

Appendix B Streets for People Preston Activity Link

Table 1: Opportunities and risks for investigation Preston East – Plenty Road to Darebin Creek

Description	Risks	Opportunities
Installation of protected bike lane to be installed.	<ul style="list-style-type: none"> • Parking loss between Plenty Rd and Chifley Drive equalling 2.8km, or approximately 115 car parking spaces with approximately 55 of these in front of industrial properties. • Community backlash due to removal of parking resulting in lack of support for the broader concept plans. 	<ul style="list-style-type: none"> • Housing on this section of Gower Street (Plenty Road to Albert Street) is mostly single dwellings per lot, with private driveways and off-street parking. • The eastern-most leg, between Albert Street and Chifley Drive, is industrial on the south side and recreational land on the north. • The removal of parking on one side of Gower Street to construct a protected bike lane in both directions (as shown in the Feasibility Study, Appendix B) would result in a significantly safer environment for our road users on bicycles • Provide a safe environment for cyclists along a Strategic Cycling Corridor aligned with State Governments goals for a Primary Route. • Promote Council's goals for the Climate Emergency Plan including reducing emissions from private vehicles, and the Council Plan goal of increasing bicycle trips.
This project is proposed to be put on hold.	<ul style="list-style-type: none"> • Community frustration that they participated in engagement with no outcome. 	<ul style="list-style-type: none"> • Can resume project at a later date once the rest of the corridor is complete. This will allow the rest of the project to act as a demonstration project, and also to generate additional demand that will assist in making the case for change.

Table 2: Opportunities and risks for investigation Preston West – St Georges Road to Elizabeth Street

Description	Risks	Opportunities
Installation of protected bike lanes on Cramer Street between St Georges Road and Gilbert Road.	<ul style="list-style-type: none"> • The issue of parking space reductions may adversely impact the other initiatives of the project. 	<ul style="list-style-type: none"> • A large section of this corridor is fronted by the Melbourne Polytechnic Preston Campus which has off-street carparking, with the remainder a mix of single and multi-dwellings per lot. It is also in proximity to the Preston Mosque and Preston West Primary School. • Provide a safe environment for cyclists along a Strategic Cycling Corridor aligned with State Governments goals for a Primary Route. Improve access to key destinations, including the Polytechnic, primary school, and

		<p>both Preston Secondary School and Coburg High School.</p> <ul style="list-style-type: none"> • Promote Council's goals for the Climate Emergency Plan including reducing emissions from private vehicles, and the Council Plan goal of increasing bicycle trips. • Create an additional green space in the neighbourhood.
Road closure on James Street between Cramer Street and Eric Street.	<ul style="list-style-type: none"> • Traffic is diverted on to adjacent streets from the road closure and the rat-running continues. • Negative community feedback due to inconvenience of accessing neighbourhood from major roads. 	<ul style="list-style-type: none"> • During the Street Champion workshops, the street closure was developed further and had a high level of support, this should be delivered as part of the holistic western corridor project. • Improve the local street environment by preventing rat-running. • Traffic management on adjacent streets can be considered as part of the project development
Route continues along Eric Street to Council border	<ul style="list-style-type: none"> • There is still not a safe crossing point from Darebin's side of Elizabeth Street to the Moreland side. • Cyclists will exit Eric Street on to a high traffic volume environment. 	<ul style="list-style-type: none"> • Increases the case for advocacy for a safe crossing point to continue the link across Elizabeth Street, benefiting both pedestrians and cyclists.

Table 3: Opportunities and risks for investigation Preston Central – St Georges Rd to Plenty Rd

Description	Risks	Opportunities
Installation of protected lanes on north and south sides.	<ul style="list-style-type: none"> • Already an on-road dedicated bike lane in this location, resulting in community perception that this is a waste of Council budget. Protected bike lanes are expensive to construct, depending on the type of treatment chosen. • The raised pedestrian crossing treatment at Kelvin Grove may need to be modified. • Parking loss between High Street and 260 Gower Street (Darebin Childcare and Kindergarten), which is equal to 22 parking spaces on the northern side, and 21 parking spaces on the southern side, totalling 43 spaces. • Opposition to changes to all day unrestricted indented parking on Kelvin Grove and Townhall Avenue, and in the Preston Library and Townhall Avenue off- 	<ul style="list-style-type: none"> • Provide a safe environment for cyclists along a Strategic Cycling Corridor aligned with State Governments goals for a Primary Route, and servicing the many key destinations. Provide safe cycling access to the new Preston Secondary School (students over 12 can't legally ride on the footpath). • Temporary separation treatments could be used east of High Street. This allows a lower cost trial period which can then be replaced by more permanent infrastructure such as kerbs in the long-term. • Provide an example of high-quality, best practice road safety for cyclists, and set a benchmark for the types of treatments our community should expect, and link with high profile best practice projects at Preston Market and as part of the grade separation project. • Changing 123 unrestricted parking bays to restricted parking: The parking

	<p>street parking to restricted parking from police, businesses and Council staff.</p> <ul style="list-style-type: none"> • This project adds to parking pressure during level crossing removal, Townhall Avenue social housing site development, and market site development. 	<p>in these locations would have a much higher turnover and benefit visitors to the area if restricted.</p> <ul style="list-style-type: none"> • Trial sensor parking technology and real time parking availability information in these locations, at a cost of approximately \$40,000 - \$50,000 (installation and signage). • Could consider use of Council property to accommodate parking demand during disruption caused by the level crossing removal, Townhall Avenue social housing site, and market development to ensure that this project does not add further pressure.
<p>Consultation timing</p>	<ul style="list-style-type: none"> • Community consultation on the project may be confused with Preston Market and Level Crossing project consultations, or proposal for any of the projects impacts another project. 	<ul style="list-style-type: none"> • The project will be considered in the context of wider change.