

7.1.2 SCOTCHMANS CREEK TRAIL TO DJERRING TRAIL CYCLING CONNECTION

Responsible Manager:	Ross Evans, Manager Engineering
Responsible Director:	Peter Panagakos, Director City Development

RECOMMENDATION

That Council:

1. Notes the feedback received on the Atkinson Street Cycleway Project (the Project) functional design during community engagement conducted in September and October 2023.
2. In response to the community feedback, directs that officers:
 - Review access arrangements to the Hanover Street car park as part of the detailed design.
 - Work with the Department of Transport and Planning regarding traffic signal changes required for the Project.
 - Undertake an independent Road Safety Audit at the detailed design stage of the Project.
 - Monitor parking conditions through delivery and post-construction of the Project and make adjustments to parking as appropriate, including investigating whether part or all of the upper level of the Atkinson Street multi deck carpark could be made available for use by traders, in lieu of other locations within the Activity Centre.
 - Proceed with detailed design of the Project, to be funded within the current 2023/24 Council budget allocation.
 - Undertake a Gender Impact Assessment as part of the detailed design stage.
 - Investigate external funding opportunities for the Project, including Department of Transport and Planning funding for the upgrade of the Dandenong Road and Atkinson Street signalised intersection.
3. Commits to the Project and its delivery as a three-stage, multi-year project noting that the Project will be considered for funding for commencement of construction as part of Councils 2024/25 annual budget process.

INTRODUCTION

The purpose of this report is to present to Council the outcome of community consultation on the functional design for the proposed Atkinson Street Cycleway Project (the Project) and the results of the initial parking impact assessment. The report recommends changes and further work as well as to progress the detailed design.

COUNCIL PLAN STRATEGIC OBJECTIVES

Sustainable City

Prioritise sustainable transport options, including walking/ cycling paths and public transport.

Enhanced Places

Prioritisation of pedestrians and active transport over vehicles.

Good Governance

Effectively communicate and engage with the community.

BACKGROUND

The Project proposes delivery of a physically protected cycling connection along Atkinson Street between Scotchmans Creek Trail and Djerring Trail, Oakleigh.

Council at its meeting of 28 February 2023 resolved:

“That Council:

- 1. Notes the findings regarding Atkinson Street options to facilitate the cycling connection between Scotchmans Creek Trail and Djerring Trail in Oakleigh.*
- 2. Endorses Atkinson Street Option 2 as the preferred option, acknowledges that this option is proposed to be undertaken as a permanent option, and directs officers to undertake:*
 - a. preliminary design of the option.*
 - b. a detailed parking analysis to help identify changes to parking to accommodate parking loss and balance parking demand.*
 - c. undertake community and stakeholder engagement on the option, in the context of the complete cycling connection between Djerring trail and Scotchmans Creek.*
 - d. engage with Vic Track for the provision of a more direct connection to Djerring trail which would provide a superior and more direct connection.*
- 3. Directs officers to report back to Council with the results of community feedback, stakeholder engagement and recommendation on final design for Atkinson Street before the end of November 2023 for consideration and endorsement.*
- 4. Notes the construction of the cycling track in Atkinson Street will be able to be considered by Council for multi-year funding in it 23/24 and 24/25 budgets. The project would need to be staged and the stages for delivery would need to be evaluated and resolved upon.”*

DISCUSSION

Design

Following Council’s resolution at its 28 February 2023 meeting, a functional design for the Project was prepared. A copy of the functional design is at Attachment 1.

The proposed design for Atkinson Street – and intersecting streets – aimed to deliver improved road safety, amenity and access outcomes for all street users. A two-way, physically protected cycleway along the east side of Atkinson Street would provide the missing safe cycling connection between the city’s two busiest cycling paths. The two-way cycleway design allows for no net loss

in the number of parking spaces on the west side of Atkinson Street and minimal change to traffic capacity. The design aims to ensure clear unobstructed sightlines for the safe movement of cyclists and motorists, including for properties along Atkinson Street. Raised crossing points at each of the side streets along the cycleway enhance road safety for pedestrians and cyclists. Changes to the bus stop platform on the east side would also improve accessibility for passengers.

Key design elements are as follows:

- 3.0m wide bi-directional physically protected cycleway positioned on the existing road pavement.
- 0.5m wide physical separator islands between the southbound traffic lane and the cycleway.
- 1.5m chevron linemarking separator on the west side of Atkinson Street between the parking lane and the traffic lane.
- 3.2m wide traffic lanes.
- Removal of 45 parking spaces on the east side of Atkinson Street.
- Retention of all 49 existing parking spaces on the west side of Atkinson Street, with some spaces repositioned to accommodate turn lane changes at Logie Street.
- Raised pedestrian/cyclist crossing points set back into the side streets along the cycleway.
- Raised platform and zebra crossing at the bus stop on the east side, south of Logie Court.
- Traffic island changes to accommodate the protected right turn lane into Logie Street.

Project delivery

The project is proposed to be funded across three years commencing in the 2024/25 financial year. However, it is critical for the success of the project that the first two stages of the project – Dandenong Road to Atherton Road and Atherton Road to Djerring Trail – be delivered together. This is because the benefits for cyclists can only be realised once these two sections are fully delivered. If the Project proceeds subject to Councils annual budget process construction of Stage 1 could commence in 2025 and be followed immediately by Stage 2 with both stages being completed in the 2025/26 financial year. Stage 3 remains an important link but is less critical to achieving early cycling uptake of the infrastructure and could commence in the in the 2025/26 financial year subject to Council's annual budget process.

Parking

Council officers undertook an initial parking impact assessment as part of the design development. The Project requires the removal of 45 parking spaces on the east side of Atkinson Street. Eight separate parking occupancy surveys of current parking conditions on the east side of Atkinson Street and observations of the surrounding precinct were undertaken by the traffic engineering team during peak times through June and July 2023.

The survey results showed a peak parking occupancy along the east side of Atkinson Street of 58 per cent (26 spaces used, 19 spaces available) which occurred at 12:10pm on a Tuesday. This was made up of trader, residential and visitor parking. The observations undertaken of the surrounding precinct indicate that the current parking demand on the east side of Atkinson Street can be accommodated on the west side of Atkinson Street and in other nearby streets.

As with all projects that require a change to parking, it is appropriate to closely monitor the parking conditions during and immediately after delivery of the project and parking controls adjusted as appropriate.

Government stakeholders

The Department of Transport and Planning (DTP) has provided in-principle support for the Project. Council officers have identified an opportunity to make improvements to the signalised intersection at both the Dandenong Road and Atherton Road connections with Atkinson Street to enhance safety for cyclists. This could include revised signal programming, bicycle head starts and cycle lane linemarking through the intersection. While these changes are currently outside the scope of the Project, Council officers will advocate for these changes as well as funding opportunities in discussions with DTP.

Council officers are continuing to investigate a more direct cycling connection to the Djerring Trail. Whilst VicTrack have been notified of Council's desire to achieve this outcome, it remains premature to engage in discussions at this time. More work is needed to establish whether such a connection can occur having regard to the existing constraints including access and topographical issues. Should a superior design be possible and is agreed to with VicTrack, this will be put to Council as a separate consideration or as a variation to the Project at that time.

Community Engagement on the Proposal

The engagement on the Project occurred between 12 September 2023 and 15 October 2023. Consultation was undertaken in the following ways:

- **Shape Monash** – Concept plans, images and a questionnaire were provided - Scotchmans Creek Trail to Djerring Trail cycling connection | Shape Monash;
- **A letter to nearby traders, residents, and property owners** - 1,711 letters were sent out by direct mail. Letters varied slightly and were tailored specifically to adjacent residents, traders, and the wider community. A copy of the standard letter is attached at Appendix 1 to this report.
- **A follow up letter to adjacent residents and owners along Atkinson Street directly impacted** – recipients were reminded of the opportunity to provide comments and encouraged to contact the Council via phone or provide a written submission.
- **An article in the October edition of the Monash Bulletin** - distributed to all households in Monash on 18 September 2023. A copy of the article is attached at Appendix 2 to this report.

A total of 987 visits to the Shape Monash page with a total of 93 submissions received as follows:

- 72 people completed the online questionnaire
- 5 people gave their comments on the phone
- 16 people provided written submissions

Most of the online questionnaire responses received included open text comments, which were analysed. The general consensus was that the cycleway will provide a quality connection between two major recreational trails and encourage the community to ride a bike.

55 per cent of people supported the Project, 19 per cent had mixed views and 26 per cent opposed the Project.

Of the concerns raised by the community, five key themes emerged:

- a. Parking Provision
- b. The path is unnecessary

- c. Safety concerns
- d. Traffic signal changes
- e. Traffic congestion

Details of the engagement activities and the engagement report can be found at Attachment 2 (Atkinson Street Feedback Report).

Theme 1 – Parking Provision

a. Removal of parking along Atkinson Street

There was concern raised by some residents on the east side of Atkinson Street that they will be inconvenienced due to the removal of on-street parking immediately in front of their properties.

Officer Response

It is acknowledged that parking will be lost in this area and on-street parking will not be as close and convenient as it is today. It should be noted that parking surveys undertaken in Atkinson Street indicate an adequate supply of available parking within the street. Residents on the east side of Atkinson Street will be able to utilise parking within their property, on the west side of the street or within the adjacent local streets.

b. Parking requirements will impact the adjacent side streets

Some residents from side streets raised concerns that the proposed reduction in parking spaces would place additional pressure on side streets off Atkinson Street when they already have a high level of use.

Officer Response

Parking surveys indicate there is parking capacity in the area, including the west side of Atkinson Street. Council officers recommend parking conditions be monitored following the changes, and restrictions adjusted including to apply for longer as a means of managing parking access as appropriate.

c. Trader Parking

Traders currently occupy a considerable number of spaces along the west side of Atkinson Street and some of the spaces on the east side. There is concern that the loss of parking on the east side will increase use on the west side, taking away availability for residents and visitors during the day.

Officer Response

Officers will investigate a number of options, including investigating whether part or all of the upper level of the Atkinson Street multi deck carpark could be made available for use by traders, in lieu of other locations within the Activity Centre, including removing trader parking from the west side of Atkinson Street to create more availability for residents and their visitors.

Theme 2 – The path is unnecessary

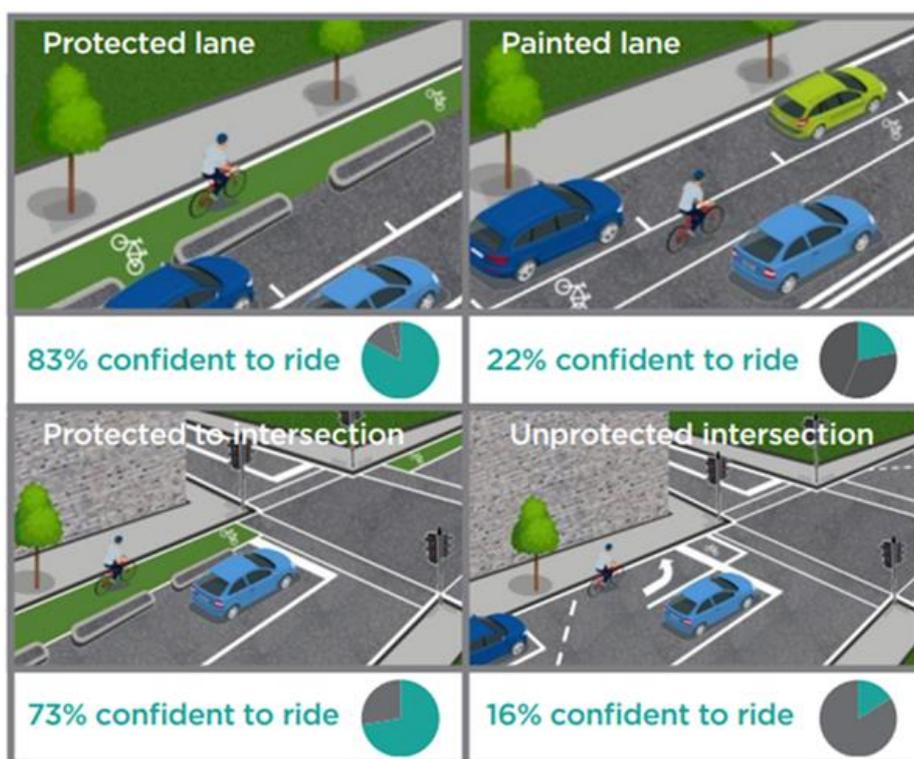
Some residents expressed the view that there are not enough cyclists to warrant the project or that the existing on-road bike lanes are sufficient.

Officer Response

The proposed cycleway will cater for people of all levels of cycling confidence and ability, including children, to ride safely. Whilst commuter cyclists may feel comfortable riding in marked bike lanes or along roads, Council has received consistent feedback from less confident riders, particularly students and parents with young children, who are hesitant to use on-road bike lanes.

Under the proposal, most of the missing link between the two off-road trails will be physically protected. This is expected to encourage more people to cycle in the Oakleigh area and will improve active transport connectivity between two of Monash's major recreational trails. Research by the City of Melbourne in 2018 found that concern for safety is the most significant barrier preventing people who could be riding a bike for transport but chose not to. For these potential riders, physically separated, connected cycling infrastructure would make them feel more confident. The type of cycling infrastructure currently provided on Atkinson Street – painted bicycle lanes that do not connect to the broader cycling network – is a likely barrier to attracting new riders, with only a small number of cyclists confident enough to ride along Atkinson Street today.

Image 1 – City of Melbourne Confidence Level Diagram – Transport Strategy 2030



Theme 3 – Safety Concerns

The community raised a concern that potential conflicts between motorists and cyclists could occur when motorists are turning into properties and side streets. They also said there is insufficient separation between the contraflow bike lane and the traffic lane. Some comments also

raised concerns for the cyclists' safety due to the bends in the path approaches to the raised crossing treatments at local street intersections along Atkinson Street.

Officer Response

Given bi-directional on-road bicycle lanes are less common in Victoria, queries about their safety are to be expected. However, it is important to note that the preliminary design has been developed in conjunction with an external specialist transport consultant and is in accordance with Australian Standards. Risks have been assessed as part of the design and mitigated by removing all parking on the east side to maximise sight lines and creating separation between the cycle lane and traffic lane for vehicles turning into Atkinson Street. The radius of the bends on the cycle path will be refined in the detailed design, being mindful of limiting any impact on the existing nature strip trees. However, it should be noted that these bends are an important design element to reduce cycle speed when crossing roads.

An independent Road Safety Audit will also be prepared at the detailed design stage to confirm that the proposed cycleway is safe for all road users.

Theme 4 – Traffic Signal Changes

The community suggested that changes to the existing traffic signals would be needed to minimise disruption at signalised intersections and ensure that they are functional.

Officer Response

Council officers will work with the DTP to assess any impact and changes required to traffic signals as part of the project.

Theme 5 – Traffic Congestion

Some comments indicated that there are already congestion issues for motorists exiting side streets onto Atkinson Street and motorists being required to look in both directions for cyclists will exacerbate this issue.

The community also noted a concern with congestion along Hanover Street adjacent to the car park - particularly on busy market days, and for right turning motorists into Chester Street.

Officer Response

This issue is addressed through the design where the proposed raised crossing treatments will be set back approximately one car length at side streets which will allow motorists to traverse the cycleway prior to reaching the Atkinson Street carriageway so they will not need to look for cyclists and motorists at the same time.

The design for the Hanover Street section of the cycleway retains the right turn lane into Chester Street. Access into the Hanover Street car park may require review. The cycleway is not expected to significantly increase congestion in this area.

