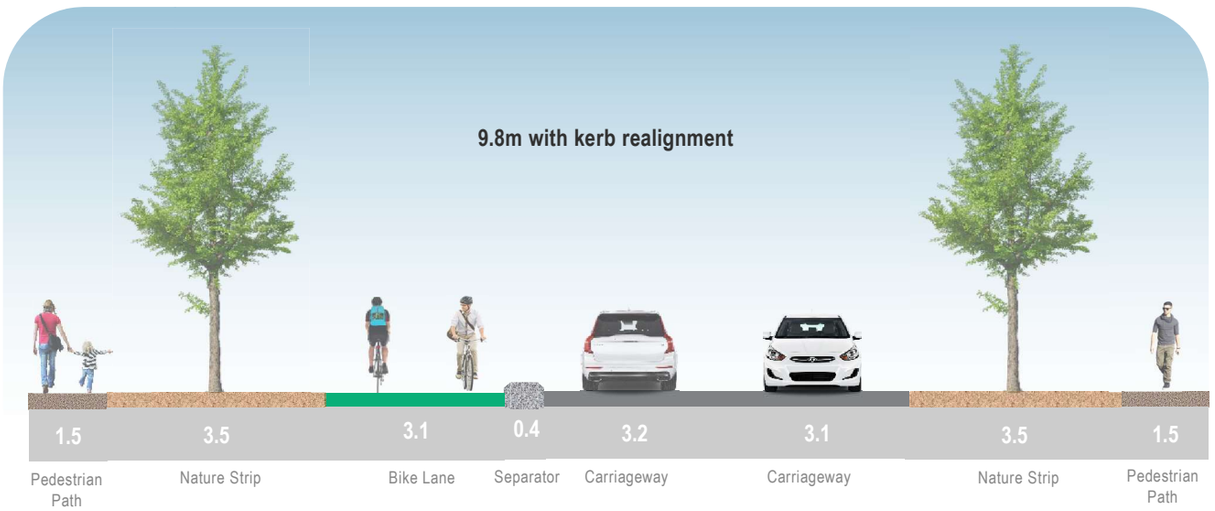
3.2. Option 2: Protected cycle lane with two-way traffic retained

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.

5. Traffic Analysis

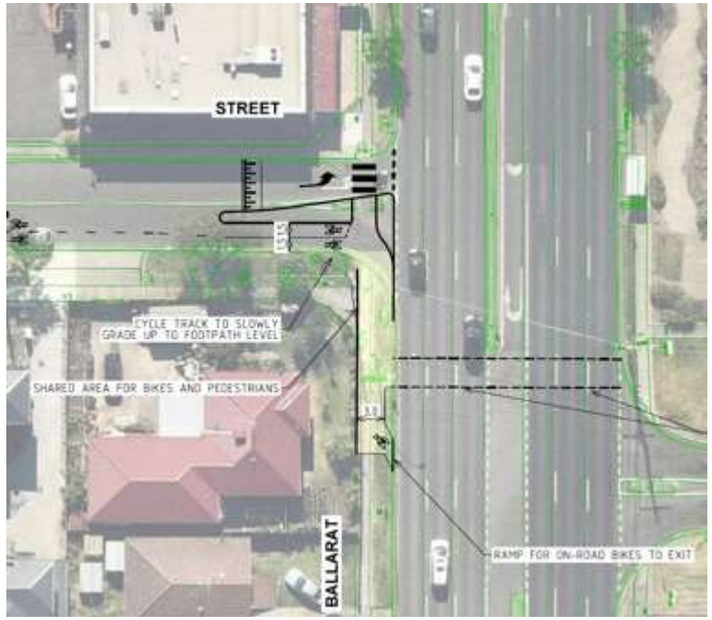
Impact on local traffic

The following is a high level analysis of the existing traffic movements based on data collected in March 2022.

Ballarat Road - Left Out Only (Applies to Option 1 & 2)

The data shows that on top of the vehicles turning left from Ballarat Road there is at times up to 40% more vehicles joining Melon Street from other side roads before arriving at Churchill Avenue Roundabout. It appears that at the busiest time 30% of this additional traffic is joining Melon Street from Hargreaves Avenue.

If the left turn ban from Ballarat Road to Melon Street was implemented it is assumed that additional traffic may use Lawn Crescent or Castley Crescent. Looking at the data this could approximately be up to two additional vehicles per minute in the peak hour. It should be noted that this number may be split between the two streets.



Impact on local traffic

Journey times (Applies to Option 1 & 2)

For residents at the northern end of Melon Street there would an increased journey of approximately 250m for them to access their properties if travelling from Ballarat Road. This would equate to up to 1 minute additional journey time from Lawn Crescent.

Residents entering the area from Vine Street would see an increased journey of approximately 450m due to the left turn only treatment at Cremorne Street. This would equate to 2-3 minutes of additional journey time.