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Queensberry Street Protected Riding Lanes

Engagement Summary Report

The conversation

In line with City of Melbourne's Transport Strategy 2030, we're delivering new bike lanes across the municipality – giving people the confidence to start riding and ride more often.

With Grattan Street now reopened to traffic and Metro Tunnel's new Parkville Station almost complete, we're proposing to reinstate Queensberry Street to one traffic lane in each direction and deliver greener and better-connected riding lanes.

We shared the draft design plan with the community which shows the proposed changes on Queensberry Street from Peel Street to Rathdowne Street. We asked if it meets the objectives of the project and how they felt about the design.



Gathering insight

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The Queensberry Street protected riding lanes engagement ran from Thursday 27 June to Thursday 8 August 2024.
The engagement and reach included:

742
Survey responses

102
Conversations conducted during pop-up sessions

10
Business doorknocking discussions

3,500
Visits to the project page

24,544
Views on social media

Letter delivery to
1,800
properties

1
Written submission from a resident's association



What the community had to say throughout the engagement

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Overall level of support for the draft design plan



76% Support*

1% Neutral

23% Don't Support*

*'Strongly Agree' and 'Agree' in the survey option became 'Support', and 'Strongly Disagree' and 'Disagree' became 'Don't support'.

Level of support by group

94% supported by riders*

60% supported by non-riders*

*Riders: people who ride bikes or e-scooters.

*Non-riders: people who walk, drive and use public transport when travelling in the area.



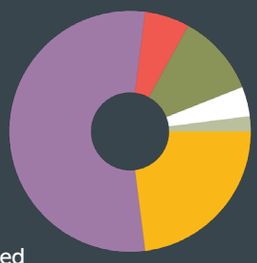
Who we heard from through the survey:

Gender



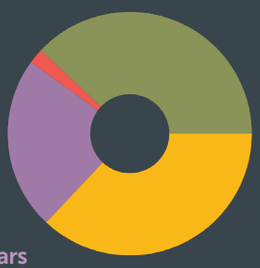
- **62%** Men
- **30%** Women
- **2%** Non-binary
- **5%** Prefer not to say
- **1%** Use another term

Connection to the Project



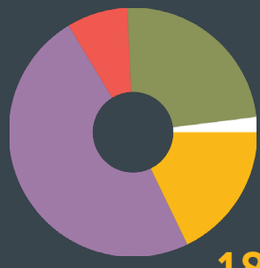
- **6%** Students
- **54%** Residents
  74% of residents lived in Carlton, North Melbourne, or the CBD
- **23%** Workers
- **11%** Visitors
- **4%** Other or prefer not to say
- **2%** Business owner

Age



- **2%** Below 20 years
- **23%** Over 55 years
- **38%** 20-34 years
- **37%** 35-54 years

Mode of Transport



- **8%** Public Transport
- **49%** Bike or e-scooter
- **23%** Walk
- **2%** Other (including motorbikes)
- **18%** Car

How well would the draft design plan achieve its objectives?

Create a calmer and quieter street with reduced traffic:

73%
Support

Improve the safety and access for all users:

75%
Support

Create a greener street:

81%
Support

Encourage people to travel more sustainably in the area:

