



## 3.1. Proposal A

# Proposal A – Preferred

Proposal A includes a bi-directional cycle lane on the north side of McLister Street and the south side of Birmingham Street. The road carriageway is changed to one-way and becomes entry only from Melbourne Road. Permitted general traffic movements are shown below.

Proposal A has been determined as the preferred option for several reasons. The protected bi-directional lanes provide better outcomes for the Greenline due to a high level of cycling service. It provides extensive planting opportunities and easier, more cost-effective implementation. This option also helps to simplify operations at the Melbourne Road intersection, thus reducing delays. A full analysis is provided in Section 4.



# McLister Street (east)

## Introduction of option:

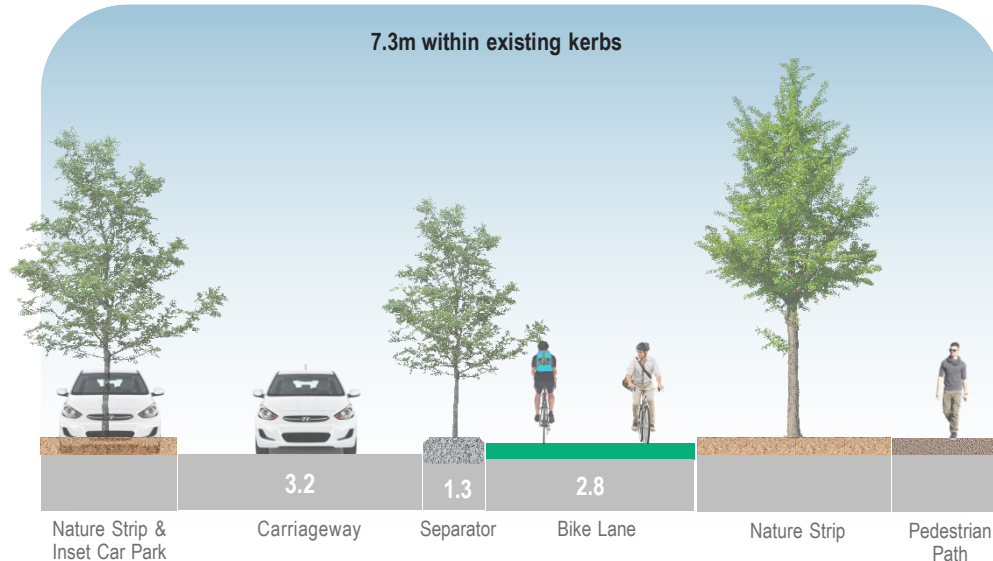
Options for McLister Street (east) are based on the existing road width (7.3m). We propose changing the current road conditions to one-way eastbound for general traffic by using landscaped kerb extensions. This option removes on-street parking north of the road carriageway but introduces a section of inset parking to the south.

For this option, a 2.8m bi-directional cycle lane is introduced on the northern side of the road and the kerb extensions provide an attractive buffer between the cycle lane and general traffic.





# McLister Street (east): Issues and Opportunities



## Benefits:

- Separation from general traffic
- Narrowing of carriageway allows for kerb extension with addition of trees and traffic calming (sides could be alternated)
- Insert parking achievable

## Issues:

- Loss of some on-street parking
- Interaction with driveways and residential access
- Carriageway changed to one-way

## Further opportunities:

- Raised entry treatments across all side roads or continuous footpaths
- Provide crossing facilities for pedestrians east near Spotswood station
- Improve connection to southern footpath

# McLister Street (west)

## Introduction of option:

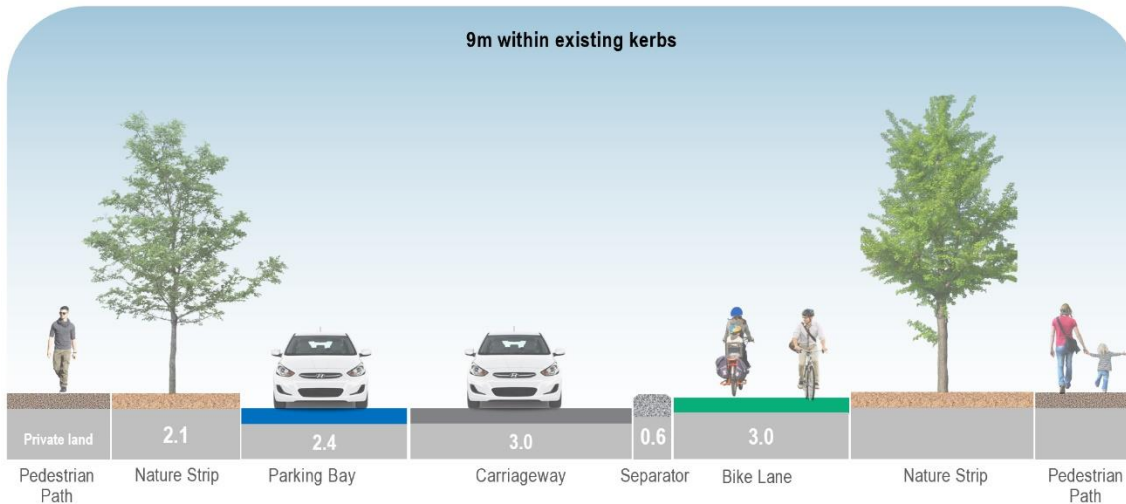
Options for McLister Street (west) are based on a 9m road space widening on the southern side. With the additional space, this option proposes a 3m wide one-way eastbound carriageway, accompanied by a strip of parallel parking on the southern side of the street and 90 degree parking as part of the new development. Localised traffic calming measures include intermittent kerb extensions and a zebra crossing for school students.

