

*Inkerman Road  
Safe Cycling  
Corridor Pilot*

**PROJECT  
CONTEXT**

# Project Context

**The Inkerman Road Safe Cycling Corridor aims to provide a safe, convenient and inviting environment for cyclists of all ages and abilities. Council is committed to creating safe cycling streets which will encourage an increase in cycling and allow cycling to be considered as a legitimate transport option.**

The Inkerman Road Safe Cycling Corridor will extend along Inkerman Road between Hotham Street and Normanby Road in Caulfield North. The corridor will provide an east–west cycling link between Dandenong and the CBD, connecting with other key projects.

The City of Glen Eira, like many inner-city municipalities, is facing transport challenges as the existing road network can no longer provide an easy, smooth run for vehicles that have historically made driving the more attractive option. A growing population is increasing commutes by car, creating increased congestion and competition for parking. To help community members through the transition to take up more sustainable modes of transport, Council adopted the *Integrated Transport Strategy* (ITS) in June 2018. The ITS is linked closely with key Council policy and will guide decisions to improve how people move through Glen Eira.

# Project Context



## The Inkerman Road corridor was chosen for the safe cycling corridor because:

- It will provide an important link between new State Government cycling paths along the Dandenong rail corridor and the recently announced cycling path along St Kilda Road.
- It will provide significant east–west cycling connectivity in an area that currently lacks a high-quality connection.
- It will encourage more people to commute to work by bike by providing safer connections to into the city – the most frequented destination by bike.
- It is more likely to have a higher take up rate than cycling corridors in other locations because the people in the north western neighbourhoods are most likely to transition into cycling-based road trips, due to their proximity to the city and established cycling networks.
- It has been identified as a strategic cycling corridor by VicRoads.

# Project Context

A goal established in the ITS is to ‘strive for a 50:50 mode share of car and non-car trips by 2031’. To achieve this goal, the ITS identifies ways to reduce future growth in car use by transitioning private vehicle commuters onto other modes. To further achieve this goal, the ITS committed the planning and design of a protected and safe cycleway on Inkerman Road to encourage an increase in cycling.

The ITS sets out several design guidelines to ensure the corridor will make cycling trips as safe, convenient, fast and attractive as possible. We have provided descriptions and information about the key elements in the following sections.

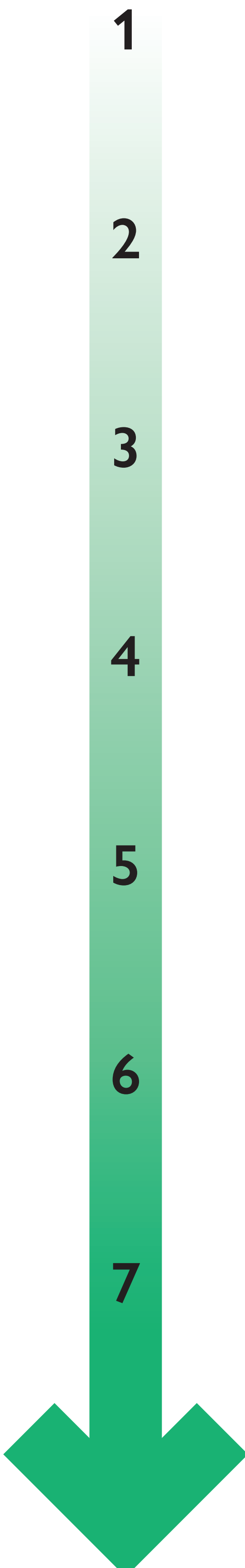
Council will work with transport experts and community members to decide on the most appropriate design for the Inkerman Road Safe Cycling Corridor.



- Cycling corridor
- Efficient driving routes
- Express public transport corridor
- Great shopping and walking streets



# Project Process

- 1** Listen to your thoughts (tonight and via hardcopy and online survey).
  - 2** Seek expressions of interest for members of a Community Reference Group.
  - 3** Collate the community and stakeholder feedback.
  - 4** Present a draft corridor plan for further community feedback.
  - 5** Review feedback and update draft corridor plan.
  - 6** Make a recommendation to Council for a decision on a draft corridor plan.
  - 7** Detailed design will then be undertaken, the necessary approvals sought and then followed by construction.
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# **STREETSCAPE VALUES**

# Streetscape Values

The road reserve (the space in between property boundary lines) along Inkerman Road is limited – the width ranges from 12m to 14m, kerb to kerb. Within this space, our priority is to create a streetscape that is safe for cyclists, whilst balancing the needs of the wider neighbourhood.

The current cycling path does not adequately protect cyclists from parked cars or passing traffic. However, it is the best that can fit without affecting traffic, parking or the nature strip. To create a safe cycling corridor, space on the road will need to be re-allocated to cycling. This space would need to come either from parking lanes, traffic lanes, the nature strip, or a combination of all three, which would require a whole-of-street approach.

The whole-of-street approach could deliver many benefits to users of Inkerman Road such as:

- **street trees and greenery**
- **wider footpaths**
- **safer pedestrian crossings**
- **bicycle parking**
- **seating**
- **quality lighting**

**PARKING**



# On-street Parking Analysis

A comprehensive study of parking supply and demand was undertaken by Austraffic in November, during a typical Tuesday and a Saturday.

