

# Glen Huntly Level Crossing Removal Project



## Options Assessment: Cycling connection

**We're making the Frankston Line level crossing free by removing all 27 of the dangerous and congested level crossings by 2029 and building 17 new stations, improving safety, reducing congestion, and allowing more trains to run more often.**

We've removed the dangerous and congested level crossings at Neerim Road and Glen Huntly Road, by lowering the rail line into a trench, and built a new Glen Huntly Station.

**The Glen Huntly Level Crossing Removal Project included a commitment to delivering the missing link in the area's cycling corridor.**

In addition to the removal of the level crossings, improved cycling access in the area was identified by key stakeholders and the community as a core objective of the project, including delivering the most effective route for a shared pedestrian and cycle path.

### Path options

The Queens Avenue route is identified by the Department of Transport and Planning as a Strategic Cycling Corridor (SCC). SCC is a safe, direct, connected and integrated cycle network linking employment and activity centres.

Improving conditions for cyclists on Queens Avenue aligns with the Victorian Cycling Strategy 2018–2028 and the Government's climate pledge of 25% active transport by 2030.

We explored other locations for the path, but these were ruled out for a range of reasons, including acquisition of private property, tree and car parking removal, constraints with the road alignment, and not enough space for a path to accommodate both pedestrians and cyclists.

The Level Crossing Removal Project (LXRP) has been consulting with Glen Eira City Council (GECC), as the landowner and eventual owner and maintainer of the path, since 2021.

Over that time, we have undertaken detailed investigations on possible routes for the new cycling connection which:

- would facilitate a connection to the existing Djerring Trail along the Cranbourne/Pakenham line and
- meet the requirements of a Strategic Cycling Corridor by providing physical separation from on-road vehicles.

We investigated five options for the cycling connection in Glen Huntly and Caulfield East and have two feasible options we could deliver.

### LXRP Community Engagement



**nine** face-to-face public consultation sessions in 2021



**two** virtual community information sessions with **242** attendees in February 2022



more than **1,500** responses received from locals about the project



**Under active consideration****✓ Off-road shared use path on Queens Avenue (option agreed with GECC in December 2023)**

- 3 metre shared use path for pedestrians and cyclists behind kerb
- Does not affect operation of Queens Avenue.
- Removes up to 220 trees.
- Facilitates connection to the Djerring Trail.

**✓ On-road cycling lane on western side of Queens Avenue**

- Separated on-road cycling lane
- Requires a speed reduction to 50kph
- Removes up to 20 trees.
- Pedestrians to use existing east side footpath
- To accommodate a 2.5 metre cycling path, GECC's preference is to remove parking.
- Facilitates connection to the Djerring Trail.

**No longer under consideration****✗ Realign Queens Avenue (Glen Eira City Council proposal)**

- 3 metre path in same location as Option 1 off-road path with realignment of Queens Avenue and kerb line
- Requires the complete relocation of the water mains along the length of Queens Avenue
- Potential removal of some trees
- Facilitates connection to the Djerring Trail.
- Requires additional drainage/utilities relocation
- Loss of landscaping between off-road path and the kerb
- Requires full road rebuild of Queens Avenue between Neerim Road and Normanby Road
- Path may need to be 2.5m minimum width.
- Disruption during construction including water outage for residents and major traffic and driveway impacts on Queens Avenue and surrounding streets for up to six months.

**✗ Shared use path along Leamington Crescent**

- 3 metre off-road shared use path for pedestrians and cyclists within road reserve on rail corridor side of Leamington Crescent
- Requires utilities relocation (minimum of 3 months of disruption to road and residents)
- Removes approx. 230 mature trees
- Requires private land acquisition
- Impacts Moodie Street underpass
- May require partial demolition of existing playground on Lorne Street under railway bridge.
- Facilitates connection to the Djerring Trail.
- Loss of car parking on rail corridor side of Leamington Crescent
- Requires on road section on Moodie Street or Lorne Street.

**✗ Shared use path along Derby Crescent**

- 3 metre off-road shared use path for pedestrians and cyclists within road reserve on rail corridor side of Derby Crescent
- Requires utilities relocation and additional lighting
- Removes approx. 90 additional trees
- Requires land acquisition
- Impacts rail land and retaining wall (potential disruption to train services) as well as Moodie Street underpass
- Requires removal of existing community garden.
- Facilitates connection to the Djerring Trail.
- Impacts road alignment – sections may have to become one-way
- Loss of car parking on rail corridor side of Derby Crescent at northern end (used by commuters).

# Options under active consideration

We have been working with GECC for more than two years, through monthly meetings as well as workshops, options for the cycling connection.



