

## **PART 5. Cycling**

### **5.1. Bike Parking**

#### **Bike Hoops**

#### **Action 28 Install more bike parking hoops at Errol Street and the Queen Victoria Market**

The City of Melbourne installs over 100 bike hoops each year, specifically targeting areas of high demand, as requested by the community. The North and West Melbourne community has requested that more bike parking hoops be installed at the North Melbourne Train Station, the northern and western ends of the Queen Victoria Market and Errol Street to better cater for demand.

At this time bike parking hoops will be installed at the Queen Victoria Market and Errol Street. Bike parking facilities shall be delayed at North Melbourne Train Station until the redevelopment takes place, at which time a number of bike hoops will be installed in the station forecourt.

### **5.2. Cycling Lanes and Networks**

#### **Action 29 Cycle lane on round about trial site**

There is no definitive solution for a cycling lane as a standard fixture in roundabouts due to the high cost of reconfiguring roundabouts and the potential for cycle lanes to position cyclists to the side of the road- out of the usual field of vision for motorists. There is however a potential for trials should an appropriate site be identified.

- Wreckyn/Arden/Courtney Street round about; and
- Haymarket round about.

#### **Action 30 Connect commuters through North and West Melbourne with a 'Swanston Street North style' bike lane treatment connecting North and West Melbourne residents to City**

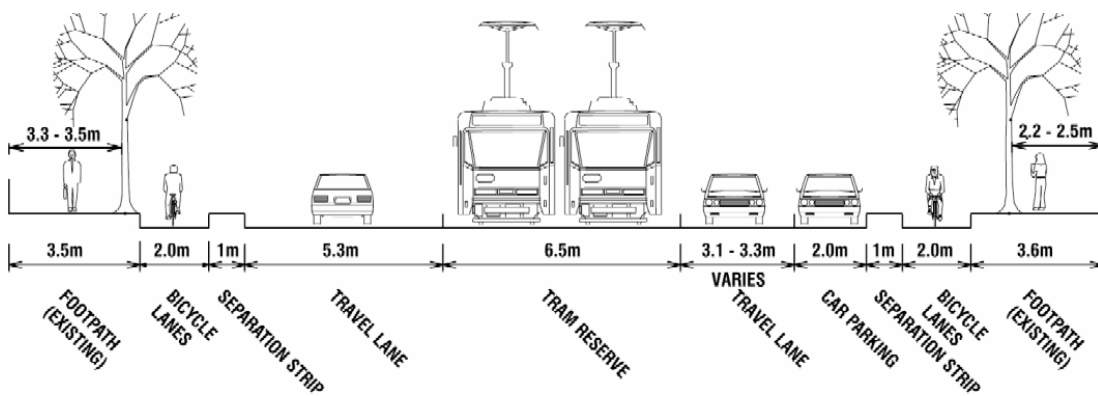
The North and West Melbourne community identified several parts of the cycling network which they felt was unsafe. Queensberry Street, was most frequently noted as being unsafe for cyclists. Errol, Victoria and Arden Streets were also considered unsafe. Interestingly, all these streets, with the exception of Errol Street, have on-road bike lanes, constructed in the following formats:

- Queensberry Street – Separated Bike Lane
- Victoria Streets – Chevron treatment
- Arden Street – Separated Bike Lane










**Figure 14 Types of Bike Lanes- Chevron (left), Green Painted (centre) and Line Separated (right)**

Generously proportioned lanes run the risk of being used by cars to drive in or park in (Figure 14 - right). Vehicles, both moving and stationary, encroaching on bike lanes were issues common to cyclists. Support was expressed for more ‘Swanston Street North’ bike lanes such as those recently installed on Swanston Street (Figure 15). The City of Melbourne will look into provision of a similar style of bike lane to that provided in Swanston Street Carlton (i/e a ‘Swanston Street North style’ bike lane, in an appropriate street in North or West Melbourne connecting commuters from the northwest to the City.

