

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Councillors

I write to you regarding the Future Melbourne Committee Agenda item 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation.

I write to you as resident of The City of Melbourne, a daily bike rider, and as an Urban Planner. I make my comments in my personal capacity and not representative of my employer or any other organisation.

1. I am a bicycle rider in the City of Melbourne. I do not ride a bike for exercise, and contrary to articles written by some commentators, most people using the bike lanes, and associated road spaces are doing so to get to work, and to enjoy our city. In the past 12 months, I have ridden over 2000km in the Melbourne metropolitan area, largely within the City's municipality.

2. Bike lanes are vital to the future of transport in our city. I read reports that all road users must share the space. This is a ridiculous assertion, given that just 1% of road space is allocated to safe cycling infrastructure. I spend more money when I travel to the city by bike, than by any other means.

3. Melbourne needs to keep up with other cities around the world. Other submissions from my peers have already covered this.

4. Safe infrastructure is key. On the 17th May, a woman named Yukako Fukuhara was riding on an unprotected road and was killed. It is likely that with protected infrastructure in place, she would be alive.

I implore you to reconsider the decision that has been recommended to you and to continue, and to ramp up quickly, Melbourne's installation of a safe, inclusive bicycle network.

Kind Regards

Michael Hossen

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Michael Stuart

Email address: * mcstuart1@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: 6.9 Implementation Update

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Melbourne is in a unique position to fully embrace cycling as a primary mode of transport, becoming a world leader in this area. The relatively flat landscape and high amount of favourable weather days provides far fewer barriers to cycling transport than most cities are afforded.

The submission stated that "commuters are nearly twice as likely to choose a bike or e-scooter than before COVID-19". Given that office capacity is still only 36% of pre-pandemic levels, there are still numerous people who will begin returning to the office in future months.

The submission noted that individuals are more likely to return to the office via bike or e-scooter, so this is an opportunity to provide the infrastructure to remove any barrier for people to complete their trip via bike or e-scooter. By continuing the rollout of protected bike lanes it will encourage this behaviour and ensure when people are ready, the infrastructure will support them, rather than being reactionary and waiting 12 months.

Please indicate whether you would like to No

verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Mohamed Elbanhawi

Email address: *

mohamedbanhawi@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike Lane Paths in the City

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting.

Submissions will not be accepted after 10am.

Cycling is one of Melbourne's key attractions. Transport is Victoria's biggest growing source of emissions. We need massive investment – not delays – in safe bike infrastructure like separated bike lanes, not delays, to cut emissions, reduce the cost-of-living and make it easier to get around.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Molly Fleming

Email address: * mollefleming@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Agenda item 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality – to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation' (1). By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. As the City of Melbourne's own research (2) shows, "Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride." A recent Melbourne study supports your findings, demonstrating that separated cycling infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

Increase business: Despite all the criticism that has led to this "pause", which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure increases economic activity, spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than ever. Salt Lake City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the extra foot and wheel traffic (5). Further, with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and dog!) is only growing.

Improve safety for all road users: Research indubitably demonstrates that implementing bike lanes enhances safety for not only people riding bikes but those driving and walking (6). This is because separated bike lanes have a car-traffic calming effect, enabling vehicles to move at safer speeds for everyone.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll (7). If more people rode to work or university

instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution. Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around (8). These upgrades can be of particular benefit to older people, those living with a disability, low income households and migrant communities.

Reduce emissions: Personal transport is Australia's fastest growing source of emissions (9); and fluctuates between the second and third highest source (behind only energy and land use) (10). Bottom line: our cars are a major contributor to climate change and Melbournians need to be empowered to move in different ways wherever possible. The global climate science is clear: we need to increase active transport to reduce transport emissions. Local research tells us that more separated and dedicated infrastructure is required to move the great number of people from the interested category to actually taking up riding. Australia needs a national strategy to move away from petrol-guzzling cars to bike-riding, walking and zero-emissions public transport and electric vehicles. To pause these bike lanes would put Melbourne on the back-foot, set to become stuck in the past as Australian cities implement innovative and intelligent transport solutions.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant:

Bike-riding and walking are the cheapest travel options (11), and improved infrastructure allows more Melbournians to experience these benefits .

To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. I ask that you preserve with your bike strategy to reap all the benefits they will bring – a strategy set in motion well before the pandemic.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Monica Mcandrew

Email address: *

Monicamcandrew@hotmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Pause on bike lines

Alternatively you may attach your written submission by uploading your file here:



[dearmelbournecitycouncillors.pdf](#)

36.66 KB · PDF

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Dear Melbourne City Councillors,

Agenda item title: Agenda 6.9

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Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated [1,700 deaths](#) every year in Australia - larger than the national road toll. If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around. These upgrades can dramatically impact older people, those living with a disability, low income households and migrant communities.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options, and improved infrastructure allows more Melbournians to experience these benefits.

To conclude, I was alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my gratitude for the bike lanes that have been rolled out to date (and accelerated during COVID-19). I sincerely hope that you persevere with your bike strategy, which was outlined well before the pandemic.

Yours sincerely,

Privacy acknowledgement: * • I have read and acknowledge how Council will use and disclose my personal information.

Name: * Moya Stewart

Email address: * moyastewart@msn.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I was alarmed to see that the City of Melbourne is considering to pause the roll out of bike lanes. I love riding my bike in Melbourne and do so whenever I can, but on roads without the appropriate bike paths I become quite nervous of cars. Many do not abide by the rule to keep 1.5m away from bikes. I am excited every time I find new bike lanes that improve the safety of my rides.

I would love for my overweight, anxious daughter to ride as well. However she is too afraid to ride on most of the roads as they are. If Improved bike infrastructure encouraged her wish to ride there would be great benefits to her health.

For a council that have declared a climate emergency that continuing to roll out bike paths would be in line with this declaration. Also for a council where the minority of its constituents consistently vote for the Australian Greens I would think that continuing with the roll out of safe bike lanes would be desirable by the majority of its electorate as an excellent way to low emissions and have a positive effect on climate change.

For these reasons and more as follows I explore you to continue with the wonderful work you are doing with improving and increasing Melbourne's bike lanes and continuing to be a leader in positive policies to help get a grip on climate change.

More reasons I could give are:

Reduction in car traffic giving the benefits of improved air quality, noise reduction and improved safety for all.

Creating an active Melbourne leading its citizens to improved physical and mental health.

Reducing the cost of living for those who chose to ride.

Less cars on the road will improve the flow of our tram network decreasing travel times for public transport users hopefully having the flow on effect of making more people want to use public transport thus reducing emissions again.

Improved accessibility and safety for all, in particular the elderly or impaired including those who use mobility scooters and buggies, and pedestrians.

Thankyou for taking the time to read my submission. I hope that you will make a decision to continue the roll out of bike paths for the good of us all. Congratulations for what you already achieved. I am quite proud of the City of Melbourne and I hope that many more councils will take your lead.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy
acknowledgement:

I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Mr Luke

Email address: * luke98spencer@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Bike lane delays

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

With the rising cost of living (petrol) and increasing environmental footprint, bike lanes provide the opportunity for individuals to reduce their environmental footprint, cost of living and get the physiological health benefits of exercise (obesity epidemic anyone?), without having to compromise on safety.

Bike lanes play a very important role in riders safety by both increasing drivers awareness and increasing accountability while sharing the road with others.

I am writing to the City of Melbourne as there is significant need to continue on existing roll-out plans for bike lanes.

Please indicate whether you would like to verbally address the Future Melbourne in No

support of your
submission: *

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

My Bui

Email address: *

mbui1803@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I saw that council is pausing the rollout of bike lanes in the CBD. I live in the City of Melbourne and ride on the weekends for fun and sometimes when I go out. I just want to say that I fully support the new bike lanes in the CBD and wish there were more of them. It's too stressful riding in traffic without a protected bike lane, as a minimum. I want to enjoy myself and get to where I'm going without stressing about near misses with cars and trucks. The sooner there are protected bike lanes to take me to my favourite places in the CBD the better.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: * • I have read and acknowledge how Council will use and disclose my personal information.

Name: * Naomi Blackburn

Email address: * naomijb@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Thank you to City of Melbourne for protected bike lanes. I commute to work by bike, I ride up Canning St, one of Melbourne's best cycle streets. In the CBD I take La Trobe and William St, both with protected lanes.

The William St protected lane are a new addition during lockdown. Riding on a protected lane I feel safer, there is much less risk of being swiped by a car or truck.

Cycling has become more important to me since COVID, giving me a socially distanced way to travel avoiding risk of virus exposure on the tram.

Finally, climate change is a factor – the city should be doing everything it can to encourage cycling transport over cars, it's emission free, good for our health and the transportation of the future.

Now with e-bikes available, commuters can easily travel 10k or more to the CBD at competitive speeds to public transport. This mode of transport needs to grow.

Lastly, a city make for bikes, is also a city safer for pedestrians. The CBD should be a place for people, not cars. Deliveries and disability wheelchair access cars are important road users – but if businesses are reliant on car traffic not foot traffic, then they are better suited to an urban strip or mall rather than the CBD which should be aiming to be car free in the longer term.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Nathan Birrell

Email address: * nathanbirrell@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Agenda Item 6.9

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I am very disappointed to hear about the bike lane rollout pause (RE Agenda Item 6.9).

As a daily cyclist, public transport user and non-car owner I feel we simply have very limited support for non-car transportation in our city. It's been great to see it improve so quickly since lockdowns, however, this week's news is really disappointing to hear.

Climate and health benefits aside, if Melbourne truly wants to become a desirable city, it MUST focus on phasing cars out of the city as much as possible. By all means, make deliveries and essential car transport as accessible as possible, but please make it a priority to phase non-essential cars out. We know that an enjoyable city brings huge benefits for both businesses and people, as countless studies across Europe can attest.

We have an opportunity in our city to show how enjoyable a city can be to live/work/hang out, so let's do better!

Please indicate whether you would like to verbally address No

the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Neil Head

Email address: *

neilandjosephine@bigpond.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting.

As attached.

Submissions will not be accepted after 10am.

Alternatively you may attach your written submission by uploading your file here:



[dear_melbourne_city_councillors_cc_template_n06062022.docx](#)

14.80 KB • DOCX

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Neil & Josephine Head
1/36 Selwyn Street, Albion 3032
neilandjosephine@bigpond.com

6 June 2023

Dear Melbourne City Councillors,

Agenda item title: Agenda 6.9 – Tuesday 7 June 2023

We are regular bike riders to, from, and around the City ... including regularly with the U3A Melbourne biking group.

We are writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure - including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality.

There are many reasons bike lanes are an important part of our transport system - and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving '[traffic evaporation](#).' By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated [1,700 deaths](#) every year in Australia - larger than the national road toll. If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around. These upgrades can dramatically impact older people, those living with a disability, low income households and migrant communities.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options, and improved infrastructure allows more Melbournians to experience these benefits.

We were quite alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

We want to express my gratitude for the bike lanes that have been rolled out to date (and accelerated during COVID-19). We sincerely hope that you persevere with your bike strategy, which was outlined well before the pandemic.

Perhaps the greatest single need, or deficiencies, as we see it, include, right now:

1. An improved east-west link through the City ... a key current route is along the Yarra River on the south side, but that route, along Southbank, requires significant improvement to help better separate pedestrians from cyclists (while maintaining the current speed limits)
2. That the Capital City circle trail around the city is so very poorly signposted.

Happy to discuss if that would assist ...

Yours sincerely,

(e-signed)

Neil & Josephine Head

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Nicholas Bignell

Email address: * biggersn@yahoo.com.au

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: 6.9

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

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There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation

(1). By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. As the City of Melbourne's own research (2) shows, "Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride." A recent Melbourne study supports your findings,

demonstrating that separated cycling infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

Increase business: Despite all the criticism that has led to this "pause", which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure increases economic activity, spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than ever. Salt Lake City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the extra foot and wheel traffic (5). Further, with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and dog!) is only growing. Worldwide, bicycle lanes have been opposed by business owners, but when the lanes are implemented, traders are surprised by the fact that business actually thrives as a result.

Improve safety for all road users: Research indubitably demonstrates that implementing bike lanes enhances safety for not only people riding bikes but those driving and walking (6). This is because separated bike lanes have a car-traffic calming effect, enabling vehicles to move at safer speeds for everyone.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll (7). If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around (8). These upgrades can be of particular benefit to older people, those living with a disability, low income households and migrant communities.

Reduce emissions: Personal transport is Australia's fastest growing source of emissions (9); and fluctuates between the second and third highest source (behind only energy and land use) (10). Bottom line: our cars are a major contributor to climate change and Melbournians need to be empowered to move in different ways wherever possible. The global climate science is clear: we need to increase active transport to reduce transport emissions. Local research tells us that more separated and dedicated infrastructure is required to move the great number of people from the interested category to actually taking up riding. Australia needs a national strategy to move away from petrol-guzzling cars to bike-riding, walking and zero-emissions public transport and electric vehicles. To pause these bike lanes would put Melbourne on the back-foot, set to become stuck in the past as Australian cities implement innovative and intelligent transport solutions.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant:

Bike-riding and walking are the cheapest travel options (11), and improved infrastructure allows more Melbournians to experience these benefits .

To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change.

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. I ask that you preserve with your bike strategy to reap all the benefits they will bring – a strategy set in motion well before the pandemic.

Regards

Nicholas Bignell

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Nicholas Dow

Email address: * info@bikemelbourne.org

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

The main project to be delayed is Flinders St west of Elizabeth. Already overdue, was due by the end of this month. CBD has only one E/W route, La Trobe St. Metro Tunnel has closed Flinders St, reducing traffic volumes, this is the ideal time to complete this project. Flinders St will be re-opened within the next couple of years. Is this the new "rhythm" that council is waiting for? COVID has radically changed movement patterns and are still very different from "normal". Patterns are going to continue changing for the next few years. So what "rhythm" are we waiting for? Why wait for a new "rhythm" and then disrupt it again with new bike lanes?

Flinders St lanes have been a line on City of Melbourne's maps for at least a decade. We have already waited far too long. Bike Melbourne is in favour of providing routes that relieve north and south bank of the Yarra from most bike traffic. Sth Bank Bvd lanes are excellent but not an alternative for trips north of the Yarra. Flinders St has almost no parking on the southern side of the delayed project and very little adjoining uses that would be affected. Traffic levels are low because of Metro so nobody will be able to complain about "bike lanes causing congestion". Do it now!

Please indicate whether you Yes

would like to
verbally address
the Future
Melbourne in
support of your
submission: *

If yes, please
indicate if you
would like to
make your
submission in
person, or via a
virtual link (Zoom)
to the meeting.
Please note,
physical
attendance will be
limited in
accordance with
City of Melbourne
security protocols
and COVID-safe
plans and be
allocated on a first
registered, first
served basis. *

I wish to make my submission in person

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Nicholas Port

Email address: * nick346@ymail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Future Melbourne– bike lanes review

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I submit to the council that a pausing of bikes lanes should not be considered. For the longest time bike lanes of the highest standard led to to the CBD, and the second one crossed into the Hoddle Grid absolutely nothing was provided. It has always been dangerous and led to problems. The introduction of bike lanes has been an absolute revolution, even if they're not properly policed.

Those who don't like the sharing of these spaces needed complain or worry – they still park or drive down these spaces with great regularity so they're hardly being inconvenienced even now.

Anything that stops Melbourne becoming more accessible and liveable as well as moving towards the future would be a great blight on what has otherwise been a fantastic recent record on progress.