GECC is engaging with the community to understand which option they would like to see delivered by LXRP.

To help the community make an informed choice, we have developed further detailed information on technical requirements and constraints for both options.

There are two feasible options



## Option 1: Off-road shared use path

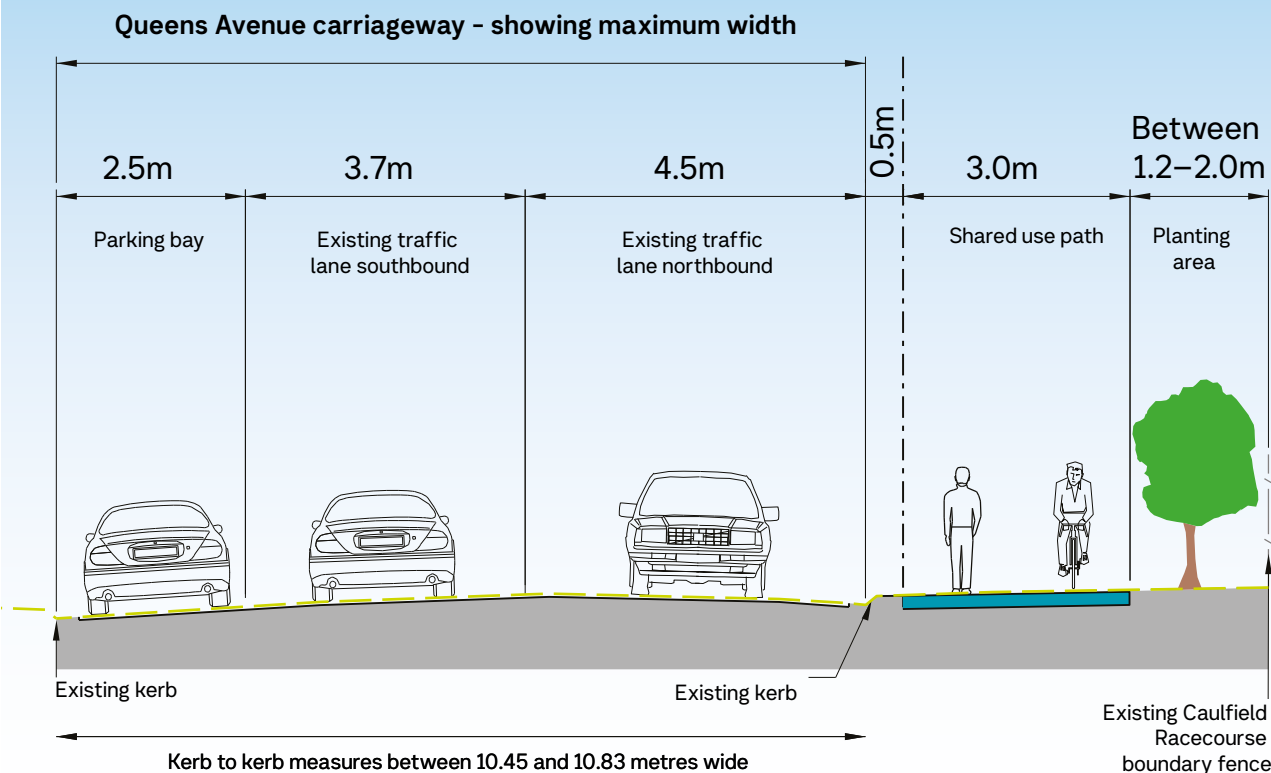
A three-metre-wide off-road shared pedestrian and bicycle path on the Racecourse side of the road, which requires the removal of a significant number of trees along Queens Avenue.



