



10.1 **INKERMAN SAFE TRAVEL CORRIDOR - UPDATE**

EXECUTIVE MEMBER: **LILI ROSIC, GENERAL MANAGER, DEVELOPMENT, TRANSPORT AND CITY AMENITY**

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1. PURPOSE

- 1.1 To seek Council's endorsement to progress the Inkerman Safe Travel Corridor Project including developing concept design options for the corridor between Hotham Street and St Kilda Road which is wholly managed by the City of Port Phillip.

2. EXECUTIVE SUMMARY

- 2.1 The Inkerman Safe Travel Corridor (the Corridor), extending along Inkerman Road/Street between Orrong Road and Fitzroy Street, is the highest priority bike corridor for Council delivery, in Council's Move Connect Live: Integrated Transport Strategy 2018-28 (MCL Strategy).
- 2.2 The Corridor is shared with the City of Glen Eira from Hotham Street to Orrong Road. At their Council meeting on 27 April 2021, Glen Eira City Council endorsed continuing with their current process, which includes finalising the concept design and undertaking consultation for their project, including the Shared Section. Glen Eira has developed draft concept designs for the Shared Section with City of Port Phillip involvement.
- 2.3 This report proposes the development of concept designs for the Port Phillip section of the Corridor. Three design options are recommended by Council officers to proceed to concept design, including Options 1, 2 and 3. Option 4 a bi-directional cycleway is not recommended due to its low safety benefit.
- 2.4 At the completion of the concept designs, Council will be asked to consider the next steps of the project, including to proceed with community consultation on the concept designs and funding sources. Council will have the opportunity to re-scope or reconsider the project.
- 2.5 If community engagement is undertaken, Council will be asked to consider the outcome of the engagement including any design changes before proceeding to the final design, tender and construction stages.
- 2.6 The proposed timeline for concept design development in 2021 and community engagement in 2022, detailed design in 2023, with construction scheduled for 2024/25. Construction of the Corridor in the next two to five years aligns with planned re-sheeting of about 20% of Inkerman Street reducing disruption and costs.

3. RECOMMENDATION

That Council:

- 3.1 Endorses officers to progress the development of concept designs for the Inkerman Safe Travel Corridor Project that includes the designs detailed in Options 1, 2 and 3, for the section of the corridor between Hotham Street and St Kilda Road.
- 3.2 Officers provide a report to Council in early 2022 that includes the Inkerman Road Bike Corridor concept designs and a communication and engagement plan for the project. Noting Council will review whether to progress the Inkerman Bike corridor to the next stage of the project which includes community consultation at this meeting.

4. KEY POINTS/ISSUES

4.1 The Inkerman Safe Travel Corridor length is shown in Figure 1. It consists of:

- (a) The section along Inkerman Street between Hotham Street and St Kilda Road in the City of Port Phillip.
- (b) The section along Inkerman Road between Orrong Road and Hotham Street. In this section, the north side of Inkerman Street is in the City of Port Phillip and the south side is in the City of Glen Eira (the Shared Section). Working with the City of Port Phillip, Glen Eira City Council has undertaken community engagement on cycling corridor options and concept designs have been jointly procured for the Shared Section.
- (c) Two bike corridors in MCL Strategy, Westbury Street and Alexandra Street (in green in Figure 1) intersect with Inkerman Street. These are yet to be developed and are not considered in this report.
- (d) The two options to connect the Corridor from St Kilda Road to Fitzroy Street and Albert Park Reserve, including either along Grey Street or Alma Road and Princes Street (shown in orange in Figure 1). Further work is required to confirm the preferred alignment. This connection is not considered in this report.
- (e) The Inkerman Bike Corridor is classified by the Victorian Government as a Strategic Cycling Corridor. It is a key east-west bike riding connection linking to the Melbourne CBD through St Kilda Road. The Victorian Government has announced a St Kilda Bike Corridor (inclusive from ANZAC to Carlisle Street) will be built (\$27M) in time for the opening of ANZAC Station in 2025.