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in

support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Nick Kramer

Email address: * nick.kramer@iinet.net.au

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Agenda 6.9

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Date of meeting: 07/06/22

Agenda item title: Agenda 6.9

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To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. I ask that you preserve with your bike strategy to reap all the benefits they will bring – a strategy set in motion well before the pandemic.

Please indicate **No**
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: * • I have read and acknowledge how Council will use and disclose my personal information.

Name: * Nicola Dunicliff-Wells

Email address: * president@bikebendigo.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

I strongly support the City of Melbourne's initiative to roll out bike lanes in the CBD and was alarmed to read that the City is considering pausing the project.

I am a former CBD worker and Thornbury resident, now living in regional Victoria. Cycling was my primary transport mode to and through the Melbourne CBD and I am acutely aware of the need for quality infrastructure for active transport.

My daily ride to the City contributed significantly to my quality of life. Not only was I healthier for this regular incidental exercise; I was happier. I'd arrive at work with brain cells firing. Moving my body on the journey home was the perfect way to process my day – ridding myself of any work-related stresses and irritations by the time I reached home.

Using my bike for transport is the main way that I build exercise into my week. Indeed, for people with busy lives, incidental exercise is often what keeps us active.

A recent Monash University study shows that more than three quarters of Victorians are interested in going by bike, but most do not – because they are not comfortable riding with motorised traffic.

A connected network of safe cycleways is critical to enable people to build incidental exercise into their daily lives through active transport.

Such infrastructure therefore has a huge impact on the health and wellbeing of our community. We saw during the pandemic the importance of cycling for mental and physical health.

Covid continues to overload our health system. It could certainly do without the additional demand created by sedentary disease.

More people taking up active transport could reduce the incidence of sedentary diseases – helping to ease the load on our health system. Connected cycling infrastructure is critical to enabling this to happen.

Safe infrastructure for active travel is also an equity issue – providing community members with

an option for low-cost transport. It's especially important now, as fuel prices skyrocket.

Active transport helps to reduce carbon emissions. Transport is the second-largest and fastest growing source of emissions in Victoria, accounting for one quarter of the state's emissions in 2019.

As part of its strategy to reach its legislated target of net zero emissions by 2050, the Victorian Government has pledged that 25% of all trips in Victoria will be by walking and cycling by 2030.

2030 is eight short years away. Connected walking and cycling infrastructure is absolutely critical if we are to move towards this target.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

This is no time to pause on the roll out.

A few voices should not outweigh the benefits to Melburnians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as safer roads, a health system that is not overwhelmed, and action on climate change.

I commend the City of Melbourne for the bike lanes that have been rolled out to date. I urge to you persevere with your bike strategy and continue the roll out of bike lanes in Melbourne's CBD.

Yours sincerely,

Nicola Dunnicliff-Wells
President, Bike Bendigo

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Nicole Fetchet

Email address: * nicolefetchet@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Agenda Item 6.9

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

After the past few years we've seen our country engulfed in flames and suffocated with smoke, watched as our life possessions have been washed away, lost loved ones to a pandemic and battled to stay connected. We know climate action is important, and here we can lead as a large city. We can support alternative transport such as bikes with improvements to our infrastructure. Not only does cycling help the planet, it helps our bodies to be fit and it helps us build connection and community while we wait at traffic lights, or pass people on the street. Don't underestimate the impact this has on people's mental health. I encourage you to support the development of bike lanes/paths through Melbourne city. It might seem like a crazy concept now but change will be good for all of us. It will allow us to grow together rather than just selected businesses expanding.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

• I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Nicole Mccormack

Email address: *

nicoleinfrance@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Agenda item title: Agenda 6.9

I'm writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation.' By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll. If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around. These upgrades can dramatically impact older people, those living with a disability, low income households and migrant communities.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant:

Bike-riding and walking are the cheapest travel options, and improved infrastructure allows more Melbournians to experience these benefits.

To conclude, I was alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my gratitude for the bike lanes that have been rolled out to date (and accelerated during COVID-19). I sincerely hope that you persevere with your bike strategy, which

was outlined well before the pandemic.

Yours sincerely,
Nicole McCormack

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Nina Atkinson

Email address: * ninaatkinson.nz@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Agenda 6.9

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

To whom it may concern,

I am writing in support of the continued roll out of bike lanes in Melbourne. I am a keen cyclist in the sense that I use my bike for transport around town, to and from work, rather than as a hobby. This keeps me fit, happy and healthy, and saves my petrol dollars.

Many Melbourne streets are absolutely terrifying for cyclists, and many routes still have no safe or comfortable option for those of us riding bikes.

I support safe, separated cycle lanes to keep making Melbourne a more livable and loveable city.

As a young person concerned about climate change, I am also excited by the possibility of safe cycle lanes encouraging people out of cars and onto bicycles.

Now is not the time to press hold on cycle ways – it's the perfect time to get it done! And I will be considering this come election time.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Noam Shifrin

Email address: * cycling@nbshifrin.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Councillors,

My name is Noam Shifrin and I wish to make a submission concerning the recommendation contained in paragraph 22.6 under Agenda Item 6.9. I live in the LGA of Glen Eira and have commuted to work in the CBD via St. Kilda Rd., Swanston St. and Lonsdale St. However prior to commenting on the recommendation I want to commend Council for its efforts to this point in rolling out a number of separated bike paths thereby increasing the safety of all cyclists in whatever capacity they choose to utilise the network of connected cycle paths. I came to cycling late in life after learning how to ride a bike as a 16 year old. The reason I was not taught nor encouraged to learn was that my uncle had suffered terrible injuries after being pulled under a truck whilst riding his bicycle. He still carries a disability in the form of one leg being noticeably shorter than the other. If only he had had been able to access a protected bike lane; this misfortune would never have befallen him nor resulted in my late discovery of the benefits of cycling.

Councillors should NOT accept this recommendation. Council ought to continue rolling out protected bike lanes throughout the Hoddle Grid for the following reasons:

a. Global heating

If we as a community are to have any hope of passing on a planet which resembles the current one we are going to have to cut carbon emissions. Private motor vehicles account for approximately 18% of Glen Eira's municipal carbon emissions. I imagine a similar figure would be the case for the City of Melbourne. One of the ways to reduce reliance on private motor vehicles is to shift people onto bicycles. Yes, cycling is not the complete answer BUT it has the potential to be a substantial part of the answer. People will not treat cycling as a valid method of ordinary, everyday transportation unless they are both safe and feel safe. The only way that will happen is via separated, dedicated cycle-friendly infrastructure in the form of separated bike lanes.

b. Safety

Research has shown that the population can be divided into roughly 4 groups when it comes to cycling. There are those who would never consider it, those who are strong and fearless and would ride anywhere at any time, those who are enthused and confident and those who are

interested but concerned. The interested but concerned cohort make up the largest group of the four by far. They are the ones which would be drawn into substituting cycling for trips in private motor vehicles if they felt safe whilst riding. The best way to ensure that outcome is to provide separated, dedicated bike lanes.

c. Population Growth

The City of Melbourne like any other LGA has a finite amount of road space. Yes, public transport adequately services a large portion of people who live, work and play in the CBD but it is not a complete answer. However it combined with cycling is a far more efficient use of available space than continuing to entertain the use of private motor vehicles as an equally supported option.

This submission has been (for the most part) statistic free for a reason. The move to pause the roll-out is not motivated by facts or reason. It is motivated by simplistic assumptions, inertia, vested interests and a fear of change. No set of numbers, no findings of umpteen studies will dismiss the relentless negative campaigning around bike lanes. Make no mistake, those wishing to see a 'pause' in the roll out really want to see a rollback. They are not concerned with notions of equitable access, reduction in carbon emissions and health benefits from cycling as a valid transport option. Instead they seek to maintain the status quo because it suits them whether that be because they would have to explore alternate ways of achieving their business goals or simply because they themselves cannot envision themselves on a bike as a method of transport. Please do not let them pause the continuing provision of dedicated bike lanes which save lives as well as contribute to the reduction in carbon emissions.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Olivia Lynch

Email address: * malivian@gmail.com

Phone number *

Date of meeting: * Sunday 7 June 2020

Agenda item title: 6.9

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Date of meeting: 07/06/22

Agenda item title: Agenda 6.9

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality – to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation' (1). By making riding more convenient, those who can will leave their car at home, thereby

making it easier for people to move around our city. As the City of Melbourne's own research (2) shows, "Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride." A recent Melbourne study supports your findings, demonstrating that separated cycling infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

Increase business: Despite all the criticism that has led to this "pause", which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure increases economic activity, spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than ever. Salt Lake City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the extra foot and wheel traffic (5). Further, with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and dog!) is only growing.

Improve safety for all road users: Research indubitably demonstrates that implementing bike lanes enhances safety for not only people riding bikes but those driving and walking (6). This is because separated bike lanes have a car-traffic calming effect, enabling vehicles to move at safer speeds for everyone.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll (7). If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around (8). These upgrades can be of particular benefit to older people, those living with a disability, low income households and migrant communities.

Reduce emissions: Personal transport is Australia's fastest growing source of emissions (9); and fluctuates between the second and third highest source (behind only energy and land use) (10). Bottom line: our cars are a major contributor to climate change and Melbournians need to be empowered to move in different ways wherever possible. The global climate science is clear: we need to increase active transport to reduce transport emissions. Local research tells us that more separated and dedicated infrastructure is required to move the great number of people from the interested category to actually taking up riding. Australia needs a national strategy to move away from petrol-guzzling cars to bike-riding, walking and zero-emissions public transport and electric vehicles. To

pause these bike lanes would put Melbourne on the back-foot, set to become stuck in the past as Australian cities implement innovative and intelligent transport solutions.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant:

Bike-riding and walking are the cheapest travel options (11), and improved infrastructure allows more Melbournians to experience these benefits .

To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. I ask that you preserve with your bike strategy to reap all the benefits they will bring – a strategy set in motion well before the pandemic.

References:

- 1) <https://www.theguardian.com/lifeandstyle/video/2022/may/17/why-new-bikelanes-dont-cause-traffic-jams-video>
- 2) <https://www.melbourne.vic.gov.au/SiteCollectionDocuments/transport-strategy-2030-city-of-melbourne.pdf>
- 3) <https://www.sciencedirect.com/science/article/pii/S2214140521003200>
- 4) <https://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf>
- 5) https://drive.google.com/file/d/0B8tOk7_upXv5djhCajg1Z0I3bmhTVTIxWldwRzA0YjJWNW9R/view?resourcekey=0-Fr7Mp141yXvXzW6u5NBjqQ
- 6) <https://www.sciencedirect.com/science/article/abs/pii/S2214140518301488?via%3Dihub>
- 7) https://nespurban.edu.au/publications-%20resources/research-reports/CAULRR06_%20%20SubmissionFuelQualityStandardsAct2000_Mar2017.pdf
- 8) <https://www.jstor.org/stable/26211762>

9) <https://ageis.climatechange.gov.au/nggi.aspx>

10)

<https://www.climatecouncil.org.au/wp-content/uploads/2017/09/FactSheet-Transport.pdf>

11)

https://www.climatecouncil.org.au/wp-content/uploads/2018/10/CC_MVSA0154-Report-Transport_V6-FA-Low-Res-Single-Pages.pdf

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Ollie McIntyre

Email address: * olmcintyre@yahoo.com.au

Phone number *

Date of meeting: * Monday 6 June 2022

Agenda item title: Bike lanes more please!

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Hi there, I am writing to express my thoughts on the bike lanes in the CBD. I think they are essential and are so important for the progression of Melbourne as a city. The loud minority of people who like tearing down our city streets demonstrates the need for more bike lanes everywhere to stop these people. I am a student, I ride my bike everywhere and I think lots more 'bike education' is needed across Melbourne and it starts in the city. If you want to take a step in the right direction for the climate, the future, and probably less costs (less cleaning up of damage by hoons) then this is the way to do it!

Thanks

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Pania Whibley

Email address: *

parnsay@hotmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting.

Please continue your great work putting in bike lanes. Don't pause this very important work because of a loud minority

Submissions will not be accepted after 10am.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Paola Lorio

Email address: *

paolalorio@gmail.com

Phone number *

Date of meeting: *

Sunday 5 June 2022

Agenda item title: *

Bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I believe you may discontinue the development of a bike lane network in the city. I would like to ask you to reconsider this as providing safe biking options has many benefits for a city and it's people. Lower emissions, better health, less congestion in the city.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Patrick ODoherty

Email address: *

patrick@yarraweb.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike Lane

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting.

Submissions will not be accepted after 10am.

Please keep the existing off-road bike lanes and continue to build new ones. I live in South Yarra and cycle to the city to attend gyms and take the family to eat and shop. There's no way we'd do it if we had to mix with the traffic.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Categories:

Speaker

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Patrick Thomas

Email address: * pat.thomas.au@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Bicycle Lanes

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I object to any proposal to limit further development of cycleways within the Melbourne CBD. Dedicated cycle lanes make the city safer, greener, more pedestrian friendly, and a generally more enjoyable space.

I work for the Department of Defence. Due to the sensitive nature of our work, I need to attend workplaces in person regularly, irrespective of Covid limitations. I cycle through the CBD twice daily, from my home in Fitzroy to workplaces at Victoria Barracks and near Southern Cross Station. Cycling to these workplaces though lockdowns was the safest, most efficient method of transport to work.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * Yes

If yes, please indicate if you would like to make your submission in person, or via a virtual link (Zoom) to the meeting.

I wish to make by submission via Zoom

Please note, physical attendance will be limited in accordance with City of Melbourne security protocols and COVID-safe plans and be allocated on a first registered, first served basis. *

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Paul Allen

Email address: *

Paul.allen@outlook.com.au

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I'm a high school teacher and have been riding my electric unicycle through the city for the past 18 months. I am part of a new generation of commuters who are sick of sitting in traffic jams, paying over \$100 every time we fill up our cars, getting parking tickets, and adding to the air and noise pollution in our city. We are not waiting for governments to act and update laws or infrastructure. We will simply do what we've been doing, in ever greater numbers, because it is the right thing to do. For us and for the planet. In February 2020, you committed to speed up the delivery of 44km of protected bicycle lanes by 2024 "in response to the Climate and Biodiversity Emergency". What has changed? Are we no longer facing a climate emergency? Of course not. So I will continue to ride, on the road or on whatever sliver of a bike lane exists, knowing that I am prioritizing my own wellbeing and contributing in some small way to a better future for my kids, with or without the support of the Melbourne City Council.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Paul Angeli

Email address: *

paulangeli@yahoo.com.sg

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Delaying Bike Lanes Rollout

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting.

I am calling for Melbourne City Council to continue its great work building bike lanes.

Submissions will not be accepted after 10am.

Please do not delay this great exercise.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Paul Dwyer

Email address: *

dwyerpaul@hotmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting.

Bike lanes make me feel safe riding to the cbd and back for work. We do not need extra space for parking, we need safe passage and visibility from motorists, trucks and trams.

Submissions will not be accepted after 10am.

Please listen to reason. Please side with safety first and progress in the form of a stronger society for everyone.

Paul

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Paul Fawcett

Email address: * paulyfawcett@hotmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Agenda 6.9

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Agenda item title: Agenda 6.9

I'm writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

I ride my bicycle thru the city everyday to get to work and enjoy feeling connected to the CBD again.

