

GLEN EIRA CITY COUNCIL
Queens Avenue cycling corridor
Community engagement summary report
JANUARY 2024

Background

The Victorian Government's Level Crossing Removal Project (LXRP) is proposing an upgraded cycling connection between Glen Huntly Station and Caulfield Station as part of the Glen Huntly Level Crossing Removal Project. They aim to complete the development along Queens Avenue in Caulfield East by the end of 2024.

The cycling corridor would continue the recently finished path that now follows the train line from Glen Huntly Station to Neerim Road. The Level Crossing Removal Project (LXRP) has put forward two cycling corridor options along Queens Avenue and asked for Council's recommendation. Before Council provides its recommendation, we sought feedback from the community to understand their preferences.

The LXRP has put forward two options for the development of Queens Avenue:

Option one: a three-metre-wide shared use path on the racecourse side of Queens Avenue, which would require the removal of more than 200 existing trees, with new trees and plants to be substituted; or

Option two: a separated on-road bike path along the racecourse side of Queens Avenue, which would require significantly less tree removal but removes parking from the eastern side of the road.

The LXRP has requested Council's endorsement of one of these options by 7 February 2024.

Executive summary

Following advocacy from the community and Council, the Minister and LXRP chose to put their plans for a cycling connection on hold, to allow Council to consult the residents of Queens Avenue and the greater broader community, around the LXRP's two options before putting their recommendation to the LXRP.

The consultation period opened at 5pm on 19 January 2024 and closed at 12pm on 29 January 2024, covering a ten-day period to meet the LXRP's deadline for Council feedback. The engagement was promoted through a range of channels, including letters to residents, street posters, social media, a website statement, a public webinar, and customer service information.

Opportunities for formal community feedback were:

1. a targeted facilitated discussion for stakeholder groups
2. a Have Your Say Glen Eira web page including an online survey;
3. questions through the Have Your Say webpage;
4. questions at the public webinar; and
5. emails sent to Council.

The primary goal of this engagement was to inform the community about this project and ask them to rank their preference of supporting one of the LXRP's options or supporting neither option.

In total, Council received 968 formal pieces of feedback. The online survey received 881 submissions and provides quantitative data for the community's preferences. Council received 55 online questions in advance of the webinar, and 20 questions during the webinar. 12 people/groups sent emails to Council.

55 of the responses to the community survey identified as residents of Queens Avenue, which has 55 properties on it.

Preferred option – broader community

The survey data for the broader community (881 submissions) shows a preference towards option two (**45 per cent**), with option three (**33 per cent**) receiving mixed results, and option one (**22 per cent**) being the least preferred. This data is reflected in the second and third choices. These results indicate no clear majority preference in the community.

Preferred option – Queens Avenue residents

Queens Avenue residents are the most impacted by the two options put forward by the LXRP. To understand resident views the community survey allowed for respondents to provide their street of residence. 55 responses identified Queens Avenue.

The first-choice data in the survey shows a majority preference from Queens Avenue residents towards option three (**62 per cent**), with option two (**22 per cent**) and option one (**16 per cent**) being substantially less preferred.

Preferred option – Caulfield East residents

156 survey responses identified their suburb as Caulfield East, including 49 responses by Queens Avenue residents.

First choice data shows a majority preference for Caulfield East residents towards option three (**65 per cent**), with option two (**26 per cent**) and option one (**9 per cent**) being substantially less preferred.

Preferred option – summary

The community engagement outcomes suggest mixed broader community response, with some preference for option two. Option three is substantially preferred by residents local to the area. Option one is consistently the least preferred option for both local residents and the broader community.

Engagement methods

Council undertook a short, focused engagement program to better understand the resident and wider community views on the LXRPs two options for the planned Queens Avenue cycling corridor.

The consultation period opened at 5pm on Friday 19 January 2024 and closed at 12pm on Monday 29 January 2024 and included:

- a targeted facilitated discussion for stakeholders groups from 10am to 12.30pm on Friday 19 January;
- a Have Your Say Glen Eira webpage – at www.haveyoursaygleneira.com.au/queens-ave;
- a community survey accessible on the Have Your Say webpage asking people to rank option one, option two or a preference for neither;
- a Council- hosted webinar from 6.30pm to 7.30pm on Wednesday 24 January;
- a letterbox drop for local residents on Queens Avenue;
- posters with a QR code to the survey placed at Glen Huntly and Caulfield Station, Caulfield Park, Glen Huntly Park, as well in areas along the Djerring and Frankston Rail Trail; and
- information on the Council's website and social media.

The primary goal of this engagement was to inform the community and ask them to rank their preference of supporting one of the LXRPs options or supporting neither option. The online survey also asked respondents to say where they live, what their interest in the project is, and gave space for further open feedback.

The survey included a section for free-text responses, Due to the short timeframe of the engagement, any free-text responses and email content will not be analysed in this report. Quotes from the free-text will be provided. The webinar questions and online questions will be provided as **Appendix I**.

The community survey was open to everyone to gather community sentiment on the two options nominated by LXRPs and the option for Council to endorse neither. This report does not cover any consultation held by the LXRPs.

It was possible for individual community members to provide feedback multiple times and through multiple channels. There is no indication of spam or duplicate feedback that would affect the findings of this report.

In addition to the online survey the community could write and up vote questions on the Have Your Say page. The top ten questions were answered at a public webinar which provided further information from LXRPs and Glen Eira City Council (GECC) representatives. The webinar also provided the opportunity for questions. All questions were answered the day after the webinar on the Have Your Say page.

The engagement and webinar were promoted via Council's communications channels, including a letterbox drop, social media, emails, posters and the Council website. There

was some media interest. The detailed communication activities and their reach are outlined below.

Communication activities	Reach
Have Your Say survey page Background information and community survey. Published on 19 January 5pm, updates with more information on 25 January. Survey closed on 29 January 12pm.	Page views: 3,421 Document downloads: 129
Letterbox drop A letter to residents was distributed to properties along Queens Ave and neighbouring streets on 22 January.	Neighbouring properties: 188
Social media Glen Eira Council posts on Facebook and Instagram.	Impressions: 24,803 Reach: 16,594 Engagements: 349 <ul style="list-style-type: none"> • Reactions: 123 • Comments: 193 • Shares: 30 Link clicks: 1,150
Webinar Hosted via Zoom on 24 January.	Attendees: 85 Registrations: 119
Email An email was sent on 26 Friday to all survey respondents and webinar registration emails.	Recipients: 525

Engagement activities	Number who participated
Have Your Say community survey	Surveys submitted: 881 Questions asked: 55 Question up votes: 1,086
Webinar Online information session and Q&A for the community.	Questions asked: 20
Stakeholder info session Information for representatives of stakeholder groups with Q&A. Delivered in-person on 19 January.	Stakeholder groups: 5 Representatives: 9
Emails to council	Emails: 12

Community feedback

Community survey

The community survey was hosted online on the Have Your Say Glen Eira website at www.haveyoursaygleneira.com.au/queens-ave. The webpage provided background information from Level Crossing Removal Project as well as detailing the three options that would be noted in the survey.

The survey asked the community to rank three options from top preference to lowest preference. The first two options were Queens Ave developments provided by LXR, and described as below on the page:

Option one: a three-metre-wide shared use path on the racecourse side of Queens Avenue, which requires the removal of more than 200 existing trees, with new trees and plants to be substituted; or

Option two: a separated on-road bike path along the racecourse side of Queens Avenue, which requires significantly less tree removal but removes parking from the eastern side of the road.

Option three was described as neither option one or two.

Survey data – whole community

A total of **881 surveys** were completed through the publicly available community survey. The survey comprised of **three questions**, and asked for demographics and a contact email.

Q.1 Please rank the feasible options in order of your preference. Required. All options must be ranked.

- Option 1 – off-road shared use path
- Option 2 – on-road bicycle lane
- Neither option 1 or option 2

The first choice preferences nominated by respondents make for the broadest and clearest overview of the community's response to the proposed options.