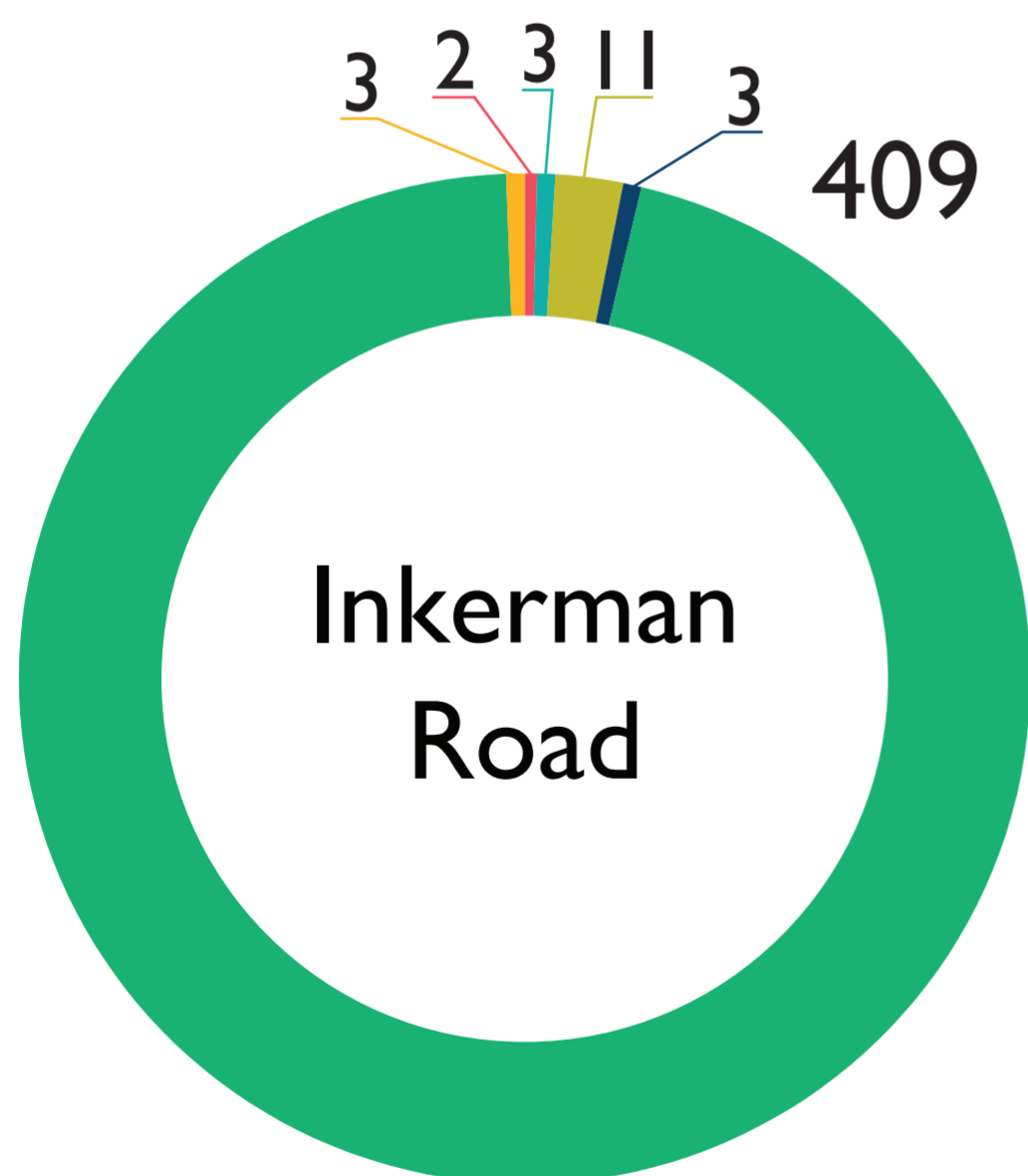
**A total of 1,323 car parking spaces are available in the study area**, which includes:

- Inkerman Rd between Hotham Street and Normanby Rd
- First 100 metres of all side streets

| Section of corridor            | Available car parking spaces | Maximum occupancy (Tuesday) | Maximum occupancy (Saturday) |
|--------------------------------|------------------------------|-----------------------------|------------------------------|
| Total Study Area               | 1,323                        | 56%                         | 61%                          |
| Inkerman Road                  | 515                          | 58%                         | 59%                          |
| Inkerman Road: Only North Side | 247                          | 71%                         | 66%                          |
| Inkerman Road: Only South Side | 268                          | 54%                         | 56%                          |