Additional Themes

- The current disjoint of Djerring Trail around Oakleigh Station - Council is aware of this and note that DTP is currently investigating alternative options for the Djerring Trail around Oakleigh Station to provide a more seamless connection. If achieved, it would remove the need for cyclists to negotiate the Oakleigh Station commuter car park as they travel on Djerring Trail but this is a matter for DTP to consider and deliver.
- Signage along the existing and proposed path - Council will investigate refreshing and upgrading signage as part of this project.

FINANCIAL IMPLICATIONS

There is sufficient budget in the 2023/24 financial year to undertake the detailed design as recommended.

The further stages of the project will be considered as a three-stage, multi-year project as part of Councils budget process if the Project is to proceed to construction.

More accurate costs for the Proposal will emerge from the detailed design stage and external funding will also be pursued.

POLICY IMPLICATIONS

There are no policy implications to this report.

CONSULTATION

Council undertook community engagement on the Project and this is detailed in the discussion section of this report.

SOCIAL IMPLICATIONS

The delivery of a safe cycling infrastructure, connecting two existing off-road cycling trails will provide improved access for people of all ages and abilities to cycling, with positive health, social and recreational benefits.

The impact on people driving on Atkinson Street is minimal. Traffic capacity is retained and the separation of cyclists from the traffic lane improves road safety for vulnerable road users along the Atkinson Street corridor and reduces the risk of cyclist/vehicle conflict while facilitating a higher capacity of bicycle use on the street.

The project supports our community to consider a mode shift from private vehicle to bike for some trips. An increase in bicycle mode share can deliver calmer streets, improved amenity and reduced emissions.

HUMAN RIGHTS CONSIDERATIONS

Providing safe cycling infrastructure supports the provision of equitable and inclusive transport options for all people. Cycling is a very low cost transport option which can be accessed by people who cannot afford the cost of accessing a private vehicle and by people who are unable to drive a private vehicle. This includes young people, students, people on low incomes or people with a disability.

GENDER IMPACT ASSESSMENT

Because this Project is considered to have a direct and significant impact on the Monash community, a gender impact assessment will be undertaken as part of this work. While a preliminary assessment has revealed some gendered impacts, through completing the Gender Impact Assessment in the next stage of the Project (detailed design) we will ensure that gendered impacts are considered.

The preliminary assessment notes that across Australia, women and gender diverse people currently cycle at significantly lower rates compared to men. This was confirmed in the consultation for the Project, with 67% of those who currently cycle through the area identifying as men (see Image 2). However, women do want to ride their bikes – a large study of over 700 Victorians found 3 in 4 women interested in riding their bikes – but face barriers to doing so.

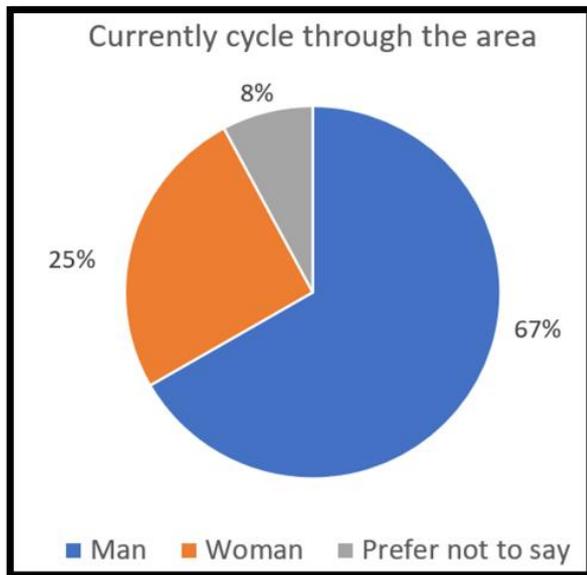
While people of all genders face barriers to cycling, there are additional gendered barriers that women experience when riding a bike, compared to men. A recent study by Monash University found that this included a lack of supportive infrastructure, such as bike paths or protected lanes, to make women feel safer in traffic.

While all riders would likely welcome more protected infrastructure – 45% of men reported not wanting to ride on the road with motor vehicles – this is particularly important for women, with 61% of them reporting the same. Having a bike lane physically separated from motor vehicle traffic was the biggest reported enabler to bike riding for transport.

In addition, this study found that women reported other concerns that men did not, such as lighting and visibility being barriers to bike riding. Women also tended to have concerns about missing links between bike paths – which this Project seeks to resolve.

Overall, it is anticipated that developing a separated bike lane that links Djerring Trail and Scotchmans Creek Trail, will promote gender equality by removing a known barrier to women cycling as well as improving safer access for other vulnerable user groups including children who currently face barriers to riding a bike on streets in Monash. However, it will be important to ensure that women are involved in the detailed design phase so that other considerations such as lighting and visibility are taken into account.

Image 2 – Gender of Shape Monash respondents who currently cycle through the area



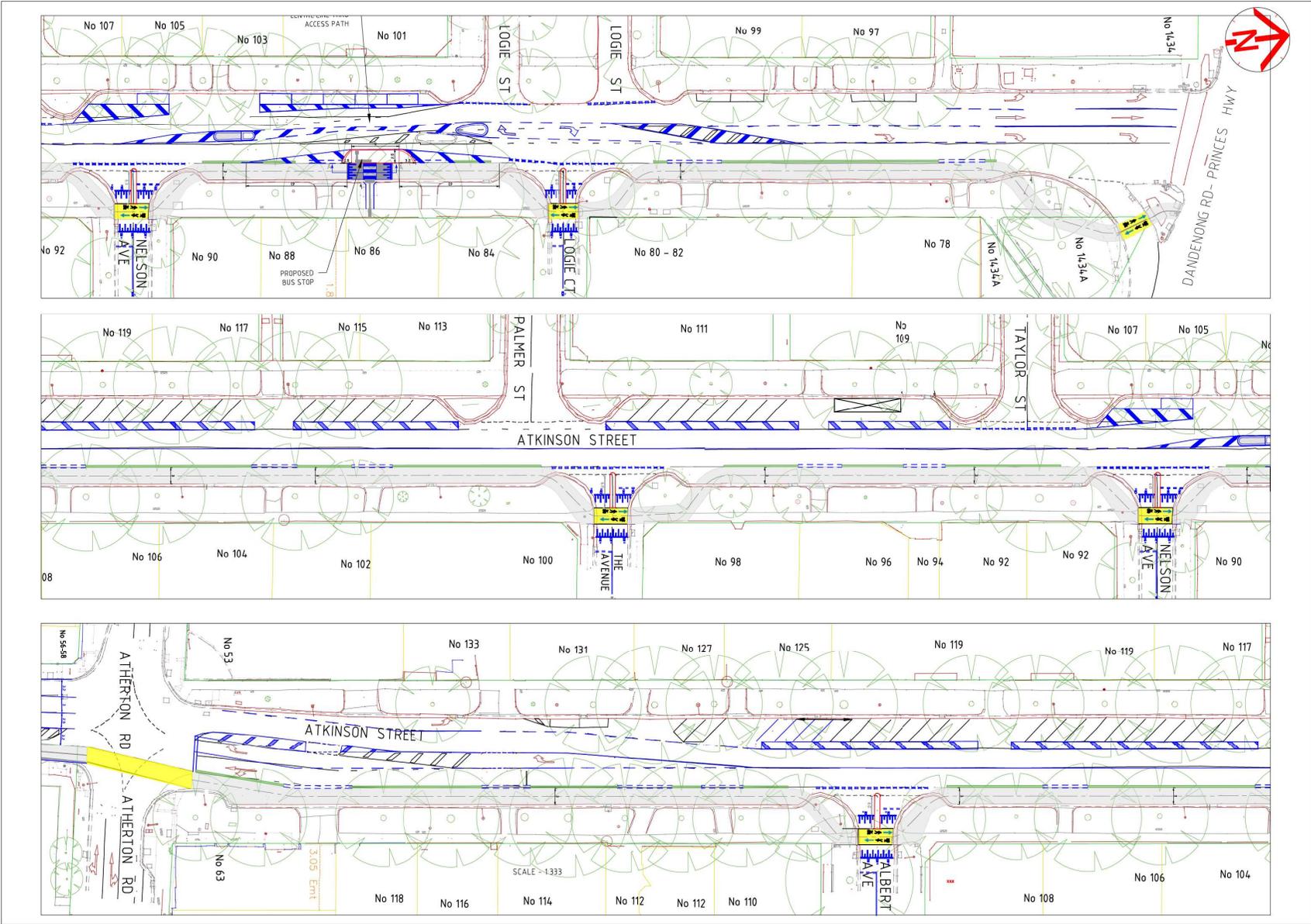
CONCLUSION

The community feedback on the proposed Atkinson Street Cycleway Project indicates a good level of support. Where concerns relating to functionality and safety were raised by the community, officers will work to resolve these as part of the detailed design process. An initial parking assessment indicates that current parking demand can be adequately accommodated within the precinct. Parking conditions will be monitored through the delivery of the Project and post-construction, with adjustments made to controls if deemed required. It is proposed that detailed design of the project now commence utilising the existing budget allocation.

Conversations with DTP, VicTrack and other key stakeholders will continue through this next phase of design.

ATTACHMENT LIST

1. Atkinson Street functional design [7.1.2.1 - 1 page]
2. Atkinson Street Feedback Report [7.1.2.2 - 47 pages]



CITY OF
MONASH

Feedback Report: Cycling Connection between Scotchmans Creek Trail and Djerring Trail

Via Atkinson Street, Oakleigh

Project Background

The provision of a cycling connection between two of Council's major trails, Scotchmans Creek Trail and Djerring Trail would provide a key north-south cycling link within the City of Monash and facilitate safer active transport access to the Oakleigh Activity Centre.

Following Council Resolution of the preferred design option, Council officers sought feedback from the community on the proposal including the removal of all parking spaces on the east side of Atkinson Street between Dandenong Road and Atherton Road.

The results of the community engagement seek to provide an understanding of the level of community support for the project to allow Council to decide if the project is to proceed.

Community Engagement Summary

Methodology

Community consultation on the project occurred between 12 September 2023 and 15 October 2023. The consultation occurred via:

1. **Shape Monash** – Concept plans, images and a questionnaire were provided - Scotchmans Creek Trail to Djerring Trail cycling connection | Shape Monash.

The questionnaire asked the following:

1. What is your connection to the area?
2. How do you usually travel through the area?
3. What do you like about the proposal?
 - i. It will encourage me to ride a bike
 - ii. It will mean I don't have to share the carriageway with cyclists
 - iii. It will improve sight lines when trying to enter Atkinson Street from my property or adjacent side streets
 - iv. It will improve the overall safety of the street
 - v. It will help provide a connection Scotchmans Creek Trail and Djerring Trail
4. Do you have any concerns?
 - i. The changes to property and/or side street access
 - ii. I have safety concerns
 - iii. The loss of parking
5. Do you have any further comments?

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 Other languages 4713 5000 Italiano 4713 5008 한국어 4713 5010 සිංහල 4713 5020 தமிழ் 4713 5021



Shape Monash also included background information on the project and a document library with previous Council reports relating to this project. The general content of the questionnaire was compiled using the extensive experience of a specialist transport consultant and Council’s Communications team.

2. **A letter to nearby traders, residents, and property owners** - 1,711 letters were sent out by direct mail. Letters varied slightly and were tailored specifically to adjacent residents, traders, and the wider community. A copy of the standard letter is attached at Appendix 1 to this report.
3. **A follow up letter to adjacent residents and owners along Atkinson Street directly impacted** – recipients were reminded of the opportunity to provide comments and encouraged to contact the Council via phone or provide a written submission.
4. **An article in the October edition of the Monash Bulletin** - distributed to all households in Monash on 18 September 2023. A copy of the article is attached at Appendix 2 to this report.

Community Responses

At the close of the consultation there had been 987 visits to the Shape Monash Page. A total of 93 contributions were received as follows:

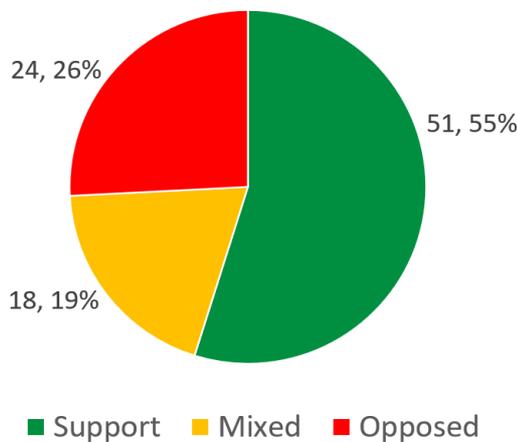
- 72 people completed the online survey
- 5 people gave their comments on the phone
- 16 people provided written submissions

A summary of the Shape Monash survey results are attached at Appendix 3.

All comments received from the text boxes on the Shape Monash page, written submissions and what was captured from phone conversations have been compiled and are shown in Appendix 4. Submissions have been de-identified for reporting purposes. An officer response to each comment is also provided.

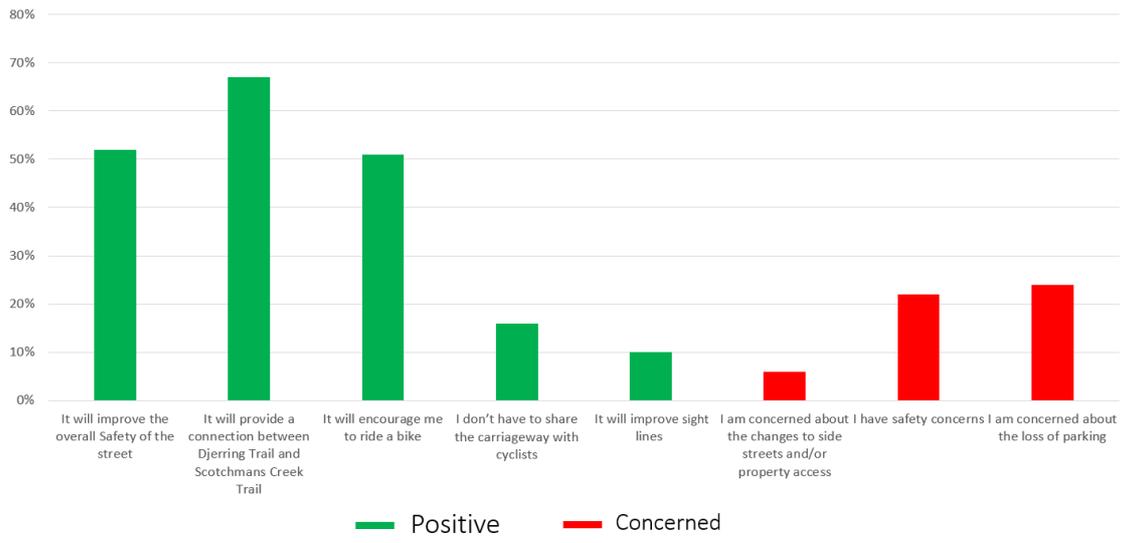
Overall Key Findings

A summary of the overall level of support for the project is provided below noting that the survey did not specifically ask respondents if they supported the path so discretion was applied and where it was unclear, a ‘mixed’ response was noted.





Comments Received



Appendix 1: Community Consultation Letter

Scotchmans Creek Trail to Djerring Trail Cycling Connection Update



We want to update you on a proposal to install a cycling connection between Scotchmans Creek Trail and Djerring Trail in Oakleigh. This connection will improve active transport access into the Oakleigh Activity Centre.

Last year, we undertook some initial community consultation on a proposal that included an on-road, two-way bike path along the east side of Atkinson Street protected from traffic by a parallel parking lane.

