

Designing the Cycling City: Lively Lygon



Final assignment
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Reimagining Lygon Street, Melbourne



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...imagine a lively, thriving dining district...

...imagine a direct, safe, attractive cycling route to shops & restaurants...

...imagine an efficient, high capacity public transport corridor...

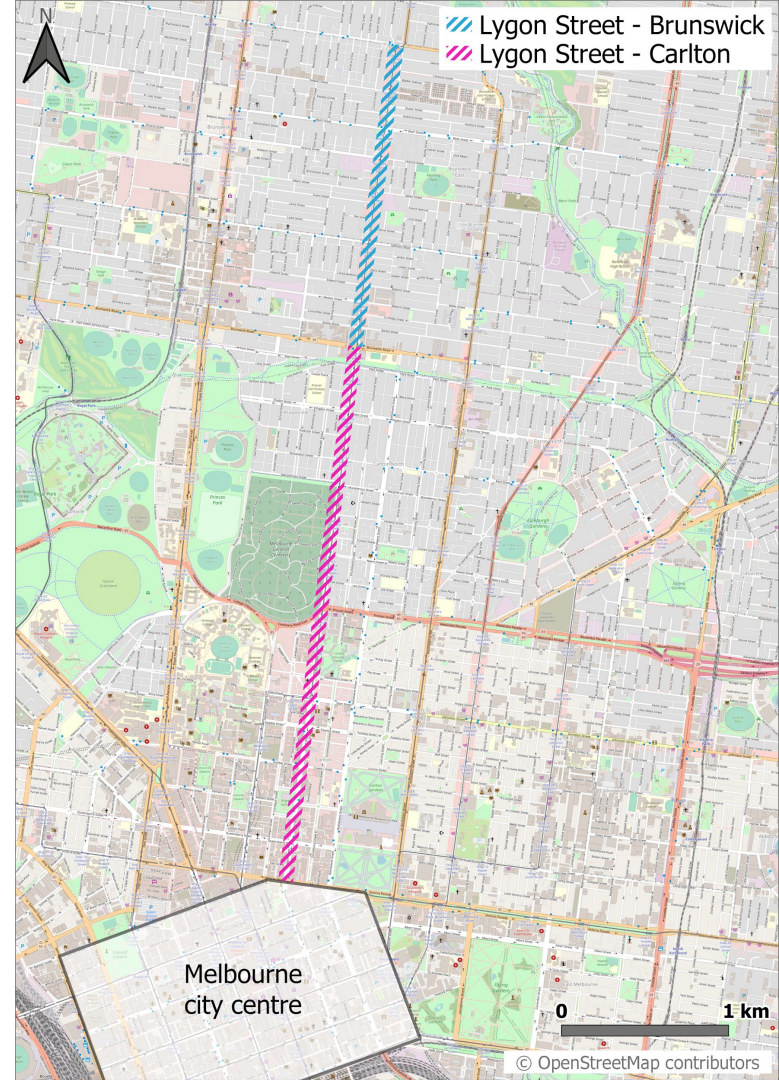
...imagine more people being enticed to shop, eat & linger...

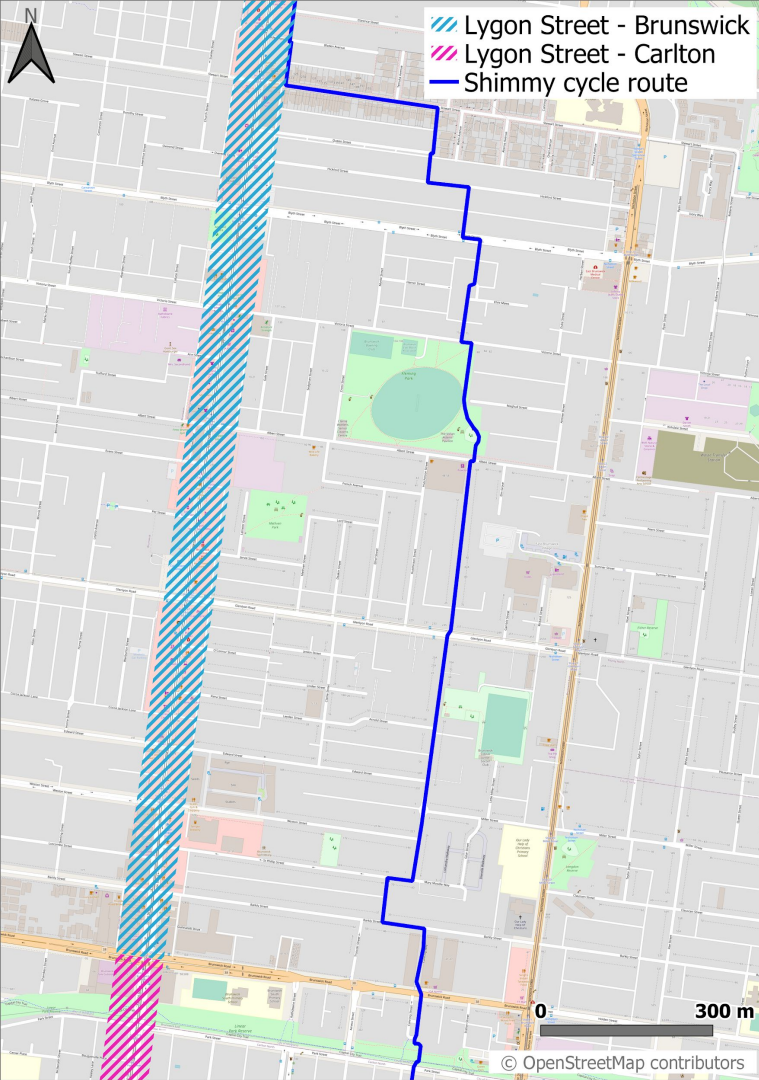
...imagine space for greenery, cycle parking, art, seating...