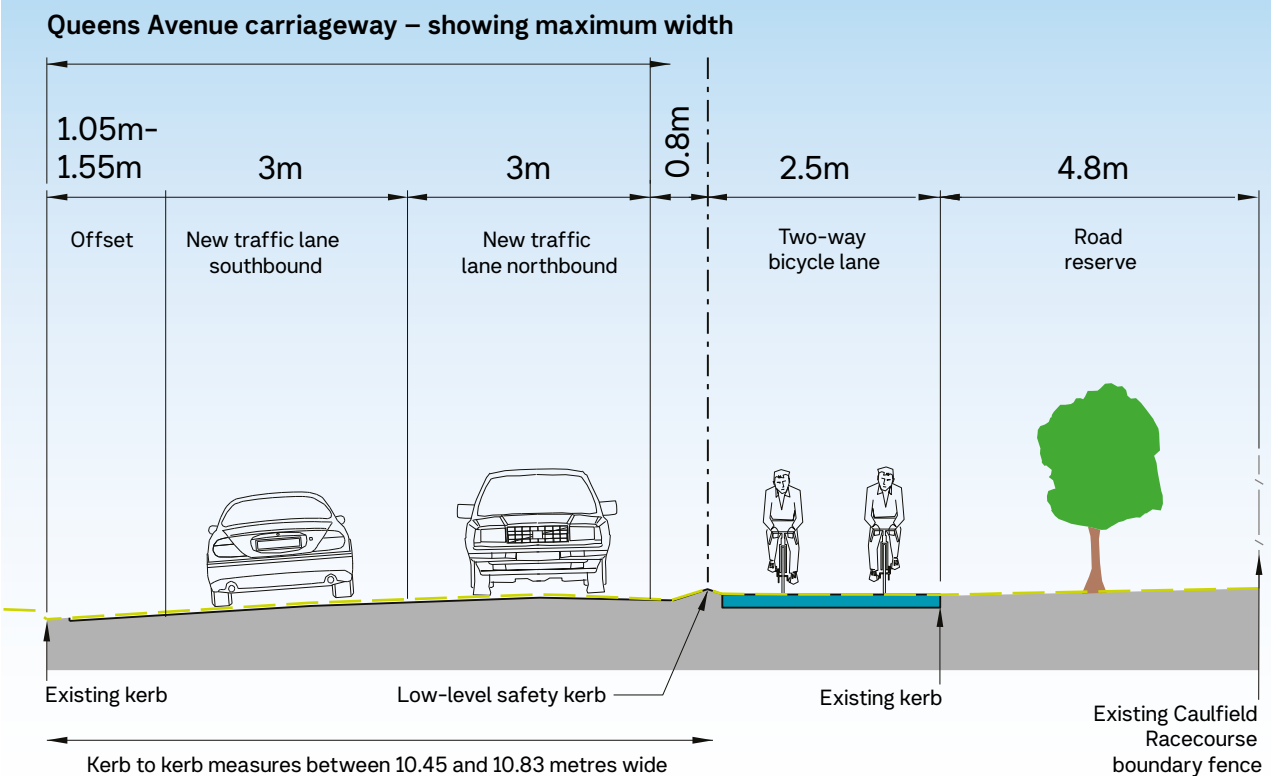
## Option 2: On-road cycling lane

A separated on-road cycling lane along the Racecourse side of Queens Avenue. Pedestrians would continue to use the existing residential side footpath.

Option 1: Off-road shared use path



Option 2: On-road cycling lane



Discussion purpose only – drawings not to scale. All widths are indicative and subject to final detail design. All lane widths are subject to detailed design.

## Option 1:

### Off-road shared use path on west side of Queens Avenue

#### Advantages

- Planned as part of original scope of the Glen Huntly Level Crossing Removal Project.
- Provides a designated shared 3 metre pedestrian and off-road bicycle path on the west side of the road.
- More than 90 Australian native trees would be planted including Hakea Salicifolia, Banksia Ericfolia and Elaeocarpus, which grow between 3 and 5 metres, as well as a mix of carefully chosen low-level flowers and shrubs to further enhance the biodiversity of the area
- No change to road configuration of Queens Avenue.

#### Disadvantages

- Due to space constraints and the requirement to provide a 3-metre-wide path for pedestrians and cyclists, excavation is necessary for construction to the required standards
  - Tree removal on the road reserve next to the Racecourse fence is required as excavation would significantly impact tree roots and cause a safety issue.
- Removes approximately 220 trees from the road reserve. Of these trees an independent arborist has identified:
  - three trees of high retention value
  - the majority of trees (around 200) rated as moderate to low retention value
  - five recommended for removal regardless of the project because they are unsafe.

## Option 2:

### On-road cycling lane on west side of Queens Avenue

#### Advantages

- On-road bi-directional 2.5 metre cycling lane on western side of road. Cyclists separated from road traffic by low-level safety kerb. Commonly known as a Copenhagen-style solution, and already exists within the City of Melbourne and elsewhere
- Pedestrians to use existing residential side footpath.
- Retains 90% of existing trees on the road reserve and behind Caulfield Racecourse fence.
- Space (offset) between traffic lane and kerb assists vehicles with entry and exit to properties.