What we heard

The community feedback we received for the concept was generally positive but there were concerns expressed about riders being hidden from view by parked vehicles near side streets and at driveways. We also became aware that there can be visibility issues when leaving properties along the east side of Atkinson Street.

What's next

We've looked at different solutions and, after seeking independent expert advice, have concluded that the safest outcome for all users is to remove all parking along the east side of Atkinson Street. This will ensure suitable vision along the route for motorists and bike riders and will improve safety by removing the current sightline issues for residents entering and exiting their properties.

What we're proposing

The overall alignment of the cycling connection is to remain the same as the original proposal and **Diagram 1**, attached, shows a concept plan of the proposed connection, which includes:

- Improved connection along the east side of Atkinson Street, between Scotchmans Creek Trail and Dandenong Road
- Dedicated crossings at the Atkinson Street/Dandenong Road signals (east side)
- An on-road, separated cycleway on the east side of Atkinson Street, between Dandenong and Atherton Roads. **Diagram 2**, attached, shows some details of the proposed layout along this section.
- Additional connection along the east side of Hanover Street, between Atherton Road and Burlington Street, extending east into Burlington Street
- A provisional link along Burlington Street and Oxford Street to the Djerring Trail, with a longer term proposal for a shared path connection through Council and VicTrack land alongside the eastern embankment of the Hanover Street bridge connecting to the Djerring Trail (subject to VicTrack approval).

The cycleway on Atkinson Street south of Dandenong Road

To maximise the safety of all users, the new connection along Atkinson Street, between Dandenong and Atherton Roads, will result in the removal of all parking spaces along the east side of the road and a change to property access and side street intersections.

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 Bahasa Indonesia 7005 3001 Việt Ngữ 9321 5487 தமிழ் 7005 3003 ಕನ್ನಡ 9321 5484 हिंदी 7005 3000

To allow for the bus stop at No.86 and to retain the protected right turn lane into Logie Street, the angled parking spaces on the west side of Atkinson Street, between No.101-No.105 must be converted to parallel parking, resulting in the loss of three spaces at this location. Three new parking spaces will be provided outside No.131 where there once was a driveway.

The image below shows a visualisation of the proposal along Atkinson Street, with cyclists protected from vehicles by a concrete separator between Dandenong and Atherton Roads.



We expect the proposal to significantly improve the ability for motorists to safely exit properties and side streets. The outcome will also lead to a calmer traffic environment as the road is slightly narrowed in order to accommodate diverse road users.

The proposed cycleway will require adjustment by some motorists, particularly for drivers accessing properties along this section of Atkinson Street and using the side streets on the east side of the street (Logie Court, Nelson Avenue, The Avenue and Albert Avenue), as they'll need to cross the two-way cycleway. We intend to design the cycleway to highlight its presence to drivers.

Sufficient trader parking is still available throughout the Oakleigh Activity Centre.

Let us know what you think of the proposal

We're keen to hear your thoughts and encourage you to visit shape.monash.vic.gov.au/trail-connection for further information and to have your say. Alternatively, you can contact our Senior Transport Engineer, Rachael Antonacci on 9518 3015 or send an email to mail@monash.vic.gov.au. Consultation closes 9 October, 2023.

Yours sincerely

TERRY TILLOTSON
Coordinator Transport Engineering



Visit Shape Monash

Diagram 1 – Scotchmans Creek Trail to Djerring Trail – cycling connection concept plan

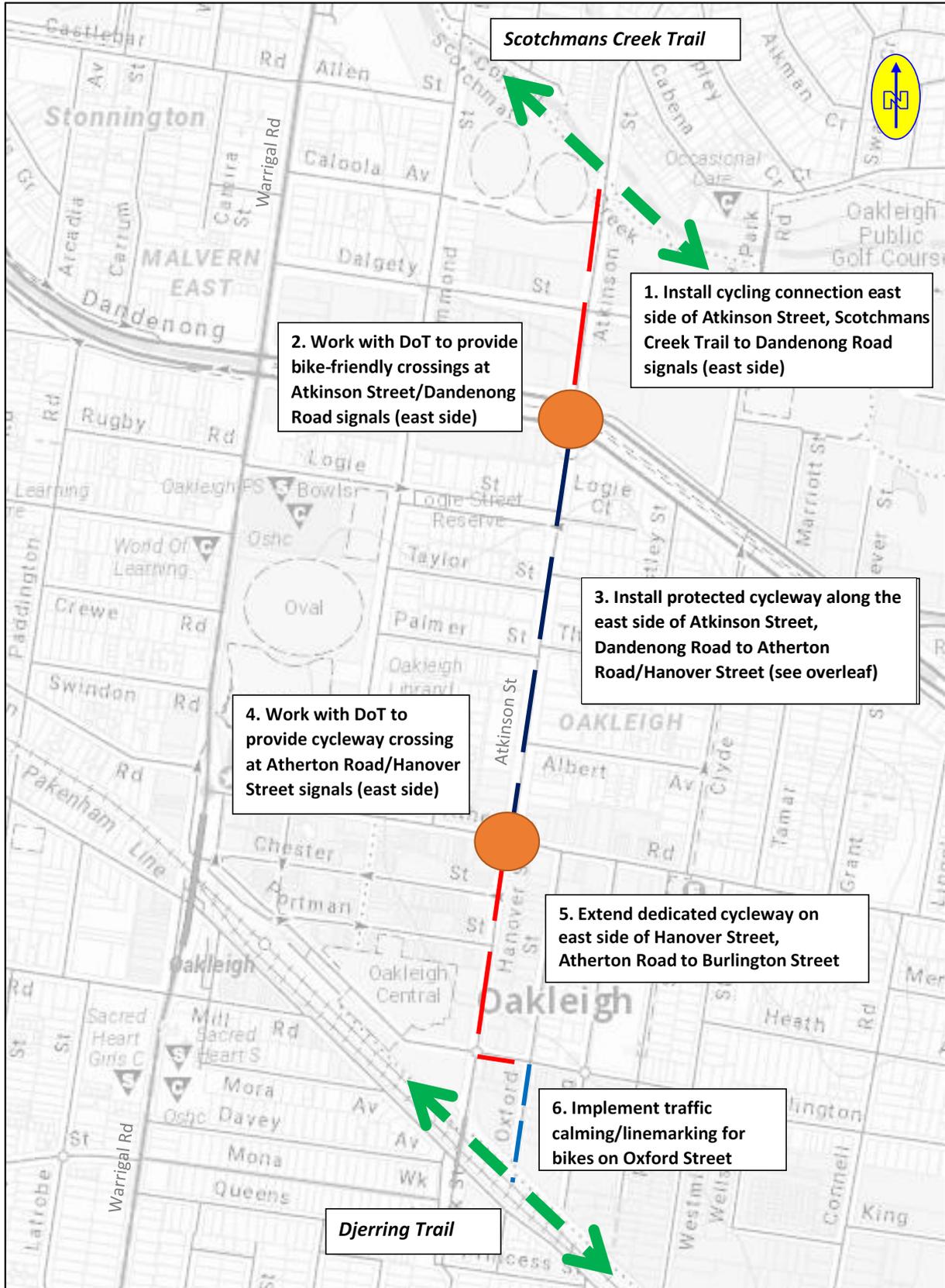
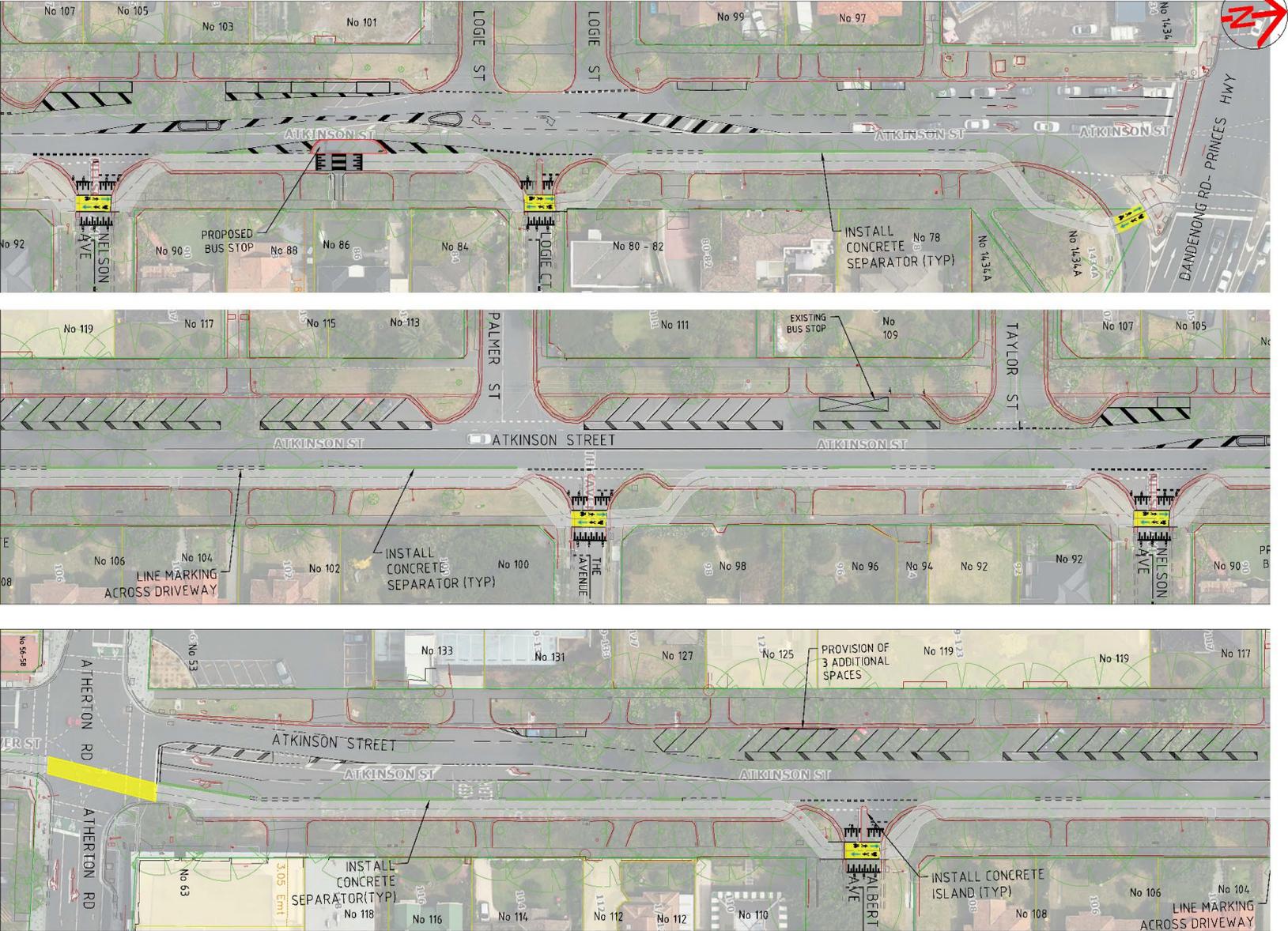


Diagram 2 – Atkinson Street between Dandenong Road and Atherton Road



Appendix 2: Extract from October Bulletin 2023



Have your say...

**...ATKINSON STREET
Cycleway**

Planning to provide a cycling connection between Djerring Trail and Scotchmans Creek Trail in Oakleigh has progressed with a preferred design option now available for public consultation.

We're proposing to build a protected connection between the two trails, encouraging people of all ages and abilities to ride a bike. This will improve safety around the Oakleigh Activity Centre and set up an important north-south cycling link within the City.

We'll move existing low-quality bike lanes to a protected cycleway on the east side of Atkinson Street, boosting confidence to ride a bike and encouraging more people to choose active transport for their local journeys.

The proposal will mean the removal of parking spaces on the east side of Atkinson Street between Atherton Road and Dandenong Road, which will significantly improve safety for residents exiting their driveways and side streets by improving sight lines.

To find out more and to provide us with your feedback before **9 October**, visit shape.monash.vic.gov.au/trail-connection

...Live Music Strategy

We invite you to have your say on the development of a new Live Music Action Plan to support and grow an active, rich, and diverse music culture within Monash.

This Music Plan aims to develop our community's capacity, increase participation and assist our music sector to flourish. The plan will provide a road map for Council to support musicians, music businesses, music activity, and cultural places and spaces across Monash.

You can participate in our online survey or find out more information at shape.monash.vic.gov.au/lmap

...Monash budget and planning

Each year we prepare an annual budget that considers funding services to the community, as well as investment in works like roads, footpaths, and other infrastructure. To ensure this budget responds to our community, Monash Council is committed to seeking feedback early in the budgeting process.

Visit shape.monash.vic.gov.au/budget24-25 from **1 October to 19 November** to:

- Give input on the issues and projects on which we advocate on behalf of our community
- Provide ideas to limit expenditure or increase revenue via our online budgeting tool
- Submit a detailed proposal on something you think we could fund, with the opportunity to present this directly to Councilors later in the year.

Our team will also be in the community to hear from people:

- Wed 4 Oct, 9.30am-12pm**
Positive Ageing Forum.
Mulgrave Community Centre,
355 Wellington Rd, Mulgrave
- Sun 22 Oct, 8am-12pm**
Mulgrave Farmers Market.
Gladeswood Dr, Mulgrave
- Sun 19 Nov, 11am-1pm**
Free Family Fun Day.
Batesford Reserve, Chadstone

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6 Monash Bulletin



Appendix 3: Summary of Shape Monash Survey Results

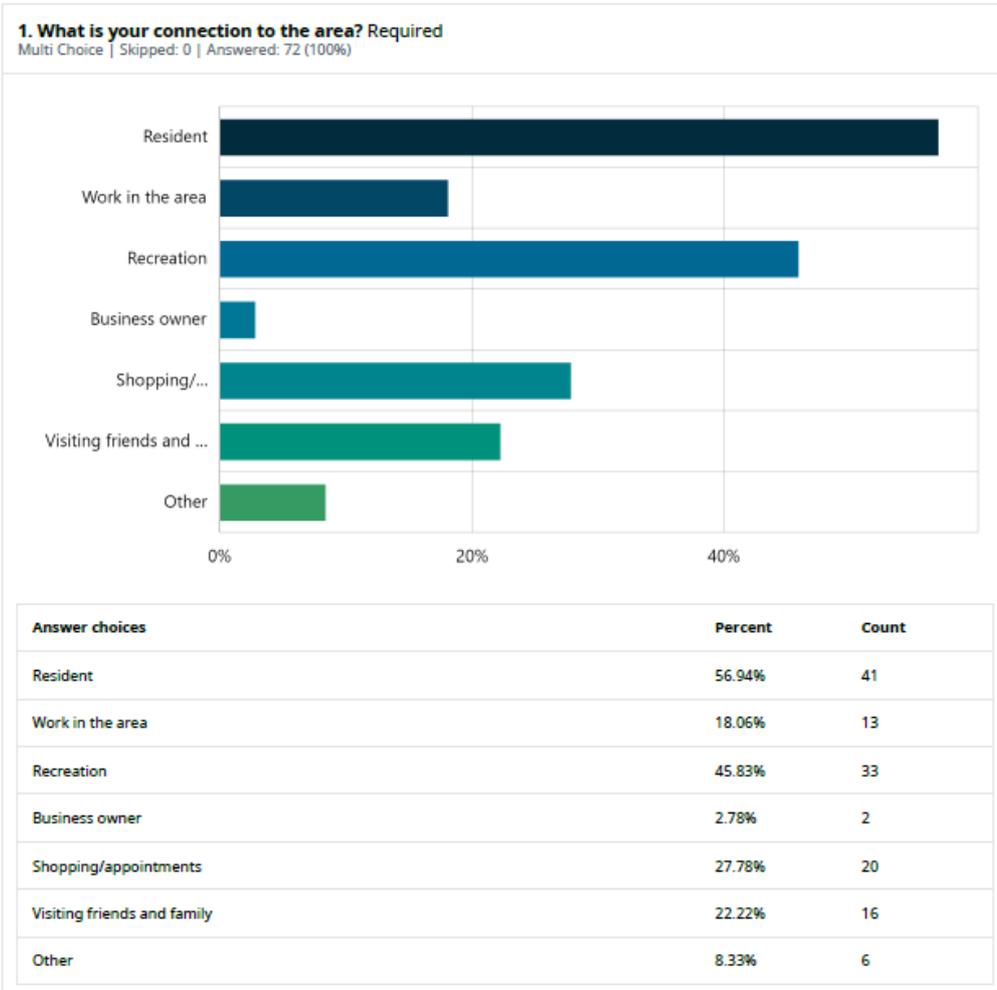
Shape Monash
 Report Type: Form Results Summary
 Date Range: 01-09-2023 - 26-10-2023
 Exported: 26-10-2023 21:41:17