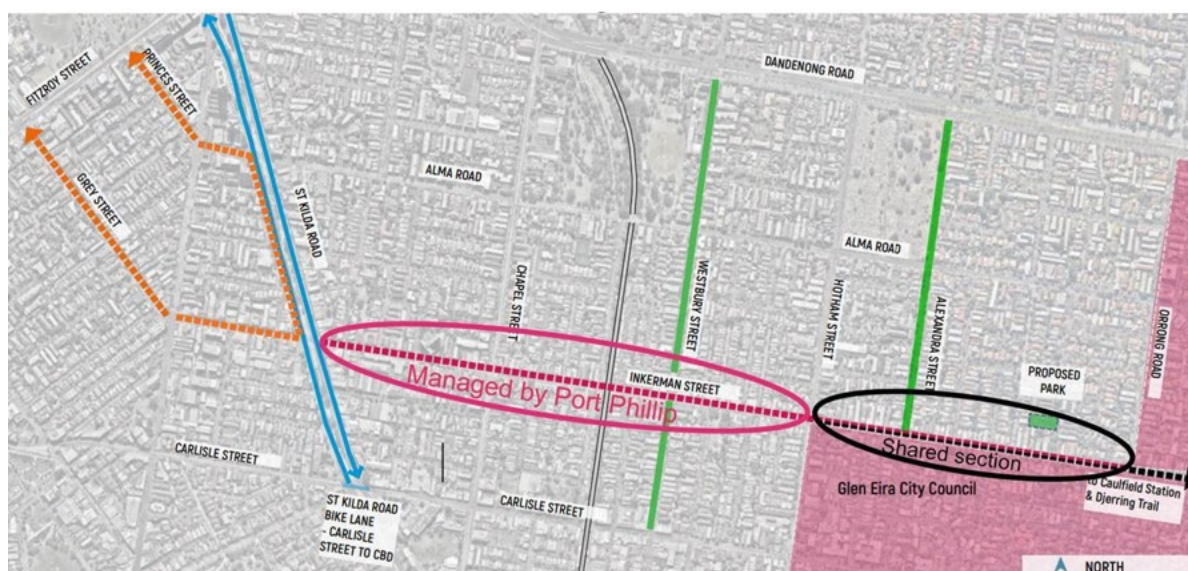


Figure 1: Inkerman Bike Corridor

4.2 The key objectives for the Inkerman Safe Travel Corridor are to provide a safe and continuous protected bike lane that will:

- (a) Increase safety for all road users and attracting a broader range of people of all ages and abilities to ride a bike.



- (b) Increase travel choices by providing a safe alternative to public transport and cars.
- (c) Minimise and mitigate parking loss and maximising tree retention.

Safety Issues on Inkerman Safe Travel Corridor

4.3 In the five-year period ending December 2019, 50 crashes were recorded on Inkerman Street between Orrong Road and St Kilda Road. Of these crashes,

- 17 resulted in serious injuries
- 16 involved bike riders (5 serious injuries)
- 17 involved pedestrians (8 serious injuries)
- 18 were vehicle-only crashes.

'Recorded' crashes result in the attendance of emergency services, or the making of a TAC claim with a formal police report. A 'serious injury' is where one or more people are sent to hospital at the time of the crash or suffers a long-term impairment that is reported (e.g. TAC claim).

- 4.4 The proposed reduction of the speed limit to 40kph (currently 50kph) will be implemented alongside other corridor treatments such as narrower traffic lanes, kerb buildouts and raised crossings at side roads and across Inkerman Street which support compliance and approval of 40kph. All of these treatments combined are likely to reduce the likelihood of or severity of injury of 12 of the 18 vehicle-only crashes.
- 4.5 The crash record on Inkerman Street and the proposed amelioration measures means that the project may qualify for Federal Government Black Spot Program funding (up to \$2M) or Transport Accident Commission (TAC) safer road projects funding. Funding applications can be made once concept designs are completed.

Benefits of Protected Bike Lanes

- 4.6 Bike corridors ease the load on public transport and reduce congestion, encourage physical and mental well-being, connect communities, reduce emissions and lower the cost of crashes and serious injury.
- 4.7 In its report this year, Infrastructure Victoria found that safer cycling and walking infrastructure is a cost-effective way to encourage commuters to choose active transport and reduce congestion. Their modelling found that an increase of 265,000 cycling and walking trips per day, including an increase of 55% of people choosing to cycle, is achievable and could save every inner Melbourne car driver around 18 minutes in traffic per week.
- 4.8 Kerbside protected bike lanes protect bike riders from both moving traffic and people exiting parked cars. They shorten road crossing distances for pedestrians and reduce vehicle speeds making the street safer for all road users. In 2019 the City of Melbourne found that, where the gradient is flat, uphill or gentle to moderately downhill they reduce crashes by 41% compared to conventional bike lanes.
- 4.9 Surveys completed in 2018 by the City of Melbourne found that 83% of respondents living in Melbourne and adjacent municipalities (including our City) would aim to ride if a protected bike lane was provided compared to 22% who say they would be confident to ride on conventional painted bike lanes (without buffers).

- 4.10 The Inner Melbourne Action Plan (IMAP) bicycle modelling completed on behalf of five inner city Councils including Port Phillip, predicts a bike riding uplift for a bike corridor in Inkerman Street of up to 100% if it is part of an integrated bike network including St Kilda Road and the bike corridors shown in Council's Move, Connect, Live Strategy.

