

Traffic and Transport Plan

Highett Structure Plan

V171334



Prepared for
Bayside City Council

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1 Introduction

1.1 Overview

Cardno has been engaged by Bayside City Council to provide traffic and transport advice with respect to the review of the Highett Structure Plan.

This Traffic and Transport Plan has been prepared to build upon the findings of the Background Report, and present the strategies, objectives and actions guiding the future of the Highett study area, including the following:

- > Mitigation of car parking and traffic impacts within the Highett Study Area;
- > Increase usage and improve safety for sustainable transport modes;
- > Development of objectives to improve current traffic, car parking and sustainable transport networks;
- > Improved connections to open space in and close to the study area; and
- > Consideration of community consultation results, including issues and opportunities raised.

1.2 Traffic and Transport Plan Context

This report forms one of two work packages to be provided as part of the Highett Structure Plan Review traffic and transport advice project, with the key purpose of this report being to present the guiding strategies and specific actions that will inform the development of a revised Structure Plan for the Highett study area, and considers the findings and recommendations of the Background Report.

1.3 Study Area

The Highett study area is located within Bayside City Council, approximately 20 kilometres southeast of the Melbourne CBD.

The Highett study area is generally bound by Bay Road to the south, the Frankston Railway Line to the east, Wickham Road to the north, and Beaumaris Parade to the west. The area has a population of approximately 3,000 residents.

The majority of the land uses are residential in nature, being General Residential Zone or Neighbourhood Residential Zone, with Commercial Zone areas located at the Highett Road and Bay Road Activity Centres.

Figure 1-1 shows the boundaries of the study area in the context of the surrounding area, whilst Figure 1-2 indicates the respective planning scheme zones within the study area.

The map displays the Highett Structure Plan Study Area, which is a shaded blue region. The area is bounded by Highett Rd to the north, Nepean Hwy to the east, and a line of streets including Albert St, Donald St, and Cloyne St to the south and west. The map shows a grid of residential streets, including Highett Rd, Nepean Hwy, and various local streets like Albert St, Donald St, and Cloyne St. The area is labeled 'HIGHETT STRUCTURE PLAN STUDY AREA' in the center.

The map displays the Highett Structure Plan Study Area, which is outlined in blue. The area is divided into various land use zones, each color-coded and labeled: NRZ3 (pink), GRZ3 (light pink), C1Z (light green), MUZ (yellow), PPRZ (light blue), C2Z (light purple), GRZ1 (light green), and PUZ1 (yellow). The map also shows a network of streets, including Hillston Road, Wickham Road, Rowans Road, Turner Road, Mattheson Street, Princess Avenue, Royalty Avenue, Wangara Road, and others. A central area is highlighted in blue and labeled 'HIGHETT STRUCTURE PLAN STUDY AREA'.

2 Vision & Principles

The following section has been prepared to present the traffic and transport vision for the Highett Structure Plan study area, including the guiding principles and objectives.

2.1 Highett Structure Plan Transport Vision

The transport vision of the Highett Structure Plan study area is to support the revitalisation of the Highett Structure Plan study area, notably the Highett Road activity centre, the potential redevelopment of the CSIRO site, and the gradual development of the surrounding residential and commercial areas.

The revitalisation will be supported by a transport network that prioritises and facilitates walking and cycling as the primary mode of transport, complemented by an attractive and efficient public transport network, and a low speed, well-controlled local road network providing access to the residential areas.

Planning and management of the local road network via effective use of Local Area Traffic Management (LATM) measures, including speed control devices, landscaping treatments and improvements to road safety, appropriate parking controls, optimisation of the existing public transport services including both bus and rail services, and growing the active transport network will support this vision in a safe, efficient manner.

The vision is also to ensure that local access and connections to the surrounding areas are maintained in a manner suiting the land uses in the study area, which are predominantly low-to-medium density residential complemented by a local activity centre and higher density mixed-use developments along Highett Road.

2.2 Highett Structure Plan Transport Principles

Having regard to the Highett Urban Design Advice supporting document prepared by SJB Urban, the following principles have been prepared to guide the management of current and potential future traffic, transport and parking opportunities and constraints within the study area.

2.2.1 Principle 01: Create an accessible, amenable and safe local transport network

In the context of population growth within the City of Bayside, the Highett Structure Plan study area is currently and will continue to be a valued local area, with a safe and attractive local transport network, close to amenities and transport options other than private motor vehicles, notably Highett and Southland Railway Stations, local bus routes, and pedestrian and cycling routes.