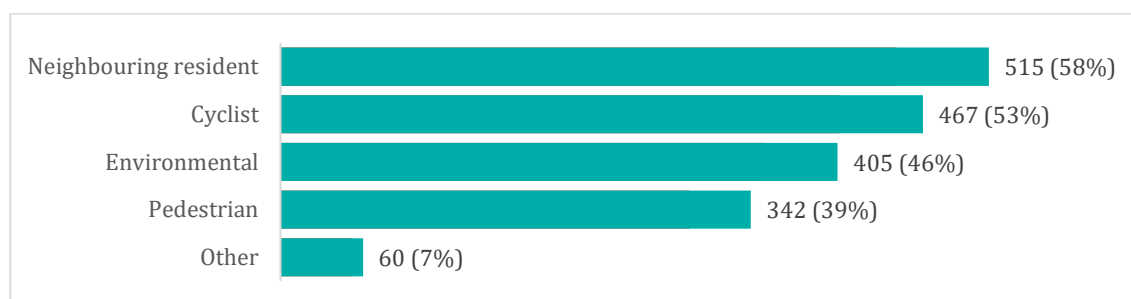
Results were as follows:

	Option 1	Option 2	Option 3
First choice	197 (22%)	394 (45%)	290 (33%)
Second choice	245 (28%)	399 (45%)	237 (27%)
Third choice	439 (50%)	88 (10%)	354 (40%)

- option two was the most preferred option with **45 per cent** of first choice.
- option three and option one were substantially lower in preference, with 33 per cent and 22 per cent of first choice respectively.

- second and third choice preferencing reflected the first choice preferencing.

Q.2 What is your interest in this project? *Optional. Multiple choice allowed.*



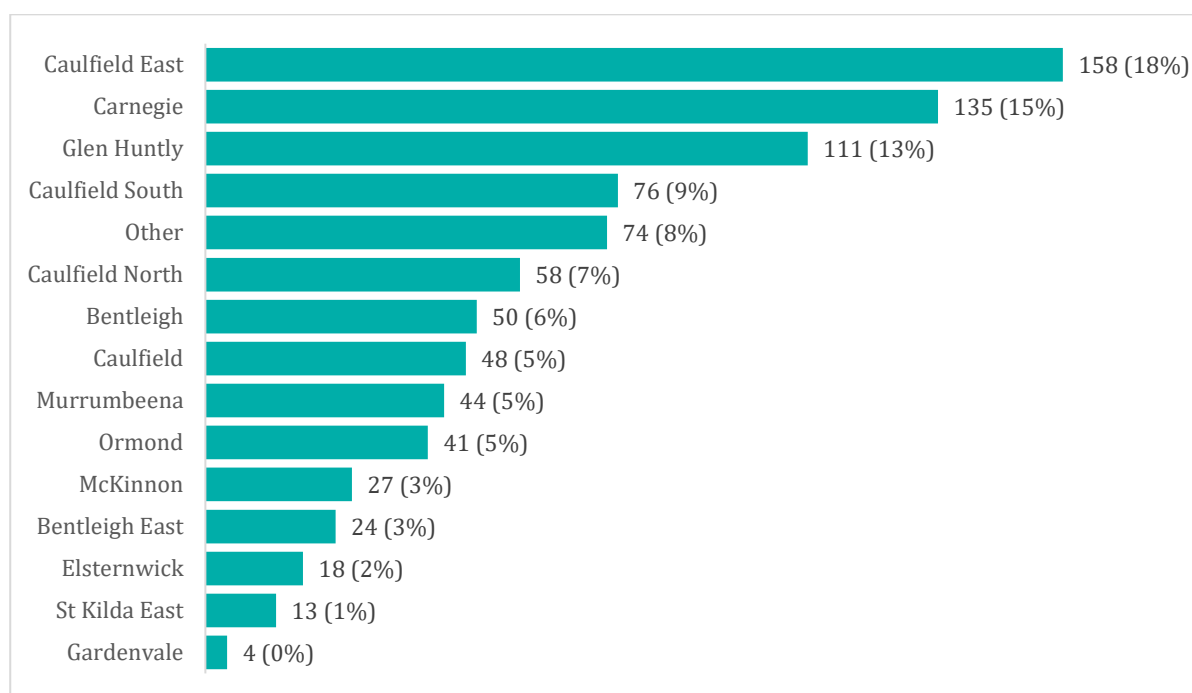
Q.3 Please provide any further feedback you would like Council to consider. *Optional. 500 character limit free-text.*

- This question was answered by 513 respondents.

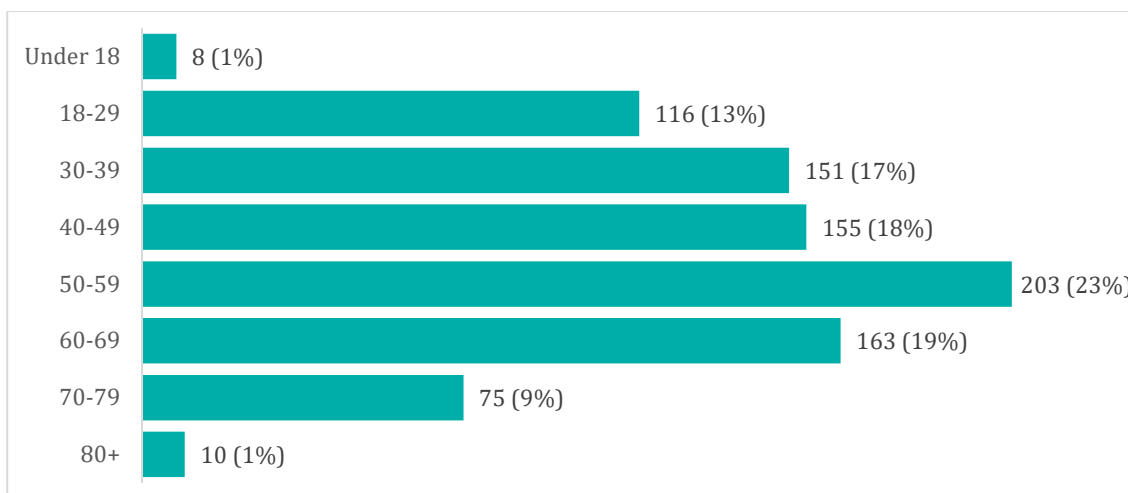
Q.4 What street do you live in? *Optional. 50 character limit free-text.*

- This question was answered by 742 respondents.
- 55 respondents identified Queens Avenue.

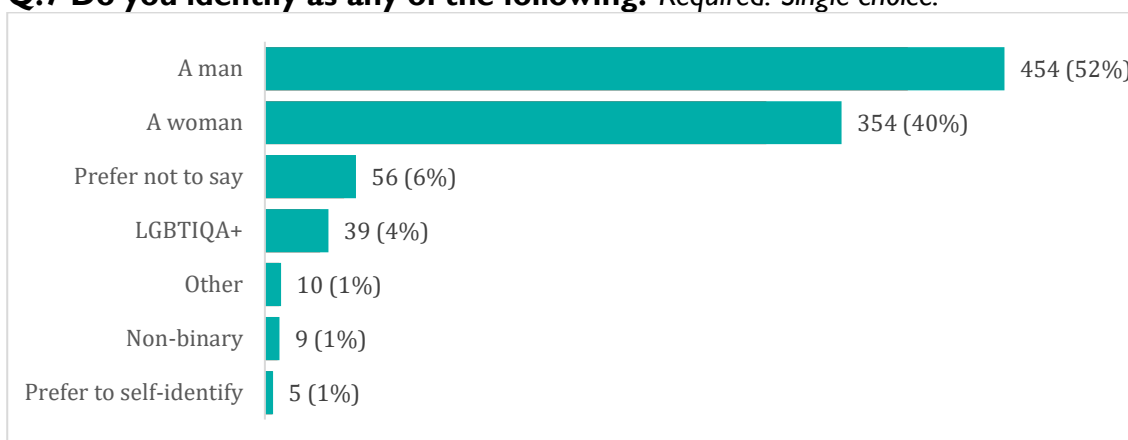
Q.5 Which suburb do you live in? *Required. Single choice.*



