

Level Crossing Removal Project cycling corridor public webinar

Tuesday 23 April 2024

Collaboration, Respect, Service Excellence,
Integrity, Innovation



GLEN EIRA
CITY COUNCIL

BENTLEIGH • BENTLEIGH EAST • BRIGHTON EAST
CARNEGIE • CAULFIELD • ELSTERNWICK
GARDENVALE • GLEN HUNTLY • MCKINNON
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Agenda — Tuesday

7pm–7.05pm: Welcome and Acknowledgement of Country

7.05pm–7.10pm: Introduction

7.10pm–7.20pm: Project background and overview of options explored

7.20pm–7.30pm: Detailed information on the LXRP's options

7.30pm–7.55pm: Questions and answers

7.55pm–8pm: Next steps



Welcome and Acknowledgement of Country

Cr Anne-Marie Cade
Glen Eira Mayor



Introduction

Rebecca McKenzie

Chief Executive Officer
Glen Eira City Council



Overview

- LXRP will be delivering a new cycling or shared walking/cycling path as part of the Glen Huntly Level Crossing Removal Project. The path is an important part of the Victorian Government's Strategy Cycling Corridor (SCC) initiative, and is also in line with the Glen Eira Cycling Action Plan 2019-2024
- LXRP is proposing **four possible designs** for a cycling path or shared walking and cycling path – two on Derby Crescent and two on Queens Avenue.
- The two new Derby Crescent design options have been developed in addition to the Queens Avenue concepts, in response to Glen Eira City Council's request.
- We are looking for feedback on these four main design concepts, noting that one design contains three variations.
- Your feedback will be considered when deciding upon the final design, alongside technical, engineering, safety, and environmental considerations.
- Work on the new path is expected to begin later this year.

Overview of options

Under consideration

Derby Crescent



OPTION 1:

Separated on-road Copenhagen-style solution

- Road would become one-way
- Cycling path along the railway corridor side of Derby Crescent
- Provides a physical barrier between cyclists and cars
- Traffic calming measures



OPTION 2:

Shared on-road design

- Retains two-way traffic
- Traffic calming measures (modal filter potentially).
- Optimizes carparking

Derby Crescent: Option one – On-road separated solution (Copenhagen-style)



Provides a physical separation for cyclists = safest bike riding option

Retains north-bound traffic towards Normanby Avenue.



