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CORRIDOR 3: THE GREAT WESTERN SHIMMY



EXISTING CONDITIONS SUMMARY

Key Attributes

A north-south aligned corridor, locally referred to as the ‘Great Western Shimmy’, extending from Edwardes Street in Reservoir to Arthurton Road in Northcote. This corridor winds through predominately residential streets, with key destinations including Crispe Park, H.P. Zwar Reserve, Melbourne Polytechnic, Bell Primary and Northcote Golf Club. This route is being considered for designation as a primary transport cycling route as part of the State Government’s Strategic Cycling Network.

Key Destinations

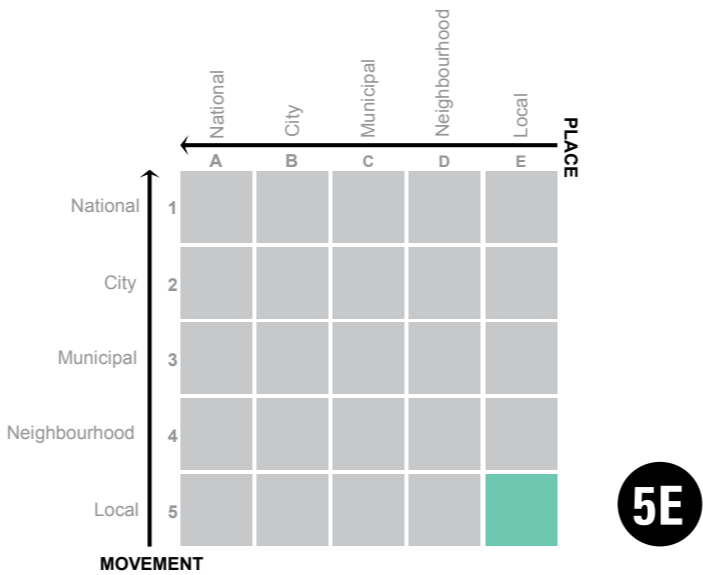
- Mayer Park;
- Melbourne Polytechnic;
- Preston West Primary School; and
- Reservoir Activity Centre.

Key Challenges

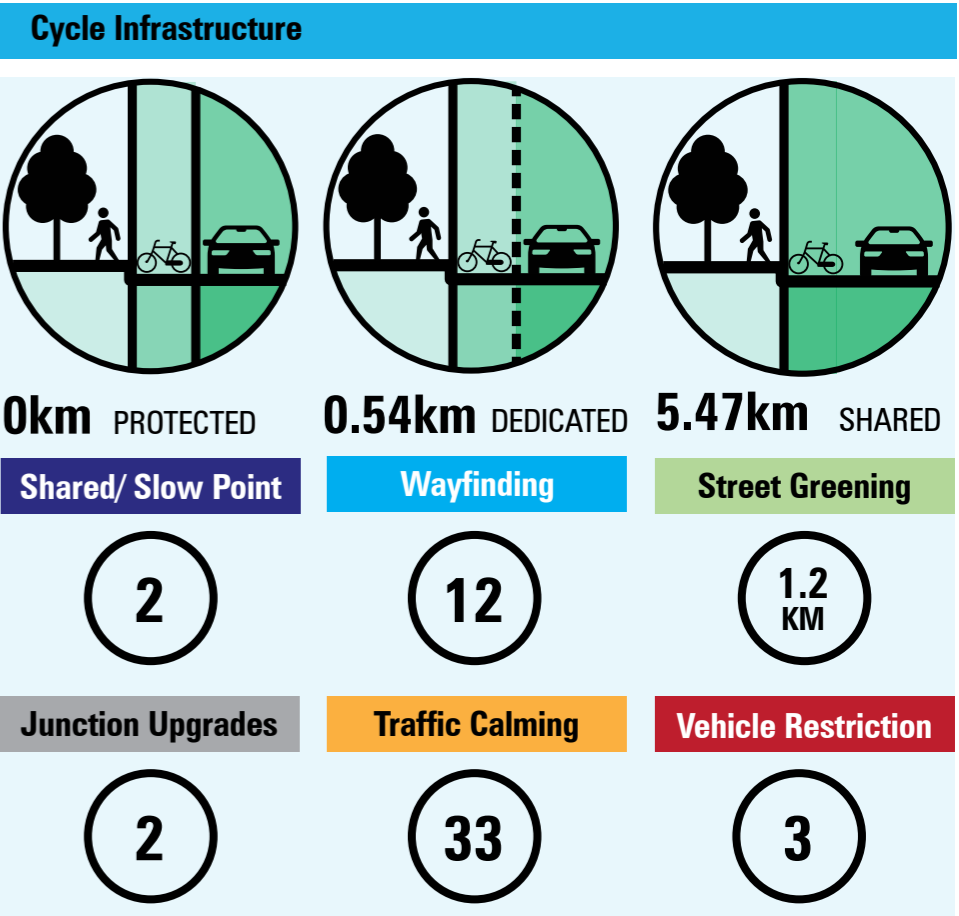
- Improve legibility and wayfinding for cyclists;
- Minimise opportunities for vehicle rat-running and slow vehicle speeds along corridor extent;
- Improve crossing at major intersections such as Miller Street and Murray Road.

