

# Bike Safe Macedon Ranges

# Pass with care



**SHARE THE ROAD**



VICTORIA POLICE

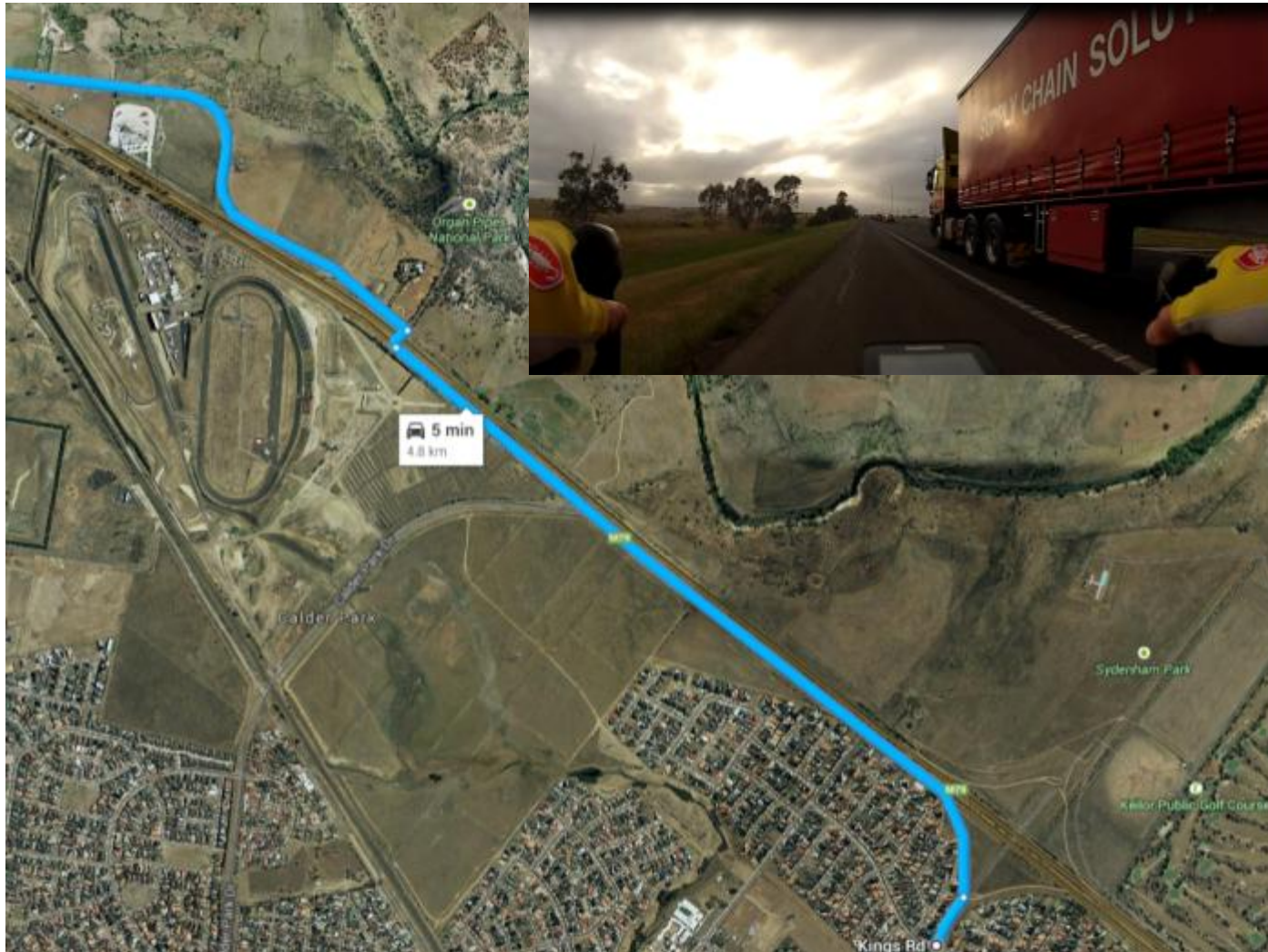


**BIKE SAFE**  
Macedon Ranges



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Macedon Ranges

# Calder Fwy bike path proposal



# Problem Statement

- Section of Calder Fwy between Organ Pipes Rd and Kings Rd is one of very few cycle routes between Sunbury/Diggers Rest/Macedon Ranges and Melbourne
- High speed freeway traffic has minimal separation to cyclists
- Riddled with debris such as retreads, broken glass, building materials etc.
- High speed slip lane to Calder Park Drive intersects cycling traffic with no shoulder – Very high risk
- High speed merging lane from Calder Park Drive intersects cycling traffic with no shoulder – Very high risk
- Cyclists must cross all 4 lanes of Fwy traffic to get to Organ Pipes Rd
  - The potential for a cyclist fatality with the high speed and heavy vehicle to cyclist exposure is high, further increased by the complex intersection at Organ Pipes Rd where U-turns are permitted.
- If cyclists chose not to cross fwy at Organ Pipes Rd due to this high risk they can continue along fwy where they will be exposed to high risk interactions with fwy traffic at BP Service station/Holden Rd entry/exit lanes in 100km/h zone.

