

William Street bicycle lanes



A cycling city

Bicycles are a healthy travel alternative to cars. They ease congestion and reduce the city's pollution and carbon emissions. More people cycle when dedicated bicycle paths and on-road cycling lanes are provided.

William Street provides a direct route through the central city and connects to popular bicycle routes at La Trobe Street, and Peel Street and Royal Parade to the north of the city.

Upgrading the bicycle route on William Street is one practical measure we are taking to encourage cycling and provide a safer travel experience for all road users.

The proposed changes

The bicycle lanes currently running along William Street are intermittent and inconsistent, and generally operate in one direction in peak periods only.

The proposed design has been developed following studies into road use, traffic flow and parking on William Street. Connectivity, parking, traffic congestion, bike volumes, road widths and stakeholder approvals were all considered in the development of the design.

The design proposes chevron separated bicycle lanes to the right of parked cars to operate at all times along the majority of William Street.

More details on the design are provided over the page. The detailed technical plan is available at melbourne.vic.gov.au/cycling

Have your say

We are interested in discussing the design with you and seeking your thoughts.

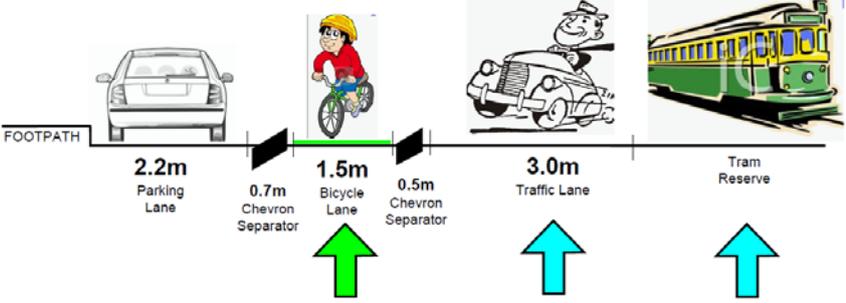
All comments should be in writing to engineering@melbourne.vic.gov.au and received no later than **Monday 28 April 2014**.

For more information

Contact City of Melbourne, Engineering Services

Email: engineering@melbourne.vic.gov.au
Phone: 9658 8711
Website: www.melbourne.vic.gov.au/cycling or www.participate.melbourne.vic.gov.au

William Street chevron-separated bicycle lanes

<p>Typical cross section</p>	
<p>Example of chevron-separated bicycle lanes</p>	 <p>Example: Clarendon Street. East Melbourne</p>
<p>Description</p>	<p>Bicycle lane located between parked cars and single traffic lane. Bicycle lane separated on both sides by chevrons where road width is adequate.</p>
<p>Times of operation</p>	<p>All periods</p>
<p>Width of bicycle lane</p>	<p>1.5m (varies) 50-70 cm chevron separators both sides of bike lane, where road space permits</p>
<p>Safety for cyclists</p>	<p>Chevron separation from moving traffic and car doors</p>
<p>Impact on parking*</p>	<p>Permanent loss of 16 spaces Clearway hours: gain of additional 46 spaces</p>
<p>Traffic flow</p>	<p>Slight slowing at peak times Minor increases in travel times for motor vehicles</p>
<p>Existing traffic volumes</p>	<p>Morning peak: 1100 vehicles per hour, 360 bicycles per hour Afternoon peak: 1300 vehicles per hour, 230 bicycles per hour (Based on two-way volumes, south of La Trobe Street)</p>

* The number of loading zone, taxi zone, disabled and short-term parking spaces will generally be maintained.