Movement & Place Designation

Corridor 3 comprises 1 street type including:



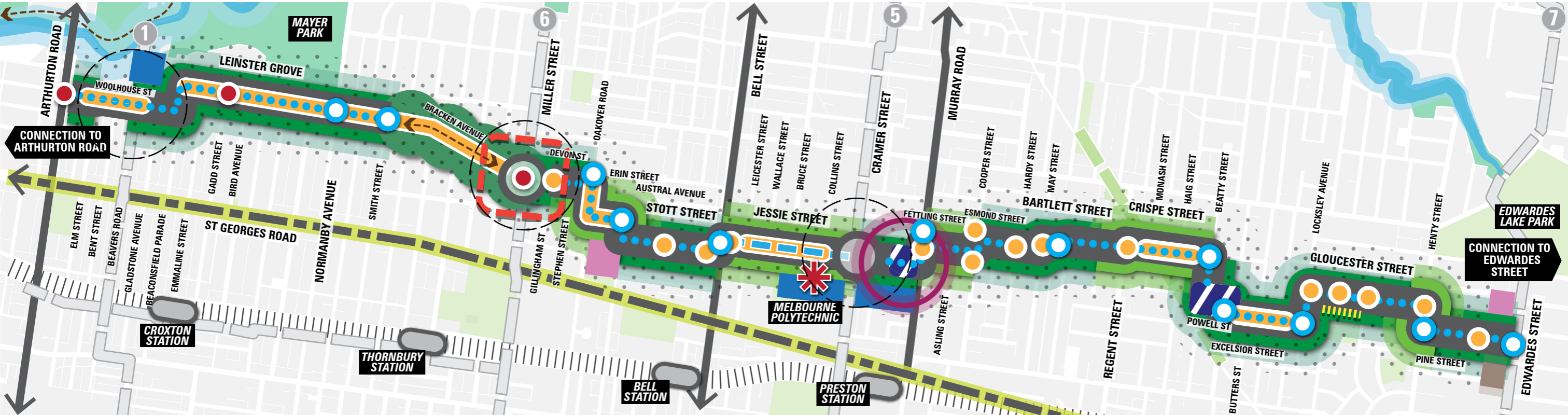
KEY OUTCOMES



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CORRIDOR FRAMEWORK PLAN



Activity node

Key destination

Shared zone/  
slow zone

Wayfinding improvement

Street greening  
opportunities

Retain / Improve existing  
street planting

Footpath upgrade

Junction improvement

Traffic calming

Integrated station  
node

Maintain efficient tram  
movement & improve  
stops

Vehicle restriction

Protected cycle facility

Dedicated cycle facility

Shared vehicle &  
cycle facility

Streets for People  
Corridor 3

Other Streets for People  
Corridors

Major roads

Existing trail/  
off road

Median shared  
user path

Corridor  
intersection

Key Site

Commercial

Residential (medium- high density)

Residential (low- medium density)

Institution

Existing industrial (potential future  
medium- high density mixed use)

Open space/ reserve

Existing linear reserve

CORRIDOR AMBITIONS:

1. Acknowledge the significance of the Great Western Shimmy as a critical north-south cycle link in Darebin through improved signage and wayfinding opportunities along its extent.
2. Implement traffic calming measures (and in some cases vehicle restrictions) at the intersection with local residential streets to support the shared cycle designation along those streets.
3. Implement shared zones (or slow zones) at school frontages to improve safety and accessibility for students walking and cycling to school.
4. Upgrade junctions along intersecting major roads to improve safety and functionality of walking and cycling along the corridor, particularly at Arthurton Road, Bell Street and Edwardes Street.
5. Build on the existing canopy coverage and landscape of Leinster Grove and Stott Street and extend landscape improvements along the corridor.


