

ARDEN-MACAULAY BIKE LANES - PROPOSED

Arden Street and Macaulay Road

Key changes:

- 3km of protected bike lanes (1.5km in each direction) on Arden Street from Moonee Ponds Creek to Wreckyn Street.
- 2.8km of protected bike lanes (1.4km in each direction) on Macaulay Road from Eastwood Street to Arden Street.
- Delivers key east-west bike connections to hospital and university precinct.
- Upgrading identified Strategic Cycling Corridors aligns with Macaulay Structure Plan and Arden Precinct Structure Plan.
- Kerbside protected bike lanes (except short section of painted buffer on the north side of Arden Street where mature trees compromise design).
- New island bus stops on Macaulay Road.
- Arden Street - 41 parking bays removed (net), 198 car parking spaces retained.
- Macaulay Road - 40 parking bays removed (net), 132 car parking spaces retained.
- Reduction in traffic lanes mid-block in selected sections.
- Minimum-moderate impact on traffic capacity anticipated.
- Expands cycling network to connect to existing separated bike infrastructure on Abbotsford Street and Moonee Ponds Creek Trail/Capital City Trail.

Details of treatments for this project



Spike down kerb



Separation at intersections



Spike down island



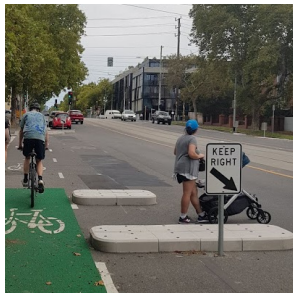
Mountable kerb



Road narrowing/painted island



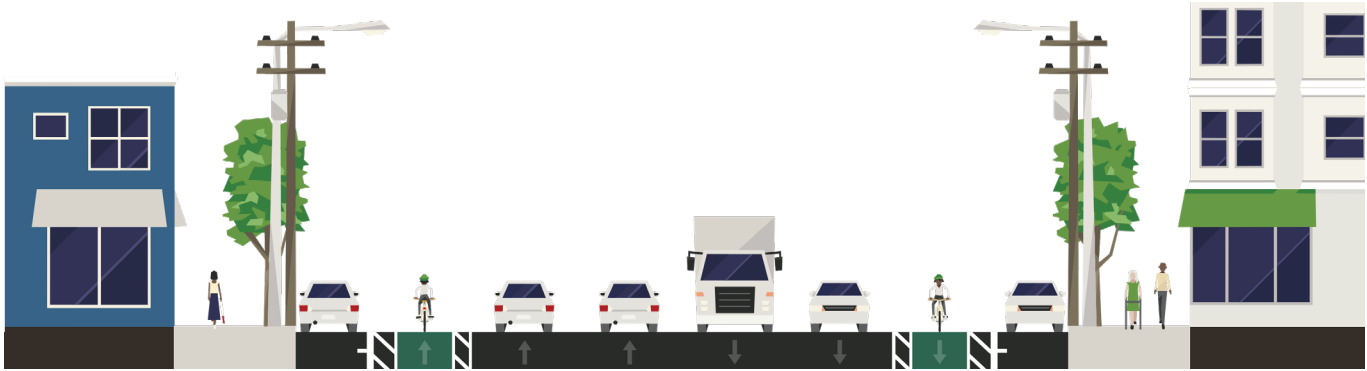
Green surface treatment at selected locations