Q.6 What is your age group? *Required. Single choice.*



Q.7 Do you identify as any of the following? *Required. Single choice.*



Survey data – Queens Avenue residents

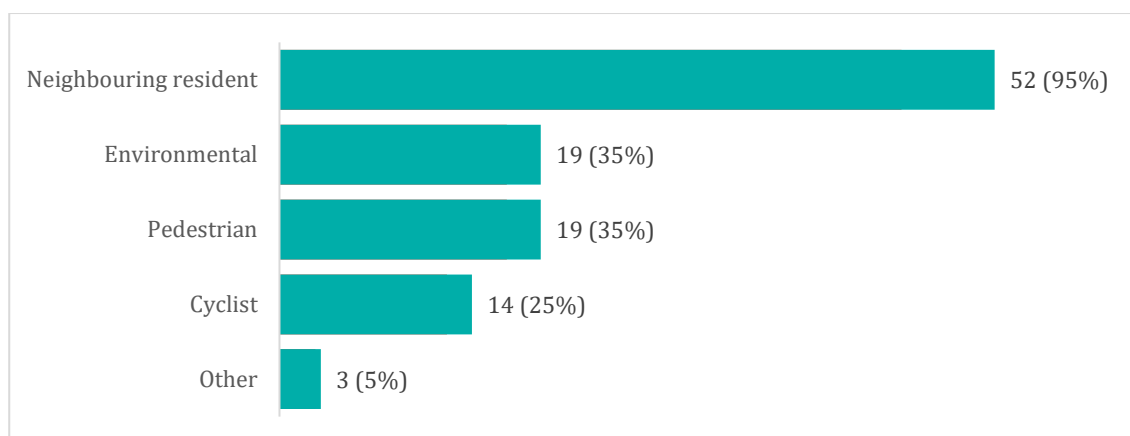
A total of **55 surveys** were completed by respondents identifying as Queens Avenue residents. The Q.1 and Q.2 results of this cohort are presented below:

Q.1 Please rank the feasible options in order of your preference. *Required. All options must be ranked.*

	Option 1	Option 2	Option 3
First choice	9 (16%)	12 (22%)	34 (62%)
Second choice	20 (36%)	18 (33%)	17 (31%)
Third choice	26 (47%)	25 (45%)	4 (7%)

- option three was the most preferred option with **62 per cent** of first choice, and only placed third by 7 per cent of respondents.
- option two and option one were substantially lower in preference, with 22 per cent and 16 per cent of first choice respectively.

Q.2 What is your interest in this project? *Optional. Multiple choice allowed.*



Survey data – Caulfield East residents

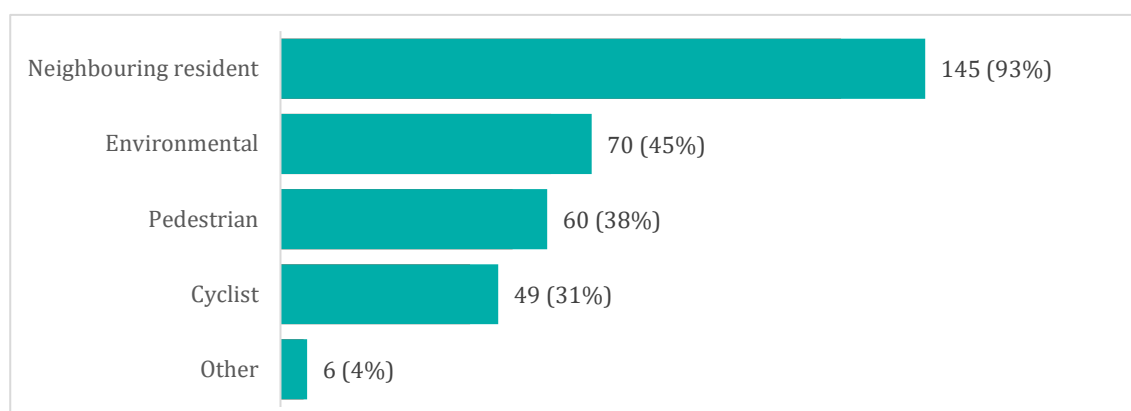
A total of **156 surveys** were completed by respondents identifying as Caulfield East residents. The Q.1 and Q.2 results of this cohort are presented below:

Q.1 Please rank the feasible options in order of your preference. Required. All options must be ranked.

	Option 1	Option 2	Option 3
First choice	14 (9%)	41 (26%)	101 (65%)
Second choice	51 (33%)	66 (42%)	39 (25%)
Third choice	91 (58%)	49 (31%)	16 (10%)

- option three was the most preferred option with **65 per cent** of first choice, and only placed third by 16 per cent of respondents.
- option two and option one were substantially lower in preference, with 26 per cent and 14 per cent of first choice respectively.
- this data reflects the responses provided by Queens Avenue residents

Q.2 What is your interest in this project? Optional. Multiple choice allowed.



Key stakeholder and webinar information sessions

Senior Council officers and LXRP representatives communicated directly with key stakeholder group representatives and community members through a key stakeholder info session and a public webinar. These information sessions aimed to provide background information about the project, including the options that were on the table and the options that had been discounted.

Key stakeholder information session

The key stakeholder information session was offered in person from 10am to 1pm on 19 January. The session was facilitated by an independent facilitator, with presentations from Level Crossing Removal Project, and Glen Eira City Council officers answering questions.

5 stakeholder groups were represented by 9 people (limit of 2 per group):

- QueenSAVEtrees group
- Glen Eira Bicycle Users Group
- Glen Eira Emergency Climate Action Network
- Bicycle Network
- Streets Alive Glen Eira

No formal feedback was collected from the key stakeholder information session.

Webinar

The webinar was offered to the public online at 6:30-7:30pm 24 January. The session was facilitated by Council with a presentation of the project background by LXRP. Questions were taken in advance and during the session.

- 85 people attended the webinar (119 people registered)
- 55 questions were nominated in advance (1,086 up votes)
- 20 questions were asked on the night

While time did not allow for all questions to be answered at the webinar, all questions were answered on the Have Your Say webpage on 25 January.

Email submissions

The engagement@gleneira.vic.gov.au inbox is a formal channel for engagement and promoted through the Have Your Say website. Emails received to other Council email accounts, including officers and Councillors, were forwarded to the engagement inbox.

Emails from 12 people/groups were received in this inbox during the consultation period that referred to the Queens Avenue cycling corridor. All emails received have been provided to the elected Council to inform their decision making.

Quotes

Below is a random selection of quotes pulled from free-text feedback in the survey and emails to Council.

"I personally support a compromise with a 'modified option 2':

- retain a reasonable number of car parking spaces,
- achieve a safe, separated bike path,
- reduced traffic speed (eg: 40km),
- traffic calming of the avenue (including pedestrian crossings to gates into the racecourse), and
- Facilitate a safe connection point for cyclists and pedestrians at Normanby Rd in all directions.

We need a long-term solution that protects the trees, maintains community amenity and creates safe cycling."

"It's high time that the council provides improved safety for cyclists. Doing nothing is not an option, it's negligence. I thank the council in advance for its proactive support of the cycling community, and initiatives that will go some way to reducing our impact on climate change."

"Glen Eira has low tree cover already. To remove 200 more trees is not feasible given that there is already a bike lane. Planting new trees doesn't compensate for the removal of 200 mature trees that remove significant amounts of carbon dioxide from the atmosphere."

"With so few options to consider, GE residents have a compromising dilemma. Choice 3 is actually a non-choice for obvious reasons. And using bicycle safety is questionable. and does not align with community needs. The increase in road temperature on hot concrete in should be a concern for Council as it puts cyclists and pedestrians at risk. Cyclist safety should not just be about protection from vehicles . Time to go back to the drawing board!"

"Options 1 and 2 take from local residents but give nothing back. If a beautiful, shady line of trees is to be removed then at least replace them with trees that will provide a similar view and function within the next 10 years.

This beautiful avenue needs to be protected.

At 3.5 meter intervals, plant 4 meter high trees (with non-lateral root systems) that will grow to at least 15 meters and they provide the visual appeal plus sun and wind protection. None of the 3 species identified in the LXR plans support this need. The significant political risks for councillors would also be reduced by this relatively slight modification (and cost) to option 1."

"I'm concerned that mature trees are proposed in this project when we need pleasant, cool, safe places to walk and ride as summers get more harsh.

Planting alternative vegetation will take a long time to get established, provide shade, and what happens to the wildlife dependent on existing plantings."

“ The trees are too important to lose for reasons of biodiversity, shade and community enjoyment just to name a few. The path over Ed in option 1 would be unbearably hot and uninviting especially in summer.

The replanting of trees replaces large mature trees with small trees that will take years to grow to the same size required for habitat and shade. Not to mention the loss of photosynthesis provided by the large mature trees.”

“ There are a large number of reasons why both proposals cannot proceed. But fundamentally, as a resident of the street, to propose that car parking is removed along the eastern side of Queens Avenue is ludicrous. It will be incredibly dangerous for residents that will need to reverse out of driveways directly into oncoming traffic on a busy road, often blindly. We have had many near misses already from speeding and impatient drivers as we enter and exit our driveway. With the removal of the bike lane and the parking lane, it's a fatal accident waiting to happen. How did we get to this decision?”

