

CoPP Pop-Up Bike Lane Proposals: Traffic & Parking Impact Assessment



Projects to support more people to ride bikes to local destinations, providing safe and convenient alternatives to driving and public transport for people returning to work.

Rev 3 10.08.21

Proposal description				Impacts & offsets		Funding & delivery		
Location	Proposed project	At mid-block locations	On approaches to intersections	Estimated parking impact 1. Parking supply reduction 2. Parking supply remaining 3. Parking revenue reduction p/a	Parking offsets	Delivery org	Cost estimate	Funding org
1. Shimmy (Informal bike riding) Routes								
Beach Street, Broadway, Mitford Street to Acland Street ITS Route 9A; 3.5km Existing: 40km/h local roads parking either side - angle and parallel	Shimmy bike route - sharrow marking and sign posts - minor safety works - promotion (funding through MBS partnership) Possible treatments to reduce traffic/improve safety - i.e. Bike lantern at Mitford Street / Barkley Street	Route road markings		n/a	n/a	DoT	~\$50,000	DoT
Dickens Street, Westbury Street, Carlisle Street, Williams Street and Nightingale Street ITS Route 7A; 3.1km Existing: 40km/h local roads parking either side	Shimmy bike route - sharrow marking and sign posts - minor safety works - promotion (funding through MBS partnership) Possible treatments to reduce traffic/improve safety - i.e. Dickens Street / Barkley Street painted space for bike rider to store when crossing road	Route road markings		n/a	n/a	DoT	~\$65,000	DoT
Nelson Road, Foote Street, Richardson Street, Longmore Street Cowderoy Street, York Street, Loch Street, ITS Route 12A; 3.7km Existing: 40km/h local roads parking either side	Shimmy bike route - sharrow marking and sign posts - minor safety works - promotion (funding through MBS partnership)	Route road markings		n/a	n/a	DoT	~\$35,000	DoT

Note: Cost estimates will need to be reviewed

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2. Park Street (west) - Kings Way to Moray Street								
Park Street (west) - Kings Way to Moray Street SSC Tier 1 Existing: 40km/h local road parking either side	Temporary protected bike lanes - Reduction from 2 to 1 traffic lane	Route road markings	Safety works at complex intersections	1. 13 2. 37 3. n/a	30x additional spaces - Bank Street	DoT	~\$150,000	DoT
3. Moray Street to St Kilda Road connector - Albert Road crossing, Albert Park & Kings Way								
Kings Way Connector (Route 'K'), St Kilda Road to Moray Street Existing: 60km/h local roads parking either side	Off road bike route - off road marking on existing paths - amendments to pavements in areas of narrower paths (minor) - bike & pedestrian separation at intersections with associated marking Connection to Moray Street via the Albert Park bike network from St Kilda Road	Updated path line marking and signage.	Updated path line marking and signage.	n/a	n/a	DoT/CoPP	~\$150,000	DoT
4. Bay Trail to Moray Street connection - Kerferd Road & Albert Road								
Kerferd Road between Canterbury Road and Beaconsfield Parade Existing: Large Median. Two lanes each way, bike lane, carparking.	Temporary protected bike lanes - Reduction from 2 to 1 traffic lane - Expanded central open space.	Signalised: Protected bike lanes up to stop line Side streets: temporary kerb extensions Mid-block vehicle crossings: temporary closures/ limited u-turn facilities	Protected kerbside bike lanes Kerferd Road/ Richardson Street Roundabout safety upgrade	1. 25 (0-10% approx) 2. 223 (90-100% approx) 3. \$0 (not metered)	TBD additional spaces - Kerferd Road	DoT	~\$700,000	DoT

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4. Bay Trail to Moray Street connection - Kerferd Road & Albert Road continued...								
Albert Road between Canterbury Road and Moray Street Existing: Two lanes each way with extended additional turning lanes, no bike lane or carparking on Albert Road proper.	Line marking and minor works on shared path to connect over Canterbury Road to Kerferd Road and from the shared path in Albert Park to Moray Street bike lanes.	Path line marking and vegetation maintenance as needed.	Updates to line marking and signage as required.	Minimal (if any) parking reduction (0-5%)	TBD	DoT	~\$300,000	DoT

Note: Cost estimates will need to be reviewed