

Park Street Contraflow – Safety assessment and proposed actions

Concerns raised by community members & traffic engineering assessment

Removal of chicane will result in speeding and put locals in danger



Officer comment: The previous kerb outstands/chicane in officers opinion had minimal traffic calming/speed reduction effect. The visual narrowing of the carriageway through the installation of the contra flow bike lane is likely to be more effective at reducing vehicle speeds.

Notwithstanding, post installation monitoring should include a traffic survey that measures speed and volume of road users.

The speed limit should be reduced to 30km/h

Officer comment: Department of Transport (DoT) have allowed the temporary extension of the current 30km trial in Fitzroy/Collingwood.

DOT has advised us that;

- They are developing a 30 km/h Policy
- They will not consider/approve the Fitzroy/Collingwood trial becoming permanent prior to the Policy being determined
- They will not support any more trials prior to the Policy being determined

There is no Australian, Victorian or DoT Standard requiring or recommending 30km/h speed limits on streets with contra-flow bike lanes.

Cars pulling out from the car parking bays, cannot necessarily see bikes coming towards them due to obstructed sightlines



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Officer comment: Council traffic engineers inspected the situation raised by local residents, in this regard; engineers positioned themselves behind the parked cars at the driver’s side position and generally did not have difficulty seeing the contraflow bike lane.

In some instances, with large vehicles in front and a tight parking space, the layout may cause some difficulty with clear sightlines. In these instances, drivers will need to pull out slowly (due to the need to manoeuvre their vehicles out of the space), which provides cyclists the opportunity to stop or move around the exiting vehicle.

It is noted that drivers are required to use their indicators when pulling into the roadway, which helps alert cyclists to the upcoming hazard.

It is noted the following streets include contra-flow bike lanes which direct cyclists to travel directly adjacent parked cars facing the opposite direction to their travel:



Lennox Street, Richmond – fully delineated lane directly adjacent parking bays.



Edmonds Street, Brunswick - Parking adjacent direction of travel)



Gray Street, Brunswick – Parking on both sides of the road.



Dunstan Avenue, Brunswick – Parking on both sides of the road.

Officer comment: In the last 5 years, there has been no (0) recorded crashes between cyclists and vehicles on these streets where contra-flow lanes are present. Whilst the lack of recorded crash stats does not necessarily mean no crashes have occurred, it does strongly indicate none of the crashes resulted in serious injuries or deaths.

Pinch points and sightlines between travelling vehicles and bikes

Officer comment: There is only one bicycle sharrow direction indicated at the bottle neck, it is likely that driver are not adequately informed of the contraflow nature of this section of Park St.

It was recommended that an additional sharrow is installed for the opposite direction. This will be installed.

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If the trial is successful at attracting high volumes of cyclists, it is highly recommended that three parking spaces on the north are removed to reduce the bottleneck. At expected cyclist volumes the existing layout appears to acceptable, however this should be monitored as part of the trial.

Risks associated with cars illegally travelling against the one-way

Officer comment: This issue can occur in any one-way situation and not the result of a contra-flow lane. Existing One Way/Turn Ban/Wrong Way Go Back signs are adequate. Additional signage (shown right) will be implemented along Park Street to clarify the nature of the contra flow lane and where road user needs to position themselves.



Confusion about who has right-of-way at the Brunswick St North & Rae St intersections.

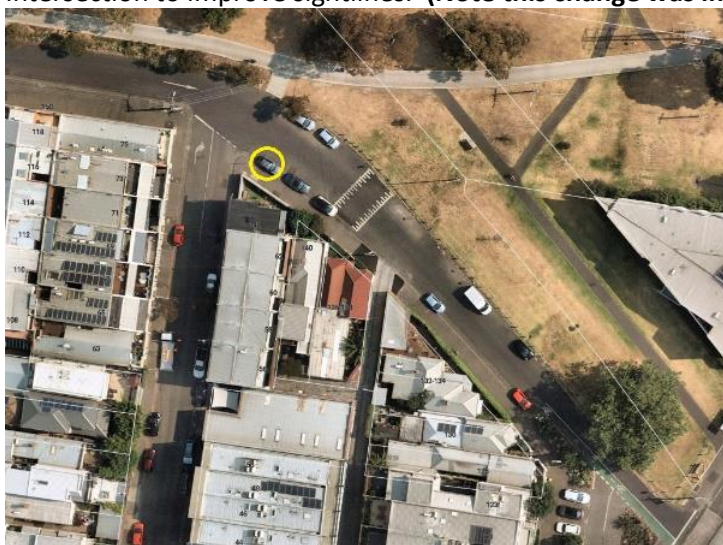
Officer comment: BSN and Rae Street priority are different at Park Street. In BSN, cyclists on Park Street need to give way to traffic on BSN. On Rae Street, all traffic (including contra flow cyclists) have priority.

Additional signage will be installed to further clarify right-of-way.

Next Actions

Based on the assessment of the above, and other risks identified. Council's Strategic Transport and Traffic Engineering units recommend the following actions be taken to improve the safety of the trial:

- 1 Commission an independent Road Safety Audit and consider its advice. **(Note this has been commissioned but at the time of writing had not been received.)**
- 2 Removal of one-car space at the south east-corner of the Taplin Street and Park Street intersection to improve sightlines. **(Note this change was implemented 3 September 2020).**



- 3 Update the line-marking to extend the delineated contraflow-bike lane further east from Taplin Street towards St. Georges Road where the road width permits.

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- 4 Add an additional sharrow to the road between the three car spaces on the north and the car spaces on the south at the identified “pinch point”.
- 5 Monitor cyclist volumes and reported near misses and/or crashes over the course of the trial. If there are higher than expected cyclist volumes, or safety issues identified, it may be recommended to remove the three car parking spaces identified below, and to further extend the delineated bike lane:



- 6 Include additional signage at Rae Street, Birkenhead Street, Best Street, Taplin Street and Brunswick Street North to better alert drivers to watch for cyclists and clarify rights-of-way.
- 7 Add 'Give way to pedestrians' signage and/or footpath decals at the Nicholson Street footpath where the new bike path crosses.
- 8 Continue to monitor cyclist, traffic and pedestrian volumes on Park Street and the Capital City Trail to ensure the project has resulted in the intended outcomes and has not caused any unreasonable risks (noting that all road layouts include some degree of risk present). If any new unreasonable risks are identified these should be resolved during the trial through interventions.