



# Protected cycle lane with reduced traffic



Option 1 is the implementation of a protected bi-directional bike lane along Melon Street. The proposed bike lane is located on the west side of Melon Street except between Cremorne Street and Ballarat Road.

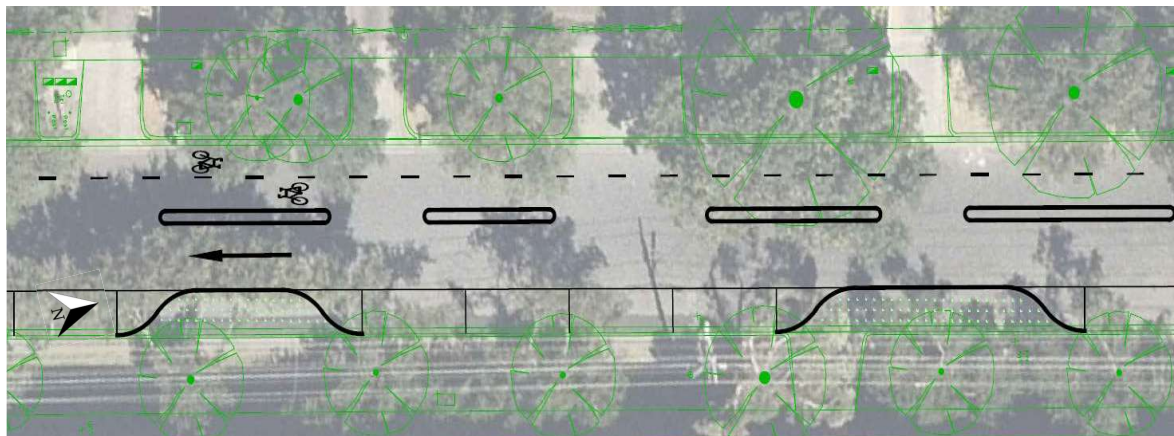
The design proposes to make Melon Street a one-way street in southbound direction south of Elizabeth Street as well as a one-way northbound between Cremorne Street and Ballarat Road.

The designs are presented over the following pages, in the order outlined below and as reflected on the map to the left:

1. South Rd intersection
2. Joy St roundabout
3. Melon St cross-section (south)
4. Churchill Ave roundabout
5. Melon St cross section (north)
6. Cremorne St intersection
7. Ballarat Rd intersection



### 3. Melon Street cross-section (south)

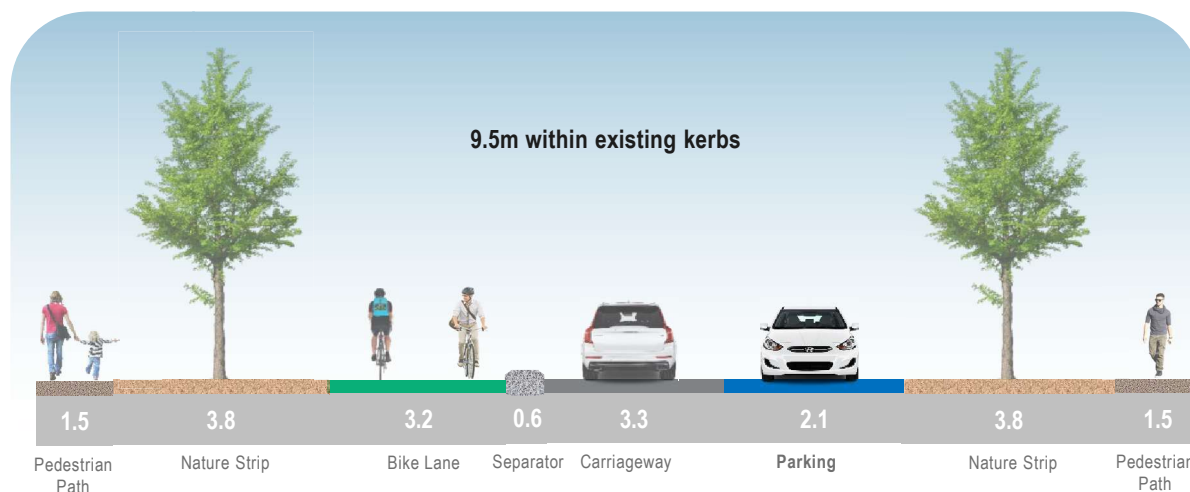


South of Elizabeth Street this option proposes a one-way one-lane southbound traffic flow. The road carriageway is reduced to 3.3m.

