

BOROONDARA

Bicycle Users Group

Boroondara Bicycle Users Group
Response to:

City of Boroondara
Camberwell Junction Structure Plan
27 Feb 2008

All feedback on the Draft Structure Plan must be sent to Council by 3 March 2008

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Introduction

BBUG thanks the council for providing us with the opportunity to reply to the structure plan. BBUG will make this response available on its website.

Background – Review of:

Camberwell Junction Structure Plan
Various documents associated with the plan

References

- we would like to refer council to the feasibility study for an Eastern rail trail (ie bicycle route) prepared in June 1996 by Parklinks Pty Ltd in association with Bicycle Victoria, Transport Research Centre RMIT, Mackintosh Consulting, Aspect Landscape Consultants and local BUGs.
- And the East West link on BBUG's website:
http://www.boroondarabug.org/wiki/index.php/Eastern_Rail_Line_Trail
- we would like to refer council to the cyclist crash data for the study area - in particular along Burke Rd and the six ways. The whole study area is a black

spot for cyclists.

- Additionally to the cycling routes shown in the Travel Smart maps for the study area.

Executive Summary

It is clear that in twenty two years from now Boroondara will be somewhat different. London's city council has just announced (Feb 2008) that it will spend 400 million pounds or about \$900 million AUD on cycling in London in the next few years.

London's existing congestion charge may also be altered so vehicles with high greenhouse emissions will be charged larger amounts to enter London – fees of \$60 AUD being suggested. It is clear London represents a portent of things to come here in Melbourne. Now is the time to get ahead of the game here in Boroondara.

The 2030 goals of sustainable transport in future areas of high-density living include cycling at the expense of car travel. The document's discussion re achieving 2030 goals for cycling access in the study area is deficient. Particularly when it comes to nominating routes.

The document generally presents pedestrians and cyclists as one homogenous group. One can only assume that all the pedestrian/cycling paths will all be "Shared Paths". If this is not the case then cycling routes need to be identified and planned for separately from pedestrians.

It needs to be recognized that an estimated 40,000 residents ie a quarter of the total population of Boroondara, could cycle to the shopping centre in less than 10 minutes and half of those in 7 minutes – see calculations at the end of this document.

A cycle time of up to 15 minutes increases the number of people to 90,000. No doubt these figures will be higher by 2030 as living density increases.

The study area is unsafe for cycling. Cycling in the study area will not increase until safe routes are made available. The lack of perceived safety is a major hindrance to cycling's development in the study area.

Boroondara is ranked 1st highest of the 16 municipalities in the Melbourne south east metropolitan area for cyclist fatalities and serious injuries. Boroondara is ranked 6th highest of all of the 27 Melbourne metropolitan municipalities for cyclist casualties per 100,000 population.

BBUG suggested recommended actions

These points need to be reviewed:

- 2030 goals in relationship to cycling as sustainable transport in high density

living areas, acting as car replacement for short trips and being part of multi modal transport

- all existing cycling routes in the study area are evaluated ie refer Travel Smart maps
- cyclist crash data in the study area
- the East West link proposal
- Boroondara council's draft bicycle strategy
- differentiate the facilities provided for pedestrians from those provided for cyclists

Point by point response to the documents

Camberwell Junction Structure Plan - Feedback Form.

In answer to the question:

"Is there anything else you would like to tell us?"

Melbourne 2030 seeks to promote: among other things: non-motorised transport and improved access to public transport. We can only conclude that non-motorised transport includes cycling. The Camberwell Junction Structure Plan currently shows scant regard for this 2030 aim. Consider the ideas of walkability and perhaps utilise the ideas of Hans Monderman. Some useful URLs:

<http://www.walkablestreets.com/>

http://www.pps.org/info/placemakingtools/issuepapers/place_for_parking

<http://www.smartgrowth.org/default.asp>

Review of the success or failure of the previous structure plan

Re: the document "Camberwell Junction Structure Plan 1993". Page 4, Section 5. Strategic Principles. Public Transport

"improve pedestrian and shared bicycle/pedestrian accessibility and facilities."

