

BOROONDARA

Bicycle Users Group

Boroondara Bicycle Users Group
Response to:

City of Stonnington
Public Realm Strategy

4 Aug 2009 – Rev 1

All feedback on the Draft Public Realm Strategy – June 2009 must be sent to Council by 31 August 2009.

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Introduction

Boroondara Bicycle Users Group exists to promote cycling and to advocate for improvements to cycling infrastructure in Boroondara and surrounding areas. BBUG thanks the Council for providing us with the opportunity to reply to the draft strategy. BBUG will make this response available on its website.

Please note that BBUG has members who are residents and/or ratepayers in Stonnington.

Referenced documents:

Draft Public Realm Strategy - document all parts and subsections (PRS)
Stonnington Council - Organisational Chart (June 2009) Staffing List
Victorian Cycling Strategy – Mar 2009
Private and Public Memory: a History of the City of Malvern by Lynne Strahan"
Glen Eira bicycle Strategy
Chapel Vision Structure Plan, 2007
Stonnington bicycle Strategy - 2005
Parks Victoria document - Linking People and Spaces (2002)
SCC Surrey Park documentation
SCC submission to the Select Committee on Public Land Development Sept 2007
Port Philip Council's bicycle strategy
IMAP - documentation
Motorcycle Notes No. 4 July 2000 - Road Markings and Slippery Surfaces

Executive Summary

- The PRS on the whole is impressive but contains some major omissions. We note that it is intended to be a living document.
- Any improvements to shared paths for cycling also benefit walkers, pram users, joggers and those forced to use electric scooters for transport such as the elderly
- Our proposed shared path the “Golfers Choice” is effectively supported by the draft PRS. Please seize the unique opportunity presented by the M1 highway works, to have this path built:

http://boroondarabug.org/wiki/index.php/Golfers_Choice

- Cycling allows a more human interaction with a locale’s encompassing realm and at a pace where that interaction is truly unique, instructive and enjoyable. This notion needs to be expressed in the PRS when thinking about linkages.
- A strategy encompassing all of Stonnington, using a holistic approach rather than a piecemeal approach, can provide more consistent cycling infrastructure. We endorse this general thrust, as found throughout the Strategy.
- Continuing the theme of a holistic approach, cycling routes need to be seen in context of all routes within a 10 km radius of Stonnington. The PRS fails to address connectivity to areas beyond its borders.
- Developing synergistic relationships between departments, as recommended by the PRS, can provide more consistent cycling infrastructure and identify hidden opportunities. We support this.
- Cycling infrastructure development, on and off road, is best handled by traffic

engineers, with input from other Council departments.

- All of Stonnington area has a high priority under the Victorian Cycling Strategy. Therefore it is in a good position to receive extra finance from the State Government for cycling initiatives.
- Recognise that the Malvern Valley Public Golf Course area and the East Malvern Station footbridge represents one of the largest cycling “intersections” in Melbourne. It is second only to Chapel Street for cycling numbers in Stonnington.
- Ensure that the off road cycling infrastructure located in Stonnington is recognised as being part of a much larger Melbourne wide network that needs to be developed cohesively.
- We concur with Council that the State Government needs to allow better access to waste land currently controlled by VicTrack.
- We agree with the PRS – p73 “Promote walking and cycling as major forms of transport.”
- Identify Holmesglen TAFE as a hub
- Identify transport hubs as Public spaces
- Develop a Council strategy for the Malvern Valley Public Golf Course.
- Recognise that cycling provides a great way of linking spaces, as recognized at the State level, in the Parks Victoria document - Linking People and Spaces (2002).
- The PRS should probably have a complete section devoted to cycling. Cycling routes network the landscape at a human level.
- Have your infrastructure plans ready, so they can be put forward when funding rounds come up. Council cannot afford some of the major infrastructure that it needs. It needs to be vigorous and relentless in squeezing monies out of the State and Federal government.
- Take the opportunity during this PRS development to send Council officers from urban design, parks & gardens and traffic & transport to Bicycle Victoria’s “Bike Futures conference” this coming October:

<http://www.bv.com.au/change-the-world/43715/>

Discussion

Golfers Choice – a shared path proposal by BBUG

Let’s be absolutely clear. Some of our members are golfers. This is not about golfers versus cyclists. It’s about sharing a Public space and using that space effectively, efficiently and responsibly for all members of the community. Boroondara BUG has spent the last 14 months trying to convince Council to do what is recommended in the PRS as follows:

PRS, p81, 5.3.4 Links

“Key objectives

The public realm vision seeks to increase the quality of links in the municipality by: establishing links in partnership with infrastructure authorities (e.g. railway and freeway links).”

