

Protected riding lanes on Arden Street, North Melbourne

City of Melbourne is installing protected riding lanes on Arden Street - delivering a safer and better-connected riding network in North Melbourne.

The riding lanes will run in both directions from Moonee Ponds Creek to Wreckyn Street/Chetwynd Street, and will connect to the riding lanes on Abbotsford Street and the Capital City Trail. They will also provide a safe and sustainable route to Metro Tunnel's new Arden Station which is set to open in 2025.

To support road users travelling along Arden Street, some traffic management changes will also be introduced to keep people moving - no matter how they choose to travel.

In 2023, the North Melbourne community asked for safer riding lanes on Arden Street, and now with approval from the Victorian Government, we're excited to make this happen.

For more information please view the draft design plan included with this letter.

What's happening?

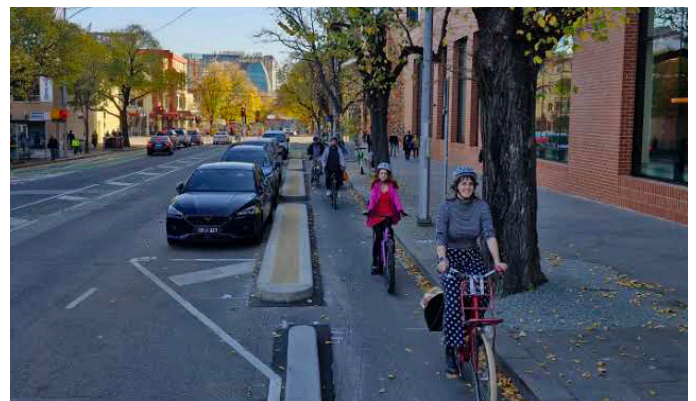
- Works are expected to start in late June 2024 and will take approximately five months to complete, subject to weather conditions.
- The new riding lanes will be installed next to the footpath, protected from traffic by kerbs and parking bays.
- The road lanes will be reduced from two to one in both directions, while maintaining the existing traffic lane layout at most intersections.
- Changes to the layout of parking bays, including the removal of 40 bays (204 retained) to provide space for the project.

While works are underway you can expect:

- Work hours will be 7am to 5pm Monday to Friday, with occasional overnight and weekend work required.
- Nearby properties will be notified ahead of works starting.
- Pedestrian, car and bike access on Arden Street will be maintained at all times.
- Access to driveways will be maintained most of the time - properties will be notified if access is going to be impacted.
- Measures will be in place to reduce dust and noise where possible.



An example of a protected riding lane on Rathdowne Street



An example of a protected riding lane on Grattan Street

To find out more, scan the QR code, contact **9658 9658** or visit melbourne.vic.gov.au/cityprojects



Interpreter services

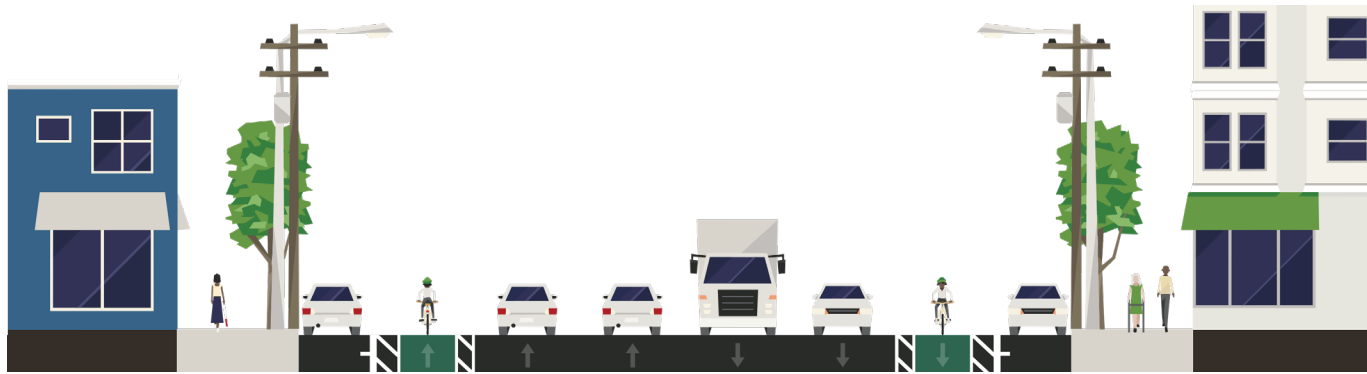
We cater for people of all backgrounds
Please call 03 9280 0726