Existing layout on Inkerman Street from St Kilda Road to Hotham Street

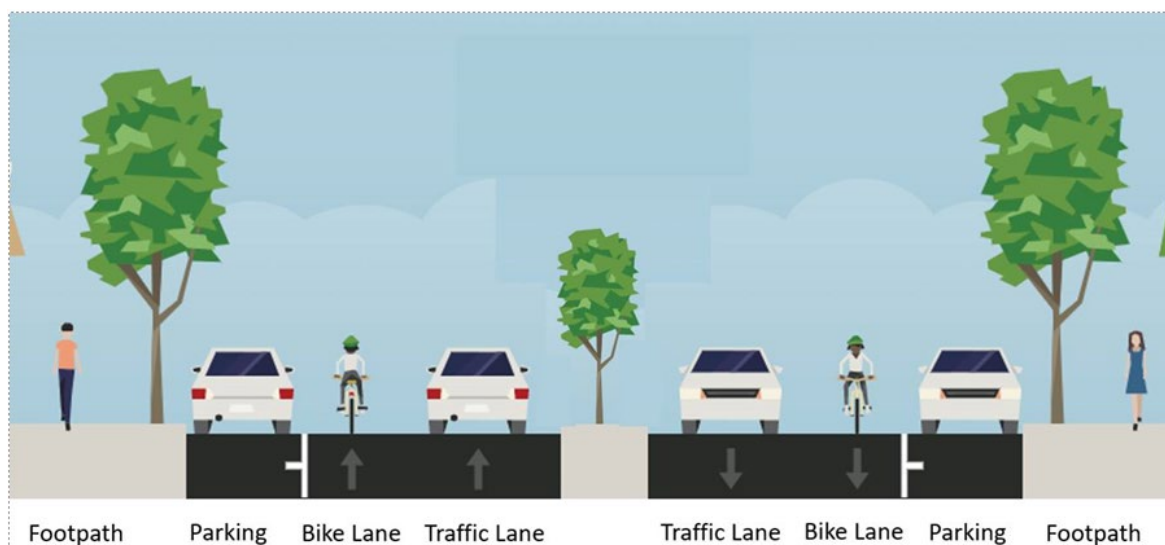


Figure 2: Existing layout on Inkerman Street from St Kilda Road to Hotham Street.

- 4.11 Inkerman Street between St Kilda Road and Hotham Street (Figure 2):

- (a) Has narrow painted bike lanes that do not mitigate the safety risks to bike riders.
- (b) Bike counts taken twice a year at several locations show that this bike corridor is high use and that usage is increasing. For example, there were 509 bike trips along Inkerman Street at Barkly Street during a 12-hour count starting at 7am in March 2019.
- (c) Does not have formal mid-block crossings for pedestrians or raised crossings at many side roads.
- (d) Has a painted median with seven trees between Young and Chusan Streets and kerbside trees at irregular intervals along its length.
- (e) Has mixed use commercial and residential areas between St Kilda Road and the railway line, between Malacoff and east of Prentice Streets, and around the Hotham Street intersection. The remainder is mainly residential.
- (f) Has time restricted parking and a short section of unrestricted parking on both sides of the street. There are disability access spaces, car share spaces, community bus stops, and loading zones. There is no paid parking. There are three off-street carparks, two Council managed, including at Post Office Place (12 spaces) and Betty Day Community Centre (20 - 2-hour spaces) which is about 100m along Bath Street and the Aldi multi-story car park (2 hours for customers-only).
- (g) Has parking occupancy between 59% to 89%, with greater utilisation closer to St Kilda Road where there are a higher number of commercial uses. Typically, at any one time, about a third of parking is unoccupied. Parking occupancy findings



are based on aerial images taken pre-Covid of daytime parking on Monday 17 February 2020, Tuesday 17 December 2019 and Saturday 31 August 2019. In addition, a spot check of parking occupancy at 7:45 pm on Wednesday 10 February recorded parking occupancy to range between 62% and 85%. A full parking including parking at night and a parking impact assessment for Inkerman Street and side-streets will be completed with the development of the concept designs.

Inkerman Safe Travel Corridor within the City of Port Phillip (Hotham Street to St Kilda Road)

4.12 The Inkerman Safe Travel Corridor proposal includes:

- (a) Reducing the speed limit from 50kph to 40kph to reduce the frequency and severity of crashes and make the street safer for bike riders and pedestrians.
- (b) Increasing pedestrian safety with an additional zebra crossing across Inkerman Street and raised crossings across side streets.
- (c) Removal of the central median which provides a turning lane and pedestrian refuge and includes seven trees that will be removed. During concept design, turning movements of vehicles will be assessed to determine the impact of removing the central median and consider design options to mitigate any impact. The pedestrian refuge will be replaced with a raised pedestrian crossing near the intersection of Marriott Street and Inkerman Street. This will provide vulnerable pedestrians including those using mobility devices and the elderly access to the supermarket and businesses.
- (d) The existing trees on the median are young. A tree replacement program will seek to replant trees to provide a canopy equal to the removed trees. Westbury Street and Alexandra Street have been identified as potential areas for additional planting.

4.13 For the City of Port Phillip section of Inkerman Street (between Hotham Street and St Kilda Road), Council officers have completed preliminary designs and cost estimates for four bike corridor options using online aerial photographs to determine cross sections, pedestrian crossing opportunities, indicative parking loss and costs.

4.14 The four options are detailed below and summarised in Table 1. The designs including costings, tree and parking loss are indicative only. The concept design will provide greater accuracy and consider parking utilisation and ways to mitigate parking loss and manage existing parking restrictions to increase usage. For example, better use of off-street car parks and additional parking on Westbury Street will be investigated.

4.15 This report is to receive Councillor endorsement to progress three of the four bike corridor options to the concept design stage. One option (a bi-directional bike lane) is not recommended.

4.16 The concept design will be completed by an external consultant. Concept designs will provide more accurate costings and consider who will be impacted by parking loss and how parking loss can be mitigated. Subject to Council consideration the concept designs will progress to community engagement.

