

Options Identification

SCC Feasibility Study: Hawthorn to Box Hill

Workshop purpose

1

DoT to give BUGs an update on progress and next steps

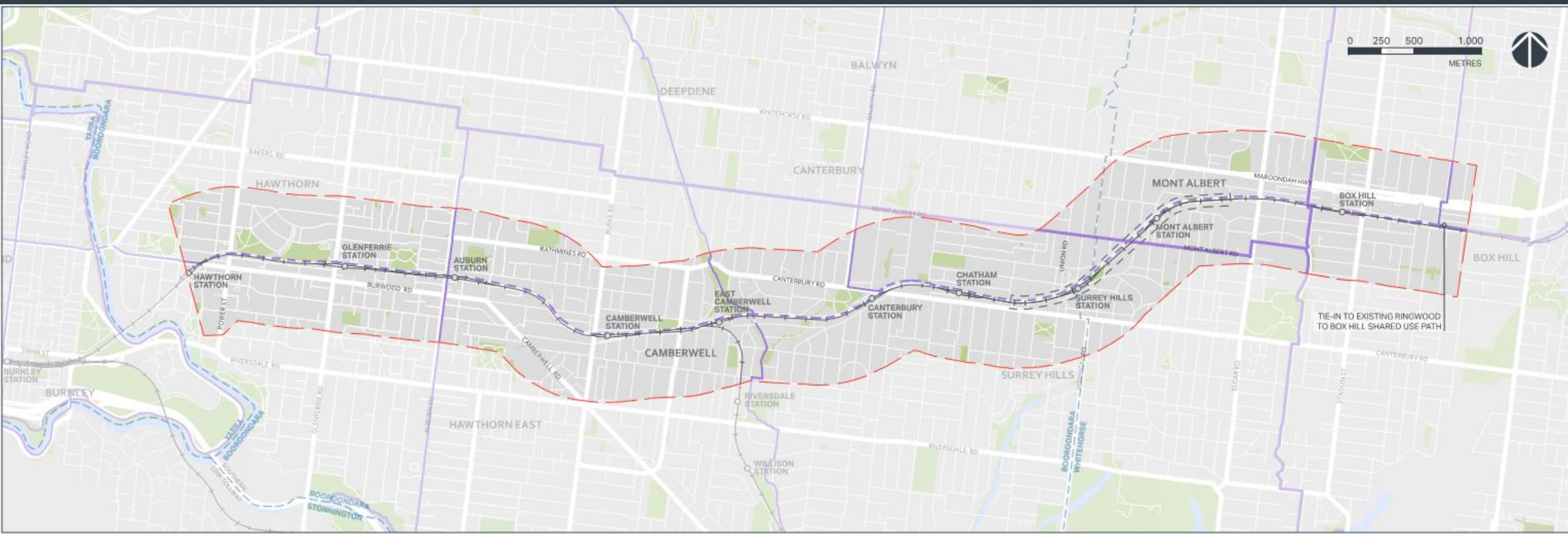
2

AECOM to present initial findings and seek BUG feedback

3

Understand BUG views on project options

Investigation area



SCC Principles & key land uses

Strategic Cycling Corridor Principles: DoT SCC Overview Document

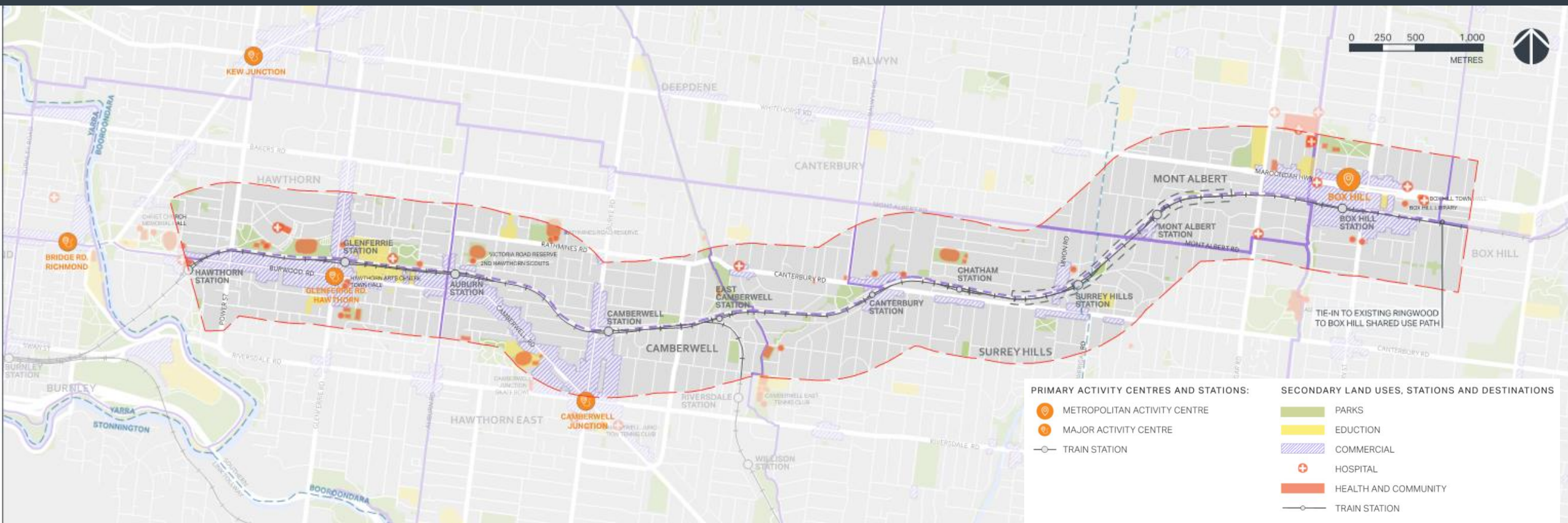
 Destination focussed

 Safe

 Direct

 Integrated

 Connected



Preliminary investigations

Approach to develop project options

1. Identify all possible routes (on and off road)
2. High level assessment of road alignment options considering key benefits, impacts and challenges
3. High level assessment of rail alignment options considering engineering and space constraints