ARDEN STREET RIDING LANES

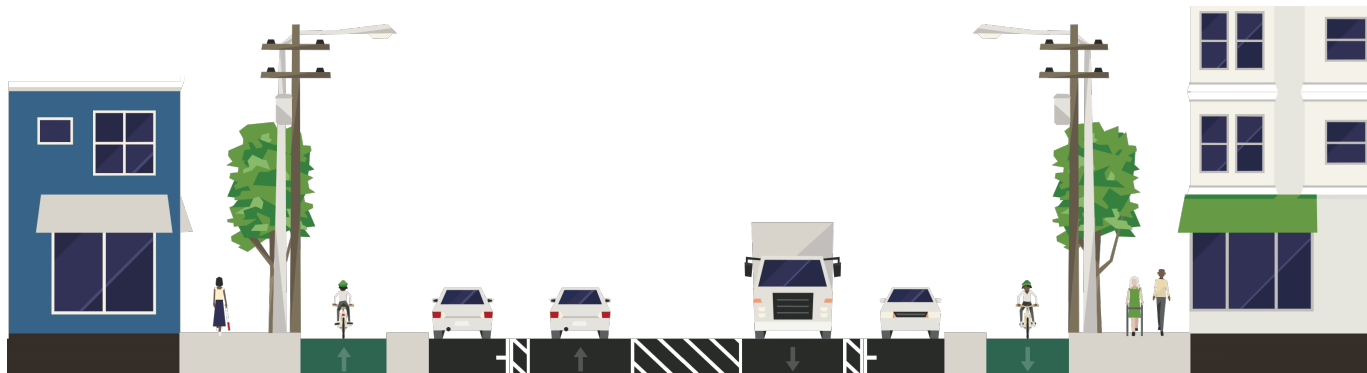
Moonee Ponds Creek to Wreckyn Street/Chetwynd Street

Key changes:

- Protected riding lanes on Arden Street, from Moonee Ponds Creek to Wreckyn Street/Chetwynd Street (3km total).
- Reduced traffic lanes in both directions, while maintaining the existing traffic lane layout at most intersections.
- New traffic islands with plants that are carefully selected for the space - they will be planted after construction to give them the best chance to thrive.
- Green surface treatment to highlight the riding lane at certain locations.
- Removal of 40 parking bays (204 retained).
- The bluestone pitcher channel will be reduced in width in some sections where it interferes with the riding lane.
- Delivers key east-west riding connections to hospital and university precincts, and aligns with the Arden Precinct Structure Plan.