Our proposed shared path from Argyll St to the East Malvern Station footbridge can take great advantage of the works currently being undertaken by Monash Alliance along the M1. Refer to the “Golfers Choice” on our web site for details:

http://boroondarabug.org/wiki/index.php/Golfers_Choice

PRS, p87, 6.2.2 - Gardiners Creek links

“However, the connectivity to these spaces is limited and low quality – the linkages made difficult by non-Council managed freeway and rail infrastructure. This is difficult terrain as it involves multiple authorities, including railway authorities, VicRoads and Melbourne Water.”

It is absolutely clear in the case of our proposed path – the “Golfers Choice” - that it is Council alone creating the difficult “Terrain”, not VicRoads, Melbourne Water and/or Monash Alliance.

PRS, p8, 1.2 THE FUTURE: A SHIFT IN THINKING

“Inner urban areas are being influenced more and more by the ‘borrowed landscape’. The borrowed landscape consists of private outdoor spaces that contribute to the character and functionality of the adjacent public realm. For example, private gardens, landscape setbacks to buildings, and green walls all add value to the public realm. These elements should be viewed as part of the public realm and the objectives of this Strategy.”

BBUG sees the golf course as a great candidate for the label “borrowed landscape”. Please agree to build or allow for this important link:

- The Golfers Choice proposal is not to be confused with the Gardiners Creek Gap.
- The Markham route will fail to keep cyclists shortcutting across the course.
- The existing Scotchmans Creek route is far too indirect to be considered practical.

Waverley Rail Trail

It should be noted by the PRS on p87, 6.2.2 - Glen Waverley Line, that a trail already exists from Warrigal Rd that proceeds to Glen Waverley station and beyond ie Jells Parke & the Dandenong & Eastlink Trails. The Golfers Choice would connect to that trail and service people in the Waverley area – not upper Gardiners Creek in Box Hill.

Map:

<http://www.bigyak.net.au/gmaps/vicbiketrailsmap.html?slct2=48>

Description:

http://en.wikipedia.org/wiki/Waverley_Rail_Trail

This trail needs to be linked through to the East Malvern Station footbridge. The VicTrack easement by Holmesglen TAFE is substantial and could accommodate such a link in the future.

East Malvern Station footbridge and Malvern Valley Public Golf course area.

This area has the most amount of on and off road cycling paths converging in one place in all of Melbourne – eight routes. It's the “Camberwell junction” of cycling routes. Additionally VicRoads data and Bicycle Victoria Super Tuesday counts in 2008 show it to be the second busiest cycling area in all of SCC after Chapel St.

The PRS should apply the appropriate recognition to these linkages, so that the appropriate planning and funding can be applied as needed.

Please refer to letters of support, from various groups, including Monash University and Malvern Valley Primary School, supplied to SCC for its LAAP funding application, made in 2008 for this area. If they can't be found we can supply copies.

The Destructor Trail

The Chapel Vision Structure Plan, 2007 clearly shows this route (Hornby St, Bang St, Bendigo St, Surrey Rd, Tivoli Rd), yet it gets little mention in the PRS:

http://boroondarabug.org/wiki/index.php/Destructor_Trail

Time Lane parallel to Toorak Rd is an example of where private property could be borrowed. If the car park at this location could allow better access to Rockley Gardens (west side) – physically this involves nothing more than removing a small section of fencing.

The holistic approach recommended in the PRS

Developing a strategy to encompass all of Stonnington using a holistic approach rather than a piecemeal approach makes good sense. This is particularly important to cyclists who regularly experience different cycling conditions depending on who is in charge of the land or in fact the “realm” they traverse.

Traveling from A to B a cyclist may traverse many separate and different Councils areas, each with their own individual cycling policies. They are responsible for many of the pathways a cyclist would use ie:

- Council parks
- Council lanes
- Council roads
- Council golf courses and recreational areas

And additionally cyclists are exposed to areas controlled by:

- Melbourne Water
- VicRoads
- VicTrack
- Sections of Crown land minded by various committees
- Parks Victoria
- Housing Commission

Continuing the theme of a holistic approach we would like to see cycling routes in Stonnington be seen in the context of routes outside of Stonnington, using the 10 km radius as is utilised in the "Victorian Cycling Strategy". The Inner Melbourne Access Plan (IMAP) is an attempt to do this for central Melbourne but covers more issues besides cycling and does not include all of Stonnington and omits the important East Malvern Station footbridge area.