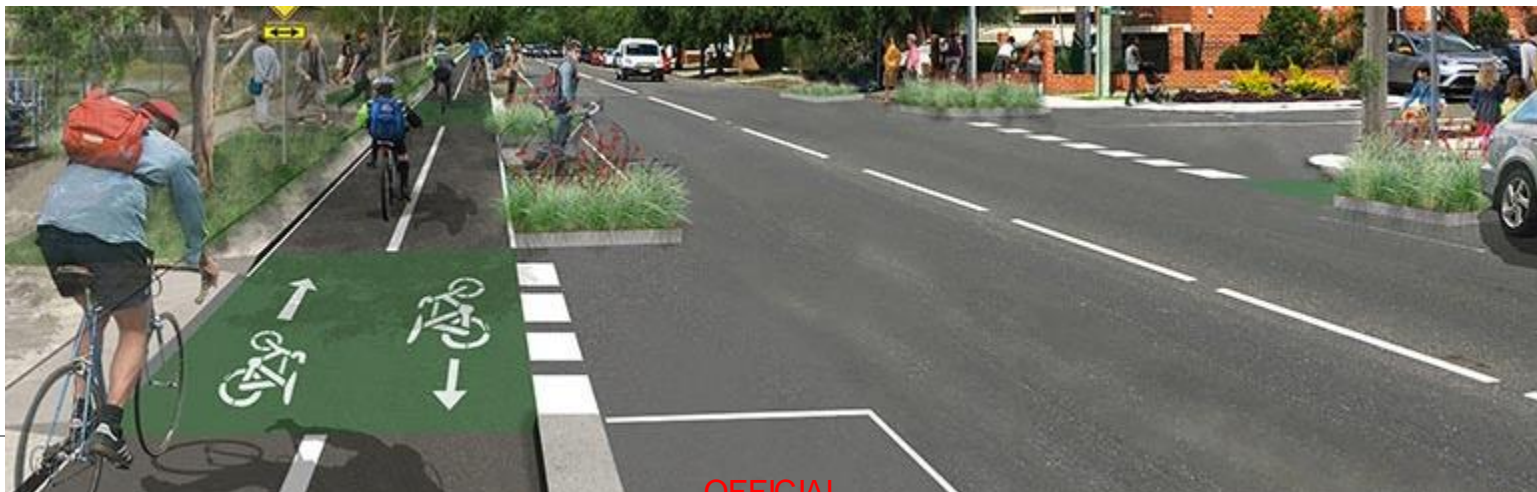
Derby Crescent to become one-way

Removes all parking along rail corridor side of street and some residential side parking

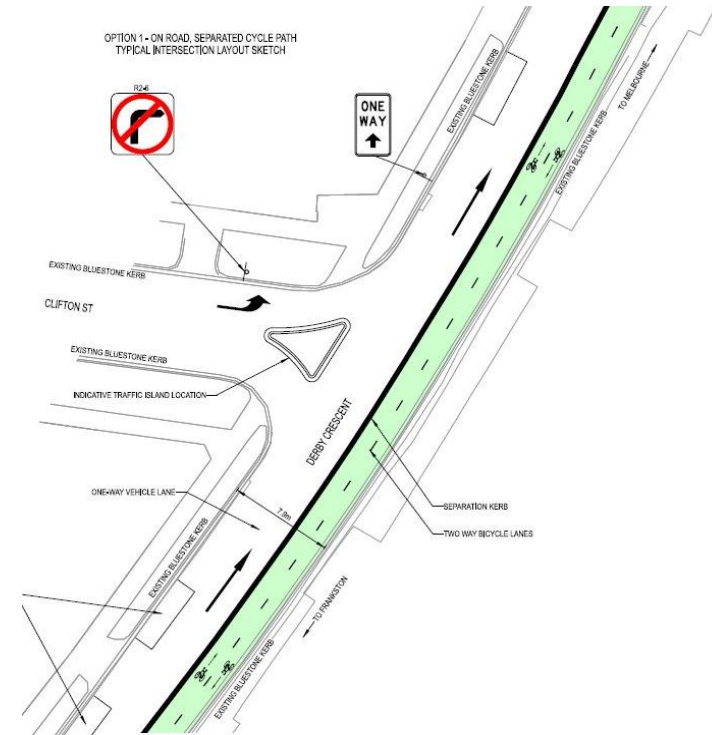
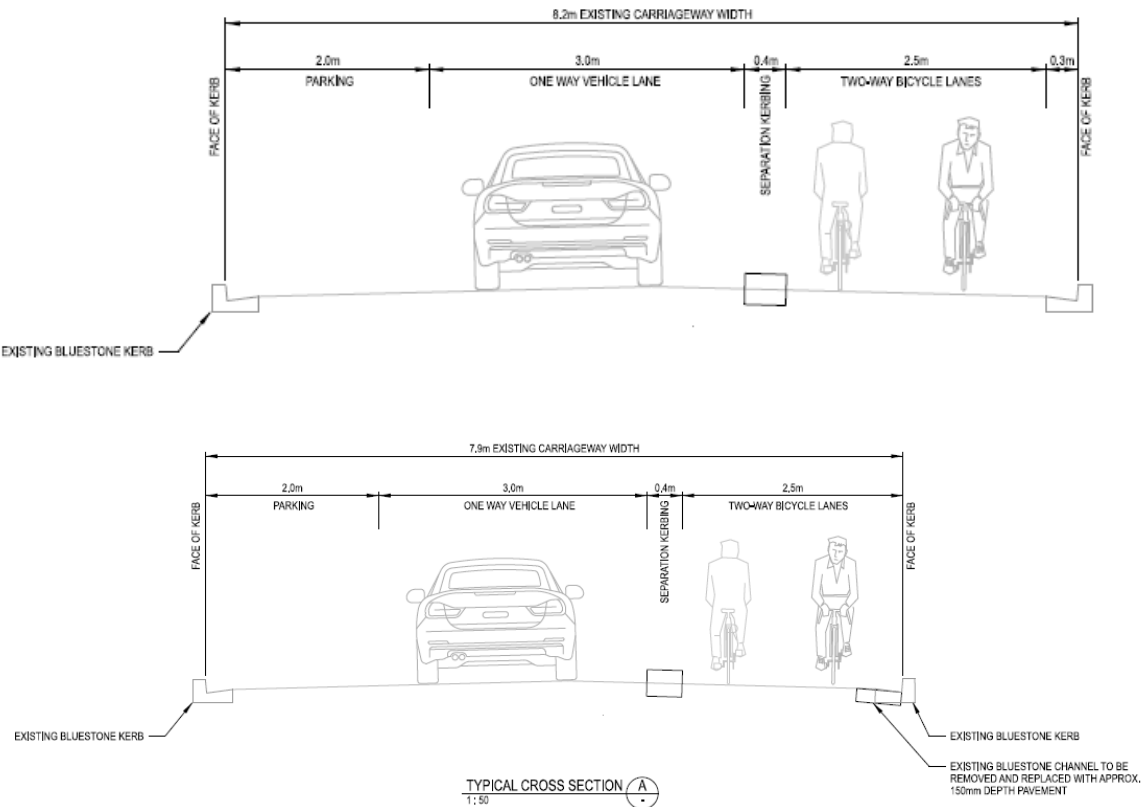
Would require driveways to be widened (space for reversing vehicles)