Closed

Scotchmans Creek to Djerring Trail survey
 Scotchmans Creek Trail to Djerring Trail cycling connection

72 Contributors | 72 Contributions

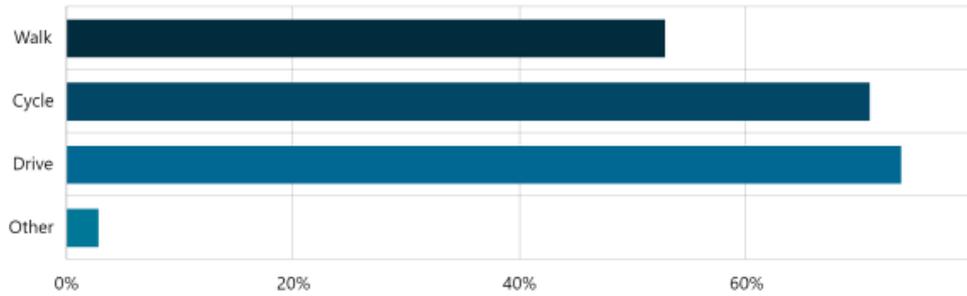
Contribution Summary





2. How do you usually travel through the area?

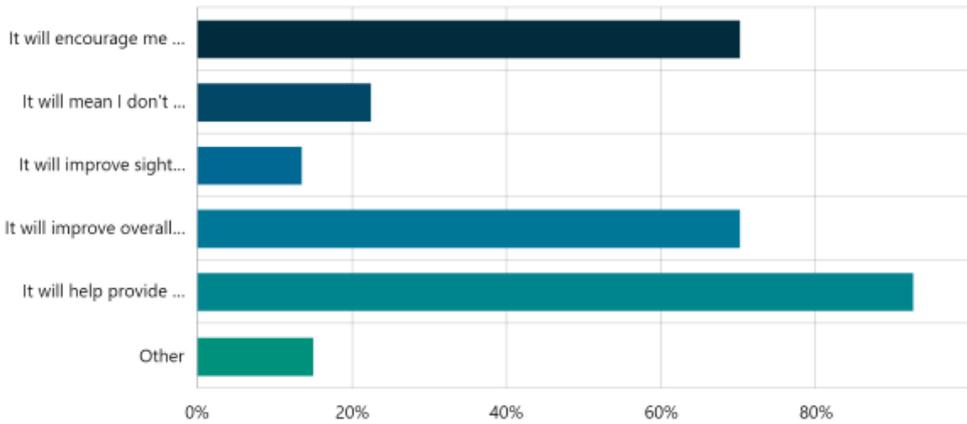
Multi Choice | Skipped: 0 | Answered: 72 (100%)



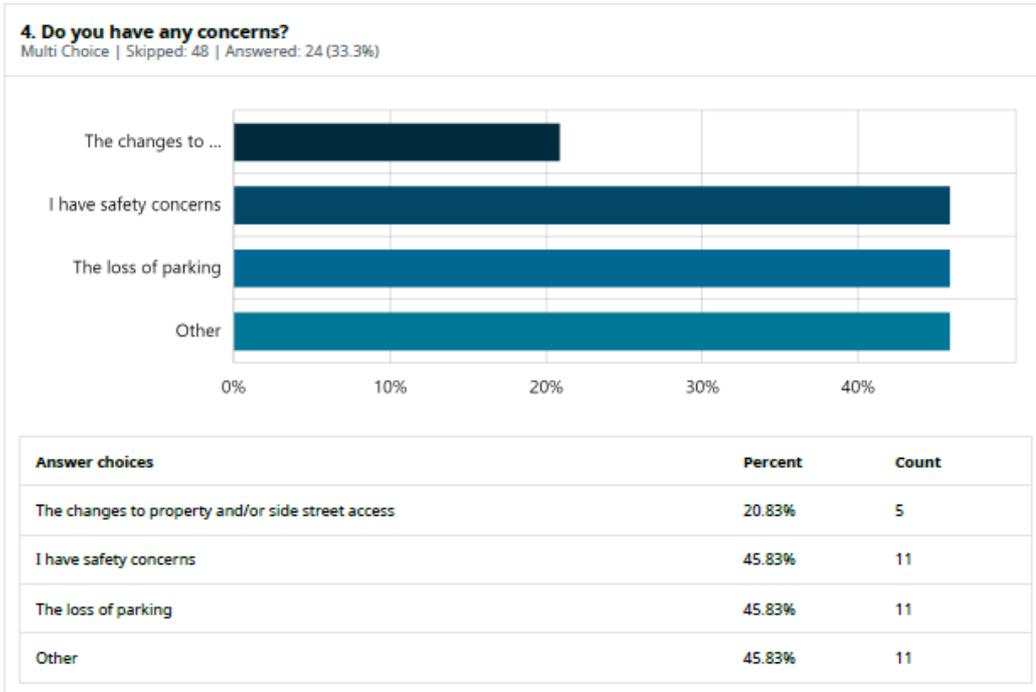
Answer choices	Percent	Count
Walk	52.78%	38
Cycle	70.83%	51
Drive	73.61%	53
Other	2.78%	2

3. What do you like about the proposal?

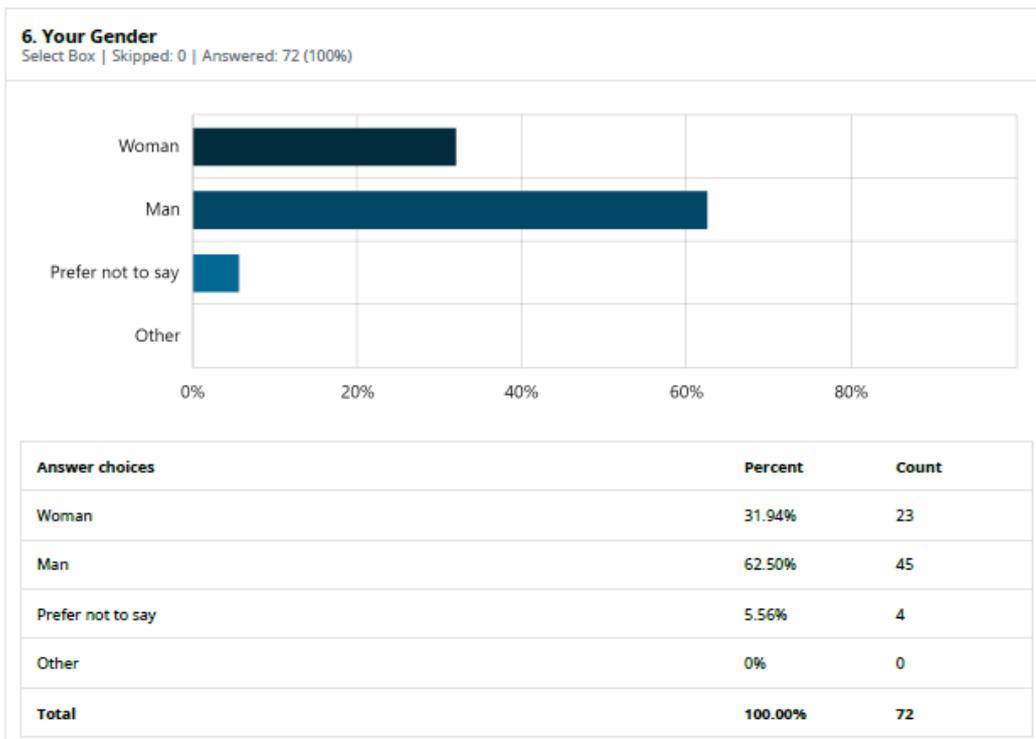
Multi Choice | Skipped: 5 | Answered: 67 (93.1%)

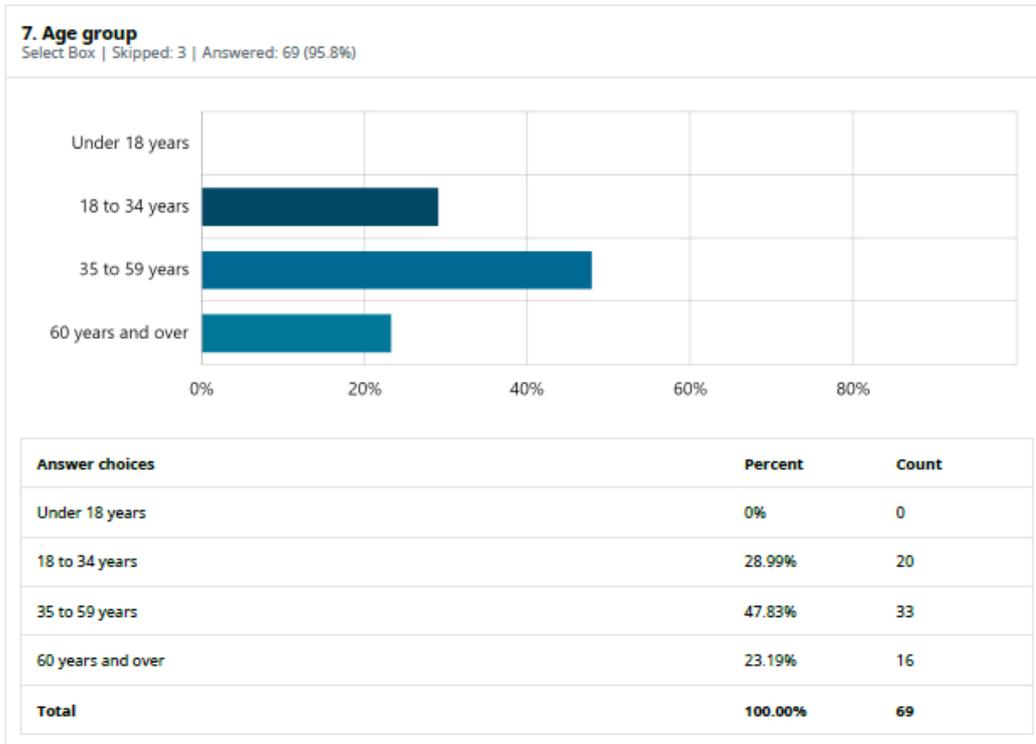


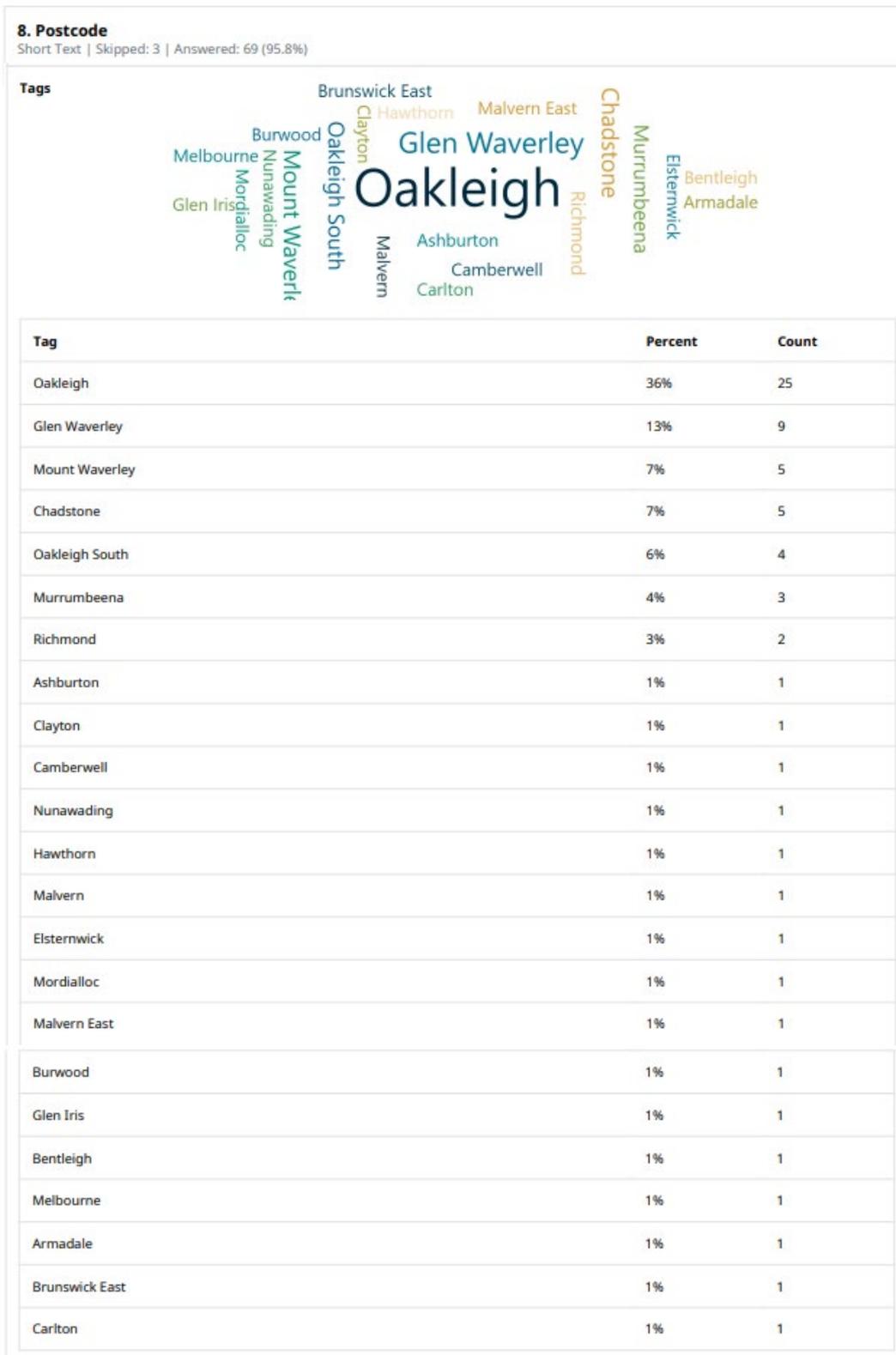
Answer choices	Percent	Count
It will encourage me to ride a bike	70.15%	47
It will mean I don't have to share the carriageway with cyclists	22.39%	15
It will improve sight lines when trying to enter Atkinson Street from my property or adjacent side streets	13.43%	9
It will improve overall safety of the street	70.15%	47
It will help provide a connection between Scotchmans Creek Trail and Djerring Trail	92.54%	62
Other	14.93%	10



5. Do you have any further comments? These responses are included in Appendix 2
Long Text | Skipped: 21 | Answered: 51 (70.8%)