“Without the on-street parking area, residents with driveway access will be forced to enter/exit their properties directly from the busy traffic lane of Queens Avenue. When attempting to reverse in or out of their properties, this maneuver will mean reversing (often blindly) into the busy major traffic lane of Queens Avenue. The opportunities for accidents, injury and fatalities are significant.”

“I'm a young person who's future is going to be impacted by climate change significantly more than previous generations. It is exhausting constantly seeing through the decisions that people in government make, that money, the pursuit of power and self promotion are more important than protecting the world future generations are going to live in. There are other options than destroying trees such as reducing the speed limit, look at Leamington crescent, only reducing parking where the road narrows”

“Derby + Leamington Cres carry few cars & could be used as bike route without much expense. Distance via this route to connect to a bike lane on Normanby to connect station would be 100m further. Bike route on either would connect to Djerring trail via Lorne Street. Glen Eira already has least parkland or tree cover in Vic. Tree clearing along rail line has already devastated area. Slightly shorter route to Caulfield is useless due to the lack of bicycle connection on city side of the station.”

“None of the options are satisfactory. Option 2 could be further worked to achieve saving the trees and safe bike path. Not at all clear where this fits with the broader plan and what the next stage of links will be. We need to see an overall feasible transport plan. Very disappointed that Council has not been more proactive on this and even considered further tree and habitat destruction.”

“All three options presented are inadequate. GECAN has identified the following as key Project characteristics/desirable outcomes:

- conserving the 250 existing trees on Queens Ave
 - a safe cycling connection that minimises impact on the trees
 - preservation of existing biodiversity
 - Reasonable resident amenity is achieved
 - retention and enhancement of ecological benefits for people (urban greening, healthy streets, active and sustainable travel).
-

Further consultation is required.”

“Dedicated bike lane over shared. Protected lane over slightly raised. Trees over parking. The priority should be on creating the safest possible option for both pedestrians and cyclists, to promote active lifestyles and modes of transport. We all remember how quiet and safe our streets were during covid, how lovely it was to see families out riding together -- now things are back to normal, our kids have been scared off the roads again.”

“It’s outrageous to present Option 1 and 2. It’s an insult & a cheap tactic. These are no win options to community and aim to pit us against each other to choose either 1 or 2. If the will was there, there are other solutions (e.g. one way street) that would not involve removing these precious & irreplaceable trees. Shade, aesthetics, environmental concerns & biodiversity are essential to protect humans & animals who live & feed there. These trees are vital in the fight against climate change”

“PLEASE DO NOT USE MY 2ND AND 3RD RANKINGS TO INDICATE SUPPORT FOR EITHER.

A decision here requires a) the effect of Glen Eira Council reasserting its ownership on land currently behind the Racecourse fence, making more land acreage to be considered; & (b) options be put to the local residents & others which do not include the removal of over 200 trees or the removal of all street parking on Queens Avenue. No clear connection to north means no urgency merited.”

“Please consider how important these trees are in this location providing shelter and protection for humans, birds and animals, and their role in controlling flooding In the racecourse and in off setting carbon. It really is important to not dismiss this view as just people being “Greenies”. I also hope that any future opportunities for council to work with community can become an effective and collaborative practice, and good will is restored.”

“This is such an opportunity to create a beautiful “Avenue” that could include a great outcome for the residents, wildlife, environment and cyclists (who also agree this is not required). Please halt this project so discussions with council, MRC and LXCP and local community can continue to find a happy outcome for all.”

“Quite frankly as a resident of Queens Ave it is quite astonishing that an option to lose ALL parking on the street is being considered. We will have no parking on either side of the street for anyone to even pull over. As a parent of **** this is unsafe and dangerous that they can’t even be dropped off on either side of our street. It would be ok if it was one side but to lose both is not acceptable. We already manage 1 hour parking Monday to Friday 8am to 8pm so when visitors, tradespeople or family come over we have to shuffle cars around in our driveway if over an hour.”

“I would encourage the council to reduce speed from 60kph to 40kph/50kph to make cycling safer until a better solution is found for the "Queens Avenue Problem" in the Victorian Great Transport Build Project. Please hold off making hasty decisions that will be regretted for many years to come and leave a bad legacy for future generations.”

“Options 1 and 2 take from local residents but give nothing back. If a beautiful, shady line of trees is to be removed then at least replace them with trees that will provide a similar view and function within the next 10 years.

This beautiful avenue needs to be protected.

At 3.5 meter intervals, plant 4 meter high trees (with non-lateral root systems) that will grow to at least 15 meters and thereby provide the visual appeal plus sun and wind protection. None of the 3 species identified in the LXRPlan support this need. The significant political risks for councillors would also be reduced by this relatively slight modification (and cost) to option 1.”

Appendix I

This appendix has all questions and answers hosted publicly at the Have Your Say webpage.

Question	Question Details	Answer from Council
Do you acknowledge that the path east of the railway line is a recognised cycling and pedestrian route, and are you willing to improve its safety's.	By installing a new path to connect smoothly and with good visibility at the corner of Lord and Leamington, with signage and mirror to alleviate remaining hazard. Will you commit to adding sharrows to the roadways where there is shared cycle and car use? This route has been regularly and safely used for many years and will continue to be used by those travelling eastwards, joining up with the Djerring trail without interacting with busy roads. It doesn't need major changes, just safety tweaks.	<i>This is an LXR project and Council does not have planning powers. Council can only indicate a preference from the two options presented by the LXR.</i>
Leamington Cres???	As a frequent local cyclist I'm totally perplex by this queens Ave route idea. tbh I'd never use it! why not just connect to the dejerling trail thru Leamington Cres, using the now vacant house block at 21 Lord ave, this IS the most direct and frequent used established cycling route since the Dejerling skyrail path was built, I can not understand how this isn't an option it should be the ONLY option! connect the uni and station via Moodie st tunnel to derby road or is this to logical and simple?	<i>The LXR have only provided two options to consider. Alternatives for Derby Crescent and Leamington Crescent were considered by LXR earlier in the project however are no longer under consideration. There is more information on this on the Have Your Say page.</i>
Crescent is not suitable or safe option. It's a narrow road made worse when uni students park on railway side & residents park on other. Leamington ?		<i>The LXR have only provided the two options to consider, so this is not on the table. A shared use path along Derby Crescent was considered by LXR earlier in the project however is no longer under consideration. There is more information on this on the Have Your Say page.</i>

Question	Question Details	Answer from Council
Is there a proposed path from Neerim Rd to Djerring trail	Is there a proposed path from Neerim Rd to Djerring trail Via leamington Crescent?	<i>Both options result in cyclists returning to the road path at the Normanby Road intersection. This intersection is not in the scope of the current project and would need further works completed by Council or DTP to progressively fill in the missing links to connect Frankston to the Djerring trail.</i>
Why its a FOUR metre wide nature strip deemed desirable but only a sub-standard 2.5 metre wide two-way bike-lane proposed?		<i>This project is focused on future cycling use to support and deliver on the State Government's Strategic Cycling Corridor initiative. LXRП advises it has undertaken due diligence on the design and used average traffic data to inform the options. The LXRП investigated options for the cycle path on alternate routes however Queens Avenue is the recommended option. There is more information on this on the Have Your Say page.</i>
Why was the option of a one-way street (return along Derby Cres) with a two-way bike-lane not considered?		<i>The LXRП have only provided two options to consider. Alternatives for Derby Crescent and Leamington Crescent were considered by LXRП earlier in the project however are no longer under consideration. There is more information on this on the Have Your Say page.</i>
The consequences of 'do nothing'	<p>Why is Council considering 'do nothing' as an option? This would be inconsistent with state and local policy and once again demonstrate that Council is not serious about reducing transport emissions and achieving mode shift - goals under the Integrated Transport Strategy, Cycling Action Plan and Climate Emergency Response Strategy.</p> <p>If Council choses to advocate for the 'do nothing' approach - how else do they propose to achieve these goals?</p>	<i>Our community indicated to Council prior to this community engagement that neither option is preferred. Listening to this feedback Council introduced a third option of 'neither option one or two' to help capture this sentiment in qualitative form. Responses to this question in our survey will help to more accurately reflect our community's views, and inform Council's decision on its preference to the LXRП. This is an LXRП project and Council does not have planning powers. Council can only indicate a preference for the LXRП's consideration. This issue will ultimately be decided by the LXRП and the Victorian Government.</i>

