



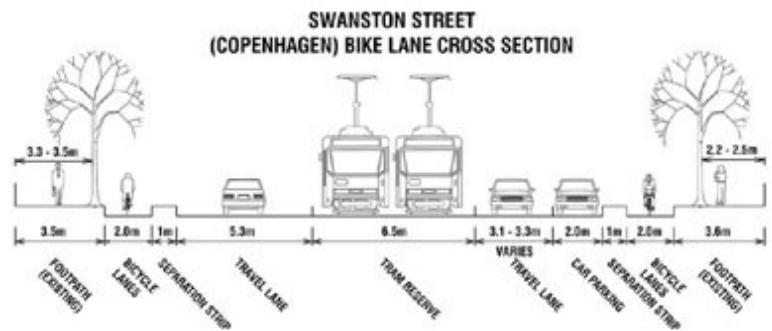
CASE STUDY

Copenhagen Bicycle Lanes Swanston Street, Melbourne

Project Overview

As part of the City of Melbourne's new transport initiative, planners have been exploring better ways to ensure all road users can share our roads safely. As part of this initiative in 2007 the first Australian "Copenhagen Style" separated bicycle lanes were constructed in Swanston Street, Melbourne.

The new cycle separated lanes have been constructed along the northern end of Swanston Street, between Franklin and Faraday Streets. Bicycle lanes now run alongside the footpath, with cars parking on the outside of the bike lane, closest to the road and a one metre wide island separates the bike lane from parked cars.



Separated cycle lanes essentially provide a cycling path on the road that is physically separated from other road users by an adjacent traffic island separating parked cars from cyclists and improving safety for all road users.

The Swanston Street cycle lane is two metres wide and the traffic island separating cyclists from parked cars is one metre wide. As part of the design consideration the wider island helps prevent conflict between cyclists and passengers alighting from the adjacent vehicles.

To further highlight the cycle lanes and increase safety at conflict points, the OMNIGRIP CST surfacing system utilising the unique Synthite aggregate has been installed by the local contractor STS at each conflict point across the project and by all reports has provided an immediate safety improvement for cyclists and motorists alike.



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