I want to express my gratitude for the bike lanes that have been rolled out to date (and accelerated during COVID-19). I sincerely hope that you persevere with your bike strategy, which was outlined well before the pandemic.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation.' By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll. If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around. These upgrades can dramatically impact older people, those living with a disability, low income households and migrant communities.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant:

Bike-riding and walking are the cheapest travel options, and improved infrastructure allows more Melbournians to experience these benefits.

To conclude, I was alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

Yours sincerely,

Paul Fawcett

Please indicate No
whether you
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verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Paul Magarey

Email address: * paul_magarey@fastmail.fm

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Agenda 6.9

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths. By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality – to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention. These include:

1) Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation' (1). By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. As the City of Melbourne's own research (2) shows, "many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more

people to ride.”

A recent Melbourne study supports your findings, demonstrating that separated cycling infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

2) Increase business: Despite all the criticism that has led to this "pause", which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure increases economic activity, spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than ever. Salt Lake City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the extra foot and wheel traffic (5). Further, with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and dog!) is only growing.

3) Improve safety for all road users: Research indubitably demonstrates that implementing bike lanes enhances safety for not only people riding bikes but those driving and walking (6). This is because separated bike lanes have a car-traffic calming effect, enabling vehicles to move at safer speeds for everyone.

4) Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll (7). If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

5) Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around (8). These upgrades can be of particular benefit to older people, those living with a disability, low income households and migrant communities.

5) Reduce emissions: Personal transport is Australia's fastest growing source of emissions (9); and fluctuates between the second and third highest source (behind only energy and land use) (10). Bottom line: our cars are a major contributor to climate change and Melbournians need to be empowered to move in different ways wherever possible. The global climate science is clear: we need to increase active transport to reduce transport emissions. Local research tells us that more separated and dedicated infrastructure is required to move the great number of people from the interested category to actually taking up riding. Australia needs a national strategy to move away from petrol-guzzling cars to bike-riding, walking and zero-emissions public transport and electric vehicles. To pause these bike lanes would put Melbourne on the back-foot, set to become stuck in the past as Australian cities implement innovative and intelligent transport solutions.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the

cheapest travel options (11), and improved infrastructure

allows more Melbournians to experience these benefits .

To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as

cleaner air, less traffic, safer roads and action on climate change.

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. I ask that you preserve with your bike strategy to reap all the benefits they will bring – a strategy set in motion well before the pandemic.

References:

- 1) <https://www.theguardian.com/lifeandstyle/video/2022/may/17/why-new-bike-lanes-dont-cause-traffic-jams-video>
- 2) <https://www.melbourne.vic.gov.au/SiteCollectionDocuments/transport-strategy-2030-city-of-melbourne.pdf>
- 3) <https://www.sciencedirect.com/science/article/pii/S2214140521003200>
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nsport.pdf

11)

https://www.climatecouncil.org.au/wp-content/uploads/2018/10/CC_MVSA0154

-Report-Transport_V6-FA_Low-Res_Single-Pages.pdf

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Paul Reiner

Email address: *

parax20@hotmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike Lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I think it would be a huge mistake to postpone the bike lanes. Business lobbies are arguing that only motorists shop downtown. One business person said cyclists only purchase coffees, and Lycra pants. These arguments are ridiculous. I am a cyclist who has purchased all sorts of products in the city before.

In this age of global warming, cycling should be encouraged as opposed to discouraged. Holding off on the bike lanes just serves to discourage cycling.

I urge you to reconsider.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

• I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Paul Welsh

Email address: *

paul-welsh@hotmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Hi,
I just wanted to say that as a cyclist I really appreciate the way the City of Melbourne has prioritised building separated bike lanes and I hope it continues. As a cyclist you feel very vulnerable on the road without protection. These lanes make it much safer and more convenient for cyclists and they encourage people of all ages to ride, leading to reduced traffic for the remaining cars and a greener society and world. A lot of people I speak to really appreciate how the City of Melbourne has gone about developing new bike lanes and I feel it should be commended for it.
.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Piers Morgan

Email address: * piers@piersm.com.au

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

The continued construction of protected bicycle lanes in the Melbourne CBD is critical for meeting the council's goals for providing safe modes of transport to and within the city, and meeting its goals for reducing carbon emissions. Acquiescing to motorists' demands to delay the provision of, or remove protected bike lanes, is backwards 20th Century thinking. Melbourne should join other great modern cities throughout the world and prioritise non-motorised transport.

Issues around public perception of protected bike lanes should be addressed through information campaigns, not by delaying or cancelling programs.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Penelope Davison

Email address: * penelopedavisonact@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I'm really sad to hear that the new bike lanes project has stalled. I work from home at the moment, and the biggest reason why I don't go to work in the city anymore is how expensive public transport is. I sometimes ride in but it often doesn't feel safe. If the bike lane project went ahead that would make an absolute world of difference and really help me back into the CBD for work and social reasons!

Having safer lanes encourages more people into the city, is more environmentally friendly and accessible, reduces congestion (which also improves health and quality of life!), and encourages healthier lifestyles. With more and more people using the bike lanes for skating, scootering, and other forms of transport, this is also increasingly important to prevent accidents!! It's a truly positive 'people-first' action to take. Please continue with this important project to keep our non-motor vehicle travelers safe and healthy!

Please indicate whether you would like to verbally address the Future Melbourne in No

support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Peter Allan

Email address: * peter.allan@sru.net.au

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Bicycle infrastructure

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I commend the work that the Council has undertaken in the past two years to upgrade bike transport infrastructure. While this is small in scale compared to the activity in many other major cities, it is a welcome investment in our future. I am concerned with media reports suggesting the Council now pause further bike lane work. This would be a disastrous step and I urge council to continue to build the required bike lane network that our city requires. Of course, impacts on deliveries will need to be worked through. Loss of on street parking is something that must happen inevitably and encouraging more bike, public transport and walking options is how this can be achieved.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Peter Berg

Email address: *

pberg8@bigpond.net.au

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Protected bike lanes in City of Melbourne

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

It is important to reduce motor vehicle traffic in the City of Melbourne to reduce traffic congestion and to reduce the emission of carbon dioxide which is so damaging to the environment.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Categories:

Speaker

Privacy acknowledgement: * I have read and acknowledge how Council will use and disclose my personal information.

Name: * Peter Campbell

Email address: * boroondarabug@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Please find attached submissions from Boroondara Bicycle Users Group requesting continued roll out of the City of Melbourne bike network.

Alternatively you may attach your written submission by uploading your file here:



[20220607_bbug_submission_to_city_of_melbourne_on_rollout_of_cycling_network.pdf](#)

115.61 KB · PDF

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

Yes

If yes, please indicate if you I wish to make my submission in person would like to make your submission in person, or via a virtual link (Zoom) to the meeting. Please note, physical attendance will be limited in accordance with City of Melbourne security protocols and COVID-safe plans and be allocated on a first registered, first served basis. *

Submission to City of Melbourne on the roll-out of the cycling network

7 June 2022

The [Boroondara Bicycle Users Group](#) (BBUG) has a long history of advocacy for better bicycle infrastructure in Boroondara and beyond. Many of our members and supporters cycle to and through the City of Melbourne and benefit from recent and ongoing improvements in safe cycling infrastructure.

Bike trips include commuting to work in Melbourne's CBD, going shopping and recreational bike rides to and through central Melbourne.

We have been very pleased to see continued implementation of improvements for safe cycling across the city. We consider this to be of the utmost importance given the changes in transport that have occurred and that will occur as a result of the recent pandemic.

Traffic congestion has already returned to levels higher than before the pandemic and looks likely to stay this way for the foreseeable future.

Without significant and targeted investment in infrastructure and programs to make riding a bike safe, convenient and a competitive alternative to driving a car, motor vehicle use will continue to spiral upwards. Every trip on a bike is one less car on the road.

We are concerned about [a recent report](#) that the City of Melbourne is considering scaling back plans to provide safe, separated bicycle lanes across the city in response to recent vocal criticism from business interests, AWU and some residents.

We support the City of Melbourne's efforts to ensure our streets can be accessed by those that want to walk or ride as well as drive. People make the city, not cars or trucks.

No matter where we live, it's important for everyone in our community to access and enjoy our streets. That means joining up the missing links in our walking and cycling networks with more footpaths and safe bike lanes and paths.

43% of cars in the City of Melbourne are simply travelling through, the city is not their destination

Before COVID, 7% of all people travelling into the CBD came by bike. Melbourne can attract many people back into the city who ride a bike by providing more safe routes both into and within the CBD. Bike parking space generates twice as much economic activity for local businesses as car parking space.

The more bikes are separated from cars the more space for drivers who do not have the option to ride a bike. Improving safety for people riding and walking improves safety for all road users.

In addition, the economic activity generated by the Australian cycling sector is significant with a \$3.4 billion in direct value add to our GDP, 34,295 direct (FTE) jobs, and Cycle tourism has a direct industry output of \$1.2 billion annually.

We would welcome the opportunity to present our submission in person on behalf of the Boroondara Bicycle Users Group and its members.

Peter Campbell
Spokesperson, Boroondara Bicycle Users Group
boroondarabug@gmail.com

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Peter George

Email address: *

platypus111@bigpond.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike thoroughfare through the city

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting.

Please, expand bike thoroughfare through the city? For the benefit, of riders, shopkeepers and business.

Submissions will not be accepted after 10am.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Peter Jennings

Email address: * peterjennings1999@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Date of meeting: 07/06/22

Agenda item title: Agenda 6.9

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality – to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation' (1). By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. As the City of Melbourne's own research (2) shows, "Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride." A recent Melbourne study supports your findings, demonstrating that separated cycling infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

Increase business: Despite all the criticism that has led to this "pause", which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure increases economic activity, spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than ever. Salt Lake City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the extra foot and wheel traffic (5). Further, with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and dog!) is only growing.

Improve safety for all road users: Research indubitably demonstrates that implementing bike lanes enhances safety for not only people riding bikes but those driving and walking (6). This is because separated bike lanes have a car-traffic calming effect, enabling vehicles to move at

safer speeds for everyone.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll (7). If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around (8). These upgrades can be of particular benefit to older people, those living with a disability, low income households and migrant communities.

Reduce emissions: Personal transport is Australia's fastest growing source of emissions (9); and fluctuates between the second and third highest source (behind only energy and land use) (10). Bottom line: our cars are a major contributor to climate change and Melbournians need to be empowered to move in different ways wherever possible. The global climate science is clear: we need to increase active transport to reduce transport emissions. Local research tells us that more separated and dedicated infrastructure is required to move the great number of people from the interested category to actually taking up riding. Australia needs a national strategy to move away from petrol-guzzling cars to bike-riding, walking and zero-emissions public transport and electric vehicles. To pause these bike lanes would put Melbourne on the back-foot, set to become stuck in the past as Australian cities implement innovative and intelligent transport solutions.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant:

Bike-riding and walking are the cheapest travel options (11), and improved infrastructure allows more Melbournians to experience these benefits .

To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. I ask that you preserve with your bike strategy to reap all the benefits they will bring – a strategy set in motion well before the pandemic.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * Yes No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Stephen Jeremiah

Email address: *

bullfrogengineering@gmail.com

Phone number *

Date of meeting: *

Monday 6 June 2022

Agenda item title: *

Bicycle Lanes in Melbouerne

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Sir/Madam

I am very disappointed at councils decision not to expand the bicycle infrastructure which was planned to make cycling safer and to improve the city by reducing traffic, motor vehicles.

I note there were complaints about access for deliveries. I have visited many European cities where there is a time restriction for deliveries after which the roads are blocked by timed bollards. No problem. Pedestrians and cyclist are safe and free to transit through these areas.

This decision is a backward step in the efforts to lessen car dependency and panders to whingers with influence over council. THIS IS A RETROGRADE STEP for the future of Melbourne.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Peter Robertson

Email address: *

excellentenglish@hotmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9 Agenda item

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting.

Please keep building boke lanes. It's very dangerous without protected bike lanes.

Submissions will not be accepted after 10am.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *	I have read and acknowledge how Council will use and disclose my personal information.
Name: *	Peter Saville
Email address: *	peter2013@bigpond.com
Phone number *	
Date of meeting: *	Tuesday 7 June 2022
Agenda item title: *	Cycle lanes in the city
Please write your submission in the space provided below and submit <u>by no later than 10am on the day of the scheduled meeting.</u> Submissions will not be accepted after 10am.	Recent reports of delaying the rollout of its plans to build a network of protected bike lanes in Melbourne's CBD is disappointing for me as a regular cyclist . I have ridden city streets my whole working and retirement life and it's so dangerous without proper protected lanes. Please do not delay the rollout
Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *	No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Peter Signorini

Email address: * petesig@bigpond.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Agenda 6.9

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

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By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality – to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation' (1). By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. As the City of Melbourne's own research (2) shows, "Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride." A recent Melbourne study supports your findings, demonstrating that separated cycling

infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

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Local research tells us that more separated and dedicated infrastructure is required to move the great number of people from the interested category to actually taking up riding. Australia needs a national strategy to move away from petrol-guzzling cars to bike-riding, walking and zero-emissions public transport and electric vehicles. To pause these bike lanes would put Melbourne on the back-foot, set to become stuck in the past as Australian cities implement innovative and intelligent transport solutions.

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A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. I ask that you preserve with your bike strategy to reap all the benefits they will bring – a strategy set in motion well before the pandemic.

References: 1)

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A0YjJWNW9R/view?resourcekey=0-Fr7Mp141yXvXzW6u5NBjqQ

<https://www.sciencedirect.com/science/article/abs/pii/S2214140518301488?via>

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Please indicate **No**
whether you
would like to
verbally address
the Future
Melbourne in

support of your
submission: *

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Philippa Jolliffe

Email address: *

philippajolliffe@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike Lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

The Melbourne Council has done some great work so far on implementing bike lanes in the city. Please continue this fabulous work for the bike commuters/riders of Melbourne.

Its important now as city workers return to this area and as we have seen from the recent Federal Election the whole Australian community wants to see positive action to help our climate any way we can.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Categories:

Speaker

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Phin Ziebell

Email address: * phin.ziebell@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Agenda items 6.9 and 7.1

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I write this submission with dismay, given recent reports that the CoM will delay/abandon further bike lane infrastructure within the Hoddle grid.

For context, until the pandemic I was a city office worker but now I have the freedom to largely work from home should I choose. My main drawcard for return to office is the ability to ride to work. I live in a middle band suburb with generally good bike infrastructure, but the last 2km within the CoM is generally dangerous and totally unappealing. It greatly disappoints me to see council failing to any real incentive for me to return to the office.

Many office workers now enjoy the flexibility in the CBD much less, most enjoy this flexibility. Council has been very vocal about getting workers back in the city post-pandemic, but is it really making it appealing? Without adequate cycling infrastructure the simple fact is I am substantially less likely to spend time (and money) in the CBD.

Regards, Phin Ziebell

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

Yes

If yes, please indicate if you would like to make your submission in person, or via a virtual link (Zoom) to the meeting. Please note, physical attendance will be limited in accordance with City of Melbourne security protocols and COVID-safe plans and be allocated on a first registered, first served basis. *

I wish to make by submission via Zoom

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Pia White

Email address: * white.pia.ella@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Protected Bike Lanes

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I wish to make a submission to the Councillors of City of Melbourne to have conviction in its proposed plan for more protected bike lanes in the CBD. The idea that taking lanes space away from cars has been debunked, but in any case 'reducing travel times for drivers making non-essential CBD car trips shouldn't come at the expense of cyclist and pedestrian safety. A city that is centered around pedestrians and modes of active/green transport is a more pleasant experience for all. Reserve road use by cars for those who really need to be there: ie delivery drivers. Don't waiver from taking action for a better future by some vocal lobby groups and irresponsible journalism. Melbournians support bike travel but one of he biggest barriers to uptake is safety concerns.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Rachel Coffey

Email address: * rlscoffey@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Agenda 6.9

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

As a cyclist who commutes by bike every day – to work and to my social events – I'd like to submit my strong support for the continuation of existing bike lanes, as well as their expansion.