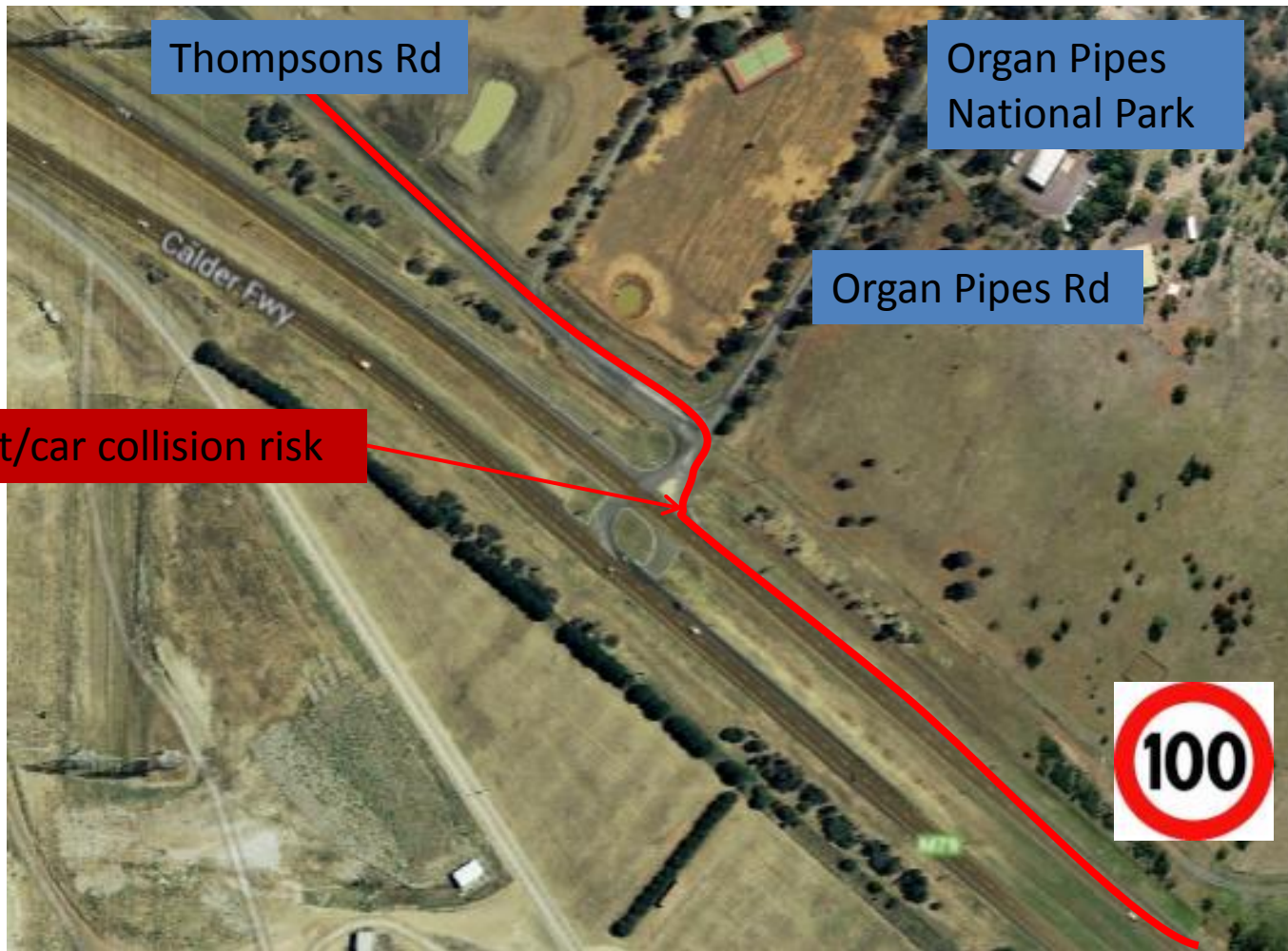




# Current route (southbound)



# Current route (southbound)



Has been used by 302 GPS equipped cyclists according to Strava 13/04/2015



