



# Future of Bunbury Street

## Improving access



## Improving access

During our initial conversations with residents we heard walking access along Bunbury Street needed to be improved recognising:

- vehicles not stopping for walkers
- poor access across Whitehall Street
- maintenance of the streetscape

We also heard that on-street parking was highly valued by residents.

### Existing condition

The current streetscape suffers from poor pedestrian access, has wide expanses at intersections and is due for footpath improvements. The Maribyrnong Cycling Strategy outlines Bunbury Street as an important connection in the bicycle network.

## Draft concepts

After investigating a number of ways to improve access, calm vehicular traffic, and support walking and cycling connections, three draft options have been developed for the section of Bunbury Street between Hyde and Moreland streets.

These designs were developed to support improved walking access, reduce the width of road crossings, use zebra crossings where applicable, implement traffic calming via raised crossings, tightening intersections to slow turning vehicles, and limiting through access.

All three options would increase greenery and retain on-street parking.

### Light touch option

This involves minimal change to the street, and includes:

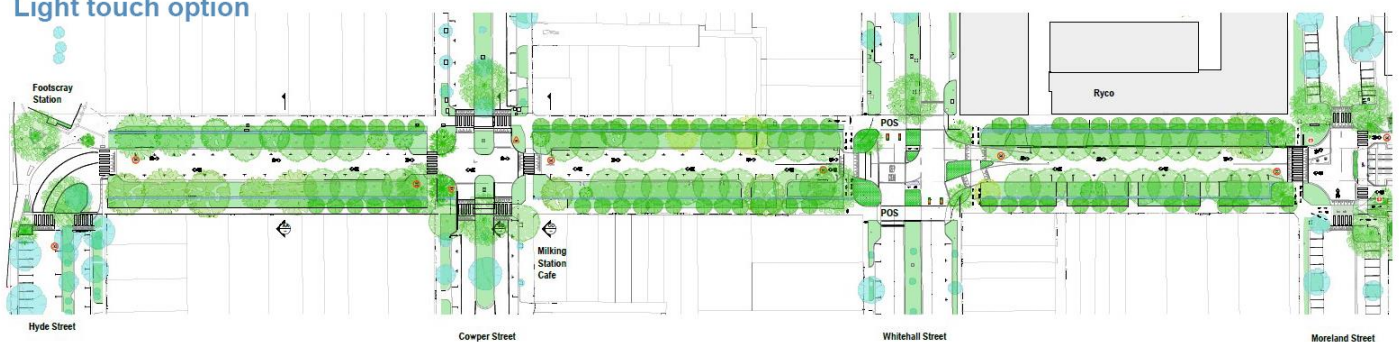
- reducing traffic speeds to under 30km/h to create a shared road space for bikes and vehicles
- widening the southern footpath to meet current standards
- additional planting within the existing 5 metre wide northern footpath

### New separated pathways option

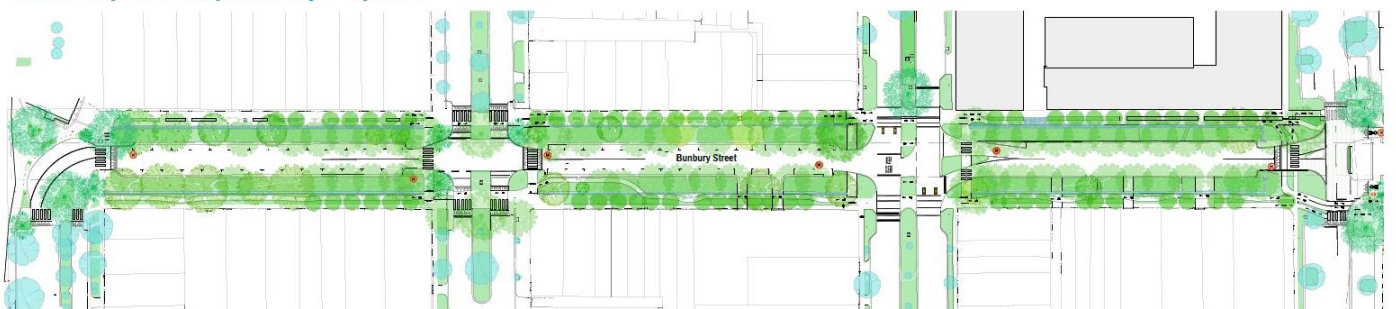
This involves creating designated paths for walking or riding your bike, and includes:

- fully separated pathways in the northern footpath and in the southern grassed area
- planted separator in northern footpath