I've had multiple experiences where I've felt that I nearly died on my bike – so many times where a driver has simply not seen me (despite being in fluro colours, with flashing lights and obeying all road rules.) As someone who has also driven a car for 18 years, I also totally understand how easy it can be to miss seeing a cyclist. A split second can change (and end) peoples lives.

Where there are specific, separated bike lanes, I feel so much safer. I'm much more likely to use my bike to ride to locations that have routes with good infrastructure.

Given the imperative of rapidly reducing global carbon emissions (and ultimately cutting them entirely), the investment in bike infrastructure is essential. Transport is one of our largest sources of emissions – this is low hanging fruit.

Bike lanes make a huge difference to how I feel about our city – in my mind it's one of the key indicators of an

advanced, sustainable city that invests in the health and well being of its people. Our city should be built to make our lives safer, easier and healthier – world class bike infrastructure is critical.

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Rachel Humphrys

Email address: * rhumphrys@deloitte.com.au

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I read over the weekend that the City of Melbourne is considering delaying its plans to continue building a network of protected bicycle lanes in Melbourne's CBD. This submission wishes to acknowledge Council for its wonderful work thus far in building so many bike lanes over the past couple of years and call on Council to continue this work.

I am a female commuter bicyclist (by which I mean, I do not zoom around at great speed wearing lycra, but rather pootle along in my everyday clothes to get to wherever it is that I am going). When I moved from Adelaide to Melbourne over a decade ago, I disposed of my car and elected to rely solely on Melbourne's amazing public transport, along with walking and riding my bicycle. Whilst I adore riding my bicycle, riding on busy Melbourne roads can often be a terrifying experience. People often ask me about safety; it is clearly a concern for others who consider commuting via bicycle.

I work at Deloitte (previously at 550 Bourke Street, now at 477 Collins Street). I can still remember the moment I rode into the CBD from my home in South Yarra and suddenly realised with joy and amazement that during this strange, quiet time the pandemic had forced upon us, a protected bicycle lane had appeared on Queens Bridge Street and William Street. I felt such relief; finally I actually felt safe riding along that section of road. The other

thought I had: Council is likely to receive complaints from those who drive in the CBD; I must acknowledge and thank Council. I am sorry to say that I never got around to it – but thus the motivation for writing this submission.

I am so grateful for the work that you have undertaken to date and encourage you to continue. The more protected bike lanes that appear on inner city Melbourne streets, the safer and more comfortable I feel to ride my bicycle more often. And I have no doubt that others feel the same.

Creating more accessibility for safe cycling is a marvellous and much-needed thing – it cuts emissions, reduces the cost of living for those who ride, and generally makes it easier to get around (there is nothing quite like being about to cycle almost to the front door of your destination!). Perhaps we need to be finding ways to celebrate the increased cycling accessibility Council has built during this period, and to get the word out and encourage more people to try cycling into the city now that it is safer to do so?

With gratitude,
Rachel Humphrys

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: * • I have read and acknowledge how Council will use and disclose my personal information.

Name: * Reuben van Ammers

Email address: * reubenvanammers@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Agenda Item 6.9: Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I'm extremely disappointed about the possibility of the bicycle lanes in the Melbourne CBD being suspended. As a commuter who regularly uses the new bike lanes to get to work, they've been great at reducing my commute time in a time-efficient manner, while reducing congestion on the roads that I'd otherwise use, and of course, being better for the environment.

However, this is not safe for all routes within the Hoddle Grid (and the surrounding suburbs, especially to the south of the CBD) and this is a significant impact for myself and many other when deciding a primary means of transportation around Melbourne. As a transportation network, each additional protected bike lane adds an exponential benefit, as it allows greater parts of the city to be efficiently and safely connected together. Even if 70 % of a route is safe, people will avoid cycling due to having to share the road and parking on the other 30 percent of the route. Therefore, the existing plans to add protected bike lanes should not be suspended.

As a bicycle is multiple times more space-efficient than cars, a rational alternative to the proposed agenda item 6.9 would be to ban all non-essential personal cars from the CBD, only allowing for delivery or moving. As the city centre increases in density over time while Melbourne becomes even more of a global city, we need to support forward-thinking policies that are an efficient use of space, which includes an increasing share of bicycles.

Reuben van Ammers

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *	I have read and acknowledge how Council will use and disclose my personal information.
Name: *	Rhianna Hobbs
Email address: *	rhiannahobbs@hotmail.com
Phone number *	
Date of meeting: *	Thursday 7 July 2022
Agenda item title: *	Agenda item 6.9
Please write your submission in the space provided below and submit <u>by no later than 10am on the day of the scheduled meeting.</u> Submissions will not be accepted after 10am.	Please reconsider the pause of the bike lane roll out in Melbourne. I recently wrote a paper as part of my Diploma of Sustainability in which I used Melbourne's 2030 Transport Plan as a prime example of the kind of initiatives cities need to take to work towards meeting our net zero targets. It is disappointing to see the brakes being applied to this wonderful initiative. The bike lanes have opened up the areas around the city that I am comfortable cycling, which makes the city so much more accessible. We need to move towards, not away from this important emissions-free form of transport.
Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *	No

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Rhys Laffey

Email address: *

rhysdlaffey@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting.

Please don't delay the plans to build the network of bike lanes.

Submissions will not be accepted after 10am.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Richard Dickson

Email address: *

trickey_1@bigpond.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Cycleways for Melbourne

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting.

https://www.climatecouncil.org.au/wp-content/uploads/2022/06/Letter-community_Dear-Melbourne-City-Councillors.pdf?fs=e&s=cl

Submissions will not be accepted after 10am.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Dear Melbourne City Councillors,

Date of meeting: 07/06/22

Agenda item title: Agenda 6.9

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure - including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality - to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system - and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation' (1). By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. As the City of Melbourne's own research (2) shows, "Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride." A recent Melbourne study supports your findings, demonstrating that separated cycling infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

Increase business: Despite all the criticism that has led to this "pause", which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure **increases economic activity**, spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than ever. Salt Lake City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the extra foot and wheel traffic (5). Further, with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and dog!) is only growing.

Improve safety for all road users: Research indubitably demonstrates that implementing bike lanes enhances safety for not only people riding bikes but those driving and walking (6). This is because separated bike lanes have a car-traffic calming effect, enabling vehicles to move at safer speeds for everyone.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia - larger than the national road toll (7). If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around (8). These upgrades can be of particular benefit to older people, those living with a disability, low income households and migrant communities.

Reduce emissions: Personal transport is Australia's fastest growing source of emissions (9); and fluctuates between the second and third highest source (behind only energy and land use) (10). Bottom line: our cars are a major contributor to climate change and Melbournians need to be empowered to move in different ways wherever possible. The global climate science is clear: we need to increase active transport to reduce transport emissions. Local research tells us that more separated and dedicated infrastructure is required to move the great number of people from the *interested* category to actually taking up riding. Australia needs a national strategy to move away from petrol-guzzling cars to bike-riding, walking and zero-emissions public transport and electric vehicles. To pause these bike lanes would put Melbourne on the back-foot, set to become stuck in the past as Australian cities implement innovative and intelligent transport solutions.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options (11), and improved infrastructure allows more Melbournians to experience these benefits .

To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. **I ask that you preserve with your bike strategy to reap all the benefits they will bring - a strategy set in motion well before the pandemic.**

References:

- 1) <https://www.theguardian.com/lifeandstyle/video/2022/may/17/why-new-bike-lanes-dont-cause-traffic-jams-video>
- 2) <https://www.melbourne.vic.gov.au/SiteCollectionDocuments/transport-strategy-2030-city-of-melbourne.pdf>
- 3) <https://www.sciencedirect.com/science/article/pii/S2214140521003200>
- 4) <https://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf>
- 5) https://drive.google.com/file/d/0B8tOk7_upXv5djhCajg1Z0I3bmhTVTIxWldwRzA0YjJWNW9R/view?resourcekey=0-Fr7Mp141yXvXzW6u5NBjqQ
- 6) <https://www.sciencedirect.com/science/article/abs/pii/S2214140518301488?via%3Dihub>
- 7) https://nespurban.edu.au/publications-%20resources/research-reports/CAULRR06_%20%20SubmissionFuelQualityStandardsAct2000_Mar2017.pdf
- 8) <https://www.jstor.org/stable/26211762>
- 9) <https://ageis.climatechange.gov.au/nggi.aspx>
- 10) <https://www.climatecouncil.org.au/wp-content/uploads/2017/09/FactSheet-Transport.pdf>
- 11) https://www.climatecouncil.org.au/wp-content/uploads/2018/10/CC_MVSA0154-Report-Transport_V6-FA_Low-Res_Single-Pages.pdf

Categories:

Speaker

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Richard Hannah

Email address: * richard@neuron.sg

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Melbourne's e-scooter trial is breaking records when it comes to e-scooter utilisation. The demand generated from the city's major events, as well as the fantastic cycling infrastructure are both playing a big part in the program's early success.

It is estimated that 84% of Neuron e-scooter rides in the City of Melbourne are taking place on roads with dedicated bike lanes, and is clear that bike lanes are pivotal for the continued uptake of shared micro-mobility such as e-bikes & e-scooters.

Overwhelmingly there's been positive feedback from riders about the service, particularly in reducing congestion and dangerous emissions. Neuron's latest rider survey shows that 45% of e-scooters trips are replacing car journeys, saving an impressive 94 tonnes of CO2 emissions to date.

E-scooters are a great way for locals as well as tourists to travel in a safe, convenient and fun way. Latest Neuron rider survey shows the vast majority of riders in Melbourne, 8 out of 10 people, believe they have made a positive impact on the city.

Other key benefits driven to the local community as a result of the high uptake of e-scooters in Melbourne, assisted by the great cycling infrastructure available, include:

> Neuron e-scooters are providing a welcome boost the local economy with 65% of all rides resulting in a purchase from a business

> Neuron e-scooters have been found to have universal appeal, with riders spread relatively evenly across all demographics. They are most popular among 25-34 year olds (39%), followed closely by 35-44 year olds (22%), 18-24 year olds (21%) and 44-54 year olds (14%). The remaining 4% of riders are aged 55 and above.

> 26% of riders said they use e-scooters to connect to public transport. This is supported by Neuron trip data with Flinders Street Station and Southern Cross Station consistently being among the two most popular locations for riders to start and end their journeys.

Please indicate Yes
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

If yes, please I wish to make by submission via Zoom
indicate if you
would like to
make your
submission in
person, or via a
virtual link (Zoom)
to the meeting.
Please note,
physical
attendance will be
limited in
accordance with
City of Melbourne

security protocols
and COVID-safe
plans and be
allocated on a first
registered, first
served basis. *

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Rick Clarke

Email address: *

rickclarke87@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I urge the Committee not to defer the rollout of safe protected bike lanes in the Hoddle Grid. This infrastructure is critical to keeping our city moving and providing commuters with safe and healthy options, and ultimately reducing traffic congestion.

I congratulate the Committee on the accelerated roll-out over the past couple of years. This should not be squandered by halting the program now. The fact is that despite considerable progress, cycling in the CBD can still be an unsafe and intimidating task, with large gaps in the network remaining.

While cycling levels have been impacted by the pandemic, they are gradually increasing over time and as traffic congestion returns to normal, people will again start looking for alternative means of travel. Let's be a city that makes cycling the easy option.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Robin Cameron

Email address: * robin.cameron@rmit.edu.au

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

As a cycling commuter working at RMIT University for over a decade I have keenly observed the improvements to cycling infrastructure to the city. This has been motivated out of an interest in my own safety as a seasoned cyclist as the overall interest in the accessibility of the city to new and less confident commuters. Riding in the CDB is intimidating and dangerous and dedicated lanes provides meaningful safety and more equal access to all commuters.

The COVID lockdown period was a significant step back for cycling safety as vehicle behaviour worsened and made the city and its immediate surrounds less approachable. Even as a confidence cyclist I have been nervous around trade and commercial vehicles, which pay less attention to cyclists. If there is a to be a future where riders with a broad range of abilities and demographics are likely to cycle into the city it vital that there is effective infrastructure. Incomplete or rolled back networks of cycling lanes provide no security when cycling in the city.

This decision will determine whether the City of Melbourne is for people or commercial vehicles.

Please indicate whether you would like to No

verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Robin Thompson

Email address: *

thompson.robij@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda 6.9

Alternatively you may attach your written submission by uploading your file here:



[dearmelbournecitycouncillorstemplate.docx](#) 14.27 KB · DOCX

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Dear Melbourne City Councillors,

Agenda item title: Agenda 6.9

I'm writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure - including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality.

There are many reasons bike lanes are an important part of our transport system - and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving '[traffic evaporation](#).' By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated [1,700 deaths](#) every year in Australia - larger than the national road toll. If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around. These upgrades can dramatically impact older people, those living with a disability, low income households and migrant communities.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options, and improved infrastructure allows more Melbournians to experience these benefits.

To conclude, I was alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my gratitude for the bike lanes that have been rolled out to date (and accelerated during COVID-19). I sincerely hope that you persevere with your bike strategy, which was outlined well before the pandemic.

Yours sincerely,

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Robyn Mccausland

Email address: *

bobbinrob@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

CBD bike lines

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting.

Submissions will not be accepted after 10am.

Please reconsider scrapping the CBD bike lanes. The lanes are really important for cyclists safety. Encouraging people to cycle is good for the environment. These lanes will be an important part of covid recovery

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Ross Ogilvie

Email address: *

ogilvie.ross@gmail.com

Phone number *

Date of meeting: *

Tuesday 10 January 1956

Agenda item title: *

Bicycle Lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting.

Submissions will not be accepted after 10am.

Request that you not pander to the likes of the anti bike lobby (inc. 3AW) and continue to adhere to the climate councils push for increasingly green transport options by continuing the roll out of bicycle lanes.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Roxane Ingleton

Email address: *

Roxane.ingleton@yahoo.com.au

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bicycle lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

As a car user in the city of Melbourne I request that you please finish the roll out of the protected bicycle lanes! I used to cycle and I stopped because it was pretty terrifying. I have so many friends who commute by bicycle and this needs to be encouraged and made as safe as possible. I feel like I'm a very careful driver and conscious of cyclists, but I get very nervous that I will inadvertently cause an accident one day. Anyway, please finish the job. The new lanes are brilliant.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * S P

Email address: * peebug@mac.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I am writing to wholeheartedly support the Melbourne City Council in its future commitment to Cycling and Active Travel infrastructure.

I cycle well over 200 km a week on Melbourne roads either escorting my 12yr old Daughter to school or visiting local shops and facilities – we have very little Cycling infrastructure support whilst doing so, and regularly struggle for road space with at times aggressive road users.

Extra cycling infrastructure will make an incredible difference to us, and reduce our anxiety as we negotiate with traffic.

Melbourne roads need to be equitable and safe for all road users, this means they must be a viable safe and secure option for all – any of the desired increase in Active travel is only possible through providing high quality infrastructure.

