

BOROONDARA

Bicycle Users Group

Boroondara Bicycle Users Group
Response to:

City of Boroondara
Boroondara Bicycle Strategy

Draft Bicycle Strategy DRAFT 2

18 Jan 2008

This document has been edited by multiple people and may contain some inconsistencies or a viewpoint that may not fully represent the BBUG's combined and fully considered viewpoint. We intend to make this response available on our website. We reserve the right to reconsider any point expressed.

Please let it be noted, that in general, we believe that the council's cycling infrastructure is of a high standard, compared to other councils round Melbourne. More recent improvements implemented in recent times, such as to path quality, line marking and signing are well appreciated.

We look forward to continuing the current mutual cooperation between BBUG and BCC.

Executive Summary

The BUG believes that the ten year time frame proposed for this strategy is too long. The bike plan should be reviewed annually and updated every 5 years.

Catering for All

Page I: In the table, under 'Overarching Needs', for both 'Recreational Cyclists' and 'Tourism Cyclists' toilets and picnic facilities should be included.

1 Introduction

Page III or p7 of 89 in the pdf: We are not overly keen on the usage of information boards with maps at trail intersections – they attract graffiti. Signs alone are sufficient. We prefer this style of sign (with minor modifications), which is standard throughout Perth and are also used in Melbourne to some degree – they also tie in well with the council's new cycling road signs. Full design details here:

http://www.mainroads.wa.gov.au/Internet/Standards/RTems/traffic_mgmt/bike_direct_signs/part_c_tecnical_guideline_bicycle_directional_signs.asp

2.1 Overall Goal and 3.1 Strategic Context

There is mention of 'green house gas emissions' but the strategy should also now mention Kyoto targets. The target dates, 2030 date mentioned and even 2015, should be recognised as too far ahead – we need action now, ie a sense of urgency needs to be added to the document. Note that this fits with council's stated core values: "Sustainable and solution focussed outcomes."

Prime Minister Kevin Rudd at the United Nations climate change conference in Bali:

‘For Australians, climate change is no longer a distant threat...It is no longer a scientific theory, it's an emerging reality.’

2.2.2 Safety

Encourage consideration towards cycling in all infrastructure design and

2.2.3 Continued Development

Encourage consideration towards cycling in all infrastructure design and look for opportunities to improve facilities or to extend the bicycle network

These statements need to be strengthened. Checklists need to be put in place to **ensure** that these things happen.

4 Existing Conditions

4.3

Page 12 or p20 of 89 in the pdf, the map Fig 3: "Existing Network Plan" - redo so that the PBN outside of Boroondara is also shown - as has been done by ARUP for the Stonnington council strategy – page 50 or p53 of 90 in the pdf.

4.5 Crash Data

The strategy should mention Boroondara’s poor safety record in relationship to other inner suburban councils:

- 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

See BBUG’s response to items 1, 6, 51, 58, 63, 64, 65 in Tables 2 and 3, may explain some crash data.

Many crashes appear to occur when cyclists are travelling downhill at speed at an intersection. Such sites should be identified and checked to ensure sight lines are not obscured eg

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

4.6 Bicycle Links to Adjacent Municipalities

Discontinuities in of some of these links are glossed over. More detail could be added here to indicate that Travel Smart routes in adjacent municipalities, (some of which in Whitehorse are signed into Boroondara) will be complemented in Boroondara. Alternatively set an ACTION to fully investigate complementary connections.

4.6.4 City of Yarra

Mentions wide kerbside lanes in Burwood Rd and Barker Rd but overlooks the fact that these do not continue over the Yarra bridges linking to the City of Yarra, nor that the wide kerbside lane in Burwood Rd will soon have another interruption adjacent to the new Bunnings Store. Need mention importance of resolving Barkers Rd cutting and Bridge Rd EBLs add weight to resolving Burwood rd bridge.

There is a possible opportunity to implement a link from the Bridge Rd/Burwood Rd Hawthorn bridge to the Yarra Trail. This would fit in with an East West Link in Boroondara.

4.6.6 City of Stonnington

Fails to mention the gap in the exclusive bike lane on Tooronga Rd alongside the Tooronga Village, and the opportunity that currently exists to rectify this while the redevelopment of this site is being planned.

Would be useful to explain which municipality is responsible for the Gardiners Creek Trail given that it appears that the Trail is mostly in Stonnington from Burke Rd through to Solway Bridge.

4.6.7 City of Whitehorse

Fails to mention the conflict between proposals for a wide kerbside lane on Whitehorse Rd and the 109 tram project.

5 Consultation

5.1.2 Off-Road issues

The Main Yarra Trail was identified as being utilised on a regular basis for organised races/cycle sporting events. Concern was raised as to the pathway provision for cyclists when these events occur. It seems that there is some confusion here between the off-road path and the Kew, or more probably Richmond, Boulevards. A few recreational cycling events occur on the off-road trail, but races occur on the nearby roads.

5.2.1 On-Road issues

p. 22 *Traffic calming is considered to be effective with respect to slowing down traffic and improving on-road safety for cyclists*

This statement needs to be qualified. Traffic calming devices can be hazardous to cyclists if they are not designed with their needs in mind. This is another case where a checklist needs to be implemented to ensure that traffic engineers specifically consider the needs of cyclists using the route.

p. 23 *Chandler Highway steps on the Main Yarra Trail are dangerous due to the narrow bridge and stairs.*

It seems that two quite separate issues have been confused here. The narrow Chandler Highway bridge is dangerous for those cyclists using the Chandler Highway to cross the Yarra. The alternative crossing from the Latrobe Golf Club to the Willsmere-Chandler Park will address this problem.