CITY OF
MONASH

Appendix 4: Comments Received

Comment # and type	Comment	Officer Response
C1 – Shape Monash	Great work keep it up!	Noted
C2 – Shape Monash	This seems like the best solution to provide an important active transport link, while waiting on state government to do its bit with its assets. I appreciate Council's leadership on this project and the courage to manage resident and motorist concerns.	Noted
C3 – Shape Monash	<p>I cycle back and forth from scotchmans creek trail to djerring trail five times a week for work. I think this proposal is excellent and will improve safety for cyclists, especially when:</p> <ol style="list-style-type: none"> 1. Crossing Dandenong Rd (very short traffic light when going south up hill, no safe place to stop at the lights) 2. Riding north on Atkinson St where manoeuvring around angled parking has been difficult on both sides of Dandenong Rd, 3. Turning right into Atkinson St from Atherton Rd where buses are forced to come very close to the bike safety box where I wait <p>I also look forward to the direct Hanover Bridge to djerring trail connection in the future. Happy to assist</p>	Noted
C4 – Shape Monash	<p>Having recently visited the Netherlands and I was very impressed by how cyclists are accommodated there. We have a very large cycling community in Oakleigh/Chadstone and joining up the two bike routes is a good idea. Also making a good way of getting to the Oakleigh train station for cyclists, where they can then come from all over Melbourne and link up with the track. Important to advertise this when done to the general Melbourne cycling population and not just those in Monash.</p>	Noted

<p>C5 – Shape Monash</p>	<p>The Djerring trail in recent times has become a lot busier between Huntingdale and Oakleigh stations and there does need to be urgent works to address bottlenecks near Oakleigh station and the Golf road bridge.</p>	<p>This is outside the scope of this project but DTP is currently investigating alternative options for the Djerring Trail around Oakleigh Station to provide a more seamless connection. If this is able to be achieved it would remove the need for cyclists to negotiate the Oakleigh Station commuter car park as they travel on Djerring Trail but this is a matter for DTP to consider and deliver.</p>
<p>C6 – Shape Monash</p>	<p>What is the data on bicycle safety that has lead to a whole side of parking being removed? There have been no injury collisions with bikes. Cars and rate payers fund the roads and car parks through rates and registration fees whereas cyclists pay nothing.</p> <p>This set up will cause collisions between cyclists and cause even more difficulties for people entering and exiting driveways and turning into and out of side streets.</p>	<p>Further information relating to bicycle usage is provided in the Officer report at Theme 2 – The Path is Unnecessary.</p> <p>Further information relating to safety is provided in the Officer report at Theme 3 – Safety Concerns and Theme 5 – Traffic Congestion.</p>
<p>C7 – Shape Monash</p>	<p>I ride my bike, and drive along Atkinson Street frequently. I support this plan, however, just have a few things I have noted.</p> <p>The bends towards the "bent out" cycle crossings appear too sharp. The AustRoads guidelines recommend a turning radius of 30m on the approach and specify that the aim of a bend out is to allow the storage of a car waiting to cross, rather than to slow approaching cyclists. It also advises that having such sharp turns focuses a cyclists attention on their maneuver rather than on the crossing and its potential hazard. The transition of the bike only path to a shared path at these crossings could also pose a risk with such sharp bends. Cyclists' line of sight to pedestrians should also be considered. However, if the alternative to sharp bends is having a straight crossing where cyclists and pedestrians</p>	<p>Further information relating to the 'bend-out' treatments is provided in the Officer report at Theme 3 – Safety Concerns.</p>



	<p>are not given priority, then I would definitely prefer the bent out option.</p> <p>Some other things to consider: A hook turn storage box would be useful for cyclists turning right onto Atherton after traveling south along Atkinson. There appears to be plenty of space. A hook turn storage area could also be implemented for cyclists traveling east along Atherton, although this seems less necessary.</p> <p>Council should also consider working with VicRoads to add additional bike crossings at Dandenong Road. In particular, a bike crossing from this bike track, across Atkinson Street, to the south-west corner of the intersection. This would provide continuity to the shared path that exists on that section of the footpath.</p> <p>The signage is quite old so this could also present an opportunity to replace the signage for this shared path. This shared path is indicated by the old signage with a green circle and is not very clear in its current state. By bicycle crossing, I simply mean the addition of bicycle lanterns next to the pedestrian lanterns.</p> <p>Green surface treatments across all points of conflict should be considered, especially since the bike path is two way. This might help motorists see the bike path better and then notice oncoming cyclists easier.</p> <p>The interface with the Hanover Street roundabout may need improvements. The current design provides no direct access for cyclists wishing to ride south along the new bike path and then continue straight or make a right turn at the roundabout. Cyclists wanting to do this would have to leave the path before the intersection. This is acceptable as long as it is clear to cyclists that this is what they</p>	<p>Your comment is noted. This can be explored further with DTP as discussed in the Officer report at Theme 4 – Traffic Signal Changes.</p> <p>Council will advocate to DTP for improvements to the signalised intersections.</p> <p>The old signage is noted and a refresh will be investigated.</p> <p>Green surface treatments are proposed along the bike path when it crosses side streets. Green treatments are not proposed to be installed over driveways due to those accessing the properties building familiarity with the conditions, rendering surface treatments redundant.</p> <p>These comments are noted and clear signage upgrades will be investigated.</p>
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	<p>should do and there is signage or road markings telling cars to watch for bikes.</p> <p>The planned permanent connection to the Djerring Trail next to the Hanover Street Bridge gives an opportunity to design a better crossing of the Djerring Trail across the railway. The current state in which cyclists must dismount and walk under Oakleigh Station is unsatisfactory.</p> <p>If a temporary demonstration is constructed along Atkinson Street only, it may get little use without a bike crossing across at Dandanong road and without a continuation of the two way path on either end of the demonstration. This should be kept in mind when analysing any results from the demonstration.</p> <p>I support the bike and pedestrian priority at the side street intersections, as well as the raised crossings. I support the choice of a two way bike path, in general, as long as it is easy for cyclists to leave the path towards adjacent roads.</p> <p>I support the long term plan to construct a dedicated connection next to the Hanover Street Bridge</p> <p>Overall, I fully support this project. There is my concern about the sharp turns leading up to the crossings, however, everything else is good.</p>	<p>Please refer to the response to submission C5 above.</p> <p>The cycleway is to be constructed as a permanent facility.</p> <p>Noted.</p> <p>Council officers are continuing to investigate the more direct cycling connection to the Djerring Trail.</p>
C8 – Shape Monash	Not sure about riders safety if motor vehicle drivers get aggressive	Noted.
C9 – Shape Monash	I feel that this is for a minority of people. If you are building this for bikes they should be paying registration. This will cause further congestion on our roads.	Vehicle registration is a State Government issue.
C10 – Shape Monash	We live to the west of Atkinson Street and the changes will make it less safe to access the new combined cycle lanes. Transferring across Atkinson will make it more dangerous unfortunately.	<p>Council acknowledges that it may be difficult accessing the cycleway from the west side of Atkinson Street, however there will be regular gaps in the concrete barriers to gain access to the path.</p> <p>Further information relating to traffic signals is provided in the</p>



	<p>Also, being a 30+ year resident I cannot see how you can widen Hanover street enough to safely add a two way cycle path. Good luck, but that stretch of Hanover , between Atherton and Burlington is already very narrow but I support the ability to safely connect Scotchmans and Djerring trails. In this regard, would it be better for the cycle path to have priority turning right at Atherton road and left turn at Oxford Street. Oxford Street is a much quieter Street and avoids the big roundabout on Hanover/Burlington street. I would definitely use the djerring trail more often.</p> <p>Finally, on the Djerring trail, why can't we have a cycle/walking crossing (as per the Richardson street crossing) at Oxford street and have the trail connecting on the Haughton street via an extension of the Djerring trail from the station along the old rail line.</p> <p>Also, better advertising, publicity and signage of the proposed changes will help get better feedback.</p>	<p>Officer report at Theme 4 – Traffic Signal Changes.</p> <p>We understand your concern. Significant investigation into the location for a path was undertaken. The proposed route was determined to be the best and most direct, and will be the most effective and efficient route. A path along a narrower street like Oxford street will affect parking as well as two way traffic movements along that street.</p> <p>DTP are investigating a connection to the trail along the railway line and this is discussed in the response to submission C5 above.</p>
<p>C11 – Shape Monash</p>	<p>I have safety concerns about having angled parking on a 60 kmh road. Surely it is not considered safe for drivers and they should be removed to make way for parallel parking with buffers on both sides of the street?</p> <p>Has a safe system assessment by an independent consultant been done on the proposed design?</p>	<p>Atkinson Street is a 40km/h and 50km/h road. No changes will be made to the angled parking on the west side. The existing on-road bike lane on the west side will be converted to a chevron linemarking separator which will assist motorists exiting these spaces.</p>



		The preliminary design has been developed in conjunction with an external specialist transport consultant and is in accordance with Australian Standards. An independent Road Safety Audit will also be prepared at the detailed design stage.
C12 – Shape Monash	Driving along Atkinson from Atherton towards Dandenong Road and attempting to turn right into Albert Ave - will need to look ahead for cyclists riding south and also behind to see cyclists riding north. This could be complex	The proposed raised crossing treatments will be set back approximately one car length at side streets. This will allow motorists to turn into the street without crossing the cycleway and then looking for bicycles in either direction before progressing down the street. On exit from a street, vehicles will cross the bike path and have a clear car length to stop and check for traffic before turning on to Atkinson Street. This will avoid the need for motorists to look for cyclists and motorists at the same time. Further information relating to this is provided in the Officer report at Theme 5 – Traffic Congestion.
C13 – Shape Monash	The connection between the two trails would greatly improve our local cycling network. The design as proposed would make me feel comfortable enough to ride close to car traffic	Noted

C14 – Shape Monash	Option 2 seems to be the best. It may even make me to use Atkinson St. I currently cycle down Clyde St and do a hook turn into Dandenong Rd - not ideal when traffic is heavy.	Noted
C15 – Shape Monash	I LOVE THIS IDEA! It's so important to connect the two trails to increase the amount of active commuters riding their bike to work/school but also for leisure. I especially love the idea of separated bike lanes. Bike lanes on a road with just a white line marking them does not protect the cyclist and, therefore, does nothing to encourage cyclists to ride on the road. However, drivers in Australia (in my opinion) are not used to separated bike lanes and this can lead to accidents. For example, a few years ago, a separated bike lane was installed on Gardiner Road approaching Monash Uni. The cars zoom out of streets and driveways with absolutely no consideration for oncoming cyclists. Also, trucks from the businesses park over the bike lane, defeating the purpose. These issues lead me just to ride on the road. As an experienced cyclist, I'm ok with this. However, most people aren't experienced cyclists and will not ride on the road. I really like this proposal and I hope that it leads to more people choosing the bike over the car for the benefit of their health and the environment.	Noted
C16 – Shape Monash	I think it's not a good idea at all. Leave Atkinson St as is! You are taking away the parking that people use to go to their house's the people that want to ride their bikes have ample space!	Noted. It is acknowledged that there will be a loss in parking spaces. Further information relating to this is provided in the Officer report at Theme 1 – Parking Provision
C17 – Shape Monash	These intersections and this area of oakleigh is busy with vehicles going to the shopping centre or trying to leave. By removing a lane and parking it will become congested in these streets from golf links road all the way to dandenong road. these road currently are busy and it is difficult to get out of there at certain times. It takes a long time to get out of the shopping centre and to enter it. Moving towards Atkinson St the traffic also backs up and the same at the Dandenong road section. Creating bike lines does not mean you will remove cars off the street. you are reducing the accessibility to cars and making it difficult for people to access the shopping centre.	It is acknowledged that a short section of a traffic lane will be removed on Hanover Street when approaching Atherton Road. Importantly, all turn lanes will be retained. Further information is discussed in the Office report at Theme 5 – Traffic Congestions
C18 – Shape Monash	There is a risk that the new bike lanes on Hanover St adjacent to parking/Sunday market will have lots of pedestrians crossing along the full length, leading to crashes with bikes.	Please refer to C16 response.



	<p>Also drivers trying to enter / exit the car park, properties and side-streets will only look for cars before turning and not bikes on the lanes. eg. turning right into car park, drivers give way to oncoming traffic, now they will also have to give way to oncoming bikes as well as look behind them to see if any bikes coming from behind. Would be safer to eliminate as many crossings as possible - can all Hanover St car park accesses be blocked off, with access only via Atherton St and Oxford St? Or maybe just the central access? thanks</p>	<p>Pedestrians should also be crossing Hanover street at the dedicated pedestrian crossings where bicycles will need to stop for pedestrians.</p> <p>There is currently no access to the carpark from Atherton Road and it would not be safe to create a right hand turn into the carpark from Atherton Road. The volume of traffic would also have adverse effects on Oxford street and its amenity and traffic movements. It is not practical to remove the vehicle crossings to Hanover Street as recommended and maintain effective and efficient traffic movements and access.</p> <p>This is discussed in the Office report at Theme 3 – Safety Concerns and Theme 5 – Traffic Congestion. Access into the Hanover Street carpark will be explored further as part of the Project.</p>
C19 – Shape Monash	I'm very supportive of the proposal. I frequently (once a week) ride my bike along Atkinson St through Oakleigh.	Noted
C20 – Shape Monash	Thank you. This is an excellent initiative to encourage people to cycle or to cycle more often	Noted

C21 – Shape Monash	This proposal would never have been thought of by the road users - cyclists or motorists alike. Only bureaucrats could come up with a suggestion to pour residents taxes into redesigning a road that only achieves a reduction in car spaces and makes it more dangerous for cyclists. You've got two bike lanes, there are never any accidents, leave it as it is and stop wasting money and resources	Noted. The retention of the existing bike lanes is explored further in the Officer report at Theme 2 – The Path is Unnecessary.
C22 – Shape Monash	I very much support any improvements to cycling but most of all projects that connect existing cycling infrastructure with more dense suburban areas. This would open up a huge amount of safe cycling for residents as far away as Glen Waverly and Glen Iris, to safely visit Oakleigh. I hope the council goes all in on this project. Having a route like this that has any safety gaps, where cyclists may feel at risk, makes the whole project almost useless and not somewhere I will cycle, especially with children.	Noted. The safety of cycleway users will be a key component of the Project with an independent Road Safety Audit to be undertaken as part of the detailed design.
C23 – Shape Monash	I do not in any way agree with this. The loss of parking is substantial in an area that is already hard to park in. Even though I ride a bike, I am sick of all the bike lanes being put in at the expense of car parking and car lanes. Stop it!! Even though you ask for people's input I know you will not listen and will do it anyway. City of Monash council is a disgrace!	It is acknowledged that there will be a loss in parking spaces. The availability of parking is discussed in the Office report at Theme 1 – Parking Provision.
C24 – Shape Monash	I support the idea for the upgraded cycle way for a safer look between the two major bike routes. It is currently not safe for recreational cyclists	Noted.
C25 – Shape Monash	The proposed removal of the allocated parking will heavily impact our business, we have many elderly clients that visit our office on regular occasions, yes we understand that there is a multi-level car park but this will require them to walk 200 meters compared to 15 meters walk to our office, the same concern is for the amount of elderly patients of the medical practice which is on the corner of Atkinson and Atherton streets. Can you please explain why the existing bike lane does not serve its purpose and why is there a requirement to change? I understand the safety issues on the west side of Atkinson street with vehicles backing out of the parking spots but why does the existing bike lane traveling north on Atkinson street	A verbal response was provided to this trader. The business has on-site parking in accordance with the statutory parking requirements which is designed to meet the business needs. Any additional parking needs can be accommodated close to the site. Information is provided in the Officer report at Theme 2 – The Path is Unnecessary. Providing

	not be moved on the inside of the parked vehicles and not on the blind outside lane of the parked vehicles? To have both the north and south travelling bike lane on the west side immediately and directly impacts up to 50 residence and impacts my business directly.	the path on the west and east sides of Atkinson Street was explored in the previous Council report in February 2023 - ATKINSON STREET OPTIONS . At this meeting Council resolved to proceed with the current proposed option.
C26 – Shape Monash	This is a great step to encourage cycling around the area in a safe manner.	Noted.
C27 – Shape Monash	To ensure people can cross the road at dandenong road the signalling need to be fixed. There is not a lot of time for slower people to cross the roads	Your comment is noted. This can be explored further with DTP as discussed in the Officer report at Theme 4 – Traffic Signal Changes.
C28 – Shape Monash	Raising the curb between the bikes and cars could cause accidents for the cyclists as they have limited options if there is a car or bike blocking their path.	The cycleway is to be 3m wide and only utilised by cyclists. This is a sufficient width to allow cyclists to make adjustments to their riding path if required.
C29 – Shape Monash	When turning left into Atherton Rd from Atkinson St north, it will mean anyone going straight will be held up as pedestrians cross. Would it be possible to widen the road at that point to keep the left-hand turn lane. Thank you	Your comment is noted. This will be explored further with DTP as discussed in the Officer report at Theme 4 – Traffic Signal Changes.
C30 – Shape Monash	Fantastic idea that will protect cyclists and connect the two trails together. Will also encourage green transport and take cars off the road. I love it.	Noted.
C31 – Shape Monash	This will allow me to cycle more as a connection between the two paths has been holding me back on many occasions, especially due to safety	Noted.
C32 – Shape Monash	Currently the Djerring trail doesn't go anywhere for cyclists. I previously used the lineal park which runs from poath road to malvern east station to link the 2 trails but this has since been closed at Dandenong road.	Noted. The Linear Park path is outside the City of Monash however if the Project proceeds it will provide a new protected