### Light touch option



### New separated pathways option



### New link option

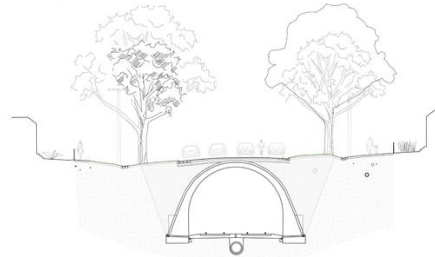
This involves creating a new link along the northern side of the street, and includes:

- between Hyde and Cowper streets, a slow zone for riding your bike on the existing 4.7 metre wide northern footpath
- redirecting eastbound traffic to the north at Cowper Street, with options to redirect north and south
- between Cowper and Moreland streets, the road will become one way westbound, and include a bidirectional lane for cyclists at the current kerb line – bluestone detailing will be retained

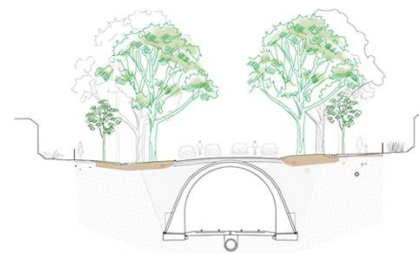
An additional option with a bidirectional bicycle path within the northern footpath was considered, but not progressed as it required substantial change to the heritage drain to gain the required width for the bike path and separation to the pedestrian area.

Additionally, a single draft concept has been developed for the section between Moreland and Maribyrnong streets. See overleaf for more information.

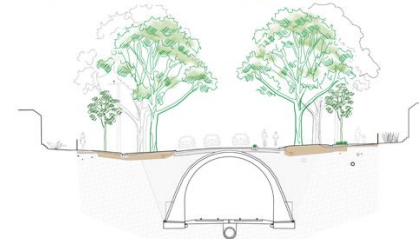
### Existing condition



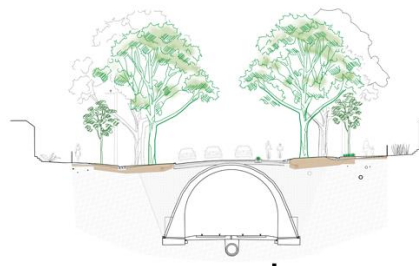
### Light touch option



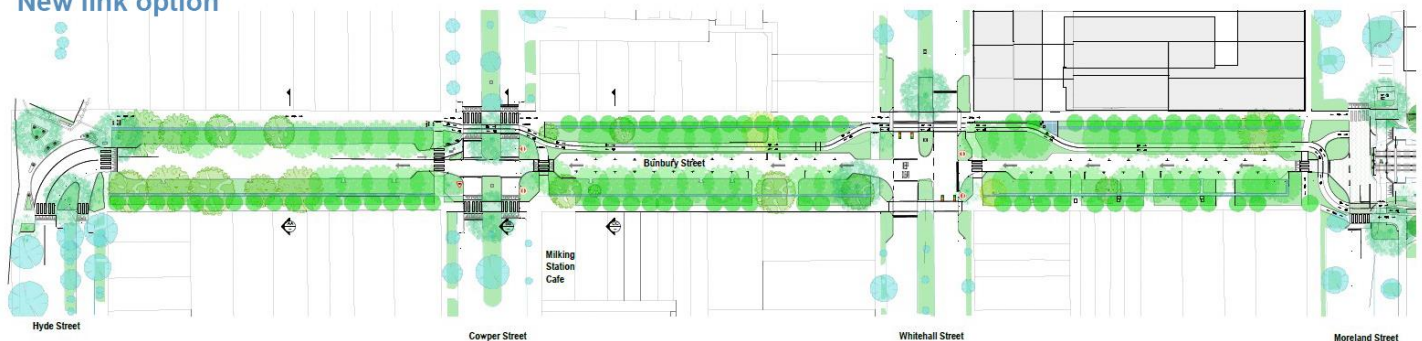
### New separated pathways option



### New link option



### New link option



### Section between Moreland and Maribyrnong streets

In this section where there is a lack of canopy coverage, the draft concept proposes to:

- introduce additional trees and plantings to reduce the heat island effect and assist in cleaning the air at the rail tunnel entrance, which many freight and passenger diesel trains pass through
- create ramp access to the heritage bluestone cottages and stage door of Footscray Community Arts on the northern side of the street, retaining three of the existing nine car parks on the northern side of the street
- retain 10 of the 12 car spaces on the southern side of the street and plant eight trees in between parking bays



Section between Moreland and Maribyrnong streets

## Share your thoughts

For more information, project updates and to share your thoughts online, visit

[yourcityyourvoice.com.au/bunbury](http://yourcityyourvoice.com.au/bunbury)

You can also get in touch with us by emailing

[CD@maribyrnong.vic.gov.au](mailto:CD@maribyrnong.vic.gov.au)