Time after time we see strategies for parks and the like, such as private developments, that are considered in total isolation to their surrounds. A cycling network knits the fabric of the Council area together and to those areas outside of SCC and does this at a human level. We note here that the Council, through its Municipal Strategy Statement, has an obligation to also consider the needs of citizens that reside outside of the Council realm.

The Council level is no different to the State level, where this concept of a network was not lost on Parks Victoria in their document – "Linking People and Spaces (2002)". That document has resulted in great improvements to the off road network, which is now some 700 km long – nearly triple the length of tram tracks in Melbourne.

SCC is a State Government priority area in regards to cycling

Citing the Victorian Cycling Strategy:

"It (the Cycling strategy) prioritises network development in areas of high demand and growth, including the inner 10 km of Melbourne, Central Activities Districts (CADs), and ..."

The inner 10km area of Melbourne, together with the Box Hill Central Activities District zone, encompasses all of Stonnington. As a consequence SCC has a great opportunity to push for priority funding, once it has some basic plans in place.

Synergistic relationships between departments

The PRS, p12, 1.4.3 discusses the development of synergistic relationships between departments. We see this as a positive step. Currently the Council gives the impression of being too tightly structured, as witnessed by the Council document “Organisational Chart (June 2009) Staffing List”, which perhaps illustrates the more authoritarian silo approach of implementing an organisational structure.

In our dealings with Council re: our suggested route the “Golfers Choice” at the Malvern Valley Golf Course, decisions appear to an outsider, to have been made in a capricious manner and without apparent consultation with other Council groups. That is, we have seen no obvious input on the “Golfers Choice”, from these potentially interested Council parties:

- Recreation Services
- Environmental Health
- Youth services
- Social planning
- Community Health & Well being
- Sustainable Environmental Management
- Parks and open space
- Public Space Design & Development
- Infrastructure design
- Project Management
- Asset Management
- Local Laws
- Transport Management
- Traffic Management
- Strategic Planning
- Land Use & Development Policy
- Urban Design
- Economic development
- Service centres

Perhaps the above list is too extensive? We could reasonably expect at least these groups to be involved in cycling infrastructure development:

- Transport Management
- Parks and open space
- Recreation Services
- Strategic Planning
- Land Use & Development Policy

The PRS, p72, 4.1, is quiet refreshingly candid on this issue:

“Additionally, improvement to the internal communication and cooperation between Council departments is necessary. Departments working independently of each other have caused needless overlaps in expense and resource use, and created disjointed planning and maintenance mechanisms.”

Malvern Valley Public Golf Course

The Malvern Valley Public Golf Course is the largest piece of Public land that the Council controls. This course is not St Andrews, Pebble Beach or Royal Melbourne. It's a suburban Public golf course. Slow in the weekends – probably overbooked. Front 9 is OK but a bit short on the back 9. Lots of water hazards add to the interest.

Unfortunately only golfers can make good use of it. The course contains land that is not fully utilized, some of which we have identified a use for ie the “Golfers Choice”.

In the 158 pages of the PRS there is only one sentence allocated to the course:

p154, 10. Malvern Valley Public Golf Course

- *Improve the ecological sustainability of the course, particularly along Gardiners Creek.*

Councillor Gray – later Mayor of Malvern, 1932, 1933, 1940-1944, apparently had this to say: Citing from "Private and Public Memory: a History of the City of Malvern by Lynne Strahan"

"... democratic fairness was invoked to support Councillor Gray's objection to the formation of a club: 'Golf clubs are notoriously exclusive bodies and they take all sorts of precautions to keep outsiders at bay'. The decision was confirmed for democracy, and Malvern stayed with humbler suburbs in maintaining a public course."

It's a Public golf course – not a private golf course.

- The PRS should give it much more attention. It is a major piece of Public space.
- It needs to be examined from tip to toe to identify how its usage can be extended for purposes other than and in addition to golfing.
- In the long term the course needs its own Council strategy.

Failure to acknowledge the course as being specifically used for golf, with other usages typically being discouraged, has led to the probably erroneous conclusion re: open space in East Malvern, PRS p70, table, header Malvern East.

“This suburb has a high amount of open space per person, and as such the development of additional green space is not urgent.”

The MVPGC could well be shortchanging the residents of SCC east ward.