2.2.2 Principle 02: Support the revitalisation of an area well-connected to its surrounds

As the gradual development of Highett's residential and commercial centre areas continues, improvements to the local transport network should focus on providing capacity for growth and improving connectivity to the surrounding areas, created via the use of new active transport routes along the railway corridor and the major vehicle movement corridors, removal of level crossings on Highett Road and Wickham Road, and upgrades to intersections along Highett Road and Bay Road.

2.2.3 Principle 03: Enhance pedestrian links and desire lines within, to and from the area

Pedestrian movement corridors between residential areas and destinations, such as Highett Shopping Centre, Highett Railway Station, Southland Shopping Centre and Southland Railway Station, should be enhanced to make walking a safer, more amenable and more attractive mode choice for local residents.

2.2.4 Principle 04: Provide safe, amenable and direct pedestrian and cycling access

As the Highett Structure Plan study area is located close to two railway stations, being Highett and Southland Railway Stations, there are opportunities to improve active transport connections to and from the stations, and in turn Melbourne CBD and the surrounding suburbs to the north and south. Improvements to access to both stations for pedestrians and cyclists from the study area should be provided as a priority, to optimise the use of public transport as an alternative to private car use.

2.2.5 Principle 05: Support the future redevelopment of the CSIRO site

In order to optimise the potential redevelopment opportunity presented by the CSIRO site, it will be imperative to provide local transport links to and from the site. From a traffic and transport perspective, providing local road links that prioritise pedestrian and cycling, and well as dedicated shared path links, will ensure that development and subsequent population growth in this area is supported.

2.2.6 Principle 06: Manage on-street car parking demand through effective supply and demand controls

As the appetite for development within the Highett Structure Plan study area continues to grow in response to increased population and improvements in access and movement, the allocation of car parking for new developments in the study area should be considered carefully to ensure minimal impact to street amenity and to encourage use of alternative transport modes.

3 Objectives & Actions

The following objectives and actions have been developed for the traffic, transport and parking component of the Highett Structure Plan. These recommendations have been developed based on the findings of the Background Report and the traffic, transport and parking vision and principles outlined above.

3.1 Objective 1: Prioritise Active Transport Modes

Encouraging active mode choice within the study area will be key in achieving the vision for supporting a growing neighbourhood able to accommodate increases in population and activity.

Pedestrian links between residential areas and local destinations, such as Highett and Southland Railway Stations, Southland Shopping Centre, the Highett Road shopping strip, the Bayside Business Employment Area and the Cheltenham Activity Centre, should be strengthened by improving connectivity, route attractiveness and safety across major vehicle and rail corridors.

Bicycle routes through, within, to and from the study area are to be improved / created via the use of safe and attractive on-road and off-road facilities, that provide convenient and connecting routes along major east-west and north-south movement corridors such as Bay Road, Highett Road, Wickham Road, Worthing Road and the Frankston Railway Line. Specific treatments for cyclists should be provided along these routes to encourage the use of bicycles for travel to and from employment, education and leisure activities.

The actions presented in Table 3-1 have been identified to achieve this objective, along with the priority for each action, and have been illustrated in Appendix A:

Table 3-1 Objective 1 Actions List

Action	Description	Priority
1.1: Provide a Signalised Pedestrian Crossing across Bay Road	Advocate to VicRoads for a safe crossing facility across Bay Road near to the Frankston Railway Line bridge to allow safe and controlled movement across Bay Road, to and from Southland Shopping Centre and Southland Railway Station, which should be incorporated with the future shared path along the Frankston Railway Line corridor.	Short to Medium term
1.2: Provide Pedestrian Access across the Frankston Railway Line via Lyle Anderson Reserve	Advocate to VicTrack to provide a pedestrian and cycling connection across the Frankston Railway Line at Lyle Anderson Reserve, which would facilitate a connection from the study area to Sir William Fry Reserve.	Short to Medium term
1.3: Improve Pedestrian Connectivity to Highett Railway Station from Highett Road and Train Street	Improve the pedestrian connections from Highett Road and Train Street to Highett Railway Station in conjunction with the removal of the Highett Road Level Crossing and the new pedestrian and cycling link adjacent to the Frankston Railway Line corridor.	Medium term