4. Combine road and rail assessed options onto one map
5. Develop various themes for three project options
6. Develop preliminary project options 1, 2 and 3 using the themes and combined map

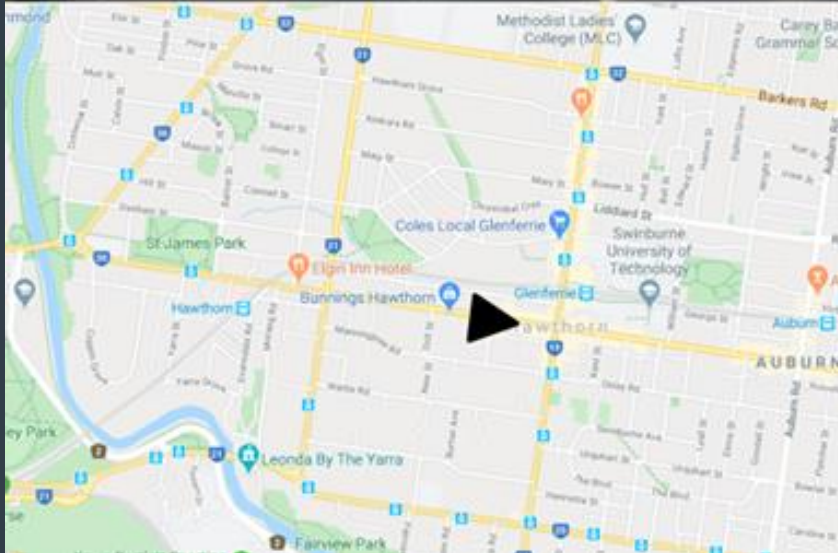
Preliminary investigations

Identify all possible routes – rail and road



Preliminary investigations

High level assessment of road alignment options



Burwood Road

Function / Authority

- Arterial Road / TfV

Likely treatment

- Cycleway

Key impacts

- Removal of parking (off-peak)
- Removal of traffic lane (current clearway)

Key challenge

- Achieving community support

Key benefits

- Direct with good connectivity to Glenferrie Station

Rating

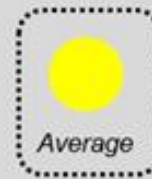
The following rating is based on the scale of the above impacts, challenges, benefits and the complexity in delivering a SCC along this route.