Existing conditions on Arden Street



New conditions on Arden Street

Details of treatments for this project



Concrete separator kerbs



Separation at intersections



Concrete separator islands



Traffic island with greening



Road narrowing/painted island



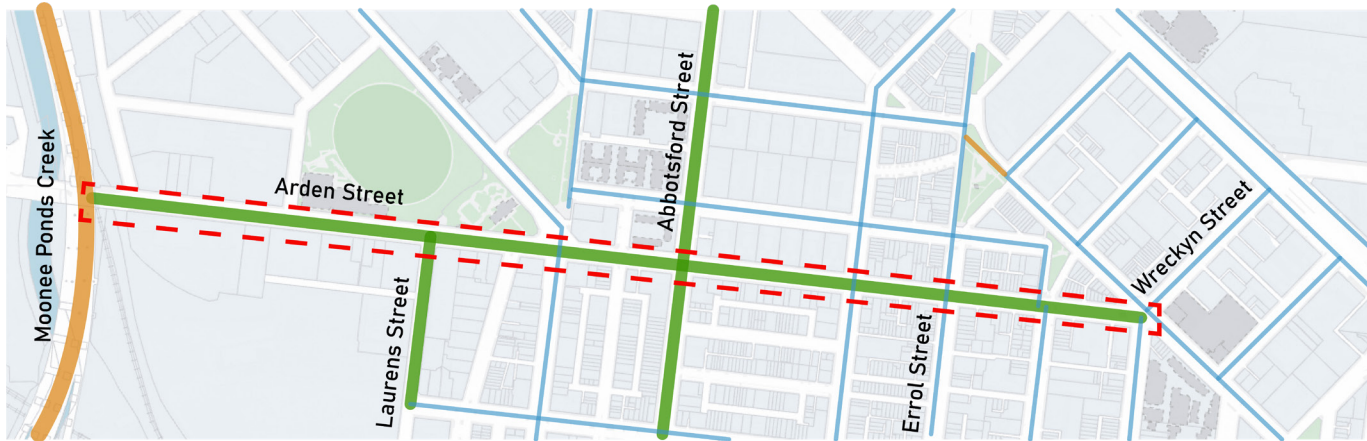
Flexible bollards



Green surface treatment at selected locations



Bike hook turns



A map of the riding lane network in North Melbourne

- Protected riding lane
- Painted riding lane
- Off road bike path
- Proposed Arden Street riding lanes

ARDEN STREET RIDING LANES (1/6)

