

# Kerbside protected bike lanes with parking on one side of Inkerman Street

## (St Kilda Road to Chapel Street)

### Key Design Principles

Physically protected, 2.2m wide kerbside bike lanes with buffered parking on one side of the road, three dedicated pedestrian crossings with flashing lights and kerb outstands at side streets

- Design features:** This option provides space for various bike types and speeds, providing vulnerable riders with the greatest level of comfort and facilitating the highest uptake of riding. Drivers have clear space to exit vehicles. Pedestrians have priority crossing locations at mid-block locations and clear sightlines to bikes and vehicles.
- Safety outcome:** This option provides the greatest safety improvement and reduces both the likelihood and severity of all crash types, is inclusive of all bike users and provides

dedicated mid-block crossing locations for pedestrians.

- Strategic outcome:** This option aligns with some project objectives and aligns with outcomes in Council's Integrated Transport Strategy. The only objective not adequately satisfied is minimising impact on parking.
- Impacts:** This option has the highest impact on parking (loss of 116 bays over the 1.2km length) during peak occupancy times 4% of the parking bays would be available for parking. To increase the availability of parking new parking controls could be introduced to increase turn over, encouraging off street parking where available and prioritising bays for residential use. Options for reducing the impact of

parking will be considered during community consultation.

This option increases the width of parking bays to allow for parking of larger vehicles (SUVs) which are not currently accommodated within the current parking bays on Inkerman Street as they are below recommended / standard widths.

The option provides the safest outcome for all road users, aligns with Council's endorsed strategies and is a similar approach to the St Kilda Road bike corridor

The concept design below is split into three sections. Key numbered items are listed on the following page.

### LEGEND

	Proposed trees		Proposed Green Pavement
	Existing trees to be retained		Electrical tram poles
	Existing trees to be removed		Traffic light poles
	Garden beds		Pedestrian crossing poles
	Stabilised gravel toppings		Proposed seating node
	Grassed areas		Proposed bike repair station
	Asphalt paving		Pedestrian connections
			Bike hoops





# Kerbside protected bike lanes with parking on one side of Inkerman Street

## (Chapel Street to Westbury Street)

1. Soften St Kilda Road interface through proposed garden bed planting

2. Provide seating node and planting to corner Bath Street including large feature tree

3. Retain and protect existing native street tree plantings

4. Allowance for southern existing community bus stop location

5. Improved amenity through addition of extra seating and bicycle parking hoops through site extents

6. Investigate opportunities for additional street trees
7. Expansion of garden bed planting at one-way street no entry points to increase permeable surface area

8. Inclusion of widened buffers, garden beds and trees on road to improve separation and aesthetics

9. Definition and enhancement of planting adjacent to rail underpass on northern side


10. Preservation and potential enhancement of existing cafe outdoor dining area


11. Bicycle repair station and interpretive signage at Hewison Reserve


12. Preservation and potential enhancement of existing restaurant outdoor dining areas
13. Pedestrian crossing locations:


  - Marriott Street (near the ALDI entrance)
  - Malakoff Street (at Hewison Reserve)
  - Young / Blenheim Street


LEGEND


 Proposed trees


 Existing trees to be retained


 Existing trees to be removed


 Garden beds


 Stabilised gravel toppings


 Grassed areas


 Asphalt paving


 Proposed Green Pavement


 Electrical tram poles


 Traffic light poles

 Pedestrian crossing poles

 Proposed seating node

 Proposed bike repair station

 Pedestrian connections

 Bike hoops





# Kerbside protected bike lanes with parking on one side of Inkerman Street

## (Westbury Street to Hotham Street)

1. Soften St Kilda Road interface through proposed garden bed planting

2. Provide seating node and planting to corner Bath Street including large feature tree

3. Retain and protect existing native street tree plantings

4. Allowance for southern existing community bus stop location

5. Improved amenity through addition of extra seating and bicycle parking hoops through site extents

6. Investigate opportunities for additional street trees
7. Expansion of garden bed planting at one-way street no entry points to increase permeable surface area

8. Inclusion of widened buffers, garden beds and trees on road to improve separation and aesthetics

9. Definition and enhancement of planting adjacent to rail underpass on northern side

10. Preservation and potential enhancement of existing cafe outdoor dining area

11. Bicycle repair station and interpretive signage at Hewison Reserve


12. Preservation and potential enhancement of existing restaurant outdoor dining areas
13. Pedestrian crossing locations:


• Marriott Street (near the ALDI entrance)