Action	Description	Priority
1.4: Improve Pedestrian Facilities along routes to/from the Highett Road Activity Centre	Improve pedestrian safety and amenity along pedestrian routes that connect to/from the Highett Road Activity Centre and Railway Station, through improved lighting, smooth and level walking surfaces, safe crossing points and increased amenity, including along Highett Road, Graham Road, Middleton Street and Worthing Road.	Medium term
1.5: Provide Signalised Pedestrian Crossings across Bay Road and Highett Road	Provide signalised pedestrian crossings along Bay Road and Highett Road, to be incorporated into signalised intersections at Bay Road / Graham Road and on Highett Road near to Donald Street. Signalised crossings will provide safe crossing points for residents travelling to and from the Bayside Business Employment Area, the Highett Road shopping strip, bus stops, local schools, parks and other destinations.	Short term
1.6: Provide Pedestrian Crossing Facilities across Graham Road	Provide pedestrian crossing points across Graham Road near to 36 Graham Road, providing a connection from the CSIRO site through 36 Graham Road to Lyle Anderson Reserve and onto Sir William Fry Reserve, in conjunction with a pedestrian rail crossing over the Frankston Railway Line	Short to Medium term
1.7: Provide New Shared Paths within the CSIRO site	Upon development of the CSIRO site, shared pedestrian and bicycle paths should be provided that connect Highett Road to Bay Road (along the eastern boundary of the site) and Graham Road to Middleton Street (following the Thistle Grove alignment and James Avenue alignment), providing connectivity for pedestrians and cyclists to the Bayside Business Employment Area, and the Highett Road shopping strip as well as to the wider bicycle network.	Short to Medium term
1.8: Provide a Shared Path along the Frankston Railway Line	Provide a shared pedestrian and bicycle path along the Frankston Railway Line from Bay Road to Wickham Road, providing a safe and continuous route to and from Highett and Southland Railway Stations, and Highett and Southland Shopping Centres, and from Bay Road to Wickham Road, with local access to residential areas where possible. This path is to extend north to the Moorabbin Activity Centre and south to the Southland and Cheltenham Activity Centres.	Medium term
1.9: Provide Bicycle Facilities along Bay Road	Provide on-road bicycle lanes along Bay Road, to be physically separated from vehicle traffic to ensure safety for cyclists, which will connect to the Nepean Highway in the east and Beach Road in the west and provide local connections to and from Sir William Fry Reserve, Southland Railway Station and Shopping Centre and the Bay Road / Jack Road NAC at the corner of Bay Road and Jack Road.	Short to Medium term
1.10: Provide Bicycle Facilities along Middleton Street	Provide bicycle facilities along Middleton Street, in the form of sharrows in the short term and on-road bicycle lanes in the medium term. These facilities will connect to the future on-road bicycle lanes along Bay Road, provide connections to future bicycle infrastructure along Worthing and Wickham Roads and from residential areas to the surrounding bicycle network and surrounding destinations.	Short to Medium term
1.11: Provide Bicycle Facilities along Worthing Road	Provide on-road bicycle lanes along Worthing Road, to be separated from vehicle traffic to ensure safety for cyclists, which will connect to Wickham Road in the north and Highett Road in the south and provide local connections to and from the Highett Road shopping strip.	Short to Medium term

Action	Description	Priority
1.12: Provide Bicycle Facilities along Wickham Road	Provide on-road bicycle lanes along Wickham Road, to be separated from vehicle traffic to ensure safety for cyclists, which will connect to Nepean Highway in the east and Bluff Road in the west and provide local connections to and from the Highett Road shopping strip and the future shared path along the Frankston Railway Line.	Short to Medium term

3.2 Objective 2: Integrate Public Transport Accessibility

To ensure that a growing population in Highett is well-supported by public transport as a viable mode of transport, it is recommended that the existing public transport services be improved to provide a more attractive and efficient bus and rail network.

The existing bus routes within the Highett Structure Plan study area should be improved via increased frequency of services, improved active transport (pedestrian and cycling) routes to and from bus stops and consideration of bus priority infrastructure at major intersections including Bay Road / Nepean Highway and Highett Road / Nepean Highway.

The existing level crossings present an unsafe barrier to improving the transport network, as pedestrian crossings are level with the rail and road carriageways. In addition, the bus-to-rail interchange at Highett Station is located on Highett Road to the west of the rail line, requiring pedestrians to cross the rail tracks if arriving on the Frankston-bound side of the station.

