

Bicycle Action Plan 2019

Community Engagement Summary



May 2019

Bayside City Council
Corporate Centre
76 Royal Avenue
SANDRINGHAM VIC 3191

T (03) 9899 4444
F (03) 9598 4474

www.bayside.vic.gov.au



1 Background

Over February-March 2019, Bayside City Council gathered feedback and ideas from the community to make improvements to the bicycle network and to encourage cycling as an alternative to private vehicle trips in Bayside. This document provides a summary of this phase of stakeholder and community feedback about cycling in Bayside.

Community engagement feedback from the first stage was incorporated into a draft Bicycle Action Plan (BAP). The draft BAP was also informed by the recently adopted *Integrated Transport Strategy* and the previous Bicycle Strategy (2013). The second stage of community engagement sought feedback on the draft BAP in particular to determine 'if we have got the Action Plan right' and 'if we have missed anything'.

The final draft of the Action Plan is to be presented to Council at the June 2019 Ordinary Meeting. The actions will be then implemented following the endorsement of the revised BAP.

This report provides details of the first and second stages of the community engagement process including the feedback received on the draft Plan.

2 Consultation process

2.1 Consultation purpose

The engagement process was open to all residents and any visitors/tourists to the Bayside area.

The purpose of the engagement process was to seek resident, visitor and other stakeholder feedback on:

- any recommended improvements to roads in Bayside, for the benefit of cyclists, and the location of those roads;
- any recommended improvements to off-road shared paths in Bayside, for the benefit of cyclists, and the location of those paths;
- recommended locations for additional bicycle parking in Bayside;
- any suggestions to encourage residents/visitors to cycle more often.

Stakeholders

Within this document, reference is made to stakeholders. The project stakeholders are:

Internal

- Councillors
- Senior Leadership Team
- General Council staff

External

- Victoria Walks
- Bicycle Network Victoria
- RoadSafe South East
- Victoria Police
- Neighbouring councils (Port Phillip, Kingston and Glen Eira)
- Schools within Bayside Municipality
- General Public

The engagement negotiables and non-negotiables for this project are listed in the table below:

Negotiables	Non-negotiables
New bike infrastructure on Council managed roads	New bike infrastructure on Council managed roads
Location of new bicycle parking facilities	Location of new bicycle parking facilities
Suggestions to encourage more people to cycle more often	Suggestions to encourage more people to cycle more often
Behaviour change / awareness raising	

2.2 Consultation methodology

The following activities were undertaken:

- project information and survey hosted on the on-line engagement platform *Have Your Say*;
- two listening posts/pop-up sessions held at the Bright n Sandy festival and Sandringham Train Station;
- distribution of hardcopy surveys to local community facilities (for return by mail);
- promotion of the project using Council communication channels including social media;
- comment on the draft Bicycle Action Plan document.

Details	Activity
18 February to 18 March 2019 114 contributors 319 contributions 35 project followers	'Have Your Say' on-line engagement portal Bicycle location map (119 contributions) Bicycle survey (199 contributions) These contributions include both feedback provided on-line, and data entry of completed hardcopy surveys received via mail.
24 February 2019	Listening post/'pop-up' engagement Bright n Sandy Festival, Green Point, Brighton Questionnaire distributed
5 March 2019	Listening post/'pop-up' engagement Sandringham Train Station Questionnaire distributed A total of 21 completed questionnaires were received by Council following <u>both</u> the listening post sessions.
18 February to 18 March 2019 27 posts	Social media <i>Bayside Council</i> Facebook page Facebook posts made in response to key messages and promotion of feedback opportunity
8 May to 22 May 2019 11 respondents	'Have Your Say' on-line engagement portal Comment box – has Council got the Action Plan 'right' and has anything been missed?

3 Participant profile

On-line survey respondents

Gender was only recorded for registered members of the Have Your Say engagement tool. Only 10 registered members (7 males, 3 females) participated in this engagement process.