**On-street parking is retained at 2.1m** and kerb extensions with trees are introduced.

A 3.2m wide protected bi-directional cycle lane is proposed on the western side of the carriageway.

The gaps in protection still **allow residents to enter and exit their driveways.**





## 5. Melon Street- cross section (north)

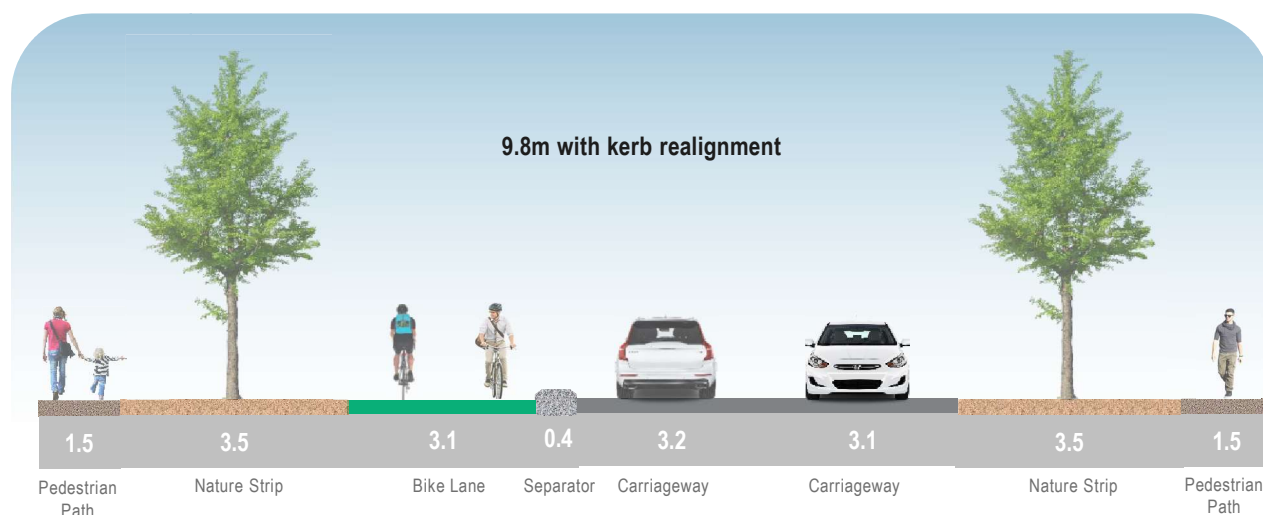


Between Churchill Avenue and Cremorne Street, Melon Street is proposed to be a two-way street with a 3.1m bi-directional bike lane on the west side of Melon Street.

This option is based on a 9.8m wide road space (kerb to kerb). The road carriageway will be reduced from 9m to 6.3m.

This option sees the removal of all on street parking.

Residents are still able to access their driveways.







