

8. OFFICER REPORTS (AS LISTED)**8.1 SAFE CYCLING CORRIDOR - A WAY FORWARD**

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Attachments: 1. [Assessment of routes](#) [↓](#)
2. [Letters Department of Transport and Councils](#) [↓](#)
3. [CoDesign Community Engagement Report](#) [↓](#)

PURPOSE AND SUMMARY

This report aims to provide Council with a comprehensive officer assessment of the four different routes, to enable Council to resolve to select a preferred Safe Cycling Corridor route.

The selected route will then be subject to a further detailed design process, in conjunction with a community reference group. The detailed design will be then be presented to Council for a further resolution.

This officer assessment is based on the both the consultation outcomes and the technical information presented in the Corridor Assessment Report.

Attached with this report is an independent report of the community and stakeholder feedback received during the consultation process.

RECOMMENDATION

That Council:

- 1) notes the Assessment of Routes;
- 2) notes the Community Engagement Report and thanks all community members who have provided feedback;
- 3) selects the Inkerman Road route as the preferred route for detailed design and exploration;
- 4) receives a report in early 2020 outlining how the detailed design process will proceed including undertaking targeted community and stakeholder engagement;
- 5) communicates widely the upcoming design process following the early 2020 report;
- 6) requests Officers explore how best to address community concerns regarding parking, safety, accessibility and amenity where possible through the detailed design process;
- 7) requests Officers write to all community members who have expressed interest in the Community Reference Group, to confirm their continued interest, and recommend the membership of the group in the upcoming Council Report;
- 8) receives a report following the development of a Corridor Plan.

BACKGROUND

The population of Glen Eira is projected to increase by approximately 30,260 people from 2016 to 2031, meaning around 22,432 more cars on our roads if current usage continues.

To address this, Council adopted a multi-faceted *Integrated Transport Strategy* in 2018 to find ways of encouraging residents to use modes of transport other than driving, for the benefit of all residents.

This includes identifying gaps in public transport and advocating to the State Government to remedy these, and making it easier and safer for people to ride or walk rather than driving.

One action of the *Strategy* is to conduct a pilot for a safe cycling route. The aim of the pilot is to provide a safer alternative for those who wish to ride and are able to do so.

In September 2018, Council initially chose Inkerman Road as the route for the pilot, being 11km from the CBD and linking the bicycle path under the elevated rail to the separated bicycle lane that the State Government will be constructing on St Kilda Road, northwards from Carlisle Street. The route also aligns with Port Phillip City Council's identification of Inkerman Street as a proposed cycling corridor in their *Integrated Transport Strategy* — enabling a fully connected corridor.

After engagement with the community in early 2019, Council expanded its analysis to consider a route along Dandenong Road and routes that also involved Alma Road. A Corridor Assessment Report was developed that included four different route options for the safe cycling corridor. This report was released for community feedback over a six-week period.

This report responds to Council's request on 3 September for an officer report following the completion of consultation, where Council will consider endorsing a route as the safe cycling corridor.

At the 3 September Ordinary Council Meeting, Council resolved that Council:

1. *notes the Corridor Assessment Report;*
2. *approves the commencement of community and stakeholder engagement across September and October;*
3. *requests that a report from officers, to be presented at the 17 December Council meeting following the completion of consultation, where Council will consider endorsing a route as the Safe Cycling Corridor;*
4. *notes that following a Council resolution selecting the preferred route, Officers will undertake targeted community and stakeholder engagement in order to select the preferred treatment/s for the route and undertake detailed design, in readiness for construction;*
5. *notes that officers will formally invite feedback on the Corridor Assessment Report from the Department of Transport, Port Phillip City Council and Stonnington City Council; and*
6. *notes that following the consultation process outlined in points 4 and 5 above, a further report recommending final design will be provided to Council for resolution before any tender process is initiated.*

The process of assessing each route has taken into account the feasibility of building a safe bike path; the safety of all users, cyclists and others; and the impact on neighbourhood amenity, including parking.

Purpose of the proposed Safe Cycling Corridor

Council's adopted *Integrated Transport Strategy* sets out a framework for safely and efficiently moving around the municipality. The strategy establishes a network of 'safe cycling streets' throughout the municipality (of which this proposed pilot project is one). More broadly, the Strategy sets out a larger network that establishes 'efficient driving routes', 'great walking and shopping streets', and 'express public transport routes'. This, together with enhancements to the neighbourhoods between transport corridors, underpins the *Integrated Transport Strategy* Vision:

Glen Eira will be a City of child friendly neighbourhoods that are connected to a network of vibrant and well-designed walkable activity centres. The community will have a range of travel options to service their daily needs. This Strategy aims to reduce car use to 50 per cent of all trips.