Some tree removal

Restricts larger vehicle access



Derby Crescent, Copenhagen-style



Derby Crescent: Option two –

Shared on-road designs
(vehicles + bike riders sharing road lanes)



Creates a safer local street by slowing traffic

Retains streetscape and local character

Further planting opportunities

Retains two-way traffic

Variations on design available
(See next slide for explanation)

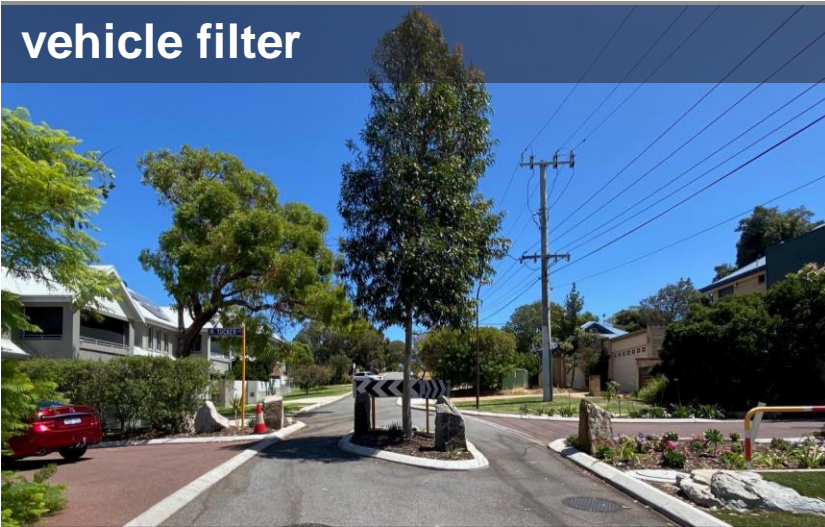


No separated cycling lane for bike riders

Some car parking removal to create turn-around and slow down points for cars (dependent on variation)

