

BOROONDARA

Bicycle Users Group

Newsletter July 2010

Boroondara BUG meetings are normally held on the 2nd Thursday of each month except January. Our next meeting is on Thursday 8th July. It will be held in the function room at the Elgin Inn, cnr Burwood Rd and Elgin St, Hawthorn (Melway 45 B10). Optional dinner at 6.30pm, meeting starts at 7.30pm.

The Boroondara BUG is a voluntary group working to promote the adoption of a safe and practical environment for utility and recreational cyclists in the City of Boroondara. We have close links with the City of Boroondara, Bicycle Victoria, Bicycle Federation of Australia and other local Bicycle Users Groups. Two of the positions on the Boroondara Bicycle Advisory Committee, which meets quarterly, are assigned to Boroondara BUG members.

Boroondara BUG has a website at <http://www.boroondarabug.org> that contains interesting material related to cycling, links to other cycle groups, recent Boroondara BUG Newsletters and breaking news. Our email address for communications to the BUG is boroondarabug@gmail.com

We also have a Yahoo Group: Send a blank email to: BoroondaraBug-subscribe@yahoogroups.com to receive notification when the latest monthly newsletter and rides supplement have been placed on the web site and very occasional important messages.

All articles in this newsletter are the views and opinions of the authors and do not necessarily represent the views of any other members of Boroondara BUG. All rides publicised in the Rides Supplement are embarked upon at your own risk.

Features

Three Go Winter Cycle Touring

Our three day tour actually took place in the last week of May but the weather was distinctly wet and wintry. Our three stages were from Kyneton to Heathcote (52km), Heathcote to Nagambie (53km) and Nagambie to Shepparton (58km). The plan was to use C roads for all stages but for reasons which I'll come to this is not exactly what happened.

Arriving early on a Thursday morning at Kyneton our first move was to find a spot for a pre-ride coffee before heading off to Heathcote on the C326. This first day was the hilliest, with a couple of steep descents to cross waterways with matching steep ascents on the other sides. The scenery on all three days was generally pleasant rather than spectacular but there were plenty of opportunities for diversions of a gourmet nature. Wineries abound along this route with clusters around both Heathcote and Nagambie. Olive groves are also becoming quite common. We called in at the first we came to. Kyneton Olive Oil, and did a little sampling, but refrained from visiting more as olive products added weight to already well loaded panniers. The Redesdale Hotel proved to be the ideal place to take refuge from the somewhat bleak conditions on the road for a lingering lunch. It has a gourmet restaurant, but we chose the more modestly priced bar where we enjoyed steaming bowls of pumpkin soup and coffees by a cheery open fire.

Both Heathcote and Nagambie have a selection of accommodation and eateries strung out along very extended main streets. It's worth bearing this in mind when selecting accommodation if you want to avoid a long journey from one to the other. At Heathcote we stayed at the Comfort Inn which turned out to be quite a distance from the town centre. Fortunately the rain held off as we walked into town for dinner and back again, but the lack of a continuous footpath proved a bit of a challenge in the muddy conditions.

The motel proprietor's dire warnings were almost enough to deter us from continuing with the tour. According to her, on the road from Heathcote to Nagambie we'd be in danger from, on the one hand unconscionable truck and bus drivers, and on the other kangaroos and emus charging across the road. Furthermore there were some very 'rank' people running eateries in Nagambie and we should take great care in choosing a dining place or risk food poisoning!

Next morning, after a sumptuous breakfast in an antique shop cum café in the town centre, being an intrepid trio, we headed off towards Nagambie. Our route was at first along the relatively busy B75, but mostly along the C344 which is one of the quietest C-roads I've ever ridden on. It's also gently undulating making for very relaxing riding. However showers were now becoming more frequent and we were fortunate that a brief dry spell coincided with our arrival at Graytown, our chosen lunch spot. The facilities there are limited to an information board and a stone platform to sit on, but at least you can get off the road without bush bashing or climbing through fences.