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RECOMMENDED DESIGN TREATMENTS

To be read in association with **Corridor Framework Plan** on Page 41.



| CORRIDOR 3: CYCLE INFRASTRUCTURE          |   |                               |   |
|---|---|-------------------------------|---|
| Streets/ Junctions                        | Recommended Cycle Infrastructure            | Existing Cycle Infrastructure | Comment   |
| Woolhouse St                              | Shared cycle and vehicle                    | Shared cycle and vehicle      | Three pinch points along Woolhouse St.  |
| Woolhouse St & Beaconsfield Pde           |   | Route priority                | Retain route priority.  |
| Beaconsfield Pde                          | Shared cycle and vehicle                    | Shared cycle and vehicle      |   |
| Leinster Grove                            | Shared cycle and vehicle                    | Shared cycle and vehicle      | Mark parking lanes on both sides of Leinster Grove north of Normanby Road, to visually reduce the width of the trafficable road.  |
| Bracken Avenue                            | Off road cycle path                         | Off road cycle path           | Council’s existing project to upgrade crossings. Pinch point raised crossings at all intersections.   |
| Devon St                                  | Shared cycle and vehicle                    | Shared cycle and vehicle      |   |
| Oakover Rd                                | off-road cycle path on north side of street |                               | Removal of kerbside parking and implement shared cycle path on north side of street between Devon St and Erin St.   |
| Oakover Rd & Erin St Junction             |   |                               |   |
| Stott St & Bell St Junction               | Off-road cycle facility                     |                               | Kerb extension to provide cyclist access at footpath level.   |
| Jessie St & Bell St Junction              | Off-road cycle facility                     |                               | Kerb extension to provide cyclist access at footpath level.   |
| Jessie St (between Bell St & Cramer St)   | Dedicated cycle lane (no buffer)            |                               | Convert 90 degree parking adjacent to Melbourne Polytechnic to parallel parking, to allow a 2m wide median to be provided along Jessie Street between Bruce St and Cramer St. and space for dedicated cycle facility. |
| Jessie St (Between Cramer St & Murray Rd) | Shared cycle and vehicle                    |                               | Mark parking on the western side of Jessie Street between Cramer St and Murray Road.  |



| CORRIDOR 3: CYCLE INFRASTRUCTURE |  |                               |  |
|----------------------------------|--|-------------------------------|--|
| Streets/ Junctions               | Recommended Cycle Infrastructure               | Existing Cycle Infrastructure | Comment  |
| Fetling St                       | Shared cycle and vehicle                       | Shared cycle and vehicle.     |  |
| Cooper St                        | Shared cycle and vehicle                       |                               |  |
| Esmond St                        | Shared cycle and vehicle                       |                               | Raised pinch point along Esmond St and Bartlett St.          |
| Bartlett St                      | Shared cycle and vehicle                       |                               | Raised pinch point along Esmond St and Bartlett St.          |
| Regent St                        | Dedicated cycle lane (line marking, no buffer) |                               | Refuge crossing at Regent St.                                |
| Crispe St                        | Shared cycle and vehicle                       |                               |  |
| Beatty St                        | Shared cycle and vehicle                       |                               |  |
| Powell St                        | Shared cycle and vehicle                       |                               |  |
| Excelsior St                     | Shared cycle and vehicle                       |                               | Raised pinch point or chicane.                               |
| Locksley Ave                     | Shared cycle and vehicle                       |                               |  |
| Gloucester St                    | Shared cycle and vehicle                       |                               | Mid block raised pinch point<br>Footpath upgrade (east side) |
| Henty St                         | Shared cycle and vehicle                       |                               |  |
| Pine St                          | Shared cycle and vehicle                       |                               | Mid block raised pinch point.                                |