• Malakoff Street (at Hewison Reserve)


• Young / Blenheim Street


LEGEND


 Proposed trees


 Existing trees to be retained


 Existing trees to be removed


 Garden beds


 Stabilised gravel toppings


 Grassed areas


 Asphalt paving


 Proposed Green Pavement


 Electrical tram poles


 Traffic light poles

 Pedestrian crossing poles

 Proposed seating node

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 Pedestrian connections

 Bike hoops

The map shows Inkerman Street with various streets crossing it: Westbury St, Sebastopol St, Malakoff St, Leslie St, Prentice St, Hotham St, Orange Grv, Balston St, Chusan St, and Marriott St. It highlights proposed green pavement for bike lanes, garden beds, and tree locations. Pedestrian crossings are marked at several intersections. A note in the top right corner states: 'Tree numbers and planting locations subject to further review and authority approval during detailed design process.'

Update:  
all pedestrian crossings included in notes

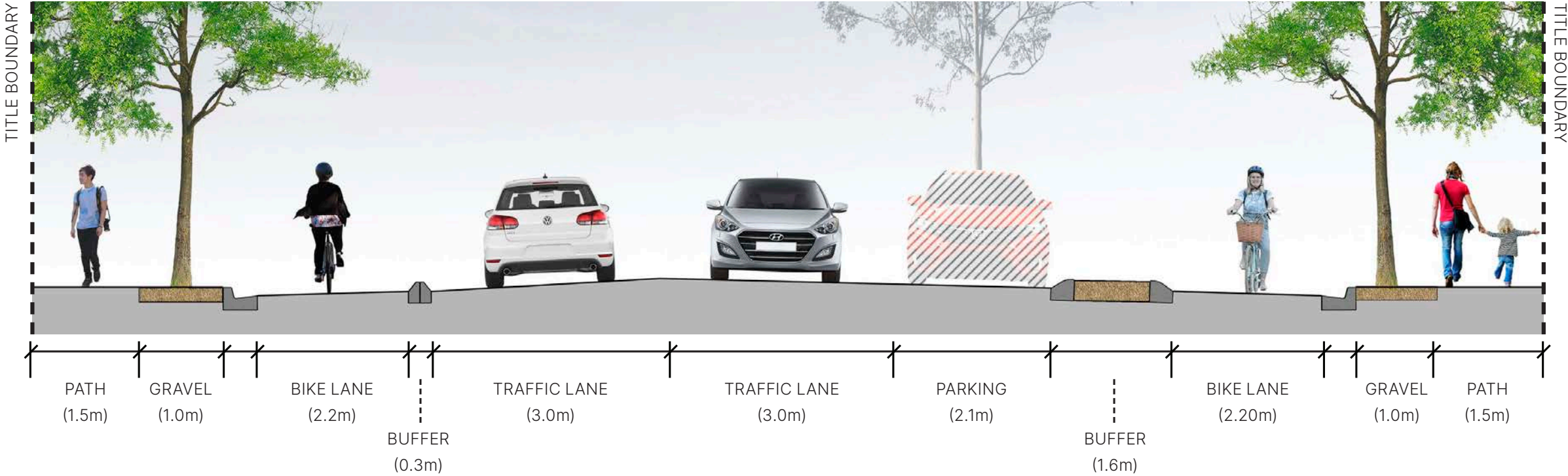


# Kerbside protected bike lanes with parking on one side of Inkerman Street

(Road cross-sections)