# Current route (southbound)



# Current route (northbound)





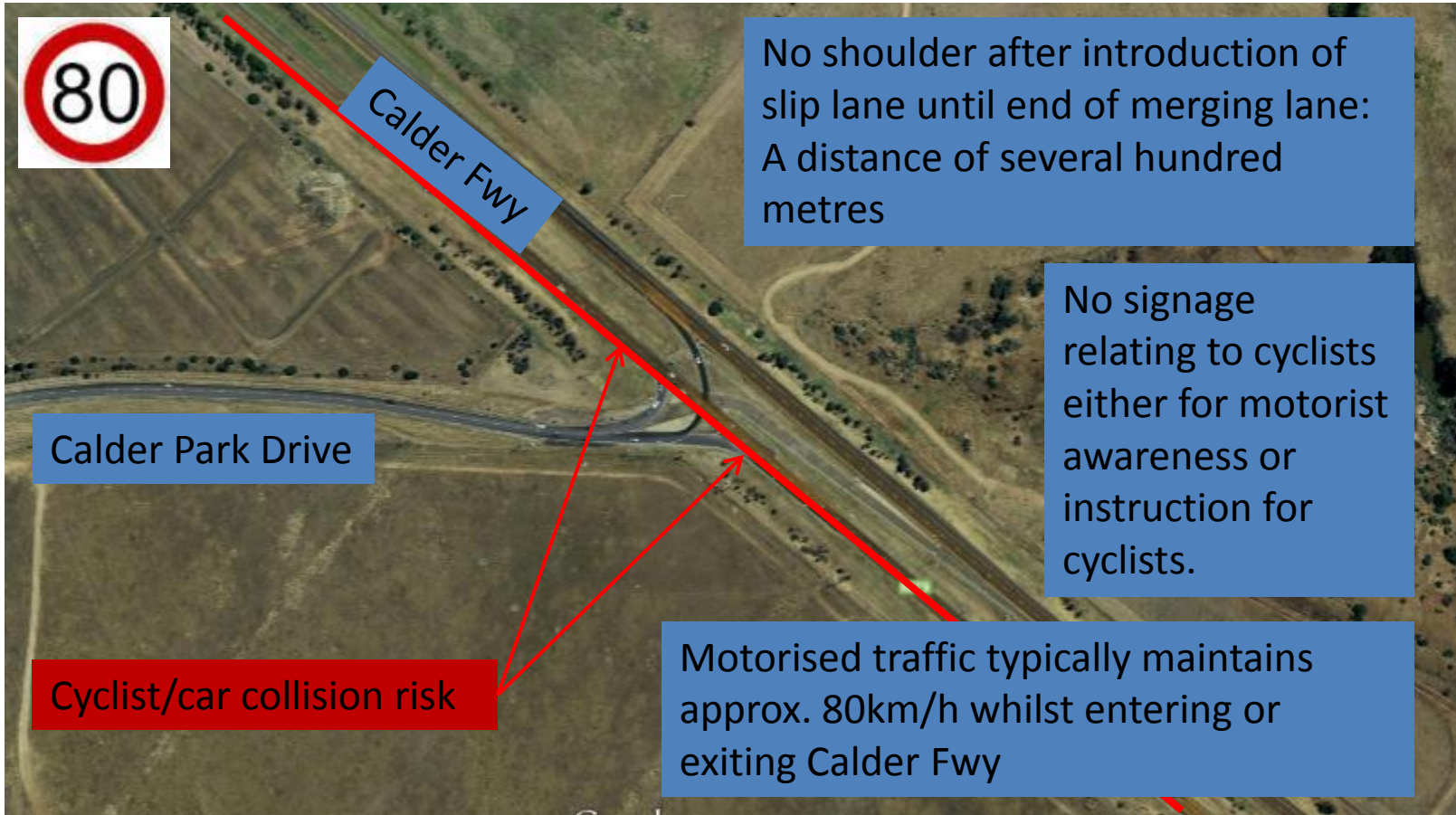
# Current route (northbound)