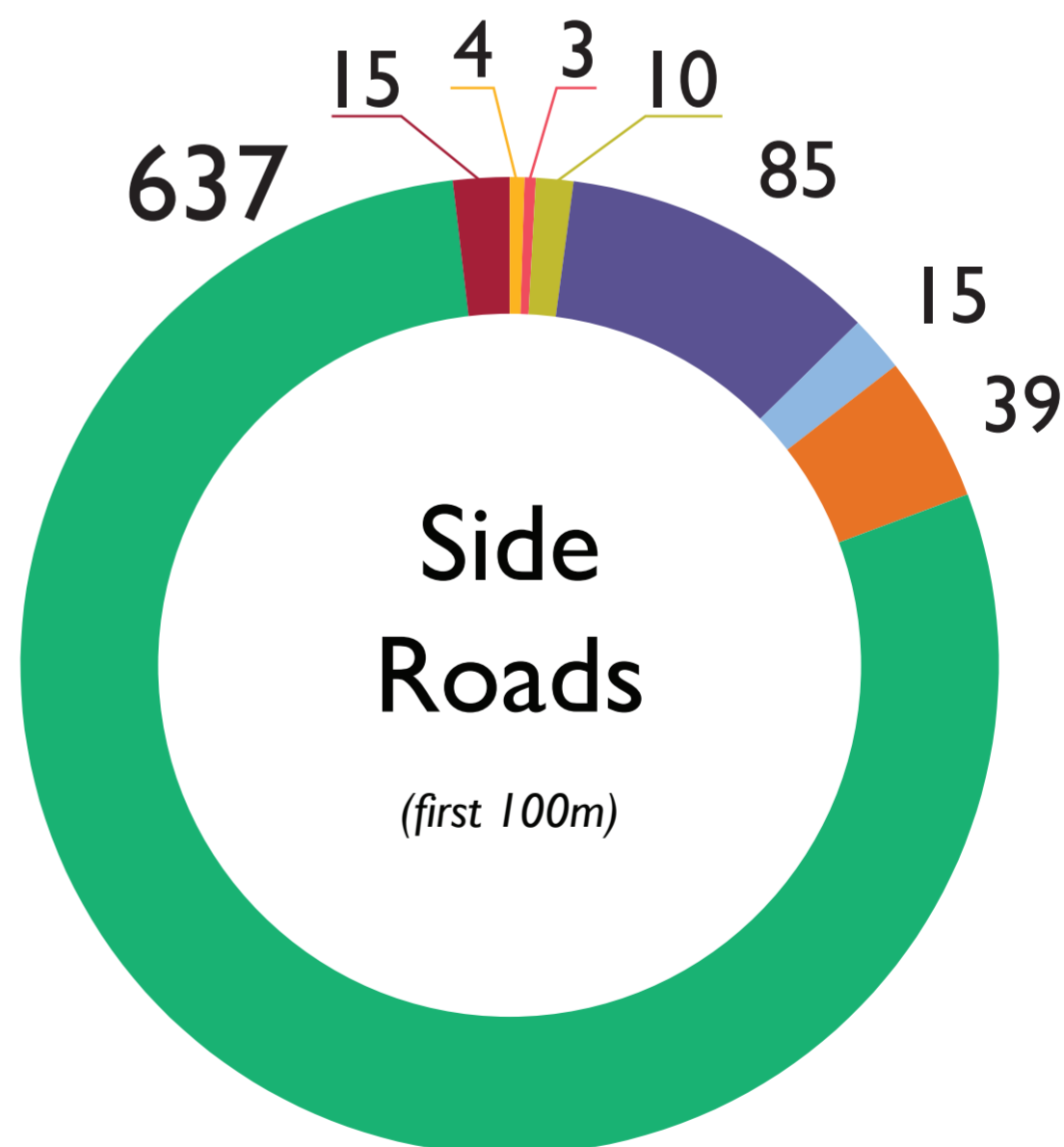
*Maximum occupancy recorded on Tuesday at 7pm.  
Maximum occupancy recorded on Saturday at 10am for the entire study area and 2pm for Inkerman Road.*

## Parking Restrictions Analysis



- P 2 minutes
- 1/4P
- IP
- 2P
- Unrestricted
- Others (incl. disabled, no standing)