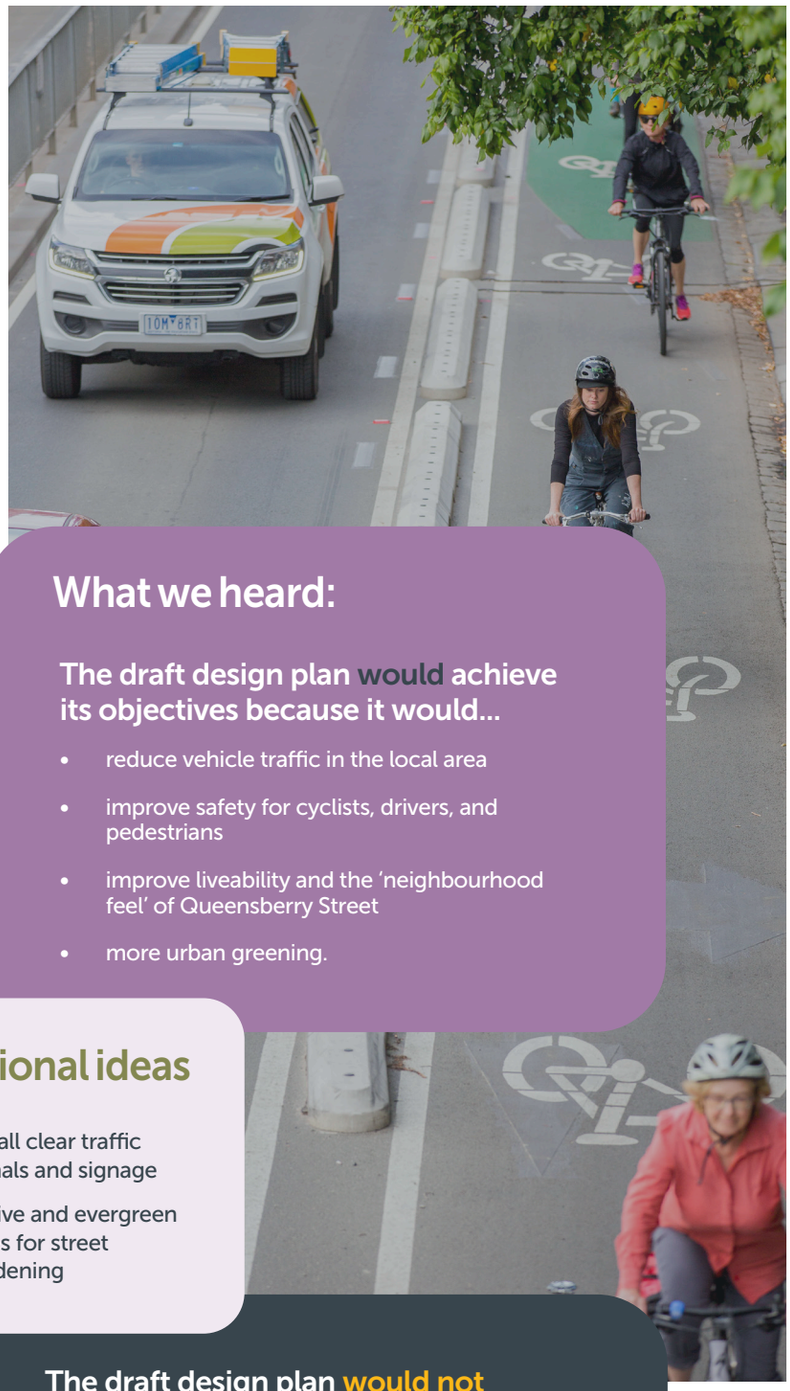
73%
Support

Accommodate parking needs for locals and visitors:

54%
Support

Facilitate smoother traffic in the local area:

63%
Support



What we heard:

The draft design plan would achieve its objectives because it would...

- reduce vehicle traffic in the local area
- improve safety for cyclists, drivers, and pedestrians
- improve liveability and the 'neighbourhood feel' of Queensberry Street
- more urban greening.

Additional ideas

- Install clear traffic signals and signage
- Native and evergreen trees for street gardening

The draft design plan would not achieve its objectives because it would...

- reduce parking space for residents and local businesses
- potential traffic congestion with the reduced vehicle lanes
- create safety concerns for road users with the new proposed arrangement
- not encourage more active transport.

What's next?

The community engagement findings will be reviewed and used to inform whether the project proceeds to the next design stage.

Project updates will be posted via the Participate Melbourne page.

participate.melbourne.vic.gov.au/queensberry-street-riding-lanes

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