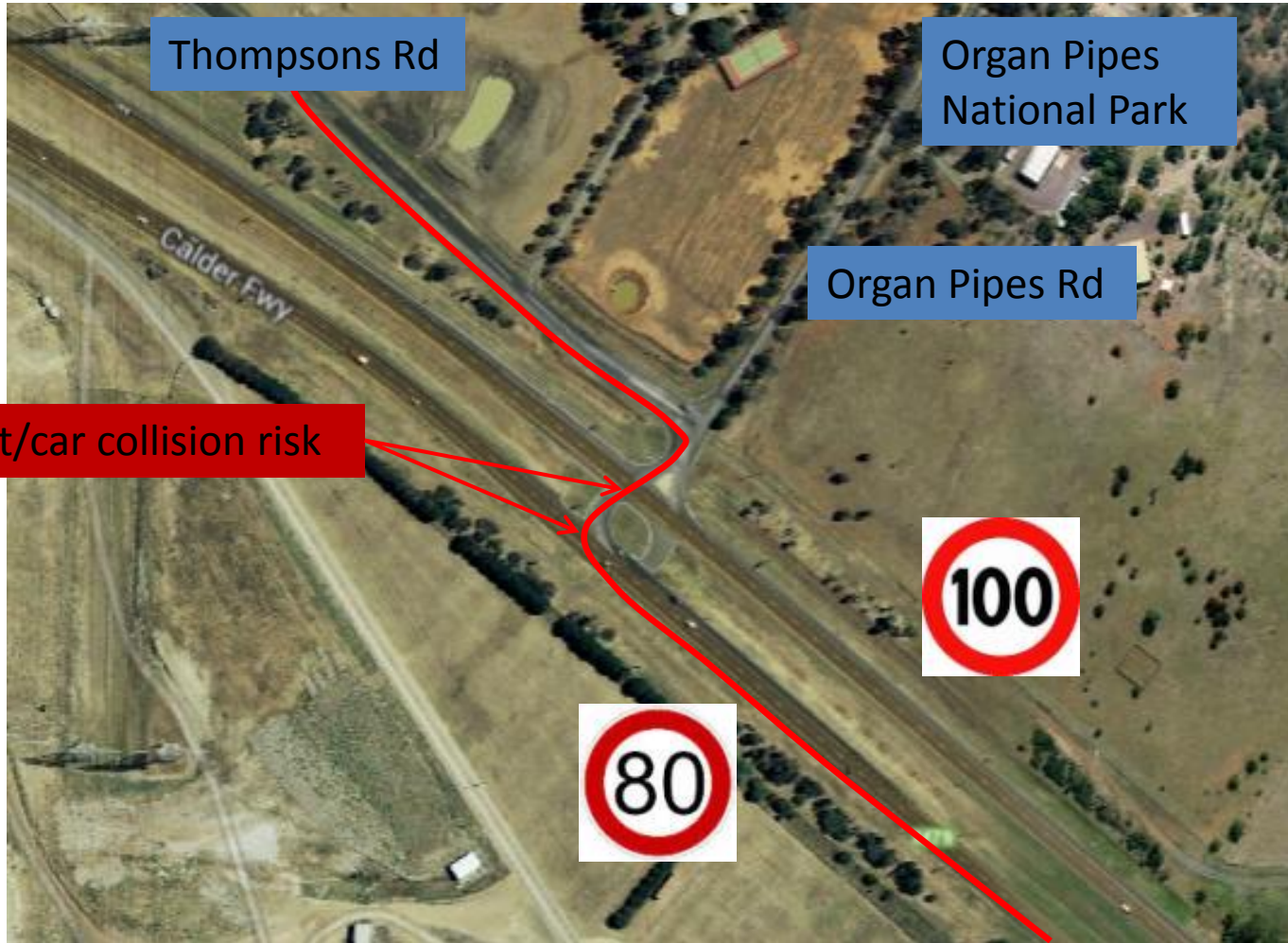
Has been used by 132 GPS equipped cyclists according to Strava 13/04/2015



