



14.1 Notice of Motion- Councillor Christina Sirakoff – Pop Up Bike Lanes

I, Councillor Christina Sirakoff, give notice that I intend to move the Motion outlined below at the Ordinary Meeting of Council on 08 December 2022:

That Council:-

1. Notes the Traffix Group report (G32421R-01C, October 2022) was prepared by an independent and expert group of consultants on bike lane design and reports on the adverse impacts of the temporary Pop-Up Bike Lane treatments at locations within the City of Port Phillip which are representative of all the Pop-Up Bike Lanes installed across the Municipality.
2. Acknowledges resident concerns about the safety of the temporary bicycle infrastructure located in Westbury Street, St Kilda East and notes residents have advocated for the removal of these pop-up bike lane treatments. The safety concerns raised in the Traffix Group report equally apply to road treatments not included in the report and Council requests that removal of infrastructure is consistently applied across the whole Municipality.
3. Acknowledges that four Victorian election candidates for the seat of Albert Park who participated at a community forum on 10 November 2022 committed to removing all or some of the Pop-Up Bike Lanes.
4. Writes to the Department of Transport (DoT) and requests that they immediately implement the recommendations in the report with regards to the removal of the Pop-Up Bike Lane treatments including all speed humps, bollards, concrete blocks, and yellow lines at those locations and also in Westbury Street, St Kilda East and the intersection of Brighton Rd with Dickens Street. Specifically, Council requests DoT to remove the following treatments:
 - Marine Parade Kerb Separated Bicycle Lanes
 - Marine Parade/intersection with Wordsworth Street, Thackeray Street, Meredith Street, Marine Ave.
 - Richardson Street/Withers Street
 - Deakin Street/Loch Street/York Street
 - Lyons Street/Bridge Street/Esplanade West
 - McGregor Street/Park Road & Page Street
 - Westbury Street, St Kilda East
 - Reinstate Brighton Road and Dickens Street intersection similar to neighbouring roads at Hennessy Ave and Milton Street
5. Acknowledges and thanks the DOT for its efforts to date in working collaboratively with Council to implement Council resolutions, which seek to address community concerns regarding the Pop-Up Bike Lane Infrastructure in the municipality.
6. Requests that the DOT conducts thorough consultation with the residents of the City of Port Phillip prior to any new bike lane infrastructure in the City of Port Phillip.

Supporting Information

The Traffix Group, a leading consultant in bike lane design conducted an independent review of the pop-up bike lane program in the Port Phillip local government area. Traffix Group was selected based on their expertise and the fact that the Department of Transport

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uses their services for other projects, meaning that they provide an acceptable level of advice to government. The report found the temporary bike lanes and road treatments are failing to keep cyclists safer and in many places are putting them in greater danger and recommends the majority of the temporary treatments should either be removed or significantly modified.

The report states “The vast majority of the pop-up bike lane infrastructure either offers limited benefit for cyclists or results in an increased risk to road users including both motorists and cyclists”

The report raises significant concerns about how cars and cyclists can co-exist on key stretches of road where the new lanes have been installed.

Along Marine Parade, for instance, the pop-up bike lanes are applied inconsistently, leading to traffic uncertainty. “The treatment has caused confusion for some motorists, with the community reporting instances of vehicles driving in the separated bicycle lane,” it says. The report warns that motorists are unclear about how to turn left across the new bike lanes. “This is likely to increase the risk of collisions as left turning motorists will be unaware of cyclists approaching from behind them,” the report says. Additional confusion has also been introduced in this circumstance for bicycle riders whereby under the current Road Safety Rules, 141 clearly states the rider of a bicycle is not permitted to ride past to the left of a vehicle that is indicating to turn left. The report also notes an existing bike path completely separated from Marine Parade traffic has already been in place for many years, raising questions about why new infrastructure is needed.

Community advocates and cyclists have recommended the Department of Transport who funded the scheme and Council should heed the expert advice. The temporary infrastructure is achieving the exact opposite of what it is supposed to do. This is unnecessarily putting lives in danger

The installed road treatments including concrete blocks, bollards and yellow and green lines and symbols are confusing for both motorists and cyclists and has increased conflict between bikes and cars according to the Traffix report. The road treatments exacerbate traffic congestion and will inevitably lead to more cycling accidents and injuries.

Community consultation prior to the pop-up bike lanes being installed was inadequate and did not meet community expectations. The need for the temporary infrastructure was not identified nor communicated with residents.

Nina Taylor, the Australian Labor Party’s candidate for the Albert Park district supported to remove the remaining pop-up bike lanes at a community forum on 10 November 2022 and later provided a written statement to the community advising “if I am elected at the upcoming state election, I will work with the City of Port Phillip, The Department of Transport and the Minister to remove the remaining pop-up bike lanes”.

I call upon DOT to immediately remove the remaining 34km of temporary Pop-Up Bike Lane infrastructure in Port Phillip, and consult with the City of Port Phillip, and the Port Phillip community prior to the implementation of any future works.