...imagine continued access for deliveries and emergency vehicles...

Lygon Street, Melbourne

- Lygon Street is a 5km long street from Melbourne city centre through the neighbourhoods of Carlton and Brunswick.
- The street is busy with restaurants, bars, breweries and shops.
- Most of the street has a tramline, with frequent trams.
- The surrounding residential areas are densely populated and the street passes close to a university.
- This project focuses on the Brunswick end of Lygon Street (the northern end - in blue on the map).





Cycling in Brunswick

Brunswick has a range of different cycling infrastructure, such as:

- Shared use, motor traffic free routes along railway corridors, rivers or parks.
- On-street cycle lanes.
- Designated quiet routes through residential streets, called “shimmies”.

While these shimmies are quiet and safe, they avoid main streets with shops and restaurants. At the moment if you want to cycle to or on Lygon Street the only option is a painted cycle lane between parked cars and traffic.

Ferdinand Bolstraat, Amsterdam

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- A tweet from the Dutch Cycling Embassy on Ferdinand Bolstraat in Amsterdam first inspired me to reimagine Lygon Street (right)
- This street was a major arterial road in the 1970s, but sections of it are now car-free after decades of activism (see [The Battle for the Ferdinand Bolstraat](#))
- Ferdinand Bolstraat shows how a mass transit corridor can have excellent cycling, space for walking, shopping and lingering



Lygon Street today



Let's break it down...



Trees 👍

Street art 👍

Parked cars 👎

Trams! 👍

Great restaurants 👍

Cycling 👍

Wide footpaths 👍

Lots of traffic 👎

Cars use tram lanes 👎

Door zone cycle lane 👎

Lygon Street - today



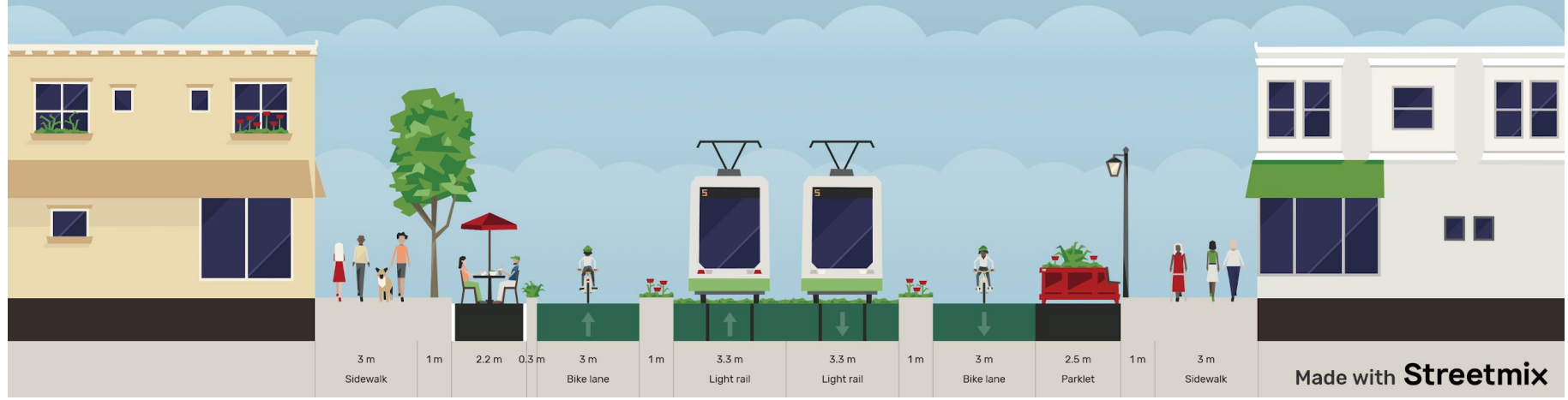
Lygon Street today has:

