



Have your say

Wellington Street bicycle lanes



Yarra Council is seeking feedback on a proposal to construct new bicycle lanes on Wellington Street, Collingwood.

The lanes are proposed for the section of Wellington Street between Victoria Parade and Johnston Street.

This project is part of Council’s aim to increase cyclist numbers by improving the quality and safety of cycling infrastructure across Yarra.

Wellington Street has been chosen for this proposal because it is a key cyclist route that connects Yarra’s north and east to the Melbourne CBD. This route is increasing in popularity, with cyclist numbers growing by 20% every year since 2004. This year, Council recorded 416 city-bound cyclists on Wellington Street in the morning peak compared with

101 cyclists in 2004. Council’s Bicycle Strategy identifies the street as a priority for improvement because it would attract new cyclists, retain experienced cyclists, provide connections to other bicycle facilities and improve safety.

The proposed bicycle lanes differ from the existing bicycle lanes on Wellington Street by providing greater physical separation between cyclists and motorists. Council is suggesting a style of lane commonly referred to as ‘Copenhagen’, where the bicycle lane is located next to the kerb and separated from traffic by a physical barrier or a lane of parked cars.

Creating these lanes is expected to result in a loss of up to 117 parking spaces on Wellington Street. This brochure provides more information about the proposed bicycle lane design and provides two

options for where parking may be removed on either side of the street.

A project of this scale could cost between \$400,000 and \$800,000. However, Council cannot determine an accurate cost for the project until a detailed design is completed. If the proposal is supported by the community, detailed design will be undertaken.

Information on how you can have your say is contained in this brochure. Feedback is due by Monday 30 July 2012.

*Please note that the section of Wellington Street to the north of Johnston Street is not included in this proposal as there is insufficient road space for this project.

The Copenhagen design



The Copenhagen design

The image below shows a cross-section of the proposed bicycle lane design for Wellington Street. This design is often referred to as a 'Copenhagen' lane, which refers to a bicycle lane that is located next to the kerb and is physically separated from traffic.

On one side of the street, the bicycle lane would be separated from the traffic lane by a physical barrier (like a rubber strip, bollards, concrete island or

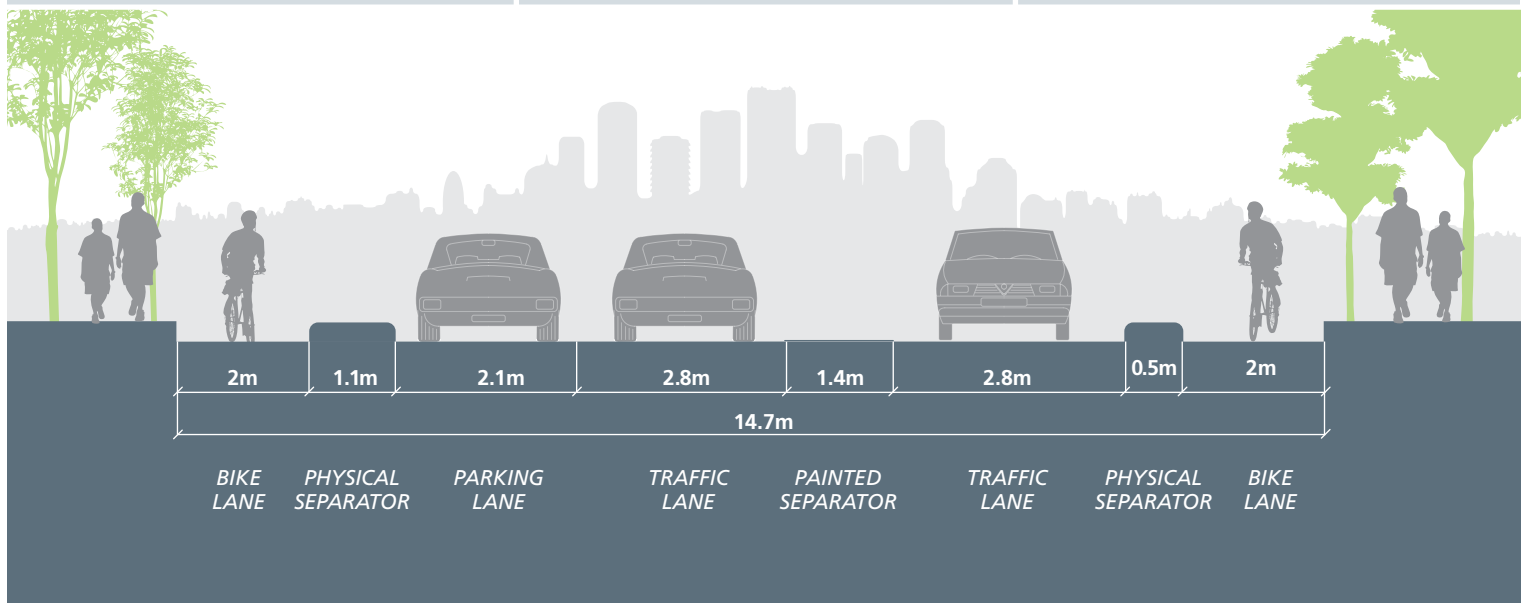
similar) and a lane of parked vehicles. On the opposite side of the street, the bike lane would be separated just by a physical barrier.