Very Poor



Poor



Average



Good



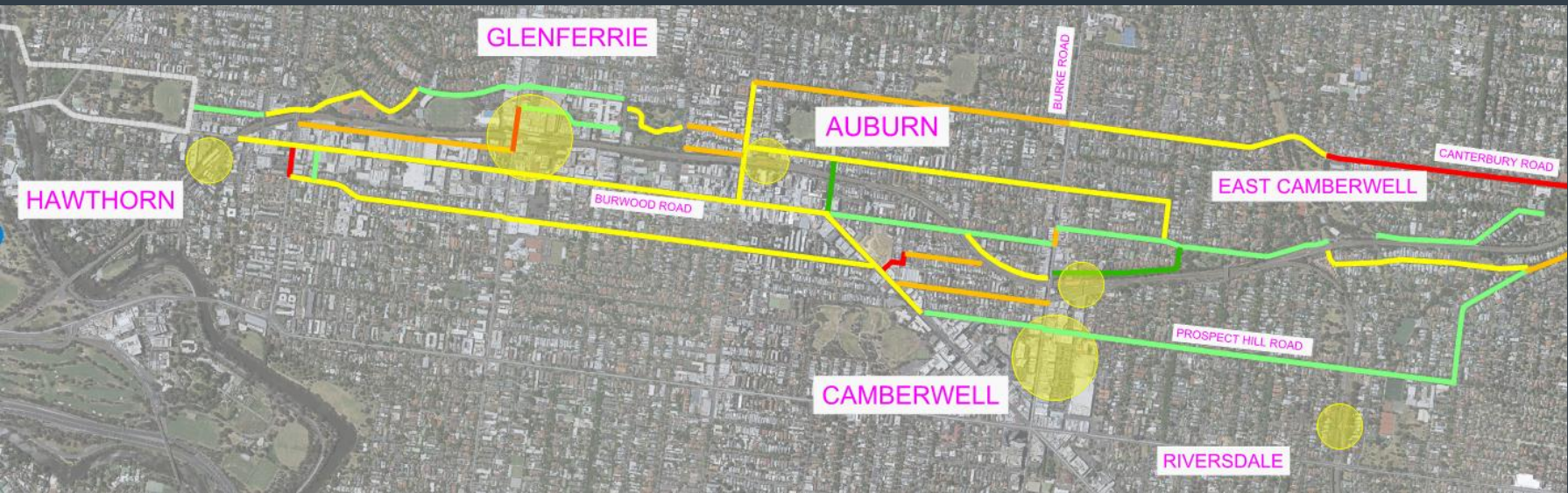
Very Good

- Example high level assessment of one road segment

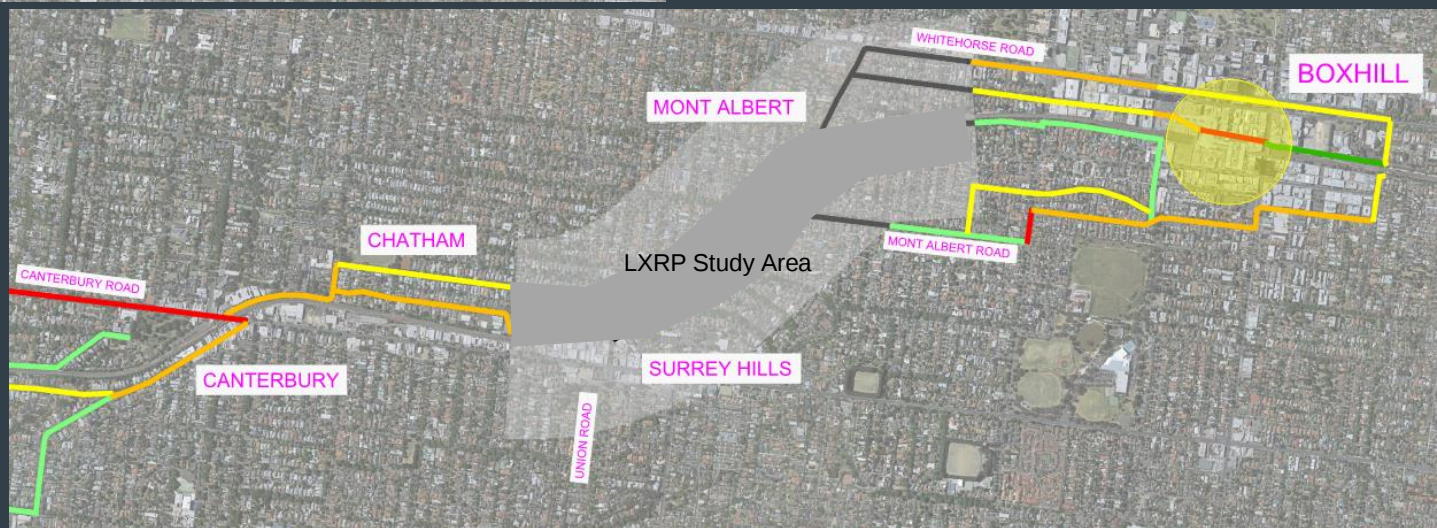
- Completed over 50 road segments!