The steps near the Chandler Highway are part of the off-road trail, and are arduous and off-putting rather than dangerous. Other solutions are required to solve this problem. One possibility is that the track continues lower down closer to the river rather than rising to the Boulevard. Another is the construction of a tunnel underneath the Chandler Highway providing a more gradual ascent to the Boulevard.

5.2.2 Off-Road issues

"No connection exists from the Gardiners Creek Trail to Ashwood Reserve in the City of Whitehorse" - not sure where this refers to. However Gardiners Creek Trail does connect to Ashwood Reserve in the City of Monash. Refer to this map:

http://www.monash.vic.gov.au/maps/static/reserves/res_area2a.htm

A link is needed from the Gardiners Creek Trail to Tooronga Rd

It needs to be spelled out that this link would be from the new development to the east side of Tooronga Rd to cater for cyclists heading south along Tooronga Rd.

Suggestion for additional consultation: Council to perform a BV Bikescope survey

Check with City of Yarra – they used a BV bike scope survey. They may be able to provide input re: it's success or failure.

7 Infrastructure Recommendations

Consider a reference here to Travel Smart maps stating that the context for many recommendations can be seen on the Travel Smart map although following investigations as part of this Strategy some routes may need refining.

7.2.1 Gardiners Creek trail gap

BCC's proposed route would help local cyclists and recreational cyclist but is unlikely to ever satisfy the needs of commuters. A commuter riding to work is not driving their car or talking up space on trains. We are disappointed with Stonnington Council's input on this issue.

7.2.2 Main Yarra Trail

This has been glossed over to some extent. This trail could conceivably be the northern equivalent to the Gardiner Creek trail in the south. With the establishment of a link to the Darebin trail it will receive more traffic. There are three problems here with possible solutions:

1. Stairs and road: suggested solution - tunnel under Chandler Hwy at the same level as the top of the stairs. Stairs could possibly be returned to parkland?
2. The significant grade problem – the flatter currently existing informal goat track should be formalised.
3. The pipe bridge surface and width – treat surface and check if pipe on bridge is being used or not.

http://www.boroondarabug.org/wiki/index.php/Yarra_River_Trail

7.2.6 East-West Connection

It would be reasonable to develop two of the suggested connections. These should be a more northerly and a more southerly route, ie option 1, and option 2 or 3. We are also looking at this further:

http://www.boroondarabug.org/wiki/index.php/Eastern_Rail_Line_Trail

We would like to see a route roughly parallel to and to the north of the train line implemented as a first priority. We see this as a fully functional bicycle road rather than just a signed route. This route could service a large activity centre.

Item	Comment
1	<p>Option A is highly desirable. This is the only on-road section in a trail that is 13 km long. Sect 4.5.2 labels Spencer Rd as a Black Spot. This gap should be eliminated as soon as possible. As a side note, the 40 kph sign depicted in the associated photos for this item obscure a cyclist's view when turning right from Spencer Rd into Prospect Hill Rd. It should be moved. See also.</p> <p>http://www.boroondarabug.org/wiki/index.php/Image:IMG_5033_r1_400_300.jpg</p> <p>http://www.boroondarabug.org/wiki/index.php/Image:IMG_5030_400_300.jpg</p>
2	<p>Route description is poor. Mentions Palmerston St, which, even though in line with a connecting lane, appears to be irrelevant . Existing conditions refers to Camberwell St, when the intent is Camberwell Station. Recommendations do not encompass the route described. In this location the link from East Camberwell Station east to Dudley Pde (as on TS map) is in urgent need of reconstruction.</p>
3	<p>Item should also mention the personal safety of people on trail. This section is quite isolated as it is about 1/2km to the nearest road access in either direction. On the basis that the most likely commuter direction is likely to be north to Whitehorse Rd a ramp on both sides of Mont Albert Rd would be desirable so cyclists do not have to cross Mont Albert Rd. Otherwise item is OK. BBUG has campaigned for this link in the past. Please refer to the link. The PDF suggests pedestrian lights but ramps to give access to both sides of Mont Albert Rd may be more appropriate, resulting in less congestion on Mont Albert Rd and a speedier access for Trail users:</p> <p>http://www.boroondarabug.org/projects/MtAlbertRd_Anniversary_link.pdf</p>
4	<p>Agree that this location is a problem for all – especially when the Tennis is on at the Kooyong Tennis Stadium. Described remedy should work.</p> <p>If a bridge is installed across Gardiners Creek it should have curved approaches or the bridge be placed at angle, ie avoid 90 degree turns.</p> <p>However suggest council consider duplicating path under Tollway from Glenferrie Rd to the east side of the pedestrian bridge over the Yarra. Existing path, which is too narrow for the large amount of traffic it carries, could be used by walkers and joggers and the new path by</p>