WA examples from Safe Active Streets

vehicle filter



Speed hump



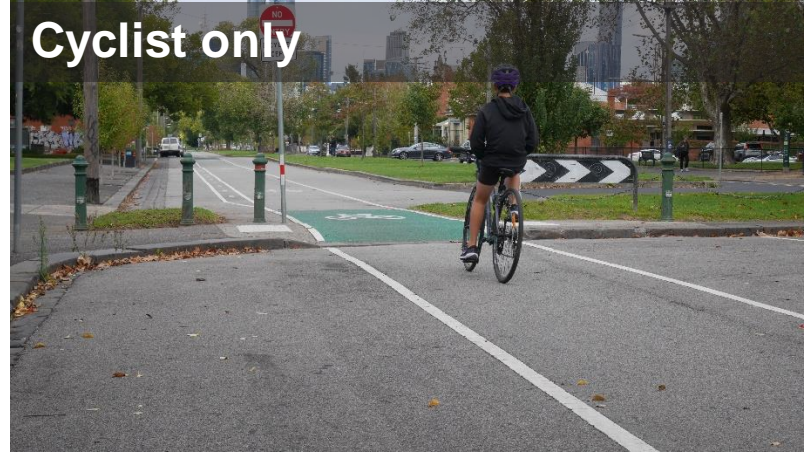
Modal filters and narrowings

Vehicle/Cyclist



Modal filter outside Good Shepherd Nursing Home, Abbotsford

Cyclist only



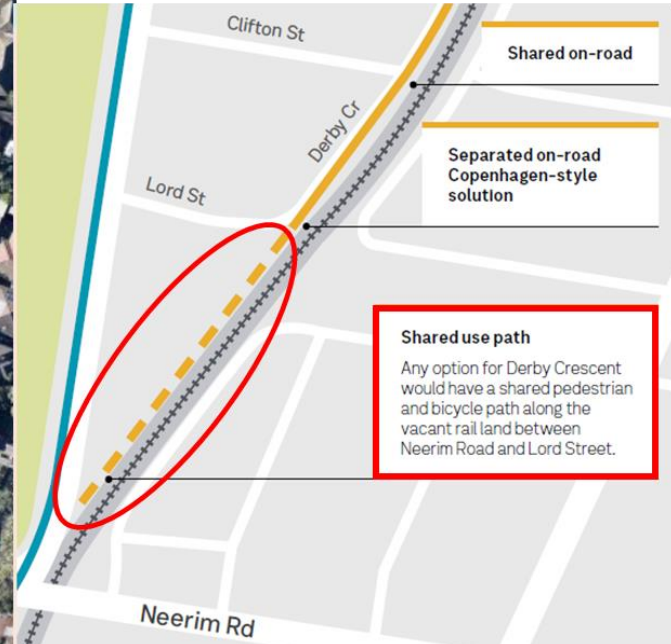
Modal filter and pocket park on Napier Street outside Victoria Park.

Road Narrowing



Welfare Parade, Ashburton

Shared Use Path



Between Lord Street and Neerim Road

OFFICIAL

‘Pedestrian maze’ at Moodie Street underpass



Underpass with a ‘pedestrian maze’ installed at Essendon Station

Moodie Street underpass will have a 'pedestrian maze' installed, which is created using a u-shaped bollard that encourages bike riders to dismount.

Queens Avenue options still under consideration



OPTION ONE: Shared Use Path

Three-metre wide off-road shared use path, which required the removal of a significant number of trees along Queens Avenue.



OPTION TWO: Separated on-road Copenhagen solution

Along the Racecourse side of Queens Avenue, which requires significantly less tree removal

All parking would need to be removed.

Queens Avenue: Option one –

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



Planned as part of original scope of the Glen Huntly Level Crossing Removal Project

Provides a designated shared three-metre pedestrian and off-road bicycle path

No change to road configuration of Queens Avenue



More than 90 Australian native trees would be planted



Tree removal of approximately 220 trees required as excavation would significantly impact tree roots and cause a safety issue.

