



Glenorchy Memorial Pool
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Submission - Elizabeth St Retail Precinct – Midtown Streetscape Upgrade Project

Cycling South has reviewed the plans and provided feedback and comments below:

Overall comments

Footpaths

Support widening the footpath to create space for walking, outdoor dining and landscaping by removing on-street car parking. Footpath widening should not occur at locations where on-street car parking is retained as this eliminates space for cycling and active travel.

Speed limit

Support the reduction of the speed limit to 30km p/h, as per the recommendations to the City Infrastructure Committee on 24 August 2020.

Uphill Bike lane

In blocks where there are minimal car parking spots and the bike lane is mostly positioned adjacent to the kerb, support the use of a painted uphill bike lane (Melville to Brisbane St) provided it meets the Austroads recommendation of minimum 1.5m wide.

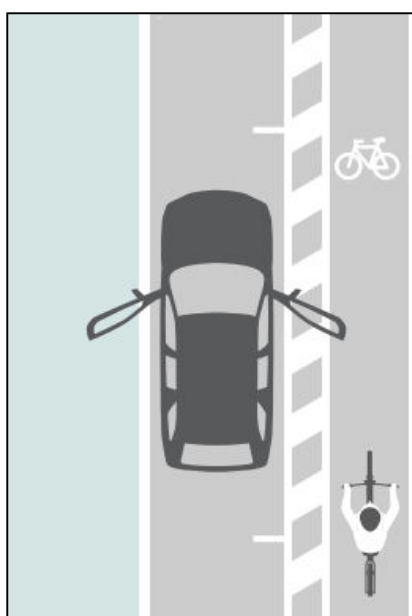
In blocks where there is minimal footpath widening and parking spots are retained on the uphill side of the block (Brisbane to Warwick St) it would be preferable to have a buffer between the parked cars and the bike lane. The City of Melbourne Bike Lane Design Guidelines recommends the use of a chevron alongside frequent turnover car parking.

“The use of a single chevron separation on the ‘parking side’ of a bike lane has been developed in recent years in response to the high incidence of crashes involving car doors being opened into the path of bike riders (known as ‘car-dooring’). Such crashes occur as bike lanes often overlap the door zone (the space taken by the open door of a parked vehicle) and car-dooring is therefore a serious hazard wherever cyclists ride beside parked cars. VicRoads has reported that in Victoria car-dooring is one of the biggest risks to bike riders. The bike rider may swerve out further into the road or collide with the car door, often with serious consequences.... VicRoads also reported that the proportion of car dooring crashes involving bike riders is much higher in the Melbourne CBD and surrounding inner city area. This is likely associated with the prevalence of short-stay parking restrictions and associated high visitation and turnover of parking spaces across the central city. In view of these factors, it is important to pursue bike lane designs that keep bike riders out of the car-dooring zone... this treatment should only be considered in situations where there is insufficient road width to allow the installation of either a kerbside separated bike lane or a double chevron separated bike lane, and where the traffic volumes, speeds and queues are too high to enable a ‘shared traffic-bike lane’ street to be established. All future bike lane installations in the City of Melbourne should ensure that cyclists are given adequate space to ride without the risk of being car-doored. The car dooring zone is

typically 0.8 to 1 metre from the edge of a car. The single chevron should cover the majority of this width to provide for safe cycling.