	<p>cyclists. The new path placed on the north side, could conceivably be on the ground with the appropriate earth works, rather than suspended under the tollway like the existing path. No new bridge would be required as the cycle path would descend to pass under Glenferrie Rd, on the north side, avoiding all pedestrians. This may be a less expensive remedy and also as a bonus alleviate pedestrian-cyclist conflicts along the shared path down to the Yarra as well.</p> <p>Division of a single path into separate sections for pedestrians and cyclists should be avoided as experience shows this does not work.</p>
5	<p>In recommendations Bringa Ave should read Allambee Ave. Council needs to admit this is a shared path and treat it as such by painting divided lines on it. This will greatly diminish the likelihood of people proceeding down Woodlands Ave. Suggested wombat is desirable but probably unnecessary. Also suggest signage is improved in Riversdale park itself, for cyclist proceeding in a southerly direction. Additions to signage in this area have improved the previous poor arrangements. Otherwise item is OK. Definitely agree with priority.</p>
6	<p>CBD commuters use Gillham St, Mayston St and Harold St to access Roseberry St directly or via Gordon St and proceed to Munro then Bowler. Any access through the park will have to be direct and of high quality to divert traffic away from Roseberry St. Note the cycle crash at Roseberry and Munro St in the crash data.</p> <p>It unlikely this route would be useful as an east west route. It is too far to the south and in range of the much preferred Gardiners Crk/Yarra trail. Cyclists using Roseberry St, head to the aforementioned trail via Auburn Rd or the extremely wide Robinson Rd, Illawara Rd and Kooyongkoot Rd. The later has a pedestrian crossing available.</p> <p>A review of cyclist crashes in the areas discussed above, suggest crashes along these routes are with cars rat racing along Callantina and Kembla, Scott and Miami – this should be addressed. It also suggests a cause for accidents along Riversdale Rd in this area and the Bowler St/Auburn Rd intersection.</p> <p>The above mentioned streets also lead to the popular Hawthorn velodrome and the nearby Melbourne University campus.</p> <p>It may be useful to develop a formal route from Bowler St to Gardiners Crk/Yarra trail rather than it being made part of an East-West link. Suggest via Kooyongkoot Rd.</p> <p>However, if a high quality East-West link was built north of the Belgrave/Ringwood train line, some of these cyclists using the routes under discussion here, may opt for the new East-West route.</p>
7	Agreed
8	Agreed – suggest an option C: install short section of concrete pipe to act as small bridge over existing drain on west side and see how the desire lines develop.
9	Possibly reasonable but should be looked at further. Suggested priority level is questionable. How has this been determined? Has the school been surveyed to determine how many cyclists would benefit?
10	Agreed
11	Agreed. Melway ref should be 45 C2.
12	Agreed – very worthwhile
13	<p>‘Connection with Yarra Trail Via Wallen Road bridge is poor’. This statement is incorrect. Cyclists can use a ramp on the north side of the bridge and Eastern Drv on the south side of the bridge.</p> <p>This Wallen Road bridge is not preferred by cyclists given the somewhat freeway like conditions on the west side of the bridge in Swan St. Using the Yarra trail to proceed to the CBD from this point is indirect. Cyclists are more likely to have diverted to the Gardiners Creek Trail earlier or used Burwood Rd to access the more popular Hawthorn Bridge.</p> <p>Suggest all recommendations be reviewed.</p> <p>However could be re-examined as parts could easily be used to link to Burwood Rd bridge. Fits</p>

	<p>with the suggested BBUG Leonda Improvements providing cyclists with a long north-south passage. Should incorporate train line underpass at the south end of Domville Ave. Council should discourage people parking there in a manner, which acts to block the underpass.</p> <p>Situation could change if Yarra Council ever developed a decent route from the Wallen St bridge to the Yarra trail at Loyola Grv or Gibdon St. Bridge across the Yarra at this point may then make more sense. A route already exists whereby cyclists use the underpass at Stawell St near Burnley Station to access the Yarra trail at Gibdon St. This possibility should be looked at further.</p>
14	<p>Agreed in part: Consider improving gravel path surface and width without sealing. Is a regular dog walking route and gravel is an indicator of a secondary path with many casual users. Eg. gravel paths in high dog area along Gardiners Creek at Deakin/ Bennetswood.</p> <p>Recommendation 2 is not practical. There is insufficient room to widen the 'new' path between Cornell St and Riversdale Rd. Steep banks add to safety concerns for recreational cyclists. TS map should be changed to show Cornell St to Through Rd as alternative.</p>
15	<p>Agreed. Path is already considered to be a shared path by cyclists. Highly recommend that raised crossings be installed at Wallis Ave and Ferndale Rd. The existing crossings are of very low quality and the trails are badly tracked and scrubbed out.</p> <p>Consider improving gravel path surface and width without sealing. Gravel is an indicator of a secondary path and should not be a high speed route with many local road crossings. Reasonable to seal where erosion a problem and /or where reserve is wide eg. Summerhill to Glen Iris Rd. Commuters use Great Valley Rd – faster.</p> <p>These crossings points should have repairs done to them immediately. See:</p> <p>http://www.boroondarabug.org/wiki/index.php/Image:IMG_5156_r1_400_300.jpg http://www.boroondarabug.org/wiki/index.php/Image:IMG_5152_400_300.jpg</p>
16	<p>Link should run through Denman Ave, Elizabeth St and then parkland through to Somerset Rd. This delivers the cyclist to the shops at Toorak Rd and very close access to the Anniversary trail.</p>
17	<p>Agreed – BBUG should also be acknowledged as having campaigned for this link.</p>
18	<p>Rather than utilising Glenferrie Rd/Wakefield Rd: Possibly run the path along Linda Cres and cross Glenferrie Rd to Park St, then through the existing path in Central Gardens. However, for city bound cyclists Wakefield has lights then left turn into Linda. For outbound – solution not easy – crossing Glenferrie difficult. Could have Park also signed but retain Wakefield which has no parking (car doors) and is so narrow that cars have to wait. Needs further investigation.</p> <p>Widen the existing pedestrian refuge in the centre of Power St.</p> <p>Include the broad and signed shared pathway on the north side of Burwood Rd from Church St to Lennox St. Include line markings. Utilise a short cut from Burwood Rd to Lennox St by proceeding through the South East corner of St James Park.</p> <p>Note that Lennox St is no longer as wide as it once was!</p> <p>This item should be part of an East-West route. Increase priority and expenditure. Only \$2000 is allocated, which is paltry.</p>
19	<p>Very low priority. Delete north of Hawthorn Rd as would serve little purpose and cost not justified.</p>
20	<p>Item 12 should be mentioned as linking to this connection. Path is already considered to be a shared path by cyclists. Option 2 is highly preferred by BBUG.</p> <p>Option 1 can still be a low priority recreation route best described to follow existing path in Stradbroke to south and east to signalised intersection then south footpath to reserve and south to Gordon St where TS map could show route via Wolseley which leads to Anniversary Trail. Path however is indirect and of low quality.</p>