A central goal of a safe cycling corridor is to offer a good, safe and attractive transport alternative. Not everyone can and would like to ride. However, a good alternative provides this option, and helps to ensure that roads are clearer and more accessible to people who want to drive and people who need to drive. We know that there are many people with these needs. Roads are increasingly busy, and this pilot is one of Council's initiatives to respond to this.

Community consultation activity

Following endorsement for release by Council on 3 September, a range of engagement activities were implemented to seek feedback on the Corridor Assessment Report and the four options for a safe cycling corridor.

More than 23,000 letters were sent to residents and property owners in the study area between Dandenong Road and Balaclava Road. Residents and property owners were provided with a snapshot of the Assessment Report and a hardcopy of the survey.

Council directly sent 7,986 letters to the residents and property owners within the Glen Eira section of the study area. While a further 15,098 letters were sent by the Port Phillip Council to the residents and property owners within the Port Phillip section of the study area.

A map of these two distribution areas (Glen Eira in red, Port Phillip in blue) is shown below.



Figure 1. Study area.

The consultation period ran for a six-week period, commencing on 4 September and concluding on 14 October 2019.

An online survey via Council's Have Your Say site was available and the webpage also hosted an online forum and a Q and A tool for the community to ask questions.

Three community *listening posts* were held at Caulfield Station, Alma Village and Caulfield Park. These events were held at different times and different days of the week/weekend to ensure wide opportunities were available to attend. An afternoon/evening drop-in session was held at Glen Eira Town Hall.

Officers engaged with local traders and organisations, and with community leaders to seek feedback. All community members who expressed interest earlier in 2019 in joining a Community Reference Group to progress the design of a safe cycling corridor were invited to attend a focus group discussion at a time of their selection; three focus groups were subsequently held at Town Hall.

Council also received emails, letters and phone calls with feedback. Three petitions were received, two addressed to Glen Eira City Council and the other to the Victorian State Legislative Assembly, with 2,094 signatures in total. The first petition with 1,705 signatures was received before the commencement of community consultation.

The wider community could also engage with the project by attending other events that were held as part of Council's release of a range of transport plans. These events include a stall at the Bentleigh Market on three Sundays; as well as Moving Melbourne — a transport evening at Town Hall — featuring a panel of speakers; and an opportunity to leave feedback on Council's draft walking, cycling, public transport advocacy and parking plans.

Officers also met with representatives from the Department of Transport and neighbouring Stonnington and Port Phillip councils. All three authorities provided Council with written submissions, following a review of the Corridor Assessment Report (refer to Attachment 2).

Consultation responses

Following sending more than 23,000 hard copy surveys to the affected residents and property owners, 970 surveys were returned. A further 560 surveys were completed online by those in the affected study area and also those from the wider community. In total, 1,530 surveys were received.

The below table shows the response numbers from the key stakeholder groups:

GROUP	SOURCE	NUMBER
Current cyclist	In the hard copy survey, those who selected 'cycle' as one of the ways in which they currently travel down the routes being explored for a safe cycling corridor. In the online survey, those who selected 'cycle' as one of the common ways in which they travel.	491 people
People interested in cycling	In the online survey, those who selected 'cycle' as a travel method they would like to use more in future.	211 people
People living in the study area (Glen Eira)	From both the online and hard copy survey, those who provided a street name (and suburb) corresponding to a street within the 'study area' in Glen Eira (the area in and around the routes being reviewed for a corridor, which lie in the Glen Eira municipality).	624 people
People living in the study area (Port Phillip)	From both the online and hard copy survey, those who provided a street name (and suburb) corresponding to a street within the 'study area' in Port Phillip (the area in and around the routes being reviewed for a corridor, which lie in the Port Phillip municipality).	610 people
People living on the corridors	From both the online and hard copy survey, those who provided a street name (and suburb) that corresponds to the name of one of the streets being reviewed for a corridor – Inkerman Road/Street, Alma Road, Dandenong Road and/or Orrong Crescent). Includes residents of both Glen Eira and Port Phillip.	414 people
Wider community	From both the online and hard copy survey, those who provided a street name (and suburb) from outside the study area.	282 people
Department of Transport and neighbouring councils	Submissions	3 organisations

Three petitions have been received in this recent period of engagement. The first was directed to Glen Eira City Council and presented at Ordinary Meeting on 3 September 2019. It included 1,705 signatures.

The second petition was directed to members of the Victorian Legislative Assembly. Council has been copied in to this petition, which included 226 signatures. Both petitions included signatures from non-Glen Eira residents.

