

Bell St to Moreland Rd – Level Crossing Removal – Concept Design with Integrated Veloway

Upfield Corridor Coalition (UCC) / Moreland BUG

Community Groups seeking a veloway: Upfield Corridor Coalition (UCC); Moreland Bicycle User Group (BUG); Moreland City Council Bell to Moreland Level Crossing Removal Community Advocacy Reference Group (Moreland LXR-CARG)
24 October 2019

Design goals include:

- Accommodate LXR preferences to minimise the need for additional piers and avoid property acquisitions (as communicated on 9 and 18 October 2019 – refer Appendix)
- Station platform access from both sides of Bell St and Moreland Rd
 - = improved pedestrian safety (in contrast to people at other new stations that now cross against the red where they used to cross with boom gates down)
 - = improved traffic flow across the corridor due to fewer people pressing the button
- Retain mature trees along the corridor (and the bird and animal life they support)
- Veloway for higher-speed longer-distance cyclists using the corridor – accessed via station lifts and ramping up and down with railway
 - = improved pedestrian safety (by keeping higher speed cyclists separate from station forecourts)
 - = improved traffic flow across the corridor due to fewer people pressing the button

Below is a concept design mock-up which would:

- **accommodate an elevated veloway,**
- **provide station access from both sides of Moreland Rd and Bell St, and**
- **shift Moreland Station platforms slightly further south to avoid conflict with the two beautiful Sugar Gums planted by the Coburg community in 1911**

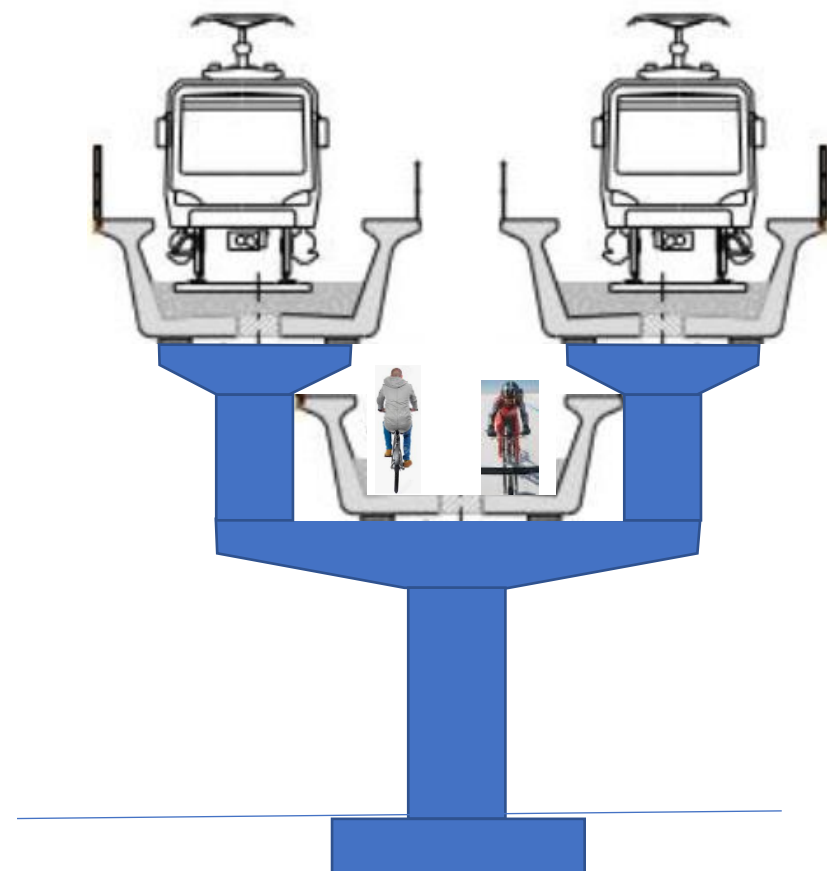
One possible cross-section for a veloway could use the same U-channel and pier components as are being used for the railway lines. Modified cross-heads would be needed.

The benefits of the veloway will increase as the length of the elevated railway is extended in future, but this cannot occur without incorporating it into the initial design.

This particular veloway design could be accessed by station lifts with a specific level for veloway access – below platform level.