		<p>cycling connection between the trails.</p> <p>DTP are also exploring a connection for Djerring Trail along the railway line. Please refer to the response to submission C5 above.</p>
C33 – Shape Monash	I already use the Djerring and Scotchmans Creek trail regularly and I would love the connection to be upgraded as proposed.	Noted.
C34 – Shape Monash	<p>I will not feel safe riding at 30kph in a 2 way cycle path with cars approaching adjacent in the opposite direction. If I have to take evasive action at all, the choices are to have a head on accident with cyclist or car travelling in the opposite direction. This is such a bad design to have opposing travel direction so close to each other without a significant separation and barrier.</p> <p>There is not significant enough signage in the proposal to indicate to drivers that this is a significant departure from established cycle paths elsewhere.</p> <p>What are the road laws covering the 2 way cycle "right of way" approaching the intersections and into oncoming traffic turning left? No road laws exist to handle this situation and car drivers will drive across in front of cyclists. If I cannot ride at around 25-30kph on this path safely, I would rather cycle on the road. You need to design cycling infrastructure assuming that cyclists can safely travel at these speeds. If you don't you are excluding those of us who already use Atkinson Street as a path through this area and will ride on the road after this cycle path gets built to this design resulting in abuse by car drivers (it currently happens where other unsafe cycle path designs have been constructed).</p> <p>How about fixing the disconnect of the Djerring trail though the Oakleigh shopping area/train station/bus stop that is a significant safety hazard for all the cycling through traffic on the Djerring trail travelling to Caulfield. Currently the Djerring trail finishes in the back of the Oakleigh train station car park and starts again at Paddington Road on the West side of Warrigal Rd.</p>	<p>Please refer to C28 response. The path will also be physically separated from the traffic lanes.</p> <p>Signage will be investigated as part of the Project design.</p> <p>Information regarding safety is discussed in the Officer report at Theme 3 – Safety Concerns and Theme 5 -Traffic Congestion. The path is designed to encourage riders of all ages and abilities to ride a bike.</p> <p>Please refer to C5 response.</p>
C35 – Shape Monash	Awesome work, love this proposal. A connection is sorely needed. Melbourne has an awesome network of off-road paths. Linking them up is awesome	Noted.

	Please build it ASAP	
C36 – Shape Monash	We have to do a lot more to ensure safety of pedestrians and cyclists. I hear comments all the time from neighbours that they don't feel safe or that their concerns are not considered when outside a car.	Noted.
C37 – Shape Monash	Why is there no mention of the environmental impacts of not giving people safe options not to drive. It's a huge reason why I cycle instead of driving.	The delivery of a safe cycling infrastructure, connecting two existing off-road cycling trails will provide improved access for people of all ages and abilities to cycling, with positive health, social and recreational benefits.
C38 – Shape Monash	No concerns.	Noted.
C39 – Shape Monash	<p>I strongly support this initiative. Any form of new protected bike infrastructure is a step in the right direction. This should be supported even if it creates a loss of parking</p> <p>I would like to see the plans for the connection between Dandenong Road and Scotchmans Creek Trail. I can see many cyclists opting to ride on the road if that section of the new bike path isn't completed when the Dandenong Road to Djerring Trail section opens. Many cyclists prioritise convenience and would just stay on the western side of the road when traveling north towards Scotchmans Creek if they would have to cross Atkinson Street after Dandenong Road. A simple short term solution would be to designate the eastern footpath as a shared path between the Creek Trail and Dandenong road, but obviously this would have to be done within regulations which may make it infeasible if it's too narrow etc.</p>	<p>Noted.</p> <p>The section of the trail between Dandenong Road and Scotchmans Creek Trail would be constructed shortly after the other section if the proposal proceeds. Investigations into any concessions in the interim can be explored.</p>
C40 – Shape Monash	Parking in Oakleigh is already at a premium. The current cycle path already takes up enough of the road.	Please refer to C23 response relating to the removal of parking spaces. There is also available carparking and vacant parking within the Atkinson Street multi deck carpark.

C41 – Shape Monash	Our U3A cycling group uses the route as connection between Scotchmans Creek Trail and Djerring Trail. Our members are generally over 60 years old. Safety on the street is critical to all of us. Safely separating the cycling path with the car traffic, and safely crossing the traffic intersection are what we are looking for. Thank you.	Noted. The safety considerations have been detailed within the report and other responses in this table.
C42 – Shape Monash	The proposed connection for Scotchmans Creek Trail to Djerring Trail is very positive in that it increases safety for cyclists	Noted.
C43 – Shape Monash	Excellent proposal	Noted.
C44 – Shape Monash	Don't cave to the panic of the few. Inkerman St in Glen Eira is a classic example. Be bold!	Noted.
C45 – Shape Monash	<p>The road is so busy at times that it is difficult to enter/leave streets adjoining Atkinson St. Encouraging more cycling along the east side will make this more difficult for those trying to enter to/leave from streets on the east side. It will also require additional vigilance as drivers will potentially need to navigate through alternating flows of southbound cyclists/northbound cyclists/southbound cars and northbound cars, especially when trying to turn right to leave from those streets on the east. The slight offset of the existing lanes will also require drivers to allow for a little more time when turning which is already limited at present.</p> <p>Traffic turning east on to Princes Hwy already banks back past Logie Street and the pushing out of the island on the western side will produce a bottle neck where cars are currently separating in to effectively two lanes at present. I think keeping cycling on opposite sides of the road will make more sense for both drivers and cyclists and avoid potential collisions from those cyclists traveling northbound [at usually high speeds] down the hill towards Princes Hwy.</p>	<p>Information regarding safety and motorists exiting and entering side streets and properties is discussed in the Officer report at Theme 5 – Traffic Congestion. Please also see the response provided to submission C12.</p> <p>Only minor changes are proposed at the Logie Street intersection with the turn lane being retained.</p>
C46 – Shape Monash	It's a good project. Please proceed	Noted.
C47 – Shape Monash	This is an excellent project and I give it my full support.	Noted.
C48 – Shape Monash	This is an excellent proposal as it means that people in between these two trails can access them safely. It will also help create a long loop ride using Scotchmans Creek Trail and Djerring Trail. Well done for developing such excellent designs and proposals.	Noted.

C49 – Shape Monash	This will enable me to ride my bike instead of using my car to get to the shops - finally! :)	Noted.
C50 – Shape Monash	It would be good to see better connections into busy parts of Monash, including Oakleigh Shopping District and the Monash Clayton Campus (amongst other places). At the moment trails tend to stop or get disconnected when roads get busy (which is exactly when they're needed). For example, the Djerring Trail basically stops at Oakleigh Shopping Centre, dumping riders into a car park and they then walk through the station or cycle through the bus terminal. The proposal got some way to fixing this but more work is needed.	Noted. It is acknowledged that there is room for more improvement and connections. Improvements and changes are made incrementally as part of Council's budget process and funding received from the State Government and we will continue to explore further opportunities year on year.
C51 – Shape Monash	I have concerns about cars turning into the cycle paths and cyclist safety. How will this be addressed?	This is discussed in the Officer Report at Theme 3 – Safety Concern and Theme 5 – Traffic Congestion. Please also see the response to submission C12 .
C52 – Phone	Request a change to the existing parking restrictions on the west side of Atkinson Street due to traders taking up all of the spaces	Parking conditions will be monitored through delivery and post-construction of the Project. Options to relocate trader parking will be investigated as part of this process as discussed in the Office report at Theme 1 – Parking Provision.
C53 – Phone	Concerned about access into and out of side streets and properties.	Verbal information was provided to this resident and further information can be found in the Officer Report at Theme 3 – Safety Concerns and Theme 5 Traffic Congestion.



<p>C54 – Email & Phone</p>	<p>Thank you for taking the time to discuss with you the proposed Scotchman’s Creek Trail Djerring Trail, after our discussion can you provide the following information.</p> <ol style="list-style-type: none"> 1. What research or analysis has council done that the bike trail will be used by cyclists given that I have only see maybe one or two bikes per day. It seem quite strange for council to spend millions of dollars for a bike track it very few people are going to use it. 2. What arrangement will council do to assist residence in relation to the lost parking outside Atkinson street. You mentioned that side streets would be an alternative, however I have 5 cars (one for each member of the family), my neighbours are also in the same position. You mentioned that we should be able to park on each side of the side street, however it is not a wide street, and having two cars on each side has made it difficult for trucks to get through, including garbage trucks. 3. Why has council not considered using the other side of Atkinson Street, given that there is more room and with the possibility of keep car spaces? (parallel parking). 4. As I mentioned before the speed along Atkinson Street is also a concern, when traveling down the hill towards Dandenong Road, cars pick up speed and this is a concern for the safety of the people using the bicycle track. It is my understanding that you will down additional tubes and let me know the outcome. 	<p>An email response was provided to the resident.</p> <ol style="list-style-type: none"> 1. Further information relating to bicycle usage is provided in the Officer report at Theme 2 – The Path is Unnecessary. 2. It is acknowledged that there will be a loss in parking spaces. The availability of parking is discussed in the Office report at Theme 1 – Parking Provision. We will also look at relocating the trader parking that exists to create extra capacity during the day in particular. 3. Council has considered multiple design options including installing the path along the west side of Atkinson Street. Further information on this can be found in the report to Council presented at the 28 February Council meeting - <u>ATKINSON STREET OPTIONS.</u> 4. Council officers have organised a new survey to be undertaken adjacent to your property. The results will be provided to the resident when they are available.
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	<p>5. My gate is next to the bicycles track, and this is a concern for the safety of people coming in and out from my home. Could you please let me know how council is going to address this issue.</p> <p>6. Has council obtained an arborist reports to ensure that the roots of the trees are not damaged, since the bike track will be coming onto the medium strip and foot path.</p> <p>7. Has council considered the heritage overlay on the area and how will the bike track implementation affect the overlay.</p>	<p>5. At this stage, there will be an offset between the gate and the cycle path (in excess of 1.5m). It is also noted that the actual desire line of the cyclists will be more central to the path and unlikely to come too close to the fence. Nevertheless, this can be further investigated at the detailed design stage to maximise the distance from residential gates.</p> <p>6. Further investigations will be undertaken if Council decides to proceed with this proposal to limit any impact on nature strip trees.</p> <p>7. An on-road bicycle lane does not affect the heritage overlay. Nevertheless, all proposed works will maintain the existing character of the street. No trees will be lost and the bluestone kerb is to be retained.</p>
C55 – Phone	Already existing bike lanes with low number of cyclists. Council is making an assumption that more people will use it by improving safety. No data to back this up.	Further information relating to bicycle usage is provided in the Officer report at Theme 2 – The Path is Unnecessary.



	Removal of parking is not ok - Nelson Avenue is already fully utilised in the evening.	Please refer to C23 response relating to the removal of parking spaces.
C56 – Phone	<p>Not happy about the path carving up the nature strip.</p> <p>The path is not needed and wont be used, cyclists are more likely to still use the road.</p> <p>This will cause significant parking issues with sides streets already at capacity at times.</p>	<p>There will be some changes to nature strips at the side streets noting that no trees will be removed for the proposed path.</p> <p>Further information relating to bicycle usage is provided in the Officer report at Theme 2 – The Path is Unnecessary.</p> <p>Please refer to C23 response relating to the removal of parking spaces.</p>
C58 – Email	<p>FEEDBACK</p> <p>The proposal along Atkinson Street to alter the road so that cyclists from vehicles by a concrete separator between Dandenong road & Atherton Road, Oakleigh as I see it has the following failures:</p> <p>1. The proposal contravenes Australia Road rules that all vehicles on the road moving along the left side of the road should travel on the left side of the road unless separated by safe isolation barrier between the vehicle driving on the opposite directions.</p> <p>The proposed concrete separator is not safe isolation barrier, it may be not noticed by drivers not aware of these alterations and cause fatal accidents.</p> <p>Additionally, the traffic will be stopped if any vehicle has to turn left or right, the vehicle behind have to stop.</p> <p>Then the added danger is that a left turning vehicle driver may not see a cyclist coming down from the</p>	<p>1. The path is in accordance with relevant safety requirements, and this has been investigated and resolved as part of the design process.</p> <p>Further information relating to appropriate sight lines and flow of traffic is provided in the</p>



	<p>same direction, Another contravention of Australian road rules a vehicle turning left has right of way! But on this case, the vehicle will be overtaken on the left from the cyclist when the driver is not expecting it causing an accident!.</p> <p>2. The proposed alterations will cause delays in the traffic moving through, because all vehicles on the road will need to stop whenever another Has to turn right or left because there is allowance for one vehicle on the road on either side.</p> <p>3. There is no need for the alterations, please keep to the Australian Road rules which every vehicle driver knows.</p> <p>4. We finally got the same rules applying across the country, now you want to make exceptions, which most likely will cause more accidents.</p>	<p>Officer Report at Theme 3 – Safety Concern and Theme 5 – Traffic Congestion.</p> <p>2. There is no change to the number of lanes along Atkinson Street. There is to be a change relating to the lanes at the Atkinson Street and Atherton Road intersection. Please refer to C29 for comments relating to this.</p> <p>3. Please refer to Theme 2 in the Officer report – The Path is Unnecessary, noting that the path is designed to function in accordance with Australian Road Rules.</p> <p>4. Changes to the road rules are not required.</p>
<p>C59 – Email</p>	<p>Greetings,</p> <p>We received a letter yesterday in regards to the Scotchmans Creek Trail to Djerring trail cycling connection. Specifically, this concerned the section along Atkinson St. Unfortunately I missed the first letter about this proposal otherwise I would’ve spoken up then.</p> <p>Firstly, I can’t understand why this major rework is required. I live on Atkinson St and use the current bike lanes to travel to and from the Scotchmans Creek Trail. It works perfectly fine and considering the very low volume of cyclists that use this route I am all the more puzzled as to why the council has come up with this proposal.</p>	<p>Further information relating to bicycle usage and the benefits of the path is provided in the Officer report at Theme 2 – The Path is Unnecessary.</p>