A third petition was received by Council at Ordinary Meeting 26 November and included signatures from 110 Glen Eira residents of Inkerman Road.

Please see Section 2a of the Community Engagement Report (Attachment 3) for a summary of all the engagement responses received. The appendices to this report can also be found online at www.gleneira.vic.gov.au/safe-cycling

ISSUES AND DISCUSSION

Engagement findings overview

The feedback provided to Council provides information on the community's views and preferences and the range of perspectives that people hold on transport infrastructure, travel modes, and Council's role in these issues. However, while significant differences of opinion were expressed in the feedback, there are also common considerations that are widespread and unifying.

Safety

The first is the interest in and concern for safety, which is apparent in many comments, the conversations officers held with members of the community, emails and other submissions.

Safety has been interpreted very differently and focused on different things (safety for walkers, for older people, for people with varying needs, for drivers and for cyclists), but overall, support for the safety of local people (in the ways they travel) is a core theme within the responses. People expressed concerns to Council about their experiences with safety riding on the roads currently.

Concerns for safety were expressed by people worried about the effects of the potential removal of parking from one of the routes and thinking about family members and friends accessing properties along the routes.

On the basis of a review of the criteria through which the route options have been analysed, many community members expressed a preference for Dandenong Road, as the route with the most opportunity for a safe cycling corridor.

The direct ability to implement a safe cycling corridor on Dandenong Road sits outside of Council's power. However, a view that this option is safest (for riders, and drivers) sits behind many people's selection of this option, the high rating of 'separation from vehicles' as a sub-criterion and the views expressed to officers at face-to-face events.

Parking and accessibility

Dandenong Road is a wide, arterial and non-local road. The perceived space on this route was important to those selecting this option and thinking about the use of space along Inkerman and Alma Roads currently utilised by parking.

On-street peak parking occupancy was a highly rated sub-criteria of importance and the major concern of access to parking was a dominant theme in the conversations Council officers held with people in the community. This use of space – and ideas around the appropriate use of limited space, for parking as well as for driving, walking and cycling – was a second major unifying theme in the feedback received from the community.

People with very different views on what public space should be used for told Council about congestion, more cars on the road, difficulty getting from A to B driving, walking and cycling and issues around commuter traffic. For some, these experiences were important in expressing strong concerns around the project and the possibility that current parking spaces would be given to cycling space. For others, these experiences were reasons to see a corridor as important, supporting people to take up cycling if they can and want to.

Perceptions of need, use and support for a safe cycling corridor

A perceived lack of need for a safer cycling route was a feature in the feedback given to Council across the different channels (including online and in-person). Many people told Council that they didn't see many cyclists on Inkerman/Alma Roads and didn't see value in a project that was just 'for' this small group. Underpinning these ideas for some, were ideas about who 'cyclists' (and 'drivers') are, and ideas about the ways that people travel. The engagement results demonstrate that most people engaged with Council over this consultation travel in many different ways.

Of those returning a paper survey, 308 or around a third (people of all ages) told Council that they currently cycle down one of the routes under consideration. Only 40 of this group of community members travel down the routes only by bicycle, indicative of the fact that people can be cyclists, drivers, and parkers.

Assessments of potential Safe Cycling Corridor Pilot routes

In September 2019, the Department of Transport shared their final draft Strategic Cycling Corridors (SCCs), and sought feedback from Council officers before adoption by the State Government.

For a route linking the Djerring Trail and the St Kilda Road Corridor, the draft SCC Network notes a small section of Inkerman Road (between Normanby Road and Kooyong Road) as an SCC, however, notes the following:

"a route connecting the Djerring Trail (Caulfield) and St Kilda Road (St Kilda) has been identified as a Strategic Cycling Corridor (SCC). Glen Eira City Council is currently leading an investigation into the alignment of this SCC connection along the municipal road network between the Inkerman Road/Kooyong Road intersection (Caulfield North) and St Kilda Road. Therefore, no alignment for this SCC connection is currently shown on the map. Once the alignment has been finalised between Glen Eira City Council, Port Phillip City Council and the Department of Transport, it will be shown on the map of the SCC network. A route west of St Kilda Road, connecting to Fitzroy Street will also be confirmed and shown on the SCC map following the alignment of the route between Caulfield North and St Kilda".

For this reason, the preferred corridor selected by Council will be used to inform the alignment of the DoT's Strategic Cycling Corridor. It is worth noting that from the feedback received by the Department of Transport on the Corridor Assessment Report, both routes Dandenong Road and Alma Road eastbound and Inkerman Road westbound (one-way) are not supported by the Department of Transport for a Strategic Cycling Corridor.