The table “Sports Parks / Grounds” on p27 doesn’t show an area figure for the course. The course is close on 35 hectares of which probably approx 25 hectares is in fairways. Land at the course can be better utilised and not at the expense of golfers.

Finally “Appendix 1 – List of Green Public Spaces in Stonnington”, p156 does not list the golf course. It’s Green, it’s Public, Spacious and it is in Stonnington.

HUB - PRS 2.1

1. Transport hubs appear to be a category not to have been considered. Waiting areas at transport interchanges eg:
 - bus - Chadstone
 - train/tram - South Yarra Station
 - train/bicycle - East Malvern Station

are Public spaces that can be made more enjoyable places to be, rather than drab & dreary places to be.

Chapel Vision recommends linking the wedge of land, where the rail lines fork on the south side of South Yarra station to Toorak Rd, at the tram/train interchange. Once continuous Public space.

2. Holmesglen TAFE needs to be identified as a hub. While not under Council’s control, the surrounding area is certainly part of Stonnington and should be included in Council’s planning. Similarly Monash University – Caulfield Campus - just inside Glen Eira should also be considered. It’s a Principal Activity Centre
3. The PRS does not make it clear to the reader that the Malvern Valley Public Golf Course area and the East Malvern Station footbridge represents one of the largest cycling hubs in Melbourne – the “Camberwell junction” of cycling routes. The state government recognises this:
 - The recently rebuilt EastMalvern Station footbridge has been re-engineered to accommodate cyclists (VicRoads/Monash Alliance).
 - East Malvern Station has recently had a Parkiteer bike cage installed (Department of Transport). This furthers mixed mode transport at this premium Zone 1 station by linking into the array of existing cycling links at this point.

Urban Forrest

PRS p35, 2.4.1

The Urban Forest park from a cyclist’s perspective, provides an off road link that continues off road, all the way to Monash University to the south and connects to an array of additional on and off road paths in the north at East Malvern Station. It’s an

important route that needs improvement – specifically its northerly and southerly connections.

The PRS holistic approach at it pertains to cycling

Most cyclists can average a speed of about 18 kph. At this speed Stonnington can be traversed in 30 minutes at the widest point, to as little as 4 minutes at its narrowest point. For the PRS to accurately access cycling linkages in its realm, it must consider these links in the context of all the routes within at least a 10 km radius. This is the only way an appreciation of what is needed, can be developed. The Stonnington Bicycle Strategy 2005 speaks very little about actual routes.

Keep in mind that Stonnington is highly impermeable to cyclists being bounded by these non-cycling friendly obstacles such as:

- Princes Highway
- Punt Rd
- Yarra River
- Gardiners Creek
- M1 highway
- Warrigal Rd
- Glen Waverley Rail Line
- The golf course

Some concrete examples revealed by simply looking just outside Stonnington's boundary:

- The Waverley Rail Trail comes to an abrupt end at Warrigal Rd.
- The Urban Forrest Trail needs a pedestrian crossing on Princes Hwy to link the path into Glen Eira – refer Glen Eira bicycle Strategy
- The footbridge across Dandenong Rd in Windsor should have its stairs replaced with ramps. Refer Chapel Vision documentation: "Enhanced pedestrian/cycle linkages to Presentation College & Dandenong Rd footbridge."

Traffic Engineering Manual Volume 1 - Traffic Management, Oct 2001 Ed 3 Rev A Ch 4 - Pedestrian Facilities 4.6 Grade separation "To give equal access for all users it is generally necessary to use ramps and not stairs to access the overpass"

- Passage over the Yarra River utilising the footbridge at the rail line: Yarra Council's "Cremorne & Church St Urban Design Framework - draft - 24 April 2007" states: "74. Develop a generous walking and cycle route along Green Street, connecting south via the South Yarra rail bridge and north via the underpass near East Richmond Station."

- How will Stonnington handle the proposed State Government's rent a bike scheme? Council needs safe linkages. CBD tourists will be able to access St Kilda on a off road route in Albert Park and continue on another recently built actually on Fitzroy St. Could Stonnington provide a return route – the Sandringham Trail – encouraging people to shop in the Chapel St area on their way back to the CBD? About a 10 km round trip – a 40 minutes slowish cycle.