95.7% of car parking spaces have no parking restrictions

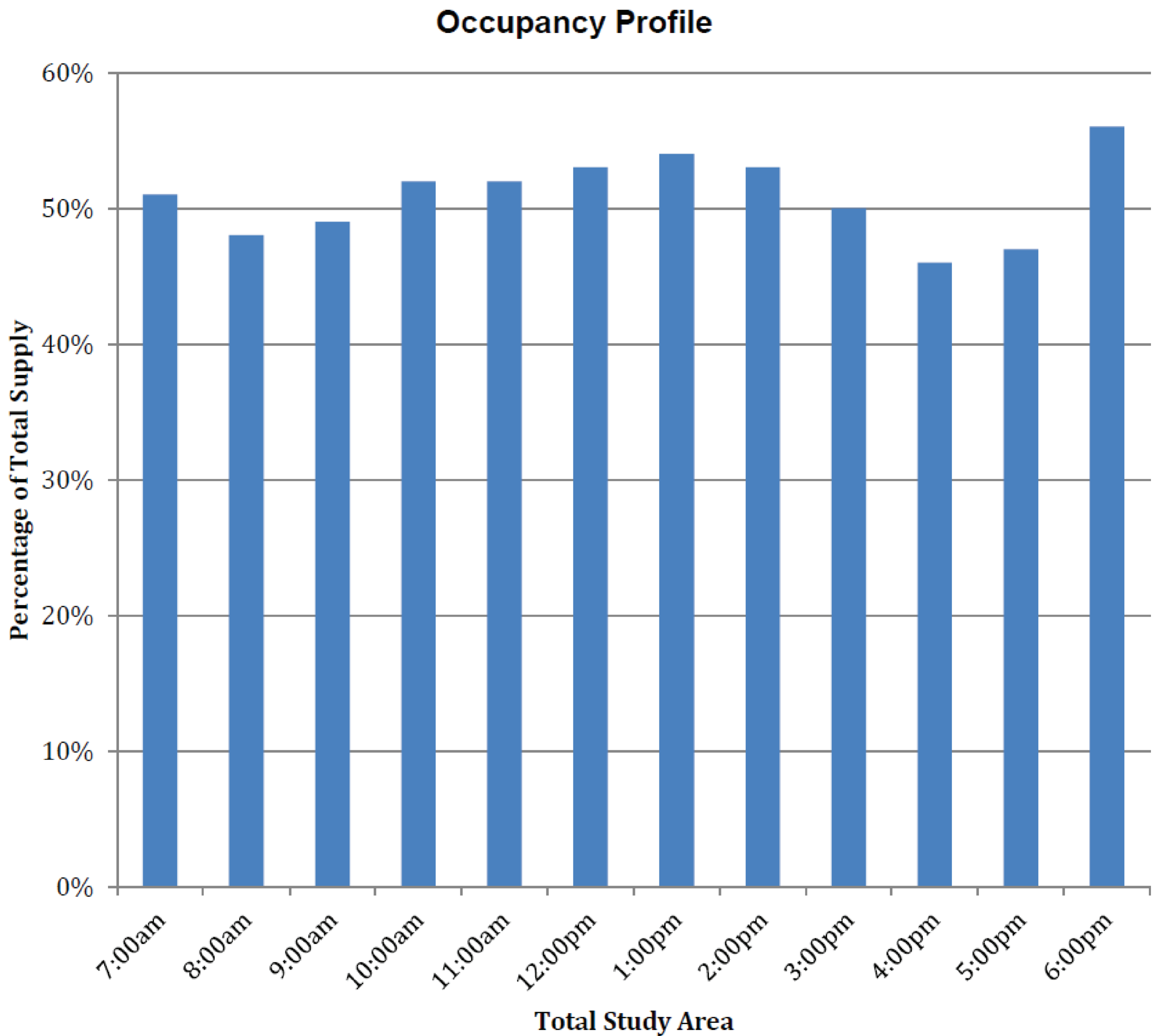


- 1/2P
- 1/4P
- IP
- 2P
- 3P
- Unrestricted (outside clearway hours)
- Unrestricted
- Others (incl. bus zone, loading, etc.)

78.8% of the parking bays have no restrictions  
10.5% have 2 hour parking restrictions