Officer route assessment

As stated in the 3 September 2019 Council report, the officer assessment of each route would be completed by looking at three criteria, focusing on the key stakeholders affected by each criterion:

- *Safety for cyclists:* the key stakeholders to inform this criterion are people currently riding or interested in cycling.
- *Impact on the neighbourhood:* priority will be given to affected residents and landowners. This includes people living in the study area for both Glen Eira and Port Phillip, and people living on the corridors.
- *Feasibility of construction:* priority is given to feedback provided by neighbouring councils and the Department of Transport.

A complete assessment of the routes is provided in Attachment 1.

The following sections provide a summary of key findings for each route based on the feedback provided by key stakeholders for each criterion and the results from the officer assessment.

To facilitate the visualisation of results, each route is ranked as follows:

- *Green*: the priorities identified by key stakeholders *are aligned* with the route assessment.
- *Amber*: the priorities identified by key stakeholders *are somewhat aligned* with the route assessment.
- *Red*: the priorities identified by key stakeholders *are not aligned* with the route assessment.

1. DANDENONG ROAD

<p>Safety for cyclists People who are interested in cycling, but <u>do not currently ride</u> are the key focus of this project, with the aim of encouraging new bicycle riders by providing safer bicycle connections.</p> <p>Based on survey results on the ranking of individual sub-criteria used to assess the corridors (safety for cyclists, impact on neighbourhood, and feasibility of construction) and preferred route, new cyclists do not prefer Dandenong Road.</p> <p>Current cyclists have prioritised separation from vehicles which Dandenong Road route can provide.</p> <p>A large number of <u>current cyclists</u> have selected Dandenong Road as the preferred route, however the majority of this group selected one of the 'local street' routes.</p>	
<p>Impact on the neighbourhood Community members living along one of the corridors would be most impacted by a proposed change.</p> <p>The survey results clearly show a concern regarding potential loss of parking. The Dandenong Road route provides the least impact on parking. Community members living along the corridors strongly prefer Dandenong Road.</p> <p>Community members living within the broader study area have clearly expressed the concern regarding potential loss of parking and clearly prefer Dandenong Road.</p>	
<p>Feasibility of construction Co-ordination with neighbouring road authorities is required to ensure a full safe cycling corridor can be provided up to the proposed new St Kilda Road cycling path.</p> <p>Dandenong Road is managed by the State Government, not by Council. The State Government, through the Department of Transport have clearly expressed that <i>"The Dandenong Road option is not supported as a feasible SCC as it would not meet safety (and amenity) outcomes of a SCC and would</i></p>	

also have unsatisfactory impacts on other important transport modes using Dandenong Road”.

Similarly, neighbouring councils have stated the following positions (the full response is available in attachment 3):

- City of Stonnington: *“There appear to be some issues that will need to be investigated regarding introducing a bicycle facility with the central median and these include:*

- i. Access to the bicycle facility and local trips (...)*

- ii. Tram platform infrastructure (...)*

- iii. Trees (...)*

For the reasons outlined above we do not currently consider Dandenong Road be the appropriate environment to accommodate the corridor link and suggest development of one of the alternative options.”

- City of Port Phillip: *“The Council did not extend the independent assessment to include Dandenong Road. The Corridor Assessment Report identified key constraints that made this route impractical with several mature trees, proximity to tram infrastructure, likely impact on traffic lanes and offering a limited bike riding catchment. Furthermore, a bike corridor running along Dandenong Road would not be able to connect to the future protected bike corridor on St Kilda Road diminishing its attractiveness as a commuter route for people travelling to work on St Kilda Road and the Melbourne Central Business District”.*

The Dandenong Road route, if implemented by the State Government, has the ability to create a fully separated bicycle path along a visible and high-profile route. With an ambitious design, engineering problems, such as the connection point to St Kilda Road, could be cleverly resolved, creating an architectural and high visible landmark.

Importantly, a route in the central median has no conflicts with driveways and a very low impact to on-street car parking.

For these reasons, this route is heavily supported by the stakeholder feedback received, particularly by local residents living within the study area.

If this is the selected route, a design for the route is still required to be fully explored, however a separated bicycle path would be built in the central median along Dandenong Road.

This route does provide several challenges which, if selected, would need to be carefully considered as part of the design process.

The most significant challenge is that Glen Eira City Council is not the road authority for Dandenong Road. The road is managed by the State Government through the Department of Transport, who have provided written confirmation to Council that:
“The Dandenong Road option is not supported as a feasible SCC as it would not meet safety (and amenity) outcomes of a SCC and would also have unsatisfactory impacts on other important transport modes using Dandenong Road”.