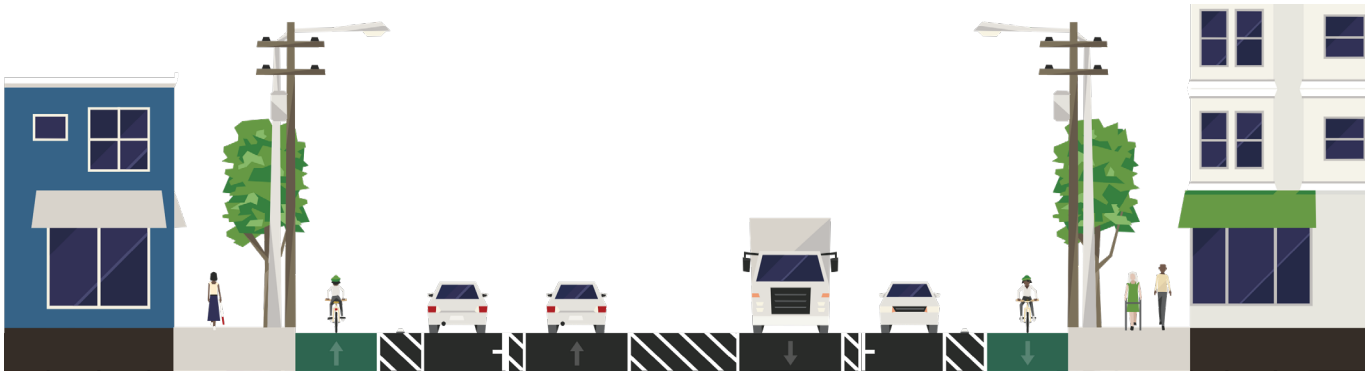
Safer crossing points



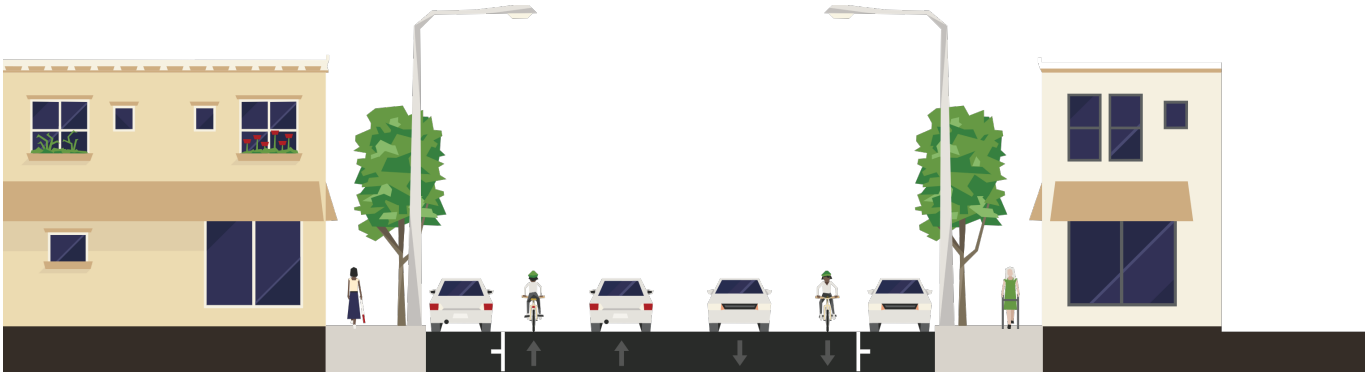
Bike hook turns



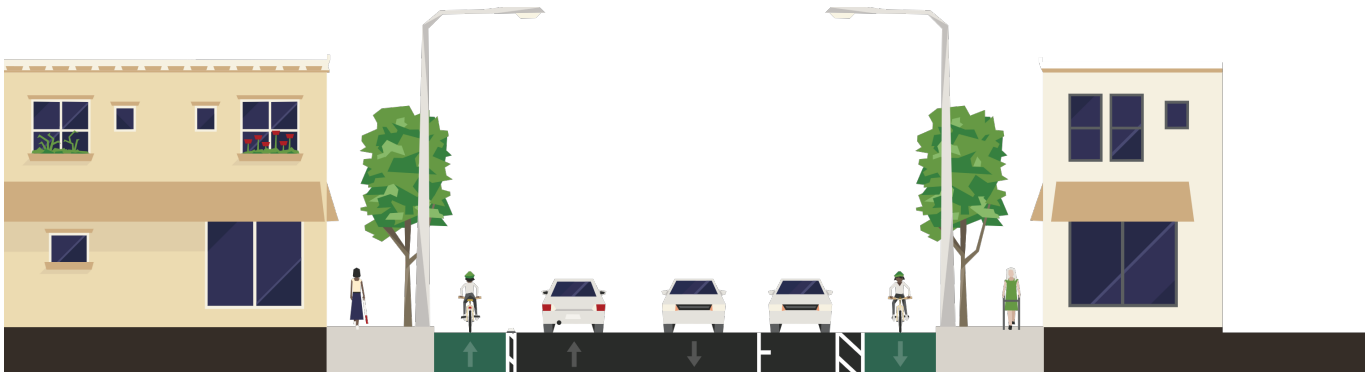
Arden Street existing (typical)



Arden Street proposed (typical)



Macaulay Road existing (typical)



