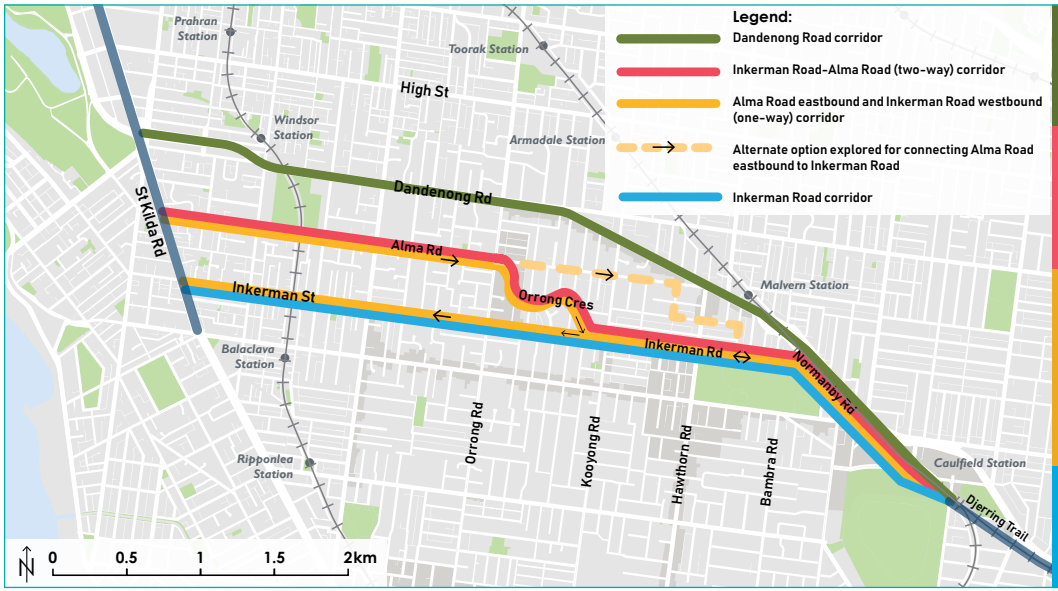
EXPLORING A SAFE CYCLING CORRIDOR

Glen Eira is exploring the option of a safe cycling corridor in Caulfield North. In early 2019, Council requested a report which analyses alternative protected bicycle corridors. This snapshot provides an overview.

ABOUT THE ROUTES

Four routes have been explored. Each could connect with Normanby Road (from Caulfield Station, and the Djerring Trail shared path) and St Kilda Road, where a future protected bicycle path will take travellers into Melbourne CBD.



Dandenong Road 5.9km from Caulfield Station via Normanby Road, Dandenong Road to St Kilda Road. Dandenong Road is a Department of Transport managed and maintained road.

Inkerman Road – Alma Road (two-way) 5.7km from Caulfield Station via Normanby Road, Inkerman Road, Orrong Crescent and Alma Road to St Kilda Road. Management authority is shared between Glen Eira and Port Phillip councils.

Alma Road eastbound and Inkerman Road westbound (one-way) 5.7km eastbound from Caulfield Station via Normanby Road, Inkerman Road, Orrong Crescent and Alma Road to St Kilda Road, then 5.3km westbound from St Kilda Road, via Inkerman Road, Normanby Road to Caulfield Station. Management authority is shared between Glen Eira and Port Phillip councils.

Inkerman Road 5.3km from Caulfield Station via Normanby Road, Inkerman Road to St Kilda Road Management authority is shared between Glen Eira and Port Phillip councils.

HOW THEY HAVE BEEN ANALYSED

Council has applied an assessment framework to analyse the route options, developed with reference to guidelines and community feedback. Information on each route has been collected across three criteria (and a range of sub-criteria).

SAFETY FOR CYCLISTS

IMPACT ON NEIGBHOURHOOD

FEASIBILITY OF CONSTRUCTION

Over the page you will find some key findings.

You are encouraged to access the full report, which contains more comprehensive information, via our website www.gleneira.vic.gov.au/safe-cycling

Keeping Glen Eira Moving

City of GLEN EIRA

GLEN EIRA CITY COUNCIL

Bentleigh. Bentleigh East. Brighton East. Carnegie. Caulfield. Elsternwick. Gardenvale. Glen Huntly. McKinnon. Murrumbeena. Ormond. St Kilda East.