- Great public transport
- Vibrant shopping, dining & entertainment scene
- Wide sidewalks with some outdoor dining
- Lots of space for driving and parking

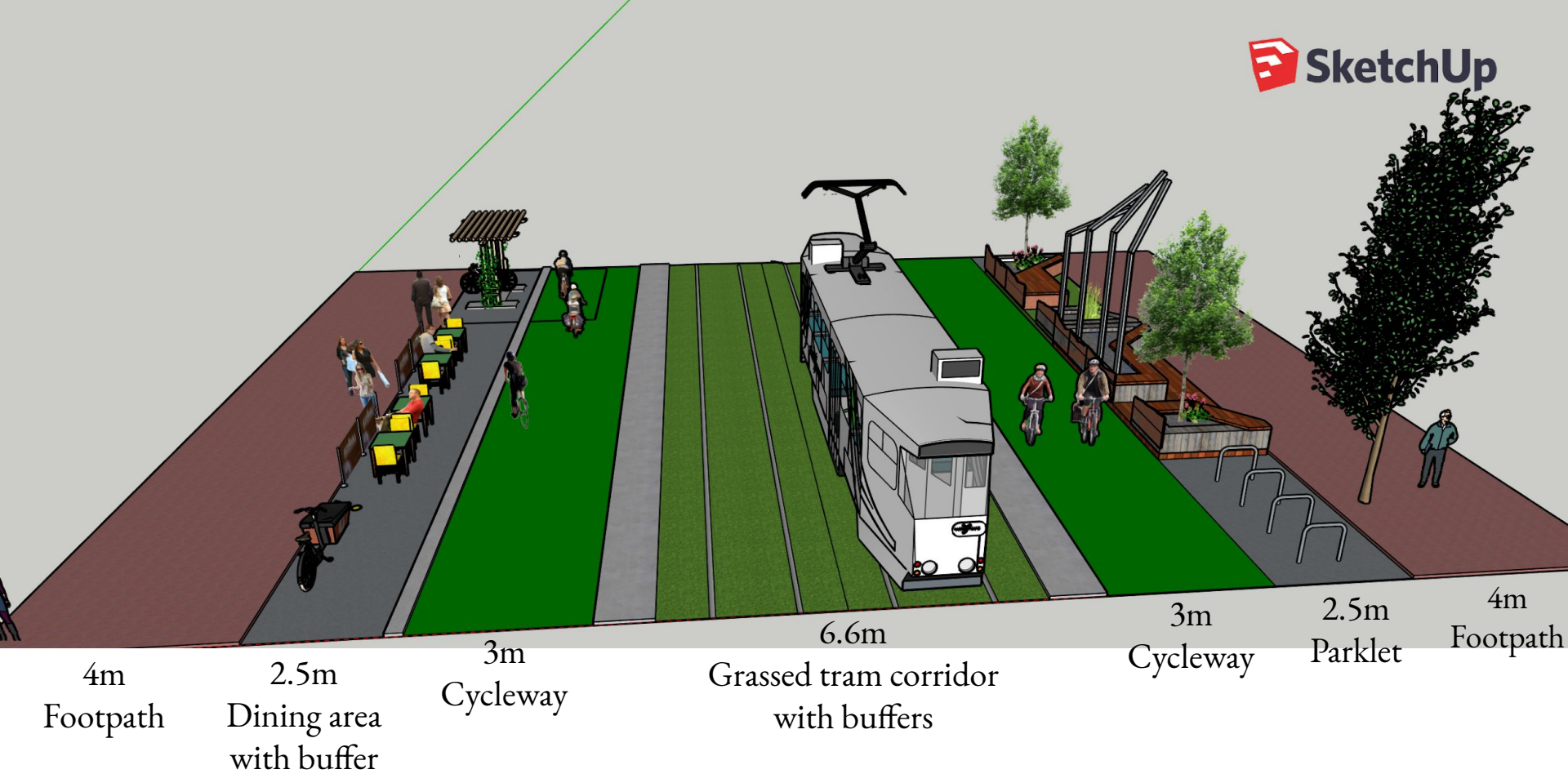
Lygon Street could have:

- More reliable public transport
- More space for outdoor dining
- Safe, direct and attractive cycling
- More greenery and shade

Lygon Street - Reimagined



- Remove parking to create space for outdoor dining: this will contribute to the atmosphere of the street and give restaurants and bars more capacity
- Remove general traffic lanes to create space for cycling: this will reduce danger, increase the attractiveness and directness of cycling, improve reliability of trams, and still allow timed deliveries.
- Rationalising the road space in this way means there is room for buffers between the trams, cycleways, and dining spaces. These can be filled with planters to add greenery. The tram tracks can also have grass to contribute to the greenery and atmosphere.

