



City of Melbourne COVID-19 transport response

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CITY OF MELBOURNE



Highlights

- Remove footpath obstacles and expand pedestrian space
- Pedestrian priority 'Little' streets and station precincts
- 90km of protected bike lanes
- Lower speed limits
- Reform on-street car parking
- Public transport advocacy
- Reduce traffic signal cycles
- Transport emissions advocacy
- Road user pricing advocacy
- Trials of new technology
- Regulation of new transport technology



April 2019

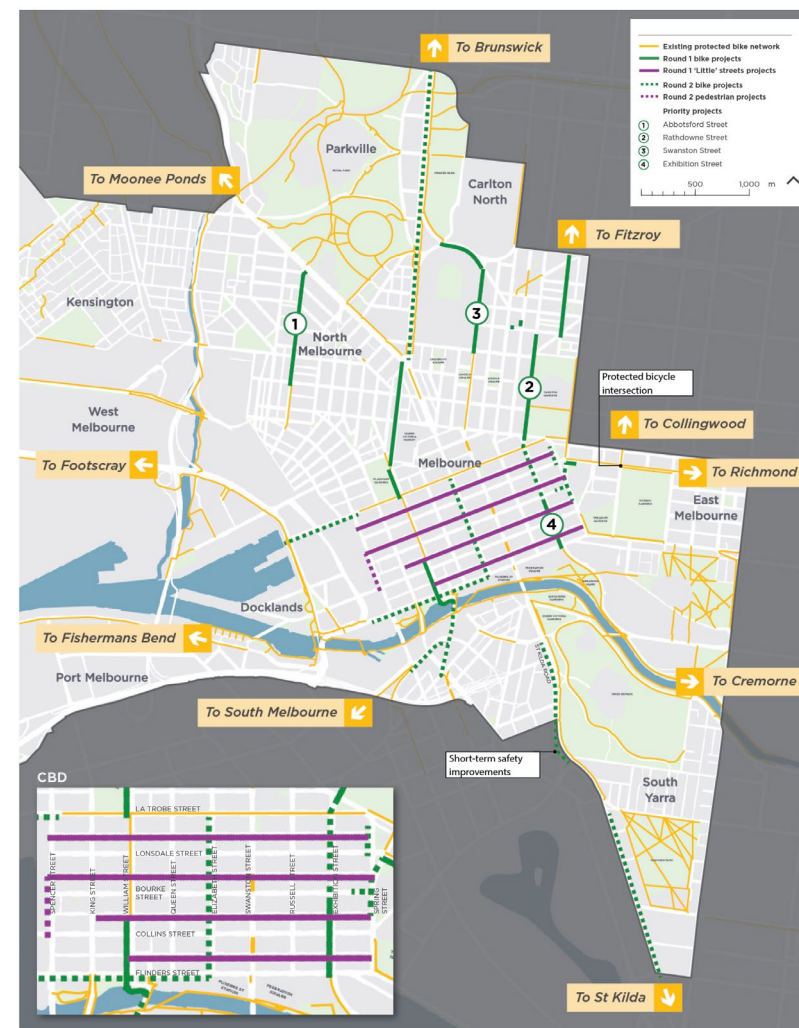


City of Melbourne budget 20/21

- \$41 million for people walking and riding bikes
- A record \$16 million bicycle infrastructure budget
- Bike lanes will be delivered in two stages, with the first stage delivering 20 kilometres within the central city.
- To encourage more people to ride bikes, physical protection from motor vehicles is essential.

DELIVERING 40 KILOMETRES OF NEW BIKE LANES

 CITY OF MELBOURNE



Why are protected bike lanes required?

Many people could ride bicycles for transport, but currently do not.

We surveyed these people* to understand perceptions of different types of infrastructure.

*people living within 10km of the CBD who own a bike and use it occasionally but do not commute by bike.

Mid-block lane

Protected: 83% confident



Painted lane: 22% confident



At intersection

Protected: 73% confident



Shared lane: 16% confident



Figure 16: Proportion of confident riders on various types of on-road cycling infrastructure (people who could ride but currently don't)



William Street southbound bike lane, approaching Flinders St



Southbound bike lane



Southbound bike lane, approaching Queens Bridge



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Exhibition street between Bourke and Little Bourke



Peel street at Dudley Street roundabout



William street southbound



AXIL

Select 7

ATM HERE

20



GIVE WAY
TO PEDESTRIANS

‘Little’ Streets – more space for people to enjoy



'Little' Streets – more space for people to enjoy



'Little' Streets – more space for people to enjoy



Pre-COVID, approvals were taking 2 years or more.
Agreement between CoM and DOT to undertake a 'pilots and trials' approach.

Commitment to make design changes if and when required.

Evaluation framework developed with DOT.

Community engagement approach was to inform only, with reference to the previous engagement on the Strategy.

We have been able to make post-implementation modifications where required in response to some complaints.