4 Consultation findings

The following section summarises the key themes which arose in community feedback on cycling in Bayside. In the interest of stakeholder and community privacy, individual quotes have not been included within this public document. Where there was more than one mention of a topic or item, the number of mentions has been specified in brackets.

This engagement process has identified in a wide range of community concerns and suggestions to improve cycling infrastructure and encourage cycling in Bayside. The results of the consultation will inform and assist in the development of the Bicycle Action Plan 2019.

4.1 First stage of engagement - cycling on roads

The majority of comments received in relation to on-road cycling were of a general nature or related to Beach Road. Specific comments were also received in relation to other streets.

It is noted that many comments received were in relation to roads under VicRoads control, such as Beach Road, Nepean Highway, Hampton Street, Bluff Road and South Road.

Specific concerns/suggestions in relation to on-road cycling are summarised below:

Topic	Community feedback
Issue-specific, not location-based comments	Provide (more) dedicated bike lanes; wider / safer bike lanes; separate bike lanes from parked cars (18) Parking in bike lanes is an issue/ don't allow (6) Separate car, bikes and pedestrians (5) Get cyclists off roads and onto bike paths (3) Restrict cycling to bike paths during peak periods (3) Dooring issue (3) Cycling on roads too dangerous / conflict between cars and cyclists (2) Cycling on road with parked cars is dangerous There are limits to how far you cater for cyclists on-road Provide commuter routes through back streets to shopping centres, station etc. (2) Reduce vehicle speeds (2) Maintenance, pot holes (2) Parking on street generally issue for cyclists (2) More bike lights Encourage cycling on less busy routes/times Bike lanes on all VicRoads roads On-road bike path to city Safer bike lanes, particular at intersections

	<p>Stop putting in roundabouts, kerb outstands – they make it harder for cyclists</p> <p>Ban cyclists on road</p> <p>Limit parking to one side of street to allow space for cyclists</p> <p>Cyclists on-road should follow road rules</p> <p>Bike lanes should be provided between footpath and parked cars</p> <p>Rule for 1m clearance to cyclists bad idea and can be frustrating to drivers eg in strip shopping areas</p> <p>Bike lanes should not be allowed to be blocked for construction activities</p> <p>Make bike lanes wide enough for 2 abreast</p> <p>Use Dutch style roundabouts for cyclists</p> <p>Separate bicycle lanes at roundabouts</p> <p>Extend No Stopping times during peaks</p> <p>Police poor behaviour of motorists</p>
Beach Road	<p>Restrict cyclists to two abreast/no riding in packs (5)</p> <p>Restrict cycling to defined time slots (eg. no cycling in AM peak) (4)</p> <p>Ban parking and dedicate lane to cyclists (3)</p> <p>Make clearway during peak periods/early mornings to improve safety for cyclists (3)</p> <p>Stop heavy vehicles using Beach Road (3)</p> <p>No cycling on Beach Road/provide alternative for speed cycling (3)</p> <p>Restrict cyclists to single file (2)</p> <p>Provide signs for cyclists eg, stay left, two abreast (1)</p> <p>Dedicated cycling lane (2)</p> <p>Improve road near Middle Brighton Baths and Bay Trail</p> <p>Opportunities for cyclists to turn right off Beach Road</p> <p>Separate vehicles and bikes, provide marked bike lanes</p> <p>Cyclists not obeying road rules</p> <p>Poor behaviour of cyclists</p> <p>Reduce speed limit</p> <p>Connection to Nepean Highway</p> <p>Dendy Street intersection – cyclist run red light or jump onto footpath</p> <p>Provide alternative cycle route using quieter streets</p> <p>Improve safety for cyclists, too narrow</p> <p>Cycling reduces road to one lane in each direction for cars</p> <p>At Beaumaris Hotel – improve road near kerb</p> <p>Provide pedestrian crossing near Normanby Street</p>
Bluff Road	<p>Too narrow for cars and cyclists</p> <p>Advocate to VicRoads for dedicated bike lane</p>
Thomas Street	<p>Repair damage done by NBN</p>
Hampton Street	<p>More speed control</p> <p>Request for dedicated bike lanes (3)</p> <p>Bike lanes are dangerous (2)</p> <p>Improve traffic signals at Beach Road for cyclists</p> <p>Advocate for road resurfacing – irregular surfaces and potholes dangerous to cyclists</p> <p>Dooring issues around Hampton Activity Centre – cyclists riding in the centre of the road frustrates motorists</p>
Nepean Highway	<p>Level surface, lines and lighting</p> <p>Bike lanes south of GlenHuntly Road (2)</p> <p>Cars encroaching bike lane north of Glen Huntly Road</p>