A 3m protected bi-directional cycle lane is proposed on the northern side of the carriageway with separation from general traffic by way of a concrete island.





# McLister Street (west): Issues and Opportunities



## Benefits

- Separated bike lanes from general traffic
- One-way carriageway results in reduced non-local traffic
- On-street parking retained
- Additional 90-degree parking introduced
- Localised traffic calming and raised zebra crossing at school
- Integrated with crossing facilities for pedestrians

## Issues:

- Volumes of traffic from future developments
- School children and families need to cross roadway

## Future opportunities:

- Raised entry requirements across all roads for continuous footpaths

# Birmingham Street

## Introduction of option:

This option proposes a one-way westbound road carriageway of 3.2m.

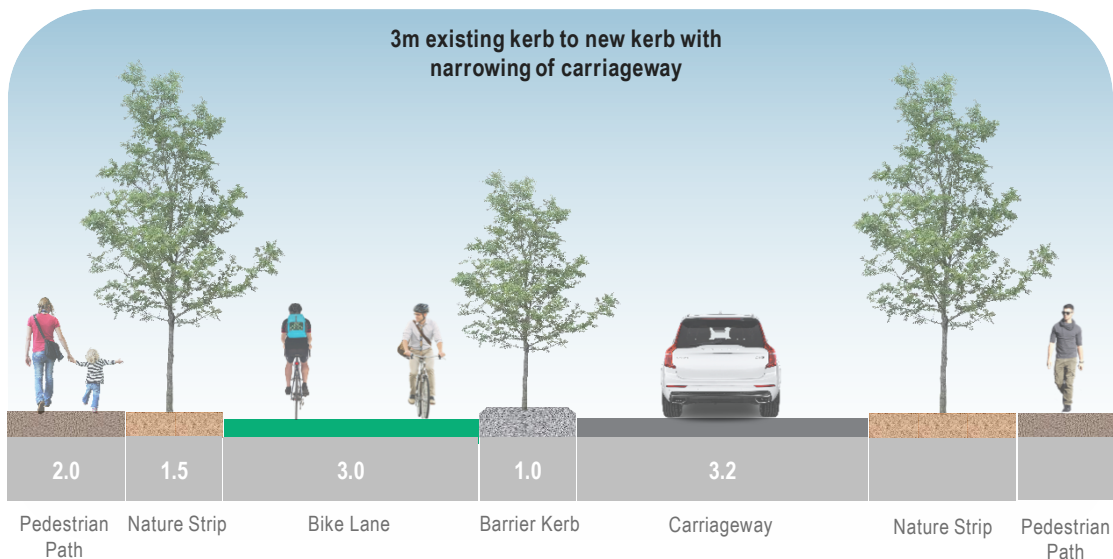
A 3m bi-directional cycle lane is positioned south of the road, separated by a 1m landscaped barrier kerb.

A 2m footpath is also proposed.





# Birmingham Street: Issues and Opportunities



## Benefits:

- Separated from general traffic
- One-way carriageway results in reduced non-local traffic
- Footpath is also widened for people walking
- No interference with residential access
- Design allows for natural drainage including rain gardens

## Issues:

- Loss of on-street parking
- Narrow carriageway, deliveries blocking traffic

## Further opportunities:

- Raised entry treatments across all side roads or continuous footpaths

## Other considerations:

- 1m separator can be reduced to 0.5m if additional space is required opposite driveways



# Street improvements for primary proposal



## Kerb extensions

Installing intermittent kerb extensions will narrow sections of the road and slow traffic down. This treatment can also be used to enhance the crossing points by ensuring vehicles are slowing down on approach, particularly around Spotswood Primary.

Image: driverknowledgetests.com, location unknown



## Bike parking

Bike hoops or other bike parking infrastructure can be introduced on the nature strips along McLister and Birmingham streets. This minor improvement allows ease of access to end destinations and improves security for bikes, compared to informal cycle parking using poles or other objects.

Image: City of Melbourne



## Street greening

The additional of kerb extensions and insert parking allows for more landscaping opportunities along the corridor. This treatment option can act as a natural shade option for cyclists whilst being both environmentally conscious and visually appealing to the street character. Options for street greening could also become a local placemaking activity.

Image: La Trobe St, Melbourne.