Macaulay Road proposed (typical)

ARDEN STREET BIKE LANES (1/3)

Section: Moonee Ponds Creek to Dryburgh Street

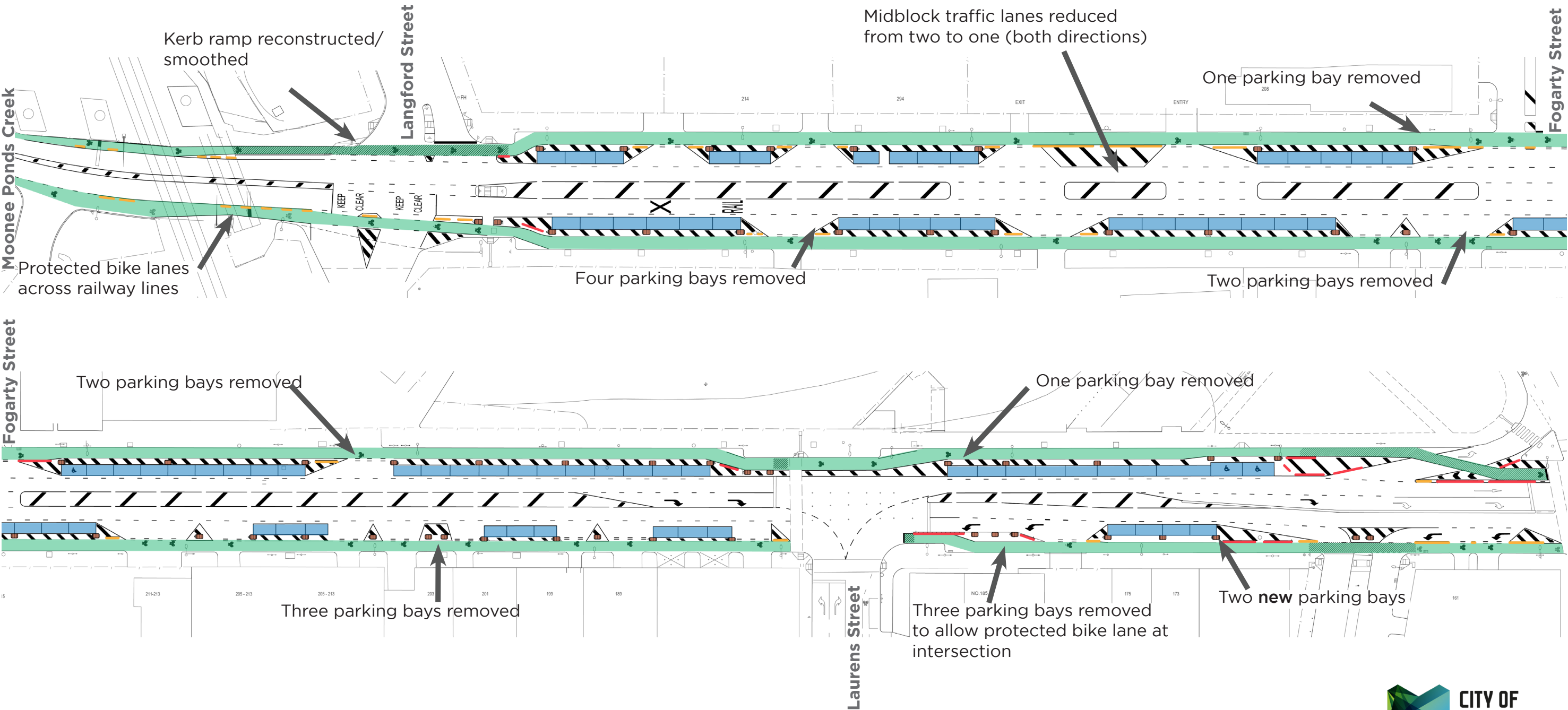
Key changes

- Kerbside protected bike lanes
- Parking retained on both sides
- 14 parking bays removed (net)
- Midblock reduction of traffic lanes (both directions)
- Lane layout maintained on approach to signalised intersections.