Four corridor design options

Option 1

- 4.17 Option 1 (Figure 3) separates the bike lane from parked cars with metre wide islands at kerb height that provide a place for passengers to enter or exit a parked vehicle. This is the safest option for all users. Inkerman Street is wide enough so that, with the removal of the central median, the bike corridor can be included without reducing the number of cars that can drive on the road.

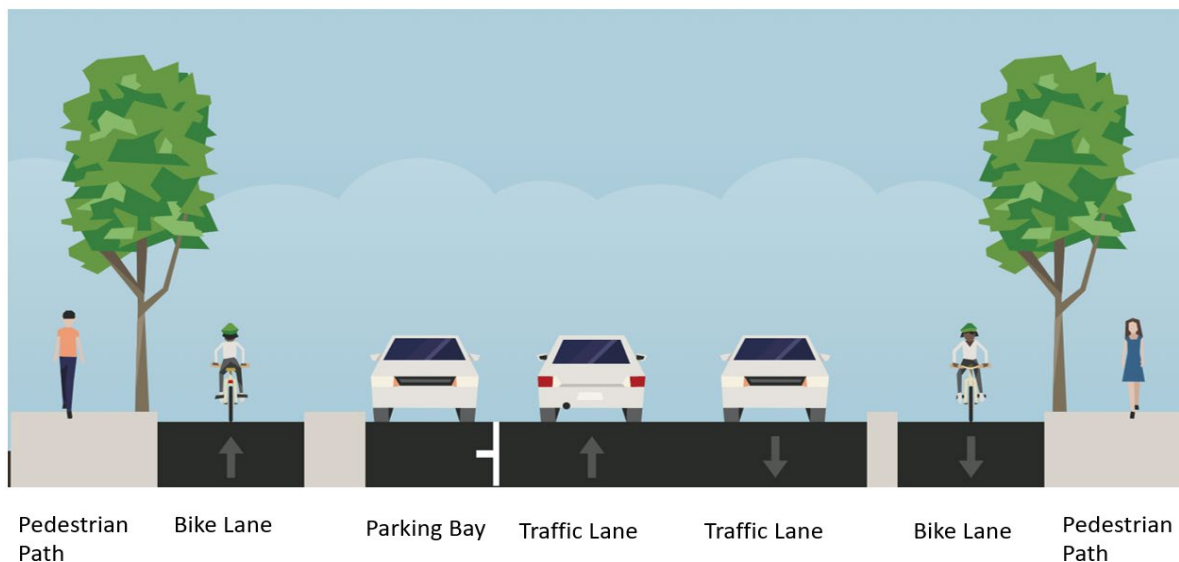


Figure 3: Option 1 Wide protected bike lanes with parking on one side of the street.

- 4.18 Option 1 will require 124 of 189 parking spaces to be removed, including: all parking on one side of the street; parking adjacent to driveways on the other side to provide sightlines between drivers and bike riders; and spaces on the approach to intersections to support turning movements and avoid reducing intersection capacity. Based on the recorded vehicles parking on Inkerman Street, on average up to 71 vehicles will be displaced and, in peak parking times this will increase to up to 79 vehicles. This will be confirmed when parking surveys are completed as part of the concept designs.
- 4.19 Option 1 is the safest option for bike riders and Council officers recommend developing a concept for this option.

Option 2

- 4.20 Option 2 (Figure 4), like Option 1 is a kerbside bike corridor with a protective kerb. Option 2 retains more parking by reducing the width of traffic and bike lanes. This will limit areas where faster riders (including e-bikes and e-scooters) can overtake to breaks in the separator kerb including areas where there is no parking, at intersections, or they may ride in the traffic. Reducing the width of the traffic lanes does not reduce the number of cars that can use the road and will encourage drivers to comply with the new 40kph speed limit.
- 4.21 While Option 2 retains parking on both sides of the road, about 46 parking spaces will be removed adjacent to driveways to provide sightlines between drivers and bike riders. In addition, up to 20 spaces will be removed to support turning movements and avoid reducing intersection capacity. Based on the recorded vehicles parking on Inkerman Street, on average up to 13 vehicles will be displaced and, in peak parking times this will increase to up to 21 vehicles. This will be confirmed when parking surveys are completed as part of the concept designs.

4.22 This option provides a high safety improvement for road users, particularly cyclists, and Council officers recommend developing a concept for this option.

