



## The Hon Danny Pearson MP

Assistant Treasurer  
Minister for Transport Infrastructure  
Minister for the Suburban Rail Loop  
Minister for WorkSafe and the TAC

1 Spring Street  
Melbourne, Victoria 3000 Australia

Ref: CMIN-1-24-3243

Cr Anne-Marie Cade  
Mayor  
City of Glen Eira  
[ExecutiveandCouncillorSupport@gleneira.vic.gov.au](mailto:ExecutiveandCouncillorSupport@gleneira.vic.gov.au)

Dear Cr Cade

Thank you for your letter of 23 May 2024 regarding Glen Eira City Council's resolution on the alignment of the cycling path in Caulfield East as part of the Glen Huntly Level Crossing Removal Project.

I acknowledge Council's commitment to continue to work collaboratively with the Level Crossing Removal Project (LXRP) to deliver this final section of the strategic bicycle path connecting Caulfield and Glen Huntly stations. I am also pleased to note that 86 per cent of respondents to Council's most recent survey supported this bicycle connection, an increase from 67 per cent in Council's February poll.

In my letter to you of 3 May, I noted that Council has had more than two years to arrive at a position in relation to this final section of the cycling corridor and LXRP would require a clear statement of support from Council for one of the bicycle path options presented for your vote on the 21<sup>st</sup> of May.

Although I note Council's in-principle support for a separated on-road bicycle path along Queens Avenue, the requested caveats around retaining parking, providing residential cross overs, moving the western kerb and seeking further consultation at a later date, is not considered to be providing a clear statement of support.

As such, I have requested LXRP to deliver the separated on-road bicycle path along Queens Avenue, as recommended by council officers. Detailed design is now underway.

As originally requested by Councillors and the community, this option will retain the majority of trees along the racecourse side of Queens Avenue. This has been the primary outcome sought by the Council following the shared use path behind kerb option was put on hold in January 2024.

You will be aware that approximately 20 trees will need to be removed due to ill-health or to provide safe crossing points for vehicles accessing the racecourse.

LXRP has previously and consistently advised Council that retaining residential side parking as part of the separated on-road bicycle path along Queens Avenue is not possible.

To address your other points:

- LXRP has previously investigated options for moving the kerb on the western side of Queens Avenue. Moving the kerb to the west would require significant tree removal and drainage works, consistent with the option put on hold in January 2024. I am also advised that moving the kerb east would require installing new storm water drainage and complete relocation of the water mains along the length of Queens Avenue, with subsequent severe disruption to the residential water supply. This option would also require a full rebuild of Queens Avenue between Neerim and Normanby roads.
- A bi-directional solution using the western verge is not feasible, as this would require the removal of trees along the racecourse side of the road. Council and the community have made their opposition to this clear.
- I understand that Council has indicated some willingness to consider a speed reduction along Queens Avenue to provide a safer road environment for vehicles and cyclists. I have encouraged LXRP to continue exploring this with Council and the Department of Transport and Planning (DTP).
- I am advised that traffic calming infrastructure such as speed humps or road narrowing along Queens Avenue is not supported by DTP.
- I note that LXRP has previously presented Council with an option for a separated on-road path that retains parking on Queens Avenue. This would require dispensations from Council, including on speed limits, lane widths and restrictions on large vehicles. Unfortunately, this option was not supported by Council and as such was not included in any options presented to the community as part of recent Council community consultation.
- I note that providing cross overs for the limited number of homes at the northern end of Queens Avenue that do not have them is a legacy issue and a matter for Council, not LXRP, to resolve for residents.

Finally, while LXRP will of course continue to work collaboratively with council officers on designs for the on-road separated bicycle path along Queens Avenue, delivery of the path will not be contingent on a further report to Council and councillors providing support at the detailed design stage.

As noted above, I have asked LXRP to deliver the path as per your council officers

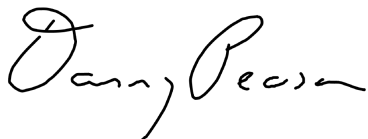
recommended. This is a Victorian Government funded project with LXR as the delivery agency.

I trust you will work with your council officers to ensure the detailed design phase of the project is approached collaboratively. I look forward to the delivery of a positive active transport outcome for the community, residents, and cyclists alike.

As the proposal for a cycleway along Derby Crescent is no longer under consideration, LXR can now proceed with the revegetation works along the east side of Derby Crescent. I understand that this work is intended to commence in June and be finished in July.

Thank you for your continued advocacy for positive transport infrastructure outcomes in Melbourne's south-east.

Yours sincerely



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24/06/2024