Here we have a cycle path traveling past one of the biggest tourist attractions in Spain in a major city. This activity is embraced. Pan the view to see it properly:

<http://tinyurl.com/mwp4ms>

BBUG suggested recommended actions

BBUG would propose, that the Public Realm Strategy, reflects the following:

p13, 1.5.1. Project Stages: Stage 1: Analysis

GIS - that the cycling network in Stonnington is included in the Council's GIS setup as its own layer. It is absolutely fundamental that existing routes and planned routes are available for all to see, so that Council planners can take them into consideration, while doing their work. Pressure VicMap to come to the party by updating their database.

Cyclists build up their own map of suitable and safe routes. Such a map is not readily apparent to outsiders. Some roads are part of the cyclists map, some aren't. The map incorporates shared paths, laneways, cut-throughs, pedestrian railway crossings and footbridges. They are not the same maps a motorist or a walker would go by. These routes need to be understood as such and mapped.

The cycling layer should include routes, signage and parking facilities – on road and off road and include connecting routes in neighboring areas. Council has on occasion incorrectly named paths in Council documents and this is reflected on the ground where some trail signage can be shown to be manifestly totally inaccurate.

The GIS layer should also include future routes eg as would be found in the "Chapel Vision" 2030 plan. This point is also again mentioned under the PRS section 1.7.9 discussing IMAP work. The Destructor Trail found in "SCC submission to the Select Committee on Public Land Development 2008" should also be shown as the Surrey Park development will need to consider it.

The Travel Smart map currently being developed for the Stonnington area by Council should be considered as a starting point to the GIS overlay.

Data collection for analysis

To perform analysis you need data. Every year Councils around Melbourne join the Super Tuesday count around Melbourne. Cyclist counts at various intersections are used to identify cycling numbers and routes/linkages. SCC only does it for its IMAP area – it probably has obligations to other IMAP participants – rather than for the whole Council area like other Councils do. Outside of the IMAP area, no counts are performed. This means that all of East Ward has no data available. In turn this black hole, makes it difficult for surrounding Councils, to do their analysis.

Does Council know, where it has Public bicycle parking facilities located? Does Council know where Public bicycle parking facilities are needed? MCC has just surveyed cyclists. Part of that survey was for cyclists to place markers on a Google map for the parking they believe is needed. The data is electronically recorded so Council is better informed.

Site Visits - ensure that all of the Malvern Valley Public Golf Course is visited and examined in minute detail for potential land usage by the Public for all other purposes ie in addition to golfing. We note the course is in a state of flux at this time and this may be in the process of being addressed.

Monies

Part of the analysis would be to identify financing sources and budgeting. Cycling expenditure in the budget should clearly be labeled as such and grouped in one section. Annotation should be unambiguous and transparent. It should describe on what and where this Public money is going to be spent. Any state or federal grants should be identified and acknowledged as such. Especially dollar for dollar programs.

Budget examples:

- Currently we have the situation where the Council has budgeted money for two trail audits, three years in a row, at some \$48,000 per km.
- Some \$100,000 has been budgeted that apparently will be spent in a completely different municipality. We are aware this is not uncommon and in this case support it. Regardless the budget should state where the monies will be spent.
- \$20,000 was budgeted for a path project announced in a SCC media release with no clear identification of where this path will be built. We can only assume it will be 80 metres long at a typically cheap path cost of \$250/metre.
- What looks like grant monies, possibly and allegedly not being used for the allocated purpose.

p13, 1.5.1. Project Stages: Stage 3: Recommendations

Develop a strategy plan for the Malvern Valley Public Golf Course

p13, 1.6 Policy Context

Reference the “Victorian Cycling Strategy”. This strategy can add to the holistic view being developed for the Stonnington realm.

Reference the Parks Victoria document “Linking People and Spaces (2002)”. This document illustrates how cycling can stitch together the fabric of the landscape.

p17, 1.8 List of reviewed strategies

Clearly identify in the reference the year this document was completed:
“Yarra Shared path upgrade masterplan”, p18.

Move “Bicycle Strategy (2005)” from the “Streetscapes” group to the “Strategic Planning” group. Council needs to take a more serious approach to sustainable transport and health via cycling and walking.

A time will come where it will be a privilege, not a right to have your own parking space in Stonnington and Chapel St will probably be a street mall.

Add “Victorian Cycling Strategy – Mar 2009”
Add “Linking People and Spaces (2002)”

p19, 2.1

Identify Holmesglen TAFE as a hub and Monash University – Caulfield campus as a nearby hub.

p27, 2.3.2 Key Existing Strategies specific to Green Spaces

Add in the “Bicycle Strategy (2005)”.
Add in the documentation that references the Surrey Park development

p35, 2.4.1 Types of Links

Recognise that the off-road cycling network is some 700 km long and is becoming more and more connected as time goes on. The average non-cyclist has little recognition that these pathways exist or their extent – let alone the joy of experiencing them.