# On-street Parking Analysis

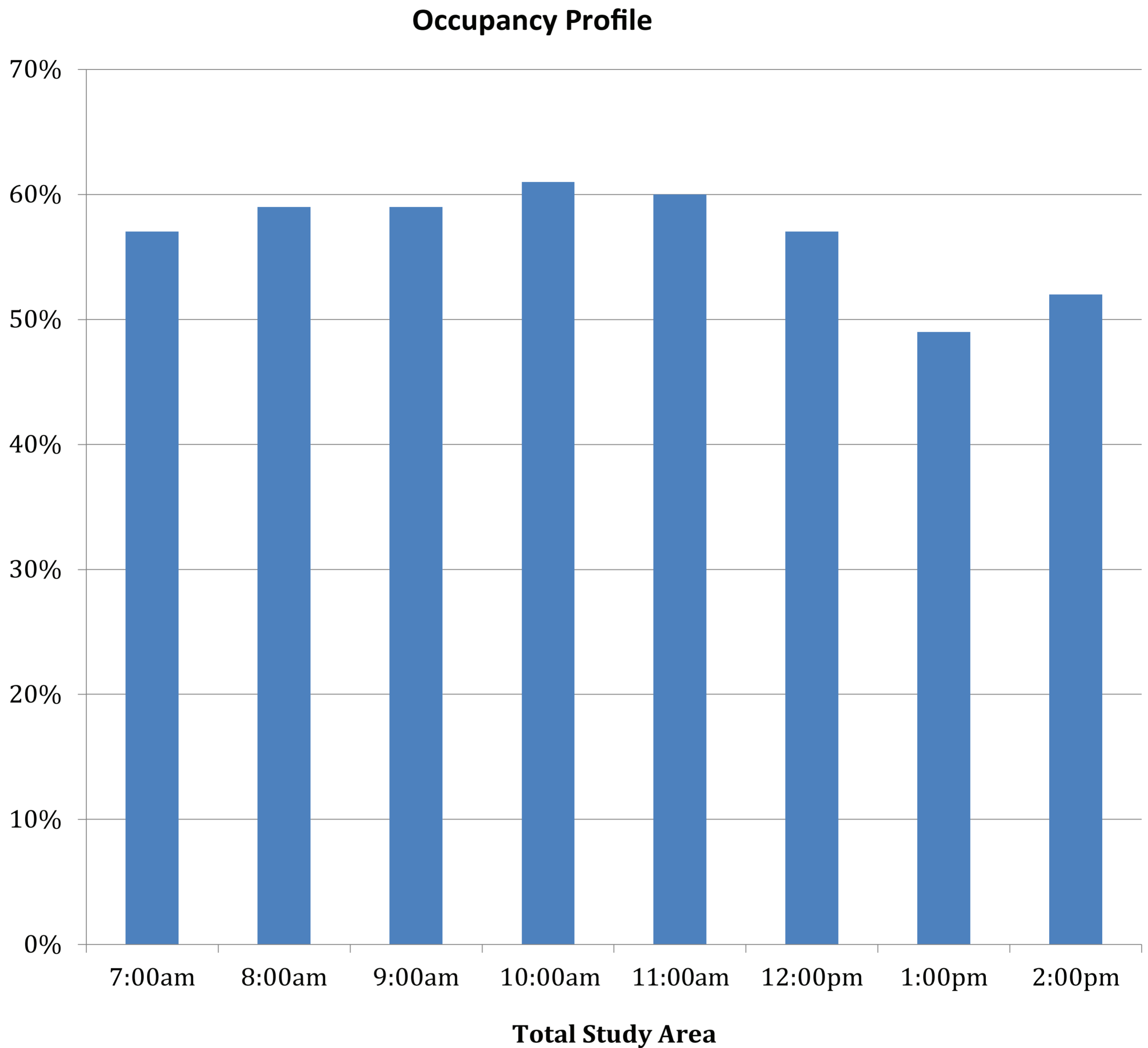
## Typical Tuesday



During the Tuesday, the maximum occupancy in the study area was recorded at 7pm.

This suggests that the majority of the parking demand along the corridor is residents who have since returned home from work.

# On-street Parking Analysis Typical Saturday



During the Saturday, the maximum occupancy of 61% was recorded between 10am to 11am.

This is likely due to the sporting events occurring in Caulfield Park.



# **SPEED & SAFETY**



# Safety and Crash Analysis

A video was recorded along the Inkerman Rd corridor to register the current cycling conditions, where different situations where cyclists are exposed to different risks can be observed:



The bicycle lane sits between the traffic lane and parked cars. Cyclists are within the dooring zone for the entire corridor.



When no cars are parked, the cycling lane is very wide. This could create confusion as to whether it is a trafficable lane for vehicles.



The lane is very narrow when cycling past parked cars and traffic. This would be an uncomfortable and unsafe experience for non-confident cyclists.



The cycling facilities end at the signalised intersection to make space for two general traffic lanes.



The provision of space for cyclists is particularly narrow when passing larger vehicles, or cars parked away from the kerb.



General traffic is encroaching into the bicycle lane and waiting. This is particularly evident at intersections with left turning vehicles waiting for pedestrians to cross the road.