Preliminary investigations

High level assessment of road alignment options

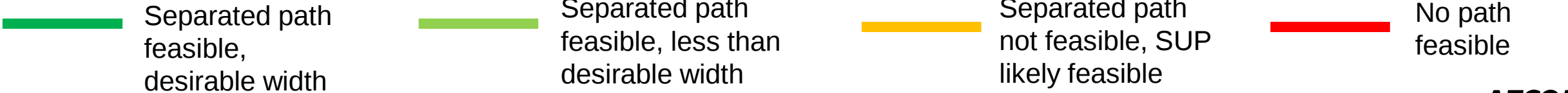
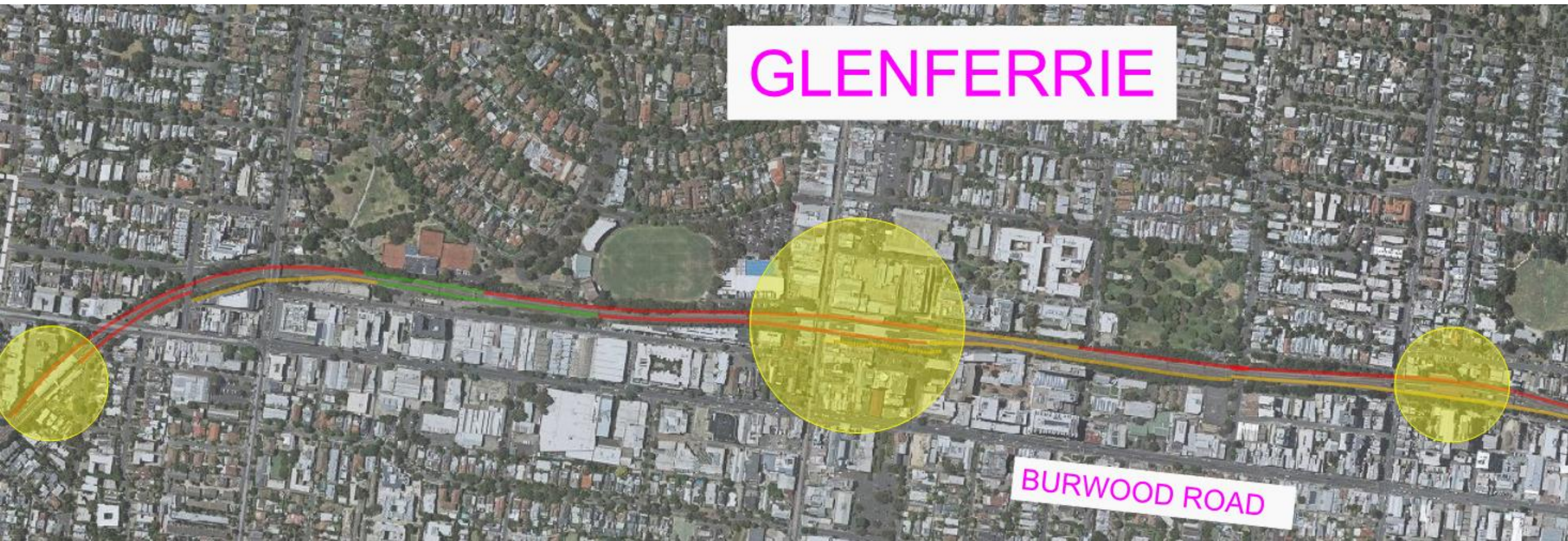