To improve integration with the Highett Road shopping strip, improve pedestrian amenity and integrate with existing bus routes, removal of the Highett Road Level Crossing should be advocated for by Council. The actions presented in Table 3-2 have been identified to achieve this objective, along with the priority for each action, and have been illustrated in Appendix A:

Table 3-2 Objective 2 Actions List

Action	Description	Priority
2.1: Improve Level of Service of Bus Routes within the study area	<p>Improve the level of service provided by bus routes in the Highett Structure Plan study area (708 and 828) to encourage use of these services by local residents over private car use. Measures to improve level of service include:</p> <ul style="list-style-type: none"> • Increase service frequency during peak periods (from 20-30 minutes to 10 minutes) and on weekend days (from 1 hour to 30 minutes); • Improve access to bus stops within the study area; and • Improve priority for buses on the surrounding road network via investigation of bus priority infrastructure at major intersections (Highett Road / Nepean Highway, Bay Road / Nepean Highway). 	Short to Medium term
2.2: Advocate for Removal of the Highett Road Level Crossing	Advocate to the Victorian State Government for the removal of the Highett Road Level Crossing in order to improve public transport integration, pedestrian safety and amenity with the Highett Road shopping strip, whilst improving transport network capacity for future growth.	Medium to Long term
2.3: Advocate for Removal of the Wickham Road Level Crossing	Advocate to the Victorian State Government for the removal of the Wickham Road Level Crossing in order to improve public transport integration, pedestrian safety and amenity, whilst improving transport network capacity for future growth.	Medium to Long term

3.3 Objective 3: Improve Transport Network Capacity for Future Growth

Having due consideration of the existing operation of the road network in and around the Highett study area, and the likelihood of future development to occur within the CSIRO site and in the study area in a gradual fashion, it is recommended that a number of transport network upgrades be considered to accommodate future development generated traffic and improve the safety of the road network.

The intersections of local roads with Bay Road are currently operating in predominantly an unsignalised manner. Given the traffic volumes along Bay Road is currently high (over 1,000 vehicles per hour during the commuter peak hours), some of these intersections are currently operating at capacity. Specifically, the ability for Graham Road and Middleton Street to accommodate additional traffic movements and distribute traffic to Bay Road is limited by their unsignalised intersection arrangements.

The high traffic volumes along Bay Road also make it difficult for pedestrians and cyclists to travel from the north to the south. The capacity for the existing local road network to accommodate future development, and future pedestrian and cyclist movements, is therefore restricted. The proposed / recommended new signalised crossings at the abovementioned intersections will accommodate safe pedestrian and cyclist movements to the existing and future pedestrian and cycling facilities along these routes. The formalisation of traffic lanes along Bay Road between the Frankston Railway Line Bridge and Jack Road will also improve safety for cyclists choosing to ride along this corridor, and safety in the interim for vehicles accessing properties along Bay Road.

Access for vehicles from properties along Bay Road is also impacted by high vehicle speeds and high traffic volumes in the peak hours. Upon development of these lots, rear loading access arrangement should be encouraged where possible that allows access from a rear laneway between Beaumaris Parade and Cloyne Street, and from rear laneways extending from Cloyne Street eastwards, from Graham Road eastwards and from Jackson Road westwards.

With additional development occurring in the study area, and traffic volumes expected to increase, the conditions of the local street network (including road safety, vehicle speeds and local street traffic distribution) are expected to change. In response, it is recommended that the local network is monitored in an ongoing capacity and appropriate Local Area Traffic Management (LATM) and parking control measures are taken to respond to any traffic and transport issues that arise.

Under the scenario that residential development occurs within the CSIRO site, the distribution of traffic to the surrounding road network needs to be considered, including the impact on local streets and the Graham Road / Bay Road and Middleton Street / Bay Road intersections. Local road connections will be required from the CSIRO site to Graham Road and Middleton Street, and should be located so as to take advantage of surrounding street layout. Local road connections should be provided near to 32 Middleton Street and near to 35 Graham Road, where previous CSIRO site access points were provided.

The actions presented in Table 3-3 have been identified to achieve this objective, along with the priority for each action, and have been illustrated in Appendix A:

Table 3-3 Objective 3 Actions List

Action	Description	Priority
3.1: Upgrade the Bay Road / Graham Road Intersection to a Signalised Intersection	Advocate to VicRoads to upgrade the Bay Road / Graham Road intersection to a signalised intersection, in order to improve safety for pedestrians, cyclists and vehicles along Bay and Graham Roads and provide additional capacity for future residential growth.	Short term
3.2: Modify the Bay Road / Middleton Street Intersection to a Left-in/Left-out arrangement	Modify the Bay Road / Middleton Street intersection to a left-in/left-out intersection, in order to improve safety for pedestrians, cyclists and vehicles along Bay Road and Middleton Street and improve traffic flow.	Short to Medium term
3.3: Provide Local Road Connections from Graham Road and Middleton Street into the CSIRO site	Upon residential development occurring within the CSIRO site, new local road connections will be required. These should be provided at or near to 32 Middleton Street and adjacent to 35 Graham Road, where site access points were previously provided.	Medium to Long term