West section: Moonee Ponds Creek to Fogarty Street

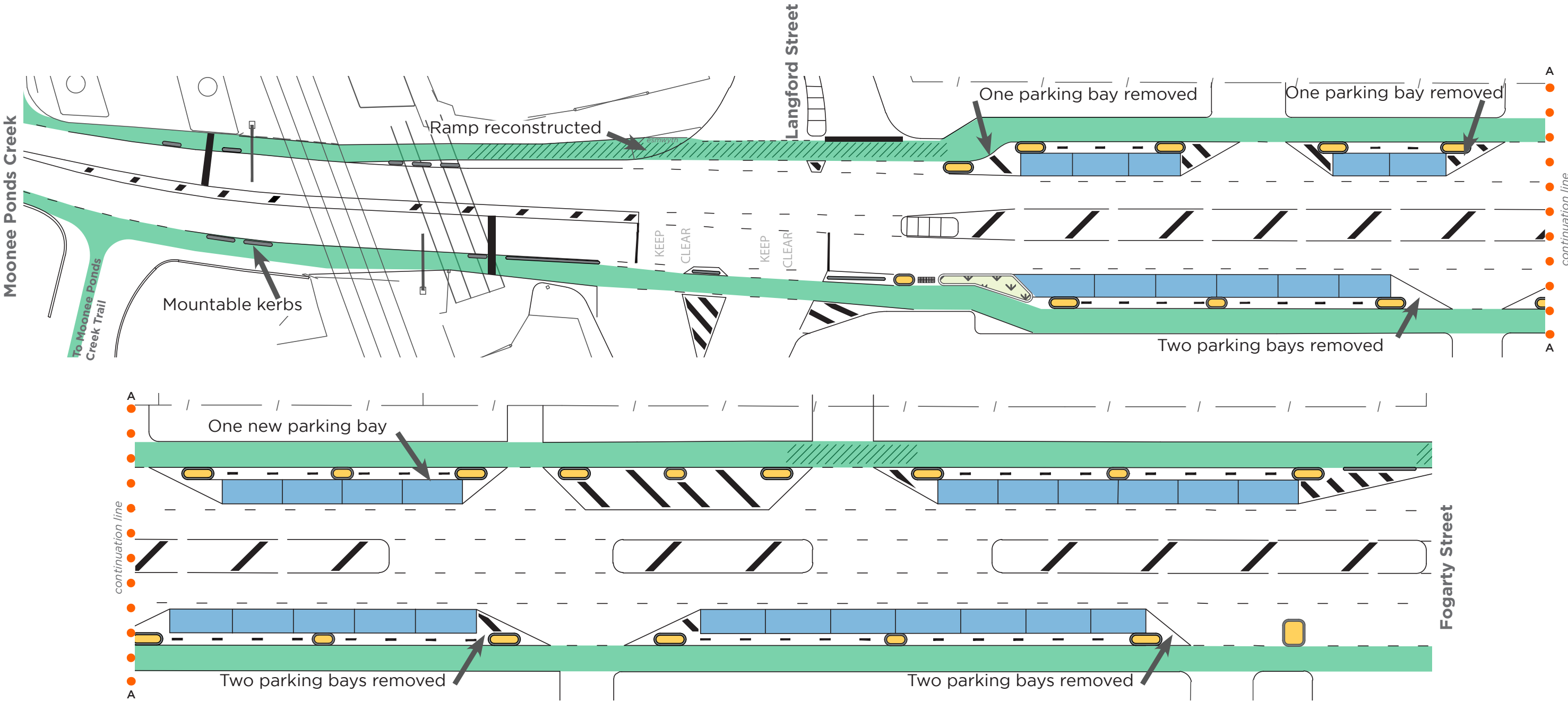
Key changes

- Protected riding lanes on both sides of the street.
- Reduced traffic lanes in both directions.
- Removal of 7 parking bays (33 retained).
- New traffic islands with plants.



Legend:

- Riding lane
- Parking bay
- Concrete separator island
- Concrete separator kerb
- Green surface treatment
- Traffic island with greening



ARDEN STREET RIDING LANES (2/6)