	Needs resurfacing between South Road and North Road Improved crossing at Chapel Street Better connections with New Street
Bay Road	Too narrow - safety concern Dooring issues – provide separated bicycle lanes or a painted buffer zone Do not make a cycling corridor – too dangerous for cyclists (high volumes and heavy vehicles), existing series of routes provide east-west connection
Highbett Road	Provide safe bike route from Highbett to Hampton/Sandringham/beach Too narrow - safety concern (2) Place sharrows (shared-lane marking) Requires safer bicycle access near Highbett Activity Centre Poor surface for cycling Give priority to cyclists specially during peak hours Provide alternative cycling route without parallel parking along Linacre Road or David Street
South Road	Cycling near Haileybury and St Leonards schools dangerous at school drop off/pick up times (3) Dangerous pinch points at Hampton Street intersection (2) Advocate to VicRoads for a signal-controlled crossing near Glencairn Avenue facilitating Brighton Secondary School cyclists to safely cross South Road
Dendy Street	Needs dedicated right turn lane at Burwah Ave Provide bicycle only slip lane onto Church Street Closing of on-road bike lanes without signage or alternative routes near construction sites
Weatherall Road	Provide wider bike lanes (2)
Cheltenham Road	Poor clearance between cyclists and cars – provide bike lane Upgrade footpath to shared path Provide a zebra crossing at Black Rock Primary School
Balcombe Road	Provide bike lane Zebra crossing at St Joseph's Primary School
Tulip Street	Cars parked along bike lanes Too narrow – widen carriageway
Abbott Street	Pinch point near Station Street – add chevron and bike road marking
New Street	Close level crossing near Beach Road intersection – very unsafe for cyclists Upgrade roundabout to improve cyclist's safety
Black Road shopping precinct	Reduce speed limit from 60km/h to 40km/h (2)
Request for bike lanes locations	Ludstone Street, Bridge Road, Abbott Street (2), between Hampton and South Road/Nepean Hwy Park Road
Intersections locations	Bike lanes between left turn and through lanes - poor solution Introduce safer roundabout for pedestrians and cyclists Ludstone Street/Earslsfield Road (2) Construct a roundabout to facilitate access to pedestrians and cyclists at Hampton Street/ Thomas Street

Roundabout at Hampton Street/Small Street to facilitate pedestrian crossing and road sharing
 Upgrade roundabout at New Street/Dendy Street, improving cyclists safety (3)
 Unsafe intersection for pedestrians and cyclists at North Road/ St Kilda Street

4.2 First stage of engagement - cycling on off-road shared paths

The majority of comments received in relation to on-road cycling were of a general nature or related to the Bay Trail. There were numerous suggestions for new paths.