- Key destination
- Very good
- Good
- Average
- Poor
- Very poor



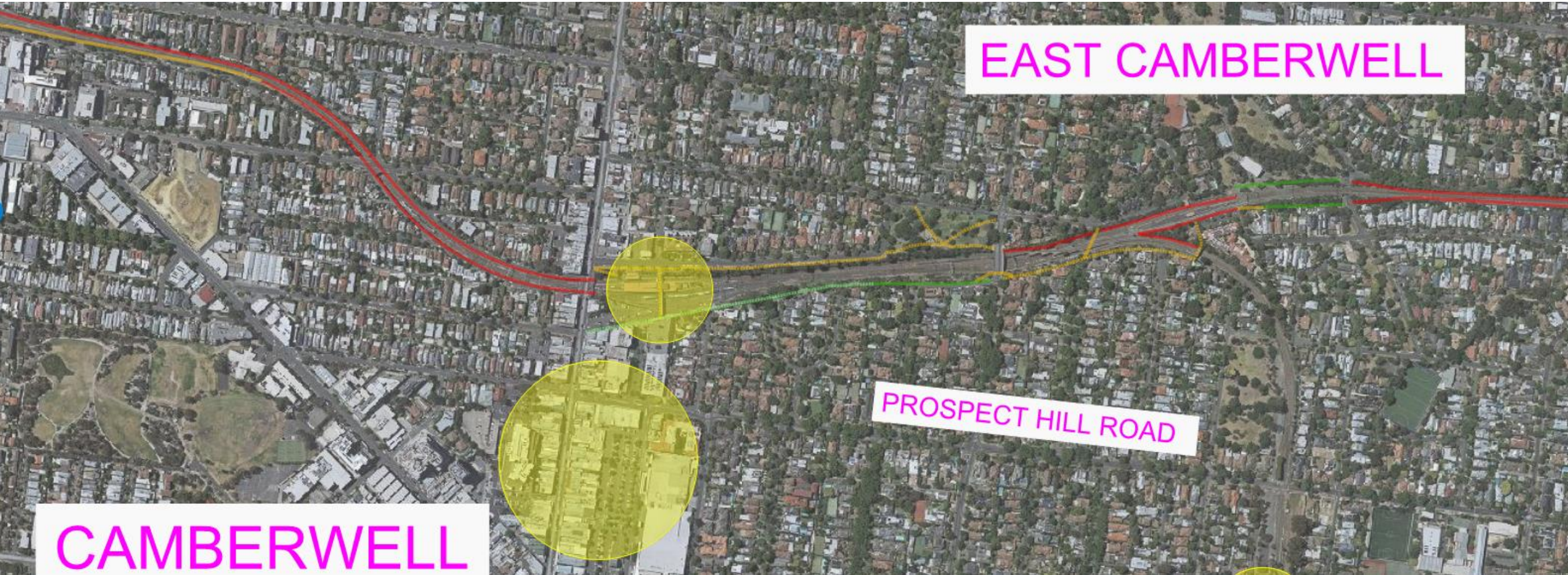
Preliminary investigations

High level assessment of rail alignment options



Preliminary investigations

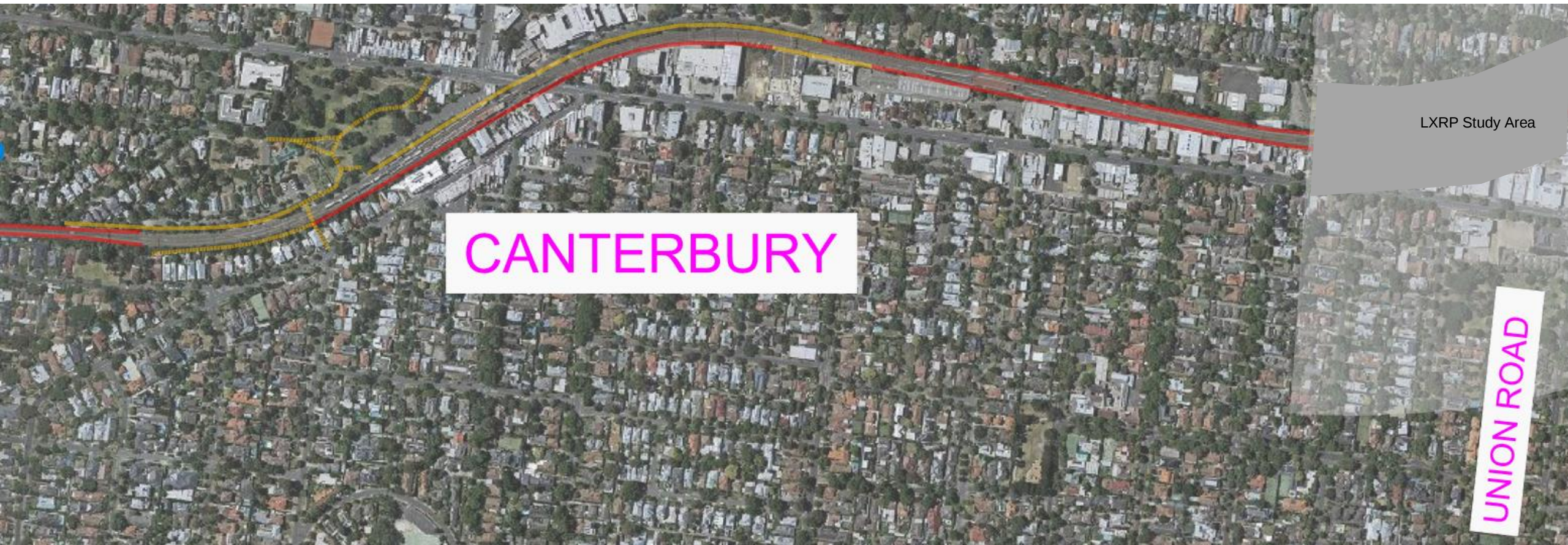
High level assessment of rail alignment options