Action	Description	Priority
3.4: Provide access to Bay Road Properties via a New Rear Laneway	Upon development of lots along Bay Road within the Highett Structure Plan study area, a new rear laneway should be considered that allows access from the rear of these lots, in conjunction with removal of access directly from Bay Road.	Medium to Long term
3.5: Formalise the Traffic Lanes along Bay Road between the Frankston Railway Line Bridge and Jack Road	The section of Bay Road between the Frankston Railway Line Bridge and Jack Road should be formalised to reflect the existing arrangement, being a single traffic lane in each direction, to improve safety for cyclists currently using this route and for vehicles accessing properties along Bay Road.	Short to Medium term
3.6: Designate Graham Road as a Connector Street	Graham Road provides a key continuous north-south vehicle movement corridor between Highett Road and Bay Road, is used by bus route 708, and is expected to accommodate additional traffic volumes with future developments in the study area. Graham Road should be designated as a Connector Street, to reflect its current and future function as a key movement corridor within the study area	Short to Medium term
3.7: Provide Traffic Management Upgrades to Graham Road	<p>In line with the recommendations made within the Graham Road Traffic Management Plan and the CSIRO Traffic Impact Assessment, traffic management upgrades should be provided to improve safety and amenity along Graham Road, including:</p> <ul style="list-style-type: none"> • Indenting of existing parallel car parking north of Thistle Grove; • Install speed cushions at appropriate mid-block locations north and south of the diagonal section of Graham Road; and • Consider kerb outstands along Graham Road where reduced traffic speeds are desired or where pedestrian desire lines exist. 	Short to Medium term

Note: It is understood that at the time of writing, Action 3.2: Modify the Bay Road / Middleton Street intersection to a left-in/left-out arrangement, is currently under construction and expected to be completed by June 2018.

3.4 Objective 4: Mitigate Traffic and Car Parking Impacts of New Developments & Population Growth

Upon future development occurring within the study area, vehicle traffic volumes and car parking demands will increase without effective traffic and parking management measures and policies.

In order to mitigate the impact of increased traffic volumes within the Highett Structure Plan study area, local area traffic management tools should be used to control vehicle speeds to appropriate levels, encourage use of certain movement corridors and discourage use of local access streets, and encourage the use of alternative transport modes by restricting vehicle access and ease of travel.

To reduce the demand for on-street car parking in the study area, new developments should include Green Travel Plans, which must outline public and active transport options in the local area, provide incentives for use of these alternative transport modes, and consider partnering with transport services to provide bike share or car share programs for new residents.

On-street car parking restrictions should be assessed by Council in an ongoing capacity to ensure that an appropriate amount of short, medium and long term on-street car parking spaces are provided, whilst managing demand effectively.

The actions presented in Table 3-4 have been identified to achieve this objective, along with the priority for each action, and have been illustrated in Appendix A:

Table 3-4 Objective 4 Actions List

Action	Description	Priority
4.1: Require New Developments to provide Green Travel Plans as part of a Planning Permit Application	As part of a Planning Permit Application, new developments should be required to provide a Green Travel Plan that outlines alternative transport options in the local area, incentives for use of alternative transport options, and consider partnering with transport services to provide bike or car share programs.	Short term
4.2: Investigate the implementation of Local Traffic Management Measures to Control Traffic Volume Increases and Vehicle Speeds	Review the local street network in an ongoing capacity to ensure that traffic and car parking impacts of increased population growth are adequately mitigated against, through the use of LATM measures including speed calming and traffic diverting treatments. Parking controls may also be required, such as restricting car parking to one side of local street and installing temporal restrictions that remove parking during peak travel times.	Short to Medium term

4 Summary & Conclusions

The Draft Highett Structure Plan presents an opportunity to support the ongoing development occurring in the Bayside portion of Highett, notably from a traffic and transport perspective. Following the vision for the Highett Structure Plan study area, being to support the revitalisation of Highett, the plan presents several principles guiding a local neighbourhood with potential for growth, enhanced active transport links, an improved public transport integrated into the surrounding area and a local street network with effectively managed on-street car parking.