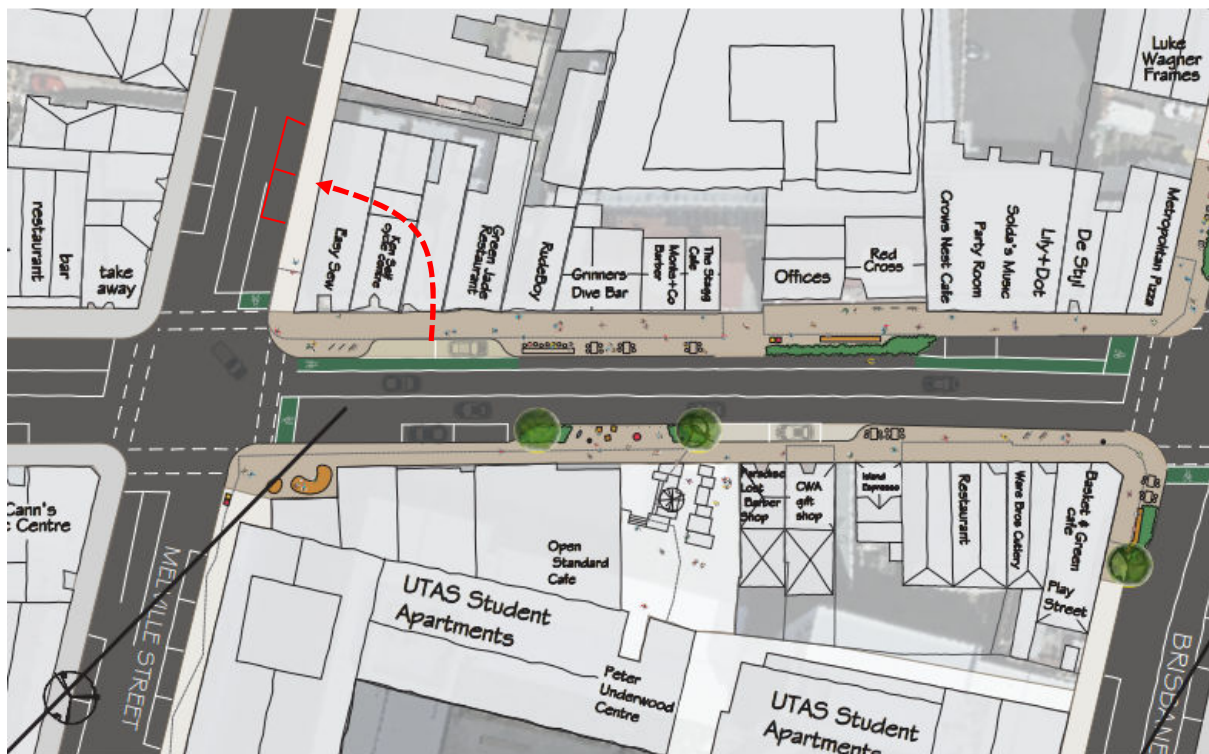
Table 6: Single Chevron on the Parking Side of Bike Lane – Key Considerations & Guidance

CONSIDERATIONS	GUIDANCE
Where to install single chevron on parking side of bike lanes	The installation of single chevron bike lanes on the 'parking side' should occur on streets with high turnover of on-street parking (such as shopping streets and streets within activity centres). This design option is generally preferable to single chevron bike lanes on the 'traffic side' when the vehicle volume and operating speeds are comparatively modest (30-40 km/h) and/or the proportion of commercial vehicles is low.
Cyclist Volume	Appropriate for cyclist volumes up to 120 cyclists per hour per direction.
Traffic Volume & Composition	Should not exceed 240 vehicles per hour per direction. Street should preferably have less than 2% commercial vehicles.
Geometry	Bike lane width range is 1.5 metres to 1.8 metres. Chevron Width range is 0.6 to 0.8 metres. Traffic lane adjacent to bike lane is 2.7 metres desirable minimum width (for typically 40 km/h or less). Lane width to be increased up to 2.9 metres where higher speeds prevail.
Speed	Street should preferably be characterised by a speed environment with 85th percentile vehicle operating speeds of less than 40 km/h in each direction.



Specific comments on each block are outlined below:

Block 1 – Melville St to Brisbane St



BLOCK 1 MELVILLE STREET TO BRISBANE STREET

BI

Footpath

- Support the increase in footpath space, with kerbside 1.5m wide bike lane adjacent.

Bike lane

- The bike lane should meet the Austroads recommendations of 1.5m in width.

