

Trenerry Crescent Council Resolutions

There are three relevant Council resolutions.

Ordinary Council Meeting - Tuesday 5 May 2020

RESOLUTION

1. That officers bring a report to the June cycle of Council meetings outlining:
 - (a) identified locations in Yarra's public spaces where physical distancing will be hard to achieve once current restrictions are lifted;
 - (b) measures which can be taken to increase the opportunities for physical distancing at these locations;
 - (c) other opportunities to simultaneously achieve Council objectives such as improving pedestrian facilities, improving bike lanes, increased street greening, increased opportunities for connectivity, increased opportunities for passive recreation whilst maintaining physical distancing; and
 - (d) a selection of such projects which could be implemented quickly and cost effectively by Council and a further selection of such projects proposed for any future state or federal funding opportunities as part of an economic stimulus programme.

CARRIED UNANIMOUSLY

Ordinary Council Meeting - Tuesday 2 June 2020

RESOLUTION

1. That Council note:
 - (a) the Delegates Report in the preceding Item 8 before Council on the Special Meeting of the Bicycle Advisory Committee (BAC) held Friday 29 May 2020 to deal with COVID-19 impacts;
 - (b) actions identified in Item 11.1 before Council, Final Draft Climate Emergency Plan Actions 4.2 "Rapidly rolling out temporary cycling lanes as part of recovery from COVID-19", "delivering additional safe cycling infrastructure", including "high profile streets"; and
 - (c) Council's General Business motion 9.1 of 5 May on Physical Distancing and Public Space Opportunities.
2. That to progress the above with expediency at this critical time and noting later reports anticipated, Council:
 - (a) refer the matters raised by the Bicycle Advisory Committee to officers for urgent attention to expedite implementation of pop-up measures to:
 - (i) alleviate congestion along the Capital City Trail;
 - (ii) support maintenance of social distancing at schools and other hotspots identified;
 - (iii) support safe cycling and/or facilitating venues in Yarra to be able to trade viable and comply with required social distancing;

- (iv) and in this regard, officers consider 3 pop-up measures that could be implemented to the above ends quickly, and if achievable, implement for the coming weekend as a trial;
- (b) request the CEO to raise with the DOT Acting Secretary the matter of:
 - (i) temporary 30 km/h speed zones around schools (reduced from 40km/h) to support safety of the larger numbers walking and cycling to school;
 - (ii) endorsing 40km/h speed zone through the St Georges Road activity centre, to achieve consistency with 40km/h through other Yarra strip activity centres;
 - (iii) and further, advocate for permissions and approvals by DoT for certain interim treatments on the strategic bike network in Yarra, for COVID-19 Emergency reasons, to protect the rapidly escalating numbers of new and young bike riders, including:
 - a. removal of parking spaces to allow the expansion of bike lanes to the width of one carriage way;
 - b. installation of physical barriers that separates cyclists from cars; and
 - c. loading zones in side streets to serve the arterial road.
- (c) authorise the CEO to seek a meeting for the Mayor with State Ministers for Transport to seek financial support for the construction of pop-ups, pilots or interim cycling treatments as cycling alternatives during the pandemic, similar to New Zealand's 'Innovating Streets for People Pilot Project'; and NSW program of \$15M for local government funding rapid roll-out of pop-up walking/cycling infrastructure; and
- (d) further note that Wednesday 3 June is World Bicycle Day with opportunity for Council to announce the consideration of key pop-up measures.

CARRIED UNANIMOUSLY

Ordinary Council Meeting - Tuesday 23 June 2020

RESOLUTION

1. That Council note the officers report as requested by the Council resolution on 5 May, 2019 regarding opportunities to create improved spaces for cycling and physical distancing, and support for local businesses regarding the current COVID-19 circumstances.
2. That Council note the actions of officers to date and also note the options presented in this report for Council consideration
3. That Council, having noted the contents of the report and considered the options presented, authorise officers:
 - (a) to proceed with the implementation of the proposed COVID-19 Response Trials, as outlined in Option 1 with the following changes:
 - (i) the removal of "mid-block closure of Wellington St" and replaced with:
 - a. the deletion of the left car turn lane at the Johnson St / Wellington St intersection (i.e. north east corner – city bound), and for that lane to be turned into a cycle only lane; and

- b. and the deletion of the left car turning lane at the Alexandra Parade / Wellington St intersection (i.e. the north east corner- city bound) and for that lane to be turned into cycle only lane;
- (ii) the removal of the “closure of Coppin St” proposal to be replaced with:
 - a. the deletion of the left car turning lane along Coppin Street / Bridge Road (i.e. the north east and south west corners) to be replaced with marked cycle only lanes;
- (iii) noting the intention in the report of pop-up bi-directional bicycle lanes on Park street to remedy congestion on the Capital City Trail for Park Street, North Carlton is in fact designed for North Fitzroy, but that priority be given to consideration of emergency implementation of a pop-up bi-directional bicycle lane on Park Street, North Carlton to deal with congestion of the Capital City Trail through North Carlton; and
- (iv) the removal of the closure at Trenerry Crescent at this point in time until such time as consultation with the local community occurs and a report back to Council outlining submissions received; and
- (b) to initially implement trials currently approved by Council, where DoT approval has already been obtained, or is not required;
- (c) to obtain any formal approvals required from the Department of Transport (DoT) and advise Council if any of the trials are not be supported by DoT;
- (d) to inform the community of the upcoming trials and advise why Council is taking this approach and the timing for the implementation of each trial;
- (e) to deliver the trials on the basis that the trials are:
 - (i) reviewed immediately (at any time) if there is an identified safety issue;
 - (ii) reviewed 3 months post implementation to allow the community time to adjust and adapt to the changes; and
 - (iii) fully evaluated 12 months post implementation to identify whether the trials have been a success and whether there is any demand to continue with any trial; and
- (f) to undertake ongoing monitoring to identify any need to adapt or end any trial post the 3 month review, if it is identified that:
 - (i) that the trial is not meeting the objectives; and/or
 - (ii) there is an alternative trial or outcome that better meets the needs of the community; and/or
 - (iii) the trial is having an unacceptable impact on infrastructure or operations managed by DoT (as determined by DoT and agreed with Council);
- (g) to continue to receive submissions from the community and prioritise these submissions using the Assessment Tool and according to available resources;
- (h) to continue to work with DoT and neighbouring Council’s to identify and further investigate joint projects;
- (i) to continue to liaise with the local business community and explore possible options to assist with physical distancing requirements;
- (j) to explore external funding opportunities to support these and other initiatives in response to the impacts of COVID-19; and

(k) to investigate and report to Council on any Future Stage COVID-19 Response Trials as part of Council's transport, movement and access response to COVID.

4. That Council further resolve to:

- (a) require officers to undertake an assessment throughout Yarra of where safety to cyclists could be improved through new green paint surface (or where it is fading and needs some re-application), and / or where the installation of plastic lane dividers would improve cyclist safety in designated bike lanes, and
- (b) request officers to prioritise where these could be arranged within existing budget allocations and action.

CARRIED