# Current route (northbound)



# Current route (northbound)





# Current route (northbound)

No Shoulder

Cycling route

Calder Fwy



# Current route (northbound)



Cycling route

Calder Fwy





# Current route (northbound)

No Shoulder

Cycling route

Calder Fwy



# Current route (northbound)

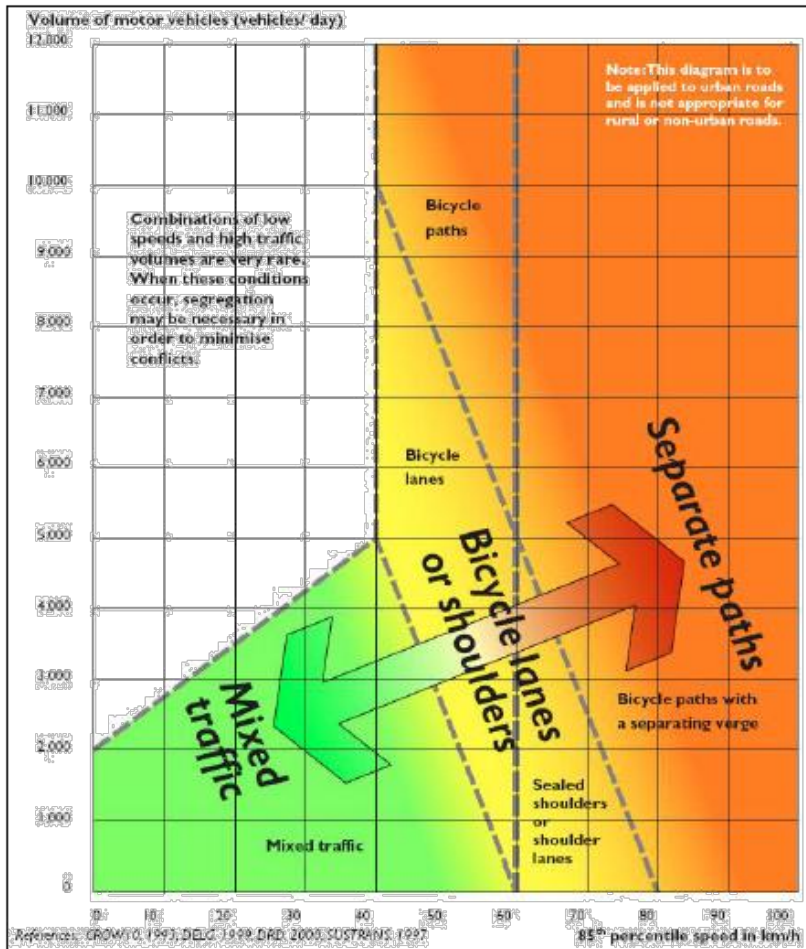




# Austrroads Guidelines

Cycling Aspects of Austrroads Guides

Figure 2.2: Separation of cyclists and motor vehicles by speed and volume



Separated paths are recommended where traffic volumes are high and/or vehicle speeds are high. The area in question conforms to both of these criteria: 80 or 100 km/h speed zones and traffic volumes in the tens of thousands (Extrapolating from VicRoads data relevant to Calder Fwy between Kings Rd and Green Gully Rd).

Source: Austrroads (2014a) Figure 4.7, and Roads and Traffic Authority NSW (2005) Figure 3.2.

# Input from local riders

- “...after turning onto the freeway at organ pipes, and within 20 metres we heard a loud scraping noise coming from behind, to be overtaken by a detached trailer (minus the ute it was once attached to).” – Tim
- “I stopped riding that stretch because I found the surface pretty rough, the traffic close and scary and the turn into Kings Road dangerous. I nearly got cleaned up by a hoon going through there and that was enough for me.” Glen
- Vehicle lost a wheel, narrowly missing riders – Stuart
- “I hit a substantial piece of debris that almost knocked me off the bike at the Calder Park Drive exit. I hadn’t seen it because I was trying to judge the traffic rapidly approaching from behind.” – Andrew
- “I have felt exposed and in danger when on this stretch of road and feel it needs immediate improvement.” – Julian





# Input from local riders

- “I was struck by a motor vehicle in the vicinity of the Calder Park Drive exit lane. As a result of the collision I sustained serious injuries and was taken by ambulance to hospital. My injuries include concussion... 3 fractures to my pelvis, and fractured radial head of my elbow. I spent 2 days in hospital and 10 days in a rehabilitation facility. I am still undergoing rehabilitation for my injuries and I am not expected to be able to return to full time employment for a total period of approximately 3 months... Due to suffering serious concussion I do not recall the collision.

According to witnesses the motorist who was “tailgating” me in the slip lane then overtook me on my left and hit me. The motorist was intending to turn left into Calder Park Drive. As a result, I fell into the left lane of the Calder Freeway” - Dave



# Proposed solution

- Addition of separated, sealed bike path between Thompsons Rd and existing Kings Rd bike path on northern side of Calder Fwy.
- 3m wide bitumen or concrete in accordance with Austroads Road Design Guide.
- There is sufficient road reserve width for a bike path in this location.