This means, that if this route was selected by Council, it could only be implemented if Council were able to successfully advocate to the State Government to reconsider their

position. It is not known if this approach could be successful or the length of time that it would take.

If the State Government were to reconsider their position, this route would require the vision, major engineering solutions and a significant financial investment of similar scale to the proposed St Kilda Road or western distributor bicycle paths. Particularly, the State Government would need to consider two significant issues:

- the connection point to St Kilda Road; and
- the impact of vehicle capacity on Dandenong Road and the wider network.

At the St Kilda Junction, Dandenong Road ramps under St Kilda and Punt Roads, create a significant engineering problem to resolve.

The central median along Dandenong Road accommodates tram tracks, a large tree boulevard, tram stops, traffic signal infrastructure and a pedestrian bridge. The width and grade of the central median is not consistent along the route, with some quite steep sections of the median and some narrow sections — mainly at the approach to St Kilda and Normanby Roads.

As a result, the median along Dandenong Road has several pinch points, where there is not enough width for the new bicycle path. This would mean that in at least part of the corridor, the new bicycle path would need to encroach into the roadway, which would reduce the number of vehicle lanes on Dandenong Road.

The reduction of vehicle lanes and modifications to intersections will have an impact on the vehicle capacity on Dandenong Road and the wider network.

2. INKERMAN ROAD-ALMA ROAD TWO-WAY

Safety for cyclists

People who are interested in cycling, but do not currently ride are the key focus of this project, with the aim of encouraging new bicycle riders by providing safer bicycle connections.

Based on survey results on the ranking of individual sub-criteria used to assess the corridors (safety for cyclists, impact on neighbourhood, and feasibility of construction), new cyclists are most concerned about vehicle speeds.

Current cyclists have prioritised vehicle speeds as the third highest concern.

Both Alma and Inkerman have 85 per cent of vehicles travelling at an average speed up to 52 to 54km/h, which is lower than the speed observed on Dandenong Road (61km/h). It should also be noted that the speed limits on both Inkerman and Alma Roads will be reduced from 60km/h to 50km/h in Glen Eira's section to be consistent with the current speed limits in Port Phillip. These changes are part of Council's broader road safety program and have been considered separately to and has no bearing on the implementation of a Safe Cycling Corridor.

Current cyclists have prioritised separation from vehicles as their highest concern. This route includes Orrong Crescent which cannot provide separation from vehicles.

<p>Impact on the neighbourhood Community members living along one of the corridors are who would be most impacted by a proposed change.</p> <p>Based on survey results on the ranking of individual sub-criteria used to assess the corridors (safety for cyclists, impact on neighbourhood, and feasibility of construction) and preferred route, new cyclists have not prioritised the Inkerman-Alma two-way route.</p> <p>Community members living within the study area also have not prioritised this route.</p>	
<p>Feasibility of construction Co-ordination with neighbouring road authorities is required to ensure a full safe cycling corridor can be provided up to the proposed new St Kilda Road cycling path.</p> <p>The Department of Transport have provided a letter outlining that <i>“Either the Inkerman Road/Inkerman Street (both directions) or Inkerman Road/Orrong, Grove/Orrong, Crescent/Alma Road (both directions) options are considered as potentially feasible SCC options”</i>.</p> <p>However, Port Phillip City Council have reviewed this route and have stated that Port Phillip City Council <i>“undertook an independent assessment of the Inkerman Street and Alma Road alignment options. The assessment used objective criteria including bike and pedestrian crashes, population, community trips, crossovers and on-street parking and found Inkerman Street to be more likely to attract transport riding trips and reduce bike rider and pedestrian injuries. Based on this assessment, Inkerman Street remains the preferred alignment for the protected bike corridor over a protected bike corridor along Alma Road.”</i></p>	

The Inkerman-Alma Road (two-way) route can provide a protected cycle lane in a safe and slow vehicle environment along most of the route, except for Orrong Crescent.

Importantly, this route takes advantage of Caulfield Park (670m), Alma Park (314m) and the St Kilda Cemetery (225m), which offer sections free of side streets, driveways, and residential facing parking.

This route is supported by the Department of Transport which has noted that *“Either the Inkerman Road/Inkerman Street (both directions) or Inkerman Road/Orrong, Grove/Orrong Crescent/Alma Road (both directions) options are considered as potentially feasible SCC options”*.

However, an external assessment conducted by Port Phillip City Council has *“found Inkerman Street to be more likely to attract transport riding trips and reduce bike rider and pedestrian injuries. Based on this assessment, Inkerman Street remains the preferred alignment for the protected bike corridor over a protected bike corridor along Alma Road.”*

For this reason, if this route were to be selected, further discussions will need to occur with Port Phillip City Council to seek providing a complete safe cycling link with the St Kilda Road Corridor.