Legend:

- Protected bike lane
- Parking bays
- Spike down islands
- Spike down kerb
- Green surface treatment
- Mountable kerb



ARDEN STREET BIKE LANES (2/3)

Section: Dryburgh Street to Curzon Street

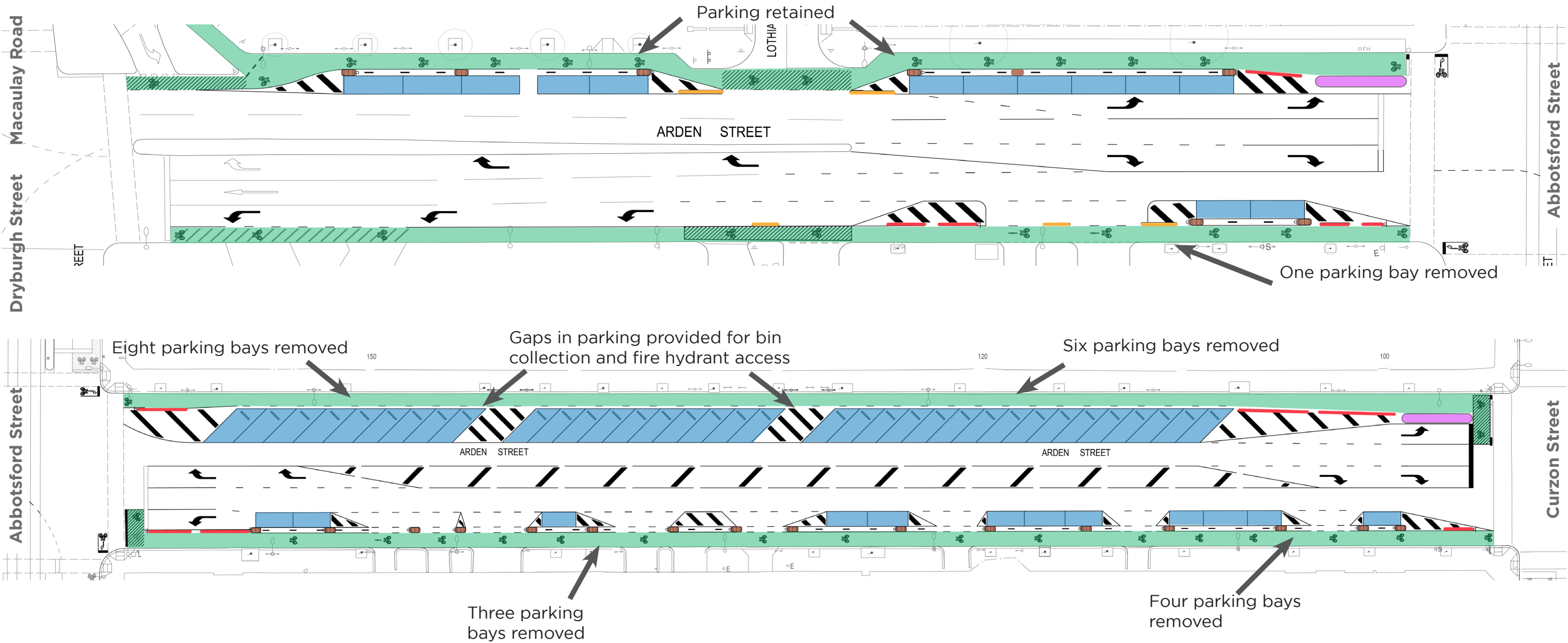
Key changes

- Kerbside protected bike lanes
- Parking retained on both sides (existing parking controls maintained)
- 21 parking bays removed
- Midblock reduction of traffic lanes between Abbotsford Street and Curzon Street (both directions)
- Lane layout maintained on approach to signalised intersections
- Angled parking bays adjusted from 60° to 45° to accommodate kerbside bike lane and retain parking between Abbotsford Street and Curzon Street.



Legend:

- Protected bike lane
- Parking bays
- Spike down islands
- Spike down kerb
- Green surface treatment
- Mountable kerb
- Traffic island