Question	Question Details	Answer from Council
Remove a smaller amount of vegetation including all non indigenous plants	An appropriate bi-directional path should fit as well as parking on the east side of Queens Ave by moving both the west side kerb and removing a smaller amount of vegetation. This could possibly be 20 to 30 trees as well as all non indigenous plants and trees including the ugly coprosma repens ('shiny leaf). Reduce the traffic lane widths by an appropriate amount as well by reducing the limit to 50kmh.	<i>Council would like to see the western kerb shifted either way to assist with either option 1 or 2.</i>
Communication methods and timing	Why are the opinions of users only being consulted now? Surely this has been considered for months/ years? And we are only given 10 days to formulate responses. There are many people who will have an opinion but will never see this discussion. Is it being discussed in the council newspaper "Glen Eira News"? I may have missed it. This goes to all residents and should be a communication vehicle.	<i>Council has long called for community consultation and is undertaking this community engagement to help inform Council's decision on the two options the LXRPs have provided. By completing the survey on this Have Your Say page you will help to inform Council's decision on which of the LXRPs options to support. An engagement summary report will be presented to Council on Tuesday 6 February at its Ordinary Council Meeting, during which Council will decide which option they will support. Ultimately, however, the decision is with the LXRPs and the Victorian Government.</i>
Can you please create a rough draft of what plants will be planted?	If you are intending to replace the existing trees, please provide proof that replacement plants are being considered and will be viable for the space.	<i>This is an LXRPs project and Council does not have planning powers. Council has been able to work with LXRPs on other planting projects so expect to do the same once a decision is made.</i>
Have you considered using Derby St instead for bikes. It's quieter, could just shutdown one lane and make the street one way.	Use Derby St for bikes. Make it a one way street. Then connect back to Queens at the south end .	<i>The LXRPs have only provided two options to consider. Alternatives for Derby Crescent and Leamington Crescent were considered by LXRPs earlier in the project however are no longer under consideration. There is more information on this on the Have Your Say page.</i>

Question	Question Details	Answer from Council
Has a study been conducted to determine whether any of the proposed options are even necessary?	I live in Clarence St/Riddell Parade, Elsternwick; a very busy thoroughfare to/from Elsternwick Station, Glenhuntly Rd shopping, bus routes & school traffic, BUT also part of the Rosstown Rail cycling trail & a designated cycling corridor. There is on-street parking & footpaths on both sides, & NO bike lanes! Last year, the speed limit was reduced to 40-50km, speed bumps were installed, & sharrows painted on the road. It is happily shared by all users & much calmer w/o any drastic measures.	<i>This project is focused on future cycling use to support and deliver on the State Government's Strategic Cycling Corridor initiative. LXRП advises it has undertaken due diligence on the design and used average traffic data to inform the options. The LXRП investigated options for the cycle path on alternate routes however Queens Avenue is the recommended option. There is more information on this on the Have Your Say page.</i>
What traffic management study have been completed to ensure safe exit/entry to the residents of Queens Ave so they can access their properties safely	Without a "parking lane" we are driving straight into or reversing into oncoming traffic. This is unacceptable and dangerous! It's already difficult to reverse out or drive out of our driveways into 60km traffic, especially at the Normandy Rd end where traffic comes up quickly over the hill. The "parking lane" allows us space to pull over then merge into the traffic when safe. It's not just about parking it's about safety for all, bike riders and the residents. Has this been considered?	<i>This project is focused on future cycling use to support and deliver on the State Government's Strategic Cycling Corridor initiative. LXRП advises it has undertaken due diligence on the design and used average traffic data to inform the options. It is Council's understanding that further detailed design will be completed by LXRП once a decision is made.</i>
Why can't you increase the carriageway size by the minimum amount to accommodate both the parking and the cycling infrastructure and keep trees?	There is space on the grass verge to widen the carriageway to accommodate all modes of transport whilst maintaining most of the trees. Minimum lane widths under the Austroads guidelines also look like they have not been considered in presentation of the 2 options.	<i>This is an LXRП project and Council does not have planning powers. Council can only indicate a preference for the LXRП's consideration. The LXRП have only provided two options to consider.</i>

Question	Question Details	Answer from Council
safe and convenient so kids, families and new riders can ride too	Queens Ave is the most direct connection to all the destinations it serves in 4 directions and 2 railtrails. Thanks to the LXRP for building safer infrastructure. Will this project, Caulfield Station upgrade or Council build safe connecting paths for cycling and walking at the corner of Queens/Normanby/Sir John Monash Drive, Djerring Trail and along Normanby Ave?	<i>Both options result in cyclists returning to the road path at the Normanby Road intersection. This intersection is not in the scope of the current project and would need further works completed by Council or DTP to progressively fill in the missing links to connect Frankston to the Djerring trail.</i>
Don't you think that removing 220 trees is a disgraceful solution?	I would expect smarter solutions from the council. What a disappointment and a disgrace to the community.	<i>This is not a Council project. This is an LXRP project, and the LXRP has asked for Council's view on the two options they have put forward. Council has long called for community consultation. Ultimately, however, the decision is with the LXRP and the Victorian Government.</i>
Don't you think the		
Can't we live symbiotically.	If more people mean more bike and more cars and that means less mature trees then we are on a path to a very ugly future.	<i>This is an LXRP project and Council does not have planning powers. Council can only indicate a preference for the LXRP's consideration. This issue will ultimately be decided by the LXRP and the Victorian Government.</i>
Do any of the options include a pedestrian priority crossing of Queens Ave?	There is a pedestrian gate into the Racecourse that is normally used by joggers and walkers when the Racecourse doesn't have an event on. Would be good if a safe means of crossing Queens Avenue was provided for them for Option One and Option Two. Could even do this if the existing bike lanes are kept.	<i>No. If option 1 was constructed, Council would consider safety and any other implications for road and racecourse users.</i>
What is wrong with the existing bike lanes? Is there a history of accidents?	If there isn't a history of accidents on the existing bike lanes then why are you even considering changing the existing arrangement?	<i>This project is a LXRP initiative and not Council's and is required to meet the requirements of the Principle Cycling Network standards. Council's key focus is the safety of our community, and we are committed to supporting an LXRP solution that meets the requirements of the Australian Road Standards.</i>

Question	Question Details	Answer from Council
Leamington Cr is the most logical and cost effective option.	Why does the LXRП refuse to consider Leamington Cr? Their reasoning is flawed. As a local resident I know how little vehicular traffic there is on it, making it perfect as a designated BIKE ROUTE only. No path required, no trees removed. Remove parking on railway side to widen. Requisition of vacant block (or part thereof) at the end of Lord St makes it possible. What is the status of this block, has it already been acquired as other properties have been. This solution saves millions of dollars	<i>The LXRП have only provided two options for Council to consider. An alternative for Leamington Crescent was considered by the LXRП earlier in the project however is no longer under consideration. View the LXRП fact sheet on this Have Your Say page for an overview of all the routes that were considered.</i>
Where is proof of the demand?	Where is the research that says that thousands of people want this track and would support 200+ mature trees being cut sdwn to get it? This has never been an issue and then all of a sudden it's a huge priority?? And then we are told we have to choose options 1 & 2 in order to complete the survey, neither of which i support at all	<i>This LXRП project is focused on future cycling use to support and deliver on the State Government's Strategic Cycling Corridor initiative.</i>
How do Options 1 & 2 create a safe, viable cycling link to Djerring Trail?	Can Council explain how either Option 1 or 2 meet their Integrated Transport Strategy & Structure Plan to increase safe cycling links in Glen Eira and how either option creates a cycling loop between Frankston Rail Trail & Djerring Trail? Options 1 & 2 show a cycling route ending at the busy Queens Ave and Normanby Rd intersection which does not connect with any other existing bike path. Cyclists must ride through two intersections or dismount and walk on the footpath to reach the Djerring Trail from Queens Ave. How is this a viable link?	<i>This is not a Council project. The cycling corridor is being built by the LXRП to connect Glen Huntly and Caulfield. Queens Avenue is identified as a main route connecting significant destinations and activity centres. The LXRП did consider a connection through Leamington Crescent and Derby Crescent however concluded these options were not viable solutions. There is more information on this on the Have Your Say page.</i>