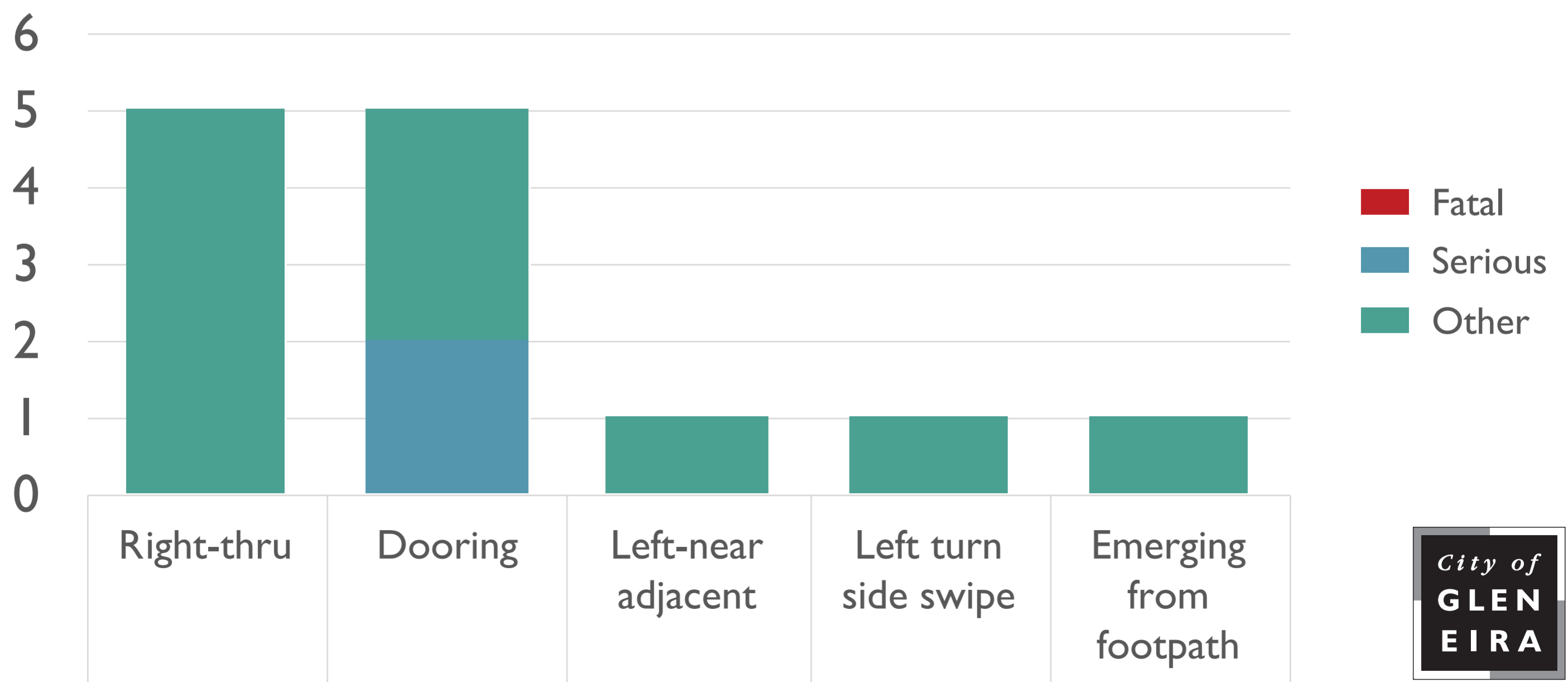


# Safety and Crash Analysis



## Crash Statistics (VicRoads)

- 13 crashes in total in the last 5 years involving cyclists.
- From these 13 accidents, 76% corresponded either to dooring or vehicles turning right at intersections.
- Hotham Road intersection has a high recorded crash history, with 7 crashes, 5 of which involved pedestrians and cyclists.
- Most accidents occurred during the day time.



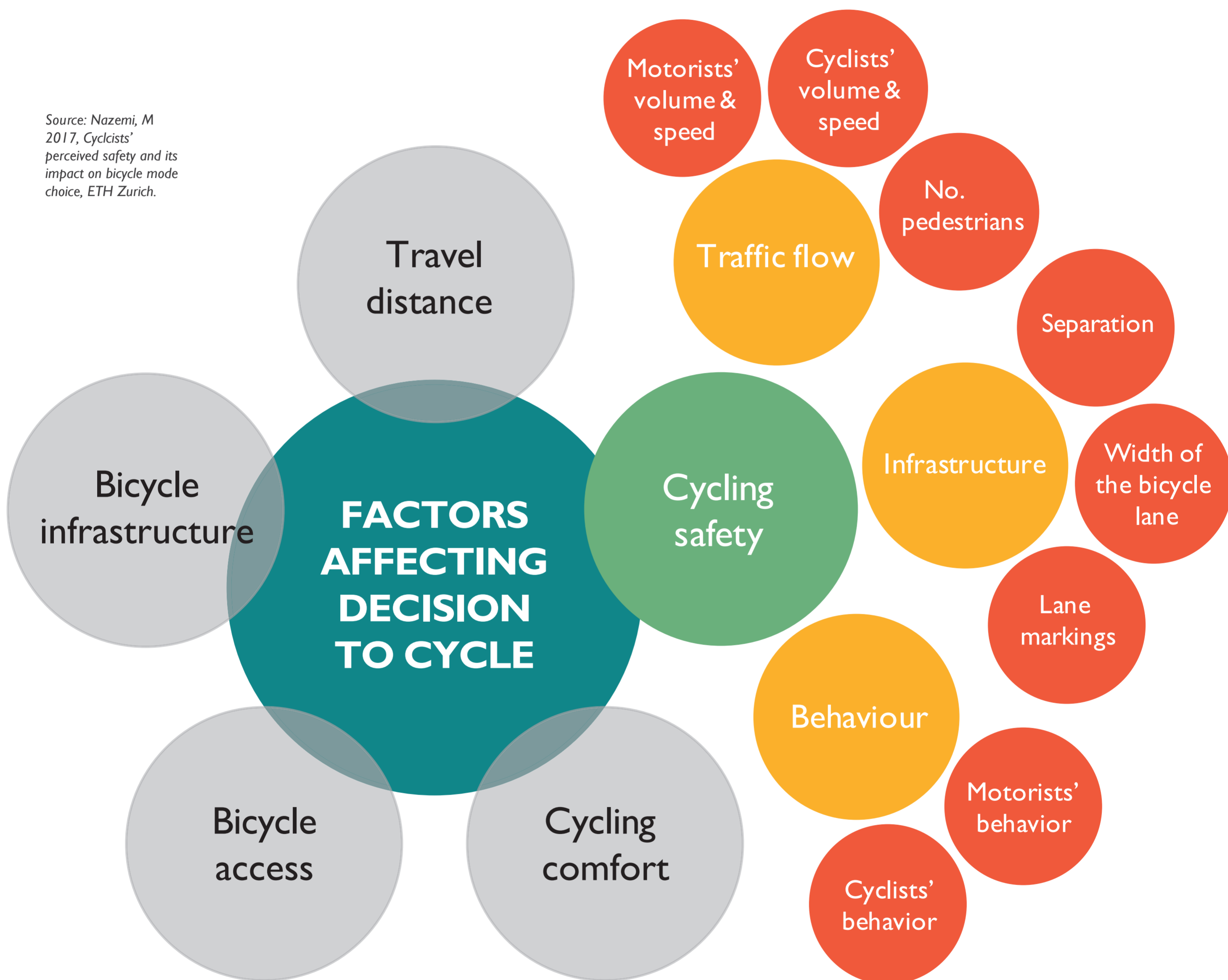
Type of crashes involving cyclists in the Inkerman Rd corridor.