Creating greater physical separation between cyclists and motorists increases safety and gives less-experienced cyclists greater confidence on the road. The Copenhagen style not only separates cyclists from the moving traffic lane, but also separates cyclists from parked cars, helping to reduce incidents of 'dooring'

(where cyclists are injured by car doors being opened on them).

Options include rubber separators, raised kerbs, chevrons and linemarking. Some of these barriers are in place in other locations in Melbourne including Swanston Street, Albert Street in East Melbourne and Cecil Street in South Melbourne.

This project is part of Council's long-held goal to construct five major separated on-road bicycle routes by 2013.



Potential loss of parking

Changes to parking conditions

In order to create sufficient road space to construct the lanes, up to 117 car parking spaces would need to be removed on Wellington Street.

Parking would need to be removed entirely from one side of the street so a continuous bicycle lane could be constructed next to the kerb. Most parking on the other side of the street would be retained, but relocated away from the kerb to become a separator between the bicycle lane and traffic.

As part of this plan, bus parking, loading zones and accessible parking spaces would be retained or relocated nearby.

Parking surveys undertaken by Council in October 2010 and in March 2012 indicate that if parking was removed, there would still be sufficient parking in the general area.

Council is seeking feedback from the community about which side of the street would be the preferred side for parking to be removed if the project was to go ahead.