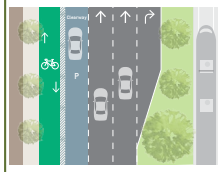
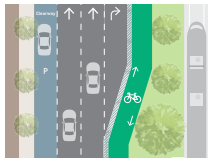
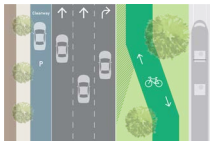
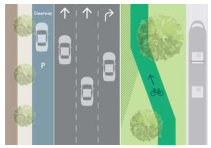
OVERVIEW OF KEY FINDINGS

		Dandenong Road	Inkerman Road – Alma Road (two-way)	Alma Road eastbound and Inkerman Road westbound (one-way)	Inkerman Road	Normanby Road	
Safety for cyclists	1. Number of side streets	16	40	39	55	2	Represents conflict points for cyclists and vehicles.
	2. Number of driveways	85	331	286	284	25	Represents conflict points for cyclists and vehicles.
	3. Average daily vehicle volume (weekday)	66,970	7,076	4,668	11,666	8,609	Cyclists sharing road space preferred for roads with 4500 vehicles per day or lower. Separated cycling lanes recommended for roads with 4500-12,000 vehicles per day. Off-road cycle lanes recommended for roads with more than 12,000 vehicles per day.
	4. Vehicle speed (speed at which 85% of cars were travelling)	61	52	52	54	55	Cyclists sharing road space preferred for roads with speeds 30km/hr or less. Separated cycling lanes recommended for roads with speeds 40-60km/hr. Off-road cycle lanes recommended for roads with speeds over 60km/hr.
	5. Total number of crashes	78	39	75	48	6	Routes with lower exposure to crashes preferred.
	6. Crashes involving cyclists	7	17	34	23	6	Routes with lower exposure to crashes preferred.
	7. Crashes involving pedestrians	9	7	14	11	0	Routes with lower exposure to crashes preferred.
	8. Average daily number of cyclists	61	190	83	209	65	Can help to identify routes that are preferred by, and known to, bicycle riders.
Impact on neighbourhood	1. Land use	Different routes travel through many differently zoned areas. See the full report for this information.					Reflects different needs — for example, commercial, educational or cultural use — and requires tailored design approaches.
	2. Key destinations (civic buildings and local businesses)	20	22	24	21	2	A cycling corridor ideally serves as many key destinations as possible. Vehicle parking needs for particular destinations need to be considered, including times of extra demand.
	3. Number of residential dwellings	778	1,712	1,350	1,640	58	Can indicate the presence of issues such as vehicles entering/exiting driveways and bin collection needs.
	4. On street peak parking occupancy Fri 24 May	18%	62%	65%	73%	32%	Indicates demand for use of street space for private parking. **No design will be explored where parking on both sides of the street is lost.**
	4. On street peak parking occupancy Sat 25 May	18%	71%	68%	72%	37%	
	4. On street peak parking occupancy Tues 28 May	56%	59%	59%	71%	30%	
	5. Estimated dwellings with off-street parking	777	1,647	1,288	1,537	40	Estimated availability of off-street private parking.
	6. Estimated residential 'overspill' parking	35	155	85	222	39	Estimated number of on-street parking spaces needed once levels of private parking are accounted for.
	7. Proportion of residents aged over 60	17.6%	18.6%	18.7%	18%	14%	Characteristics of surrounding community can reflect need for on-street parking close to homes.

Possible road use scenarios

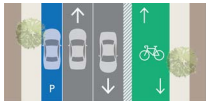
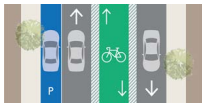
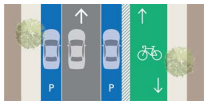
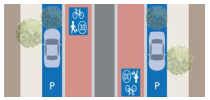
For a high quality safe cycling corridor, a one-way cycle lane would need to be at least 2 metres wide. A two-way would need to be 3 metres wide. For separation from parked vehicles a minimum of 800mm buffer should be provided on the driver side. Taking into account these dimensions, the road use scenarios below are possible. **Note that no road use scenarios will be explored where parking on both sides of the road is removed.**

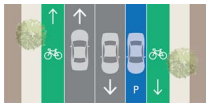
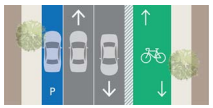
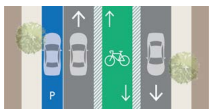
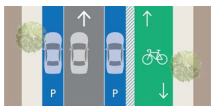
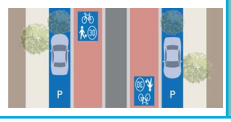
Where these scenarios could apply depends on the characteristics of the route (such as width, vehicle volume and speeds). Note that the below tables present scenarios for sections of the corridors that are located in Glen Eira only.