	<p>Summary: Path installation near Archery area in Hays Paddock – high priority At Stradbroke Park: Option 1 low priority, Option 2 high priority.</p> <p>Signage should be installed immediately at a minimum. Particularly at the intersection of Lady Brasseys Drv and the Anniversary Trail. Also the road route from Lady Brasseys Drv to Stradbroke Park.</p>
21	<p>Agreed this a very important item that should have high priority. However the Markham Ave route is not BBUG's preferred route. The route should traverse the south side of the creek. There is more than one option on the south side of the creek and these should be examined.</p> <p>The needs of cyclists travelling unsafely across the golf course from Solway bridge to Thurso St should be addressed by City of Stonnington and Parks Vic.</p> <p>The Warrigal Rd underpass should be on the south side of the creek and can be built regardless of the routing of the path.</p> <p>The creek bridge could/should be placed on the west side of Warrigal Rd. It's important that any infrastructure built now, will aid access to the most north east corner of the golf course at Warrigal Rd, so any potential for a southerly route is not lost. There are two locations adjacent to and to the west of Warrigal Rd, that the bridge could be built on.</p>
22	<p>Photo may not be showing the correct bollards. In summary the alignment of the trail from Heather Grv to Burke Rd needs to be improved by re-juggling the street furniture and bollards near the pedestrian lights. Raised pedestrian crossing in Heather Grv may be beneficial. Chichane on east side of Burke Rd is also a problem.</p> <p>More expenditure needs to be assigned and point re-examined. Refer to this image: http://www.boroondarabug.org/wiki/index.php/Image:IMG_5111_400_300.jpg</p>
23	<p>Agreed – Option 1 should be implemented as soon as possible, if possible. Need to discuss Options 1 & 2 with VicRoads as Option 2 may well be the only acceptable signalisation given right turn traffic flows from Summerhill and need for storage in Toorak Rd in peak.</p>
24	<p>Agreed - Option A should be implemented as soon as possible. Need traffic advice on shopper ped movements and signal design. Consider second signal linked to existing similar to Burke/Cotham but only activated on demand. Option B is not helpful.</p>
25	<p>Agreed – tunnel option is good depending on its exact placement. Note that one of the informal trails has now been covered over and can't be utilised. Solving this item is now even more important.</p>
26	<p>Agreed – this is a major and unsafe gap in the PBN that needs to be fixed. Priority needs to be matched to developer's timetable or sooner. Not a low priority. Should be a high priority. Add recommendation to provide path link from GC Trail to serve southbound commuters on Toorong Rd.</p>
27	<p>Investigate if pipe is actually used. If not remove pipe and make use of newly acquired space. It has been rumoured pipe is not used.</p>
28	<p>Solway bridge has been repaired not “prepared”. Bridge is unsatisfactory particularly if any proposed Gardiners Creek gap closure makes use of the bridge.</p>
29	<p>Needs further discussion. It needs to be considered carefully, as it provides a link to a major activity centre. This route would have to be improved substantially in order to compete with Sefton Pl , Broadway and Cookson Sts. If this path is to be taken seriously, it must also be considered in light of the proposed development at Camberwell Station and exactly where an East-West link would go. Any new fencing needs to consider handlebar clearance. Unlike the new fencing on the Yarra trail near MacRoberston's bridge in Yarra CC.</p> <p>This trail can, towards the west, give access to Harold St, Mayston St, Burwood Rd and Victoria Rd – all popular with cyclists.</p>
30	<p>Agreed - Photos are a bit misleading. The narrow part of the bridge is the north side access structure – not the bridge over the Yarra, itself. That implies costs may not be as bad as perhaps</p>

	perceived. Did HWR get back to BV? Lower priority? Bollards here still remain an issue.
33	Agreed – it's slightly downhill when heading north, so cyclists speed can be high.