Some 40,000 cyclists went to the East Link opening:
<http://www.theage.com.au/photogallery/2008/06/15/1213468227870.html>

The PRS needs to make it clear that Malvern Valley Public Golf Course area and the East Malvern Station footbridge represents one of the largest cycling intersections in Melbourne. Road routes that implement bicycle lanes and all the trails listed below, bar two, meet in this area:

List the off road trails (shared paths) in Stonnington under their own heading “Cycling Links”. They are:

- Yarra Trail (left bank) – also known as the Main Yarra Trail or Capital City Trail
- Gardiners Creek Trail lower
- Tooronga Trail – Glenferrie Rd to Council’s depot at Tooronga Rd.
- Scotchmans Creek Trail
- East Malvern Station to Centre Rd trail – has no official name - uses the Urban Forrest

Trails that arrive Stonnington but stop at Stonnington:

- Anniversary Trail
- Waverley Rail Trail
- Gardiners Creek Trail upper

For further details check here:

http://en.wikipedia.org/wiki/Template:Bicycle_Trails_in_Melbourne

and Google map of off-road paths in Melbourne:

<http://www.bigyak.net.au/gmaps/vicbiketrailsmap.html?slct2=48>

p37, figure 9

The figure is a poor representation of cycling routes in Stonnington and is inaccurate at some points. It may be better to have a completely separate cycling route map for clarity with the context of neighboring connections made apparent by at least showing the connecting routes in the surrounding Municipalities. Without having a clear knowledge of existing assets, improvements cannot be made.

At a minimum pedestrian routes and cycling routes are not the same thing – please separate them out from each other. For example cyclists are not meant to cycle on footpaths. Secondly only a few of us are brave enough to cycle along the Princes Highway. Figure 9 suggests it’s a cycling route.

Only official “shared paths” can be described as pedestrian and cycling routes. The main ones in Stonnington are listed above. It would help if the “green links” were made lower layers in the document construction, so the shared paths such as the Gardiners Creek Trail are visible. Also changing the bus routes to a different color would also help.

p39, 2.5 Thinking of the Future: Emerging trends in Public spaces

Mini Street Greens

There are many examples of these in the newly constructed suburbs. It should be noted that they can provide great routes for the cyclist when designed to be permeable to a cyclist. Some road closures and one way streets in Stonnington are not permeable to cyclists. Some one way streets could also make good use of contraflow lanes, as used in

other parts of Melbourne. Eg in Stonnington the one way street closure at the north end of Hornsby St, at High St, should be altered to be permeable to a cyclists (Destructor Trail).

p39, 2.5.2

Private-Public pedestrian links

Council should definitely encourage developers to allow passage of cyclists though private property in addition to pedestrians, if this can be achieved safely. Commercial interests such as coffee houses with an adjacent bike path can do well. Kanteen at Williams Rd, on the Yarra Trail is a good example.

Public art in developments

There are many examples of Public art also having an actual practical use – such as bicycle parking.

Heritage in Public areas – such as streetscapes

Many streets in SCC area have bluestone kerbing maintained as part of the area's heritage. Council needs to develop a policy, whereby kerb trays that have three bluestone rows are reduced to one. They are hazard to pedestrians, cyclists and motorcyclists and cost more to maintain. Refer to "Motorcycle Notes No. 4 July 2000 - Road Markings and Slippery Surfaces"

P50, 3.4.1 A comparison of Stonnington's suburbs

Malvern East:

"A large percentage of this space is located to the northern side of the railway line and freeway."

This space should be identified as the Malvern Valley Public Golf Course. It is a highly specialized use of the space, that not many local residents can actually make use of. This omission leads to the presumably faulty conclusion found on page 70 in regard to land in Malvern East.

"This suburb has a high amount of open space per person, and as such the development of additional green space is not urgent."

p75, 4.5.6 Recreation – Common barriers.

Add that a key barrier to cycling is a lack of safe routes on which to cycle. Safe routes are particularly important for inexperienced riders and children riding to school. On the latter, you may want to consult with Malvern Valley Primary School, which has a very strong "ride to school" program - include them in the site visit list.

p76, 4.5.6 Recreation – Recommendations

Fully assess cycling routes in Stonnington in the context of a surrounding 10km radius. The Council's Cycling Strategy unfortunately does not look carefully at actual routes.

p76, 4.57 Dogs - Recommendations

“Develop a dogs and public realm strategy.”