Specific concerns/suggestions in relation to off-road cycling are summarised below:

Topic	Community feedback
Issue-specific, not location-based comments	Provide more bike paths (14) Improve bike paths/make safer (4) Provide network of cycling routes / routes between shopping centres (3) Make more use of public land for bike paths (2) Connectivity of paths / provide missing links (2) Provide dedicated bike paths following railway lines (2) Shared paths are great (5) Remove rumble strips from paths Better maintenance, sweeping, remove bumps (4) Better signage (4) / Bilingual signage at tourist spots (1) Pedestrian crossings of paths (2) Cyclist behaviour/speed on shared paths (6) Pedestrians walking across entire path (2) Allow riding on footpaths/make shared paths (5) Stop adults riding on footpaths (3) Provide insurance cover for riding on shared paths Separate paths for pedestrians and cyclists / shared paths not safe (12) Provide fast path for higher speed cyclists Paths should be for walkers only, cyclists on road Need speed restrictions / cyclists ride too fast (3) When repairing/replacing paths make suitable for truck access to beach Cyclists don't give way to pedestrians (2) Pedestrians on shared paths walking with headphones / unaware (2) Cycle only paths should be clearer Liaise with other Councils to connect existing bike paths Shade (2) Provide back road routes
Bay Trail	Happy with trail (7) More Keep Left pavement signage between Green Point and Brighton Baths for international visitors (4) Congestion makes it unsafe to ride on Congestion between Green Point and Middle Brighton Baths Need to slow cyclists near Green Point exit as motorists don't slow down

	<p>Need to slow motorists at shared path crossing at Green Point exit and Trevor Barker Oval (2)</p> <p>Crossings dangerous where beach access roads cross bike path</p> <p>Regular sweeping of path (2)</p> <p>Provide exercise stations</p> <p>Cyclists ride too fast (3);</p> <p>Use bell when passing</p> <p>Widen path (3)</p> <p>Separate pedestrians and cyclists (4)</p> <p>Prohibit cycling - restrict to Beach Road</p> <p>Encourage cyclists to use instead of Beach Road</p> <p>Proposal for works to Bay Trail on crown land contrary to previous agreements</p> <p>Police path - dogs off lead (2), pedestrians on bike path</p> <p>Don't let path be closed during upgrade/maintenance works</p> <p>Provide/improve lighting (2) (Elwood Bath to Brighton Baths very dark)</p> <p>Give Way to Pedestrian signage is ambiguous</p> <p>Focus on Bay Trail instead of a series of mini projects. Undertake remedial program and design for attributes like roads</p> <p>Improve connections between Bay Trail and other paths</p> <p>Facilitate access to Trail from side streets</p> <p>Sections of path are bumpy eg. Sandringham (3)</p> <p>Seal gravel driveway at Sandringham Footy Club</p> <p>Vegetation growing over path (3)</p> <p>Visibility at intersections of paths along Bay Trail (eg. Head Street), cut back vegetation, provide signage (5)</p> <p>Provide priority to shared path at intersections</p> <p>Increase awareness / provide warning signs for pedestrians and cyclists (2)</p> <p>Work with adjacent Council's for continuity/extension, eg. south of Mordialloc (4)</p> <p>Need café in Hampton section</p> <p>Big bump north of Bay Street</p> <p>Smoothen gutter crossing North Boat Ramp</p> <p>Improve alignment at the bridge south of Sundown Street – conflict between pedestrians and cyclists</p> <p>Smooth gutters near Middle Brighton Pier</p> <p>Conflict with pedestrians near Dendy Street</p> <p>Dangerous for pedestrians to cross path at Small Street</p> <p>Hampton Life Saving Club - Install signs and/or rumble strips to alert approaching cyclists of potential hazards/pedestrians</p> <p>Conflict between pedestrians and cyclists near Sandringham Beach Park Reserve (2)</p> <p>Provide surface marking and signage where cycling path crosses walking path</p> <p>Provide pram ramp opposite Haydens Road</p> <p>Too narrow and dangerous between Dendy Street and Green Point provide suspended walkway</p>
Nepean Highway path	<p>Poor condition between South Road and North Road, requires maintenance (2)</p> <p>Signage to segregate pedestrians and cyclists</p>