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| CORRIDOR 3: THE GREAT WESTERN SHIMMY                 |   |   |
|--|---|---|
| Streets/ Junctions                                   | Recommendation Junction / Intersection Treatment Type                               | Comment   |
| Arthurton Rd & Woolhouse St                          | Type M Vehicle restriction  | Restrict traffic access to Woolhouse Street – allow cycle only.   |
| Woolhouse St & Elm St                                | Kerb realignment and new open space   | Opportunity for kerb realignment and additional open space.   |
| Woolhouse St & Bent St                               | Type H – mid-block  | Incorporate 3 x treatment type 1 pinch points along Woolhouse St at mid-block points.   |
| Woolhouse St & Beavers Road                          | Type H – mid-block  |   |
| Woolhouse St & Gladstone Avenue                      | Type H – mid-block  |   |
| Leinster Grove                                       | Line marking  | Mark parking lanes on both sides of Leinster Grove north of Normanby Road, to visually reduce the width of the trafficable road.  |
| Leinster Grove & Emmaline St                         | Type K  |   |
| Leinster Grove & Gadd St                             | Type G  | Remove south bound vehicle access along Leinster Grove at Gadd St.  |
| Leinster Grove (Between Bird Avenue To Smith Street) | Type H  | Mid block pinch point.  |
|  | Type K (x3)   | Raised intersections at Woolton/Shafsbury/Bradley.  |
| Leinster Grove & Smith Street)                       | Type L  | Raised intersection.  |
| Bracken Avenue & Smith St                            | Type L  | Raised intersection.  |
| Miller St & Devon St Junction                        | Vehicle restriction<br><br>Refer Key Site Indicative Concept Design design response | Intersection with Corridor 6 - Remove vehicle link between Miller Street and Devon Street, allow cycle access only.<br><br>Opportunity for car park removal and a new open space.<br><br>Opportunity to integrate with tram stop upgrade and signalised pedestrian / cyclist crossing at Miller Street. |
| Devon St (Between Miller & Gillingham St)            | Off road cycle path   | As per treatment above.   |
| Devon St & Gillingham St Junction                    |   | As per treatment above.   |



| CORRIDOR 3: THE GREAT WESTERN SHIMMY      |   |   |
|---|---|---|
| Streets/ Junctions                        | Recommendation Junction / Intersection Treatment Type | Comment   |
| Devon St & Oakover Rd Junction            | Type J Type N   | Install a pinch point and raised pedestrian / cyclist crossing at Oakover Road.<br><br>Bus route so no vertical deflection. Ped/cycle crossing point – modified treatment 3 and 5   |
| Stott St & Austral Avenue Junction        | Type H  | Mid-block pinch point.  |
| Jessie St (Between Bell St & Cramer St)   | Type E (modified with median)                         | Convert 90 degree parking adjacent to Melbourne Polytechnic to parallel parking, to allow a 2 m wide median to be provided along Jessie Street between Bruce St and Cramer St. and space for dedicated cycle facility.  |
| Jessie St & Leicester St Junction         | Roundabout upgrade                                    | Marked cycle lanes through roundabout to improve cycle safety.  |
| Jessie St & Bruce St Junction             | Roundabout upgrade                                    | Either marked cycle lanes or potential removal to change to give way on Bruce St.   |
| Jessie St & Collins St Junction           | Type F  |   |
| Jessie St & Cramer St Junction            | Roundabout removal Type K (x2)                        | Intersection with Corridor 5 - At Jessie St / Cramer St, consider removing roundabout and providing priority to Cramer St, and allow bicycle lanes to continue through the intersection (Corridor 5).<br><br>Provide raised side street treatments on Jessie Street approaches. |
| Jessie St (Between Cramer St & Murray Rd) | Line marking  | Mark parking on the western side of Jessie Street between Cramer St and Murray Road.  |
| Jessie St (School Entry)                  | Shared zone   | Reduced carriage width & potential removal of parallel parking south of Murray Road.  |
| Jessie St & Murray Rd Junction            | Type J (x2)   | Provide refuge crossings across Murray Road, between Fettleing St and Jessie St.  |
| Fettleing St & Cooper St Junction         | Type L  | Change priority to cycle route.   |
| Cooper St & Esmond St Junction            | Type L  | Change priority to cycle route.   |
| Esmond St & Hardy St Junction             | Type L  | Close proximity to school.  |