	<p>Your most recent proposal now states REMOVING ALL PARKING along the east side of Atkinson St. This is very problematic for us as you are reducing the number of parking spots. All this means is that the west side of Atkinson street AND the smaller side streets (Palmer st, Logie St etc) will now carry the extra cars looking for a parking spot. Also, residents living on the east side of the street will lose the ability to park in front of their place of residence. How is this fair?</p> <p>In summary, this proposal adds nothing to the current easy access to the Scotchmans Creek Trail. Moreover, cyclists and vehicles move perfectly fine along Atkinson St without ANY loss of parking for residents.</p> <p>This is an unwarranted expenditure and will do nothing more than clutter up the street.</p> <p>Therefore, I'm strongly opposed to this proposal which should've been put to a vote to all the residents. I urge the council to ditch this concept.</p> <p>Thank you</p>	<p>Please refer to C23 response relating to the removal of parking spaces.</p> <p>The path is proposed to cater for riders of all ages and abilities. Further information relating to bicycle usage is provided in the Officer report at Theme 2 – The Path is Unnecessary.</p>
<p>C60 – Email</p>	<p>I operate a business in Oakleigh</p> <p>This short street has 4 motor vehicle business's that have vehicles and tow trucks coming and going all day and night often parking across more than half the width of the roadway.</p> <p>Additionally, have crazy drivers meandering up and down the street at all hours of the day looking in all different directions bar the road.</p> <p>It is necessary to beware of all drivers due to their lack of consideration.</p> <p>Having read the Monash Council Information Letter, I see there will be bicycles encouraged to use Oxford Stret to access the Djering Trail.</p>	<p>Bike riders will be encouraged to utilise this section of Oxford Street due to the connection with Djerring Trail and the relatively low vehicle movements compared to other streets.</p>



	<p>Item 6 on your Concept Plan uses terminology that I do not understand. It says '6. Implement traffic calming'</p> <p>With the street south of Burlington St not exceeding 200 metres in length, the majority of drivers would never exceed 30-40 kilometers per hour so what does Traffic Calming mean please ??</p> <p>How do you think that will ensure the safety of the cyclists and the existing pedestrian public ??</p>	<p>Traffic calming treatments proposed are raised crossings at the intersection of Burlington Street/Oxford Street and linemarking of bike sharrows that encourage motorists and cyclists to share the roadway. Examples of existing sharrows can be found along Kanooka Grove, Clayton.</p>
<p>C61 - Email</p>	<p>I hope this email finds you well. I am writing to express my concerns regarding the safety of cyclists in the area, particularly along Atkinson Street where it intersects with Princess Highway going south bound toward Djerring trail. I believe that establishing a separate and protected bike lane is essential to ensure the safety of cyclists and prevent potential accidents. I recently had a near miss incident at this location that I have attached picture name princessshwy.jpg of the location, and I would like to bring some issues to your attention.</p> <p>The specific location of concern is the intersection of Atkinson Street and Princess Highway, where there are three lanes of traffic plus an additional lane for left turns. The problem arises when the bike lane abruptly ends before Quinces Coaches, forcing cyclists to merge with vehicular traffic in the left lane. Beyond this point, the road narrows to a single lane on the north side of Atkinson Street after crossing Princess Highway. This configuration has led to situations where I have experienced dangerously close encounters with impatient drivers who overtake from the very left lane, leaving me feeling extremely unsafe.</p> <p>Furthermore, the parallel parking along the east side of Atkinson Street poses a significant risk of "dooring" incidents for cyclists. It's crucial that these potential hazards are addressed to improve safety for all road users.</p> <p>I appreciate the council's proposal for a separate cycling lane and am pleased to see progress in this regard.</p> <p>I have questions about the proposed design changes:</p> <ol style="list-style-type: none"> 1. Will there be a traffic light at raised pedestrian/bike crossing at this intersection, as indicated in the 	<p>It is agreed that changes to the Dandenong Road and Atkinson Street intersection are required and Council officers will advocate to DTP for improvements including a raised pedestrian and cyclist priority across the slip lane.</p> <ol style="list-style-type: none"> 1. Council will advocate to DTP for the slip lane crossing to be a

	<p>attached image with the red mark, or will it resemble a standard zebra crossing I have attached picture name princeshwycross?</p> <p>2. I noticed a discrepancy between the design presented in the council's report on February 28, 2023 (Page 17 of the report: https://hdp-au-prod-app-mon-shape-files.s3.ap-southeast-2.amazonaws.com/3416/9378/8085/Report_to_Council_28_February_2023.pdf) and the design shown on the council's website. Could you please clarify which design will be selected or considered final? I have also attached the picture name atkinsonweb and atkinsonpdf.</p> <p>3. When is this project scheduled to start, and what is the expected duration of construction?</p> <p>Thank you for your attention to these matters. I look forward to your response and hope that we can work together to enhance cycling safety in our community.</p>	<p>raised crossing with the cyclists and pedestrians having the right of way. It is not proposed to be signalised. This will be subject to DTP approval and future funding.</p> <p>2. The proposed layout is what was shown on the Shape Monash page and is attached to this report. The previous design as included in the February Council report has been updated due to safety concerns.</p> <p>3. Subject to Council consideration and availability of funding, construction would begin in the 24/25 financial year.</p>
<p>C62 - Email</p>	<p>I do not support a dedicated cycleway in proposed location as there remains a high risk of cyclist/car accident with vehicles both turning left and right at speed from a major arterial road (and the concurrent removal of parking spaces – see further below)</p> <p>My alternate is that the cycleway should be constructed along Logie Street and then into Drummond ST Western side to Warrawee Park to allow for a more cyclist/road friendly solution that connects persons to key parks and toilet facilities ahead of Djerring trail It could also assist with safer arrangements re student cycling to Oakleigh Primary school and other key resources such as the Oakleigh Library</p> <p>RE removal of car spaces, this will disadvantage persons who require parking to attend Medical and other health facilities located at the cnr of Atkinson St and Atherton Rd</p>	<p>The proposed cycle route is the most direct way to connect the two major trails, deviation from this path would result in many cyclists not using it.</p> <p>Public parking is available in the Atkinson Street multi-deck</p>

		carpark on the opposite side of Atkinson Street.
C63 - Email	<p>We would like to express our concern for the above proposal for a cycleway on Atkinson St. Oakleigh. We can imagine this will not affect anyone else apart from those who live on Atkinson St., so of course the 'positive community feedback' which you have received will be very biased.</p> <p>We are opposed to the proposed plan of this cycleway for the following reasons:</p> <ol style="list-style-type: none"> 1. We will no longer have carparks in the front of our house for our visitors. It will be an added risk for our visitors with children to cross a busy main road. 2. My son's car which he parks outside will no longer be available to him. 3. Houses on both sides of Atkinson St will now have to share parking on the west side of Atkinson St. This will be insufficient as there are also flats on the west side. 4. There are employees from the retail and commercial premises on Atherton Road which have been granted parking permits on Atkinson St. This means we will now all only have the west side of Atkinson St to park. 5. The car spots on the east side of Atkinson St are often full during business hours so how is removing the car parking spots going to benefit the community? <p>As an overall consideration, how many cyclist do we anticipate will actually use this trail and what is the cost-benefit for removing car parking spots that are being fully utilised by hundreds of commuters on a daily basis?</p> <p>In our opinion, there will not be enough cyclists to justify the removal of these car spots and a consideration for a quieter, safer street would make more sense - NOT on Atkinson St.</p> <p>We look forward to receiving your response.</p>	<p>Please refer to C23 response relating to the removal of parking spaces. Parking conditions will be monitored through delivery and post-construction of the Project. Options to relocate trader parking will be investigated as part of this process as discussed in the Office report at Theme 1 – Parking Provision.</p> <p>Please also see the response to submission C54 regarding the impact of trader parking.</p> <p>Further information relating to bicycle usage is provided in the Officer report at Theme 2 – The Path is Unnecessary.</p>



<p>C64 - Email</p>	<p>We refer to your correspondence referenced above, received by our office on 18 September 2023.</p> <p>As parking for Traders in Palmerston Grove has already been reduced, the removal of the car spaces along the East side of Atkinson Street between Princes Highway and Atherton Road is going to be problematic for Traders parking prior to 9am if no alternative parking is provided.</p> <p>Residents from the units on the west side of Atkinson Street park in the car spaces so Traders have to wait until they vacate the car spaces in the morning, and if residents on the East side cannot park in front of their property, they will start parking on the West side as well.</p> <p>On bin days the bins from the units on the west side of Atkinson Street end up in the car spaces on the road, reducing parking. Will garbage trucks be allowed in the cycling lanes to collect bins from the East side of Atkinson Street ?</p> <p>There is already a dedicated bike lane on the East side of Atkinson Street which is mostly used on weekends.</p> <p>We have asked our staff and other traders, and they vary rarely see cyclists on Atkinson Street in the mornings and evenings, when they are going to and from their cars.</p> <p>Bus routes 624, 693 use Atkinson Street from Dandenong Rd to Atherton Road. If there is a dedicated bike lane on the east side won't this be dangerous for cyclists if buses stop for passengers ?</p> <p>The proposed changes will increase driver frustration, the aspect of accidents and become extremely unsafe.</p> <p>As the top level of the carpark between Palmerston Grove and Atkinson Streeton is almost always empty, alternative Trader permit parking here would be welcomed.</p> <p>We look forward to your response.</p> <p>If you have any queries, or require any further information, please contact our office.</p>	<p>Parking conditions will be monitored through delivery and post-construction of the Project. Options to relocate trader parking will be investigated as part of this process as discussed in the Office report at Theme 1 – Parking Provision.</p> <p>It is proposed that waste vehicles will be permitted in the cycleway to collect the bins.</p> <p>Further information relating to bicycle usage is provided in the Officer report at Theme 2 – The Path is Unnecessary.</p> <p>The proposed bus stop is to be slightly relocated so that it is within a new hardstand area. It will be separate from cyclists. Details can be found in the layout plan at Attachment 1 to the Council report.</p>
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C65 - Email	I say NO to the Atkinson St Cycleway Thank you	Noted.
C66 - Email	<p>Re proposed cycling connection on East side of Atkinson street</p> <p>I object the proposal of a two way bike path along Atkinson street, East side on following grounds:</p> <ol style="list-style-type: none"> 1. Although there is already a painted bike path on Atkinson Street, South of Dandenong rd, still bike riders feel the foot path is for their use. I doubt this proposal will change much. 2. I have not seen many bike riders pedalling between Dandenong Rd and Atherton Rd. All the costs and great inconvenience for local residents just for a few riders? Ridiculous!! 3. Entering Atkinson street from properties and side streets will be more difficult. 4. There are always cars parked on the East side of Atkinson street, either by shoppers or visitors to the properties on the East side of Atkinson street. Where are they supposed to park? Side streets will be congested by parked cars and local residents will have difficulties to enter and leave their properties. Their visitors will find it very difficult to park. And did anybody think of delivery drivers and tradies called to properties? Where are they supposed to park? 	<ol style="list-style-type: none"> 1. The provision of a path which allows riders to feel safe will mean bike riders are less likely to use the footpath. 2. Further information relating to bicycle usage is provided in the Officer report at Theme 2 – The Path is Unnecessary. 3. Further information can be found in the Officer Report at Theme 3 – Safety Concerns and Theme 5 Traffic Congestion. Please also see the response to submission C12. 4. Further information can be found in the Officer Report at Theme 1 – Parking Provision. <p>The properties along Atkinson Street have driveways which delivery trucks and tradespersons can utilise.</p>

	<p>Please do not tell me about the `parking permits`. They are a good idea, but I have never seen a parking officer enforcing the 2 hour parking limit in Logie court.</p> <p>Will council guarantee parking officers will at regular 2 hour intervals enforce the parking restrictions on all affected side streets (Logie crt, Nelson Ave, The Avenue, Albert Ave, Logie str, Taylor str, Palmer str)?</p>	<p>Council officers do patrol Oakleigh and surrounding streets. They will continue to patrol as required and increase patrols should that prove necessary. Restrictions can be adjusted to manage parking access as may be required.</p>
<p>C67 - Email</p>	<p>We are not opposed to incentives being developed for cycling. The theory of connecting SCT to DT has merit; however, we are very concerned for the safety of bike riders in this proposal along Atkinson and Hanover Streets.</p> <p>Atkinson Street from Princes Highway to Atherton Road – East side.</p> <ul style="list-style-type: none"> • Agree with the removal of parking on the east side of Atkinson Street. • Atkinson Street is very busy with traffic. The AI visual is far too “idyllic”, especially showing young children cycling so close to oncoming motor vehicles. • Need greater separation of cars and riders; “humps” seem inadequate especially for cars turning right into The Avenue, Nelson Avenue etc. • Dandenong Road and Atkinson Street is a very wide crossing and there are already serious traffic snarls because the traffic light sequencing is problematic. At some time during the day, four cars get through, other times six. There are therefore very long queues to cross and right turn from Atkinson Street onto the Princes Highway causing huge congestion. Cyclists would have to negotiate all this. We wonder whether anyone has spent time there “sighting” the traffic stopped back to The Avenue and beyond. • Nelson Avenue carries considerable traffic with drivers “avoiding” the Princes Highway/Atkinson Street intersection by coming south along Westley Street then west in Nelson Avenue, before turning 	<p>Noted.</p> <p>The path is designed so that riders of all ages and abilities feel safe enough to ride a bike.</p> <p>The separators are to be concrete kerb barriers which cannot be easily mounted by vehicles.</p> <p>Council officers will advocate to DTP to review and ideally ultimately improve this intersection.</p>