# Improvements

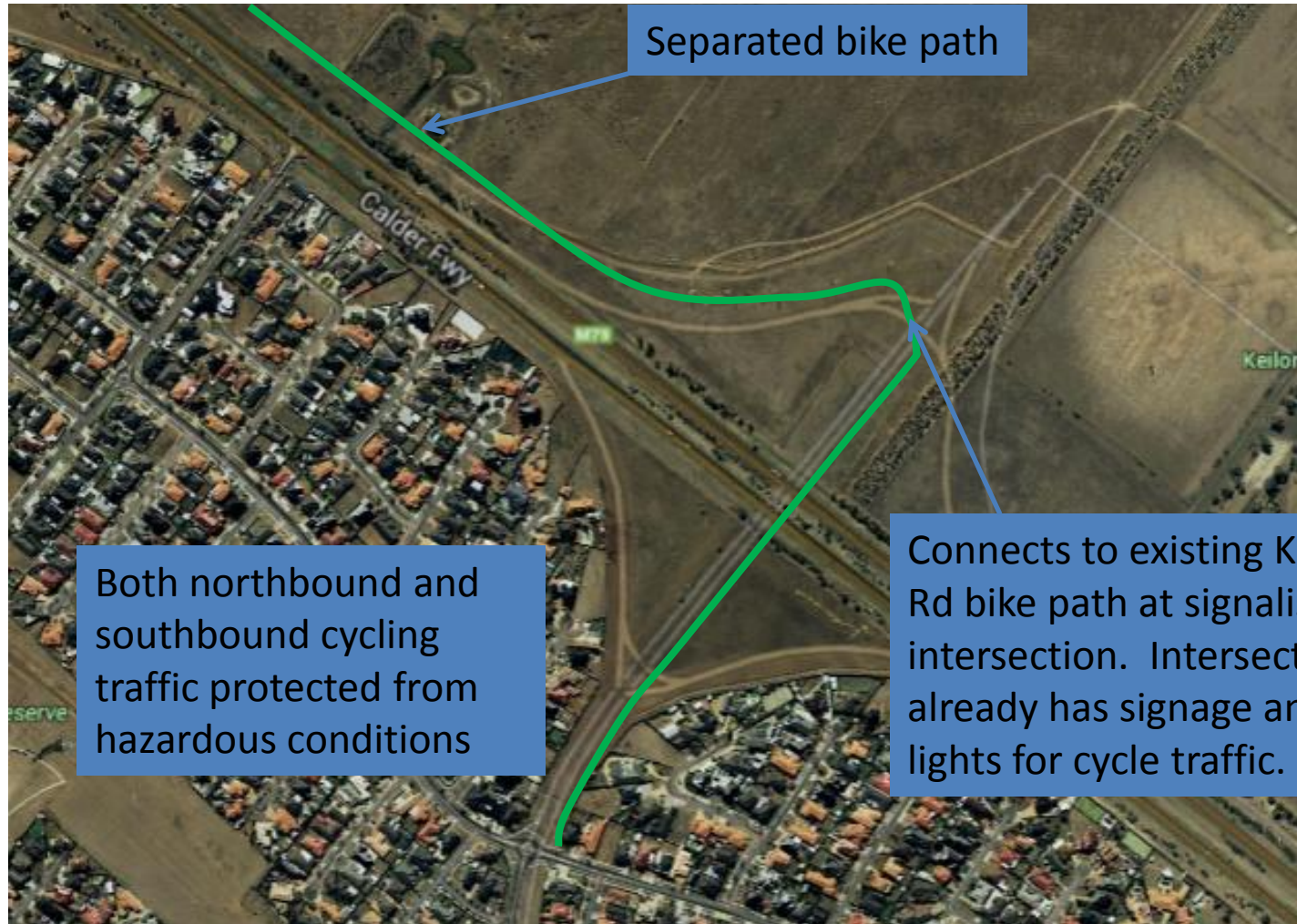
- Provides separation of motorised and cycling traffic
- Eliminates several high risk interaction points
- Improved safety for cyclists and motorists
- Less crash/injury/puncture risk from debris
- Less stressful environment
- Encourages participation in cycling
- Supports cycling tourism both towards Melbourne and towards Northern Corridor as well as Organ Pipes National Park



# Proposed Solution



# Proposed solution



Separated bike path

Both northbound and southbound cycling traffic protected from hazardous conditions

Connects to existing Kings Rd bike path at signalised intersection. Intersection already has signage and lights for cycle traffic.



# Proposed solution