Question	Question Details	Answer from Council
Alternatives at derby or leamington crescent	Why not leamington or derby crescent on rail corridor already established. These two options are not sustainable and too restrictive. Very short sighted to hasten the process and rush an outcome when both options are in all honesty not great for any residence nor cyclists	<i>The LXRPs have only provided two options to consider. Alternatives for Derby Crescent and Leamington Crescent were considered by LXRPs earlier in the project however are no longer under consideration. There is more information on this on the Have Your Say page.</i>
Can you please stop with all the road changes?	Enough with the road changes, please. Please look at supporting those in need - seniors, new parents, addressing loneliness. And if you have excess monies, please look at supporting the small charities/organisations that do so much good in our community. Thank you.	<i>This is an LXRPs project and Council does not have planning powers. Council can only indicate a preference for the LXRPs consideration. This issue will ultimately be decided by the LXRPs and the Victorian Government.</i>
Both designs are poor	The two design options are both poor, why can't you keep the parking and use SOME of the nature strip and SOME of the road there is PLENTY of room, I suggest its a cost driven not functionally driven.	<i>This is an LXRPs project and Council does not have planning or design powers. Council can only indicate a preference for the LXRPs consideration. The LXRPs have only provided two options to consider. Alternatives were considered by LXRPs earlier in the project however are no longer under consideration. There is more information on this on the Have Your Say page.</i>
Do the LXRA even consider local residents?	Over the last two years the LXRA has shown no regard for the local community or residents in close proximity to the work site. Is this going to be any different or are the LXRA simply going to ignore and gaslight the community yet again?	<i>Council has long called for community consultation and is undertaking this community engagement to help inform Council's decision on the two options the LXRPs have provided. By completing the survey on this Have Your Say page you will help to inform Council's decision on which of the LXRPs options to support. A summary of the engagement results will be presented at the Ordinary Council Meeting on Tuesday 6 February 2024 to help inform which option Council will support. Ultimately, however, the decision is with the LXRPs and the Victorian Government.</i>
Access to our properties	How does the council propose carers, deliveries, visitors, taxis, trades people access our properties with out parking? Some don't even have their own driveways, meaning they will be isolated.!!	<i>This is an LXRPs project. All of the above would need to be further explored and taken into consideration through detailed design by the LXRPs, and Council as a road authority, if option 2 was the preferred option.</i>

Question	Question Details	Answer from Council
Who parks in these spots and what are the alternate options for car parking? Multi story in Caulfield race course.	More info on the trade off seems to be needed and input from home owners as to thier next best alternative for parking.	<i>This is an LXR project and Council does not have planning or design powers. Council can only indicate a preference for the LXR's consideration.</i> <i>The LXR have only provided two options to consider. Alternatives were considered by LXR earlier in the project however are no longer under consideration. There is more information on this on the Have Your Say page.</i>
The survey is flawed in the way it is set out.	The survey is flawed in that to complete it you have to give a second and third preference as if a bad solution is a second preference and a worse solution is a third preference. Why was I not able to just pick option three, neither option one or two. It makes it seem like people have second and third preference when most people would probably be happy to just pick one option.	<i>We understand that many people who take this survey will have a strong preference towards their first choice. In asking people to rank their second and third choices we still capture this first-choice data, as well as collecting extra sentiment data that may show underlying trends. Understanding these trends, and the feedback from the additional survey questions, will help to further inform Council if there is no clear majority preference.</i>
Safety first	Why do some residents find property value from car parks more important than safety of cyclists? They are basically asking to use public space for their own monetary benefit. The Council needs at least to impose a tax for these car parks onto the neighbouring properties for community share of such benefit. (It is not even clear that private cars will be a thing of the future - no space wasted on car parks and having more green and alternative transport may be of more valuable in the future.)	<i>This project is focused on future cycling use to support and deliver on the State Government's Strategic Cycling Corridor initiative. LXR advises it has undertaken due diligence on the design and used average traffic data to inform the options. The LXR investigated options for the cycle path on alternate routes however Queens Avenue is the recommended option. There is more information on this on the Have Your Say page.</i>
Option I but keeping Significant Trees	Is it possible to progress Option I but retain some or all of the trees on the Significant Tree Register by narrowing / winding the 3m shared path near key trees?	<i>This is an LXR project and Council does not have planning powers. Council can only indicate a preference from the two options presented by the LXR.</i>

Question	Question Details	Answer from Council
<p>Should the Queens avenue path be a pedestrian path - and a proper solution for a cycling link be done separately?</p>	<p>Queens avenue really doesn't work as a cycle link to the excellent Djerring trail. It wouldn't be of much use to cyclists, being so short but with so many road crossings.</p> <p>Maybe the Queens Ave path could be for walking/jogging - like a Caulfield Tan? (like Botanic gardens circuit). Then a separate, dedicated planning project could be made to properly link the railway path to the south to the Djerring trail. Cycling is booming - this link really needs to be done properly (cf. climate action too).</p>	<p><i>This project is focused on future cycling use to support and deliver on the State Government's Strategic Cycling Corridor initiative. LXRП advises it has undertaken due diligence on the design and used average traffic data to inform the options. The LXRП investigated options for the cycle path on alternate routes however Queens Avenue is the recommended option. There is more information on this on the Have Your Say page.</i></p>
<p>An unsafe and impractical solution for cyclists?</p>	<p>I really don't get why Queens ave is being suggested for a cycling path, when it's pretty obvious it would be a really bad connection! I used to go along the lane on west side of railway tracks from Neerim Rd, then along Lamington st, to connect with Djerring trail. Now I use the underpass on Derby cres. Even though I like to stick to bike paths I would never use a Queens Ave link! Too many road crossings, where accidents can/do happen (& takes much longer).</p>	<p><i>This is not a Council project. The cycling corridor is being built by the LXRП to connect Glen Huntly and Caulfield. Queens Avenue is identified as a main route connecting significant destinations and activity centres. The LXRП did consider a connection through Leamington Crescent and Derby Crescent however concluded these options were not viable solutions. There is more information on this on the Have Your Say page.</i></p>
<p>Why is Council pursuing such a bad solution to a much-needed cycling link?</p>	<p>Virtually all cyclists I've spoken to say that a cycling link between GH station and the Djerring trail should NOT go via Queens Avenue. This is due to the multiple road/intersection crossings, for such a short link. We require a high-quality, long-term solution to this missing link. Ideally it would link seamlessly with the Djerring trail, following the railway line. Maybe the Queens Ave path is better suited to being a walking/jogging path, improving the racecourse pedestrian circuit?</p>	<p><i>This is not a Council project. The cycling corridor is being built by the LXRП to connect Glen Huntly and Caulfield. Queens Avenue is identified as a main route connecting significant destinations and activity centres. The LXRП did consider a connection through Leamington Crescent and Derby Crescent however concluded these options were not viable solutions. There is more information on this on the Have Your Say page.</i></p>

Question	Question Details	Answer from Council
What happens to the bikes when the new Tabaret is built on the Queens avenue and Normanby road corner?		<i>If Option 1 or 2 are constructed, the proposed driveway that may interface with the bike path would need to be designed to ensure it doesn't impact on the safety of the cyclists.</i>
What is wrong with the Derby crescent bike path option?		<i>The LXRPs have only provided two options to consider. Alternatives for Derby Crescent and Leamington Crescent were considered by LXRPs earlier in the project however are no longer under consideration. There is more information on this on the Have Your Say page.</i>
Option to do nothing	What are the implications of a majority-Option 3 (Neither Option 1 nor Option 2) vote? Does this mean that LXRPs will take over from council and just go with the original Option 1 (destroy all the trees), or does Council have the power to STOP all LXRPs work on Queens Avenue?	<i>This is an LXRPs project and Council does not have planning powers. Council can only indicate a preference for the LXRPs's consideration. This issue will ultimately be decided by the LXRPs and the Victorian Government.</i>
Why is the Caulfield Racecourse Reserve not being utilised more for active transport paths?	The Caulfield Racecourse Reserve has minimal space allocated to rewilding, recreation & sports fields, despite reclaiming public space being a policy of successive state & municipal governments. It seems quite feasible for some reorganised space within this State Government owned and Trust managed property to be used for active transport paths: not just as an option for a Queens Ave path, but also as an off-road connection from Glen Eira Rd (a Victorian Strategic Cycling Corridor) to Queens Ave.	<i>This is an LXRPs project. The LXRPs has asked for Council's view on only the two options they have put forward. The Racecourse Reserve is not one of the options given by the LXRPs. Council did put forward some alternatives, but the LXRPs has given us two options to explore with the community, both of which are outlined on this Have Your Say page.</i>
How many cyclist and pedestrians are hit each year by cars in Glen Eira? Will this help?	Bike infrastructure is important to stop the deaths of real human beings. How many people are injured or killed on their bikes in Glen Eira every year? Will this infrastructure help save these preventable tragedies.	<i>This project is focused on future cycling use to support and deliver on the State Government's Strategic Cycling Corridor initiative. LXRPs advises it has undertaken due diligence on the design and used average traffic data to inform the options. The LXRPs investigated options for the cycle path on alternate routes however Queens Avenue is the recommended option. There is more information on this on the Have Your Say page.</i>