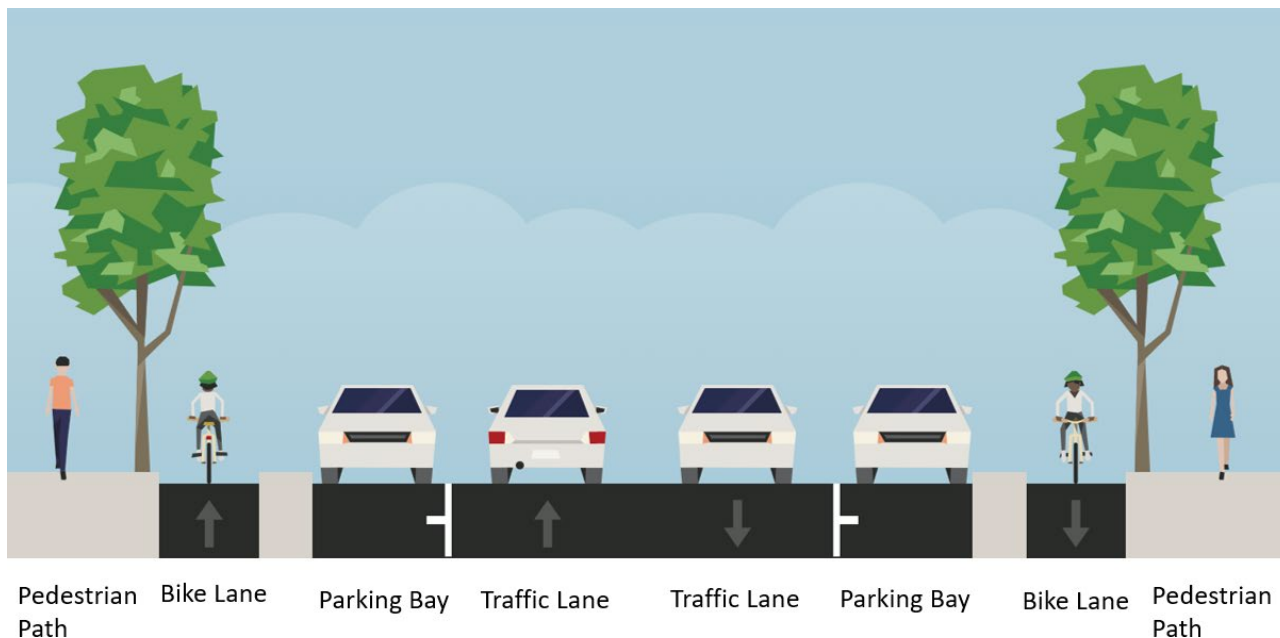


Figure 4: Option 2 Narrow protected bike lanes with parking on both sides of the street.

Option 3

4.23 The third option uses painted buffers rather than a physical barrier (low kerbs). (Figure 5) This would reduce costs, further reduce parking loss and can be installed more quickly. While bike lanes with painted buffers on both sides are safer than the current painted bike lane, they do not provide a physical barrier between moving or parked cars and people riding bikes. Painted buffered bike lanes reduce the risk of cyclists being 'doored' by someone exiting a car and provide a painted separation between riders and moving cars.

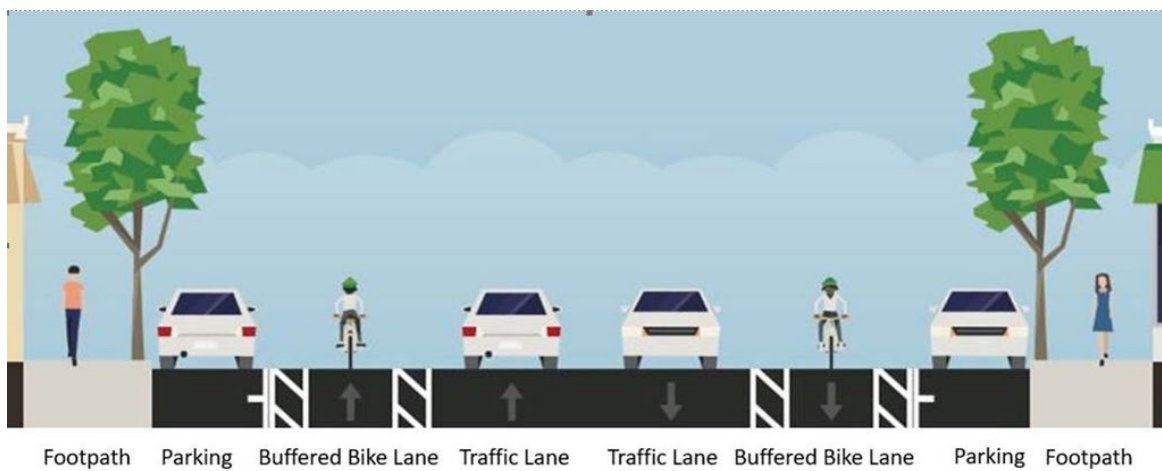


Figure 5: Option 3: Painted buffers on either side of the bike lane.

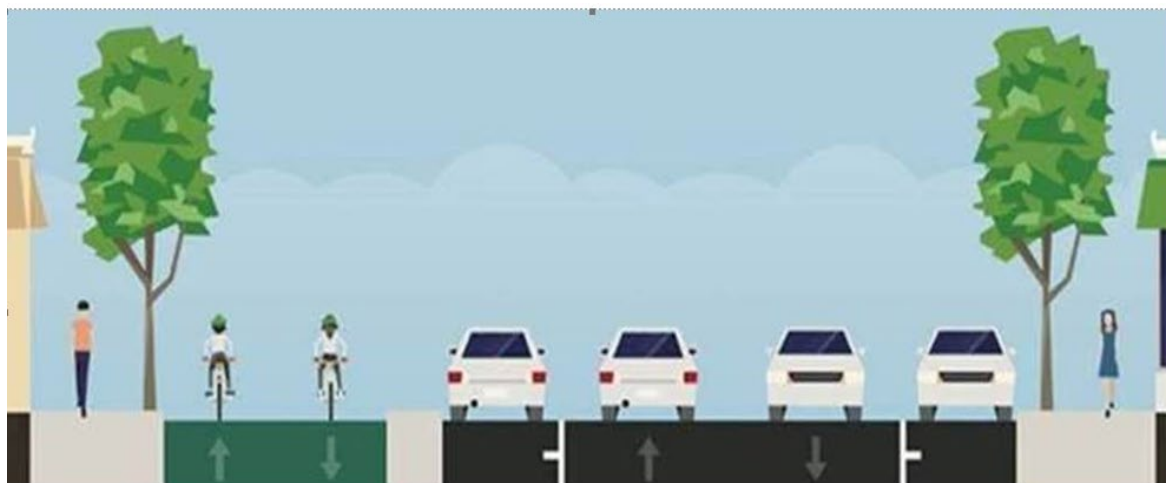
4.24 City of Melbourne surveys found that 22% of respondents would be confident to ride on typical bike lanes painted on roads, 46% of would aim to ride if double buffered bike lanes were provided while 86% of respondents would ride in protected bike lanes.