West section: Fogarty Street to Dryburgh Street/Macaulay Road

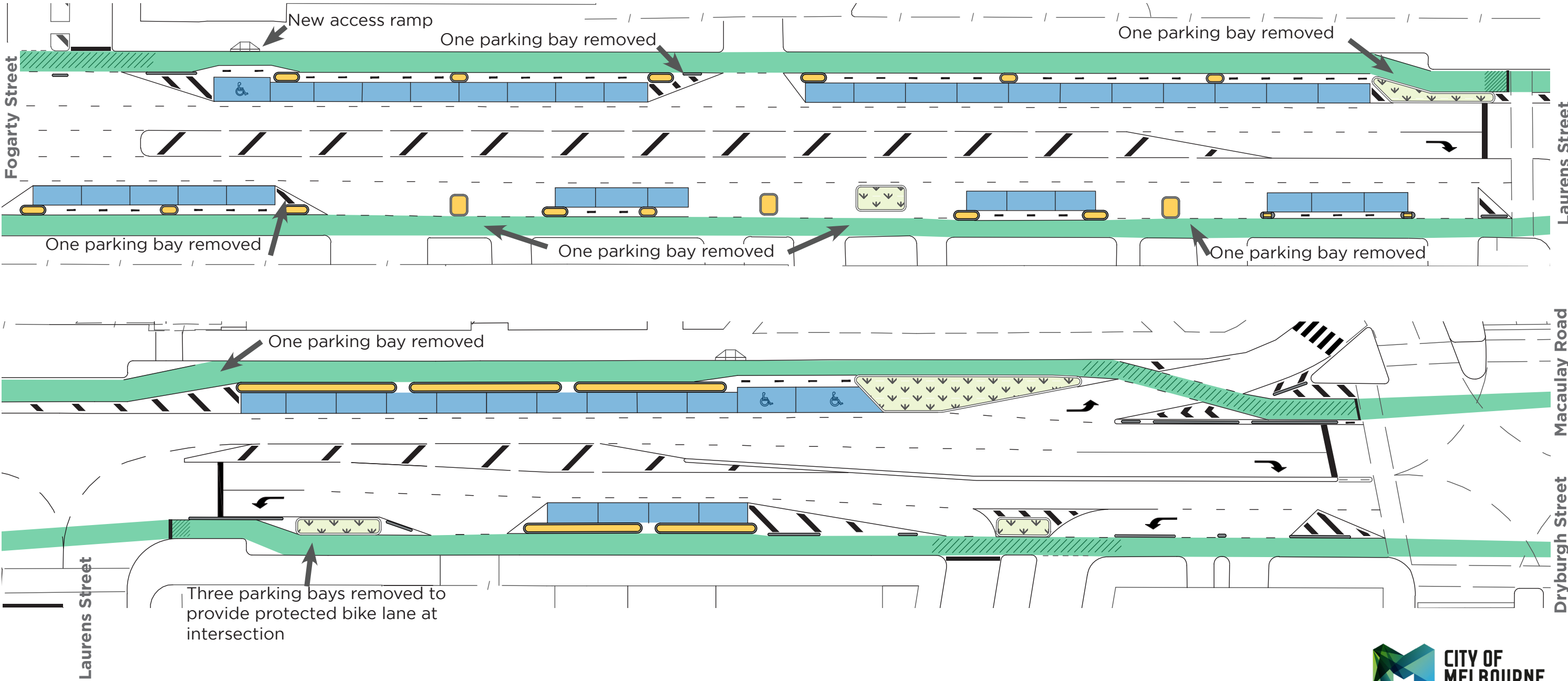
Key changes

- Protected riding lanes on both sides of the street.
- Reduced traffic lanes in both directions, and at signalised intersections.
- Removal of 10 parking bays (49 retained).
- New traffic islands with plants.



Legend:

- Riding lane
- Parking bay
- Concrete separator island
- Concrete separator kerb
- Green surface treatment
- Traffic island with greening



ARDEN STREET RIDING LANES (3/6)

East section: Dryburgh Street to Abbotsford Street

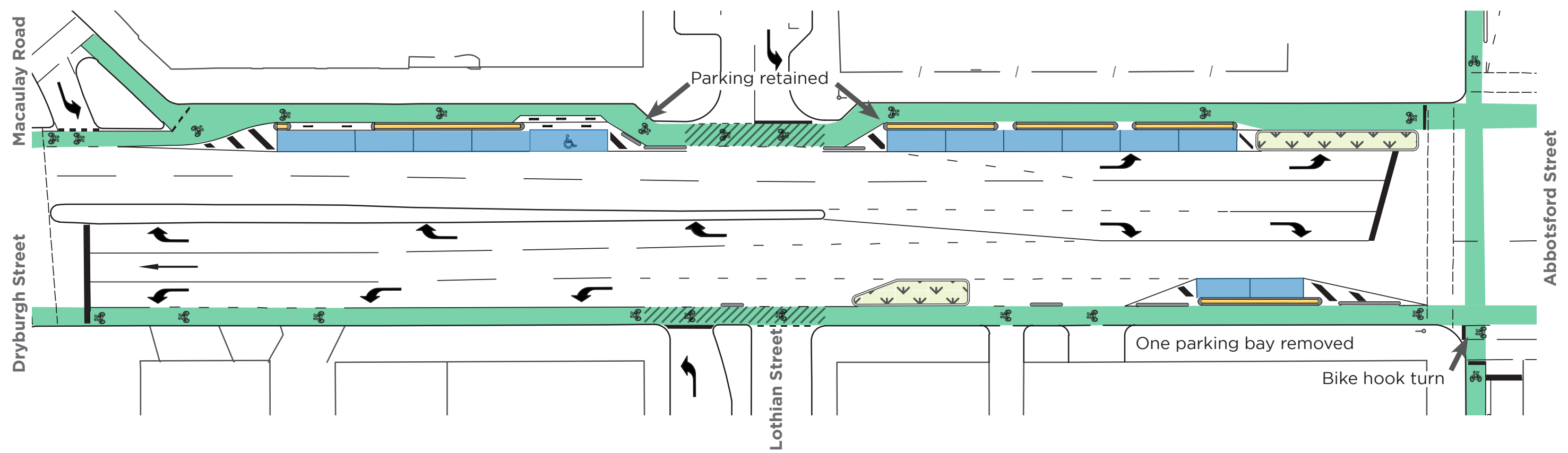
Key changes

- Protected riding lanes on both sides of the street.
- Reduced traffic lanes between Abbotsford Street and Lothian Street (westbound only).
- Removal of one parking bay (13 retained).
- Bluestone pitcher channel reduced in width on the north side, and on the south side between Abbotsford and Lothian Streets.