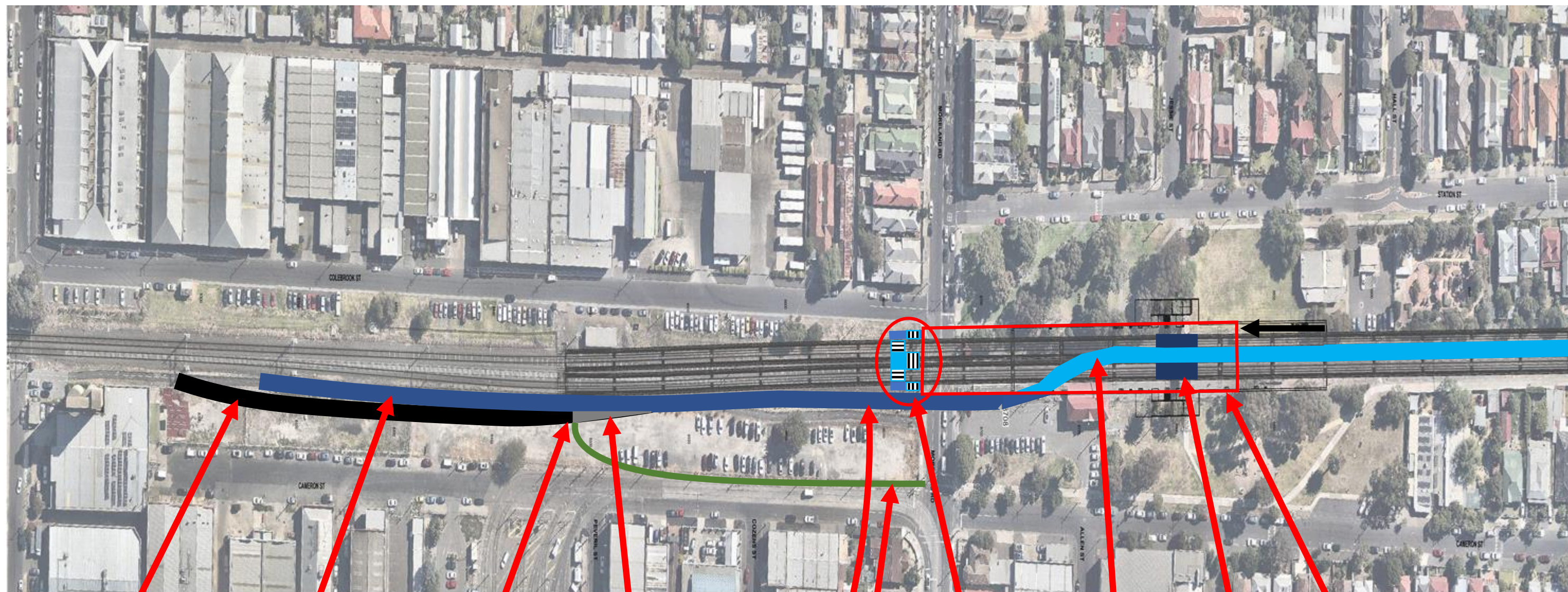
This concept design **does not require** property acquisition. The veloway would be mostly under the railway lines, but adjacent to it over Bell St, Munro St and Moreland Rd to provide 5.4m clearance over roads.

Over Reynard St, a veloway under railway would have sufficient road clearance with a more consistent railway gradient.



An illustration of a minimal ground footprint for an elevated railway station – e.g. north of Bell St and south of Moreland Rd. This concept design shows stairs in these locations.





Shared Path

Veloway ramps up
beside railway until
over Moreland Rd

Shared path splits – bicycle path under viaduct

footpath

stairs from S side
of Moreland Rd

Veloway transition
to under viaduct

Moreland Station shifted south
to avoid Sugar Gums from 1911 at N
and more convenient S end access