Queens Avenue: Option two –

On-road Copenhagen on west side of Queens Avenue

			
2.5-metre cycling lane on western side of road		Requires removal of all car parking along Queens Avenue	
Cyclists separated from road traffic by low-level safety kerb			
Pedestrians to use existing residential side footpath		Requires a speed reduction to 50km/h	
Retains 90 per cent of existing trees		May require the removal of up to 20 trees	

Options not under consideration



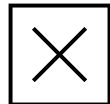
Derby Crescent

— Derby Crescent off-road bicycle path.



Queens Avenue

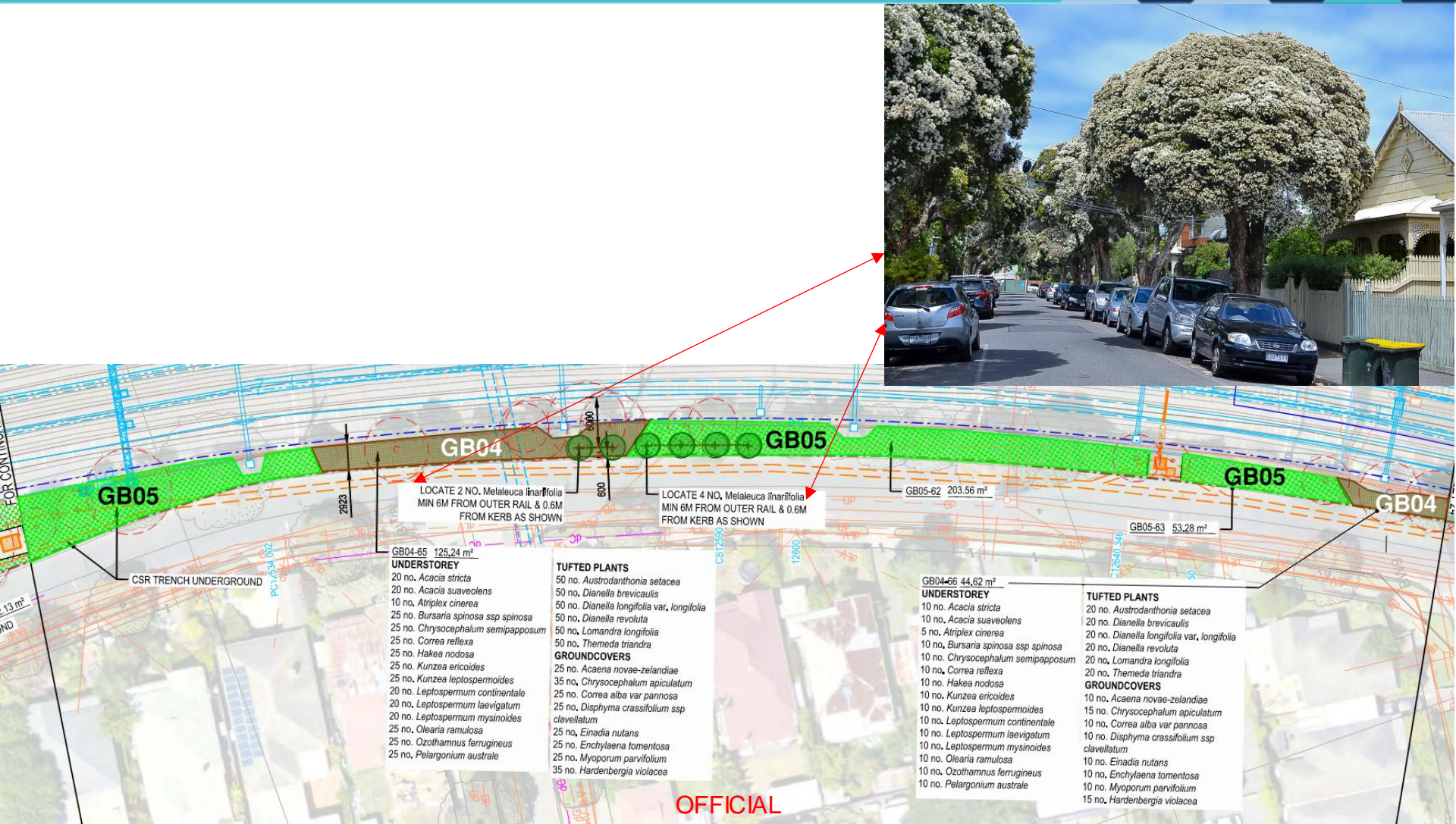
— Realign Queens Avenue (Glen Eira City Council proposal)