| CORRIDOR 3: THE GREAT WESTERN SHIMMY                          |   |   |
|---|---|---|
| Streets/ Junctions  | Recommendation Junction / Intersection Treatment Type | Comment   |
| Bartlett St & Regent St Junction                              | Type F  | Provide safe crossing point as below.                             |
| Regent St   | Type J  | Refuge crossing on Regent St.                                     |
| Crispe St & Regent St Junction                                | Type F  | Provide for Regent St cycle access.                               |
| Crispe St & Monash St Junction                                | Type H  | Raised pinch point mid-block.                                     |
| Beatty St & Powell St Junction                                | Shared zone   | Surface treatment.  |
| Excelsior St  | Type H  | Raised pinch point.   |
| Excelsior St (Between Butters St & Locksley Avenue) Junctions | Type H  | Raised pinch point.   |
| Gloucester St   | Type H  | Mid block raised pinch point.<br><br>Footpath upgrade (east side) |
| Henty St & Pine St Junction                                   | Roundabout upgrade                                    | Marked cycle lanes.   |
| Pine St   | Type H  | Mid block raised pinch point.                                     |
| Pine St & Edwardes St Junction                                | Type K  | Intersection with Corridor 7. Entry treatment.                    |

- Note:
- Between Arthurton Rd to Smith St- Traffic Calming: Consider raised approach on side roads where there are perceived risks of vehicles potentially overshooting, or at streets where there are high approach speeds and traffic volumes

Corridor intesections

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## CORRIDOR 3: THE GREAT WESTERN SHIMMY

## KEY SITE: DEVON &amp; MILLER STREET INTERSECTION

## Site Features

- Currently operates as a public car park with through traffic.
- Proximity to existing tram stop along Miller Street and Gilbert Road activity centre.
- Perceived as the continuation of Bracken Avenue off-road trail.
- Located within established residential neighbourhood.

## Site Objectives

- To maximise landscaping opportunity and opportunities for additional new open space.
- To support the creation of new space that support community functions, such as community garden.
- To create a safer cycling environment north of Bracken Avenue.
- To improve pedestrian amenity around existing public transport node (i.e. tram stop).
- To reduce the perception of dominant car environment.
- To manage vehicular access to private properties.
- To discourage through traffic (rat run).

## Key Actions (refer to indicative concept plan)

- 1 Closure of the Devon Street intersection to vehicles and reinstate kerb along north side of Miller Street.
- 2 Implement a new open space at the southern end of Devon Street, while retaining vehicle access to existing vehicle crossovers to private properties.
- 3 Reduction of carriageway width with opportunity for additional landscaping.
- 4 Reconfiguration of existing car parking.
- 5 A shared path along the eastern side of Devon Street (between Miller to Gillingham Streets).
- 6 Raised table at the southern portion, with hardscaping on areas accessible by vehicles.
- 7 Surface treatment at Gillingham and Devon Streets intersection.
- 8 A new shelter at the tram stop, located adjacent to future open space.
- 9 A new signalised crossing at Miller Street.
- 10 Separated cycle facility achieved through footpath extension to reduce carriageway width and gives more space for pedestrian and cyclists.

## Indicative Concept Plan



## Existing Conditions



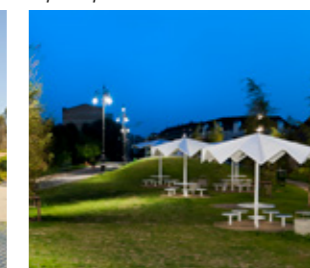
## Indicative Precedents



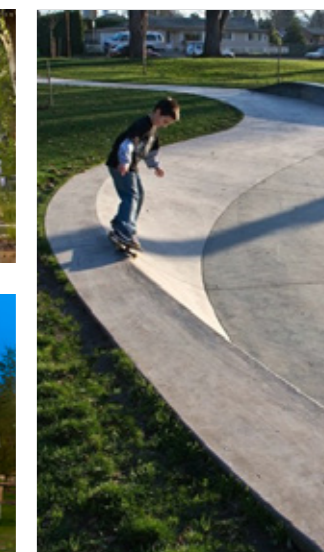
Shared zone to the north of new public open space



Cycle path through new open space



Lawn area in public open space



Play opportunities in road closure