	<p>Safer and more convenient connection for cyclists between Elster Canal Path and Nepean Highway Requires signed connection with South Road</p>
New path suggestions	<p>Along the Frankston Rail corridor (5) Thomas Street or Willis Street and Small Street Bluff Road (2) Hampton Street Between Bluff Road and Beach Road (2) Black Rock to station Along Elwood Canal In Highett Reserve Road – pave existing dirt path for children to ride to school (2) Nepean Highway, North Road to Elsternwick Advocate to Glen Eira and Kingston to provide an off-road shared path or bicycle path along the entirety of Nepean Highway Cheltenham Golf Course (2) Connect Glebe Avenue and Cheltenham Recreation Reserve Off-road bike path between Cheltenham Train Station and Tulip Street Reserve via Cheltenham Park Reserve Shared path between Southland Train Station and Highett Train Station with grade separation at Bay Street</p>
Road crossings	<p>Hampton St - provide lights to cross at the railway, more crossing points (3) Bluff Road - provide zebra crossing around hospital Bluff Road - zebra crossing at FG Trick Reserve Tulip Street - provide a zebra crossing west of Duff Street Beaumont St / Abbott St - provide pedestrian crossing for children Were Street - provide zebra crossings near Moffat Street and Roslyn Street Charman Rd / Weatherall Road - difficult to cross as a pedestrian and turn right from Weatherall – investigate and find a solution Provide crossing for cyclists at Ludstone Street east of Hampton Street – unsafe for children Improve car/bike intersections</p>
Mountain bike trails	<p>Elsternwick Park and Nature Reserve ideal location for mountain bike trails</p>
Elsternwick Park	<p>Trim branches overhanging at head height</p>
Tulip Street Reserve	<p>Difficult to perform a right turn from Spring Street to shared path</p>
Merindah Park	<p>Upgrade sandy substrate at Spring Street/Talinga Road linkage, making it safer for cyclists</p>
Dendy Park	<p>Maintain bike path</p>

4.3 First stage of engagement - bicycle parking locations

Respondents provided suggestions for additional bicycle parking - their responses are summarised below:

Topic	Community feedback
Issue-specific, not location-based comments	<p>More bike parking generally (8) More bike parking at cafes (6) More parking at shopping centres/strips (5) More parking at supermarkets (2) Bike parking not necessary</p>

	<p>Bike parking at major bus stops (2)</p> <p>Need more secure parking (4)</p> <p>Bike racks at car parks and lookouts</p>
Bay Trail	<p>Almost no parking near Hampton Beach</p> <p>Bike racks don't accommodate bike with wagon</p> <p>Provide bike racks between Beaumaris Life Saving Club and teahouse</p>
Stations	<p>More parking / secure parking at Hampton Station (9)</p> <p>More upgraded parking at Sandringham Station (9)</p> <p>More parking / secure parking at stations (7)</p> <p>More parking/ secure parking at Middle Brighton Station</p> <p>Undercover and secure parking at North Brighton Station</p> <p>Parking at Sandringham Station is poorly maintained</p>
Specific locations	<p>More parking near North Road Foreshore/end of North Road (2)</p> <p>More parking at Cochrane Street north of Bay Street</p> <p>More parking at Beaumaris Concourse</p> <p>Bike parking at beach boxes</p> <p>Black Rock LSC</p> <p>Along Middleton Road - Wickham Road route from Bay Road to Nepean Highway</p> <p>Undercover parking at Middle Brighton Pier</p> <p>Parking north of Sandringham Beach Reserve</p> <p>Parking near Highett Tennis Club</p> <p>Parking at Tulip Street Reserve</p> <p>Parking at FG Tricks Reserve</p> <p>Provide parking near Sandringham Hospital</p> <p>North of Merindah Park</p> <p>Bayside City Council Corporate Centre</p> <p>Balcombe Park Reserve near the toilets</p> <p>Parking at Donald MacDonald Reserve near the cricket nets</p> <p>Parking at the north-eastern corner of Gramatan Avenue and Gareth Avenue</p> <p>At the upper car park on Cerberus Way</p>
Other	<p>Ratepayers would have to pay for designated parking not cyclists</p> <p>Parked bikes block footpath access at Black Rock shops</p> <p>Need more bike parking for events (including signage) (2)</p> <p>Events parking is good</p>

