

BOROONDARA

Bicycle Users Group

Boroondara Bicycle Users Group
Response to:

City of Boroondara

Glenferrie: Heart of Hawthorn: Draft Structure Plan

23 December 2009

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Introduction

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

References

BBUG would like to refer Council to the following documents

- The Boroondara Bicycle Strategy
- 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.
- The East West link on BBUG's website:
http://www.boroondarabug.org/wiki/index.php/Eastern_Rail_Line_Trail
- The cyclist crash data for the study area, in particular along Burwood Rd and

Glenferrie Rd. This area is a black spot for cyclists.

- The TravelSmart map for the study area.
- And BBUG's response to the original Glenferrie Road Structure Plan, February 2008 at http://boroondarabug.org/w/images/c/c9/Glenferrie_shopping_area.pdf

Executive Summary

The 2030 goals of sustainable transport in future areas of high-density living include increased levels of cycling. 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 highlights the very central role that Swinburne University now plays in the Glenferrie area. This should be seen as a providing the perfect opportunity to promote cycling as a transport option. Thanks in large part to its position adjacent to Melbourne University, Carlton has perhaps the greatest number of cyclists of any suburb in Melbourne. Boroondara needs to look at how this is supported by urban design.

The document generally presents cycling as the last of all the various transport options, and sometimes omits mention of it as an option at all. While BBUG is most supportive of encouraging walking as a means of access to, and travel through, Glenferrie, it is important that measures taken to do this, such as widening footpaths, do not discourage cycling or make cyclists less safe.

The only specific cycling route mentioned is that from Glenferrie Station to Grace Park. This is an important link, but cyclists also need to be able to access Glenferrie Rd from the east safely, to travel east-west through the study area, and to use Glenferrie Rd to travel north – south.

Detailed response to the document

Opportunities for the future of Glenferrie, p6

There is no specific mention of bicycle access.

Challenges, p 6

The list of dot points includes no mention of bicycle access.

Guiding Principles for Glenferrie, p8

The list of dot points includes no mention of a bike-friendly environment, or bike routes, only improved pedestrian routes. There is no mention of the provision of bike parking at frequent intervals.

1.1 The Retail and Commercial Role of Glenferrie **For all retail and commercial areas, p12**

No mention of improving bike accessibility.

1.2 Community, Civic and Recreational Facilities **Swinburne University (Area 4 on Activities Plan), p14** **Possible Actions include**

No mention of improvements to bike links and bike parking through the site.
No mention of promotion of cycling to students and university staff.

3.1 Streetscape and Landscape Design **Strategies, p30**

- Improve the quality and width of pavement surfaces to ensure ease of access.

Presumably this means ease of access for pedestrians and may require narrowing of roads. While BBUG supports making the centre easier to get around on foot, this must not be at the expense of making it harder or more dangerous for cyclists. If roads are to be narrowed it is essential that this not be at the cost of placing cyclists in the door zone, or alternatively in the tram tracks. A possible solution is to prohibit roadside parking in these areas.

Also if footpaths are to be widened, and presumably re-landscaped, bike parking facilities must be included in the design from the start, not added in where possible at a later date, as happened with the most recent bout of landscaping in Glenferrie Rd.

3.2 Open Spaces **Possible actions include, p 31**

Widening footpaths in Grace St must not be at the cost of squeezing out cyclists as this is part of 'a key pedestrian and cyclist access route', as noted below. Again wider footpaths should be seen as an opportunity to incorporate extra bike parking.

The link along the old Kew railway line is a cyclist link as well as a pedestrian link. It needs to be developed as a shared path.

Theme 4 Access, p34 **Balancing Transport Options Within Glenferrie**

BBUG strongly agrees that there is the potential to increase the number of trips to and within Glenferrie that are taken by means other than car. Students in particular need to be encouraged to cycle rather than drive, but many older people ride bikes and more would be happy to do so if they felt safer on the roads.

Cycling, p35

This section correctly identifies some of the barriers to cycling to and within Glenferrie. In order to realise the potential for increasing levels of cycling to Glenferrie it is worth considering demanding that any new commercial developments include a higher level of end-of trip facilities than that currently required in the planning regulations.

Possible actions include, p36

As well as working with the various parties listed it would be worth looking at how Melbourne University and the City of Melbourne have supported the very high level of cycling in Carlton.

4.2 Traffic Movement Strategies, p36

It is important to note that traffic calming measures need to be very carefully designed to be bicycle-friendly, as many are not.

Possible actions include

Note that whatever re-design of Wakefield St occurs this should not create any obstacles to its use by cyclists. Introduction of a 40km speed limit in Wakefield St would make it safer for cyclists and consideration should be given to imposing such a speed limit throughout the entire study area. Park St and Linda Crescent should also be considered as an east-west cycle route through Glenferrie.

4.5 Walking, p38

Possible actions include

Additional pedestrian crossings will also benefit cyclists and need to be positioned and constructed with this in mind. The recommended pedestrian route servicing the centre's south-eastern sector would also be useful for cyclists and should be designed as a shared path. A crossing at the Park St/Linda Crescent intersection would be the most beneficial to cyclists travelling east-west through Glenferrie.

The entire route from Glenferrie Rd to Grace Park will be an important east-west link for cyclists.

4.6 Cycling, p39

Glenferrie Rd itself is an important cycling link. The retention and improvement of the bike lanes here needs to be included. One of the most useful measures to improve cyclist safety along Glenferrie Rd would be the removal of kerbside parking.

Likewise cycling links from Glenferrie Rd to the east, including Park St, need to be identified and where possible improved.

Access, p46

BBUG endorses the concept of pedestrians and cyclists having priority over vehicles on the University campus.

Spaces, p53

The idea of refitting of the vaults at the base of the railway station for bike lockers has great merit. Many people like to combine train and bike travel for all sorts of reasons, and secure bike parking makes this even more attractive. It is important that bike parking is conveniently located, unlike the current provision on one of the platforms, which requires a long, and at some times insecure, trek either to park or collect one's bike.

Access, p54

BBUG endorses the concept of a well-lit, paved and landscaped route that includes a signalised pedestrian crossing over Glenferrie Rd, but notes that for maximum utility to cyclists this will need to be part of a continuous east-west route through Glenferrie.

The shared path through Grace St will provide one bike route to the west. However a continuous east-west bike route through Glenferrie is needed as well.

Conclusion:

The significant lack of vision in the report in regard to providing for cycling through and to the Study Area is hard to understand given the current focus across Melbourne on cycling as a legitimate form of transport. The area has already been considered in the TravelSmart process and yet current feeder routes into the Glenferrie Rd precinct don't rate a mention.

In the section '2.4 Sustainable Land Use Development' a possible action is to "promote Glenferrie as a model of sustainable development". The Draft Report fails to address this. The Report needs serious re-working to address the role of bicycle transport as part of the Glenferrie transport solution. The vision on p7, in text and in the illustration needs to be addressed throughout the Report.