To implement this vision, four objectives have been presented:

1. Prioritise Active Transport Modes;
2. Integrate Public Transport Accessibility;
3. Improve Transport Network Capacity to Accommodate Future Growth; and
4. Mitigate Traffic and Car Parking Impacts of New Developments.

Actions have been developed to achieve these objectives in the short, medium and long term. Moving forwards, it is recommended that the following steps be taken to implement the actions outlined:

- > Engage with State Government regarding removal of level crossings at Wickham Road and Highett Road;
- > Engage with VicRoads regarding traffic and bicycle lane arrangements along Bay Road;
- > Engage with VicRoads regarding signalised intersections along Bay Road;
- > Begin steps to implement bicycle infrastructure within Council jurisdiction (Middleton Street, Wickham Road and Worthing Road);
- > Begin steps to implement pedestrian crossing facilities across Graham Road and across Highett Road;
- > Engage with Transport for Victoria and VicTrack regarding the shared path along the Frankston Railway Line corridor and potential pedestrian crossing points; and
- > Engage with Transport for Victoria / Public Transport Victoria / VicRoads regarding bus service frequency, bus stop upgrades and bus priority measures where relevant.

Highett Structure Plan

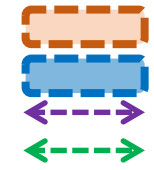
APPENDIX

A

IMPROVEMENT PLANS



KEY
HIGHETT RAILWAY STATION
CSIRO SITE
PROPOSED SHARED PATH CONNECTIONS
PROPOSED ON ROAD BICYCLE FACILITIES



ACTION 1.12: PROPOSED ON ROAD BICYCLE LANES ALONG WICKHAM ROAD CONNECTING TO BLUFF ROAD (WEST) & NEPEAN HIGHWAY (EAST) TO ENCOURAGE CYCLING & PROVIDE A SAFE EAST-WEST CYCLING ROUTE

ACTION 1.11: PROPOSED ON ROAD BICYCLE ROUTE ALONG WICKHAM ROAD CONNECTING TO WICKHAM ROAD (NORTH) & HIGHETT ROAD (SOUTH) TO PROVIDE A SAFE CYCLING CONNECTION TO THE HIGHETT ROAD RETAIL PRECINCT

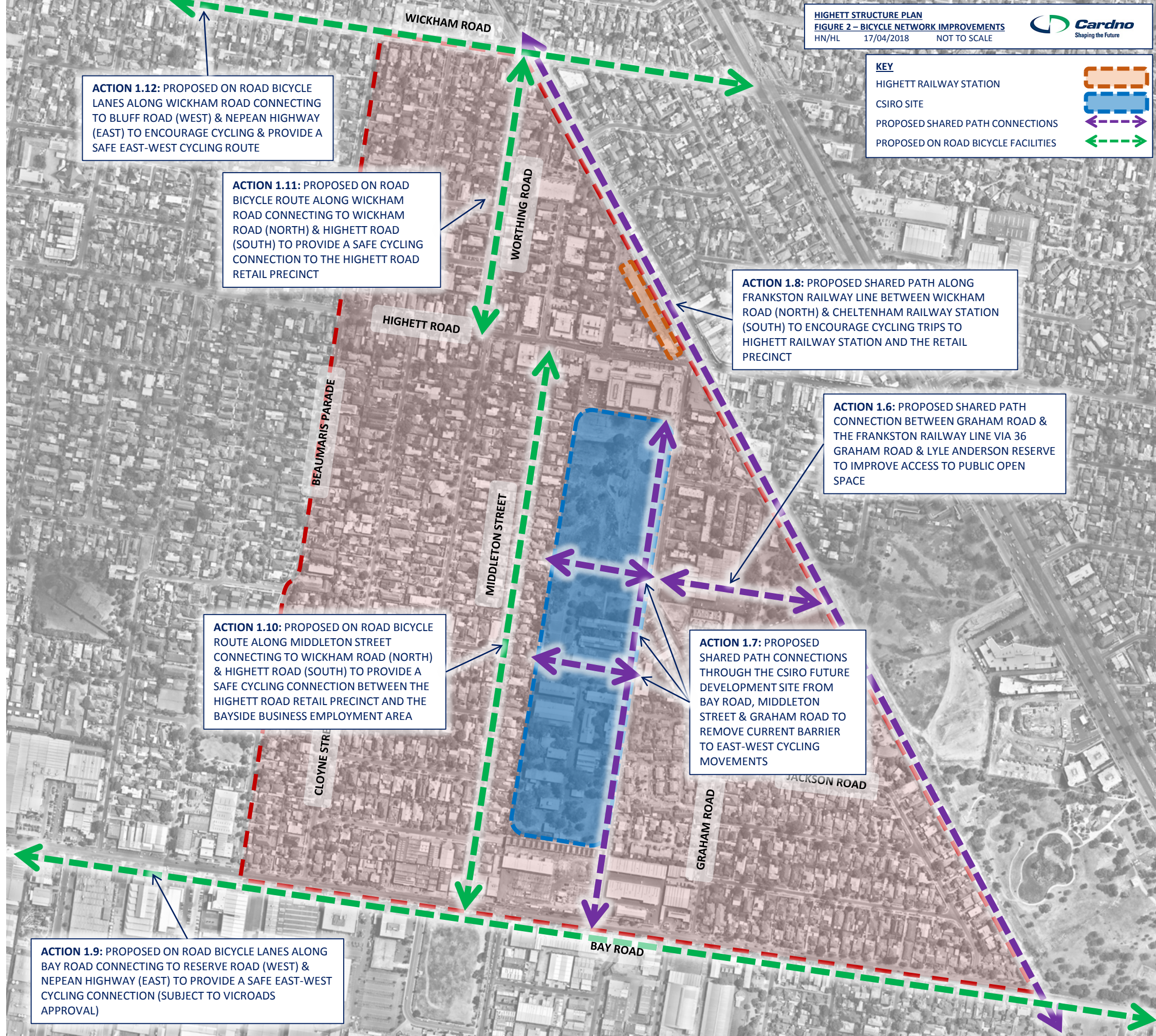
ACTION 1.8: PROPOSED SHARED PATH ALONG FRANKSTON RAILWAY LINE BETWEEN WICKHAM ROAD (NORTH) & CHELTENHAM RAILWAY STATION (SOUTH) TO ENCOURAGE CYCLING TRIPS TO HIGHETT RAILWAY STATION AND THE RETAIL PRECINCT