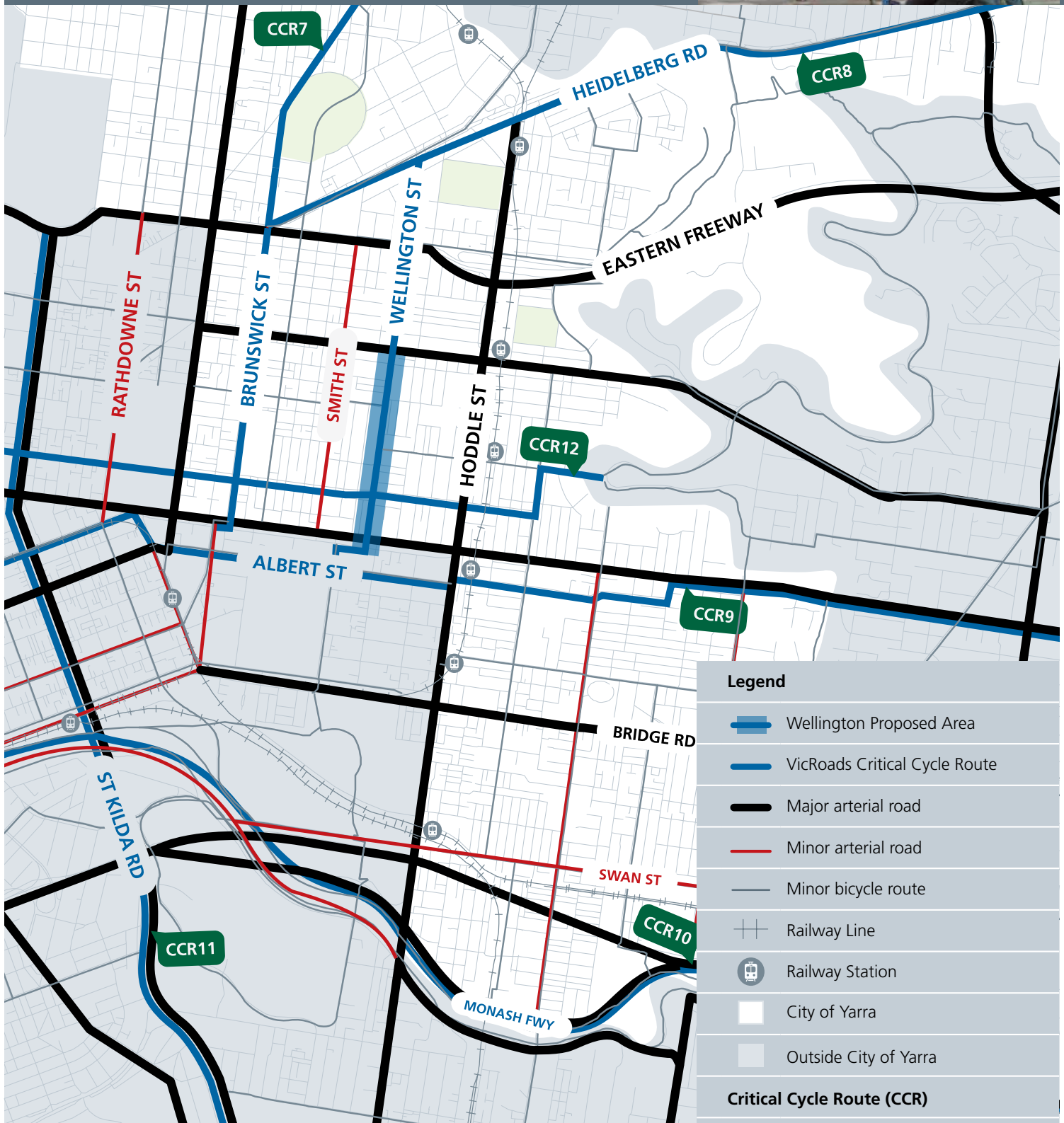
The images to the right present two possible options for removing parking spaces on either side of Wellington Street.

There is an opportunity to limit the loss of parking spaces by dividing Wellington Street into two sections at Gipps Street.

In this scenario, the use of vehicle parking to separate the bicycle lane from traffic would apply to one side of the street up until Gipps Street. At this point, the parking lane would switch to the opposite side of the street.

Splitting the parking lane across both sides of Wellington Street would retain the maximum number of parking spaces and would have the least impact on disabled parking spaces.

The wider bicycle network



Legend

- Wellington Proposed Area
- VicRoads Critical Cycle Route
- Major arterial road
- Minor arterial road
- Minor bicycle route
- Railway Line
- Railway Station
- City of Yarra
- Outside City of Yarra

Critical Cycle Route (CCR)

- CCR7 7-to Thornbury
- CCR8 8-to Heidelberg
- CCR9 9-to Balwyn
- CCR10 10-to Caulfield
- CCR11 11-to Brighton
- CCR12 12-Yarra River to Maribyrnong River

This map shows Wellington Street in the context of other bicycle routes around Melbourne.

Wellington Street forms an important part of Melbourne's wider bicycle network, providing key links to the CBD via Albert Street and Melbourne's north and east via Heidelberg Road.

VicRoads has identified Wellington Street as one of 12 major cycling corridors located within a 10km radius of the Melbourne CBD.

For more information about bicycle paths in Yarra, visit www.yarracity.vic.gov.au/Bike-routes-and-maps/

Potential loss of Parking

CONT...