4.4 First stage of engagement - other suggestions provided

A range of other concerns/suggestions were provided during the consultation and are summarised below:

Topic	Community feedback
Public transport	<p>Reduced transport fares to cyclists</p> <p>Accommodate bikes on trains and buses</p>
Water stations	<p>Provide water fountains along bike paths (8)</p> <p>Water fountains with bottle refill option for cyclists (2)</p> <p>Provide water stations near bike parking</p>
Helmets	<p>Helmet use not being policed</p>
Behaviour	<p>Cyclists should be more respectful of pedestrians</p> <p>Enforce and issue tickets to motorcyclists riding along shared paths</p>
Promotion	<p>Run / promote events (5)</p> <p>Encourage/promote cycling (3)</p>

	<p>Improve cycling culture</p> <p>Notices/newsletters (3)</p> <p>Promote fitness through doctors</p> <p>QANTAS frequent flyer points for activity</p> <p>Council discount on rates for cyclists</p>
Direction signage	<p>Don't erect signage, doesn't make road safer</p> <p>Better signage to follow paths</p> <p>Signage to cafes, facilities etc</p> <p>Provide controlled crossings along Beach Road where there is directional signage</p>
Education	<p>Education for cyclists (5)</p> <p>Education for motorists (5)</p> <p>Signage to warn drivers of cyclists</p> <p>Cycle 'buses' for kids</p>
General	<p>Recognise/provide for three forms of cycling – commuter cycling, active fitness/road cycling and leisure/recreational/trail cycling</p> <p>Provide better network of connected bike paths and on-road lanes</p> <p>Consider investment in off-road training facilities</p> <p>Cyclists should have registration / license (4)</p> <p>Provide weather shelters along Beach Road</p> <p>Prefer not to wear helmet / helmet deters cycling (3)</p> <p>Many don't wear helmets / fit helmets correctly</p> <p>Opportunity to make women feel safer and increase participation in conjunction with other organisations</p> <p>All bikes should have bells</p> <p>Provide more bicycle infrastructure (generally) (2)</p> <p>Car-free periods around sports events</p> <p>Share cars in key locations</p> <p>Restrict densification to within 400m of railway stations</p> <p>Ban cars near schools during school pick ups and drop offs allowing children to ride and walk to and from schools</p>
Schools	<p>Too busy around schools/discourages cycling</p> <p>Make safer to ride to schools (2)</p>
Toilets	<p>Provide a public toilet at the Moorabbin Activity Centre, south of Nepean Highway</p>

4.5 Second stage of engagement – comments on the draft Action Plan

Comments received on the draft Action Plan are documented below:

Paths and lanes	<p>All road markings need to be better maintained and repainted as required</p> <p>Bicycle improvements not to obstruct traffic flow</p> <p>Bicycle infrastructure on Hampton Street, between South Road and Beach Road requires improvement</p> <p>Bicycle only paths are used by non-cyclists</p> <p>Shared paths are too crowded</p> <p>Motorised bicycles speeding concerns</p> <p>Bicycle priority and sharrows to be provided on every road</p> <p>Bicycle path along Bay Road should be abandoned as it is dangerous</p> <p>Bicycle path along Nepean Highway from South Road to the northern boundary of Bayside municipality is in need of urgent maintenance attention Investigate on bicycle improvements for Hihett Road</p> <p>Do not build hard surfaced track along Cheltenham Road</p>
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Improve line marking on bicycle paths;
 Insufficient cycling pathways suitable for kids in Bayside
 Line marking / signage to be provided on the Bay Trail, adjacent to all beachside entry points to alert pedestrians of cyclists
 The southern area of Bayside has the potential to have an extensive network of off road shared paths, similar to Beach Road
 Bicycle facilities need to be planned to coexist with other road users