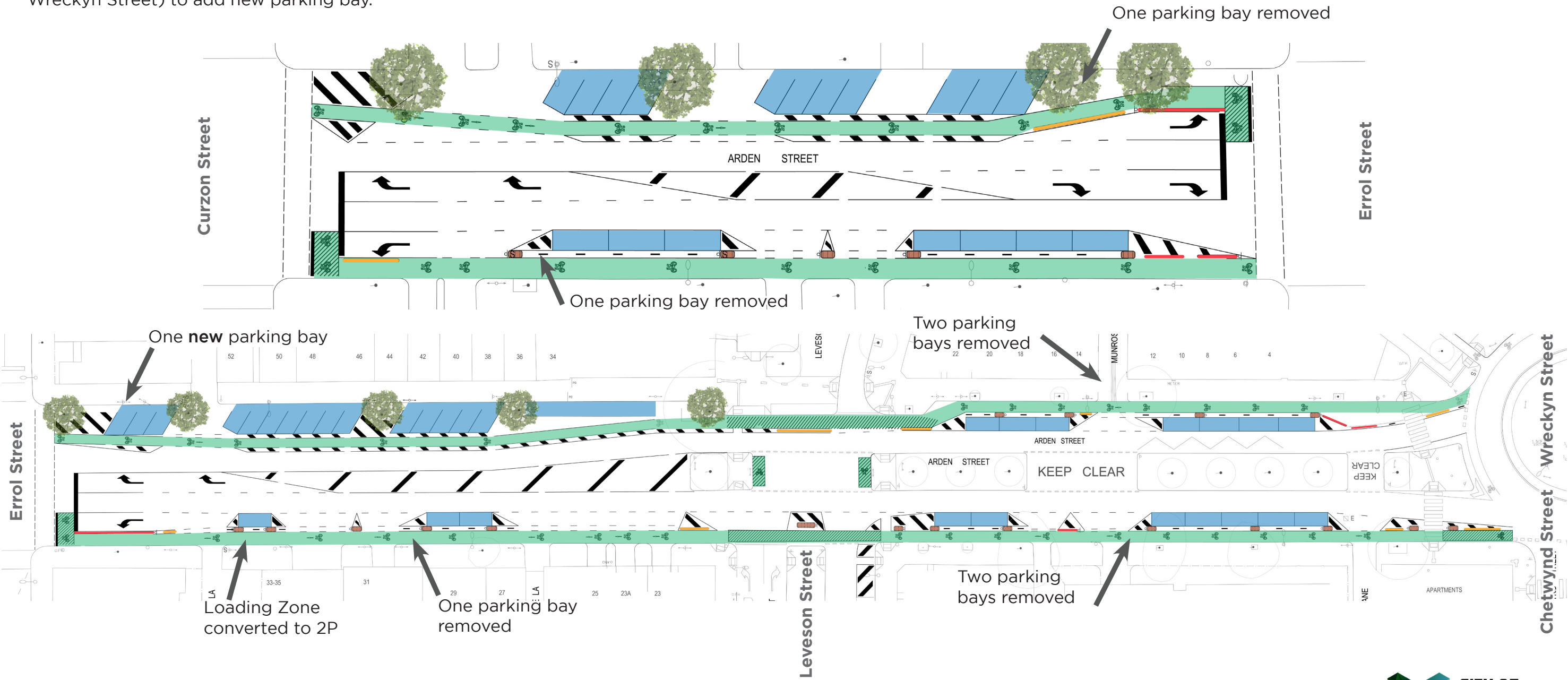


ARDEN STREET BIKE LANES (3/3)

Section: Errol Street to Wreckyn Street/Chetwynd Street

Key changes

- Kerbside protected bike lanes on the south side of Arden Street, and the north side between Leveson Street and Wreckyn Street; painted buffer bike lanes between Curzon Street and Leveson Street due to mature trees
- Parking retained on both sides (existing parking controls maintained)
- Six parking bays removed (net)
- Midblock reduction of traffic lanes between Curzon Street and Leveson Street
- Lane layout maintained on approach to signalised intersections
- Angled parking bays adjusted from 45° to 60° (between Errol Street and Wreckyn Street) to add new parking bay.



Legend:

- Protected bike lane
- Parking bays
- Spike down islands
- Spike down kerb
- Green surface treatment
- Mountable kerb

MACAULAY ROAD BIKE LANES (1/4)