On-street car parking

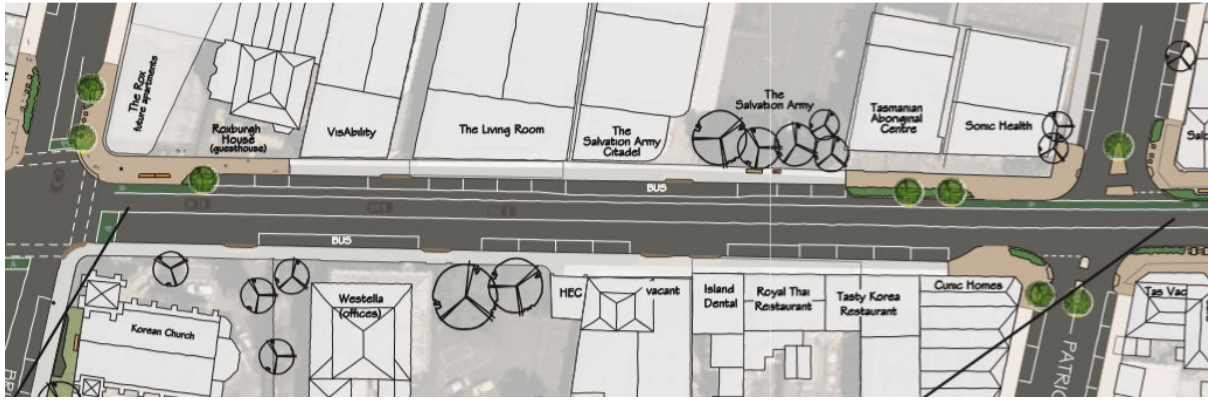
- Consider relocating 2 car parking bays in front of Ken Self and Green Jade Restaurant to Melville St, to reduce the risk of “dooring” to bike riders. The 2 relocated spots would still allow for two traffic lanes on Melville St at the intersection. The laneway behind Ken Self and Green Jade restaurant provides rear access for deliveries (and there is a loading zone on Melville St adjacent to the laneway) and the relocated parking spots still allow for customer pick up of bikes and sewing machines. The wider footpath area on Elizabeth St can be used for bike parking and outdoor dining.

Brisbane St

- To prevent “squeezing” bike riders using Brisbane St as they cross the Elizabeth St intersection, install a kerbside approach and departure bike lane across the intersection.

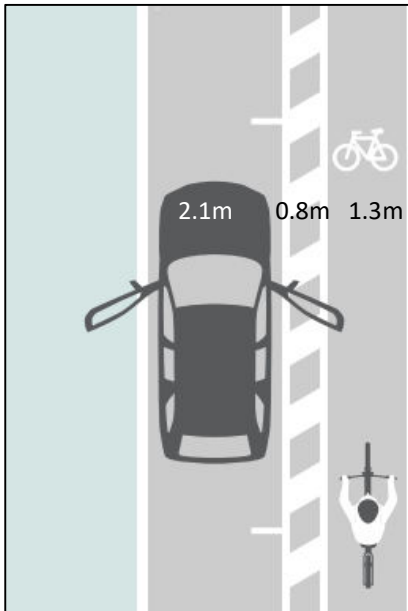


Block 2 – Brisbane St to Patrick St



Uphill bike lane

- With 9 car parking spots on the uphill side of this block it would be preferable to have a buffer between the parked cars and the bike lane. A potential configuration of lanes, based on the *City of Melbourne Bike Lane Design Guide* is listed below. Road width is approximately 12.4m.



2.1m parking lane (alongside chevron)

0.8m chevron

1.3m bike lane*

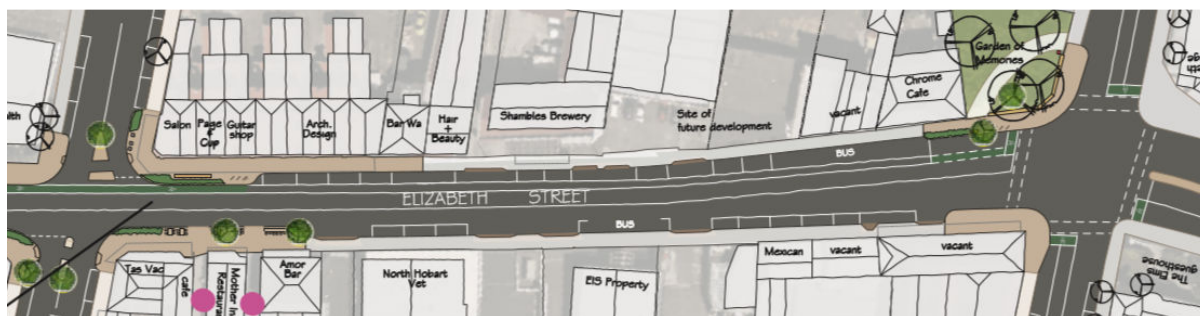
3.0m travel lane

3.1m travel lane

2.1m parking lane

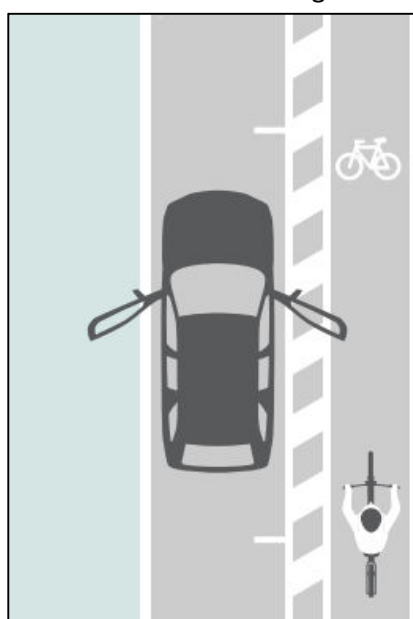
* the bike lane can be narrower than 1.5m if a chevron is painted adjacent.