This route does provide a number of challenges which, if selected, would need to be carefully considered as part of the design process.

The narrower width of Orrong Crescent and the commitment to retain at least one side of on-street car parking, means that a protected bicycle lane is not feasible along this length. Instead, a bicycle boulevard would be explored, which allows for cyclists to share the road with vehicles under a low speed and traffic environment.

If selected, the design process would need to carefully consider how to minimise conflict points at the three roundabouts on Orrong Crescent and the accessibility for cyclists from both Inkerman and Alma Roads.

While bicycle boulevards can be successful if designed well — using low speed, high visibility and integrated traffic calming measures — it should be noted that this treatment does not provide the same level of protection that could be achieved on other routes. It is difficult to know at this stage how attractive this treatment would be to new cyclists.

While this route takes advantage of long stretches of road with no driveways at Caulfield Park (670m), Alma Park (314m) and the St Kilda Cemetery (225m), it is interesting to note that this route has the highest number of driveways (331) of all routes, which is a conflict point that will need to be carefully managed.

3. INKERMAN ROAD – ALMA ROAD ONE-WAY

Safety for cyclists

People who are interested in cycling, but do not currently ride are the key focus of this project, with the aim of encouraging new bicycle riders by providing safer bicycle connections.

Based on survey results on sub-criteria, new cyclists are most concerned about vehicle speeds.

Both Alma and Inkerman have 85 per cent of vehicles travelling at an average speed up to 52 to 54km/h which is lower than the speed observed on Dandenong Road (61km/h). It should also be noted that the speed limits on both Inkerman and Alma Roads will be reduced from 60km/h to 50km/h in Glen Eira's section to be consistent with the current speed limits in Port Phillip. These changes are part of Council's broader road safety program and have been considered separately to and has no bearing on the implementation of a Safe Cycling Corridor.

New cyclists have also rated vehicle number as their second highest concern. Current cyclists have prioritised vehicle speeds as the third highest concern. This route also has the lowest vehicle volumes of each of the routes.

Current cyclists have prioritised separation from vehicles as their highest concern. This route removes the existing cycle lane on one side of both streets, which means cyclists riding in this direction would need to share the lane with vehicles. It should also be noted that the Orrong Crescent route cannot provide separation from vehicles and would also require sharing the road space.

<p>Impact on the neighbourhood</p> <p>Community members living along one of the corridors are who would be most impacted by a proposed change.</p> <p>Based on survey results on the ranking of individual sub-criteria used to assess the corridors (safety for cyclists, impact on neighbourhood, and feasibility of construction) and preferred route, new cyclists have not prioritised the Inkerman-Alma one-way route.</p> <p>Community members living within the study area also have not prioritised this route.</p>	
<p>Feasibility of construction</p> <p>Co-ordination with neighbouring road authorities is required to ensure a full safe cycling corridor can be provided up to the proposed new St Kilda Road cycling path.</p> <p>The Department of Transport have provided a letter outlining that <i>“The Alma Road eastbound and Inkerman Road westbound (one-way on different road) option would be difficult to implement and confusing, creating a poor and inconsistent user experience potentially resulting in safety issues and low take-up of cycling by a more diverse range of people. It is therefore not supported.”</i></p> <p>Similarly, Port Phillip City Council’s letters states that <i>“Council did not consider in detail the fourth alignment option for a ‘one-way’ protected bike corridor system that would provide protection to bike riders travelling westbound on Inkerman Street and eastbound on Alma Road. This option proposes to keep parking on the other side of both streets which would require the removal of the painted bike in the opposite direction forcing bike riders into mixed traffic. This option appeared to present safety concerns to bike riders and would not align with Councils Strategy.”</i></p>	

The Inkerman-Alma one-way route has the ability to provide a protected cycle path while aiming to limit the impact to on-street parking.

If this is the selected route, a design along the route is still required to be fully explored, however a ‘one-way protected bicycle lane’ (scenario 5) would be provided on both Inkerman and Alma Roads west of Orrong Crescent. Road space would be created for the physical separation of the one-way cycle lane by removing the existing on-road painted cycle lane on the opposite side of the street.

A combined bicycle path would be required to be provided east of Orrong Crescent. Based on survey results, the preferred design scenario would be ‘bi-directional protected bicycle lane’ (scenario 2). The southern side of Inkerman Road can take advantage of Caulfield Park, which offers 670 metres free of side streets and residential facing on-street car parking.

This route does present several challenges which, if selected, would need to be carefully considered as part of the design process.