Table 3: Recommendations for On-Road Routes in Boroondara	
Item	Comment
50	<p>(JP) Jason would be best to respond to this item. ‘Survey comments’ should note that this is downhill for cyclists and they could be doing a considerable speed at this point. Hence not seen by motorists until too late or motorists misjudge their speed.</p> <p>Motorists heading this way are probably rat racing? and will jump at the chance to cross High St, if they think they have a clear opportunity. It’s tricky to do a right turn here. Could the street be made one way? Or left hand turn only?</p>
51	<p>Agreed</p> <p>These notes should be added:</p> <ul style="list-style-type: none"> • a trail starts from Adeney Av and Parkhill Rd (Victoria Park Trail?) and proceeds to the Anniversary trail via Victoria Park. This makes the Adeney connection even more desirable. Council’s map, see figure 9 etc in the draft, should show this trail. • these connections are already in use by cyclists and may explain the significant crash data at High St & Belford Rd area and Davis/Thomas Sts & Cotham Rd • 1st paragraph of recommendations: Adeney Av would connect to Auburn Rd via Wixton St as mentioned in 3rd paragraph
52	Agreed
53	<p>Agreed – lining marking on footpath leading to signals would help. Many cyclists cross the road at the SW side of the traffic islands/tram stop, rather than at the NE side at the pedestrian lights. Path positioning makes the SW side crossing appear more direct and more natural but it is unsafe.</p> <p>Willsmere Rd is incorrectly referred to as being part of this junction.</p> <p>Suggest council buys wood yard as a long-term solution, if it comes up for sale.</p> <p>VicRoads suggest that a bridge still lies under the road – could make for a good tunnel connection in the future!!</p>
54	<p>Mention route could join to trail outlined in 19. Doubt the value of this connection. Fits well with Auburn Rd and item 51 & Victoria Park Trail.</p> <p>While Stevenson and Young Sts look like a good connection on a map, we would comment that only our fittest cyclists could traverse this section without having to stop to recover their strength. Young St is STEEP as. Regardless signing it does no harm?</p> <p>Doubt that shared path on south side of Sackville is best solution for commuters. Investigate and consider indented parking and narrowing bluestone gutter to achieve EBLs.</p> <p>Wellington St and Sackville St would make a good link but the traffic is substantial – heart of 4WD territory. Kids riding to school amongst this traffic at school pickup/drop off time. Asking for trouble without major separation - Copenhagen lane? I note BV has been cited here – have they been cited correctly or as they intended?</p>
55	Agreed
56	<p>Comment perhaps indicates some lack of understanding of different cycling groups ie those who just take the direct route always and would ride the wrong way down a freeway, if they were allowed. As opposed to those who are perhaps not so confident and like to hedge their bets, by being more choosy where they ride.</p> <p>‘Survey comments’ should note that depending on direction, this may well be downhill for cyclists and they could be doing a considerable speed at this point - motorists may misjudge their speed. Roundabout is also near a crest – visibility problems? Need to examine topography of junction in relationship to detailed crash reports. This intersection can be busy and difficult for all to negotiate.</p>

	Agreed - but forget the Zebra crossing and focus on guiding traffic down the Hyde park route (Victoria Park Trail?) to the underpass that will be opposite the Darebin Creek traffic. This avoids Willsmere Rd.
57	<p>Agreed</p> <p>It should be noted the footpath on the bridge only exists on one side of the bridge. Additionally it is difficult to traverse from the traffic to the path and back into the traffic safely. It is safer to remain in the flow of traffic and 'take the lane' when crossing the bridge itself. Requires high confidence on the part of the cyclist.</p>
58	<p>Need specific details on exactly where the accidents occurred.</p> <p>Possibly the crashes have been due to getting side swiped when heading from Camberwell Rd into Burwood Rd, as opposed to starting from Burke Rd and continuing west on Burwood Rd. This point is a signed black spot and is bad enough in a car due to the parked cars either side of the corner, compounded by drivers not staying in their lane when rounding the corner.</p> <p>Painting a green cycle lane east into Camberwell Rd may assist cyclists heading to Camberwell junction. Cyclists heading east up Burwood Rd face a squeeze point because of poor intersection design and centre islands.</p> <p>If riders were travelling westward along Burwood Rd and crashed at Camberwell Rd – it may be due to the left lane in Burwood Rd being both a left and right turning lane. Once again drivers do not stay in their lanes when turning. The bike lane stops a long way before the intersection. May be need a bike head start box with a green coloured arrival lane if possible.</p> <p>Note that if the intersection is altered, there may be an opportunity to link Burwood Rd to Albert St to Victoria Rd (part of East West link trail?) in a more cyclist friendly manner.</p>
59	<p>Refer also to our response to item 6.</p> <p>Route has merit as a link to an East West rail route but not as an East West link in it's self. Better as a link to Gardiners Creek Trail?</p> <p>Mayston certainly better for eastbound but no signals on Burke Rd. Will link to Rail Trail. For downhill westbound experienced cyclists Harold OK.</p> <p>Harold St, Burke Rd and Prospect Hill intersection would have to be considered dangerous for cyclists. Mayston St would be a better alternative.</p>
60	Agree except it should be noted that the Power Ave, Morang Reserve, Evansdale Rd, Austin St, train line underpass, Domville Ave, Burwood route be considered viable with proper signing and the removal of the one step recently installed between Power Ave and Morang Rd. See discussion in item 13 above and photo in item 59 in original draft.
61	(JP) – can't comment - Jason would know this one.
62	<p>Agree - however Yarrabat road is hilly (Beckett Park is one of the highest points in Melbourne). Winnalee Rd may be a better choice? Signalisation of Balwyn Rd at Yarrbat may have implications for 'rat run' [Must be a better term than this!] car traffic but may be able to give priority to cyclists. Connect then to Winnalee via Yerrin to avoid hill. Need to investigate.</p> <p>There is no mention of a possible link along the pipeline reserve between Greythorn Rd and Union Rd – both of which have bicycle lanes. Council's map, see figure 9 etc in the draft, should show the Gawler Chain Trail and the Bushy Creek Trails. These two trails are continuation of this suggested link.</p> <p>The lane between Union Rd and Madang Av should be investigated as part of this path.</p>
63	<p>Disagree - Needs to be reassessed.</p> <p>The idea of putting lanes on the road along Balwyn Rd between Mont Albert to Canterbury Rd appears fraught with danger. Especially due to the hill and the parked cars and the substantial traffic.</p>