Section: Eastwood Street to Moonee Ponds Creek

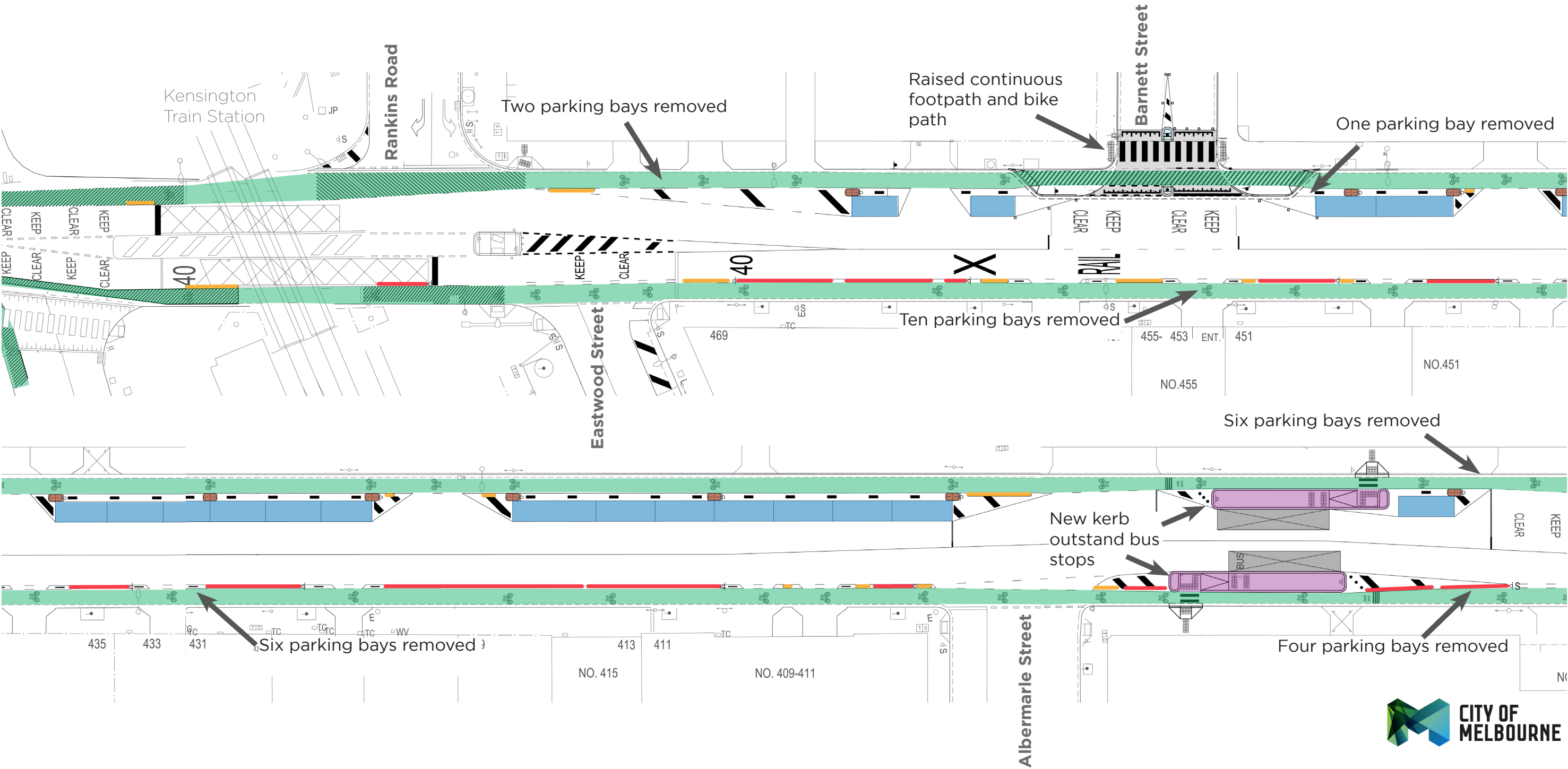
Key changes

- Kerbside protected bike lanes
- Parking retained on the north side of the street
- 29 parking bays removed
- New kerb outstand bus stops
- Raised continuous footpath at Barnett Street
- Centre line shifted south by approximately one metre.



Legend:

- Protected bike lane
- Parking bays
- Spike down islands
- Spike down kerb
- Green surface treatment
- Mountable kerb
- Traffic island
- Bus zone