Firstly, both Port Phillip City Council and the Department of Transport do not support this route as described in the table above.

Port Phillip City Council's support and co-ordination would be required to make this route work.

Importantly, the main aim of this proposal is to reduce the impact on existing on-street car parking. However, a four metre clearance between parked vehicles and driveways needs to be considered to provide adequate sightlines. A detailed analysis needs to be undertaken to identify the number of parking spaces that would need to be removed to provide these sightlines. However, it is anticipated that parking adjacent to the cycling corridor might be considerably reduced.

This proposal requires cyclists to use different streets, 430 metres apart, depending on the direction they are travelling. This presents two issues to address — firstly, this arrangement is not intuitive, and so it would require clear and highly visible signage for cyclists to make it to the right street from their desired direction. Secondly, if cyclists do need to ride in the opposite direction along the corridor, they would need to ride wholly within the vehicle lane, which presents safety concerns which should be carefully reviewed.

4. INKERMEN ROAD

Safety for cyclists

People who are interested in cycling, but do not currently ride are the key focus of this project, with the aim of encouraging new bicycle riders by providing safer bicycle connections.

Based on survey results on sub-criteria, new cyclists are most concerned about vehicle speeds. Current cyclists have prioritised vehicle speeds as their third highest concern.

Both Alma and Inkerman have 85 per cent of vehicles travelling at an average speed up to 52 to 54km/h, which is lower than the speed observed on Dandenong Road (61km/h). It should also be noted that the speed limits on Inkerman Road will be reduced from 60km/h to 50km/h in the upcoming weeks by Glen Eira City Council. This will be consistent with the current speed limit on Inkerman Street (Port Phillip) of 50km/h. These changes are part of Council's broader road safety program and have been considered separately to and has no bearing on the implementation of a Safe Cycling Corridor.

Current cyclists have prioritised separation from vehicles as their highest concern. The Inkerman Road corridor can provide separation from vehicles along its length.

New cyclists have also rated crashes involving cyclists as their third highest concern. Current cyclists have rated crashes involving cyclists as their second highest concern. Inkerman Road has the highest number of cycling crashes, suggesting it requires greater cycling safety and protection.

When considering both new and current cyclists' preferred route as answered in the survey, Inkerman Road is the highest ranked route.

New cyclists have stated that Inkerman Road is the preferred route.

While a large number of current cyclists have selected Dandenong Road as the preferred route, the majority of this group selected one of the 'local street' routes. Of the 'local street' routes, Inkerman Route is the preferred route for current cyclists.

Impact on the neighbourhood

Community members living along one of the corridors would be most impacted by a proposed change.

The survey results clearly show a concern regarding potential loss of parking.

Based on survey results on sub-criteria and preferred route, new cyclists do not prefer the Inkerman Road route.

Community members living within the study area also have not prioritised this route.

Feasibility of construction

Co-ordination with neighbouring road authorities is required to ensure a full safe cycling corridor can be provided up to the proposed new St Kilda Road cycling path.

The Department of Transport have provided a letter outlining that *“Either the Inkerman Road/Inkerman Street (both directions) or Inkerman Road/Orrong, Grove/Orrong, Crescent/Alma Road (both directions) options are considered as potentially feasible SCC options”*.

Similarly, Port Phillip City Council’s letter concludes that *Council “undertook an independent assessment of the Inkerman Street and Alma Road alignment options. The assessment used objective criteria including bike and pedestrian crashes, population, community trips, crossovers and on-street parking and found Inkerman Street to be more likely to attract transport riding trips and reduce bike rider and pedestrian injuries. Based on this assessment, Inkerman Street remains the preferred alignment for the protected bike corridor over a protected bike corridor along Alma Road.”*

The Inkerman Road route can provide a protected cycle path in a slow vehicle environment. This route provides a straight and direct connection from Normanby Road to St Kilda Road, which is reflected in the number of existing riders, which is the highest of all the routes. The legibility and opportunity for a safe environment with high quality infrastructure, means this route is best placed to attract new cyclists.

Importantly, this route aligns with the Port Phillip City Council’s intentions to upgrade Inkerman Street to a protected cycle corridor. Which ensures a high-quality safe cycle path can be provided from Glen Eira to the future protected St Kilda Road path which connects directly to the CBD.

Officer recommendation

The officer recommendation for a safe cycling corridor is Inkerman Road. This route is the strongest in two of the three criteria – Safety for Cyclist and Feasibility of Construction.

An upgraded Inkerman Road clearly provides the most attractive and safe environment for cyclists, particularly new cyclists.