	<p>However a route from Mont Albert Rd down Chatham Rd (preferred) or Faversham linking to Shirelaw Ave is and would be far more popular than linking Mont Albert Rd to Canterbury via Balwyn rd. This route is already utilised by cyclists.</p> <p>Northbound cyclists are unlikely to go up hill on Balwyn Rd. Rochester Rd is better alternative as on TS map. North end of Rochester needs to be signed to allow cyclists past school in morning peak . Need to investigate Mont Albert to Balwyn route via Knutsford and Millah then have EBL north past Fintona. Bluestone kerb needs single tray. Disagree that car parking is low – is chaotic during school start and finish times. (No students but some staff ride to school)</p> <p>Something needs to be done re the pedestrian crossing at Shirelaw Ave and Canterbury Rd. Note there has been a cyclist crash here.</p> <p>Other parts of the proposal appear sound?</p>
64	<p>Agree</p> <p>Suggest Park St be used instead of Allen St. Wakefield St. [see comments in reply to 18] Then use Allen and Malmsbury which are one-way. Have Victoria Rd linking to Broadway east of Burke Rd. Victoria Rd is wide enough to potentially have a separated cycling path. A major opportunity was missed when this road was recently rebuilt – it’s possibly not to late to salvage something.</p> <p>Take Burwood Rd out of the equation. Use footpath on south side of St James Park.</p> <p>This item should mention the high rate of crashes along Burwood Rd parallel to this route. It is essential this is addressed and this item is one way of doing so.</p> <p>Raise priority</p>
65	<p>Agree.</p> <p>Would suggest that the high crash rate at Riversdale Rd and Butler St, near the junction, is due to the poor view to the east, when heading north out of Butler St. This is an extremely busy corner. Motorists need to edge well past the stop line, into the bicycle lane, to check for traffic as their view is obscured by parked cars. At least three metered parking spots need to be removed closest to the southeast corner of the intersection. Doing so would also reduce car crashes. Note that this is downhill for cyclists and they could be doing a considerable speed at this point. Refer to photo:</p> <p>http://www.boroondarabug.org/wiki/index.php/Image:IMG_5207_r1_400_300.jpg</p> <p>Crashes at Riversdale and Havelock Rds may now well diminish, since the recent installation of the traffic lights at this point.</p>
66	<p>Undecided needs further investigation by BBUG. Cyclists can use the Anniversary trail or Ferndale Trail. However proposal is not unrealistic. Investigate EBLs from Camberwell Rd to Ferndale Park only. Survey users – may be controversial.</p>
67	<p>Review all existing traffic calming installations with a view auditing for improving safety and need for cycle bypasses as influenced by traffic volumes, car speed, gradients, speed differentials. Eg. Madeline st, Prosper Pde, Highfield Rd.</p>
68	<p>Investigate means to create a Camberwell bypass for cyclists by modifying the ‘ring road’ of Stanhope, Trafgar, Seymour. Opportunities include indented parking, parking bans, EBLs. Can link to Pleasant, Auburn, Robinson and GC Trail.</p> <p>The new lights on Riversdale Rd at the Haverlock /Referrn Rd intersection complement the above.</p>

8 Management and Implementation

8.1.1 Should describe current BAC better including reference to BdaraBUG.

8.1.2 Is consultant recommending an expanded BAC for all meetings or ‘as appropriate’?

8.2 Funding Opportunities

Table 6 – Possible Funding Sources (other than Council)

Add:

- Cycling Promotion Fund
- Work For the Dole (WFD) program - Bike for the dole

Table 7: Promotion and Education Recommendations

p.50 *Promote an integrated approach to bicycle planning*

This is a very important issue. Specific mention should be made here of matters such as intersection and street re-design including bluestone kerbing and traffic calming devices. The need to liaise with VicRoads when new developments involve alterations to adjacent roads which may be part of the PBN should also be spelled out here.

Other planning issues that have implications for cycling include

1. Land sales should consider loss of through way for bicycles. Eg. Lane north of Toorak Rd at Hartwell sold/leased? To BMW car sales and BP thus removing good link to Highfield Rd.
2. Planning applications should consider loss of through way for bicycles, eg application PP06/01145
3. Also land "claimed" (fenced in) by residents next to train tracks etc. need to be notified the land may be used in the future and they are to cease and desist. Eg land that could potentially be used by the East West link along the train line. Eg Junction Rd near Chatham station. Also Dudley Pde near East Camberwell station. At a minimum council should identify such locations and put violators on notice. Please refer to Council's document "Discontinuance of Roads and Reserves Policy produced by Traffic and Environment Team, 1998"

p.52 The council should stay focused on local cycling. Education issues and the broader picture should be picked up by linking to appropriate sites such as BV.

The list of items to be included on the COB web site should include

- Bicycle Advisory Committee Meeting dates, agendas and minutes
- The addition of an RSS feed to the council's web page on cycling would be useful, so BBUG and other interested parties could know when it has been altered.
- Web 2.0 opportunities such as including links to Google Calendars covering Melbourne cycling may be appropriate - we can help with same.
- a complaints system or a link to one. Maybe council together with other councils could sponsor Bicycle Victoria to maintain one. For example: Implementing such a reporting systems is part of Melbourne City council's bicycle strategy. See this example which records the data to a simple database, which can be reviewed as text or as locations on a map:
<http://www.lynedochpublications.com.au/gmaps/fixthispointplease.html>
- all ARUP maps as found in the PDF on line. For example:
<http://www.boroondarabug.org/jp/image/CyclistCrashesBoroondara.jpg>
and this: <http://tinyurl.com/37lvfm>
- Ride made available by the Surrey Hills Neighbourhood Centre should be mentioned.
- Any existing links to BBUG on the Council's web site should be updated to reflect out correct website address.
- There has been some discussion about whether the Travel Smart maps could be produced as a PDF available as a reasonable sized download eg about 1mb. There are examples here:
<http://www.dpi.wa.gov.au/travelsmart/14972.asp>
<http://www.dpi.wa.gov.au/travelsmart/15051.asp>
- Rotary River Ride – start and finishes at Hays Paddock
<http://www.rotaryriverride.com.au/>

p53 *Promote Cycling as a From of Transport to Work*

BV's Ride2work day should be fully supported by Council with a breakfast for the whole Boroondara community and passers-by. Probably will be held on 15 October 2008. Event to be well advertised beforehand. If a councillor could participate, as is done elsewhere, that would be productive. BBUG to also participate. Police engraving bikes, food from local tradespeople, etc. Hand out Travelsmart maps. Ask riders to detail their routes on a notice board. Questionnaire re local cycling facilities - prize for filling in forms. Raffle bike lights, a service at bike shop, bike books, etc. Event to be held where a lot of bike traffic normally passes. Consult with City of Yarra on their experiences in organising their annual event.

