

BOROONDARA

Bicycle Users Group

Boroondara Bicycle Users Group
Response to:

City of Boroondara

Glenferrie Road Structure Plan

18 Feb 2008

“For further information about the Glenferrie Structure Plan, please fill in the Join the Glenferrie Structure Plan Mailing List [here](#) or contact Tom Harrington, Senior Project Planner at glenferrie@boroondara.vic.gov.au or by telephone on 9278 4819.”

Boroondara Bicycle Users Group (BBUG) – Contact:

Julia Blunden
jblunden@bigpond.com

Graeme Stone
graeme_stone@optusnet.com.au

Introduction

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

Background – Review of:

Glenferrie Road Structure Plan
Access and Infrastructure
Draft Technical Report
City of Boroondara
19 October 2007

References

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

- and the East West link on BBUG's website:
http://www.boroondarabug.org/wiki/index.php/Eastern_Rail_Line_Trail
- we would like to refer council to the cyclist crash data for the study area - in particular along Burwood Rd and Glenferrie Rd. The area is a black spot for cyclists.
- additionally to the Travel Smart maps for the study area.

Executive Summary

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

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

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

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

The area is unsafe for cycling. Cycling in the study area will not increase until safe routes are made available. Given the large student population in the study area, who may be inclined to cycle, the lack of perceived safety is a major hindrance to cycling's development.

BBUG suggested recommended actions

These points need to be reviewed:

- 2030 goals in relationship to cycling as sustainable transport in high density living areas, acting as car replacement for short trips and being part of multi modal transport
- all existing cycling routes in the study area are evaluated ie refer Travel Smart maps
- cyclist crash data in the study area
- the East West link proposal
- Boroondara council's draft bicycle strategy
- differentiate the facilities provided for pedestrians from those provided for cyclists

Point by point response to the document

Page i, Traffic Initiatives

"Support recommendations of the Swinburne University Master Plan by reducing through traffic levels on Wakefield Street to enhance pedestrian amenity in the heart of the university campus. Encourage traffic between Glenferrie Road, William Street and the surface car parks to use Park Street. Consider a mid-block full or partial closure of Wakefield Street east of the large multistorey carpark in order to reinforce the pedestrianised nature of this precinct."

Any mid-block full or partial closure of Wakefield Street should implement a cyclist pass through. BBUG endorses such a mid block closure. BBUG would also like to see this for Park St as well. One of these roads, probably the later, could be utilised as part of an East West Link.

Page ii, Pedestrian Network

- "Establish a formal pedestrian route servicing the Activity Centre's south-eastern sector. This includes the provision of a new footpath along the western side of the Bowls Club and the upgrade of Poplar Avenue.
- Install a "zebra crossing" across Oxley Road at the northern end of the upgraded Poplar Avenue pedestrian link.
- Install pedestrian operated signals on Burwood Road at Kent Street."

This route would also suit cyclists. Please consult the Travel Smart map. It runs close to routes already in use at Urquhart St and Bowler St (inc. Fritsch Holzer Park) plus Violet Grv and Kooyongkoot Rd. However the route must be usable by cyclists as well as pedestrians.

Page ii, Bicycle Facilities

Agree on what is stated in this section however actual cycling routes are not defined. This needs to be resolved.

Page 15, 3.1.4 Origin of Workers and Mode Split in Boroondara

"... somewhat surprisingly (given the large student population) the proportion of "walking" and "cycling" trips appears marginally lower for Swinburne compared with the other Activity Centres."

This indicates a need to increase the attractiveness of walking and cycling options for students in the study area.

Page 17, 3.1.8 Swinburne University of Technology and TravelSmart

"The baseline survey also showed the potential for increased walking and cycling to the campus. Over 50 survey respondents live within conservative distances for walking and cycling (2 kilometres and 5 kilometres respectively) but currently take other modes of transport to work."

BBUG believes that developing safe cycle routes in the area will encourage cycling. Cyclist crash report data indicates the area is not safe for cyclists. There exists good opportunities to implement safer routes in this area. In particular the East West route.

Note the report does not present any cyclist crash data information. It does however for cars and pedestrians. This needs to be rectified.

Page 27, 3.4 Pedestrian and Bicycle Networks

This section is insufficient when it comes to cycling. There needs to be discussion on producing high quality safe access routes to this area. The State Planning Policy Framework appears not to have been taken great note of:

Page 7, State Planning Policy Framework

"2.5.3 SPPF Clause 18.03 Bicycle transport

The objective of this clause is to integrate planning for bicycle travel with land use and development planning and encourage cycling as an alternative mode of travel.

"Wherever possible, off-road bicycle networks should be planned for in new urban development. Responsible authorities should require that adequate bicycle parking and related facilities to meet demand be provided at education, recreation, shopping and community facilities when issuing planning approvals."

Pages 36 & 37, Tables 3.5 and 3.6

The tables indicate that the current infra-structure is not encouraging cycling - this needs to be addressed.

Page 29, 3.4.1 Glenferrie Road

...On-road bicycle lanes are provided on both sides of Glenferrie Road within the Activity Centre."

The lanes are "Shared Bike/Parking" lanes. However since they always have cars parked on them except during peak hours. BBUG considers them ineffective. Figure 11 shows the lanes and their total deterioration.

Page 36, 3.4.4 Glenferrie Oval, Grace Park & LE Bray Reserve

"...* Improve pedestrian and cyclist circulation throughout the study area; and
* Improve pedestrian and cyclist linkages to the surrounding area."

Note that this section is part of a proposed East West link, which is supported by Bicycle Victoria. It is very important that this proposed route be included in the Access plan.

Page 64, 6.1.1 Traffic volumes and main flow patterns

"The traffic patterns that are evident from analysis of this data are the following:

- Linda Crescent is most likely being used as an alternate route by some motorists wishing to access Glenferrie Road (rather than using the Power/Barkers or the Power/Burwood routes). Many of these motorists are potentially travelling the large carparks adjacent to the Coles supermarket and the Council's community and recreational facilities at the western end of Grace Street.

Traffic along Linda Cres and near the recreational facilities can conflict with cyclists. An off road route in this area would be productive. Specifically as part of an East West Link.

Page 65, 6.1.3 Future traffic projections

This section does not consider possible traffic reduction by car trip replacement due to encouraging cycling and public transport.

Page 70, 6.4.1.1 Access to Activity Centre from Southern and Eastern areas

BBUG supports the ideas expressed here but they should be extended to include the use of these paths by cyclists. ie they be at a minimum shared paths. Cyclists are not allowed to ride on footpaths.

Page 72, 6.5 Bicycle Facilities

"Reasonable bicycles facilities, in terms of marked on-road lanes, already exist to service the main routes to and from the Activity Centre. The main constraints to cycling in the precinct have been identified as unsuitable and steep routes from the surrounding catchment and linking with other activity centers as well as the scarcity of end-of-trip facilities."

BBUG totally disagrees with this statement. Routes are in adequate – they are not reasonable. Redraw access maps to at least include the routes as indicated on the Travel Smart map.

Page 72, 6.5.1 Recommended actions

The recommended actions re cycling are standard boilerplate answers. It appears there has been very little attention to detail.