This should include a clear policy, covering dogs on or near shared paths. They should be on a lead. Accidents due to a cyclist hitting a dog, running out from the cover of vegetation and the like, are unfortunately a fairly common occurrence. It's bad for the cyclist, its bad for the dog and not good for the dog owner and the Council, that may need to deal with such matters. We have previously written to Council on this matter.

p87, 6.2.2 Links Strategy

Sandringham line

It is important to note in the PRS that this Stonnington Strategy does not exist in isolation. Refer to Yarra Council's "Cremorne & Church St Urban Design Framework - draft - 24 April 2007" states: "74. Develop a generous walking and cycle route along Green Street, connecting south via the South Yarra rail bridge and north via the underpass near East Richmond Station."

Refer to our web site:

http://boroondarabug.org/wiki/index.php/Sandringham_Trail

Dandenong line

We believe there is more potential than that acknowledged in the PRS. Refer to our web site for more detail:

http://boroondarabug.org/wiki/index.php/Murrumbeena_Trail

While most of the land is effectively marooned between the train line and Dandenong Rd in Glen Eira, SCC can work with and/or lobby Glen Eira and VicTrack, to make better use of the land.

p88, 6.2.6 East Malvern Public realm upgrade

Sydare Avenue Reserve

It should be mentioned that Glen Eira Council would like to see a pedestrian crossing at Princes Hwy that would link Boyd Park to Stonnington.

http://boroondarabug.org/wiki/index.php/Urban_Forest_Trail

Chadstone Shopping Centre

The centre is Principal Activity Centre under 2030, which encourages cycling access. However cycling access is seriously deficient in this area. Please include this point in addition to improving pedestrian access. This would be directly in line with point 6.2.8. Council's Bicycle Strategy mentions certain points in the Chadstone area that need work but none have been implemented so far. In fact very few points in the Bicycle strategy have been implemented.

Ensure Chadstone Shopping Centre management engage in the PRS development. They have a moral responsibility to the local area. It's a borrowed space that could be improved for cyclists. It is not cycling friendly.

The area has been identified as needing a "Green upgrade" in the PRS, p26.

Precinct recommendations:

All precincts:

- Stonnington from the point of view of cyclists has a border that is virtually impenetrable or at the least permeability is badly restricted. It is totally bounded by four cycling hostile roads – Punt Rd Princes Hwy and Warrigal Rd and the M1 freeway compounded by the Yarra River, Gardiners Creek and the Glen Waverley rail line. The PRS fails to address connectivity to areas beyond its borders in the holistic fashion encouraged within Council's borders. There is no sense that Council is interested in cooperating with its neighbors in the PRS. For cyclists, safe routes providing good permeability are essential. In turn this would also work for walkers, joggers, pram pushers, the elderly on electric scooters, etc.
- Safe cycle routes (linkages) to schools should be identified for each school. Infrastructure can then be improved, as necessary, to enhance such routes. Schools are Public space even if it's mainly Crown land.
- Ensure that Super Tuesday counts are performed throughout the Council area, not just the IMAP region. East ward is being disadvantaged as cycling data is not available. No cyclists out there - maybe? Get that base data and then try to improve upon it.
- Bicycle parking – the few bicycle parking facilities found in SCC are generally considered unusable by the experienced cyclist. Use of some of these older facilities is likely to damage your bike. End of trip facilities go hand in hand with linkages. This should be seen as no different to roads and the associated car parks facilities.
- Sign all off road routes to improve route legibility – good for walkers and cyclists. Some routes have incorrect signage, run down signage or no signage. Work with VicRoads to replace as needed.

- A clearly identified on road East/West link. Council is behind in implementing the Principal Bicycle Network as planned.

p96, p98, South Yarra precinct

Little mention is made in the PRS p96 of the proposed route outlined in “Chapel Vision” – the “Destructor Trail” as discussed on our web site:

http://boroondarabug.org/wiki/index.php/Destructor_Trail

This is reflected in the Links section of the Recommendations for the South Yarra precinct – page 98.

Please investigate this further. We envision a more legible, mainly on road route, where cyclists are better catered for in the sense of modifying the on road infrastructure to suit. Cyclists are given more priority on the road in line with the Council’s Sustainable Transport Policy.

