

SAFE CYCLING CORRIDORS — PART OF A PLAN FOR KEEPING GLEN EIRA MOVING

Exploration of safe cycling corridors is an action of Council's *Integrated Transport Strategy*. The *Strategy* sets out a vision for transport to guide how we respond to critical challenges facing Glen Eira.

WHAT ARE THESE CHALLENGES?

Like Greater Melbourne, Glen Eira is experiencing significant population growth.

By 2031, Melbourne will be home to 6,367,000 residents, an increase of 1.65 million people.

Glen Eira, with all other inner Melbourne council areas, is required by State Government policy to accommodate its share of this growth. For us, this means around 30,260 new residents, 14,020 new dwellings and 9,502 additional jobs.

It could also mean 22,432 additional cars on our roads if the ways we currently travel continue. This will increase congestion and heighten travel and parking frustrations.

HOW DOES THE INTEGRATED TRANSPORT STRATEGY RESPOND?

The *Integrated Transport Strategy* recognises that many community members rely on their cars and on public parking being available. But it also recognises that both of these aspects of community life will be increasingly difficult to sustain as the population grows.

The *Strategy* guides action on initiatives that aim to make it easier for those residents who can, and want to, consider alternative transport methods: walking, cycling, and public transport.

The right infrastructure can make a difference on how we get to places and this can already be seen in Glen Eira suburbs where public and active transport use is higher.

Our approach is to aim for a balance that increases the travel options available to the community, preserving the amenity of neighbourhoods whilst reducing our reliance on car travel. This will help us to meet the challenges of population growth.

You can read more about the *Strategy*, including background information, on Council's website at www.gleneira.vic.gov.au/transport

HOW DO SAFE CYCLING CORRIDORS FIT IN?

A safe cycling corridor is a route that provides cyclists with the environment they need to feel safe on the road. This includes physical separation from cars because proximity can cause accidents such as dooring, and deter people from riding altogether.

By providing the right infrastructure, safe cycling corridors aim to encourage people to ride. This particularly benefits those who would like to ride but don't currently feel secure to do so.

Whether these cyclists live in Glen Eira, Port Phillip, or elsewhere, local residents also benefit from fewer cars on the road.

A safe cycling corridor does not have a set collection of design elements other than that it would involve re-allocation of road space. This road space could come from parking lanes, or traffic lanes, a nature strip, or some combination of all three.



GLEN EIRA
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WHY CAULFIELD TO ST KILDA ROAD?

The *Integrated Transport Strategy* sets out a number of possibilities for where safe cycling corridors could be located to most efficiently work with the way residents move within and through Glen Eira.

Caulfield to St Kilda Road was identified as an initial option to explore because of its potential to optimise travel options for residents in the north of Glen Eira, and provide people with a quality and quick, east to west cycling connection further into Melbourne.

The State Government has also announced its intention to construct a fully protected cycling lane on St Kilda Road. A Caulfield to St Kilda Road cycling corridor could connect with this.

WHAT WE HEARD

In early 2019, Council sought views on Inkerman Road as a location for the corridor.

Council did not propose any definite design. We called for thoughts on the idea of a corridor along this route and we heard a wide range of feedback from the community:

- > Concerns about loss of on-street parking and the negative impact this could have on visitor access, vulnerable community members and local traders.
- > Interest in the corridor as a new alternative to driving.
- > Concerns about interactions between bicycles and vehicles at driveways and intersections.
- > Concerns about safety for cyclists currently on Inkerman Road.
- > Opportunity to deliver better infrastructure for walkers, with positive health and environmental benefits.
- > Suggestions that extra road space given to cyclists disproportionately benefits cyclists, whilst local non-cyclists faced negative impact.
- > The current use of public space as parking for private cars is inequitable.
- > A safe cycling corridor should be part of a wider planning and infrastructure program, alternative route options should be considered.

We also heard many considered suggestions for how a corridor could be designed, with ideas for potential ways of separating cyclists, cars and pedestrians safely. Some ideas included:

- > Two-way bicycle lanes.
- > Bicycle lanes in the centre of the road, or only on one side of the road.
- > Road closures.
- > Slight changes to routes.
- > Creating better connections.
- > Small modifications at intersections rather than whole of corridor/street changes.
- > Better demarcation of existing cyclist space.



NEXT STEPS

Council has learned a great deal from the feedback that has been offered by the community so far, and we are keen to understand more about how a balanced outcome can be achieved.

Four route options for the corridor are being explored, and each is being considered against three criteria:

- > safety for cyclists;
- > impact on neighbourhood; and
- > feasibility of construction.

The four route options are:

- > Dandenong Road;
- > Alma Road eastbound and Inkerman Road westbound (one-way);
- > Inkerman Road–Alma Road (two-way); and
- > Inkerman Road.

A map of these routes is available on the final page of this information sheet.

The collected information will be considered by Council and pending this consideration, presented to the community for review and further input. We expect that across September and early October:

- > A snapshot of the options will be sent directly to residents along the routes together with a link to more information online and a survey. We will be encouraging you to engage with the material, and to send the survey back to us so that we can hear directly from you.
- > The wider Glen Eira community who all have a stake in our transport future, population challenges and road congestion, will also be encouraged to get involved and have a say.

- > There will be an afternoon/evening drop in session, where members of the community can come along to Glen Eira Town Hall at a time that suits them, to have a look at the options in person, review them, leave feedback with Council and talk to a member of the project team. Council's website will have details of this event when they are available.
- > There will be 'listening posts' in the community, where members of the project team will be able to listen and record feedback and provide information. Details for these opportunities will be on Council's website when available.
- > Council's *Have Your Say* website (www.haveyoursaygleneira.com.au/safe-cycling) will remain open for ongoing feedback, submission of questions and expressions of interest in joining a Community Reference Group for those interested in additional involvement.

As we engage with you on this next stage of the safe cycling project, we will also be talking more broadly about transport futures in Glen Eira, and a range of other initiatives that Council has developed to help us work towards increasing transport options for residents.

You will see us out and about talking to the community about a new draft *Walking and Accessibility Action Plan*; a draft *Parking Policy*; a draft *Cycling Action Plan* and a draft *Public Transport Advocacy Plan*. We welcome your input and feedback on all of these projects. You can find out more by visiting www.gleneira.vic.gov.au/keeping-glen-eira-moving

During October and November, we'll be collating everything we hear, with the feedback presented to Council for a decision in December.

MAP OF FOUR ROUTE OPTIONS