#### Disadvantages

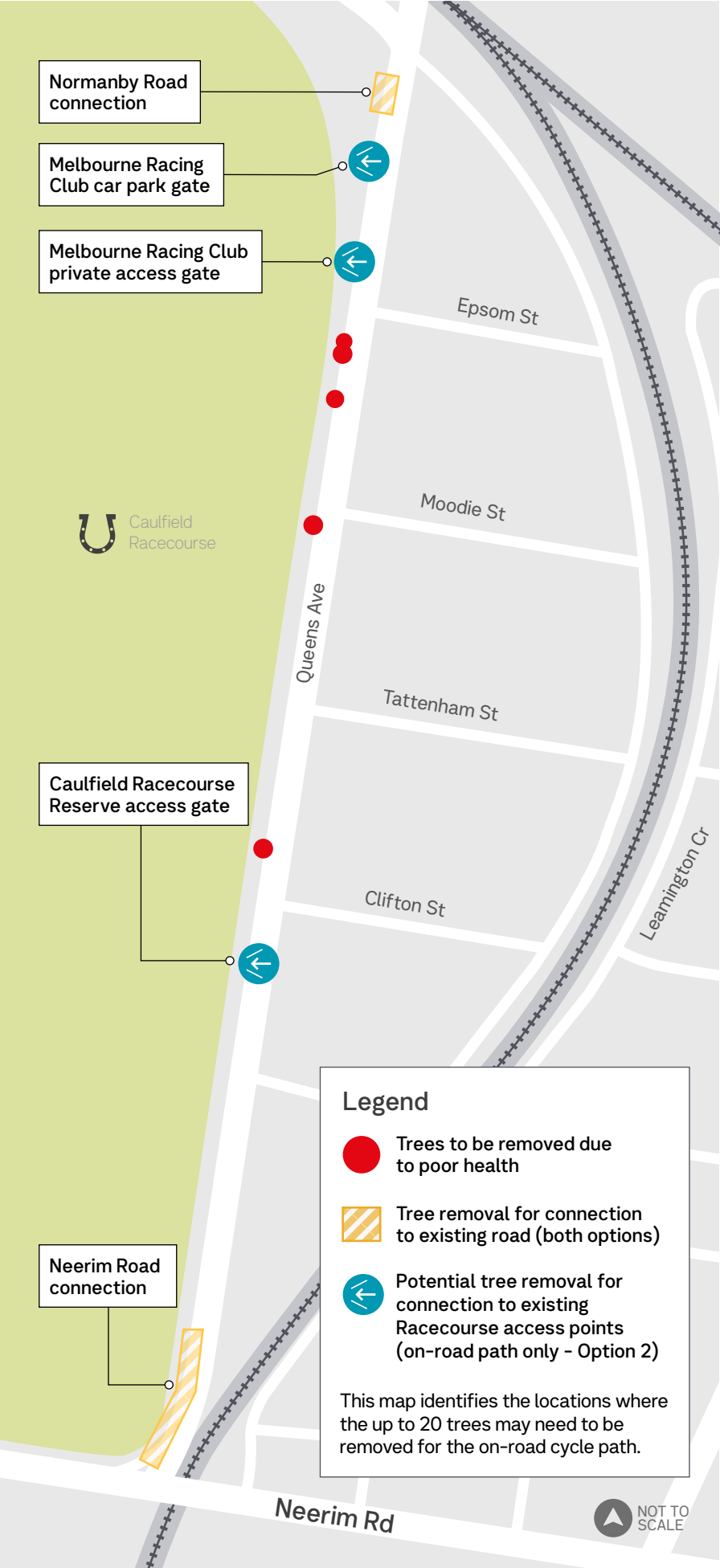
- Requires removal of 61 car parking spaces from the residential (eastern) side of Queens Avenue.
- Requires a speed reduction along Queens Avenue, subject to Department of Transport and Planning analysis.
- An independent arborist has identified that this option will require the removal of up to 20 trees (see map) for:
  - connection to existing road on the corner of Neerim Road/Queens Avenue and Normanby Road/Queens Avenue
  - Caulfield Racecourse operational access and public car park driveways and pram ramp for the existing public access gate to the Racecourse\*
  - five recommended for removal regardless of the project because they are unsafe.

Due to the existing road constraints, LXRP's proposed on-road bike path requires Council to request the Department of Transport and Planning to reduce the speed limit on Queens Avenue to 50kph and for heavy vehicles to be banned. Council would also need to provide a dispensation from minimum requirements for a narrower cycle path with reduced clearances to traffic.

Council is not supportive of these operational changes to Queens Avenue and will only consider supporting the on-road bike path if parking is removed from the residential side of Queens Avenue. This would allow a wider cycle path and separation kerb between vehicles and cyclists.

\*Subject to detailed design to ensure compliance to modern road standards

# Tree removal considerations



## Vegetation removal

Tree and vegetation removals is a necessary part of major infrastructure projects. We do our best to minimise this by consistently reviewing our design and construction methods.