ACTION 1.6: PROPOSED SHARED PATH CONNECTION BETWEEN GRAHAM ROAD & THE FRANKSTON RAILWAY LINE VIA 36 GRAHAM ROAD & LYLE ANDERSON RESERVE TO IMPROVE ACCESS TO PUBLIC OPEN SPACE

ACTION 1.10: PROPOSED ON ROAD BICYCLE ROUTE ALONG MIDDLETON STREET CONNECTING TO WICKHAM ROAD (NORTH) & HIGHETT ROAD (SOUTH) TO PROVIDE A SAFE CYCLING CONNECTION BETWEEN THE HIGHETT ROAD RETAIL PRECINCT AND THE BAYSIDE BUSINESS EMPLOYMENT AREA

ACTION 1.7: PROPOSED SHARED PATH CONNECTIONS THROUGH THE CSIRO FUTURE DEVELOPMENT SITE FROM BAY ROAD, MIDDLETON STREET & GRAHAM ROAD TO REMOVE CURRENT BARRIER TO EAST-WEST CYCLING MOVEMENTS

ACTION 1.9: PROPOSED ON ROAD BICYCLE LANES ALONG BAY ROAD CONNECTING TO RESERVE ROAD (WEST) & NEPEAN HIGHWAY (EAST) TO PROVIDE A SAFE EAST-WEST CYCLING CONNECTION (SUBJECT TO VICROADS APPROVAL)