Dandenong Road **Scenario description**		Normanby Rd– Hawthorn Rd	Hawthorn Road– Kooyong Road	Kooyong Rd– Orrong Rd
Scenario 7. A kerbside bi-directional protected bicycle lane in the outer lane of the south side of Dandenong Road.		✓	✓	✓
Scenario 8. A kerbside bi-directional protected bicycle lane, in the inner lane of the south side of Dandenong Road.		✓	✓	✓
Scenario 9. A bi-directional bicycle path on the south side of the central median.		✓	✓	✓
Scenario 10. A one-way bicycle path on either side of the tram reserve, within the central median.		✓	✓	✓

Alma Road eastbound and Inkerman Road westbound (one-way) **Scenario description**		INKERMAN ROAD	ORRONG CRESCENT	ALMA ROAD
		Normanby Rd– St Kilda Rd	Inkerman Rd– Alma Rd	St Kilda Rd– Orrong Cr
Scenario 5 (a). Protected bicycle lane one-way (eastbound) and parking retained in both sides.		×	×	✓
Scenario 5 (b). Protected bicycle lane one-way (westbound) and parking retained in both sides.		✓	×	×
Scenario 6. Bicycle boulevard — traffic calming and low speed environment.		×	✓	×

*Continued over the next page.

Inkerman Road–Alma Road (two-way) **Scenario description**		INKERMAN ROAD		ORRONG CRESCENT		
		Normanby Rd–Hawthorn Rd	Hawthorn Rd–Kooyong Rd	Inkerman Rd – Marlborough St	Marlborough St –George St	George St–Alma Rd
Scenario 1. Raised cycle track to half footpath level on one side and protected by parking on other side.		×	✓	×	×	×
Scenario 2. Protected bicycle lane (bi-directional) and parking retained in one side.		✓	✓	×	×	×
Scenario 3. Protected bicycle lane (bi-directional) in centre of road and parking retained in one side.		×	✓	×	×	×
Scenario 4. One-way traffic and protected bicycle lane (bi-directional). Parking retained in both sides.		✓	×	✓	✓	✓
Scenario 6. Bicycle boulevard — traffic calming and low speed environment.		✓	×	✓	✓	✓

Inkerman Road **Scenario description**		Normanby Rd–Hawthorn Rd	Hawthorn Rd–Kooyong Rd	Kooyong Rd–Orrong Rd	Orrong Rd–Hotham St
Scenario 1. Raised cycle track to half footpath level on one side and protected by parking on the other side.		×	✓	✓	✓
Scenario 2. Protected bicycle lane (bi-directional) and parking retained in one side.		✓	✓	✓	✓
Scenario 3. Protected bicycle lane (bi-directional) in centre of road and parking retained in one side.		×	✓	✓	✓
Scenario 4. One-way traffic and protected bicycle lane (bi-directional). Parking retained in both sides.		✓	×	×	×
Scenario 6. Bicycle boulevard – traffic calming and low speed environment.		✓	×	×	×

	Dandenong Road	Inkerman Road –Alma Road (two-way)	Alma Road eastbound and Inkerman Road westbound (one-way)	Inkerman Road
Feasibility of construction	• This corridor is managed and maintained by the State Government. The Department of Transport is responsible for the planning, design and implementation of any cycling corridor on Dandenong Road. • The Department of Transport does not support the Dandenong Road option as a feasible Strategic Cycling Corridor. • Dandenong Road is not identified as a cycling corridor in Port Phillip's Integrated Transport Strategy. • Glen Eira City Council's role would be limited to advocacy.	• Alma Road has an average width of between 13.8m to 14.7m. The average width on Inkerman is 12.4m to 12.8m, while Orrong Crescent has an average width of 10.8m. • This alignment is not identified as a cycling corridor in Port Phillip's Integrated Transport Strategy. • The Department of Transport has identified this corridor alignment as a Strategic Cycling Corridor.	• This alignment is not identified as a cycling corridor in Port Phillip's Integrated Transport Strategy. • The route alignment is consistent with the draft Strategic Cycling Corridor proposed by the Department of Transport. However, Strategic Cycling Corridors seek to provide protection for cyclists traveling in each direction within the same road corridor.	• The corridor width in Glen Eira is narrower than Port Phillip's section. • The most constrained sections are Normanby Road to Hawthorn Road (average 12.8m) and Hawthorn Road to Kooyong Road (average 12.4m). • The corridor width in Port Phillip is wider and reaches an average width of 14.5 metres in the section between Hotham Street and Chapel Street and 14.1 metres between Chapel Street and St Kilda Road. • Port Phillip's Integrated Transport Strategy identifies Inkerman Street as part of their Bicycle Riding Network Improvement Corridors. • One section of this corridor is currently identified by the State Government as a draft Strategic Cycling Corridor (between Normanby Road and Orrong Crescent). • The Department of Transport currently considers either the Inkerman Road/Inkerman Street (both directions) or Inkerman Road/Orrong Crescent/Alma Road (both directions) options as potentially feasible Strategic Cycling Corridor options.