We see very little evidence, if not in fact none, of any improvement in shared paths for bicycles in the plan's mapped area since the earlier plan was released in 1993.

Same document page 9, section 8, "Traffic and Parking Strategy"

We see very little evidence that cycling has been facilitated whatsoever since 1993 in the junction area, excluding some bicycle parking that has been implemented.

We look forward to the new structure plan giving full consideration to cycling as a means of transport, often acting as a car trip replacement. It should be planned for in its own right and not just lumped in with pedestrians. Councils are battling traffic

problems and are now expected to be environmentally friendly. Bicycles get cars off roads and are environmentally benign. Cycling and walkability go hand in hand.

BCC's Draft Urban Design Principles:

We examined the design principles as they affect cycling in the Camberwell Junction area. The following principles appear to apply to cycling in the Camberwell Junction area.

Refer to Camberwell Junction Structure Plan Review - Draft Urban Design Principles

3. Improve the east/west connections or links across Burke Road to surrounding commercial areas.

This clearly includes cycling - specifically we refer you to the feasibility study for an Eastern rail trail (ie bicycle route) prepared in June 1996 by Parklinks Pty Ltd in association with Bicycle Victoria, Transport Research Centre RMIT, Mackintosh Consulting, Aspect Landscape Consultants and local BUGs.

8. Create well linked open spaces to the east and west of the Junction.

Well linked would include cycle routes.

9. Create a civic presence in the Junction.

This presence has been suggested as being a variety of places and of various forms. eg a plaza area over the train line south of the Palace hotel. Another suggestion was a library. These locations should be accessible by bicycle ie formal routes in place with bicycle parking at destinations.

12. Public transport and other non-car based travel to be prioritised within and through the Junction without impacting upon residential streets.

Bicycles would be included in non-car based travel. Reading the Reference Committee minutes, meeting No 5, page 8 of 11, is disheartening. It implies only two transport methods exist: public transport and cars. It needs to be understood that cycling is another form of transport and that many people are concerned about the impact their travel is having on the environment.

We also disagree that people don't want to use public transport. There are people who:

- cannot drive a car due to lack of a license
- are incapable of driving a car
- are too young or too old to drive
- cannot afford a car
- have nowhere to park a car
- decide not to own a car
- have no access to a car
- decide to cycle to-day, maybe drive to-morrow

Unsurprisingly many of these people will utilise public transport and or cycle.

The meaning of the word "prioritised" in the "principle" remains badly defined. Regardless the concept of prioritising cycling as a non car based form of transport is a good one.

Trains, buses, cars, trucks and trams have high impact on residential streets and areas. Cycling is clearly low impact upon residential streets. They should be of the highest priority, just one below walking. Cycling is a more sensitive outcome than cars.

13. The surrounding residential areas to be protected from traffic and parking impacts generated by activity, including traffic planning in the Junction.

While cycling is traffic, traffic in this context does not include cycling, since it is covered by principle 12 as "other non-car based travel".

14. Ensure that all new development incorporates the highest available standards of environmentally sustainable design.

Development includes not just buildings but any infrastructure. This means implementing bicycle parking, bicycle access, bicycle paths etc, at the expense of less desirable environmental activities. Cycling is environmentally benign, if not actively environmentally very sound, when car replacement is considered.

15. Ensure that all new development reflects the highest standards and quality of architectural design, taking account of the existing heritage context and values.

New development includes provisions made for cycling. On heritage - cycling was a very common form of travel pre the 1960s with the advent of the affordable car. However cars are now a liability.

16. Ensure that development in Camberwell Junction does not exceed the infrastructure available to support it.

Cycling often acts as car replacement. It is less expensive to support than providing car parking.