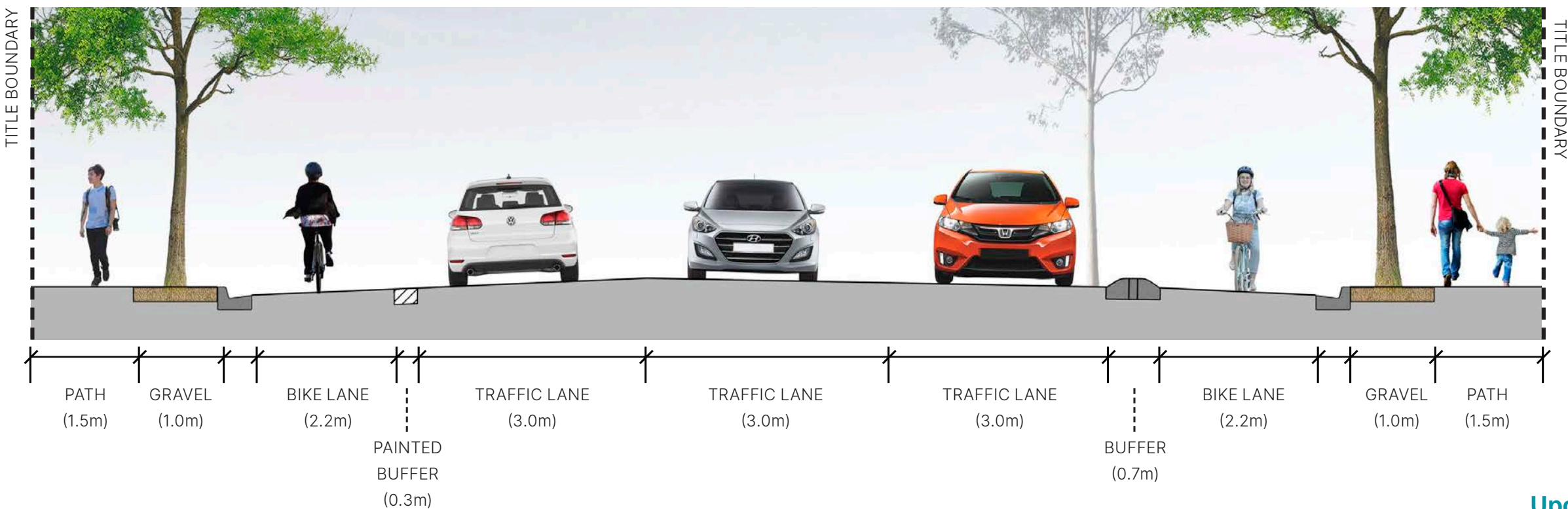
## Typical road cross-section mid-block (see plans for exact location)

SECTION 1A-1A



## Typical road cross-section at traffic lights (see plans for exact location)

SECTION 1B-1B



**Update:**  
all pedestrian crossings included in notes



# Kerbside protected bike lanes with parking on one side of Inkerman Street

(Renders)



Update:  
all pedestrian crossings included in notes



# On-road buffered bike lanes with parking on both sides of Inkerman Street

## (St Kilda Road to Chapel Street)

### Key Design Principles

On-road 1.2m bike lanes located between parking and traffic lanes, with painted buffers on either side, parking on both sides of the road, three dedicated pedestrian crossings with flashing lights and kerb outstands.

- Design features:** This option upgrades existing on-road bike lane by providing a buffer on each side to protect bike riders. It provides wider parking bays and a buffer between parked cars and the bike lane for drivers to exit the vehicle. While existing riders would feel safer, it may not encourage less confident riders to start riding. Pedestrians have priority crossing locations at mid-block locations and clear sightlines to bikes and vehicles.
- Safety outcome:** This option provides the

second highest safety improvement. It reduces the likelihood and severity of many crash types and provides dedicated mid-block crossing locations for pedestrians.













- Strategic outcome:** This option aligns with the project objectives of reducing parking impacts, however does not align with the objective to increase ridership or with Council's Integrated Transport Strategy as it does not provide a protected bike lane.
- Impacts:** This option has minimal impact on parking (loss of 20 bays over the 1.2km length) during peak occupancy times there would be 18% of the parking bays available for parking and the remaining bays would meet current parking demand (additional detail in following

section under the heading Parking Impacts). The width of the bike lane with the painted buffers allows for use by wider bikes avoiding the need for these cyclists to use the traffic lane.

- This option increases the width of parking bays to allow for parking of larger vehicles (SUVs) which are not currently accommodated for within the current parking bays on Inkerman Street as they are below recommended / standard widths.

The concept design below is split into three sections. Key numbered items are listed on the following page.

### LEGEND

	Proposed trees		Proposed Green Pavement
	Existing trees to be retained		Existing Green Pavement
	Existing trees to be removed		Electrical tram poles
	Garden beds		Traffic light poles
	Stabilised gravel toppings		Pedestrian crossing poles
	Grassed areas		Proposed seating node
	Asphalt paving		Proposed bike repair station
			Pedestrian connections
			Bike hoops





# On-road buffered bike lanes with parking on both sides of Inkerman Street

## (Chapel Street to Westbury Street)

1. Soften St Kilda Road interface through proposed garden bed planting

2. Provide seating node and planting to corner Bath Street including large feature tree

3. Retain and protect existing native street tree plantings

4. Allowance for southern existing community bus stop location

5. Improved amenity through addition of extra seating and bicycle parking hoops through site extents

6. Investigate opportunities for additional street trees

7. Expansion of garden bed planting at one-way
- street no entry points to increase permeable surface area

8. Definition and enhancement of planting adjacent to rail underpass on northern side


9. Preservation and potential enhancement of existing cafe outdoor dining area


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12. Pedestrian crossing locations:
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 Proposed Green Pavement