I implore you to keep a progressive cycling a number ONE priority for a future Melbourne ...

Please indicate whether you No

would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Sam Cannistra

Email address: * sam.cannistra@airliquide.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Future Melbourne Committee

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Similarly to BOC, Air Liquide provides a very similar service, delivering the same product.

Delivery vehicles are quite similar, including tailgates and require appropriate space/location to deliver product.

The inclusion of bike lines and other various transport methods dramatically increases the level of delivery difficulty from a safety perspective, due to pedestrians, vehicles, bikes, hire scooters, etc.

Appropriate governance and controls is required re. public mode of transport (bikes/scooters etc) along with the appropriate loading zones to support this critical delivery function.

Please indicate whether you would like to verbally address the Future Melbourne in No

support of your
submission: *

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Sam Cassar

Email address: *

cassar.sam@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting.

bike lanes contribute to the health and well being of the community whilst having implications on climate change, childrens health, and traffic/congestion

Submissions will not be accepted after 10am.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * SAMUEL BRADY

Email address: * samuel.joseph.brady@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: CoM scaling back the bicycle lane rollout

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I am writing to express my disappointment with respect to the City of Melbourne's recent decision to pause and potentially scale back the bicycle lane rollout. In the midst of a climate emergency, it is utterly bewildering that such decisions are being made in favour of motorists.

A major obstacle preventing many more individuals from riding is that it along many routes around Melbourne, it is not safe to do so. By providing the amenity to cycle safely around the city, the uptake of cycling will increase dramatically. Given the relative footprint of cycling compared to cars, this has the potential to reduce congestion in and around the CBD, whilst simultaneously reducing our city's carbon footprint, not to mention providing the participants with a regular dose of exercise.

I am hoping CoM will reconsider their reactive and regressive backpedalling on this matter, for the greater good of this wonderful city's constituents.

Please indicate whether you would like to verbally address No

the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: * • I have read and acknowledge how Council will use and disclose my personal information.

Name: * Sahara Hollaway

Email address: * sahara.hollaway@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

I'm writing to express my strongest support for the continued rollout of the Melbourne CBD bike lanes.

Cycling in the CBD can be a mixed bag with some roads including fantastic bike lanes and other infrastructure. Other roads are a death-defying stunt, trapped in a narrow bike lane barely the width of my handlebars, weaving between car doors and traffic.

The CBD should be a bike-friendly place designed to encourage people to be active and support safer infrastructure. Increasing the safety for bike users and reducing cars can only result in a safer, nicer city for all.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation.' By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll. If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around. These upgrades can dramatically impact older people, those living with a disability, low-income households and migrant communities.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options, and improved infrastructure allows more Melbournians to experience these benefits.

To conclude, I was alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message, it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change.

I want to express my gratitude for the bike lanes that have been rolled out to date (and accelerated during COVID-19). I sincerely hope that you persevere with your bike strategy, which was outlined well before the pandemic.

Yours sincerely,

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Sean Healy

Email address: *

web@skynoise.net

Phone number *

Date of meeting: *

Thursday 7 July 2022

Agenda item title: *

BICYCLE LANE SUPPORT

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Please keep improving bicycle lane infrastructure – its super meaningful for those of us who use bikes to get around – and for those yet to ride bikes because they feel too unsafe.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Sebastian Antoine

Email address: * sebant159@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Agenda Item 6.9

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

I'm writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality.

I regularly cycle to and around the CBD for work, to visit major attractions and to dine out. I spend at local businesses. I consistently see private cars and trucks hit or nearly miss cyclists where there are no dedicated, protected bike lanes. At least half my colleagues would like to ride into work in the CBD but do not because of the serious risk of injury riding on Melbourne roads. As a consequence, they either do not travel to the CBD at all or catch public transport.

I was alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my gratitude for the bike lanes that have been rolled out to date (and accelerated during COVID-19). I sincerely hope that you persevere with your bike strategy, which was outlined well before the pandemic.

Yours sincerely,
Sebastian

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Sez Wilks

Email address: * sezaway@hotmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: The future of Melbourne's bike lanes

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I call on the Melbourne City Council to stick with its bike lane plans. For over 20 years I've travelled by bike throughout Melbourne, and the lack of protected bike lanes on certain fundamental stretches of road has made me feel unsafe every time. Don't take a step backward at a time when you should be doing everything you can to encourage the uptake of cycling in this city. Bike lanes are an environmentally-friendly transport mode and offer tremendous public health benefits for citizens when adequately resourced. Melbourne should be taking its cue from the Dutch approach to cycling, which would help Melbourne achieve accessibility, liveability, sustainability and health goals. Moreover, as the number of e-bikes and e-scooters continues to increase in Melbourne (e.g. bike couriers for food outlets, which has surged in popularity during the pandemic and show no sign of slowing, as people's behaviour has changed to permanently need their service), they'll also use the city's bike lanes. Don't force these cyclists into traffic, where accidents are bound to happen. You need to embrace the demand for safe cycling throughout Melbourne, and take action now to expand the city's bike lanes.

Please indicate whether you would like to verbally address the Future No

Melbourne in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Shaye Harty

Email address: * shayeforpresident@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Bike Lanes

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Hi, It is very disturbing that the Melbourne City Council is discussing a pause on bike lanes. The anti-bike cohort in the city is shameful and they do NOT represent the majority of the city that use and enjoy the bike lanes.

First, I would consider how many individuals and businesses have submitted the "complaints." Just because a few people are loud and outspoken about something doesn't mean that the rest of the city agrees, or worse yet-- they won't take the time to do what I am right now, and that is send in a submission against the pause of bike lanes.

Please do not let a few people take away our access to safe and plentiful bike line. I have been hit by a car before on a street that did not have dedicated bike lanes, so this is very triggering to me to hear that people actually don't want them. It is such a privileged person who would be laser focused on a car prioritized street- it takes money to own a car, please consider the people who do not have the power or access to a vehicle, as they may also not have the ability to get on the internet to raise their voice in support of the very thing that helps them bike to work, or to their children's school, or to the store.

Keep Melbourne a bike friendly and forward thinking city!

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Shiffi Blustein

Email address: *

skiesfall@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Keep safe bike lanes as planned

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting.

Please do not delay or cancel implementation of safe bike lanes in the cbd. These are critical to safe transport and climate change responses.

Submissions will not be accepted after 10am.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Simon Roberts

Email address: * simonarster@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

It really is a "you have to be kidding me" moment. Just days after a woman was killed on King Street you are thinking of delaying the building of more bike lanes!

So, how many delivery trucks or delayed commuters equal a human life?

You all know the good reasons to continue, I really shouldn't have to set them out here:

Climate Change

Other pollutants

Safety

A livable city

The health and fitness of citizens by encouraging them to bike

The savings on the health budget

Congestion

So don't be distracted by loud and selfish people and stay the course to do the right thing and make it safer and easier to ride.

Every incident where a person is killed or injured on a part of the road system that should have had separated lanes should be at the front of your mind each and every time if you decide to delay this excellent program.

Please indicate **No**
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Sophie Rudolph

Email address: * sophierudolph@hotmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Bicycle lanes in CBD

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I urge the council to continue the excellent work that has been started on providing safe bicycle lanes for getting through the CBD. As a regular cyclist I use bicycle lanes throughout our city and was recently really impressed by the improvement to my journey that the lane in Exhibition street made. Riding along this street used to be very dangerous but I now feel safer and the arrangements in place mean that I can share the road better with vehicles, pedestrians and other riders. Please continue this important work and make sure the cycling in the city is something more people want to do. This is important for supporting healthy lifestyles and working to reduce our green house gas emissions.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: * ● I have read and acknowledge how Council will use and disclose my personal information.

Name: * Srimanth Duggineni

Email address: * srimanth6.duggineni@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Council and my fellow Melburnians,

Climate change is upon us and is inevitable that we are going to face dire consequences if do not do absolutely everything in our capacity to reduce carbon emissions.

Biking is a great way to combat the emissions. Bikes take 1/10th space occupied by cars. They improve our fitness and prevent long term illnesses such as diabetes and heart disease. Numerous studies have shown that they improve traffic congestion. Bikes are a lot cheaper to purchase and maintain meaning they are economical. The list goes on.

Delaying will only make things worse. The Best time for constructing bike infrastructure was a couple of decades ago. Please do not backtrack on your plans now. We need to build infrastructure that supports a sustainable future NOW!

I love Melbourne with all my heart and take great pride in being a Melburnian. I love the Metro Tunnel, I love the SRL, I love the Level Crossing Removal Project and I love all the transit projects in Victoria. Building a great bike infrastructure is the missing piece in solving the climate change puzzle.

Your decision today goes a long way of Melbourne becoming the greatest city on the earth to live and raise a family. Let Melbourne set an example to the world how its done. Let Melbourne lead the battle against climate change.

Thank you for reading and I trust that you will make the right decision today.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Stephanie Finemore

Email address: *

sfinemore90@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

With a growing population and therefore increase in traffic congestion, the need for climate action and for the benefit of peoples health (both mentally and physically) I strongly urge the City of Melbourne to not defer the installation of protected bike lanes.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

• I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Stephanie Liew

Email address: *

stephanieb.liew@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Date of meeting: 07/06/22

Agenda item title: Agenda 6.9

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality – to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving ‘traffic evaporation’ (1). By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. As the City of Melbourne’s own research (2) shows, “Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride.” A recent Melbourne study supports your findings, demonstrating that separated cycling infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

Increase business: Despite all the criticism that has led to this “pause”, which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure increases economic activity, spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than ever. Salt Lake City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the extra foot and wheel traffic (5). Further, with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and

dog!) is only growing.

Improve safety for all road users: Research indubitably demonstrates that implementing bike lanes enhances safety for not only people riding bikes but those driving and walking (6). This is because separated bike lanes have a car-traffic calming effect, enabling vehicles to move at safer speeds for everyone.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll (7). If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around (8). These upgrades can be of particular benefit to older people, those living with a disability, low income households and migrant communities.

Reduce emissions: Personal transport is Australia's fastest growing source of emissions (9); and fluctuates between the second and third highest source (behind only energy and land use) (10). Bottom line: our cars are a major contributor to climate change and Melbournians need to be empowered to move in different ways wherever possible. The global climate science is clear: we need to increase active transport to reduce transport emissions. Local research tells us that more separated and dedicated infrastructure is required to move the great number of people from the interested category to actually taking up riding. Australia needs a national strategy to move away from petrol-guzzling cars to bike-riding, walking and zero-emissions public transport and electric vehicles. To pause these bike lanes would put Melbourne on the back-foot, set to become stuck in the past as Australian cities implement innovative and intelligent transport solutions.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options (11), and improved infrastructure allows more Melbournians to experience these benefits .

To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. I ask that you preserve with your bike strategy to reap all the benefits they will bring – a strategy set in motion well before the pandemic.

References:

<https://www.theguardian.com/lifeandstyle/video/2022/may/17/why-new-bike-lanes-dont-cause-traffic-jams-video>

<https://www.melbourne.vic.gov.au/SiteCollectionDocuments/transport-strategy-2030-city-of-melbourne.pdf>

<https://www.sciencedirect.com/science/article/pii/S2214140521003200>

<https://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf>

https://drive.google.com/file/d/0B8tOk7_upXv5djhCajg1Z0I3bmhTVTlxWldwRzA0YjJWNW9R/view?resourcekey=0-Fr7Mp141yXvXzW6u5NBjqQ

<https://www.sciencedirect.com/science/article/abs/pii/S2214140518301488?via%3Dihub>

<https://nespurban.edu.au/publications-%20resources/research->

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<https://www.jstor.org/stable/26211762>
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https://www.climatecouncil.org.au/wp-content/uploads/2018/10/CC_MVSA0154-Report-Transport_V6-FA_Low-Res_Single-Pages.pdf

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * Yes No

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Stephen Fisher

Email address: *

stfisher@acu.edu.au

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bicycle Lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting.

Submissions will not be accepted after 10am.

As a public health academic & cyclist, I implore council to continue their great work providing bicycle infrastructure within the city. This is crucial to health and wellbeing and sets an important standard for other councils.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *	I have read and acknowledge how Council will use and disclose my personal information.
Name: *	Stephen Pang
Email address: *	stephen@pangcorp.com.au
Phone number *	
Date of meeting: *	Tuesday 7 June 2022
Agenda item title: *	6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation
Please write your submission in the space provided below and submit <u>by no later than 10am on the day of the scheduled meeting.</u> Submissions will not be accepted after 10am.	Please do not slow down the installation of bike lanes in the CBD. We want our CBD to be active transport friendly, and pandering to the car users is very counter-intuitive. Furthermore, businesses should be embracing the bike lanes as it encourages more active transport, meaning that their business will get more exposure.
Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *	No

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Stephen Roberts

Email address: *

steve@steveroberts.com.au

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bicycle lanes in CBD

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I am 71 years old, I ride a bicycle in the CBD most days. The new bike lanes have greatly improved safety, mainly by separating bikes from cars. Their presence does not hold up the traffic any more than before. To ensure safety, to discourage the use of cars and to encourage the use of bicycles, which are silent, non-polluting and good for the riders' health, please continue to mark out bicycle lanes and to protect the ones already marked. Thank you.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Steve Fiedler

Email address: *

sfiedler@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Hi there,

Never done a submission to a committee so apologies if there's a format to follow that I've missed.

I live in East Brunswick and ride to Cremorne through the CBD on a every day I go into work. I've started to ride into the CBD not just on work days as well. The new bike lanes that have been put in have slowly been making it much safer to ride through Melbourne.

Cars in Melbourne have their place however it can be difficult sharing space with them in the road. There is nothing worse than riding and having a car open its door in front of you or ignore a painted bike lane and park there.

I appreciate all the good work that has been done so for to remedy this lack of dedicated bike lanes. Please dont stop them and keep going!

Thanks for reading,
Steve Fiedler

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *	I have read and acknowledge how Council will use and disclose my personal information.
Name: *	Steve Milton
Email address: *	stevemilton54@gmail.com
Phone number *	
Date of meeting: *	Tuesday 7 June 2022
Agenda item title: *	6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation
Please write your submission in the space provided below and submit <u>by no later than 10am on the day of the scheduled meeting.</u> Submissions will not be accepted after 10am.	I'm a keen bike rider and I often ride into the city. I can't tell you what a difference having dedicated bike lanes makes to my safety and the riding experience. The Copenhagen lanes along Swanston Street and Exhibition St are particularly great commuting routes for cyclists. If we want to encourage more cycling then safety is an extremely important consideration. I urge the Council to continue the investment in cycling infrastructure and facilities.
Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *	No

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Stewart Moon

Email address: *

stewartmoon@bigpond.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bicycle Lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting.

Submissions will not be accepted after 10am.

I strongly believe cyclist should be encouraged to enter the CBD as they are city friendly methods of commuting, with less pollution , less noise and are the way of the future to create vibrant cities.
Motorised traffic needs to be discouraged and deliveries can and should be made out of hours like cities such as London where trucks use motorised hand trolleys to deliver goods down narrow side streets and laneways.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Stuart Mannion

Email address: *

stumann@ymail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike Lanes plans must go ahead

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting.

If the future of this city is to be positive the bike lanes plans must go ahead.

Submissions will not be accepted after 10am.