Parking	<p>More bicycle parking at Middle Brighton Station Bicycle parking needs to be available for cyclists use, not to secure pets Provision of <i>Parkiteer</i> cage at Sandringham Railway Station is a priority Bicycle racks on bus</p>
Council project management and implementation	<p>Evaluation of proposed bicycle infrastructure to determine if they are needed or wanted before progressing to design and construction Most of the infrastructure identified should be deliver within 6 months, not over a 5 year period Recommendation for movement and place framework to be adopted Council to explore funding opportunities in conjunction with other developments i.e. Big Build Projects Bayside bicycle map is out-of-date Insufficient time given to properly review the content Inclusion of VicRoads Strategic Cycling Corridors and Principle Bicycle Network Plan</p>

4.6 Facebook posts during first and second stages of engagement

During both engagement stages of the project there were 27 Facebook posts on the Council’s Facebook page, in response to the promotion of the opportunity to ‘Have Your Say’ and the project’s key messages. Social media posts can be a combination of questions to Council, comments, suggestions, complaints or discussions between users. The verbatim posts have been summarised below:

Help us develop a new Bicycle Action Plan	<p><i>Less pedestrians sharing cycle lanes would definitely help to keep cyclists off the road - the shared lanes along the Ocean Road can be treacherous (pedestrians just step out in front of cyclists, don’t move when you ring the bell due to headphones). Would prefer to use the road on the Ocean Road rather than the cycle lane - too nerve racking.</i></p> <p><i>Timely action plan after (de-identified) episode on Saturday Ride in slip lanes alongside roads or bike paths – connect the two</i> <i>Want a way to report poor bike riding on roads, report faulty paths, need fines for parking in bike lanes</i></p>
We welcome your ideas and suggestions	<p><i>Fine cyclists who use the road where path is provided eg Beach Rd (2)</i> <i>Separated cycle lanes along priority routes. Connected off-road trails between shopping centres. Safe cycling to schools. Winter sun and summer shade on trails. Densification restricted to within 400m of rail stations to maximise active transport and minimise cars on roads. Share cars parked in key locations to incentivise non-car ownership.</i> <i>Ban bikes on roads</i></p>

Make Nepean Hwy bike path useable - is like riding on a corrugated dirt track

Make it easier for cyclists to navigate the south-bound road crossings from the slip road - is the main reason they ride on the main highway

Make Beach Road from Black Rock to Elwood bike-free from 7am until 8.30am Monday to Friday so cars can actually drive at the desired road speed and not dodge cyclists (2)

Mordialloc to Elwood: Clearways and cyclist free during peak times morning and afternoon. allow smoother traffic flow and less accidents

How much money has the Council spent on bicycle paths along Beach Rd? Encourage cyclists to use it instead of the road

More bike racks outside Sandy station / the Parkiteer at Sandy has it as one of the busiest - a few bike racks outside would solve the problem

Take notice of what your cyclists want

Safe and secure bike racks at stations

Car-free periods around sports facilities to facilitate safe active travel to facilities and improve air quality during sports events

Don't forget there are disabled people who need car access

Make cyclists pay registration like other road users and use that money to create more bike paths

Separation is the answer - make the Beach Road cycleway wider and safer, move them off the roadway

Stop the bikes using the Brighton Elwood path - much too fast and too close to pedestrians

Lots of people having their say - most of them would probably say "ban cyclists from the road"

Put 1000s of cars back on the road for them to queue behind

Thanks to everyone who came and talked to us

4.7 Project Evaluation

In terms of stakeholder reach, no specific targets were set for the first stage of community engagement. The 'Have Your Say' on-line engagement portal attracted 114 contributors (319 contributions) and 35 project followers during February-March 2019.

For the second stage of community engagement, it was proposed that the engagement activities would attract:

Measure	Outcome	Evaluation
50% followers return 20 responses	There were 76 visitors to the <i>Have Your Say</i> platform, with 11 contributors and 3 followers	Measure not met

An evaluation debrief workshop will be held following presentation of the report to Council, to identify any process improvements.