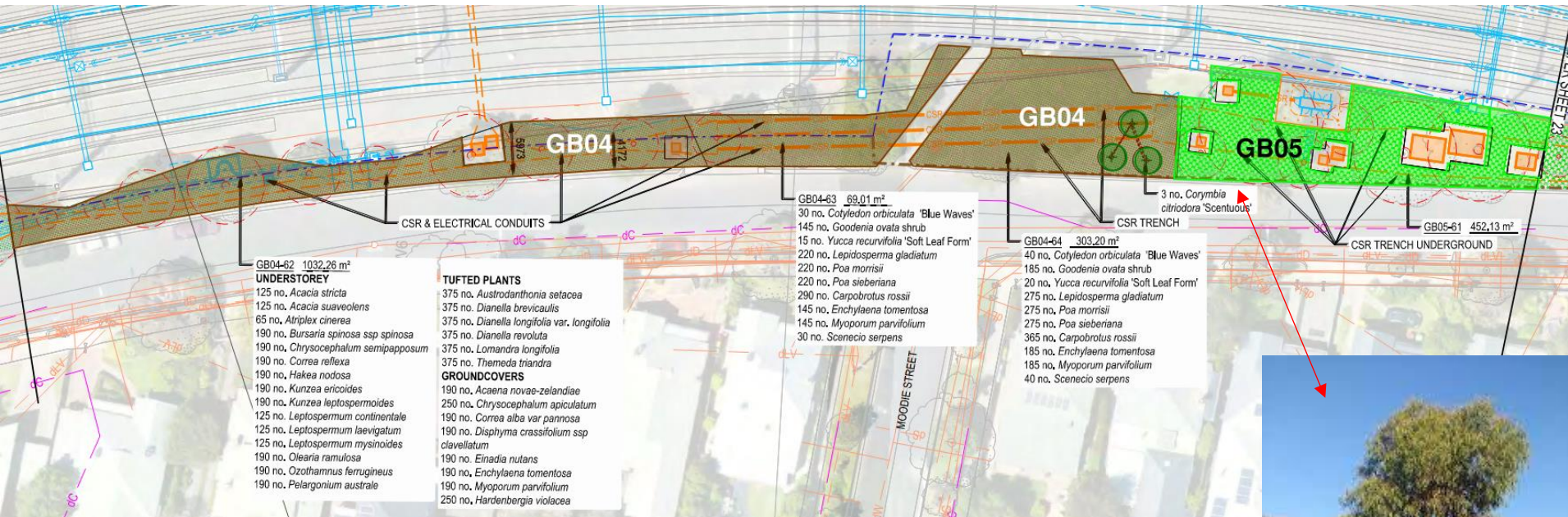
Leamington Crescent

Leamington Crescent shared use path

Landscaping – Derby Crescent



Derby Crescent landscaping



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Contact us

For queries, contact the Level Crossing Removal Project:

- 1800 105 105 (24 hours, 7 days a week)
- contact@levelcrossings.vic.gov.au

To view the factsheet, visit

<https://bit.ly/3w40rT5>



View the factsheet



Questions and answers



Q&A

1. Quality of existing trees in Queens Ave

Most of the trees in Queens Ave on the racecourse side appear to be of poor quality. Have they been assessed with a view to them being replaced with more suitable indigenous trees as part of the shared use path?

