

Bike lanes for Kavanagh Street, Southbank

Main comments received during consultation period (3 - 26 February 2020)

Comment Received	Response from City of Melbourne
Please improve the safety for pedestrians walking along Kavanagh Street and wishing to cross Balston Street in order to connect to either Boyd Park, the nearby tram platform under Kings Way, or South Melbourne shopping district.	<p>The City of Melbourne will develop a proposal to reverse the existing stop sign controls at the intersection of Kavanagh Street / Balston Street.</p> <p>Currently traffic on Balston Street has priority. The proposed change will prioritise Kavanagh Street and require traffic travelling along Balston Street to come to a complete stop at the intersection. This will significantly improve safety for both cyclists and pedestrians on Kavanagh Street travelling across Balston Street.</p> <p>We will develop a design plan and seek approval from Department of Transport to modify this intersection.</p> <p>If approved by the Department of Transport, the implementation of this proposal will likely occur after the bike lanes are constructed.</p>
How will the proposed Kavanagh Street bike lanes connect to Moray Street, given that they are proposed to end at Balston Street?	<p>New bike lane infrastructure is already being built on Kavanagh Street, between Balston St and Kings Way, as part of City of Melbourne's Boyd Park redevelopment project.</p> <p>A new signalised crossing of the Kings Way on-ramp to the freeway will be constructed to allow cyclists and pedestrians to safely connect from the west side of Boyd Park to the tram platform underneath the Kings Way overpass and to the new shared path which connects to/from the Moray Street separated bike lanes.</p>
<p>I support the proposed kerbside protected bike lane design for Kavanagh Street.</p> <p>But, there also needs to be alternate options for cyclists currently riding along Southbank Promenade and creating conflicts with pedestrians who walk along the Promenade.</p>	<p>The City of Melbourne is currently constructing an alternate on-road bike route, which will travel along the full length of Alexandra Avenue-Linlithgow Avenue-Southbank Boulevard. This will allow cyclists to safely ride along this new on-road route, between Swan Street Bridge and Queens Bridge Square, rather than being required to ride along the highly pedestrianised Southbank Promenade.</p> <p>We expect that the on-road bike lane route will be fully constructed by late 2020.</p>
<p>Suggestions for minor modifications to be made to the proposed parking layout plan.</p> <p>For example:</p> <ul style="list-style-type: none"> Can more (or less) 5 minute limit or Loading Zone spaces be provided? Can more (or less) car share spaces be provided? Can Loading Zones be relocated? 	<p>We received a number of requests for minor modifications to the proposed parking layout plan. Unfortunately many of these suggestions were conflicting. For example, requests for more short-term parking spaces near a particular building to better accommodate deliveries, pick-ups and removalists were incompatible with requests to reduce short-term spaces to allow more "3 hour limit" spaces.</p> <p>We believe that the current proposal which includes an increase in the number of "5 minute limit" and "loading zones" spaces adjacent to each apartment building is the best approach during construction of the bike lanes.</p> <p>Parking changes can be made in the future if any modifications are deemed necessary based on the new conditions. City of Melbourne will continue to work with the Owners Corporations of each building, so please contact your OC if you believe any parking modifications are required following construction.</p>