- 4.25 City of Melbourne crash analysis showed that double buffered lanes reduced crashes by 30% in flat, uphill or gentle to moderate downhill sections compared to 41% for kerbside protected lanes.
- 4.26 Buffered bike lanes require a maximum of 50 parking spaces to be removed to improve sightlines at driveways and intersections. Based on the recorded vehicles parking on Inkerman Street, on average, up to 2 vehicles will be displaced and, in peak parking times, this will increase to up to 5 vehicles. This will be confirmed when parking surveys are completed as part of the concept designs.
- 4.27 This option provides a medium safety improvement for bike riders while maintaining most of the car parking on each side of the road; it would have a lower cost and Council officers recommend developing a concept design for this option.

Option 4

- 4.28 The fourth option is a bidirectional cycleway on one side of the road. This requires only one separator (low kerbs or bollards) between the cyclists and parked cars or moving traffic. This would reduce costs and result in the lowest parking loss (Figure 6).
- 4.29 Glen Eira City Council is considering a bidirectional cycleway for their section and the shared section of the Inkerman Safe Travel Corridor as this is the only way they can retain two lanes of traffic and parking on one side of the road, or one lane of traffic and parking on both sides of the road.
- 4.30 An independent assessment found that a bidirectional cycleway is likely to result in twice as many crashes for bike riders as protected bike lanes. These crashes occur at side streets and driveways because drivers do not expect bike riders to come from the direction opposite to the traffic flow.
- 4.31 Up to 26 spaces will be removed to improve sightlines at driveways and intersections and 11 additional bays may be removed to support turning movements and avoid reducing intersection capacity. Based on the recorded vehicles parking on Inkerman Street, on average, no vehicles will be displaced and, in peak parking times, up to 4 vehicles will be displaced.
- 4.32 Due to the safety risks, Council officers do not recommend developing a concept for this option.



Footpath Bidirectional Cycleway Parking Traffic Lane Traffic Lane Parking Footpath

Figure 6: In a bidirectional cycleway, bike riders travel in both directions on one side of the street and are separated from parked cars or moving traffic by bollards or a low island.

4.33 Table 1 below provides a summary of each of the corridor options including costs. The cost includes the concept design, detailed design, construction, internal City of Port Phillip resourcing (project management) and contingency costs. To reflect the uncertainty around design and costs, the project contingency is 50%.

Table 1: Summary of the 4 options considered for the City of Port Phillip section of the Corridor

Attribute	Option			
	Option 1	Option 2	Option 3	Option 4- not recommended
	Protected bike lanes parking one side	Narrow protected bike lanes parking two sides	Painted buffers	Bidirectional cycleway
Safety Improvement	High	High	Medium	Low
Percentage confident to ride	86%	86%	46%	Not available
Estimated Parking Loss (spaces)	124 (66%)	66 (35%)	50 (26%)	~ 37 (20%)
Vehicles displaced based on parking occupancy	Displacing 79 maximum on average 71 vehicles	Displacing 21 maximum on average 13 vehicles	Displacing 5 maximum on average 2 vehicles	Displacing 4 maximum on average zero vehicles
Pros	Allows faster riders to	Most parking retained on both sides	Lowest cost Parking retained both sides	Lowest Parking loss Most parking retained both sides



	overtake in the bike lane		Earlier and faster construction	Aligns with Glen Eira option
Cons	Parking removed from one side of street, most retained on the other side.	Faster riders cannot overtake in the bike lane	Moderate safety benefit	Low safety benefit
Total Estimated Cost (\$)	5.6M-7M	5.6M-7M	3.5M	4.2M-5.2M