Q&A

2. Council's non-negotiables to LXRP for Derby Cres?

Council explicitly told Derby Crescent residents at the feedback forum at Caulfield Park on 14/3/24 that "loss of street parking and any loss of any remaining vegetation along Derby were NON NEGOTIABLE requests that will be put forward to LXRP"

However the four options now presented for Derby all mention loss of some vegetation and also loss of street parking in some form. How can Council back flip and allow these options to be now presented in their survey?

Q&A

3. Detailed design of the options

When will detailed designs of the bike path and Shared Use Path options be available so that those voting can make an informed choice?

Q&A

4. Do you not care about the safety of people on bicycles?

The only suitable option is a physically protected bicycle route. This cannot be shared with cars, as this has been proven time and time again to not be safe. Physical protection is needed and should be the most direct Route, Queens Avenue

So, why do you care so little about the lives of people who choose to ride bikes?

Q&A

5. Can the concept plans for Derby Crescent be provided so residents can properly consider the options?

At the first webinar, it was stated that LXRP could not provide detailed design plans for the Derby Crescent options as they were not ready. This is understood, however, they showed snippets from concept plans.

Is it not fair for LXRP to provide these concept plans to help residents consider the options properly, given that any of the options (if implemented) will have a significant effect and change the character of Derby Crescent forever?

Q&A

6. Too many complications in Derby

One way street, loss of car parking, speed humps, forced driveway changes, likely tree removals, closed street sections, modal filters, Moodie St underpass safety issues, introduction of traffic congestion on all streets, a lonely SUP from Neerim.

Derby residents are waiting for restoration of their lost amenity not the introduction of more issues. An option 6 path along Queens will have minimal loss, so why is LXRP and Council not just getting the job done there as originally planned?

Q&A

7. Cyclist safety

How will my safety be ensured on a shared user path between Neerim and Derby?

As a female cyclist, I would choose to ride on a bi-directional bike path, separated from traffic on Queens Avenue, a very well-lit wide street where I can be seen, not along a lit shared user path next to a railway corridor behind back gardens of houses and flats.

What additional safety measurements are LXRP and Council considering to ensure my safety on a shared user path along the rail corridor from Neerim Road and onto Derby ?

Q&A

8. Time to sincerely re-engage with the community on Queens Ave Option 5

If the core objective is to provide connection to Caulfield station from Neerim Rd, the optimum option would be the offroad path via Queens Ave. Why not just get the job done right the first time by properly re-engaging with the community, identify the biggest grievances, and work with all parties to find practical compromises and come up with a solution that everyone is willing to live with? This project has caused enough division within the community already.

Q&A

9. Option 6 and unused car spaces on Queens

Streets Alive undertook a survey between 2020-2023 and found that the 61 car spaces along Queens Ave were unused 62% of the time, meaning 15 to 20 resident's cars use the street. Is Council going to stick to their promise of finding the most balanced solution (ie option 6), the one that minimises the impact that a bike path will have on local amenity? Or are they going to hold out for the benefit of 15 to 20 cars that are parked in front of properties that have driveways and off street parking?

Q&A

10. Pinch-point at traffic lights intersection

Derby Crescent is very narrow at the traffic-light controlled intersection with Queens Ave/Normanby Rd, which would make it very dangerous for cyclists, pedestrians and motorists if not carefully redesigned. What is the traffic management plan for this intersection, particularly if a bike path were to be located on Derby Crescent?



Live questions and answers



Next steps

Glen Eira City Council

www.haveyoursaygleneira.com.au/cycling-corridor

- Council to consider feedback at the 21 May Ordinary Council Meeting.
- Council will provide formal feedback to the LXP by 22 May.

Level Crossing Removal Project

For queries, contact the Level Crossing Removal Project:

- 1800 105 105 (24 hours, 7 days a week)
- contact@levelcrossings.vic.gov.au

To complete the survey, scan the QR code to visit Have Your Say



To view the factsheet, scan the QR code below or visit:
<https://bit.ly/3w40rT5>