# Example of a future Melon Street with protected cycle track and one - way traffic.



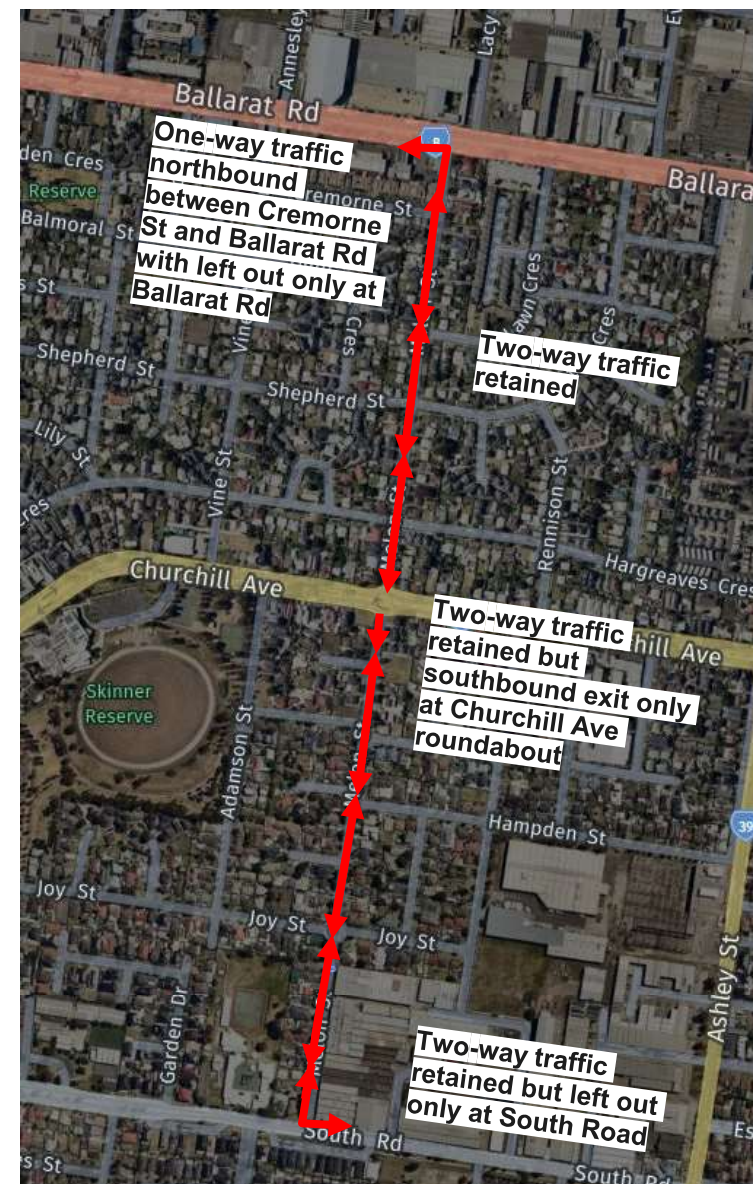
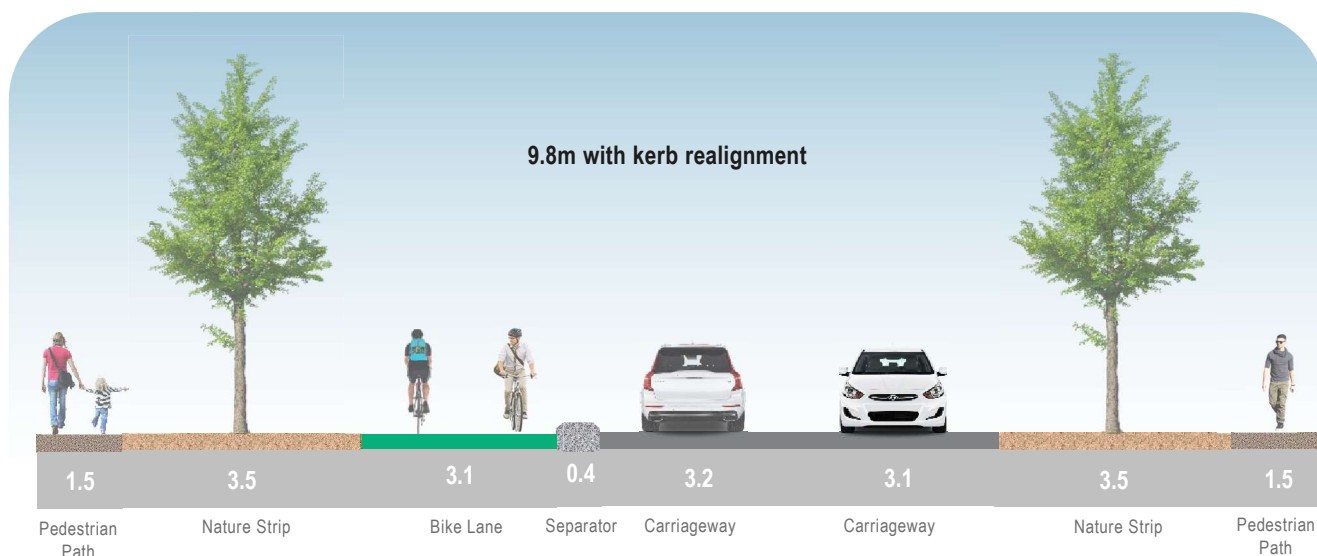




# Protected cycle lane with two-way traffic

The section option is similar to Option 1, however, retains two-way traffic along the entire length of Melon Street. In order to provide two-way traffic, a minimum carriageway width of 6.3m (kerb face to face) is required for Council's standards. To accommodate this, the kerb on one side of the road needs to be shifted 0.3 - 0.4m and driveways need to be regraded.

This option sees the removal of all on-street parking.







# Example of a future Melon Street with protected cycle track and two - way traffic.