Shared section of Corridor with Glen Eira

- 4.34 At their Council meeting on 27 April 2021, Glen Eira City Council endorsed continuing with their current process, which includes finalising the concept design and undertaking consultation for their project, including the Shared Section. Glen Eira has developed draft concept designs for the Shared Section with City of Port Phillip involvement.
- 4.35 The Shared Section of Inkerman Road is narrower than the section in Port Phillip. This has limited the bike corridor options available in that section. For example, Glen Eira has endorsed two bike corridor options. Option A involves a bidirectional bike corridor which is not supported by City of Port Phillip officers because of its low safety benefits. Option B involves accommodating a bidirectional bike corridor by making Inkerman Road a one-way road.
- 4.36 If Glen Eira does not proceed with the Shared Section at the same time as Port Phillip, or at all, then at Hotham Street, the City of Port Phillip Council bike corridor will transition to the existing painted bike lanes to Orrong Road.
- 4.37 Completion of the Port Phillip section of the bike corridor is a higher priority than the Shared Section because:
- The number of bike riders using the Port Phillip section is greater than the number using the Shared Section. Counts over two days in May 2019 recorded a total of 568 bike riders in the Port Phillip Section compared to 333 bike riders in the Shared Section.
 - The Port Phillip Section has crashes with more serious injuries for bike riders and pedestrians. Of the 50 crashes in the Inkerman Bike Corridor, 26 crashes (11 resulted in serious injuries) were in the Port Phillip Section and 24 crashes (6 resulted in serious injuries) in the Shared Section.
 - The connections of the Port Phillip section to the rest of the network are better with this section linking to the proposed St Kilda Road bike lanes.
- 4.38 Council officers will continue to work with Glen Eira City Council's transport officers to progress the design phase for the shared section of the Inkerman Road Safe Bicycle Corridor (Inkerman Road/Street between Hotham Street and Orrong Road) in accordance with the signed MOU between the City of Port Phillip and Glen Eira City Council.



5. CONSULTATION AND STAKEHOLDERS

- 5.1 Community consultation in June and July 2020 on the Updated Council Plan 2021–27 and draft 2020/21 Budget found community support for a city that makes it easier and more enjoyable to walk, ride a bike or use public transport.
- 5.2 The Move, Connect, Live Strategy (MLC) was developed using research, analysis and feedback from our community. This included a survey in June and July 2018 where 70% of the 323 respondents identified that “Walking and bike riding” was “very important”.

In the survey the draft action that received the highest score was: “Deliver a network of dedicated and continuous priority bike lanes to create safer routes for all ages and abilities” (31%).

The Draft MCL Strategy included a “network of continuous protected bike lane with intersection upgrades”. These were shown in Map 2 which was “...*the proposed location of the upgraded bike riding corridors throughout the municipality and included Inkerman St -Fitzroy St/Canterbury Rd to Glen Eira connection.*”

Proposed community engagement approach

- 5.3 Community engagement on the concept design for the Inkerman Safe Travel Corridor is proposed for 2022.
- 5.4 Community engagement will be extensive and will include:
 - a dedicated Have Your Say page with project information and online survey/ feedback form;
 - informing to the community along the Corridor and surrounding area of engagement opportunities;
 - targeted engagement with key stakeholder groups/representatives;
 - information/drop-in sessions for broader community;
 - targeted social media;
 - information on where parking will be impacted, how parking is currently used, capacity in local streets and off-street and if parking can be increased in side streets; and
 - information on tree loss and how additional trees and greening could be added to the Corridor.

6. LEGAL AND RISK IMPLICATIONS

- 6.1 The City of Port Phillip has a signed MOU with Glen Eira City Council that provides a framework for a partnership to design a ‘safe cycling corridor’ for Inkerman Road/Street focusing on the section of Inkerman Road between Hotham Street and Orrong Road which is under shared management between the two respective Councils.
- 6.2 The Glen Eira City Council’s Safe Cycling Corridor proceeding on a different timeline, or not proceeding: The City of Port Phillip project is not dependent on completion of a bike corridor in the Shared Section, or in Glen Eira.
- 6.3 To manage the risk that the cost of the project is greater than available funding, or the timeline for delivery is extended, a contingency has been included in planning for cost



and time. Concept designs with quantity costing will increase the certainty of the overall project costs. The project will not proceed to the next stage (consultation, detailed design, and construction) without approval from Council.

- 6.4 To manage the risk that the community doesn't support the project: At this stage, Council is not contractually committed to proceed to construction. Officers will continue to review the merit of the project with Councillors.

7. FINANCIAL IMPACT

- 7.1 Council's ten-year financial plan (Council Plan 2017-27) allocated \$1.3M for bike infrastructure in 2021/22 and \$1.2M in 2022/23, and a total of \$8.67M over ten years.
- 7.2 Early estimates of the total design and construction costs for the Inkerman Safe Travel Corridor in Port Phillip are between \$5.6M – \$7.0M (protected bike lanes) or \$3.5M (buffered bike lanes) and between \$4.2M - \$5.2M for a bidirectional cycleway.
- 7.3 The Inkerman Safe Travel Corridor may be eligible to attract further funding through the Federal Black Spot Program (maximum of \$2M) or Transport Accident Commission (TAC) safer road projects. These funding programs are based on a benefit cost ratio calculated using crash history. The section between St Kilda Road and Westbury Street is likely to meet these criteria. Applications for funding generally require completed concept designs and community consultation.
- 7.4 Construction of the Corridor in the next two to five years aligns with planned re-sheeting of about 20% of Inkerman Street and is likely to result in cost savings.
- 7.5 If there is insufficient funding for both the shared section and the Port Phillip Section of the Corridor, delivery of the Port Phillip section of the Inkerman Bike Corridor is the priority due to its proximity to the city, crash history, current and expected future usage.
- 7.6 Once the concept designs have provided a more definitive costings, Councillors will be asked to consider which bike corridor option should proceed to community engagement; whether to proceed with both the Port Phillip and the Shared Section of the Corridor; whether to seek Federal or TAC funding; whether to contribute additional Council funding; and/or whether to re-scope or reconsider the project.
- 7.7 The 2021/2022 budget allocation requested for Inkerman is \$360,000 including \$275,000 for concept design and Council resourcing, and \$85,000 for consultation. The estimated cost for detailed design in 2022/2023 is \$490,000.