Importantly, this route allows Council to take the lead on the design and ultimately construction of a safe and attractive bicycle corridor. This route also aligns with the planned bicycle upgrades to Inkerman Street by Port Phillip City Council and to St Kilda Road by the

State Government. This means that a fully constructed safe path from Caulfield to the CBD can be completed within the next five to six years.

Officers recognise the significant community concerns presented with this option, particularly regarding:

- the impact on the community access to accessible and convenient on-street parking;
- risks with driveways;
- ability for tradespeople to attend properties;
- ability for emergency vehicles to attend properties; and
- ability for waste collections.

It is anticipated that there will be a loss of parking to create safe cycling infrastructure. However, through the design process officers will seek to increase on-street parking spaces where possible. Officers will fully explore all of these concerns with a Community Reference Group through the design process to seek to reduce the impact on neighbouring properties as much as possible. As per our previous commitment, no scenarios will be explored where parking on both sides of the road is removed.

The other routes utilising Alma Road are not as direct or safe as Inkerman Road and require further discussions with Port Phillip City Council, who are not in favour of these routes.

The Dandenong Road route requires Council to undertake an advocacy role to the State Government to approve and construct this route. This advocacy may take time and may ultimately never succeed. The State Government's transport body, the Department of Transport, has submitted that it does not support Dandenong Road as an option.

Given this, officers recommend that limited cycling upgrades are still made to Inkerman Road, if Dandenong Road is selected by Council. These upgrades would seek to improved cyclist safety as much as possible, with limited impact to on-street parking. If explored, a plan for these improvements would need to be developed, which the local community would be consulted on.

If Inkerman Road is the selected route, a design along the route is still required to be fully explored with the Community Reference Group, however based on survey results, the preferred design scenario would be 'bi-directional protected bicycle lane' (scenario 2). The southern side of Inkerman Road can take advantage of Caulfield Park, which offers 670 metres free of side streets and residential facing on street car parking. The southern side also less driveways, side streets and parking demands than the northern side as shown in the following table:

Side of Inkerman Road/Street	Number of side streets	Number of driveways	Peak parking demand
North side	32	148	84% (Saturday)
South side	23	136	68% (Friday)

This route does provide several challenges which, if selected, would need to be carefully considered as part of the design process.

Firstly, the impact to on-street parking availability has been clearly raised by the surrounding community as a significant concern. This concern needs to be carefully considered through a future design process, seeking to maximise parking as much as possible.

Council's draft *Parking Policy* outlines the proposed approach to managing parking along future transport corridors, with parking management initiatives to ensure those affected can best access the parking which is provided along the corridor.

The Inkerman Road route has a limited number of businesses (10) along the Glen Eira side of the route. The community has clearly raised concern on the impact on reduced parking would have on Lenny's Deli and Convenience Store. Exploring opportunities on how to best maximise parking around this location will be undertaken through the design process.

The conflict with driveways has been raised as a key community concern, particularly by those living along the corridors. This issue needs to be carefully considered as part of the detailed design process, to ensure that cyclist safety is not compromised. It should be noted however, that this conflict currently does exist with the current on-road painted bike path running past residential driveways.

It should be noted that the tension with parking, driveways and cycling is not unique to Inkerman Road and exists along the entire length of Glen Eira's mostly on-street cycle network. As such, future cycle improvements need to resolve how best to manage these conflicts.

FINANCIAL, RESOURCE, RISK AND ASSET MANAGEMENT IMPLICATIONS

The work undertaken to produce this report has been within the allocated budget. A key consideration is the feasibility of construction to inform the potential future cost to Council to construct the Safe Cycling Corridor.

POLICY AND LEGISLATIVE IMPLICATIONS

The project described in this report is part of the implementation of Council's *Integrated Transport Strategy*.

COMMUNICATION AND ENGAGEMENT

Covered in this report. For a summary of all engagement activities undertaken and the findings, please see the attached Community Engagement Report. The appendices to this report can be found at www.gleneira.vic.gov.au/safe-cycling

LINK TO COUNCIL AND COMMUNITY PLAN

Theme Two: Accessible and Well Connected

A City that is easy to move around, full of safe travel options and walkable neighbourhoods.

OFFICER DECLARATION OF CONFLICT OF INTEREST

No officers involved in the preparation of this report have any direct or indirect interest in this matter.

CONCLUSION

This report provides a comprehensive analysis of the four different routes based on the findings from the community engagement process and the technical information presented in the Corridor Assessment Report.

As presented above, all the corridors provide different opportunities to implement a Safe Cycling Corridor, while presenting some constraints.

The selected corridor will need to be further explored to identify the best design option(s) to provide a high-quality safe cycling corridor while minimising the impacts on the neighbourhood.