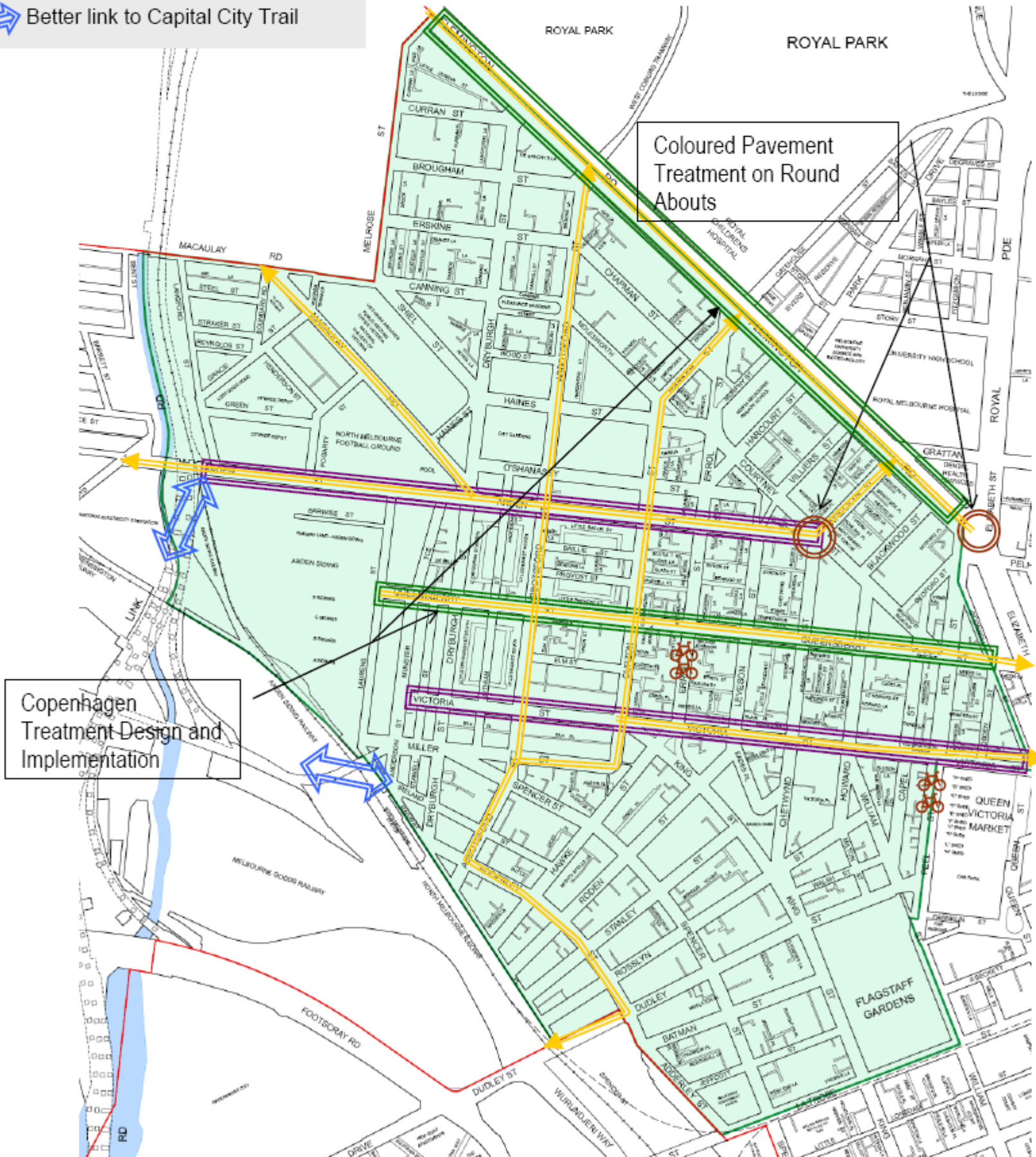


**Figure 15 ‘Copenhagen-style’ bike lane, Swanston Street, Carlton**












5.3. Summary Changes to Cycling

-  Install more bike parking hoops
-  Possible Bike Pod location
-  Cycle lane on Round About Trial Site
-  Possible 'Copenhagen Style' Bike Lane Treatment;
-  Chevron Treatment/ Green Paving
-  Existing On-Road Bike Lanes
-  Better link to Capital City Trail

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4.4. Summary of Changes: Walking

-  Proposed Pedestrian Greenlight Intersections
-  Improve Non-Signalled Intersection
-  Zebra Crossings on Round About
-  Investigate conversion to green open space
-  Pedestrian Way- Finding Signage
-  School Education & Road Safety Program
-  Investigate Possibilities of Shared Zones
-  Tram Route and Stops
-  Bus Route and Stops
-  IMAP Pedestrian Route
-  Train Station

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