 Existing Green Pavement


 Electrical tram poles


 Traffic light poles

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 Proposed seating node

 Proposed bike repair station

 Pedestrian connections

 Bike hoops





# On-road buffered bike lanes with parking on both sides of Inkerman Street

(Westbury Street to Hotham Street)

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
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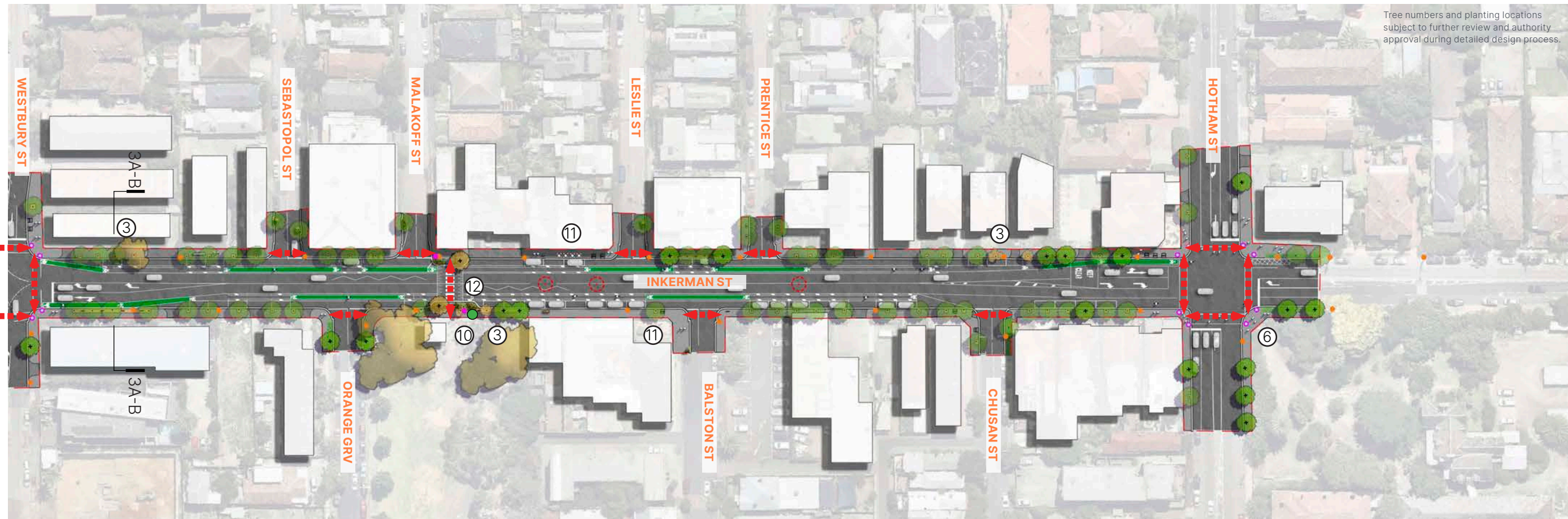
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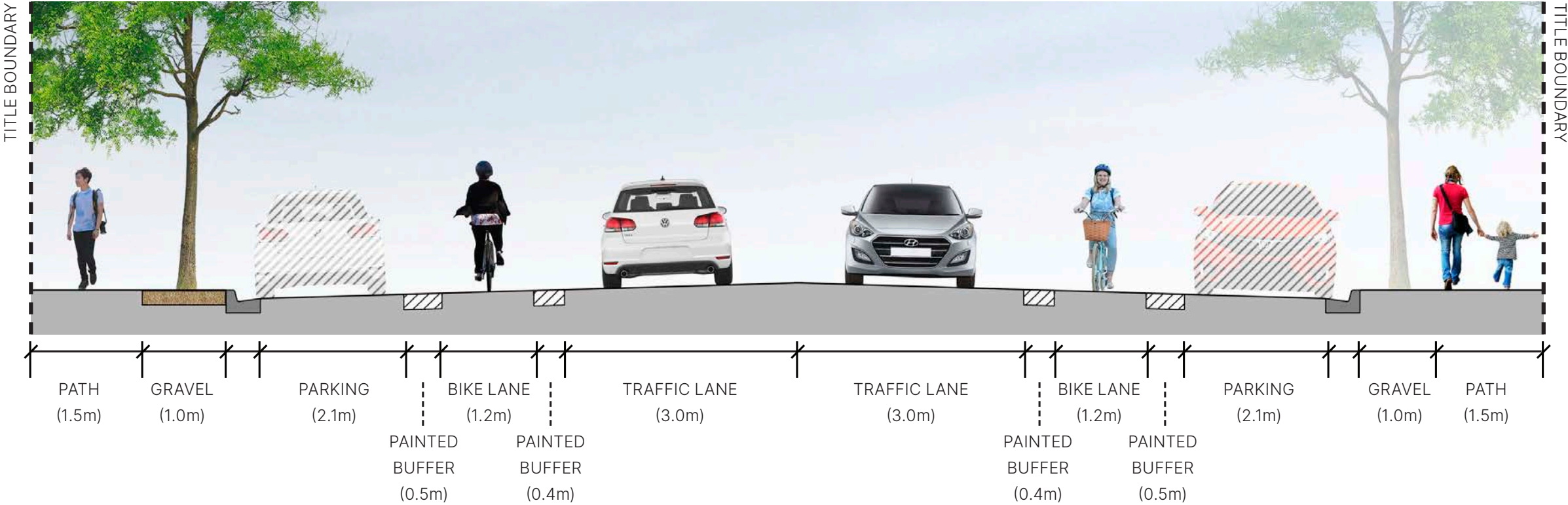