p.53 *Council to lead by example*

Council should allow employees to claim their cycling expenses as part of their remuneration package.

p.54 *Promotion of New Cycling Facilities*

The paragraph recommending the development of a map seems to have been written in ignorance of the existence of the Boroondara TravelSmart map. It would be more relevant to include a paragraph recommending regular updating of the TravelSmart map and reprinting as required, and the need to ensure that it is widely available in locations such as Boroondara and neighbouring council offices, local libraries, recreation centres, bike shops, and city information centres such as Information Victoria and Bicycle Victoria.

A1 Toolkit

A1.2, Access Barriers

Chicanes create problems for users of wheelchairs; recumbents and tandem bicycles. Note some disabled people use hand-cranked recumbents, enabling them to travel large distances, when not defeated by obstacle courses. These bollards in Boroondara defeat this access comprehensively. See this Boroondara example:

http://www.boroondarabug.org/wiki/index.php/Image:IMG_5196_r1_400_300.jpg

Center placed bollards are not satisfactory, as suggested on page B7 or p81 of 89 in the PDF. Note the Note: some BUG members prefer centre bollards to the narrowing of the path to one lane by installing two side bollards.

A1.4 Wayfinding Signage

Lines on the ground tracking the path to take can often be more useful than directional arrows or signs, eg Anniversary trail at Harp Rd junction. Ditto south of Riversdale Park at Fordham Ave. Stencilled arrows along the lines of A1.4.2 may be appropriate.

Signs at bridges are important. An example is the pedestrian bridge on the Koonung Creek trail near Eram Rd in Whitehorse. If you don't cross it you have a problem if you wish to continue on the trail – there may be no crossing points further along the path or the path may be a dead end.

Council may like to implement this style of signage as used throughout Perth. Design drawings are included on this website:

http://www.mainroads.wa.gov.au/Internet/Standards/RTems/traffic_mgmt/bike_direct_signs/part_c_technical_guideline_bicycle_directional_signs.asp

Many of the trails run across council boundaries. The Gardiners Creek and Yarra River trails being good examples. We would like the strategy to make note that the council will attempt to work with neighbouring councils to achieve a homogenous outcome. See for example:

http://www.boroondarabug.org/wiki/index.php/Minor_works_required#Minor_problems_found_on_the_Gardiners_Creek_Trail_in_Stonnington

Another example: Request Yarra council place a sign on the Yarra Trail on the south side of the Walmer St footbridge, so that Yarra Trail users heading west on the south side, cross the bridge rather than continuing onwards - a dead end.

http://www.boroondarabug.org/wiki/index.php/Image:IMG_5100_400_300.jpg

A1.4.1 Naming Convention

All shared paths need to be named and the names registered at Vicnames by Boroondara Council as the Naming Authority – check with John Lorkin at council HQ:

- Anniversary Trail – Outer Circle no longer to be used (not all will agree on the actual name but a single, definitive name is essential)
- Gardiners Creek Trail
- Yarra Trail (not Main Yarra Trail)
- Hays Paddock Trail
- Ferndale Trail
- Victoria Park Trail or Victoria Trail
- And a name for the proposed Anniversary Trail to Surrey Hills Park trail
- And any others such as the East West Link

As an example of naming problems, we have this article in the Age:

<http://www.theage.com.au/news/in-depth/going-off-the-rails/2008/01/08/1199554649426.html?page=fullpage#contentSwap2>

Confusion re: the trail names:

Inner Circle = Capital City Trail ???

Outer circle = Anniversary trail ???

Note the article says:

"Diversion: Break the walk with a coffee at the Town & Country Gardens Cafe, 24 Whitehorse Road, Balwyn, where the trail crosses the road."

A Boroondara trader gets free advertising worth thousands of dollars in a major newspaper. How do get to this café? By the Outer Circle or Anniversary trail? Are there signs on the trail? On arrival, where do you park your bikes - there's no bicycle parking there.

http://www.boroondarabug.org/wiki/index.php/Image:IMG_5176_400_300.jpg

The reasons for registering trail names can be found here:

http://www.boroondarabug.org/wiki/index.php/Trail_names

If the council can encourage neighbouring councils to do likewise that would be much appreciated. Please consult with us first.

A1.5 End of Trip Facilities

The list here should include toilets.

Some statement like this should be added:

"The planning and design of council roadworks and traffic management projects that could either positively or negatively impact on cyclists be audited against the 'Designers Checklist to Ensure Provision of Safe Facilities for Cyclists' and take into account the functional classification of the road."

Also add to toolkit:

- <http://www.austroads.com.au/abc/>
- <http://www.travelsmart.gov.au/bikeability/index.html>
- http://www.cyclingresourcecentre.org.au/2/Engineering_Planning

A recent example of this sort of problem is Power Ave. It has just been refurbished with a new path but bicycle usage has not been considered. It has a smooth path with just one step in it. However in the draft bicycle strategy it is mentioned as a possible route. This is a continual problem and BBUG can cite other very significant examples.