8. ENVIRONMENTAL IMPACT

- 8.1 Safe, continuous and connected protected bike lanes decrease car use and associated pollution by encouraging bike riding for local access, commuting and recreation.
- 8.2 Seven trees in the centre median of Inkerman St, between Young Street and Chusan Street to be removed. The concept design will identify opportunities for new trees, vegetation, shade, passive irrigation and water sensitive urban design so there is no net canopy loss.
- 8.3 The Inkerman Safe Travel Corridor delivers Outcome 2 of Councils' Move Connect Live: Integrated Transport Strategy, 'Our community is healthier because it has safe, connected and convenient walking and bike riding choices'.



9. COMMUNITY IMPACT

- 9.1 Bike riding is healthy, environmentally friendly, space efficient, low cost and often the most convenient way to travel short distances.
- 9.2 The delivery of protected bike corridors increases transport choices and safety for our community. They improve the walking and cycling environment, increase local access and reduce congestion.
- 9.3 Opportunities to reconfigure parking spaces on Westbury Street and Alexandra Street to offset some parking spaces lost from Inkerman Street are being investigated.
- 9.4 Existing parking bays for people with a disability and designated car share bays will be retained as close as possible to existing locations. Individual concerns about parking removal and any impact on disability access will be considered and, where possible, addressed in the design process.
- 9.5 The community bus route on Inkerman Street will be maintained.
- 9.6 Bike corridors increase social connectivity through increased transport choices and informal recreation.
- 9.7 The bike corridor will help realise 10-minute neighbourhoods in the municipality.
- 9.8 Losing on-street parking outside business could adversely impact business. The concept design and community engagement process will identify the parking loss and seek design outcomes that minimising parking loss, change parking restrictions to improve access and consider other opportunities to increase parking.
- 9.9 Bike corridors have the potential to support existing businesses along the corridors and potentially to attract new business with increased bike riding and bike parking along the corridor.

10. ALIGNMENT TO COUNCIL PLAN AND COUNCIL POLICY

- 10.1 Liveable is Strategic Direction 2 of the Draft Council Plan 2021-31: Port Phillip is a great place to live, where our community has access to high quality public spaces, development and growth are well managed, and it is safer and easy to connect and travel within, with the four year strategy: The City is well connected and easy to move around with options for sustainable and active transport.
- 10.2 The Inkerman Safe Travel Corridor delivers Outcome 2 of Councils' Move Connect Live: Integrated Transport Strategy (MCL Strategy), 'Our community is healthier because it has safe, connected and convenient walking and bike riding choices'.
- 10.3 Council's Move Connect Live: Integrated Transport Strategy 2018-28 (MCL Strategy) included an action for Council to deliver 11 protected bike corridors (MCL bike corridors) to create safer routes for all ages and abilities.
- 10.4 The MCL bike corridors were independently prioritised considering crash history, population density, where residents commute to work (based on Australian Bureau of Statistics) and school enrolments. Prioritisation considered parking loss and the number of driveways impacted. The Inkerman Safe Travel Corridor was identified as the highest Council priority due to it's potential to reduce crashes and increase bike riding.



11. IMPLEMENTATION STRATEGY

11.1 TIMELINE

- Council officers to progress corridor options 1,2 and 3 for concept design for the Inkerman Safe Travel Corridor May to December 2022.
- Council officers will provide concept designs and a communication and engagement plan to Councillors for review and endorsement to proceed to consultation – February 2022.
- Subject to Council endorsement, the concept designs will be publicly released to allow community engagement.
- Council report on community feedback, proposed design refinements in response to feedback and recommend corridor design to progress to detailed design – 2022-2023.
- Council applies for Federal Black Spot Program and TAC safer road funding for the Inkerman Safe Travel corridor– 2022-2023.
- Detailed design completed and tender for construction – 2023-2024.
- Construction commences – 2024.

11.2 COMMUNICATION

11.2.1 Should Council proceed to concept design, and subsequently approve community consultation on concept designs for the Inkerman Safe Travel Corridor, extensive community consultation will take place.

11.2.2 **Key messages:**

Inkerman Safe Travel Corridor is the highest priority bike corridor for Council delivery due to it's potential to reduce crashes and increase bike riding, and has three key objectives;

- Increasing safety for all road users to address the high number of crashes.
- Greater protection to attract a broader range of people of all ages and abilities to ride a bike and increase travel choices by providing a safe alternative to public transport and cars.
- A design to minimise and mitigate parking loss, and to maximise tree retention.

12. OFFICER DIRECT OR INDIRECT INTEREST

12.1 No officers involved in the preparation of this report have any direct or indirect interest in the matter.

TRIM FILE NO: 30/10/91

ATTACHMENTS Nil