Block 3 – Patrick St to Warwick St



Uphill Bike lane

- As there are a number of car parking spots along the uphill side of the street, a chevron on the parking side of the bike lane would be appropriate (same treatment as block 2) to reduce the risk of “dooring” to bike riders.

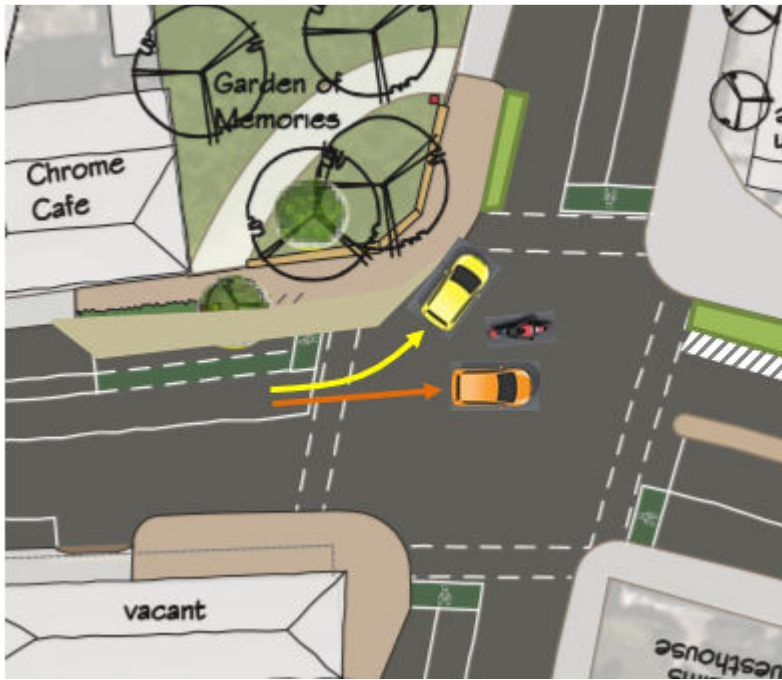


Patrick St intersection

- Support the widening of footpaths at Patrick St end. Since the intersection is unsignalised, the installation of raised crossings at the Patrick St intersection would enhance priority for pedestrians and traffic calm.

Warwick St intersection

- Is the left turn lane from Elizabeth St into Warwick St necessary by the Garden of Memories? The space allocated for a left turning vehicle could be reallocated to the pedestrian traffic at that intersection, particularly Elizabeth College students waiting for the bus. It would also make the bike lane safer by preventing cars from cutting up the inside and would offer additional space to allow for a lane separator to prevent left turning cars from entering the bike lane. A left turning car can prop at the Warwick St pedestrian crossing without holding up the through traffic on Elizabeth St. Are there many right turning vehicles heading NE onto Warwick St? It may be possible to provide a dedicated right turn lane due to the extra width at the intersection.



- There is space on the northern side of the intersection for a departure bike lane on Elizabeth St outside Elizabeth College. This would make the intersection easier to navigate on a bicycle by defining the travel lane and allocating cycling space adjacent to the kerb, with a chevron buffer alongside.



Bus stops

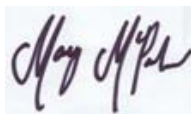
- There is potential to widen the footpath in front of Chrome Café and adjoining shop fronts if the bus stop was relocated so it is directly outside Elizabeth College on the NW side of the intersection. This would require consideration of the concrete median and lane widths so that cycling is accommodated, but is outside the scope of the Mid-town project.

Warwick St

- Any kerb outstands should leave space for bicycle traffic, such as the departure side of the intersection of Warwick St by the Garden of Memories, in the form of a bike lane.

Overall, increasing footpath width and reducing the amount of on-street car parking is supported. The uphill bike lane is safer when there is less on-street car parking. Making Elizabeth St more attractive for people to stroll or roll along it should be prioritised, while the level of service and amenity for people driving along the street should be a secondary consideration.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Mary McParland', is displayed within a light blue rectangular box.

Mary McParland
Executive Officer