Thanks.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Stuart Ralph

Email address: * saralph@unimelb.edu.au

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Agenda Item 6.9 City of Melbourne Transport Strategy 2030

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I ride into the City of Melbourne for work every day and implore you to keep up the good work of making the city a safer space for cyclists. I have witnessed numerous accidents caused by lack of separation between vehicles and bikes, and have had many near misses myself where cars were too close to bikes. An expanded bike lane network is essential for keeping us existing cyclists safe and for encouraging more cyclists to use the city. As a father of two teenagers, I am reluctant to let them cycle into the city because of dangerous road conditions for cyclists, and instead encourage them to cycle to closer safer destinations. Upgrading cycling infrastructure will make the city a more appealing place for young people and will boost the business they bring. In addition, cycling is crucial to our transition to a carbon neutral city. We need to accelerate the development of cycling infrastructure in the city to meet this goal.

Please indicate whether you would like to verbally address the Future Melbourne in No

support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Siu Kei Ng

Email address: * siukeing@me.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Agenda item 6.9 Implementation of COM Transport strategy 2030 and Transport program to aid city recovery and reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

The council SHOULD NOT support item 22.6. which Endorses the deferral of further installation of new protected bike lanes in the Hoddle Grid during the financial year 2022/2023, following two years of accelerated delivery.

A major barrier to cycling into the city is safe bike paths and connections within the Hoddle Grid. To deffer installation of the new protected bike lanes will provide a barrier to cyclists and other active transport users going to and moving around the city and have negative impacts on our city!

Protected bike lanes will improve the safety of cyclists riding in the city. It is important to ensure that there is a safe infrastructure to get more people to cycle as a mode of transport. It is proven that making safe infrastructure increases rider participation. We need protected bike lane construction to accelerate not to halt!

Please indicate whether you would like to verbally address the Future Melbourne in No

support of your
submission: *

Privacy acknowledgement: *

• I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Sunny Dong

Email address: *

sunnypickles7@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Date of meeting: 07/06/22

Agenda item title: Agenda 6.9

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality – to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving ‘traffic evaporation’ (1). By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. As the City of Melbourne’s own research (2) shows, “Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride.” A recent Melbourne study supports your findings, demonstrating that separated cycling infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

Increase business: Despite all the criticism that has led to this “pause”, which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure increases economic activity, spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than ever. Salt Lake City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the extra foot and wheel traffic (5). Further, with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and

dog!) is only growing.

Improve safety for all road users: Research indubitably demonstrates that implementing bike lanes enhances safety for not only people riding bikes but those driving and walking (6). This is because separated bike lanes have a car-traffic calming effect, enabling vehicles to move at safer speeds for everyone.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll (7). If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around (8). These upgrades can be of particular benefit to older people, those living with a disability, low income households and migrant communities.

Reduce emissions: Personal transport is Australia's fastest growing source of emissions (9); and fluctuates between the second and third highest source (behind only energy and land use) (10). Bottom line: our cars are a major contributor to climate change and Melbournians need to be empowered to move in different ways wherever possible. The global climate science is clear: we need to increase active transport to reduce transport emissions. Local research tells us that more separated and dedicated infrastructure is required to move the great number of people from the interested category to actually taking up riding. Australia needs a national strategy to move away from petrol-guzzling cars to bike-riding, walking and zero-emissions public transport and electric vehicles. To pause these bike lanes would put Melbourne on the back-foot, set to become stuck in the past as Australian cities implement innovative and intelligent transport solutions.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options (11), and improved infrastructure allows more Melbournians to experience these benefits .

To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. I ask that you preserve with your bike strategy to reap all the benefits they will bring – a strategy set in motion well before the pandemic.

References:

<https://www.theguardian.com/lifeandstyle/video/2022/may/17/why-new-bike-lanes-dont-cause-traffic-jams-video>

<https://www.melbourne.vic.gov.au/SiteCollectionDocuments/transport-strategy-2030-city-of-melbourne.pdf>

<https://www.sciencedirect.com/science/article/pii/S2214140521003200>

<https://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf>

https://drive.google.com/file/d/0B8tOk7_upXv5djhCajg1Z0i3bmhTVTlxWldwRzAOYjIWNW9R/view?resourcekey=0-Fr7Mp141yXvXzW6u5NBjqQ

<https://www.sciencedirect.com/science/article/abs/pii/S2214140518301488?via%3Dihub>

https://nespurban.edu.au/publications-%20resources/research-reports/CAULRR06_%20%20SubmissionFuelQualityStandardsAct2000_Mar2017.pdf
<https://www.jstor.org/stable/26211762>
<https://ageis.climatechange.gov.au/nggi.aspx>
<https://www.climatecouncil.org.au/wp-content/uploads/2017/09/FactSheet-Transport.pdf>
https://www.climatecouncil.org.au/wp-content/uploads/2018/10/CC_MVSA0154-Report-Transport_V6-FA_Low-Res_Single-Pages.pdf

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * Yes No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Tamika McLaren

Email address: * tamika.mclaren@uon.edu.au

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

The proposed delay to plans to build a network of protected bike lanes in Melbourne's CBD concerns me significantly.

I ride to and from work in the city every day (yes even in these 'wfh' times). While there has been some notable improvements to bike lane infrastructure since 2019, this is still limited and not fully connected across the city causing a number of 'pain-points' that present significant risks to cyclists in this city every day. There are few weeks that pass where I don't witness a serious near-miss incident that could easily have ended differently. This risk also creates barriers to people's willingness to take up cycling as an alternative to driving. Without proper infrastructure to protect cyclists, the sad reality is that road users cannot be relied upon to consider cyclists and this causes a high risk of fatality occurring. This is an entirely preventable risk with proper infrastructure and planning for cyclists. Mitigation steps for this risk would also have the added bonus of supporting a greener footprint for the city of Melbourne.

Please indicate whether you would like to verbally address the Future No

Melbourne in
support of your
submission: *

Privacy acknowledgement: *

• I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Tanaya Joshi

Email address: *

tanaya_14@hotmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda 6.9

Alternatively you may attach your written submission by uploading your file here:



[lettercommunity_dearmelbournecitycouncillors.pdf](#)

40.24 KB · PDF

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Dear Melbourne City Councillors,

Date of meeting: 07/06/22

Agenda item title: Agenda 6.9

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure - including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality - to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system - and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving 'traffic evaporation' (1). By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. As the City of Melbourne's own research (2) shows, "Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride." A recent Melbourne study supports your findings, demonstrating that separated cycling infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

Increase business: Despite all the criticism that has led to this "pause", which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure **increases economic activity**, spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than ever. Salt Lake City converted nine blocks of parking into bike lanes along its business corridor. These lanes led to an increase in sales from the extra foot and wheel traffic (5). Further, with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and dog!) is only growing.

Improve safety for all road users: Research indubitably demonstrates that implementing bike lanes enhances safety for not only people riding bikes but those driving and walking (6). This is because separated bike lanes have a car-traffic calming effect, enabling vehicles to move at safer speeds for everyone.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia - larger than the national road toll (7). If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around (8). These upgrades can be of particular benefit to older people, those living with a disability, low income households and migrant communities.

Reduce emissions: Personal transport is Australia's fastest growing source of emissions (9); and fluctuates between the second and third highest source (behind only energy and land use) (10). Bottom line: our cars are a major contributor to climate change and Melbournians need to be empowered to move in different ways wherever possible. The global climate science is clear: we need to increase active transport to reduce transport emissions. Local research tells us that more separated and dedicated infrastructure is required to move the great number of people from the *interested* category to actually taking up riding. Australia needs a national strategy to move away from petrol-guzzling cars to bike-riding, walking and zero-emissions public transport and electric vehicles. To pause these bike lanes would put Melbourne on the back-foot, set to become stuck in the past as Australian cities implement innovative and intelligent transport solutions.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options (11), and improved infrastructure allows more Melbournians to experience these benefits .

To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. **I ask that you preserve with your bike strategy to reap all the benefits they will bring - a strategy set in motion well before the pandemic.**

References:

- 1) <https://www.theguardian.com/lifeandstyle/video/2022/may/17/why-new-bike-lanes-dont-cause-traffic-jams-video>
- 2) <https://www.melbourne.vic.gov.au/SiteCollectionDocuments/transport-strategy-2030-city-of-melbourne.pdf>
- 3) <https://www.sciencedirect.com/science/article/pii/S2214140521003200>
- 4) <https://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf>
- 5) https://drive.google.com/file/d/0B8tOk7_upXv5djhCajg1Z0I3bmhTVTIxWldwRzA0YjJWNW9R/view?resourcekey=0-Fr7Mp141yXvXzW6u5NBjqQ
- 6) <https://www.sciencedirect.com/science/article/abs/pii/S2214140518301488?via%3Dihub>
- 7) https://nespurban.edu.au/publications-%20resources/research-reports/CAULRR06_%20%20SubmissionFuelQualityStandardsAct2000_Mar2017.pdf
- 8) <https://www.jstor.org/stable/26211762>
- 9) <https://ageis.climatechange.gov.au/nggi.aspx>
- 10) <https://www.climatecouncil.org.au/wp-content/uploads/2017/09/FactSheet-Transport.pdf>
- 11) https://www.climatecouncil.org.au/wp-content/uploads/2018/10/CC_MVSA0154-Report-Transport_V6-FA_Low-Res_Single-Pages.pdf

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Tatiana Stephens

Email address: * tatiana.stephens@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Bike lanes

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Please don't decide to dump bike lanes! The protected bike lanes have made my commute into the city from Coburg North so much safer, faster and less stressful. As an inexperienced, older, female cyclist I found it extremely difficult to commute by bike before the lanes were installed. I breathed such a sigh of relief when they were put in and they have made such a great positive impact on my mental health. The bike lanes mean I am able to arrive at work ready to focus on the day ahead, rather than how it used to be when I would arrive stressed from a white knuckle ride trying to stay alert to the dangers all around me as I finished my commute. The bike lanes will mean I come in to the office much more often than I would otherwise, which will mean I will spend more time in the city and more money supporting businesses there, enjoying lunches and after work social events. Without the bike lanes, I'd be ditching the city as much as possible. Please keep improving cycling infrastructure in Melbourne. They are the key to the kind of future that will benefit all of us.

Please indicate whether you would like to verbally address the Future Yes

Melbourne in support of your submission: *

If yes, please indicate if you would like to make your submission in person, or via a virtual link (Zoom) to the meeting. Please note, physical attendance will be limited in accordance with City of Melbourne security protocols and COVID-safe plans and be allocated on a first registered, first served basis. *

I wish to make by submission via Zoom

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Tess McCabe

Email address: *

mccabe.tess@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Keep building protected bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting.

As a Melbourne resident and frequent bike user, I implore you to keep building protected bike lanes across the City of Melbourne.

Submissions will not be accepted after 10am.

Resident 'backlash' could be avoided via strategic communication about capital works and alternative parking options, as well as promotion highlighting the benefits to public health, public safety, and environmental sustainability that protected bike lanes provide.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Thea shields

Email address: * theashields@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Bike Lanes

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Please continue to build better and safer bike lanes. Facing a climate emergency, we need to give low and zero-emissions transport more funding and make sure it is a safe option for as many people as possible.

If this goes ahead, it would be a huge backward step for our city. Transport is Victoria's biggest growing source of emissions. We need massive investment – not delays – in safe bike infrastructure, like separated bike lanes, to cut emissions, reduce the cost-of-living and make it easier to get around.

The City of Melbourne I has been doing great work building more bike networks, but now they could be stopped because of a few loud motoring and business lobbyists.

We need the original plan to go ahead like our lives depend upon it (because they do! In more ways than one).

Please indicate whether you would like to verbally address the Future Melbourne in No

support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Thijs Honingh

Email address: * thijshoningh@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Please continue the great work of rolling out the bike lanes across the city. The added safety has given me the confidence to ride into and through the city and helped me convince others to do the same. I especially appreciate the protected bike lanes on the major thoroughfares as they provide me and my fellow cyclists the most direct routes to our destinations. It has been wonderful to be treated with the same respect that, until recently, had only been given to those driving a car. The minor inconvenience to motorists is an added bonus, as it incentivises them to make use of more sustainable and less dangerous/destructive modes of transport. Keep up the great work and make the city a place where you would feel happy to have your child or elderly relative ride through.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Thomas Blomfield

Email address: *

thomasbblomfield@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda 6.9

Alternatively you may attach your written submission by uploading your file here:



[agenda_6.9.docx](#) 14.32 KB · DOCX

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Dear Melbourne City Councillors,

Agenda item title: Agenda 6.9

I'm writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure - including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality.

There are many reasons bike lanes are an important part of our transport system - and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving '[traffic evaporation](#).' By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated [1,700 deaths](#) every year in Australia - larger than the national road toll. If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

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Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options, and improved infrastructure allows more Melbournians to experience these benefits.

To conclude, I was alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my gratitude for the bike lanes that have been rolled out to date (and accelerated during COVID-19). I sincerely hope that you persevere with your bike strategy, which was outlined well before the pandemic.

Yours sincerely,
Thomas Blomfield,
Fitzroy

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Tim Delaney

Email address: *

timothy.delaney.4@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

More bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I've been thoroughly enjoying the increased bike lanes. I heard they were being stopped. I want the construction of them to continue as it makes for a more contemporary Melbourne that isn't locked into the ways of the past. Cars should not be the primary concern in this matter. Thanks.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Tim Hurley

Email address: * tintim@tintim.com.au

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Bicycle Lane additions CoM

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Hello Committee

I wholeheartedly request that you instigate and recommission all projects that include and encourage/ build more cycle lanes in the CoM. Build them and they shall come. There is nothing like the feeling of safety and genuine health, when one gets to work via a bicycle on a dedicated cycle lane!

I worked for Bicycle Victoria for several years as a "ride to school" educator and wherever I made an effort there was change!

Cycle lanes are awesome and Melbourne is already a congested city! Please do not stop any projected installations especially due to "people being shocked by new installations"!! Even when driving I feel better when seeing cycle infrastructure! It gives me hope for this great city and cheer that we can work towards a much more "dutch" style of travel! Thank you.

Please indicate whether you would like to verbally address the Future Melbourne in No

support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Tim Lecky

Email address: * timlecky@gmail.com

Phone number *

Date of meeting: * Monday 6 June 2022

Agenda item title: CBD bike lanes

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

The City of Melbourne has shown tremendous leadership in recent years by fast tracking the delivery the cycling network outlined in the City's transport strategy by delivering critical infrastructure across the CBD to get more people on bikes, whether that be residents, commuters or visitors to Melbourne.

The infrastructure that Council has provided, including protected bike lanes, is something that has been needed in the CBD for many years. Without allowing for separation between the cyclist and moving traffic, cycling will remain unenjoyable and hostile for the vast majority of cyclists and we will not see growth in the amount of people cycling to the CBD.

I ask that Council not deviate from its plans to continue the roll out of much needed cycling infrastructure in the CBD. Retreating on these plans will only send the wrong message and simply return the city's streets to the pre pandemic levels of traffic congestion that eroded public life, threatened the city's economy and posed continual risks to cyclist safety.

Once the bike lanes become permanent, I am confident that the pundits will move on pretty quickly. Look at the pedestrianisation of Swantson Street, Bourke Street mall and many other great achievements.

Please indicate whether you No

would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Tim O'Loan

Email address: * tim.oloan@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * Agenda item 6.9 – Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I can only congratulate the CoM on it's stance, support an investment in permanent cycle infrastructure over the past 3 years, however Recommendation 22.6 of the Implementation Update (reference above) is seriously concerning.