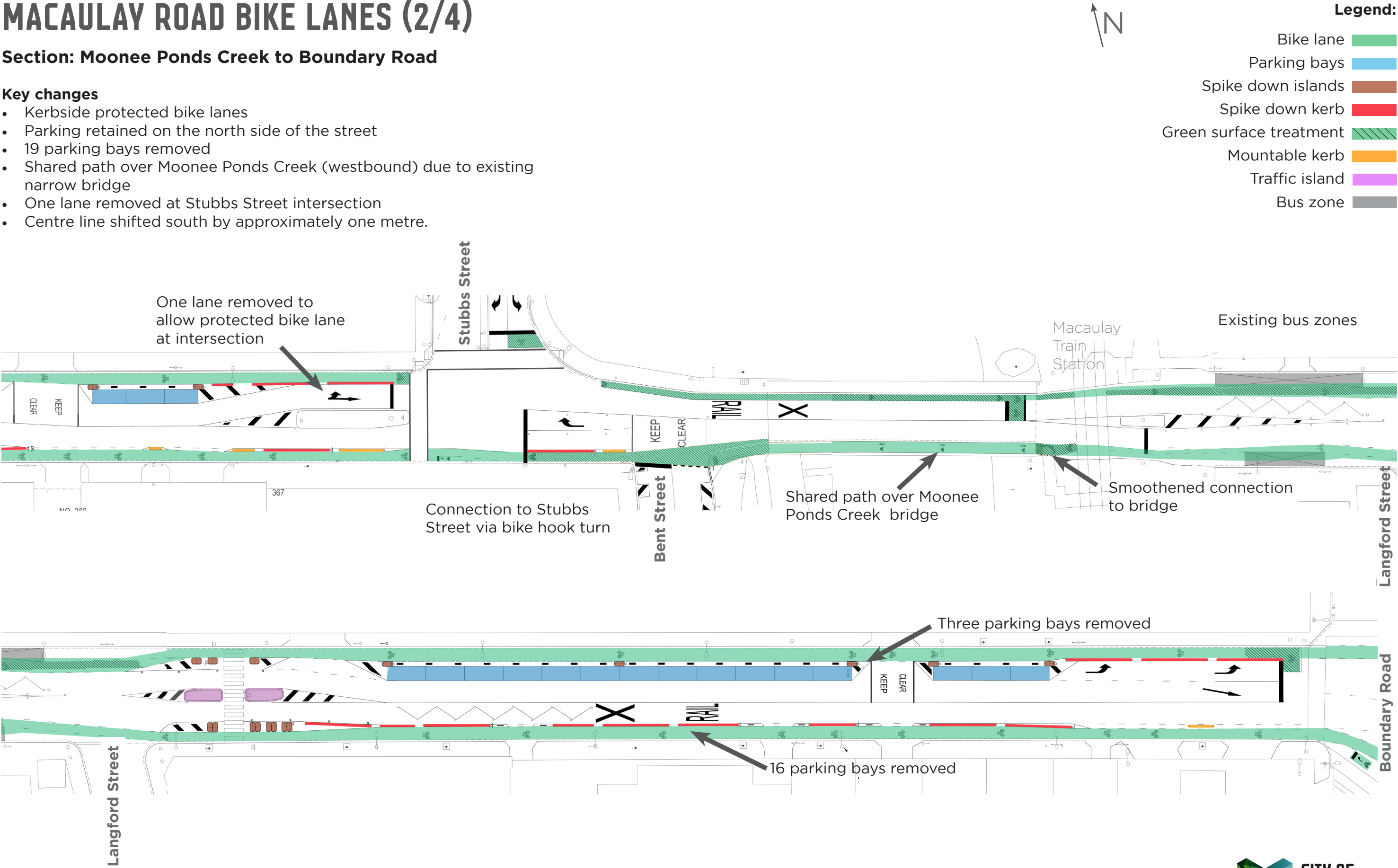


MACAULAY ROAD BIKE LANES (2/4)

Section: Moonee Ponds Creek to Boundary Road

Key changes

- Kerbside protected bike lanes
- Parking retained on the north side of the street
- 19 parking bays removed
- Shared path over Moonee Ponds Creek (westbound) due to existing narrow bridge
- One lane removed at Stubbs Street intersection
- Centre line shifted south by approximately one metre.