In general:

A centre that has good "walkability" will thrive. And surprisingly this can mean removing car parking spaces from just outside the front of shops. Imagine a long afternoon shopping in the area then stopping for a coffee outside Italy 1. Most of the parking spaces have been removed along Burke Rd. You ambled along a wide sidewalk. There were no cars in the throes of parking, bellowing exhaust fumes at you, while you enjoyed your coffee. As you sat people were able to walk past you. Walkability goes hand in hand with "cycleability". Minimising cars revitalises an area - study recent changes in Bogotá, Columbia. Cycling is part of revitalising an area. To encourage it makes good commercial sense.

"In general, smart growth invests time, attention, and resources in restoring community and vitality to center cities and older suburbs. New smart growth is more

town-centered, is transit and pedestrian oriented, and has a greater mix of housing, commercial and retail uses. It also preserves open space and many other environmental amenities."

Reference committee meetings:

We examined the minutes of all the reference committee meetings up to and including meeting number 15. Cycling is only mentioned once but in a very positive light by the consultants:

Meeting 4, page 5 of 6, "...Craig (ie Czarny Hansen Partnership) stated that the Consultant Team was not supporting an additional ring road but would strongly promote a shift from cars to public transport, walking and cycling and that in the absence of this occurring, the main arterial roads will have to take the lion's share of increased traffic...."

Cycling is strongly supported by the consultants. It would be worthwhile listening to what they are saying.

Meeting 8, page 4 of 7

"...trying to put in place a strategy that incrementally worked towards more sustainable transport management, we would undoubtedly be moving towards gridlock..."

"Phillip (Storer Director, City Planning (City of Boroondara) - Chair) asked Nigel (Kirby Resident Representative) to suggest ways in which this strategy could be achieved and Nigel responded by calling upon the consultants for the project to explore more creative suggestions regarding more sustainable transport management.

(Councillor) Heinz Kreutz strongly supported the comments made by Nigel Kirby insisting that the Junction needed a longer term vision with respect to traffic management and that it was not reasonable to simply allow the continuation of car dominance at the expense of public transport."

AND

page 7 of 7 meeting 8

"5. ACTIONS: A number of actions came out of Meeting 8 which will be followed up by the Project Management Team. These were: Explore the formulation of medium to longer term solutions with respect to parking management and improvements to public transport."

We agree that moving to sustainable transport management is needed. Cycling must be included in this. While not "public" transport, it is however transport. Cycling should be part of the fore mentioned ACTION. Most car trips are short and the destination is often the local shops. Cycling can easily replace these trips if facilitated.

Meeting 11 - page 2 of 7

"... Damien (Moyses Senior Project Planner (City of Boroondara) - Chair) confirmed that it was stated early on in the project that the starting point of the study would be

the existing Structure Plan area, but that it was part of the project to review these boundaries."

Mayston St is not included within the boundaries. Mayston St would make for an excellent connection between Fritsch Holzer Park and Burke Rd. For cyclists and walkers – we would like to see a cycleway on this street.

We have issue with the hard line boundaries as delineated on the map. They do not consider cycling gateways into the area and or the location of these paths in relationship to the wider surrounding area. It's a question of scope.

Opportunities identified in the plan:

We fully agree that the entrances to Fritsch Holzer Park be opened up. It is astounding how few people are aware of its existence. We would like to see a cycle link from Burke Rd along Mayston St to the park. From that point a direct path through the park to Bowler St. This would fit well with accessing the station, any proposed plazas in the station area, the future East West cycle link and of course the shops. The link across the park to Bowler St facilitates connection with existing routes such as Auburn Rd.

Various council documents show the before and after presentations of the entrance to the Fritsch Holzer Park in Camberwell Rd. The after image only shows pedestrian access - there is no cyclist access presented.

Camberwell Junction Structure Plan - Consultation Booklet. page 11 and 12.

Cycling is mentioned but nothing is identified as being an action.