As a regular cycle commuter to the CBD the deferral of much needed improvements to cycle infrastructure is very disappointing. The two years of accelerated delivery has proven that there is a significant latent demand for cycle infrastructure. Increased cycle commuting has been shown to have significant economic benefit to the CBD.

Thank you for your consideration,

Tim O'Loan

Please indicate whether you would like to verbally address the Future Melbourne in No

support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Tim Rawling

Email address: * modeltheearth@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Melbourne bike lanes

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Melbourne is one of the worlds most livable cities in part because of the excellent public transport and cycling infrastructure that we enjoy. I have been very pleased to see the support for improvements in this cycling infrastructure embraced by council and was delighted that the rollout took advantage of the corona virus lock-downs to accelerate construction. The planned new cycling infrastructure in the city of Melbourne is absolutely critical to completing safe routes for cyclists into and through the city and without some significant and dangerous gaps will remain. Please do not delay the completion of these routes.

I believe the planned cycling infrastructure will have 3 significant benefits:

- 1) they will bring people back into the city for the benefit of all businesses
- 2) they promote emission reduction, and if the recent federal election tells us anything there is a mandate now to invest in these reductions (and a price to pay at the ballot box for ignoring it), and
- 3) they promote safety for all road users. No-one wants to see the tragic death of a female cyclist in King Street in may repeated. Without adequate separated bike lanes providing multiple routes through the city events of this type will become more common.

Please do not delay, take action now to create a safer, cleaner and more prosperous city.

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Timothy Clark

Email address: * timwclark@hotmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Bike Lanes

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Stopping the rollout of the bike lanes seems to contradict transport policy common sense.

While i understand that there needs to be loading zones for deliveries, i believe there are still sufficient spaces if they are converted from either paid parking or longer times. Ill leave that in your capable hands.

Bike lanes need to be protected to encourage less confident bike riders to ride and feel safe. Building bike lanes will induce demand, much the same way roads did with cars in the early to mid 19th century. Your own report notes that there are 1% of the area and 4% of the trips made by bike in the city. The city's roads are nearly or at capacity for most of the day as far as i can tell, for any further growth the modes of transport need to be bikes.

If anything more roads should be shut to the public much like swanston street and the end of elizabeth street to create more public space while still allowing deliveries to be made.

Congestion charges should be implemented and the revenue used to pay for more infrastructure such as more secure bike parking!

Thank you!

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

- I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Timothy Haines

Email address: *

spritzful@hotmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Please do not pause the adding of bike lanes in the city, they literally save lives. I have loved feeling safer riding along the Exhibition street bike lanes and have had many, many close calls when riding in city streets without bike lanes. Bike lanes are essential for providing adequate infrastructure for bikes and should be viewed as both making the city a safer as well as greener place.
Thanks,

Tim

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *

• I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Timothy Street

Email address: *

timstreet@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Agenda 6.9

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Councillors,

I'm writing to express my support for the continued roll out of Melbourne CBD bike lanes.

Bike lanes are valuable public infrastructure that facilitate and enhance the cycling experience and lead to increased cycle journeys through and to the city.

This:

- reduces the carbon footprint of vehicles that would otherwise be used;
- delivers great exercise with a positive mental health impact on citizens;
- reduces congestion for the vehicles of commerce (rather than commuters)
- reduces the cost of commutes at a time when fuel costs and other costs of living are rising at an alarming rate.

All in all, I appreciate the recent and ongoing improvements to bike infrastructure in the city and wish to see it continue. They have greatly improved my journeys as my employer begins to return us to the city.

Have a great meeting.

Thanks,
Tim.

-

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Toby Martin

Email address: * tobio89@hotmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Bikeways

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I am writing to implore that the city of Melbourne continue with its plan to create more bike ways.

I know you will have received many submissions flagging the many benefits of increased active transport infrastructure, to highlight but a few: healthy population, less traffic (therefore less maintenance), calmer streets meaning more foot traffic/shoppers, and of course reduced emissions.

The last one is for me the greatest factor, just today I was reading that tail pipe particulate emissions are eclipsed by those from tyres. And simply moving to electric vehicles would do nothing to address the emissions from tyres. We know that we need to move people wherever possible from private vehicles to either public or active transport.

I recognise that creating change in commuter behaviour may garner some initial push back, but in time I believe people will come to accept it and then indeed embrace it. Doing the right thing as a leader is not always entirely congruent with doing the popular thing.

Thank you for your consideration.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Tom Hanson

Email address: * tomhanson13@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Item 6.9

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I would ask that the council considers reinstating the plan to reinforce our local bike lanes, especially along Sydney rd. Bike lanes are critical infrastructure for growing and sustainable cities, and our cyclists need to be supported. Although we will loose some car parks, and trade may see a dip (just for a moment!), the added access to bikes will no doubt boost bike usage in the area. I would argue that this boost will indeed offset losses, as there are so many benefits to bikes:

- never need to worry about parking, increasing shopper density limits
- less cars means a more pedestrian focused area, which has been proven time and again to increase foot traffic through the area
- Sustainable! Good choices that support businesses and are sustainably focused must always be taken

Please indicate whether you would like to verbally address the Future Melbourne in No

support of your
submission: *

Privacy acknowledgement: * I have read and acknowledge how Council will use and disclose my personal information.

Name: * Tony Penna


Email address: * president@southbankresidents.org.au

Phone number *

Date of meeting: * Monday 6 June 2022

Agenda item title: * Agenda Item 6.9 – Implementation Update – City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am. I wish to speak to this item.

Alternatively you may attach your written submission by uploading your file here:  [20bd291.pdf](#) 60.25 KB · PDF

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * Yes

If yes, please indicate if you would like to make your submission in person, or via a virtual link (Zoom) to the meeting. Please note, physical attendance will be limited in accordance with City of Melbourne security protocols and COVID-safe plans and be I wish to make my submission in person

allocated on a first registered, first served
basis. *



PO Box 1195 South Melbourne VIC 3205
Phone: 03 9028 2774
ABN 58 986 783 321 Cert. of Inc. A0036364B
info@southbankresidents.org.au
www.southbankresidents.org.au

Submission to Future Melbourne Committee

City of Melbourne, Melbourne Town Hall,
07 June 2022, 5.30pm – Meeting No.35
Agenda Item FMC 6.9: Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Southbank Residents Association continues to support the City of Melbourne transport strategy and specifically acknowledges the importance of creating a safe environment for bicycle and e-scooter users. Over the last four years there have been significant street upgrades within Southbank incorporating protected bicycle lanes. These have been widely accepted throughout the community with the exception of the recently modified Queens Bridge Street upgrade which has increased congestion and extended travel times for commuters by vehicle. It is noted within the report that this has been noted and further options are being explored for smoothing the traffic.

Specifically, SRA would like to offer the following:

Recommendation from management

22.6. Endorses the deferral of further installation of new protected bike lanes in the Hoddle Grid during financial year 2022/2023, following two years of accelerated delivery.

In the light of recent media coverage, the Southbank Residents Association supports this recommendation. In particular, the bike lanes in some locations have made it difficult for delivery drivers to find a loading bay at or close to their drop-off. However, the importance of maintaining traffic flow and providing a safe avenue for cyclists remain paramount. So, a workable solution needs to be explored to integrate the network with other stakeholders.

One possible solution is based on the concept of parcel lockers that are being adopted by many residential apartments to handle the increasing number of online purchases.

This solution would obviously require larger lockers. If an enlarged version of a parcel locker was established near a loading bay then delivery drivers would not have far to go to transfer the goods. Each parcel locker could have a coded lock and the retailer will be sent the code by email or SMS and they can then pick up their goods at a time of their choosing.



Finding a location for such a bank of parcel lockers is a challenge, at least in the long term. However, in the short term, there are a large number of shop fronts that are currently vacant and could be quickly converted to parcel locker storage.

SRA looks forward to the completion of the final bike upgrades within our suburb.

Tony Penna
President
Southbank Residents Association

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Trapas Bicycles

Email address: *

Tamati.kerkhove@gmail.com

Phone number *

Date of meeting: *

Thursday 7 July 2022

Your question

Given that we have had two fatalities recently and that the provision of protected bike lanes is not comparable to other bike friendly cities and in the backdrop of the climate emergency, why is motor vehicle access being considered over overall community safety?

Owners of other cities manage to accomodate safe and efficient commuting, which is done by building infrastructure around public transport and protected bicycle lanes.

Tamati

Owner, Trapas Bicycles

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Trelawney Edgar

Email address: * trelawney.edgar@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: Submission re: 07/06/22 Agenda Item 6.9

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Councillors,

I am writing to make a submission against the recommendation that Council defer further new protected bike lanes in the Hoddle Grid.

Following the tragic death of a cyclist on King Street less than one month ago, deferring further installation of bike lanes in our CBD feels absurd. Bike safety is a concern for drivers and cyclists alike, as a 2020 Amy Gillette Foundation poll showed 75% per cent of drivers feel more comfortable sharing the road where there is a separated bicycle lane. A large-scale University of Colorado study from 2019 also indicates that roads are safer for all users – motorists, pedestrians and cyclists – in cities with separated and protected bike lanes.

While fewer people cycle in the CBD as their primary mode of transport than public transport and driving, greater investment in safe cycling infrastructure has been shown in a recent Monash University study to increase the likelihood that casual riders will explore bike commutes, alleviating traffic congestion and peak hour public transport crush. 78% of Melbourne residents surveyed agreed that they are interested in cycling but concerned about safety and would cycle if the infrastructure is provided.

As indicated by the above, improving safe cycling infrastructure is an investment which is bigger than cycling itself. In light of this, please remain committed to your 2030 transport network aims. Continued car dependence and car deference is a step backwards for Melbourne and the safety of our roads.

Best regards,
Trelawney Edgar

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Trupti Prasad

Email address: *

truptiprasad@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting.

Please continue to roll out bike lanes to decrease congestion, increase bike usage and safety, and decrease pollution in the city.

Submissions will not be accepted after 10am.

Be a role model for Melbourne and the world

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Ulli Birve

Email address: * ulli.b@internode.on.net

Phone number *

Date of meeting: * Monday 6 June 2022

Agenda item title: City bike lanes

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I am writing to express my utter dismay at the council's decision to halt the further development of bike lanes in the city.

Not sure if anyone in the council has paid any attention to the election results but there has been a loud declaration from the people of Australia that action on climate change is paramount.

The building of bike lanes in the city is a resounding acknowledgment that the city council is moving in step with the people to reduce the city's carbon footprint. This is the now and the future. Petrol prices are only going up, the cost of living is only going up. Riding is free. Bring people back into the city with bike lanes, pedestrians, public transport, culture, cafes, restaurants Ever been to Amsterdam? Don't hear any businesses there complaining about a lack of tourists or patrons. The city is alive. Cars kill atmosphere.

I live in the northern suburbs. I wouldn't dream of driving into the city but I visit it regularly on my bike! Parking is free so that gives me endless time to wander and enjoy what this great city has to offer. Less cars means a safer, quieter and cleaner city. I do not want to live in LA!!!!

Please indicate whether you would like to No

verbally address
the Future
Melbourne in
support of your
submission: *

Dear Council

Are writing to oppose the proposed removal of bikes lanes in Melbourne CBD based on articles stating that the MCC is responding to “complaints from residents and businesses”; - and the impact of the regressive nature of this plan.

This public infrastructure should be prioritised as Melbourne City needs more transport options and ensure the safety for those that rely on this form of transport and the many beneficial outcomes that are widely accepted globally.

Note that the shift in the MCC objectives from increasing transport options and the benefits of safe bike travel in and around the CBD, is contrary to the RACV and MCC earlier assessments and objectives.

Ask that further and full consultation is promoted with Residents and Businesses as Reports in the media imply that Council is responding to Resident and business concerns.

Ask the Council to publish the number and further details of the businesses and residents concerns that support the removal of existing bike lanes and proposed slow down in their installation. As residents do not have access to “on street parking permits”, and there are few buildings with substantial parking within their buildings.

Vehicle traffic and associated negative impacts are a major concern for the safety and amenity of Residents, Businesses and Visitors to Melbourne. Congestion Taxes and delivery timings and many other options are available and warrant detailed consideration and consultation.

I ask that this email be presented to the Future Melbourne Committee and Council for consideration, discussion and genuine consultation with the community.

Kind regards
Wayne Coles-Janess

MB I +
Skype I ipso-facto

Post I GPO Box 705 I Melbourne 3001 I Australia

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*

Name: * William Kirkey

Email address: * mkirkey@hotmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 6.9 Implementation Update: City of Melbourne Transport Strategy 2030 and Transport Program to Aid City Recovery and Reactivation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I am submitting this to encourage the committee to expedite the construction of protected bike lanes. We need to increase foot traffic and bicycle trips in the city. We cannot prioritise cars anymore, especially when it comes to addressing the climate crisis. We also need to make the CBD more enjoyable to support businesses and by increasing facilities and support for cycling infrastructure will actually increase business traffic as has been shown in many cities around the world.

Economic impact of cycling infrastructure

In Valencia Street, San Francisco, traffic lanes were slimmed to slow down cars and accommodate other road users. Nearly 40 per cent of merchants reported increased sales. More than 60 per cent reported an increase in the number of customers who ride bicycles.

New York implemented a raft of changes across the city including traffic calming, separated and protected bike lanes, and dedicated bicycle signals. These changes resulted in significant rises in retail sales, beating the Manhattan average for the same period and substantially outpacing performance on nearby unaltered streets.

A study of Lygon Street, Carlton, found that while the average cyclist's retail spending is only \$16.20/hr compared

to a car driver's \$27.00/hr, six bicycles can park in the space required for one car. Therefore, while one car space equates to \$27 per hour retail spending, six bicycle spaces equate to \$97.20 per hour.

I encourage the committee to have the courage to choose the community's benefit rather than a vocal minority of vested interests (vehicle drivers in particular).

Please indicate **No**
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: *

● I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Xuan Wang

Email address: *

arivenow@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Building bike lane

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Melbourne City Councillors,

Date of meeting: 07/06/22

Agenda item title: Agenda 6.9

I am writing to express my strongest support for the continued roll out of Melbourne CBD bike lanes.

There has never been a more important time to roll out quality active transport infrastructure – including bike lanes and footpaths.

By continuing to create a network of safe, separated bike lanes, the Melbourne City Council can empower members of the community with better choices to move in ways that are healthier, reduce car traffic and improve air quality – to name just a few benefits of bike lanes.

There are many reasons bike lanes are an important part of our transport system – and should be receiving increased government funding and attention:

Reduce car traffic: Creating a safe network of bike lanes, separated from roads, helps people gravitate towards bike-riding and reduces car traffic, achieving ‘traffic evaporation’ (1). By making riding more convenient, those who can will leave their car at home, thereby making it easier for people to move around our city. As the City of Melbourne’s own research (2) shows, “Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Our research shows protected bike lanes attract more people to ride.” A recent Melbourne study supports your findings, demonstrating that separated cycling infrastructure encourages the significant portion of Melbournians interested in riding to do so (3).

Increase business: Despite all the criticism that has led to this “pause”, which has claimed that the bike lanes are hampering the recovery of CBD businesses, the evidence quite clearly shows the opposite. Investing in cycling infrastructure increases economic activity, spending in retail and hospitality venues (4). A number of car-free city centres around the world are thriving more than ever. Salt Lake City converted nine blocks of parking into bike lanes along its business corridor.

These lanes led to an increase in sales from the extra foot and wheel traffic (5). Further, with the growing trend in e-cargo bikes, the ability for people to carry heavier loads (plus their kids and dog!) is only growing.