Veloway access from
station lifts
below station level



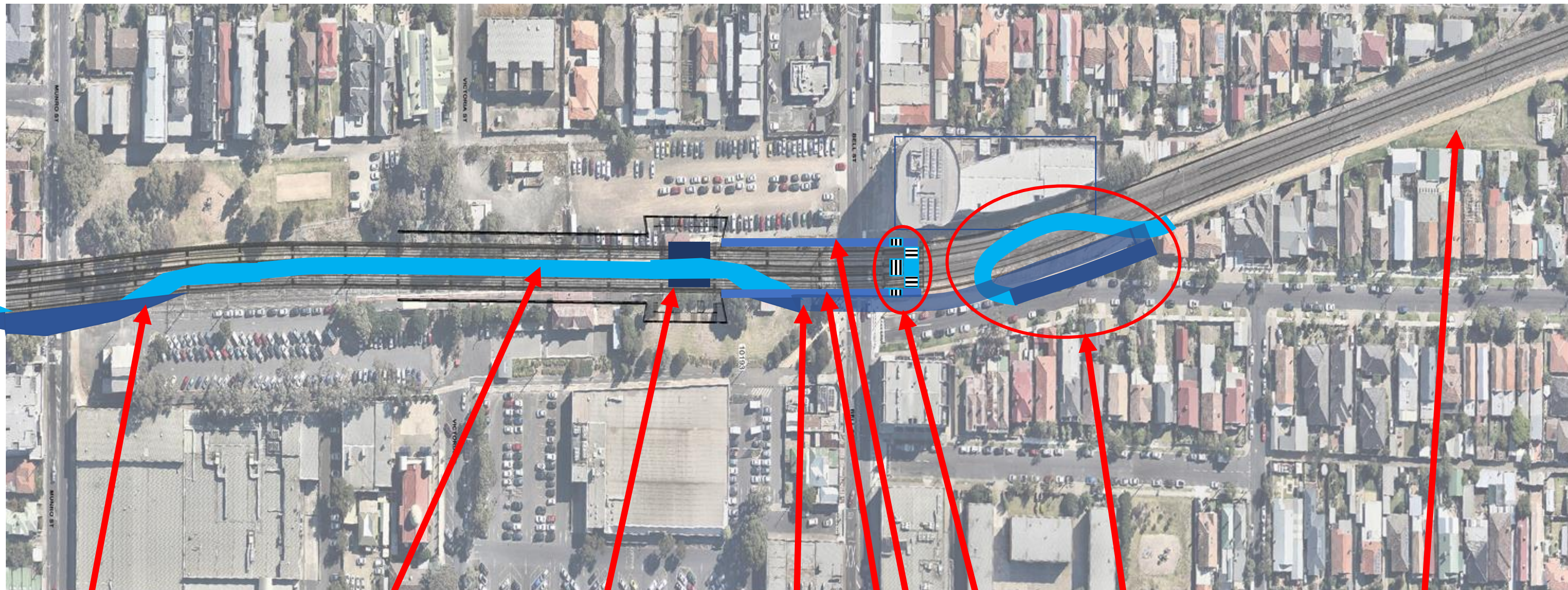


Veloway under viaduct

viaduct grade constant, so higher over Reynard St

viaduct high enough to allow
straight veloway over Reynard St

Veloway transition from
under rail viaduct to bridge
Munro St beside railway



Veloway transition from
Munro St bridge
to under rail viaduct

Veloway under
Coburg Station

Veloway access from
station lifts
below station level

Veloway transition
beside railway bridge
over Bell St

Pedestrian access
between platforms
and north of Bell St

Stairs

Ramp shifted
to north to end near O'Hea St -
to accommodate
Bell St N side stairs and
veloway ramp.

Elevated section extended to
accommodate veloway ramp
underneath it.

Veloway ramp
switchback including
under rail structure to
avoid the need for
property acquisition.
Shared path to Bell St
crossing continues
under veloway ramp.

Appendix

On 9 October, 2019, my wife and I had a meeting with Fin, an LXRП Land Owner Engagement Adviser about whether we wish to consider participation in the **Voluntary Purchase Scheme (VPS)**. We would be eligible because our property abuts the rail corridor close to the proposed structure and the structure would be visually intrusive from our windows and open space.

As I had asked questions of LXRП over the past few months (May to August) and never received any specific answers, Fin organised for Adam Neville, the LXRП Project Manager for this project to be present. Adam Neville gave some answers to my questions. These were confirmed with an email on 18 October from Fin. Information about timing, veloway and road crossings is summarised below.

Anticipated timing:

Bob – summary of discussion:

now until mid-2020	Preparatory works, including use of space on both sides of railway near Moreland Station and south of Moreland Rd for storage of all concrete elements for the project for easy access during the construction blitz.
July-Oct 2020	Rail viaduct construction with construction activity occurring 24/7
Nov 2020 ~ 3 months	Station construction. Trains running, but not stopping at Moreland or Coburg.
~ 6 months	Path and landscaping works. New stations completed and in operation.

LXRП – 18 October email:

The project team will continue to be in touch throughout the project to keep you up to date on construction activities and impacts. Please note that any timelines discussed are indicative only and subject to change.

Veloway:

Bob – summary of discussion:

Many in the community wanted to see an elevated **veloway** included as part of the project. The reason a veloway has not been included in the design is that to include a veloway would require compulsory property acquisitions, particularly for the ramping section of the veloway at the north end.

LXRП – 18 October email: (Bob’s responses in red – in relation to UCC/Moreland BUG concept design)

Extensive investigations have shown a veloway is not viable option due to several constraints:

*The narrow width of the rail corridor means land and properties, including the Shirley Robertson Childcare Centre, would need to be acquired to accommodate the veloway and ramps leading onto it. **Not if under railway.***

*A veloway would need to be four metres in width which, due to the narrowness of the corridor would result in it being constructed very close to homes, resulting in further loss of daylight. **Agreed.***

*The veloway would need to be supported with additional piers which would impact the amount of open space throughout the corridor. **Not if under railway with combination piers.***

*The close vicinity of the heritage station buildings and impact of nearby power lines have also been key considerations. Additionally, privacy screening on a veloway could make it difficult to access in the event of an emergency. **Privacy screening is a relatively trivial detail as for any construction.***

*Overpasses and underpasses were also investigated and shown not to be a viable option. The length of ramps remains the same as with a veloway and would result in land and property acquisition. **Not if under railway.***

Road crossings:

LXRП – 18 October email:

The proposed design of dedicated walking and cycling paths and shared use paths around the stations, will increase east-west as well as north-south connections. It will be accessible for all users with signalised traffic lights at Bell and Munro Streets and Moreland Road with a priority crossing at Reynard Street.