It is shown time after time, that many car trips are short local trips eg school drop off, trip to the shops. Encourage cycling as trip replacement. Drive one day, cycle the next. Utilitarian cycling is becoming common place world wide.

Any future developer of the old Destructor’s/ Surrey Park site must be cognizant of the fact that a planned cycling route passes by and/or through the immediate area. The plans seen so far for Surrey Park, show no recognition of this path as described in Chapel Vision. BBUG will try to monitor this on an ongoing basis. This is a good example where a holistic approach, and updated GIS and inter Council communication would catch these discrepancies.

We praise the Council for looking at the Alexander Pde/Chapel St intersection in the context of pedestrians and cyclists through its LAAP funding application. We have never seen or been consulted on any of the plans but we hope for a worthwhile improvement to this major linkage. 500 cyclists were counted at this intersection in the 2hr morning peak in 2009. Removing the bench chair at this location – an afternoon’s work – would be a practical start, while plans are further developed. Nobody sits here – it’s ugly.

p104, Prahan precinct

Recommendation: Work with the Housing Commission to improve the linkage from Bang St to Princes St in the Flying Duck Park. It’s clear that disadvantaged citizens could benefit from better cycling routes. In this case the “Destructor Trail” as outlined in Chapel Vision.

P106 13. *Sandringham line*

- *Create a full-length pedestrian link along the railway line.*

Does this refer to a pedestrian link or a cycle link or both? What is actually intended here by Council? Other Council documentation states it's a "regional bicycle link".

p109, p112, Windsor precinct

“Links to Albert Park Lake need to be enhanced.”

Recommendations - Links:

Union St heading west towards Albert Park lake is left turn only for cars at Punt Rd – cyclists should be allowed to proceed straight ahead. The left turn only is primarily used to stop cars rat running the local streets.

The one way street closure at the north end of Hornsby St, at High St, should be altered to be permeable to a cyclists (Destructor Trail). Ditto for any other examples in SCC.

Once again we point out the “Destructor Trail”. The footbridge across the Dandenong Rd represents a major obstacle. The bridge needs ramps suitable for cyclists, people utilizing wheelchairs and electric scooters used by the elderly. Refer to Chapel Vision documentation: "Enhanced pedestrian/cycle linkages to Presentation College & Dandenong Rd footbridge."

Make use of Upton Rd bridge over the Princes Hwy and work with Port Philip Council to link Wellington St/Fitzroy St/Alma Rd to Union St and onwards to the Windsor/Prahran area.

Cyclists with different levels of experience, need to be catered for. Experienced riders can just use road routes. Less brave souls, learners and children can make good use of quieter facilities such as footbridges, back streets and off road routes.

p109, p112, Armadale precinct

Any bridge over the railway line should accommodate cyclists by making use of a suitable width, ie 3 metres plus 0.3m shy zones on either side at a minimum. Width needs to be inline with the amount of traffic, that will use it in twenty years time.

p128, Toorak precinct

The shared paths (both sides) on Williams Rd – north end - should have better linkages to the Yarra Trail.

The Yarra River footbridge (at train bridge) at the north end of Heyington Place is badly underutilised. Given the new developments at this point, it is now time to determine how

are we going to incorporate cycling routes at this location? Can we incorporate multimodal connections with Public transport? Are we trying to develop spaces for humans or surrender to our car culture. Does Council accept climate change. If not, will Council hedge their bets for the benefit of Stonnington's grandchildren.

Rebuild the Tooronga Trail – the Gardiners Creek Trail is becoming overwhelmed

Work with Boroondara on a linkage across Gardiners Creek on the east side of and adjacent to Glenferrie Rd.

p138, Malvern precinct

The two underpasses under the train line that link to Glen Eira in this precinct are badly under utilised. The Monash University Caulfield Campus is a 2030 area that requires improved cycle access.

Rebuild the Tooronga Trail – the Gardiners Creek Trail is becoming overwhelmed

p144, Glen Iris precinct

Links: as per recommendations

But, we will keep looking!

p144, Malvern East precinct

Links – as per cycling links:

Build or allow for the “Golfers Choice”

Link to Waverley Rail Trail on Vic Track land.

Improve link to the Urban Forest in the North – ie to East Malvern Station

Improve link to the Urban Forest in the South – ped xing to Glen Eira at Princes Hwy

Improve links to Chadstone Shopping Centre

Improve access to the immediate surrounds at East Malvern Station

Replace the Solway St footbridge in conjunction with Boroondara Council. This is part of the Markham plan, so acknowledge it.