KEY

HIGHETT RAILWAY STATION
CSIRO SITE
EXISTING PUBLIC TRANSPORT ROUTES
PROPOSED PUBLIC TRANSPORT IMPROVEMENTS

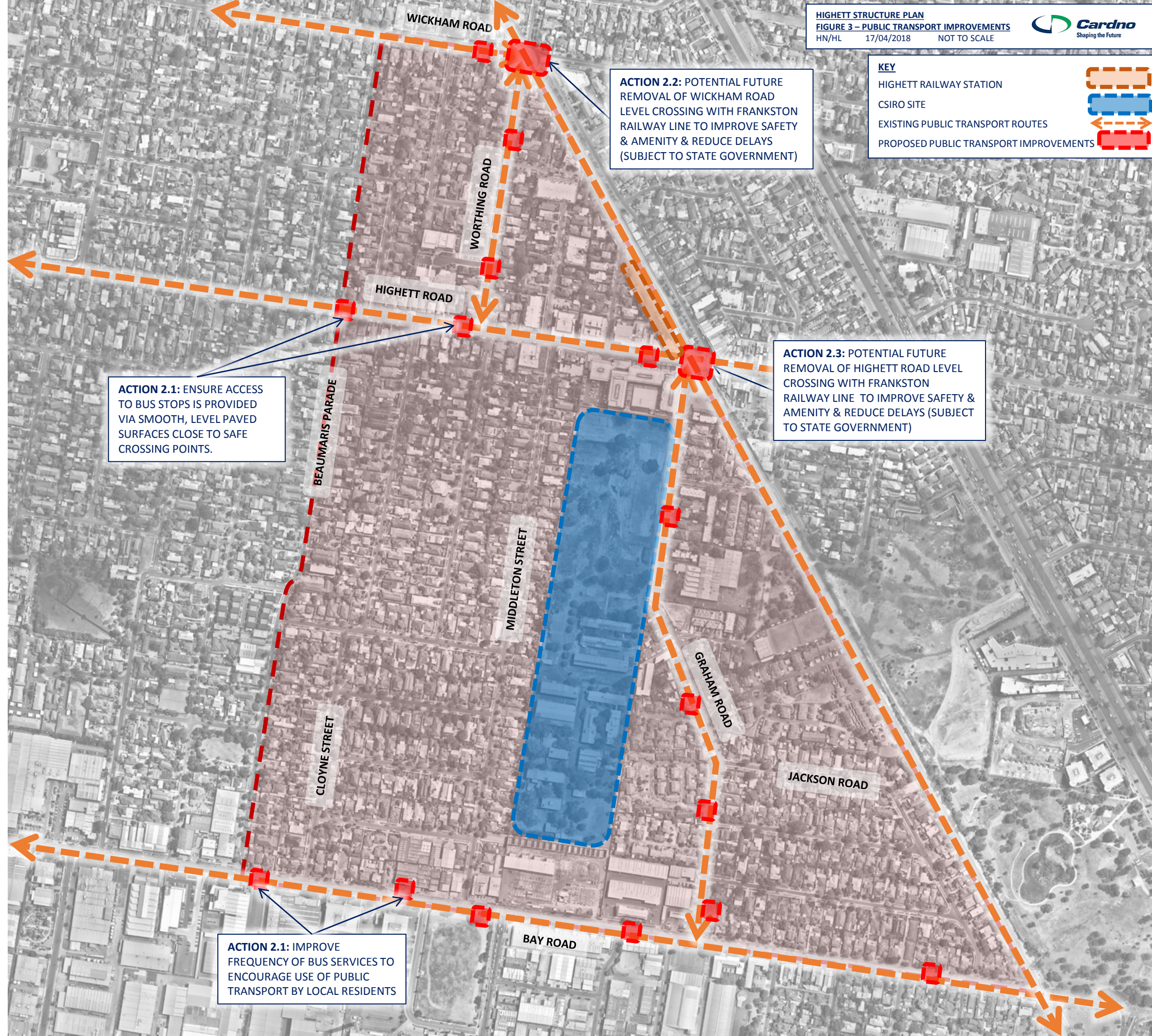


ACTION 2.2: POTENTIAL FUTURE REMOVAL OF WICKHAM ROAD LEVEL CROSSING WITH FRANKSTON RAILWAY LINE TO IMPROVE SAFETY & AMENITY & REDUCE DELAYS (SUBJECT TO STATE GOVERNMENT)

ACTION 2.3: POTENTIAL FUTURE REMOVAL OF HIGHETT ROAD LEVEL CROSSING WITH FRANKSTON RAILWAY LINE TO IMPROVE SAFETY & AMENITY & REDUCE DELAYS (SUBJECT TO STATE GOVERNMENT)

ACTION 2.1: ENSURE ACCESS TO BUS STOPS IS PROVIDED VIA SMOOTH, LEVEL PAVED SURFACES CLOSE TO SAFE CROSSING POINTS.

ACTION 2.1: IMPROVE FREQUENCY OF BUS SERVICES TO ENCOURAGE USE OF PUBLIC TRANSPORT BY LOCAL RESIDENTS



KEY

- HIGHETT RAILWAY STATION 
- CSIRO SITE 
- PROPOSED / POTENTIAL ACCESS STREET 
- VICROADS MANAGED ROAD 
- POTENTIAL SIGNALISED INTERSECTION 
- PROPOSED ROAD IMPROVEMENTS 