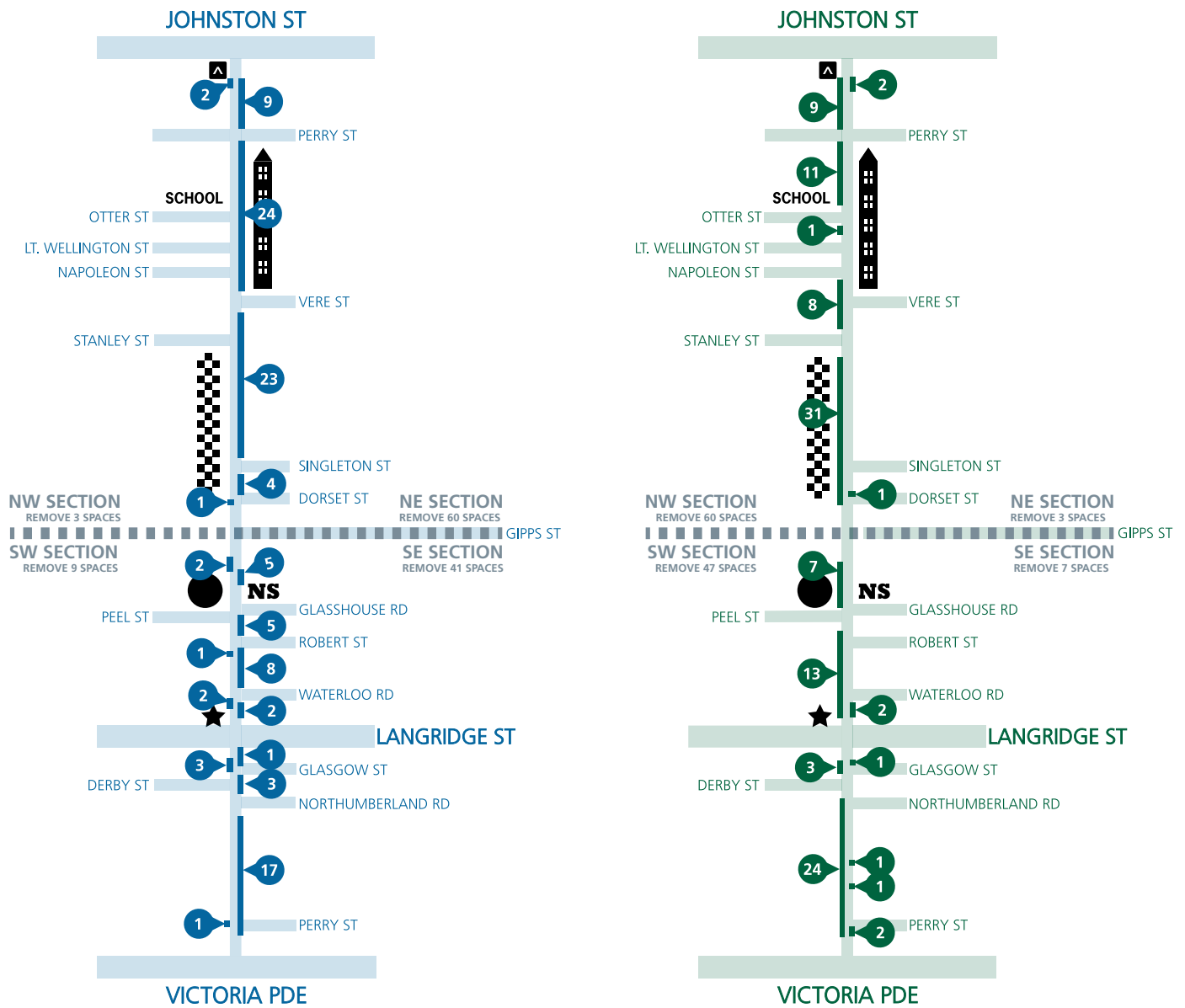


OPTION 1

Retain most existing parking on the western side
 Remove all parking from the eastern side
 Removal of 113 spaces in total

OPTION 2

Retain most existing parking on eastern side
 Remove all parking from western side
 Removal of 117 spaces in total



Legend

- Road
- Area of potential lost car parks
- 23 No. of potential lost car parks
- 2 No. of potential lost car parks
- Dpt. of Housing
- SCHOOL St Joseph's Parish & Primary School
- Dpt. Police, Radio & Telecom.
- NS** National Storage
- The Tote
- The Smith Family Office
- The Peel

Have your say



Feedback about this proposal is due by Monday 30 July 2012.