Options for a shared use or cycle path under consideration will require some vegetation to be removed along the racecourse side of Queens Avenue. Expert arborist assessments have shown that five trees on Queens Avenue are in poor health and will need to be removed regardless of which option is delivered.

As part of the broader project, we are planting two trees for every one removed as part of our works.

**In conjunction with GECC we'll plant more than 1,000 within a 1.5km radius of Glen Huntly Station.**

All vegetation planted will be closely monitored by GECC and replaced (if required) for two years after the project is completed.

We've worked with GECC to ensure that all planting across the local area aligns with Council's Urban Forest Strategy.

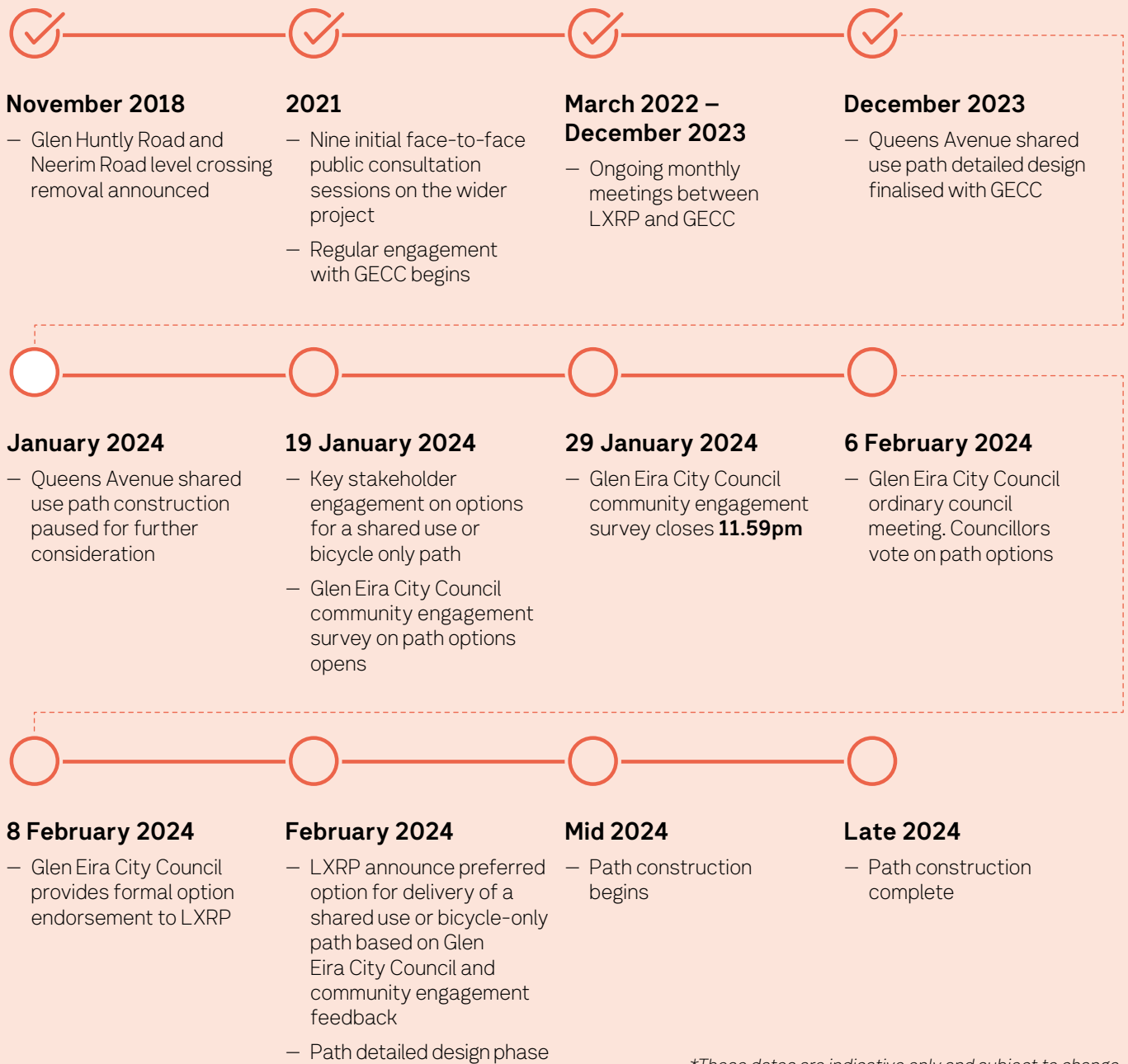


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# Cycling connection timeline



*\*These dates are indicative only and subject to change.*

The platform at Glen Huntly Station



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