# On-road buffered bike lanes with parking on both sides of Inkerman Street

(Road cross-sections)

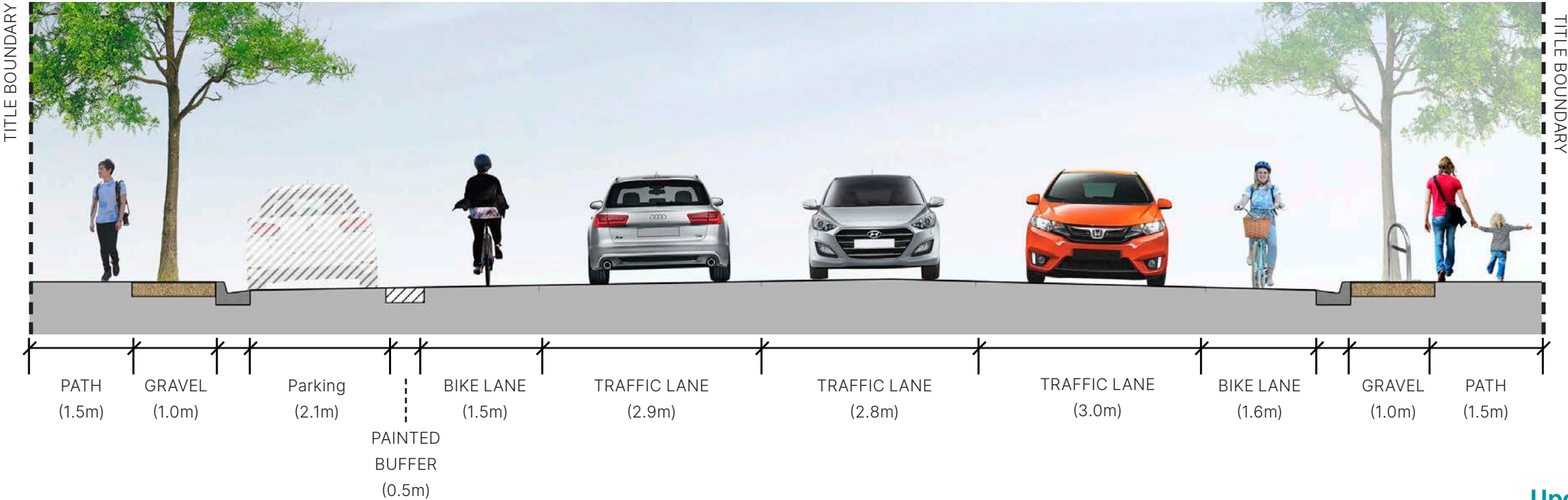
## Typical road cross-section mid-block (see plans for exact location)

SECTION 3A-A - 3A-A



## Typical road cross-section at traffic lights (see plans for exact location)

SECTION 3A-B - 3A-B



**Update:**  
all pedestrian crossings included in notes



# On-road buffered bike lanes with parking on both sides of Inkerman Street

(Renders)



Update:  
all pedestrian crossings included in notes