You can provide your feedback by:

- Completing an online survey at www.yarracity.vic.gov.au/proposed-separated-bike-lanes-in-wellington-street/
- Dropping by an information stall outside the Peel Hotel (113 Wellington Street) on Wednesday 11 July from 3pm – 7pm and Thursday 12 July from 12pm – 2pm.
- Attending an informal community meeting at the Fitzroy Town Hall Reading Room (201 Napier Street, Fitzroy) on Wednesday 18 July from 12pm – 2pm or Thursday 19 July from 4pm – 7pm.
- Contacting Alistair McDonald, Bicycle Strategy Project Manager on 9205 5737 or Alistair.McDonald@yarracity.vic.gov.au or by post at PO Box 168, Richmond 3121.

Council officers will also visit properties on Wellington Street between 3 – 6 July from 11am – 4pm to explain the proposal in more detail.

Timelines

Council officers will compile feedback received from the community and prepare a report to be considered by Council.

Council is expected to consider the report and decide whether or not to continue planning for the proposed bicycle lanes at a Council meeting in late August 2012.

If the proposal is supported, Council officers will prepare detailed designs and distribute these to households in the immediate area for further feedback.

If the designs are approved, construction of the bicycle lanes could begin in mid-2013.





Further Information



IF YOU WOULD LIKE TO KNOW MORE ABOUT THE INFORMATION IN THIS DOCUMENT AND YOUR LANGUAGE IS NOT LISTED BELOW, YOU CAN CONTACT AN INTERPRETER ON **9280 1940**

VIETNAMESE

NẾU MUỐN BIẾT THÊM CHI TIẾT VỀ NỘI DUNG VĂN KIẾN NÀY, QUÍ VỊ CÓ THỂ LIÊN LẠC VỚI MỘT THÔNG DỊCH VIÊN QUA ĐIỆN THOẠI SỐ **9280 1939**

GREEK

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MANDARIN

如果想要进一步了解这份文件中的内容，您可以致电 **9280 1937**，和翻译员取得联系

CANTONESE

如果您要更多地瞭解關於這篇文件的內容，您可以與傳譯員聯絡，電話號碼**9280 1932**

ITALIAN

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TURKISH

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ARABIC

لمعرفة المزيد عن المعلومات الواردة في هذه الوثيقة بإمكانكم الاتصال بمترجم على الرقم **9280 1930**

SPANISH

SI QUIERE MÁS DETALLES SOBRE LA INFORMACIÓN CONTENIDA EN ESTE DOCUMENTO, PÓNGASE EN CONTACTO CON UN INTÉRPRETE LLAMANDO AL TELÉFONO Nº **9280 1935**

MACEDONIAN

ΑΚΟ ΣΑΚΑΤΕ ΔΑ ΔΟΖΝΑΕΤΕ ΠΟΒΕΚΕ ΖΑ ΙΝΦΟΡΜΑЦИИТЕ ВО ОВОЈ ДОКУМЕНТ ЈΑΒΕΤΕ ΣΕ ΖΑ ΠΡΕΒΕДУΒΑЧ ΝΑ **9280 1936**

For more information about this proposal, contact:

Alistair McDonald

Bicycle Strategy Project Manager
Alistair.McDonald@yarracity.vic.gov.au
9205 5737

To view this information online, visit www.yarracity.vic.gov.au/proposed-separated-bike-lanes-in-wellington-street

Bicycle Strategy

To read more about Council's Bicycle Strategy 2010 – 2015, visit www.yarracity.vic.gov.au/Bike-strategy

The strategy maps out Council's actions to establish cycling as the first choice of transport for residents and visitors to the City of Yarra.