-  Separated path feasible, desirable width
-  Separated path feasible, less than desirable width
-  Separated path not feasible, SUP likely feasible
-  No path feasible

Preliminary investigations

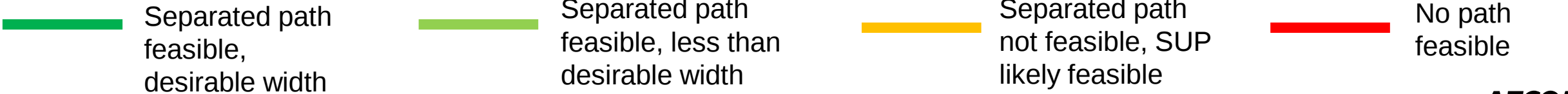
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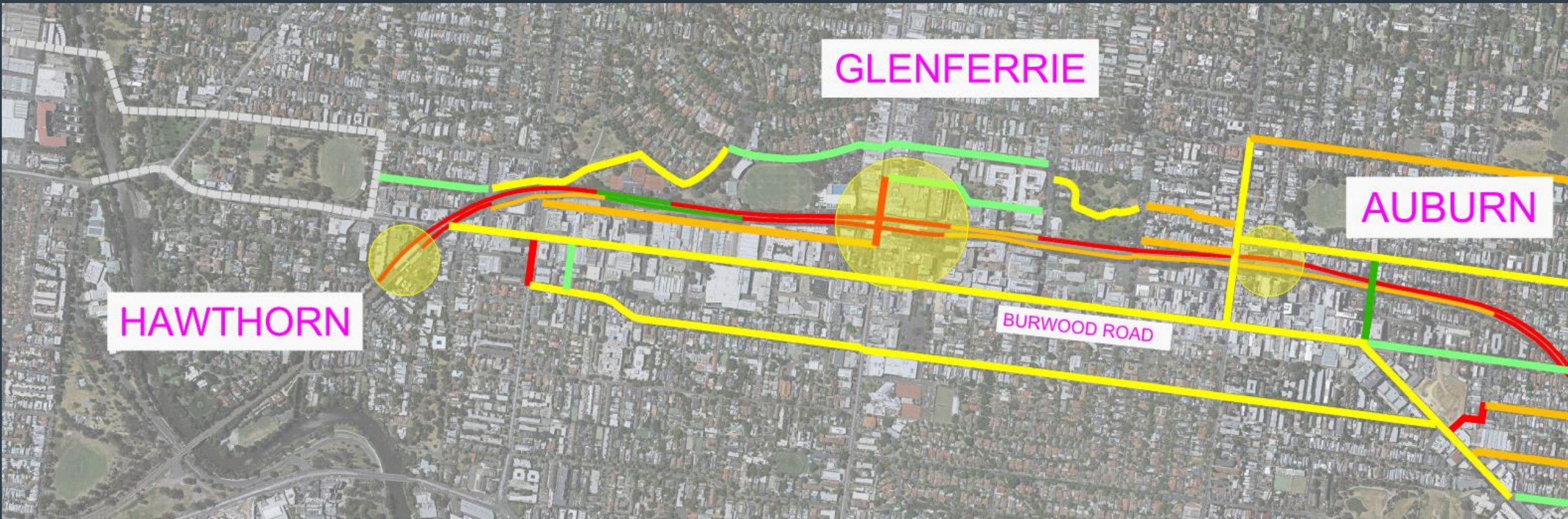
Preliminary investigations