# STREET LAYOUT

# Street Layout

Existing evidence suggests that common barriers to cycling include travel distance, cycling comfort, infrastructure, and safety as shown in the diagram below:

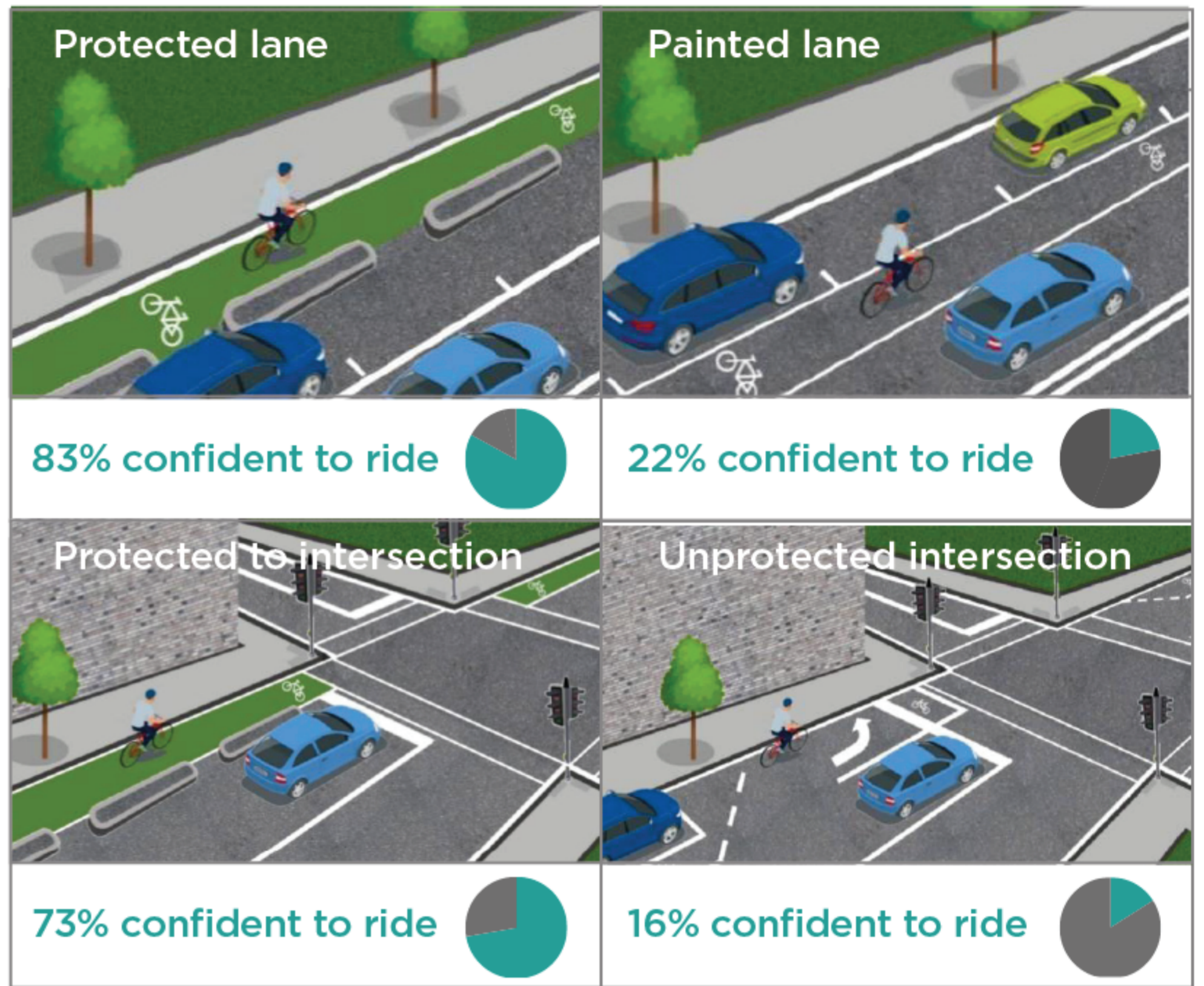
*Source: Nazemi, M 2017, Cyclists' perceived safety and its impact on bicycle mode choice, ETH Zurich.*





# High-Quality Cycling Infrastructure

Research conducted by the City of Melbourne has shown the importance of providing high-quality infrastructure in order to get more people into cycling.