Camberwell Junction Structure Plan - Access Plan

Redraw the access map to show all existing and future cycling routes. Use the Travel Smart map as a basis. Show pedestrian routes separately. The existing PBN network is almost non-existent in the study area: Riversdale Rd either side of the six ways & Camberwell Rd on the west side of the six ways only. That's it. And they are only Wide Kerbside Lanes. Representing the least desirable form of PBN implementation possible. People don't want to cycle here - it's dangerous - make it safer. Refer to council crash data.

Public Transport Strategies

There is no mention of cycling to the station. On any work day you will find bicycles locked to the fence near the ticket office. What provision is being made for these people? Is multimode transport as per 2030 being considered by the access plan?

Pedestrian & Cyclist Strategies

The council no doubt receives letters complaining bitterly about pedestrian/cyclist conflict on paths. However the council continues to lump the two together as if they

can be handled in the usual way. It is now time to have a strategy that considers resolving this conflict with dedicated cycle ways.

On reading the access plan we note:

Not one single action point is suggested.

This is suggested instead:

"Investigate opportunities to provide on road bicycle lanes to areas around the junction, including Refern Rd, Harold St, Fairholm Grv, Prospect Hill Rd, Monteath Ave and Fritsch Holzer Park."

The list of roads is reasonable except perhaps for Harold St & Prospect Hill Rd, which are overly busy and unsafe for cycling. We add to the list:

Access to the station as per 2030:

Mayston St

Burwood Ave

Existing path on the south side of the trainline heading out to the Anniversary trail in the east

Railway Pde

North end of Fairholm Grv

Cookson St

Auburn Pde

Burke Rd once the carparking is removed

Havelock Rd

Pleasant Rd

Seymour Grv

Avenue Rd

Butler St

Porter St

Possibly a pedestrian crossing at or near Avenue Rd, Crescent Rd, Camberwell Rd, Ingleby Rd, Arlington St intersection

While a ring road for motorists is out of the question (as stated by council), it remains a possibility for cyclists. In fact it may become a necessity once the new development at the Henly Honda site is built.

Some specifics as suggested by BBUG:

Simple equation - more cycling routes, results in more people cycling, less car trips to or through the junction area.

1. Determine how the plan is going to cater for the East West Link mooted in the draft bicycle strategy. The suggested repositioning of the pedestrian crossing near the palace hotel needs to consider any East West Link.
2. The existing path from the Anniversary trail to Camberwell station on the south side of the train line is not mentioned. The existing cycle route on Burwood Rd is not considered. Could be part of the East West Link? As could Burwood Ave? Could it connect to any new plaza south of the Palace hotel?
3. Decide where a north south route would be located. Fairholm Grove may be a good start as that street has been made an empty space on the west side by the big box development. Cyclists could perhaps contribute to reinvigorating the street?
4. Possible underpass at Burke Rd train line bridge for cyclists - this is backed by the traffic investigations undertaken by Parson Brinkerhoff, which found a high rate of traffic accidents along Burke Rd. The plan recommends that east west connectivity be improved - as per "Principle 3. "Improve the east/west connections or links across Burke Road to surrounding commercial areas.". This is enhanced by principle 8 "Create well linked spaces to the east and west of the junction".
5. Connect the Toroonga Rd cycle path into Fritsch Holzer Park.
6. Mayston St would make for an excellent connection between Fritsch Holzer Park and Burke Rd. For cyclists and walkers. This is in line with principle 12. "Public transport and other non-car based travel to be prioritised within and through the Junction without impacting upon residential streets." Cycling is low impact.

An after-dinner passeggiata (stroll) up Burke Rd, down Mayston St to Fritsch Holzer Park and then back home to one's apartment at the Henly Honda site or the Coles development (ie Bruce Tilley's First State Developments) is a very likely scenario in twenty-two years time.
7. Station St on the south side of Target. This area is not a friendly walkable space. It's just not nice to walk from a car park further afield, to the market area. Make it a pleasant experience. Install wide friendly footpaths and protected segregated cycle lanes and narrow the road, so it is somewhat deliberately congested ie a mild implementation of "Traffic restraint". Make it less desirable to park in the car park north of the market. Make it more desirable as a cycling destination.
8. Audit parking and make sure parking costs and timing are set to maximise usage appropriately.
9. Considerably widen the pedestrian crossing opposite Laurent and Westpac.