High level assessment of rail alignment options



Preliminary investigations

Combine road and rail options onto one map



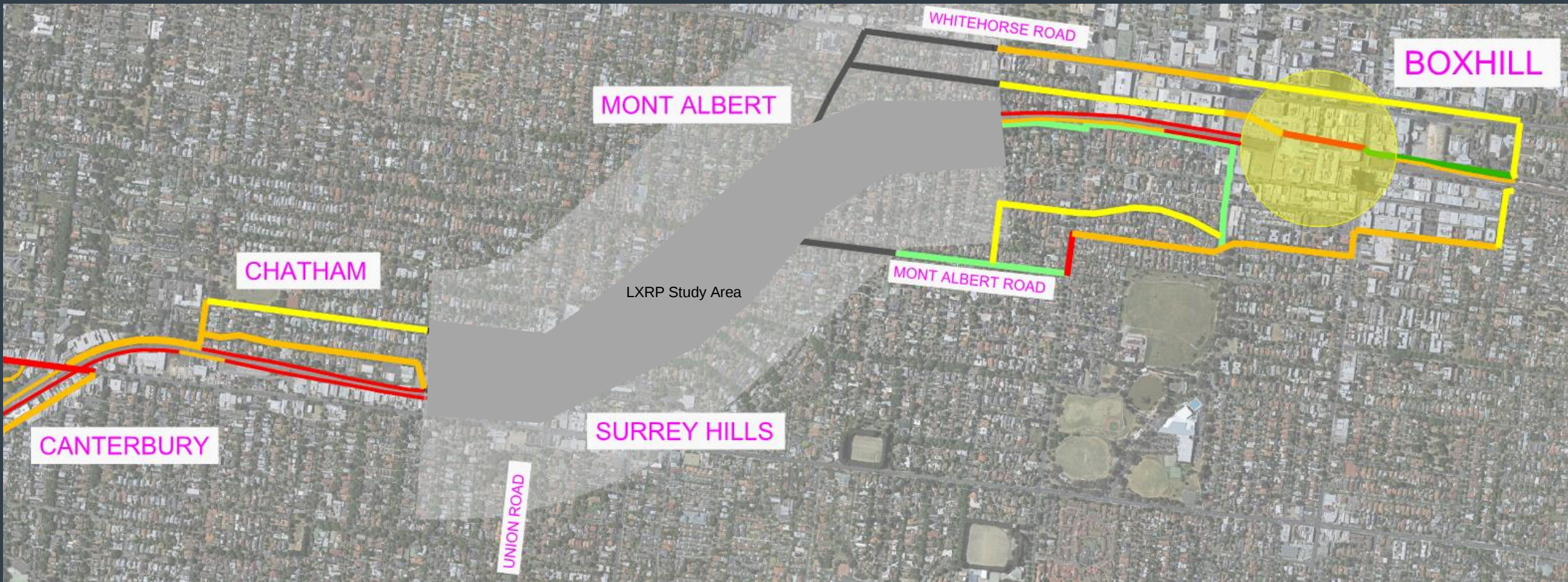
Preliminary investigations

Combine road and rail options onto one map



Preliminary investigations

Combine road and rail options onto one map



Preliminary investigations

Develop various themes for three project options

1

Project option 1

Alignment within railway reserve where feasible and connected via the road network where its not

2

Project option 2

Alignment typically within the road network with rail alignment segment options to supplement the option if desirable. Moderately direct principally using local and connector roads

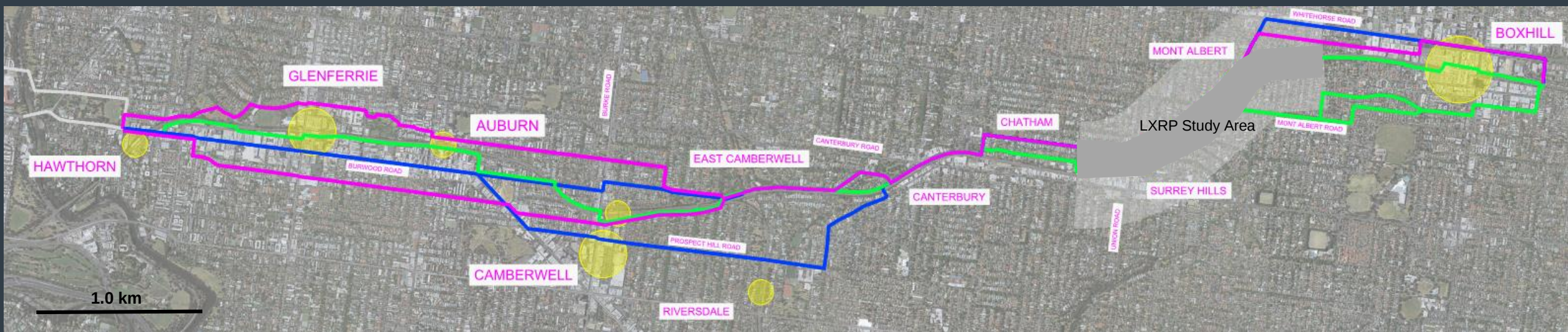
3

Project option 3

Project option 2 except highly direct principally using arterial and connector roads