Car sharing

If approached by these organisations or similar, the council should seriously consider any such approach. Perhaps the council should take the initiative and approach them? Of course bike parking should be located next to their parking spots:

Flexicar - car sharing <http://www.flexicar.com.au/>

GoGet - car sharing <http://www.goget.com.au/>

<http://www.theage.com.au/news/national/council-puts-brakes-on-carsharing/2007/12/26/1198345081530.html>

A.1.5.2 Bicycle lockers at stations

Given recent (Jan 2008) changes to the rules regarding bicycles on trains during peak hour, there is now an obvious need to look at the bike locker distribution further. The list further below shows the distribution of bike lockers in the Boroondara area and immediate surrounds.

In general the current distribution of lockers appears well thought out. The usage per station should be examined. A midweek audit of occupation levels would help determine usage. If they are not used but bicycles are still to be found locked to nearby fences, then one would need to determine why that is the case eg is there a perceived security issue. Are they located in inconvenient locations, etc. It has been suggested that bike loops should always be placed in CCTV monitored areas. We suspect the lockers are not as well used as believed – why? Keep in mind that serious commuters may well be using bicycles worth any where from \$700 to \$4000.

We would like to see lockers placed at Hartwell, Kooyong and East Camberwell stations, regardless of what council they belong to; they serve people in Boroondara. Two of these stations serve nearby schools. Hartwell addresses a perceived gap. All three stations are on or very close to existing bike paths.

A more controversial suggestion: In some locations there are public car parks that could also have bike lockers. An example would be the car park at the corner of Toorak Rd and Auburn Rd. People coming in on the freeway can park, then take to their bikes (note that people do this). They would save on tolls & petrol and get some exercise as well. There may be other car parks that could be used in this way. Perhaps in Studley park.

The table should be expanded to reflect all stations that are relevant to Boroondara residents:

Riversdale 0
Willison 0
Hartwell 0 <-----
Burwood 0
Ashburton 6
Alamein 0

Heyington 0
Kooyong 0 <-----
Tooronga 8 coming
Gardiner 0
Glen Iris 6
Darling 0
East Malvern 6 + 6 coming
Holmesglen 10
Jordanville 0
Mount Waverley 8 + 8 coming
Syndal 0
Glen Waverley 12

Richmond 0

East Richmond 0
Burnley 0
Hawthorn 0
Glenferrie 8
Auburn 6 coming
Camberwell 6
East Camberwell 0 <-----
Canterbury 0
Chatham 0
Surrey Hills 12
Mont Albert 0
Box Hill 10
Laburnum 0
Blackburn 12

Miscellaneous errors in the text:

- p6, Infrastructure, ‘Camberwell Junction requires a retrofit to accommodate safe bicycle movements (site of the only cycling fatality over the past 5 years) (Item 65)’ but p26, figure 7, Crash map, places event at Kew junction. Important to get this right, out of respect for any relations or family of victim.
- p34, sect 5.3.1.2, ‘vicbugchat’ not ‘BVbugchat’
- The acronym LATM (Local Area Traffic Management) should be spelt out so readers know what it means.
- Section 4.5.2. "Camberwell Rd between Burke Rd and Butler St (4)" should probably read Riversdale Rd/Butler St (4);

Additions to the draft needed:

1. Council to provide a small no strings attached community grant to BBUG yearly?
2. Move light pole on Anniversary Trail 250m north of prospect Hill Rd. See: http://www.boroondarabug.org/wiki/index.php/Image:IMG_5175_r1_400_300.jpg
3. Allen St near Central Gardens is one way (re East West link). It needs to be two way for cyclists, ie contra flow facilities provided.
4. Strategy fails to consider anything on the council’s border, eg figure 3 “Existing network plan” does not show the path to East Malvern Station. Strategy does not consider students travelling to Holmesglen or cycling commuters using East Malvern Station. It is extremely important that the council considers its linkages to surrounding areas.
5. Figure 3 “Existing network plan” does not show the Hays Paddock trail, Victoria Park trail or the Ferndale trail. They are either shared paths or they are not. Other council maps show them as shared paths. This is inconsistent.
6. Virtually no mention of the East West link in the Surrey Hills area.
7. Explore viability of bicycles on buses - not trams
8. BBUG should organise a day out for traffic engineers from time to time – transport by bike and car (should this be included in the Council’s strategy?)
9. Any future development at Camberwell station must consider cycling access.
10. Provision of bike parking facilities needs to be an ongoing process and money allocated as such.
11. Some reference to the council’s Integrated Transport Strategy would appear appropriate
12. If the wide kerbside lines (WKL) were removed in Boroondara, the network would be somewhat frail. It is now time to reassess the WKLs and look at how they can be improved and developed further.
13. There appears to be little commentary re new building supplying sufficient levels of end of trip facilities.
14. All reviews of recreational areas should consider paths in those areas as being part of a much larger context when it comes to cycling. Eg The Glenferrie Oval, Grace Park and LE Bray Reserve Concept Master Plan should consider its role in an East West link.
15. The bridge crossings at Victoria St, Bridge Rd and Swan St need to be examined for any improvements that can be made for cyclists.

Questions:

- Are there any Bicycle facilities at Melbourne Uni in Auburn Rd?
- Can cycling be used to help council with carbon trading/offsets? What is the value to the community when a car driver cycles instead?
- Some of the crash data in the BCC ITS document seems to reappear in the Bicycle Strategy crash data even though they cover different time periods. Have these two lots of data been compared side by side?