10. Parked cars to the east of Butler St and south of Riversdale Rd badly obscure the view of traffic heading west on Riversdale Rd - this is a known cyclist crash location. Remove the car parking (3 parking spots).

http://www.boroondarabug.org/wiki/index.php/Image:IMG_5207_r1_400_300.jpg

11. Burke road at the shopping centre is a high crash location for cyclists and pedestrians. Cars and cyclists collide with pedestrians coming out on to road from between parked cars. Cyclists collide with car doors opened by drivers who have just parked and are exiting their vehicle.

Remove the car parking from Burke Rd and retain some delivery zones. This will improve site lines for cyclists and pedestrians and enhance their safety. Widen the footpaths and install segregated cycle lanes from the six ways to the station.

It is untrue to say that removing the Burke Rd car parking will reduce traders income. It will enhance it; as "walkability" is enhanced, as is the safety of pedestrians and cyclists on Burke Rd. Besides allowing for street trees it also makes the "dash" across the road shorter once again improving pedestrian safety while simultaneously narrowing the east wide "divide". Refer to Principles 3 and 8.

Short crossing distances also allow shorter timings on pedestrian crossings improving traffic flow.

With the apparent approval of the development at the Henly Honda site, foot traffic to the station will increase dramatically.

12. Encourage new developments to instigate a small setback at their front boundary. Street level walking areas needs to gradually increase as time goes on - catering for extra foot traffic and general amenity at street level.
13. End of trip facilities for cycling needs to be upgraded - especially parking. This can be more easily accommodated on a wider footpath.
14. Where possible encourage employers to not offer a parking space as part of remuneration packages to employees but instead offer employees cash benefits to cycle to work or to use public transport.
15. Specific to the extreme but regardless an important point often overlooked when installing very expensive pedestrian crossings. The button to activate the pedestrian lights should be to the left side of a crossing, so that both pedestrians and cyclists are encouraged to keep to the left, not forced to move to the right and into the path of those coming in the opposite direction. Refer to the lights in Burke Rd opposite the Westpac bank and watch where people stand and the desire lines form as people cross.
16. Encourage home delivery of shopping - even provide it as a council service.

Cyclists within a 10 minute range of any specified point in Boroondara

Assume a conservative average cycle speed of 15 kph, which is just as fast as a car during the morning peak hour rush:

<http://www.boroondarabug.org/wiki/index.php/Image:AvgTravelSpeedInMelb.png>

Ten minutes of cycling at 15 kph gives a distance travelled of 2.5 kilometres.

A circular area with a radius of 2.5 kilometres is equal to 1963.5 hectares.

Boroondara is 5999 hectares.

The ten minute circular area therefore represents 0.327 of the total Boroondara area.

Using 2006 statistics for the population: using age groups 5 to 64, gives a total of:

25,689 + 95,866 = 121,555 residents in Boroondara who may cycle

121,555 * 0.327 = 39,749 residents within 10 minute area

So there are 39,749 residents (who could cycle) within a 10 minute cycle range of any nominated point in Boroondara.

Boroondara has 151,486 residents total, so 39,749 represents 26.2 percent of the total.

The capture area increases by the square of the distance so increasing the 10 minute cycle to a 15 minute cycle increase the capture area by $(15/10)^2 = 2.25$

That is 40,000 to 90,000 people

Halve of the number of people in a given circular area are within $(1/2)^{0.5} = 0.707$ of the areas radius. So for a maximum range of 10 minutes cycling to the centre point; halve the residents in that area can actually cycle the distance in 7 minutes.

Some of the younger residents, eg 5 year olds, included in the calculations may not cycle but certainly there are residents above the age of 64 who do cycle and have not been included in the calculations.

The calculations also assume a consistent population density over Boroondara.