

Glen Waverley Line Level Crossing Removals



1 Council's Position

The Level Crossing Removal Program provides a range of opportunities to realise desired local community outcomes combined with State objectives around transport network improvements.

The City of Stonnington is committed to working in partnership with the State and Federal Government to maximise the community benefits of this significant infrastructure investment, while minimising disruption, inconvenience and any adverse economic, social or environmental impacts.

Council supports a Level Crossing Removal Project (LXRP) which takes a corridor approach when considering the removal of the remaining level crossings in the Glen Waverley Line. It also supports the inclusion of the High St, Glen Iris crossing to be included in the current business case. The corridor approach should commit to all three level crossing removals, to be done consecutively to minimise disruption impacts to the community.

The City of Stonnington asks that any level crossing removal initiative include the following components and or outcomes:

1. A meaningful and genuine effort to engage with, listen to and work with the affected local communities during project planning (after feasibility studies on the two design options are concluded and prior to making any decision) and construction.
2. A well-coordinated construction process which includes significant efforts to minimise disruption to the local community before, during and after the level crossing works and in their future operation.
3. Better connected and safer pedestrian and cyclist access to and through the precinct as well as high quality end-of-trip facilities.
4. High-quality streetscape and public realm improvements incorporating well designed street furniture.
5. High-quality materials that reflect the importance of these well-established sites.
6. Creation of green open spaces that are safe, inviting and publically accessible that can be used in a multitude of ways (playgrounds/sports facilities/dog parks/lawns).
7. Usage of sustainable materials and design practices that cater for water-sensitive urban design.
8. Urban greening that includes extensive tree planting and the protection of existing trees particularly native vegetation.
9. If new stations are built these must be well designed, that they incorporate best practice design and are consistent with the heritage values of the location. The stations, historic trees, forecourts and public squares must be well-integrated with the local environment.
10. A well-lit environment where everyone including women, children and people of all abilities and those with languages other than English can feel safe comfortable and welcome.
11. Ensure the impacts on local business, students and residents during construction is kept to a minimum.

The City of Stonnington is prepared to assist State Government in realising these outcomes through working in close partnership to represent the local community and achieve Council's objectives.

2 Community Engagement Summary

The City of Stonnington Council supports the Level Crossing Removals program, and recognises our role is as a stakeholder and representative of our community's best interests, not a decision maker.

In the absence of Level Crossing Removal Project (LXRP) committing to community engagement to feed into the business case, Council asked our community to identify potential benefits and costs of various design options. It has also asked them about how benefits could be maximised and efficiencies identified in the program's delivery in Stonnington. Council has asked the LXRP to consider all this information during both the business case and design stages.

Council's survey examined community attitudes towards existing level crossing removal designs at Burke and Toorak Roads. These crossings feature both over and under road rail design options. The survey also looked at what benefits might be achieved by expanding the current Tooronga and Glenferrie removal projects to include the removal of the High Street, Glen Iris Level crossing.

Respondents said:

- Improved local stations, more generous landscaping and trees with key elements of local heritage protected to ensure the character of areas around level crossings and train station was maintained or improved;
- Concerned about traffic and safety around level crossings and maintaining landscaped green corridors in the vicinity of level crossing removal sites. Protection of local character and heritage were also very important;
- More public open spaces that can be used for leisure and sporting activities;
- Current pedestrian and cycling access and safety to be improved;
- Concerned that the connectivity to other modes of transport won't be catered for; and
- Proper end-of-trip facilities for cyclists to be included in the design.

The evidence presented in our survey and consideration of the work of other councils shows the community is well-disposed to supporting a well-designed, elevated (rail over road) bridge as a level crossing removal design solution.

The key issue is not the design of the level crossing removal, but rather that authorities must take a strategic approach to removing all level crossings in the corridor. However, this conclusion only holds if the rail over road bridge solution is designed to include plenty of usable open space, has good design features, is well lit and safe, and has excellent landscaping and careful planning under and surrounding the

bridge structure. Poorly designed rail over road design and a rail-under trenched designs are not supported.

Key community stakeholder organisations within the Kooyong Station precinct include Vision Australia, St. Kevin's College and the Kooyong Tennis Club. Given their local role and user profile, these organisations are particularly reliant on safe and direct pedestrian access to and from public transport infrastructure. Council recognise these particular requirements and will advocate strongly for Disability Discrimination Act (DDA) compliant infrastructure, complemented by direct connections, pedestrian crossing points, lighting, wayfinding and public realm improvements. Furthermore, as 90% of the 1600 students at St. Kevin's College use the Heyington train station it is also important to consider complimentary safety improvements for pedestrians at this location and ensure that it is DDA compliant.

Contact us

All our Customer Service Centres are closed.

Covid-19 restrictions mean we've had to change the way people get in touch with us, Find out more.

Telephone 8290 1333 (all hours)

Email council@stonnington.vic.gov.au

Post PO Box 58, Malvern, Victoria 3144

National Relay Service (NRS)

If you are deaf or have a hearing or speech impairment, contact us through the National Relay Service

- **TTY** users call **133 677**, then ask for **8290 1333**
- **Speak and Listen** users call **1300 555 727**, then ask for **8290 1333**
- **Internet Relay** users connect to the **NRS**, then ask for **8290 1333**

Community languages

Call the Stonnington Community Link, a multilingual telephone information service.

Mandarin	9280 0730
Cantonese	9280 0731
Greek	9280 0732
Italian	9280 0733
Polish	9280 0734
Russia	9280 0735
Indonesian	9280 0737
Vietnamese	9280 0738
All other languages	9280 0736