Preliminary investigations

Summary of three options

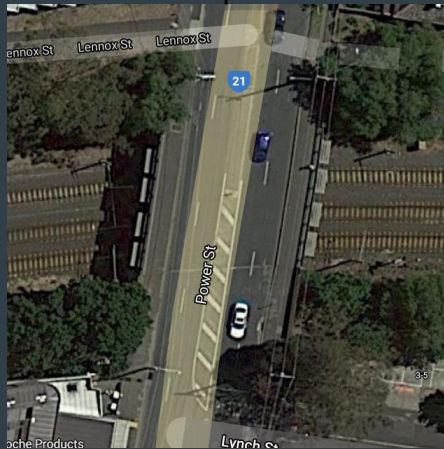


- Key destination
- Project option 1
- Project option 2
- Project option 3

Preliminary investigations

Project option 1: Rail theme

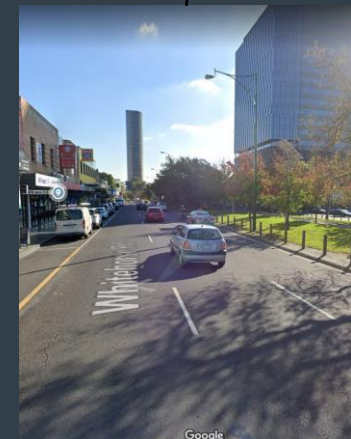
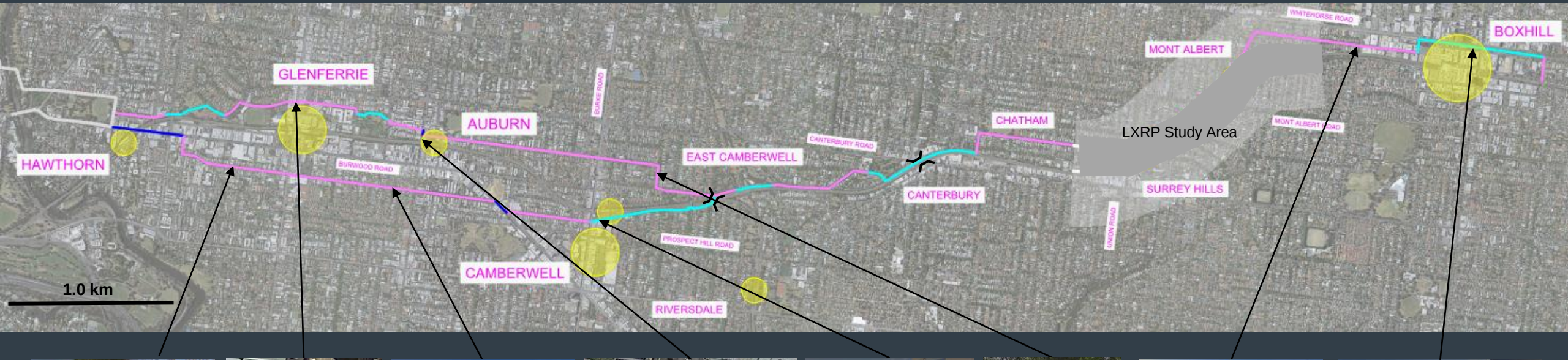
- Key destination
- Shared street
- Cycleway
- Off-road



Preliminary investigations

Project option 2: Road theme, moderately direct

- Key destination
- Shared street
- Cycleway
- Off-road



Preliminary investigations

Project option 3: Road theme, highly direct

- Key destination
- Shared street
- Cycleway
- Off-road



Next steps

Key Decision Point	Engagement Purpose	Feedback Required	Approximate Engagement timing
1 – Options identification	Inform key stakeholders of likely project options	Feedback on any concerns on the project options before proceeding to further investigation	Late June
2 – Preferred alignment option	Consult with key stakeholders on the preferred alignment option that should be taken forward for design and costing	Support for the proposed preferred alignment and feedback on alternative treatments at specific locations	Mid August
3 – Preferred treatments along alignment	Consult with key stakeholders on the preferred treatments along alignment following concept design and costing	Support for the proposed treatments along alignment to be further investigated and developed at the next project stage	Mid October