Legend:

- Riding lane
- Parking bay
- Concrete separator island
- Concrete separator kerb
- Green surface treatment
- Traffic island with greening



ARDEN STREET RIDING LANES (4/6)

East section: Abbotsford Street to Curzon Street

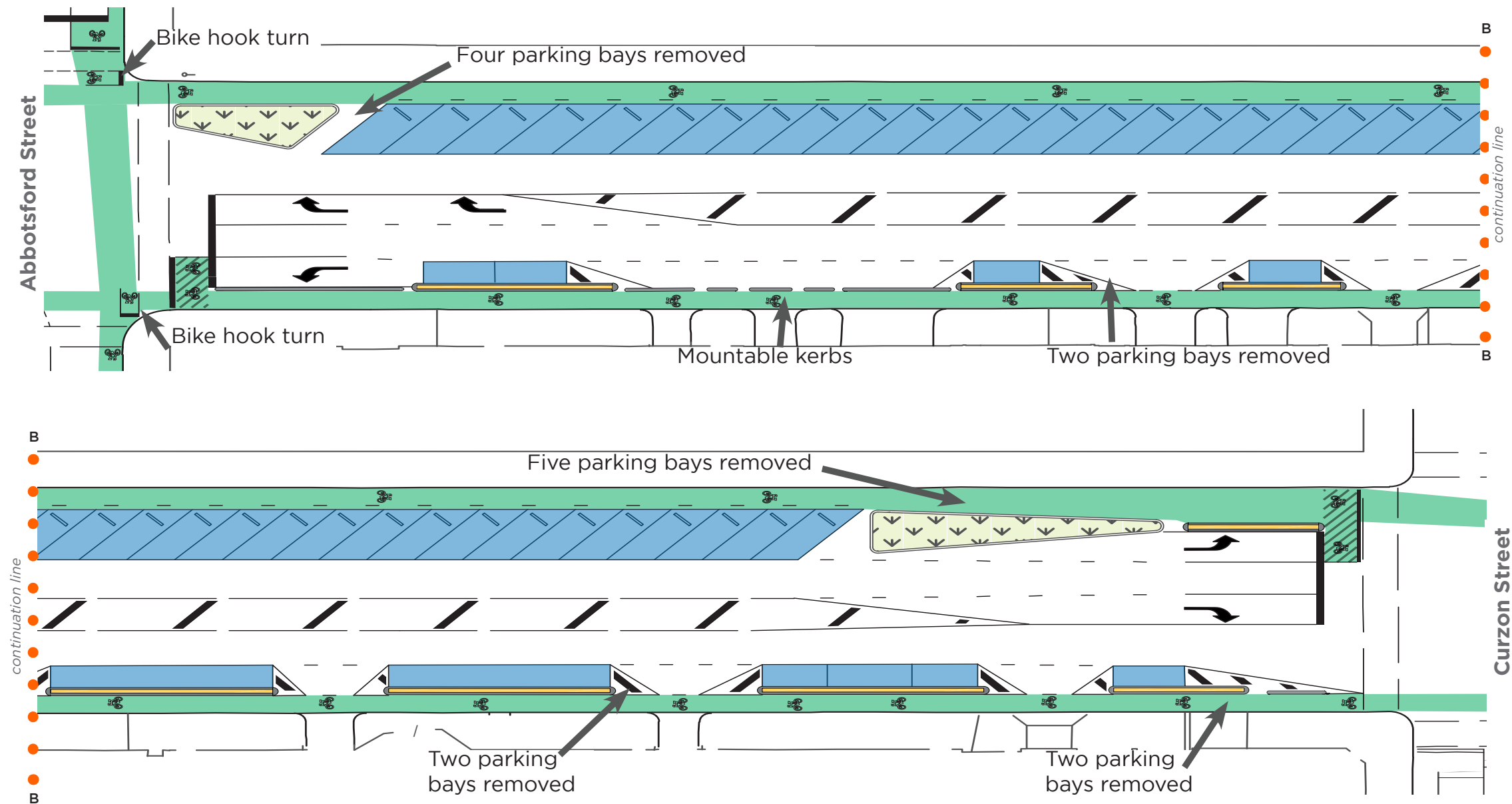
Key changes

- Protected riding lanes on both sides of the street.
- Reduced traffic lanes in both directions.
- Removal of 15 parking bays (53 retained).
- Angled parking bays adjusted from 60° to 45° to accommodate the riding lane and to retain parking between Abbotsford Street and Curzon Street.
- Bluestone pitcher channel reduced in width on both sides of the street.
- New traffic islands with plants.