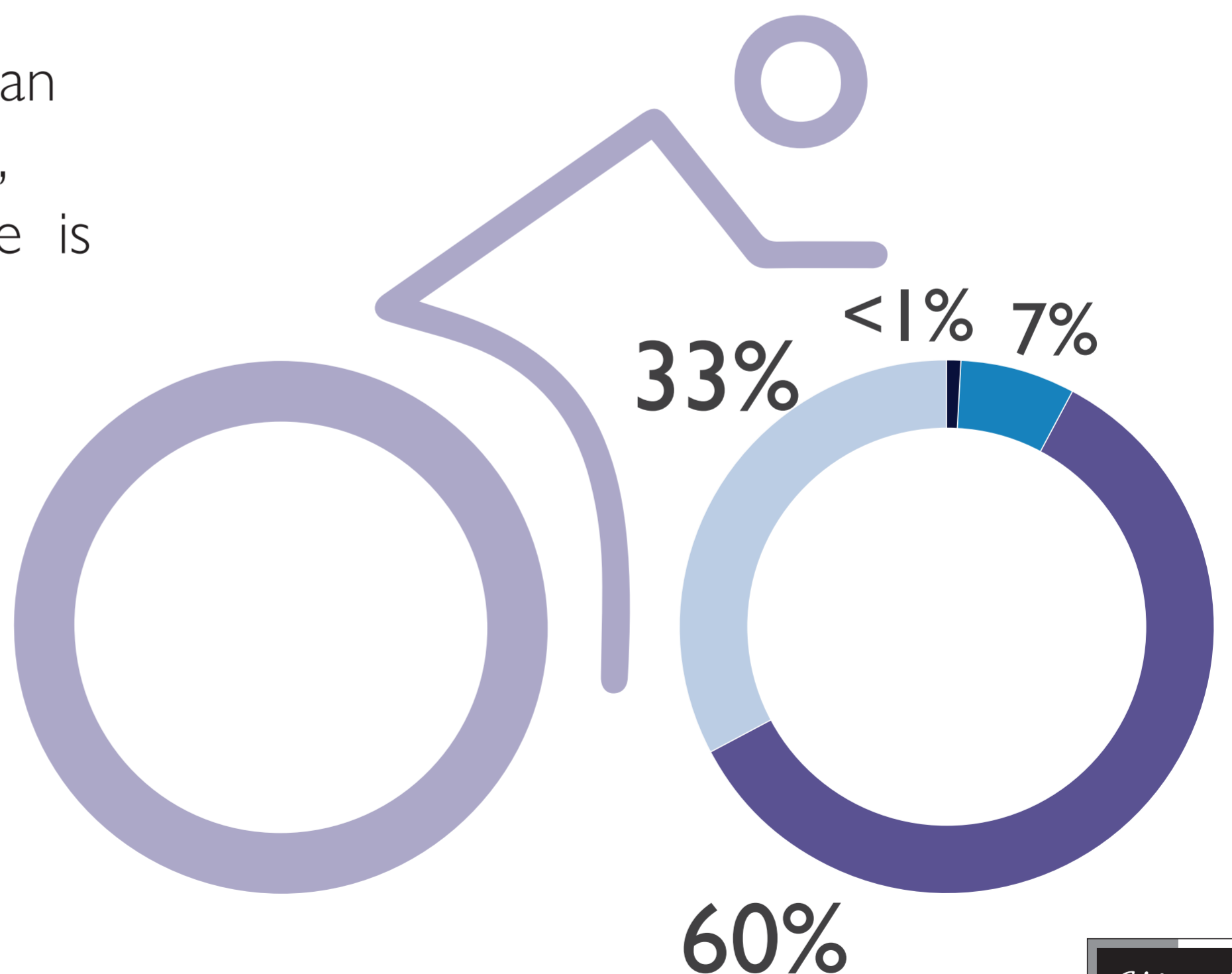


Source: City of Melbourne. Presented in the Discussion Paper 'Bicycles for everyday transport'

As outlined in the Victorian Cycling Strategy 2018-28, commonly 60% of people is interested in cycling but concerned about safety.

- Strong and fearless
- Enthused and confident
- Interested but concerned
- No way no how

Source: Roger Geller, Four types of cyclists, Portland Presented in the Victorian cycling Strategy 2018-28



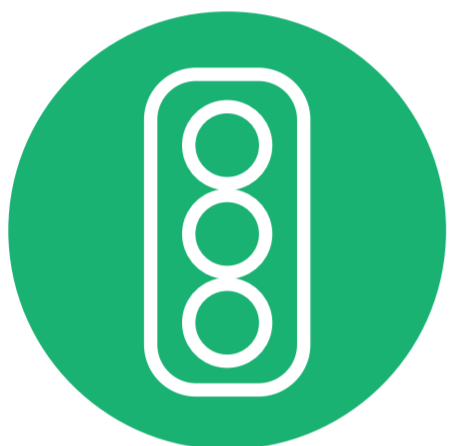
# Design Guidelines



cycle lanes should be separated,  
safe paths



continuation of all bike lanes through  
intersections



minimising car movements across bike  
lanes at traffic signals



consistently reduce vehicles speeds  
along roads



ensuring lighting is of a high standard  
along full length of the streets



exploring the reinstatement of lost  
street parking where appropriate