Question	Question Details	Answer from Council
Why is option 1 still being listed? Have risk assessments been made? Is council prepared to fund other viable options if LXRП are not?	<p>In light of developments, as the minister responsible has quashed any plan involving large scale removal of the trees concerned, why is Option 1 even being listed?</p> <p>As cyclist safety is obviously a major concern, has the council or the LXRП performed risk assessments on all options. If so what, was the outcome? How many recorded accidents involving cyclists have there been on this section of Queens Ave?</p> <p>Has the council considered obvious alternatives, where council funding may be required?</p>	<p><i>This is an LXRП project and Council does not have planning powers. Council can only indicate a preference for the LXRП's consideration. This issue will ultimately be decided by the LXRП and the Victorian Government.</i></p>
Will the 6 elms on the Significant Tree Register be retained if option 2 is chosen?	<p>The 6 young-mature trees (20-40 years old) are all healthy and well-formed examples of Variegated English Elms. They are some of the most notable trees within the street reserve and have significant value in terms of aesthetics, heritage, and the environment. Their 10-14 metre wide canopies provide habitat for insects, birds and animals as well as shade, a dust and wind filter and visual barrier to the racecourse. They must be retained along with the other trees for their mental health benefits.</p>	<p><i>Both proposed options come back off-road at the Normanby Road/Queens Avenue Intersection. It is understood 20 trees will need to be removed regardless. If the Elm's are impacted, Council will advocate and work with the LXRП to try and retain them.</i></p>
Why is council not abiding by its own climate strategy?	<p>Council's strategy states that goal 1. We embed climate change action in everything that we do. Goal 2: our community is active and mobilised on climate action. How does cutting down 250 mature trees align with this strategy particularly against the voice of the community?</p>	<p><i>This is an LXRП project and Council does not have planning powers. Council can only indicate a preference for the LXRП's consideration. This issue will ultimately be decided by the LXRП and the Victorian Government.</i></p>

Question	Question Details	Answer from Council
West side flooding, will drainage be repaired?	The west side floods currently and remains water logged for much of the year due to the amount of watering from the race course and poor drainage. Will the drainage be upgraded and/or is there are current strategy to prevent more runoff if more concrete is introduced?	<i>The LXRp do not intend to do any drainage works or upgrades for either option.</i>
Derby crescent needs repairs, why not there?	Post the LXR project Derby crescent, like many of the streets hasn't been repaired. It's also where the under pass and connection is to get to the Djerring trail without crossing 2 roads. Is the council and state government not concerned that one of the safest bike paths they have currently about to become a safety trap? It would be good to repair derby crescent and provide more separation to the train line with the path and new greenery.	<i>The LXRp have only provided two options to consider. Alternatives for Derby Crescent and Leamington Crescent were considered by LXRp earlier in the project however are no longer under consideration. There is more information on this on the Have Your Say page.</i>
Why isn't Derby Crescent considered as it wasn't looked at as a bike only path	Derby Crescent was ruled out for SUP but not looked at for bike only option. Make it one-way running South to North, install separated on road bike path on railway line side (east) and remove commuter car parking. Sections of Queens Avenue could be used for commuter parking with remainder resident only parking. Gives you direct connection to Djerring Trail via Moodie Street underpass. Station and University could be accessed via Normanby or Monash Drive or via Djerring Trail.	<i>The LXRp have only provided the two options to consider, so this is not on the table. A shared use path along Derby Crescent was considered by LXRp earlier in the project however is no longer under consideration. There is more information on this on the Have Your Say page.</i>

Question	Question Details	Answer from Council
What surveys have been done about bike use and traffic on Queens Ave to justify these designs?	I live on Queens Ave and the bike traffic is minimal. Since the removal of the Neerim Rd level crossing the car traffic is also reduced. What surveys have been done and can we see them to justify the need for these poor options to create a dedicated 2 lane bike path? Why not keep existing bike lanes and reduce speed limit while investigating better alternatives?	<i>This project is focused on future cycling use to support and deliver on the State Government's Strategic Cycling Corridor initiative. LXRPA advises it has undertaken due diligence on the design and used average traffic data to inform the options. The LXRPA investigated options for the cycle path on alternate routes however Queens Avenue is the recommended option. There is more information on this on the Have Your Say page.</i>
How will we and our future grandchildren breathe fresh air with so few trees in Glen Eira?		<i>Council will take into consideration the implications for vegetation when it reviews the engagement report and considers the two proposed options.</i>
How does a dedicated bike path work when council have also approved a car park entrance/exit for the Glasshouse to be moved?	Council have approved for the Glasshouse to be moved to the north east corner of the Guinness Carpark. This includes a car park that will have a busy driveway entrance/exit in Queens Avenue. Yet a bike path is being proposed along Queens Avenue that will now need to cross this driveway. This doesn't make sense. Will this car park entrance now be removed if the bike lane proceeds down Queens Avenue?	<i>If Option 1 or 2 are constructed, the proposed driveway that may interface with the bike path would need to be designed to ensure it doesn't impact on the safety of the cyclists.</i>
If car parking is removed in Queens Avenue, will all of the area in Caulfield East be permit only parking?	If residents are no longer able to park in Queens Avenue, will all the surrounding streets become permit only? Surely this would have to happen to ensure residents have enough parking options. If the streets running off Queens Avenue remain open to public access, it will leave little to no parking options for residents.	<i>Council would assess the implications for residents if the car parking was to be removed from Queens Avenue.</i>

Question	Question Details	Answer from Council
Why is there not a direct and safe link along the rail corridor between neerim rd and Djerring trail?	<p>Why not a path alongside the train corridor linking to either Derby St on west or leamington st on west of the rail channel, and reduce a road crossing or two for those wanting to ride between Frankston line trail and Djerring trail?</p> <p>There used to be a walking path between neerim and leamington pre excavation. Is a pathway through there feasible?</p> <p>Queens rd and Normanby end will still be problematic with both option 1 and 2 as it doesn't safely link with Djerring trail. Djerring trail effectively ends at east caulfield reserve from which there is no safe cycling link to anything</p>	<p><i>The cycling corridor is being built by the LXRП to connect Glen Huntly and Caulfield. Queens Avenue is identified as a main route connecting significant destinations and activity centres. The LXRП did consider a connection through Leamington Crescent and Derby Crescent however concluded these options were not viable solutions. There is more information on this on the Have Your Say page.</i></p>
Drainage upgrade?	<p>If the only option for bicycle path is the west side, and the west side K&C already ponds in rain events, how would the east side cope with the change of runoff? Assuming the existing west side drainage is removed. There needs to be a change to enable no ponding.</p>	<p><i>The LXRП do not intend to do any drainage works or upgrades for either option.</i></p>
Removing car parking devalues my property. Why can't council consider other options that keeps trees and keeps car parks?	<p>Removing car parks along Queens Avenue seriously reduces the value of my home. We must retain an option to park on street out the front of our homes, not only for ourselves but also for our visitors. With no parking in either side of the street, it leaves no options other than limited spaces in nearby side streets. This is simply not an option. Other options must be considered. Why is there a rush to push this through, without appropriate community consultation to design a compromised plan?</p>	<p><i>This is an LXRП project and Council does not have planning powers. Council can only indicate a preference for the LXRП's consideration. This issue will ultimately be decided by the LXRП and the Victorian Government. There is more information on this on the Have Your Say page.</i></p>