MACAULAY ROAD BIKE LANES (3/4)

Section: Boundary Road to Fogarty Street

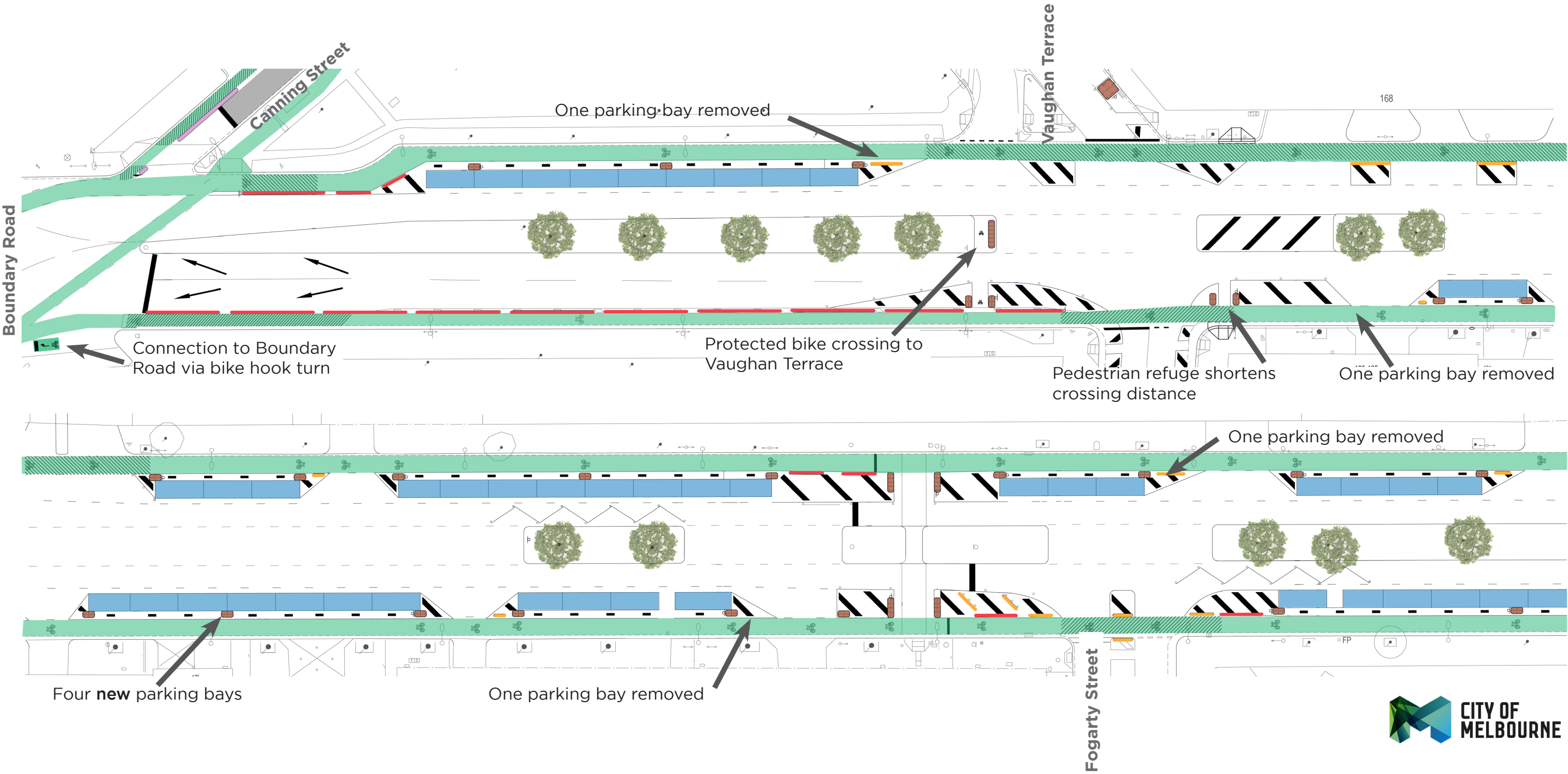
Key changes

- Kerbside protected bike lanes
- Parking retained on both sides
- No change to number of parking bays (net)
- No change to traffic lanes
- Protected crossing points for people walking and riding.



Legend:

- Protected bike lane
- Parking bays
- Spike down islands
- Spike down kerb
- Green surface treatment
- Mountable kerb
- Traffic island
- Bus zone



MACAULAY ROAD BIKE LANES (4/4)

Section: Fogarty Street to Arden Street

Key changes

- Kerbside protected bike lanes
- Parking retained on both sides
- Eight new parking bays (net)
- Reduction in traffic lane on approaches to signalised pedestrian crossing from Gardiner Reserve to North Melbourne Recreation Reserve.



Legend:

- Protected bike lane
- Parking bays
- Spike down islands
- Spike down kerb
- Green surface treatment
- Mountable kerb