	<p>left into Atkinson Street.</p> <p>Hanover Street from Atherton Road to Burlington Street – East side.</p> <ul style="list-style-type: none"> • Much narrower than Atkinson Street; is it the intention to remove footpaths? • Car parking abutting Hanover Street is frenetic with several access and egress driveways which cyclists would need to cross. • Hanover Street and Burlington Street intersection has a very busy roundabout already. Cars and buses come up from under Oakleigh Station (both shoppers together with commuters from Oakleigh station). Traffic continues east along Burlington or turns right and up on to the Hanover Street overpass; this is very hectic early morning, afternoon and especially Saturday morning. • There is also a pedestrian crossing abutting this roundabout and intersection which adds to the congestion. • We find it difficult to understand how bike riders will be able to negotiate these narrower paths. Similar concerns for Burlington/Oxford Street idea where there are numerous small businesses. Agree with the proposal to eventually put a cycle trail on PTV land east of Hanover Street overpass, if possible? <p>Thank you for considering our concerns. A sizeable amount of money has already been spent on this exercise. We wonder whether “old school” monitoring of cars with the assistance of car counters and visually might assist with this exercise? The huge amount of weekend traffic along this route, in our opinion, makes this proposal unfeasible and unworkable.</p>	<p>The proposal is not expected to add any additional traffic to Nelson Avenue.</p> <p>The footpath along Hanover Street is not proposed to be removed. There will be some changes to the kerb near the Atherton Road intersection in order to maintain a separate right turn lane from Hanover Street to Atherton Road.</p> <p>Access into the Hanover Street carpark will be explored further.</p> <p>The proposal is not expected to add any additional congestion to the Hanover Street/Burlington Street roundabout.</p> <p>Details of how the cycle path will fit and how cyclists are to negotiate the Burlington Street/Oxford Street intersection is shown in the layout plan at Attachment 1 to the Officer report.</p>
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<p>C68 - Email</p>	<p>Hello</p> <p>just wanted to give a brief feedback about the proposed alterations to Atkinson St for the Scotchmans Creek to Djerring trail connection</p> <p>There is a similar two way bike lane, similar as you propose for the east side of Atkinson St, on the north side of Fitzroy St in St Kilda. I am a cyclist and have daily experience of using the Fitzroy street 2 way bike lane. I can say that it is one of the most dangerous bike lane configurations I have ever come across. Not a day goes past, when riding west, that at least one driver, turning into or out of a side street fails to give way to me, and it is absolutely no consolation to me to know that the driver would be at fault in the event of a collision.</p> <p>The bike lane itself is not the issue - it is well separated and clearly marked. It is simply that drivers do not expect to see cyclists approaching from the 'wrong' direction on the bike lane, and therefore fail to give way. Interestingly when riding Eastwards, the expected direction, there are far fewer incidents</p> <p>My guess is most drivers have a preconditioned behaviour to only check for what is coming head on, or what is approaching from their right. This is what is taught and regularly reinforced by driving through roundabouts. Introducing traffic from the left breaks the familiar, or expected, traffic flow. and at best is only noticed by the driver at the last moment</p> <p>thanks and regards</p>	<p>Further information is provided in the Officer report at Theme 5 – Traffic Congestion</p>
<p>C69 - Email</p>	<p>Re proposed cycling connection on East side of Atkinson street</p> <p>I object the proposal of a two way bike path along Atkinson street, East side on following grounds:</p> <ol style="list-style-type: none"> 1. Although there is already a painted bike path on Atkinson Street, South of Dandenong rd, still bike riders feel the foot path is for their use. I doubt this proposal will change much. 2. I have not seen many bike riders pedalling between Dandenong Rd and Atherton Rd. All the costs and great inconvenience for local residents just for a few riders? Ridiculous!! 3. Entering Atkinson street from properties and side streets will be more difficult. 	<p>Please refer to C66 response</p>



	<p>4. There are always cars parked on the East side of Atkinson street, either by shoppers or visitors to the properties on the East side of Atkinson street. Where are they supposed to park? Side streets will be congested by parked cars and local residents will have difficulties to enter and leave their properties. Their visitors will find it very difficult to park. And did anybody think of delivery drivers and tradies called to properties? Where are they supposed to park? Please do not tell me about the `parking permits`. They are a good idea, but I have never seen a parking officer enforcing the 2 hour parking limit in Logie court. Will council guarantee parking officers will at regular 2 hour intervals enforce the parking restrictions on all affected side streets (Logie crt, Nelson Ave, The Avenue, Albert Ave, Logie str, Taylor str, Palmer str)?</p>	
C70 - Email	<p>My response to the (undated) letter from Terry Tillotson (Coordinator Transport Engineering) titled 'Scotchmans Creek Trail to Djerring Trail cycling connection' that I received two or three weeks ago is as follows:</p> <p>I last commented on this project in a communication I sent to the Council on approximately 30 April 2022. I'd like to refer you to that document as my comment does not materially change. I can resupply the document on request.</p> <p>I also looked at the Monash website, yesterday, on the same project which contains the history. https://shape.monash.vic.gov.au/trail-connection</p> <p>However, I will state here my comments on the scheme:</p> <p>1). As I stated in my earlier document I have been a commuter cyclist and cycled five days per week to the CBD each day for about fifteen years (about 20 km each way) and used the Scotchmans Creek, Gardiners Creek and the banks of the Yarra. Though I thoroughly enjoyed commuting it was necessary to complete the journey in a reasonable time period and this means that bike-shared paths and bike-dedicated paths need to be reasonably efficient and therefore have sharp turns and complicated interactions kept to a minimum. I therefore consider myself an experienced cyclist and have a knowledge of cycling that can be quite technical such as road cycling path cycling and CBD cycling.</p>	1. Noted.



	<p>2) If I were to ride from the Hanover Street Atherton Road intersection, along Atkinson Street, crossing Dandenong Road down to the Scotchman's Creek Trail, as a cyclist using the road (ie riding on the left and in the same roadway and direction as the cars) I would be passing through a green light at Hanover/ Atherton and while riding defensively I would note the cars around me, and various roads to the left and the right of me, but I could continue at speed as I have a right of way until the lights at Dandenong Road. From the Atkinson Street Dandenong Road intersection, I would proceed on the green light and again I would have right of way until I get to the pedestrian lights at the Scotchman Creek trail, whereupon I would turn left into the trail to go to the CBD. Basically a very straightforward low-risk from the perspective of traffic from the right and left, and a fast ride.</p> <p>3) In comparison the proposed bike path (dedicated for some of its length, but at least six shared sections (Atherton, Albert, The Avenue, Nelson, Dandenong)). Below the double dog leg in and out of the Atkinson Street side roads, in this case, Nelson Avenue, but also Albert, The Avenue and Logie.</p> <p>4) Path moves from dedicated to mixed:</p> <p>In the above snip at Atkinson/ Dandenong, the dedicated bike path merges in with the footpath and pedestrians, who have absolute right of way and therefore the path continues as a shared path. The crossing of the slip left turning road from Dandenong Road is a high-risk crossing as the traffic comes up to that crossing very quickly, and in fairness to the traffic (ie cars, vans and trucks) most of them stop if there is a pedestrian waiting. [Scenario 1]. A cyclist coming down as a road vehicle on the left-hand side of Atkinson Street in the direction of Scotchmans Creek, avoids all these hinderances, as the cyclist will get a green light along with all the cars and can proceed apace without multiple stops and starts. On the road, the traffic lights give an absolute right of way for the entire crossing of Dandenong Road, whereas the cyclist on the trail would have to stop and give way for the slip road from Dandenong Road and wait for the pedestrian/ bike crossing and give way to all pedestrians. Technical and slow.</p> <p>[Scenario 2]. A cyclist on the dedicated/ shared path on the east side of Atkinson, starting from</p>	<p>2. Noted.</p> <p>3. It is acknowledged that cyclists will now need to deviate to cross the side streets which may be slightly less convenient for confident cyclists, however this path is to provide a safe connection for riders of all ages and abilities.</p> <p>4. It is agreed that changes to the Dandenong Road and Atkinson Street intersection are required and Council officers will advocate to DTP for improvements including a raised pedestrian and cyclist priority across the slip lane.</p>
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	<p>Hanover, will cross Atherton with the pedestrians on a traffic signal (momentarily shared), then ride to Albert (dedicated), then do a double dog leg at Albert (shared) and presumably will have to take pedestrian like actions (the law is unclear?, ie give way to all, or give way to the right and to not have to give way to right turning vehicles??), namely looking right and left, and then left again. As the rider is about six to eight metres into Albert, they probably legally need not concern themselves about any traffic on Atkinson Street, but on a practical life preservation basis, on a defensive riding basis - will need to try and anticipate what might be happening on Atkinson Street, - is there a car coming heading south along Atkinson that might turn left into Albert? - and not realise people are crossing and will come to a screeching halt? Will the cyclist need to be mindful that a car travelling north on Atkinson, but turning into Albert might not anticipate that there are cyclists and pedestrians crossing and also have to come to a screeching halt? Hence it will be necessary for the cyclist to look left, then right, then at about eleven o'clock for Atkinson left turners, then at about seven o'clock for Atkinson right turners, hoping in the meantime that nothing is coming from the left and launch across the road and then double dogleg and rejoin the dedicated path? In addition vision can be a bit limited.</p> <p>This scenario 2 has to be repeated three more times at The Avenue, Nelson and Logie. It is a very technical manoeuvre, not really for the inexperienced. Scenario 1 may also not be for the inexperienced, but Scenario 1 has a natural flow to it and far fewer multi-split-second-looking movements that require deep concentration and awareness.</p> <p>On these grounds, I think the proposed shared path should not be proceeded with and the current arrangements should continue or revert to the previous situation with Atkinson Street (far wider).</p> <p>Further points to note:</p> <ul style="list-style-type: none"> - there is a bus stop in the midst of the dedicated path. It would be necessary to wait for the bus to complete its stop regardless of whether riding south or north. - the residents on the east side of Atkinson Street would have a difficult job reversing out of their properties. - the multiple paths, speed bumps will not be very pleasing to the eye and navigating speed humps by car is uncomfortable. - cyclists using the road even though there is a path (using the road is allowed under the law) would be criticised by motorists passing oral judgment out of their wound-down windows. 	<p>Cyclists will have a raised priority crossing at the side street crossing points and will be sufficiently set back so that motorists will be able to stop if a cyclist is crossing.</p> <p>The bus is separate from the cycle path and cyclists will not need to stop for buses.</p> <p>Residents on the east side of Atkinson Street will now need to look for cyclists travelling north, however there will no</p>
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	<p>- as I noted over a year ago the parking is not used very much as there are two-hour restrictions making it unusable for the likely use of parking that is remote from the shops, yet there is raised landscaping blocking a clear path using the parking area, so cyclists cannot use the safety of separation by riding on the vacant clear parking spaces. Reiterating, I do not support the scheme and see it as dangerous.</p>	<p>longer be parked vehicles blocking their vision. All parking along the east side of Atkinson Street is proposed to be removed as part of this project.</p>
<p>C71 – Email</p>	<p>> Hi there, > Please direct this email to Senior Transport Engineer, Rachael Antonacci and anyone else who is involved in this project. > > I wish to add my comments and thoughts about the above project before the deadline tonight. I note the site to which the QR code is linked is closed already. > > I am against this project running through the picturesque boulevard of Oakleigh. I have lived in Nelson Ave, one of the streets most affected, for almost 30 years. By adding these bike lanes on the one side, the eastern side, the side I use daily, you are going to ruin what is a unique feature in Melbourne; that is, a wide, tree-lined street which welcomes people into our beautiful suburb. > > Most of the local and visiting traffic comes through Atkinson St. Cars use it to dodge Warrigal Rd, with its heavy traffic, not only lots of cars but also trucks and semi-trailers. There is also significant traffic coming to Oakleigh for all the eateries and the ambience of Eaton Mall. It is busy all days and nights of the week and is a meeting place for many young people wanting to socialise as well as families on Sunday after church or the market. Note: majority of people arrive by car or locals on foot, like my household. > > Council is going to make significant changes on Atkinson St to narrow roads and change the layout to have a bus stop which is where the existing south-bound lane is now. The buses will have to park very neatly so they don't block the south-bound lane, which is extremely busy at times of peak hour, Rotary market mornings and summer seasons when patrons are headed to the food precinct. It is not wise to block up the Dandenong Rd intersection if buses stop the traffic. > > We on the east side will lose all our parking and these intersections at every street (Albert Ave, The</p>	<p>No trees are to be removed as part of this proposal and the width of the carriageway is to remain the same.</p> <p>It is acknowledged that the bus stop will now temporarily block southbound traffic. This is now preferred by DTP as it prevents issues with buses re-entering the traffic lane.</p>



	<p>Avenue, Nelson Ave, Logie Crt) will have deep intersections into their streets. Hopefully the cyclists do not come in front (looks like gaps where the streets meet Atkinson Rd) as we motorists will have to be looking up and down 4 lanes of traffic (2 cycling and 2 motor vehicle) in order to turn right from our streets. Significant for Nelson and Westley Ave residents is that there is a hill to our left and if a cyclist is powering at fast speeds, and motorised cyclists/scooters for that matter, it will be dangerous for us with this extra traffic coming over the hill in the cyclist lanes.</p> <p>></p> <p>> In my initial comments, I raised whether the Council had investigated how many cyclists currently use the bike lanes in either direction. In other words, how much money is being spent for how many users? Not many come to Oakleigh by bike. Majority of people come via car. It seems a shame this infrastructure is only going to cater for a few, yet so many of us residents are going to have to be inconvenienced every day. Another 'white elephant' like the bike lanes along Huntingdale Rd between Valley St and Centre Rd? I doubt you will get more riders on to that section as the hill has a significant angle and is only for very fit riders.</p> <p>></p> <p>> A better option would be to take cyclists down Clyde St or even Drummond St which doesn't have a major intersection. Clyde St would be closer to the Oxford Rd connection as well. A cyclist/pedestrian crossing could be put in there as well (near the fire station) to cater for the increased retail and housing traffic there.</p> <p>></p> <p>> I am totally opposed to this current development. I hope that Council reconsiders this in light of the above</p>	<p>It is acknowledged that parking will be lost as part of this proposal. Barriers will be installed with an aim to prevent cyclists from travelling straight at the intersections. Please also refer to the response for submission C12.</p> <p>Further information relating to bicycle usage is provided in the Officer report at Theme 2 – The Path is Unnecessary.</p> <p>Significant investigation into the best location for the path was undertaken and the proposed route was determined to be the best and most direct route.</p>
<p>C72 - Email</p>	<p>Hi, I am writing on behalf of my parents of that live on Atkinson Street , Oakleigh. They are against your idea. The intersection of atherton and Atkinson Street, is already too heavy at busy times. Sometimes the traffic light changes three times before some cars can go through, to Hanover Street. From the bridge, to Atkinson Street, the traffic is a full stop. This will make a turning so much more difficult and I have already witnessed at this at this crossing and people getting hit also. I think this will lead to cyclists getting hit. Because Hanover Street is too narrow, and the cars will not be able to turn.</p> <p>Also, the heritage aspect of a Atkinson Street will be ruined. It will never look the same.</p>	<p>Your comment is noted. This can be explored further with DTP as discussed in the Officer report at Theme 4 – Traffic Signal Changes.</p> <p>An on-road bicycle lane does not affect the heritage overlay.</p>



		<p>Nevertheless, all proposed works will maintain the existing character of the street. No trees will be lost and the bluestone kerb is to be retained.</p>
<p>C73 - Email</p>	<p>Hello,</p> <p>Regarding the letter I received providing a last chance to forward comments on the proposed cycling connection, can you please forward the below response to Rachael Antonacci, Senior Transport Engineer:</p> <p>I am the owner and resident a property on Atkinson Street, Oakleigh. I have reviewed the proposed cycling connection between the Scotchmans Creek Trail and Djerring Trail. I understand that Option 2 is the preferred option. After reviewing Option 2, by two most important comments are listed below:</p> <ol style="list-style-type: none"> 1. Given the large reduction in parking spaces in Atkinson Street, I think it would be prudent to change the permitted car parking spaces in Atkinson Street to ones that can only be parked in with a residential parking permit (rather than a trader parking permit), similar to what has been done in Drummond Street. <p>As it is, it can already be difficult to find a park at the south end of Atkinson Street due to the amount of traders parking there.</p> <p>Perhaps an area on the top level of the multi storey carpark can be set aside for people with trader permits.</p> <ol style="list-style-type: none"> 2. If proceeding with Option 2, I think it would be best to keep the travelling lanes to 3.4m wide, so that a 0.2m buffer can be maintained at the rear of the angled parking. This will increase the safety for people parking here who need to access their car boot. As a parent, I will often have to load/unload a pram from the boot, so the additional buffer is crucial to maintaining safety. 	<p>Parking conditions will be monitored through delivery and post-construction of the Project. Options to relocate trader parking will be investigated as part of this process as discussed in the Office report at Theme 1 – Parking Provision.</p> <p>The existing northbound bike lane will be repurposed to a chevron linemarking separator at the rear of the parking spaces as set out in your comment.</p>



	Also, given the prevalence of large SUVs, it can be hard to see the oncoming traffic when reversing out of these car parking spaces, so this additional buffer would alleviate this issue a little bit.	
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