

Attachment B – Possible Bike and Tram Suggestions for improving the safe movement of people during the pandemic and recovery

Proposed Bike Lane Design – State Managed Roads							
Project Number	Road	Between	At Mid-Block Locations	On Approaches to Signalised Intersections	Delivery type	Notes	Strategic Alignment
1	Heidelberg Road	Banyule and Clifton Hill Station	Temporary bollards and kerbing for protected bike lanes	No changes	State Government collaboration with adjoining local councils	Feasibility Study completed by Yarra. Aligns with Darebin and Banyule's Strategic documents	Existing Key Cycling Corridors in Darebin Cycling Strategy
2	Station Street	Darebin Road and Railway Place	Reduction of two traffic lanes to one with a bike lane	No changes	Driven by State Government supported by Darebin Council	No design yet. The road width would support this change without changes to on-street parking	Existing Key Cycling Corridors in Darebin Cycling Strategy
3	Westgarth street	South Crescent and Merri Creek Trail	Introduction of protected bike lanes	No changes	Driven by State Government supported by Darebin Council	Removal of parking on the northern side of the road is required	Existing Key Cycling Corridors in Darebin Cycling Strategy and on draft Strategic Cycling Corridor network
4	St Georges Road	Merri Parade to Yarra Border	Reallocation of road space to support high number of riders through he Merri Parade signals and across the Merri Creek bridge	Lane allocation changes at signals	Joint project between State Gov., Yarra and Darebin	If tramways are extended in Yarra to expedite tram movements the through lanes along St Georges Rd to the south of Merri Parade could be reduced to one.	Existing Key Cycling Corridors in Darebin Cycling Strategy and on draft Strategic Cycling Corridor network
5	St Georges Road	At Cramer Street	Remove the ability for right-turning manoeuvres and provide through lanes for bikes across the intersection.	As described	Joint project between State Gov.and Darebin	Will enable continuous bike facility along Cramer Street and remove serious safety issue associated with disappearance of bike lane.	Existing Key Cycling Corridors in Darebin Cycling Strategy and on draft Strategic Cycling Corridor network

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Proposed Bike Lane Design – Darebin Managed Roads							
Project Number	Roadway	Between	At Mid-Block Locations	On Approaches to Signalised Intersections	Delivery type	Notes	Cost / Strategic Alignment
1	South Crescent	Plant Street and Simpson Street	Temporary bollards and kerbing for protected bike lane westbound	No Changes	Temporary using removable materials	Strong demand from community	\$70,000 Existing Key Cycling Corridors in Darebin Cycling Strategy and on draft Strategic Cycling Corridor network
2	Cramer Street	St Georges Road to Gilbert Road	Installation of protected bike lanes and separated bike lanes as per the streets for people project as endorsed at Council.	No Changes	Temporary using removable materials. Line-marking only for section between Jessie St and Gilbert Rd	Community engagement complete This will result in displacement of parking	\$50,000 Existing Key Cycling Corridors in Darebin Cycling Strategy and on draft Strategic Cycling Corridor network
3	High Street	Westgarth Street to Darebin Road and Normanby Ave to Dundas Street	Temporarily adjust the road space to provide bike facility and clarity of lane widths	No changes	Temporary measures to be used with road paint to create a vastly different space.	Some road areas could be re-purposed for trade.	Investigation stage - \$10,000 Existing Key Cycling Corridors in Darebin Cycling Strategy

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Proposed Tram Projects							
Project Number	Roadway	Between	At Mid-Block Locations	On Approaches to Signalised Intersections	Delivery type	Notes	Strategic Alignment
1	Plenty Road / High Street	Boldrewood Parade to Queens Parade in Melbourne	Implement full-time tram lanes to support faster travel times. Install turn bans and remove parking at problem locations where required	Leading and lagging right turn facilities as required as part of the traffic signal operation.	Driven by State Government supported by Yarra Trams and Darebin Council	Feasibility study commenced to identify opportunities between Dundas Street and Queens Parade	Darebin Transport Strategy that prioritises sustainable transport