

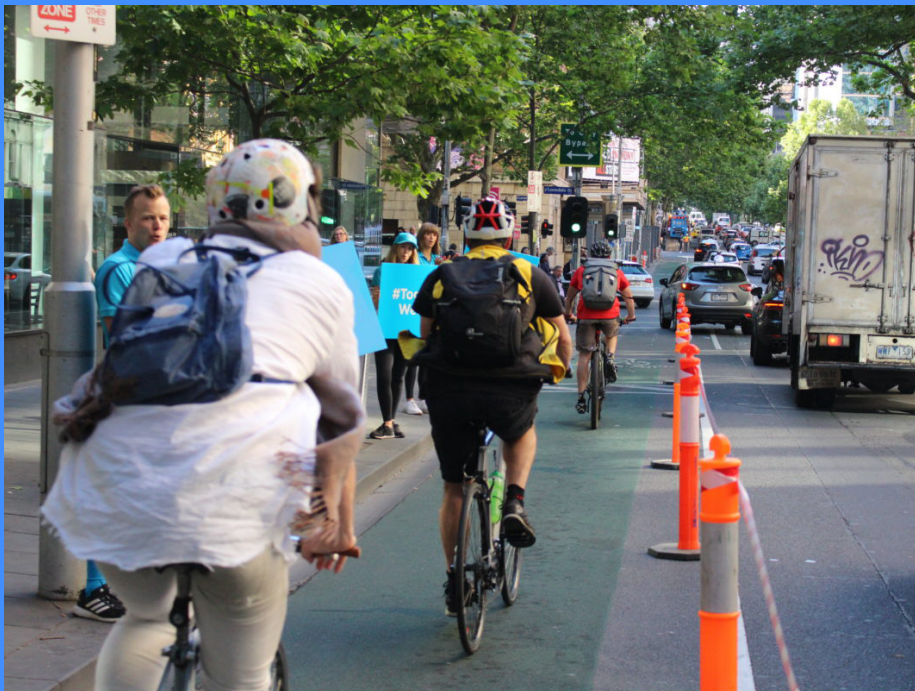
# Urban Design Forum Australia



## 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:  
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## 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 0417 441 979 or via [hello@udf.org.au](mailto:hello@udf.org.au).

Kind regards,

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Andy Fergus  
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