Legend:

- Riding lane
- Parking bay
- Concrete separator island
- Concrete separator kerb
- Green surface treatment
- Traffic island with greening

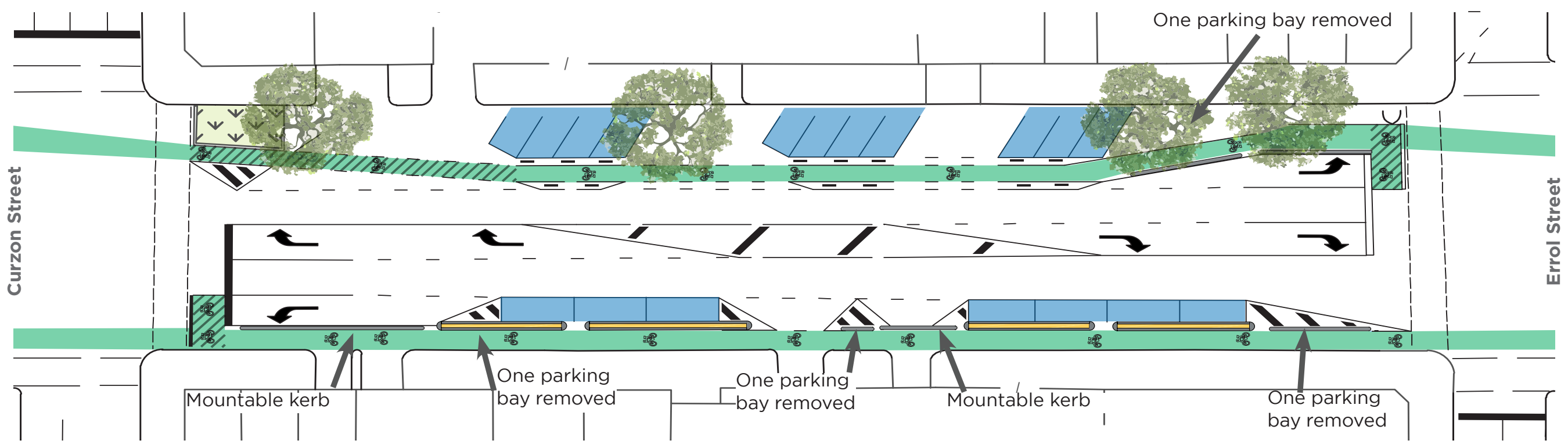


ARDEN STREET RIDING LANES (5/6)

East section: Curzon Street to Errol Street

Key changes

- Protected riding lanes on the south side and painted riding lanes on the north side to accommodate the mature trees.
- Reduced traffic lanes in both directions.
- Removal of four parking bays (18 retained).
- Bluestone pitcher channel reduced in width on the south side.



Legend:

- Riding lane
- Parking bay
- Concrete separator island
- Concrete separator kerb
- Green surface treatment
- Traffic island with greening

ARDEN STREET RIDING LANES (6/6)

East section: Errol Street to Wreckyn Street/Chetwynd Street

Key changes

- Protected riding lanes on the south side, and a short section on the north side between Leveson and Wreckyn Streets.
- Painted riding lane on the north side between Errol and Leveson Streets to accommodate the mature trees.
- Reduced traffic lanes in both directions between Errol and Leveson Streets.
- Removal of three parking bays (38 retained).
- Angled parking bays adjusted from 45° to 60°.
- Bluestone pitcher channel reduced in width on the south side, and on the north side between Leveson and Wreckyn Streets.