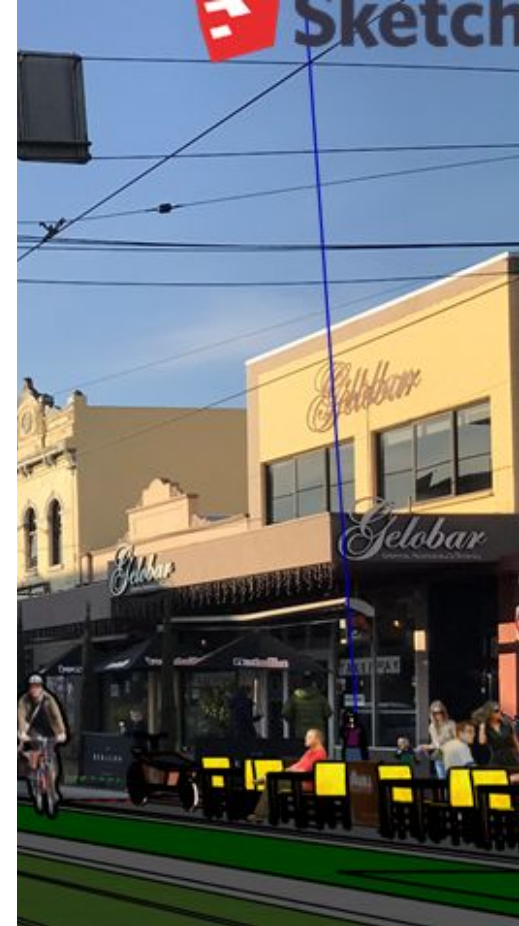


Summary - a sense of place



Lygon Street is a bustling, lively street, with the Carlton end already being a tourist destination for its Little Italy scene. Lowering motor traffic levels on Lygon Street would make it a nicer place to walk, dine, socialise and linger. Restaurants and bars could make the most of outdoor dining and entertainment, with themed furniture, music and even plants.

The street space outside shops could be converted into cycle or scooter parking, parklets, more retail space, street performers, art installations, community gardens...whatever residents and visitors want! Brunswick is filled with enthusiastic and creative people and I would be excited to see what the community comes up with for their new-found space.

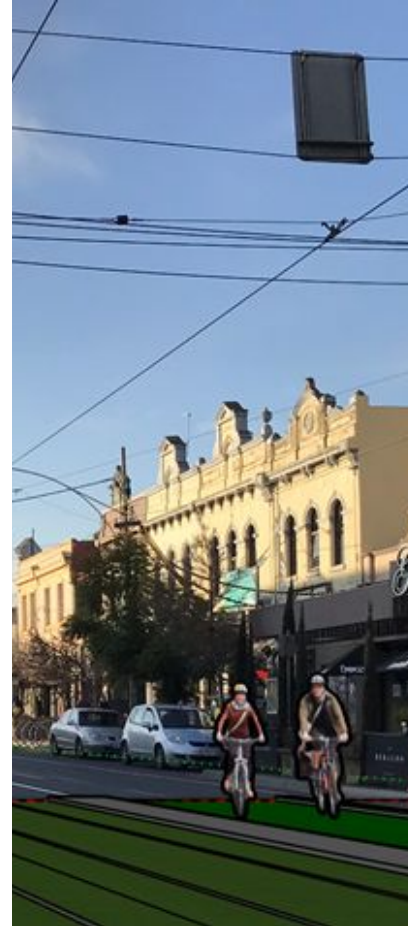


Summary - safe and attractive cycling



A safe, attractive and direct cycling route along Lygon Street would enable people to cycle to the delights the street has to offer, and would create a major north-south cycling connection to increase cycling in and through Brunswick.

Some of the reclaimed streetspace could be used to build covered and secure tram stops, with cycle bypasses to improve safety for people cycling and people using trams.



Summary - improved trams



Currently in some sections of the street, trams have to share their 'lane' with general traffic. This slows them down and reduces the reliability of public transport. With motor traffic removed, trams would have their own dedicated right-of-way and would be much more efficient and attractive to use.

Parking is available on side roads and in off-street car parks a short walk from Lygon Street. Delivery vehicles would be permitted on the street during off-peak hours, and the use of cargo cycles would be promoted to allow for any time delivery.

Lively Lygon - next steps

- Survey residents, visitors and traders to gauge the appetite for change
- Approach City of Moreland to see how this fits in their short and long term strategies
- Propose a trial to allow for people to experience the new layout
- Collect data before and during the trial to show the benefits of reclaiming space for people
- If there is community support and the benefits are clear, make it permanent



Lively Lygon...let's make it happen!