Question	Question Details	Answer from Council
Why does the bike path not follow the train line?	Queens Avenue is quite removed from the train line, particularly as you get to the middle of the street. Why are residents being impacted by something that should not affect them? Removing car parks and/or trees seems like a consequence of bad planning and community consultation. Just don't do anything. I'm not sure why the urgent need for a bike path that few people would actually use as it doesn't connect anything.	<i>This project is focused on future cycling use to support and deliver on the State Government's Strategic Cycling Corridor initiative. LXRП advises it has undertaken due diligence on the design and used average traffic data to inform the options. The LXRП investigated options for the cycle path on alternate routes however Queens Avenue is the recommended option. There is more information on this on the Have Your Say page.</i>
Why is Queens Ave being used to try and connect two bike paths when it is impossible to achieve?	This is appalling planning from the LXRП. When the train line was fixed, a SUP should have run along the train line on either the Leamington Cres or Derby Cres side of the track. To now try and shoehorn a solution down Queens Avenue makes no sense. It does not abut the train line. Nor does it connect the existing bike paths. In fact it is impossible to do so. This bike path will simply end at Normandy Rd. Cyclists will be forced to cross multiple traffic lights to use the path. It's so flawed!	<i>The cycling corridor is being built by the LXRП to connect Glen Huntly and Caulfield. Queens Avenue is identified as a main route connecting significant destinations and activity centres. The LXRП did consider a connection through Leamington Crescent and Derby Crescent however concluded these options were not viable solutions. There is more information on this on the Have Your Say page.</i>
What about 1 way cycle lane on Queens Ave in 1 direction and 1 way cycling the other direction along Derby??		<i>The LXRП have only provided two options to consider. Alternatives for Derby Crescent and Leamington Crescent were considered by LXRП earlier in the project however are no longer under consideration. There is more information on this in the fact sheet on the Have Your Say page.</i>
Why can't the declared road be UNDECLARED?		<i>This is an LXRП project. The LXRП has asked for Council's view on only the two options they have put forward. Changing a declared road is not one of the options given by the LXRП.</i>
Why can't it be a bike path on QA and not a SUP. Just move the curb?		<i>This is an LXRП project and Council does not have planning powers. Council can only indicate a preference for the LXRП's consideration. The LXRП have only provided two options to consider.</i>

Question	Question Details	Answer from Council
Do you know the lane off Neerim rd has a LXRП big sign on it calling it a SUP?		Questions about prior LXRП projects are best directed to LXRП via:Phone: 1800 105 105Email: contact@levelcrossings.vic.gov.au
How many of the LXRA conslutation sessions discussed the planned cycle paths/tree loss etc?		Council has long called for community consultation and is undertaking this community engagement to help inform Council's decision on the two options the LXRП have provided. By completing the survey on this Have Your Say page you will help to inform Council's decision on which of the LXRП options to support. Questions about prior LXRП consultations are best directed to LXRП via:Phone: 1800 105 105Email: contact@levelcrossings.vic.gov.au
Name another street in Glen Eira that has no parking on either side of the road for residents that is a residential area. How is that acceptable?		This is an LXRП project. It is Council's understanding that further detailed design will be completed by LXRП if option 2 is the preferred option.
Which streets in Glen Eira will council complete safety upgrades along in this term of Council – in addition to LXRП proposal here?		This is an LXRП project and is proposed to be the last in the Glen Huntly Level Crossing Removal Project. The LXRП have only provided the two options to consider. Further works are not in scope and would need further analysis by Council or DTP.
So the proposed on-rd cycling path along Queens Ave is less than 3m but in the quieter back rd of Derby, it needs to be 3m wide?		The LXRП have only provided two options to consider. Alternatives for Derby Crescent and Leamington Crescent were considered by LXRП earlier in the project however are no longer under consideration. There is more information on this in the fact sheet on the Have Your Say page.

Question	Question Details	Answer from Council
If it's good enough for a major cycling corridor why isn't it good enough for Queens Ave?	I live on a cycling corridor and the Ross Town trail, we have no bike lanes much less separated lanes...the speed limit was lowered, speed bumps were added and sharrows painted on the road...it's working very well!! If it's good enough for a major cycling corridor why isn't it good enough for Queens Ave? It doesn't make any sense to be cutting down 220 trees or removing resident parking for a "path" that doesn't connect to anything?	<i>This project is focused on future cycling use to support and deliver on the State Government's Strategic Cycling Corridor initiative. LXRП advises it has undertaken due diligence on the design and used average traffic data to inform the options.</i>
How can the government / LXRП justify a loss of parking on Queens Avenue?	How can the government / LXRП justify a loss of parking on Queens Avenue, when all other streets in glen Eira including the dual laned North Road has parking? Access for residents, traffic brought closer to properties, no ability for ambulances, tradespeople, visitors etc will be reduced. How is this safe for pedestrians and residents? What will this do to our property prices? No parking.	<i>This project is focused on future cycling use to support and deliver on the State Government's Strategic Cycling Corridor initiative. LXRП advises it has undertaken due diligence on the design and used average traffic data to inform the options. It is Council's understanding that further detailed design will be completed by LXRП once a decision is made. Council would assess the implications for residents if the car parking was to be removed from Queens Avenue.</i>
Why not put current bike lanes together and lower the speed limit to 30k and leave the rest as is?	It is obvious neither option is wanted or needed by key stakeholders. If the Bike Network agreement LXRП are meant to provide they then go back to the drawing board to find a more logical solution.	<i>This project is focused on future cycling use to support and deliver on the State Government's Strategic Cycling Corridor initiative. LXRП advises it has undertaken due diligence on the design and used average traffic data to inform the options.</i>
So who can override LXRП? If the decision is left to them, then doing nothing is not an option.	Both options provided are terrible for the community. It needs more time and analysis to come up with a better alternative.	<i>This is an LXRП project and Council does not have planning powers. Council can only indicate a preference for the LXRП's consideration. This issue will ultimately be decided by the LXRП and the Victorian Government.</i>

Question	Question Details	Answer from Council
Does it have to be a (wide) shared-use path? A pedestrian-only path may require less tree removals?		<i>This is an LXR project and Council does not have planning or design powers. Council can only indicate a preference for the LXR's consideration. The LXR have only provided two options to consider. Alternatives were considered by LXR earlier in the project however are no longer under consideration.</i>
I want to know if the Council has to vote - and don't want to go ahead with option 1 or 2. What happens.	<p>If LXR goes ahead with their preference and Council still says no to the option - potentially 1 - cut the trees...</p> <p>Does that mean Council has to back away and let LXR go ahead. Or if Council still says no. Does that mean litigation.</p>	<i>This is an LXR project and Council does not have planning powers. Council can only indicate a preference for the LXR's consideration. This issue will ultimately be decided by the LXR and the Victorian Government.</i>
Why are the car lanes not narrowed further to expand the on road bike lane for safer use?		<i>This is an LXR project and Council does not have planning or design powers. Council can only indicate a preference for the LXR's consideration. The LXR have only provided two options to consider. Alternatives were considered by LXR earlier in the project however are no longer under consideration. More information about the options discounted can be found in the fact sheet in the Document Library on this page.</i>
You said there was consensus on off road shared path previously. What involvement did community have in the consensus?		<p>Council has long called for community consultation and is undertaking this community engagement to help inform Council's decision on the two options the LXR have provided. Questions about prior LXR consultations are best directed to LXR at:</p> <p>Phone: 1800 105 105</p> <p>Email: contact@levelcrossings.vic.gov.au</p>
Would the 3 significant trees be retained under option 2?		<i>This is an LXR project and Council does not have planning powers. Council can only indicate a preference for the LXR's consideration. This issue will ultimately be decided by the LXR and the Victorian Government. There is more information on this in the fact sheet provided by LXR in the Document Library on this page.</i>

Question	Question Details	Answer from Council
<p>Is doing nothing a legitimate option or is it a pretence?</p> <p>What would it take to adopt the 'do nothing' option?</p>		<p><i>This is an LXR project and Council does not have planning powers. Council can only indicate a preference for the LXR's consideration. This issue will ultimately be decided by the LXR and the Victorian Government.</i></p>
<p>Given how resistant Glen Eira Council is to bike lanes, who else is excited LXR is here to force their hand?</p>		<p><i>This is not a Council project. The cycling corridor is being built by the LXR to connect Glen Huntly and Caulfield. This project is focused on future cycling use to support and deliver on the State Government's Strategic Cycling Corridor initiative.</i></p>
<p>I would like to know why the focus is on Queens Avenue for this cycle pathway?</p>	<p>I would like to know why the focus is on Queens Avenue for this cycle pathway rather than an alternative route such as Derby Crescent which would make better sense?</p>	<p><i>This is not a Council project. The cycling corridor is being built by the LXR to connect Glen Huntly and Caulfield. Queens Avenue is identified as a main route connecting significant destinations and activity centres. The LXR did consider a connection through Leamington Crescent and Derby Crescent however concluded these options were not viable solutions. There is more information on this in the fact sheet provided by LXR in the Document Library of this page.</i></p>