Improve safety for all road users: Research indubitably demonstrates that implementing bike lanes enhances safety for not only people riding bikes but those driving and walking (6). This is because separated bike lanes have a car-traffic calming effect, enabling vehicles to move at safer speeds for everyone.

Improving local air quality and health outcomes for communities: Air pollution from cars, trucks and fossil-fuel powered buses is responsible for an estimated 1,700 deaths every year in Australia – larger than the national road toll (7). If more people rode to work or university instead of driving, we'd see a reduction in the number of Melbournians dying from air pollution.

Improve accessibility: Improving footpaths, bike lanes and public transport can make it easier for Australia's most vulnerable and marginalised groups to get around (8). These upgrades can be of particular benefit to older people, those living with a disability, low income households and migrant communities.

Reduce emissions: Personal transport is Australia's fastest growing source of emissions (9); and fluctuates between the second and third highest source (behind only energy and land use) (10). Bottom line: our cars are a major contributor to climate change and Melbournians need to be empowered to move in different ways wherever possible. The global climate science is clear: we need to increase active transport to reduce transport emissions. Local research tells us that more separated and dedicated infrastructure is required to move the great number of people from the interested category to actually taking up riding. Australia needs a national strategy to move away from petrol-guzzling cars to bike-riding, walking and zero-emissions public transport and electric vehicles. To pause these bike lanes would put Melbourne on the back-foot, set to become stuck in the past as Australian cities implement innovative and intelligent transport solutions.

Reduce the cost of living as fuel prices rise and inflation rise while wages stagnant: Bike-riding and walking are the cheapest travel options (11), and improved infrastructure allows more Melbournians to experience these benefits .

To conclude, I am extremely alarmed to see Melbourne City Council considering pausing the roll out of critical infrastructure for the precedent it sets and for the message it sends across Melbourne, interstate and even abroad.

A few voices should not outweigh the benefits to Melbournians who would use this infrastructure, as well as those who stand to gain from secondhand benefits such as cleaner air, less traffic, safer roads and action on climate change

I want to express my appreciation for the bike lanes that have been rolled out to date, and the acceleration of this rollout during COVID-19. I ask that you preserve with your bike strategy to reap all the benefits they will bring – a strategy set in motion well before the pandemic.

References:

<https://www.theguardian.com/lifeandstyle/video/2022/may/17/why-new-bike-lanes-dont-cause-traffic-jams-video>

<https://www.melbourne.vic.gov.au/SiteCollectionDocuments/transport-strategy-2030-city-of-melbourne.pdf>

<https://www.sciencedirect.com/science/article/pii/S2214140521003200>

<https://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf>

https://drive.google.com/file/d/0B8tOk7_upXv5djhCajg1Z0I3bmhTVTlxWldwRzAOYjWjWNW9R/view?resourcekey=0-Fr7Mp141yXvXzW6u5NBjqQ

<https://www.sciencedirect.com/science/article/abs/pii/S2214140518301488?via%3Dihub>
https://nespurban.edu.au/publications-%20resources/research-reports/CAULRR06-%20%20SubmissionFuelQualityStandardsAct2000_Mar2017.pdf
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<https://ageis.climatechange.gov.au/nggi.aspx>
<https://www.climatecouncil.org.au/wp-content/uploads/2017/09/FactSheet-Transport.pdf>
https://www.climatecouncil.org.au/wp-content/uploads/2018/10/CC_MVSA0154-Report-Transport_V6-FA_Low-Res_Single-Pages.pdf

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

Yes

If yes, please indicate if you would like to make your submission in person, or via a virtual link (Zoom) to the meeting. Please note, physical attendance will be limited in accordance with City of Melbourne security protocols and COVID-safe plans and be allocated on a first registered, first served basis.

*

I wish to make by submission via Zoom

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Yukiyoshi Kamimura

Email address: *

yukiyoshi.kamimura@gmail.com

Phone number *

Date of meeting: *

Monday 6 June 2022

Agenda item title: *

Melbourne's bike lanes

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting.

Submissions will not be accepted after 10am.

Transport is Victoria's biggest growing source of emissions. We need massive investment – not delays – in safe bike infrastructure, like separated bike lanes, to cut emissions, reduce the cost-of-living and make it easier to get around.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: * I have read and acknowledge how Council will use and disclose my personal information.

Name: * Alex Weinstock

Email address: * alexweinstock148@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * '7.1 Notice of Motion, Cr Leppert: Future Streets Framework for the Hoddle Grid'

Alternatively you may attach your written submission by uploading your file here:  [bikeshed_submission.pdf](#) 20.19 KB · PDF

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * Yes

If yes, please indicate if you would like to make your submission in person, or via a virtual link (Zoom) to the meeting. Please note, physical attendance will be limited in accordance with City of Melbourne security protocols and COVID-safe plans and be allocated on a first registered, first served basis. * I wish to make my submission in person

To the Future Melbourne Committee,

I am writing this submission on behalf of the Ceres Bikeshed, a community bike organisation that believes bicycles are a vehicle for social change. To achieve this, the Bike Shed has five main aims, which are: be a central hub for bicycle recycling, educate and empower, maintain financial sustainability, build community and participate in advocacy and activism.

We are writing in today as we are heavily concerned with the proposed changes to delay upgrades to the protected bike lane network through the Hoddle Grid.

As a network of cyclists, many of our members use these paths regularly and/or express concerns about the current safety of the area. As a space that aims to make cycling, inclusive, accessible and safe, the Bikeshed firmly believes that a pause to these upgrades would be a huge mistake. Failing to install protected bike lanes not only increases physical risk to cyclists but decreases the amount of cyclists who feel comfortable and confident on our roads. One of the greatest reasons people don't cycle (especially women) is due to a fear for their safety on the roads, which can be significantly addressed by building networks of separated and protected lanes.

We strongly encourage all cyclists to make cycling their regular commute or preferred transport option, which is impossible when asking newer or beginner cyclists to ride on unprotected busy roads. Protected bike lanes go a huge way to improving the diversity of the cycling community and increasing cyclists numbers, having a huge impact on traffic and environmental impacts.

Point 15. of agenda item '7.1 Notice of Motion, Cr Leppert: Future Streets Framework for the Hoddle Grid' states that "The most important aim of the program is to make the transport network as safe as possible for everyone in the city regardless of their choice of mode".

As we have clearly stated, pausing crucial upgrades to infrastructure risks the safety of all cyclists which also increases the risk for drivers and pedestrians.

Protected bike lanes would make a huge difference to our cycling community and we strongly encourage you to not pause these upgrades but instead to be bold and visionary and promote cycling for all.

Thanks for reading and please do reach out for further discussion & consultation regarding bike infrastructure.

Regards, The team at Ceres Bikeshed



Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Cailem Murray-Boyle

Email address: *

cailem.mb@outlook.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Future Streets Framework for the Hoddle Grid

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting.

Please retain bicycle network.

Submissions will not be accepted after 10am.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Jarred Abrahams

Email address: * abrahamsjarred@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: * 7.1 Notice of Motion, Cr Leppert: Future Streets Framework for the Hoddle Grid

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

As a kid, I grew up riding my bike around the suburbs because without my driver's license, it was the best way for me to be autonomous. I rode on main roads, I rode alongside trams and I rode at night. Much to my mother's dismay, I was fearless. This invincible feeling, however, would not last long.

When I was 21, I was riding on a rainy evening equipped, as always, with lights on my bike and helmet, reflective spokes, pedals, vest and ankle guard. A car went through a stop sign, entered the intersection ahead of me, and without enough time to stop I crashed into the right side of its bonnet. On the floor in the middle of the intersection – bleeding chin, bruised leg and mangled bike – I heard the driver get out of his car and say "I didn't see you". I know what I look like when riding at night, so to hear that felt like an additional blow.

I couldn't walk properly for a month, and when I finally could, I wanted to get back on my (now repaired) bike. I did, but it felt different. That invincible feeling was gone, in its place grew fear. No longer trusting stop signs, I found myself slowing down at every single minor intersection just in case a car was coming through. It took me forever to get anywhere, and it felt horrible. Just a few months after this, a driver parked on the side of the road opened his door onto my bike while I was riding past on St Kilda road (speed limit of 70km/h, no barrier). I had been "doored", but luckily a split second delay meant the door hit my rear pannier and I stayed on my bike. It was a very close call.

Again, from the driver I heard the phrase: "I didn't see you".

It has been many years since these experiences, and two things have helped me to redevelop my confidence while riding: One being the passing of time, the other being the roll-out of designated and highly visible bicycle lanes, separated by barriers from cars. I typically plan my routes along these paths and encourage others to do so as well. This infrastructure is one of the best ways to make cyclists safe from both accidental and intentional collisions, and has been shown to increase the number of new riders, especially women.

It would be an insult to survivors of crashes such as myself, as well as to the memory of those less fortunate than I was, to pause the roll-out of bike lanes in Melbourne. I am outraged that it is even being considered. I can understand the shock of people returning to the CBD and seeing change which they believe will impact their business. I implore the council, however, to approach that problem proactively – drop flyers, do door knocking and host events. Work alongside bicycle user groups, community bike workshops and the Bicycle Network to increase capacity.

The council has the opportunity to ensure the safety of generations of community members with the roll-out of bike lanes, or cave to the shock jocks of call back radio and big business interests that want to destroy good policy.

Please indicate No
whether you
would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Lawrence Chong

Email address: *

lawyerz@gmail.com

Phone number *

Date of meeting: *

Tuesday 7 June 2022

Agenda item title: *

Future Streets Framework for the Hoddle Grid

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I read the news on the halting of more city bike lanes with much disappointment. We must not pander to the loudest voice in the room and let that stop us from doing what the city needs – a shift away from private vehicles for a whole host of reasons. Private motor vehicles in the CBD has caused needless death, congestion, pollution. I hope the city will find the political will and courage to press on with what it knows is the right move for the city forward. Thank you.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *	I have read and acknowledge how Council will use and disclose my personal information.
Name: *	Liam O'Boyle
Email address: *	cityofmelbourne@elyobo.net
Phone number *	
Date of meeting: *	Tuesday 7 June 2022
Agenda item title: *	7.1 Notice of Motion, Cr Leppert: Future Streets Framework for the Hoddle Grid
Please write your submission in the space provided below and submit <u>by no later than 10am on the day of the scheduled meeting.</u> Submissions will not be accepted after 10am.	<p>The work on the Flinders St to Flinders Lane stage of the "Elizabeth Street Strategic Opportunities Plan" has stalled at a point where it delivers very little of value to pedestrians while taking away a cycle and car lane.</p> <p>A paved over area of street is a good start but without the addition of useful features (seating, tables, plants, etc) it's of very limited value.</p> <p>Please finish up the work that has been started here.</p>
Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *	No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Tim Richards

Email address: * tim@iwriter.com.au

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: 7.1

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

As a ratepayer and CBD resident, I want to share my concern about the lack of progress with the initiative to make the CBD's 'little' streets more pedestrian-friendly. Since the 'shared space' icons were added to the street surfaces a couple of years ago, very little has happened. In fact the markings have started to deteriorate due to roadworks.

What's happened to the artistic decoration that was proposed, to make the streets more clearly shared areas? Also, there needs to be a major education initiative aimed at drivers, who still tear along these streets at speed – it doesn't seem clear to them that these are shared areas. Even pedestrians are largely unaware, I imagine.

Also, that supposed pedestrian space at the south end of Elizabeth St is an embarrassment. Where's the street furniture? Why wasn't it re-surfaced to be the same height as the existing footpath? It needs to be relaid with the footpath widened to the edge of the tram terminus to be an effective pedestrian-friendly space.

There is great potential in these initiatives, but they need to be effectively carried through and maintained. I urge you to do so.

Please indicate whether you No

would like to
verbally address
the Future
Melbourne in
support of your
submission: *

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * William Watt

Email address: * wfwatt@gmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: 7.1 Future Streets Framework a must

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Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Melbourne is rapidly falling behind world's best practice when it comes to urban design especially in the CBD. The city's laneways (ie. Flinders Lane and 'Little' streets) should be properly landscaped to more clearly signal priority for pedestrians and active transport users, which will also dramatically increase safety and improve the experience for the vast majority of people visiting (who are NOT IN CARS). Currently these streets are dominated by cars, and pedestrians are forced onto inadequate footpaths. The decision to remove the pedestrian crossings might have been in good faith but was poorly executed and made it less safe than ever to walk around our city. I've lived here for 38 years and there's been almost no improvement in that time. Please finally invest properly and make the cbd a nice to place to walk around and people will come.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: * No

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Chris Thrum

Email address: * mineralsands@hotmail.com

Phone number *

Date of meeting: * Tuesday 7 June 2022

Agenda item title: 7.1 – Notice of Motion ,Cr Leppert : Future Streets Framework for the Hoddle Grid

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Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear City of Melbourne Meeting Group

This is a written response in regards to the 7th June 2022 FMC Meeting and in particular Agenda Item 7.1 Notice of Motion, Cr Leppert : Future Streets Framework for the Hoddle Grid. First, thanks to Cr Leppert for moving this motion, and for the Lord Mayor Sally Capp for seconding the motion.

The outdoor dining parklets benefit hospitality businesses, increases the amenity of precincts where they are located and therefore all businesses in the area concerned benefit. This improves the experience people have when they are in the city .

Supporting musicians through spotlighting buskers in a sanctioned position in the CBD gave a great lift to musicians and the music industry.

This endeavour that should be continued indicated that City of Melbourne was cognisant of the fact that Melbourne is the musical capital of Australia. City of Melbourne recognised that buskers provide great value to the amenity of precincts in the city wherever they play.

Music in the streets provides a buzz to the city, creates great atmosphere and attracts people.

The city economy is improved by City of Melbourne investing in the busking community.

How do we improve the environmental performance of central city streets?

In regards to this question, one concept that should be examined is the installation of more garden beds, in appropriate places. With the urban forest project, the focus perhaps has been on the Number of trees that have been planted.

Some time ago, at an FMC Meeting Cr Arron Wood raised the concept that it's not just the trees that should be considered. The little insects and critters, the little animals down the food chain should be of equal importance. More garden beds with ferns, plants, bushes and small trees would increase the biodiversity of the City of Melbourne.

Installing more garden beds in the CBD would show that the City of Melbourne is serious about acting on climate change.

Installing more garden beds would be a responsible measure to improve the environmental performance of central city streets.

Talking with the team at the Royal Botanic Gardens Melbourne to see what ideas they have in this area might provide further positive outcomes. RBG Melbourne and the associated Herbarium on Birdwood Terrace are two of the greatest institutions in Melbourne. They are exemplary and world class. Professors at RMIT and University of Melbourne know this.

The brilliant Herbarium was founded by Ferdinand Mueller, the State Government Botanist and the First Director of the Royal Botanic Gardens Melbourne.

City of Melbourne with the Urban Forest Project are following in the footsteps of Ferdinand Mueller.

Mueller appreciated and respected the Eucalyptus tree. He encouraged the Richmond pharmacist and politician Bosisto to pursue the creation of Eucalyptus oil.

Mueller sent Eucalyptus seedlings all around the world to a multitude of scientists and Botanical Gardens.

Should City of Melbourne have talks with the Wurundjeri and Boon-wurung people as to how to improve the environmental performance of the city?

Is the RBG Melbourne on Wurundjeri land or Boon-wurung land:?

Is there relationship between First Nation peoples and Eucalyptus trees?

Best regards

Chris Thrum

City of Melbourne needs to protect the precious green infrastructure that is already existing in and around the Hoddle Grid. This is vital.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No