Our accommodation at Nagambie, the Centretown Motel, fortunately lived up to its name as showers continued during the late afternoon and evening. Our post-ride stroll became a dash from one shop veranda to the next, and we opted for an early retreat to a pub that had a lovely view of Lake Nagambie until darkness descended, which it did shortly after our arrival.

Next morning the sky was grey and threatening but it was not actually raining as, after another substantial breakfast, we headed off. The first challenge of the day was Kirwans Bridge, since closed due to its poor state of repair. It's one-way traffic only and the deck's wooden planks have numerous gaps quite wide enough for a bicycle wheel to pass through. Its only saving grace was a series of passing bays where we could move out of the way of motor traffic as we carefully picked our way across on foot.

Just as we'd overcome this obstacle disaster struck. Chris had a puncture in her back tyre. The tyre proved difficult to remove and even more difficult to replace, but more worrying was the fact that, even after a second attempt at repairs, we couldn't find the cause of the puncture. Chris made it as far as Murchison, stopping to pump the tyre at intervals as a third slow puncture became evident. After an early lunch in Murchison's wonderful bakery a third attempt at fixing the tyre seemed initially to be successful. Distracted by this problem we foolishly just followed the signs out of town to Shepparton instead of taking the back road as we'd intended. We soon found ourselves on the Goulburn Valley Hwy, which has a very good shoulder but is too busy to make for pleasant riding. Unfortunately Chris's tyre soon went down once again and she decided to head back to Murchison and call for rescue. (Even later at home the cause of the puncture could not be found, but the number one suspect is the dreaded three-corned jack.) Serious rain had now set in so Cathy and I put our heads down and pedalled hard the rest of the way to Shepparton. Although Shepparton's station is not quite as grand as Seymour's we were able to change into dry clothes and get hot drinks out of a vending machine there which went far to restoring our equilibrium before the train's departure.

Our original plan was to do this ride in the opposite direction which would probably work better so far as wind direction is concerned. However the revised plan worked much better for transport. We boarded both our trains at the station of origin, which makes stowing bikes very much easier than getting on at a mid-way station. Both the trains we used were loco driven and so had a reasonable amount of space for bikes.

Though a bike tour so close to winter may seem unwise we were unlucky with the weather. Our tour spanned the only three wet days in a long stretch of glorious autumn weather. If you can watch the forecast and choose your time accordingly it's still worth planning a bike tour at this time of year.

Julia Blunden

Opinion

Signage - a new approach using "Knooppunten" - knot(ty) point, node, junction, intersection

In Melbourne signage uses named routes. This gets complicated when these routes are extended: The "Williamstown Foreshore trail" became the "Hobsons Bay Trail" and now is becoming known as the "Bay(side) Trail - west side". Do we pull down all the old signs and replace them?

Then we have the Capital City Trail and the (Main) Yarra Trail utilising a common section of path. Same with the EastLink Trail and the Dandenong Creek Trail. With the extension of the Gardiners Creek Trail into Markham Reserve near Warrigal Rd, we now have a section of the Anniversary Trail (or is that the Outer Circle Trail) that will become part of the Gardiners Creek Trail.

A numbered route is no different from a named route. Numbered routes have the same inherent problems as already described. Numbered routes don't work well. When using names or numbered routes you need to have a sense of where they are located geographically, which can be difficult for outsiders and the locations names have to be learnt to make use of them.

A signage system now use in Belgium and the Netherlands can resolve these problems. It's based on numbering intersections. At each physical location, there will be a sign saying this is eg "Junction 34". There will also be arrows pointing to neighbouring junctions, with their numbers indicated. There may also be a map showing the routes and the numbered junctions.

Planning a trip? Just take a note of the junction numbers on a piece of paper and take it with you. So your day out may look like this:

45 ---> 78---> 129 ---> 30 ---> 591 ---> 78 ---> 45

During your ride you just follow the numbers as you come across them. Try it out on this fantastic trip planner:

In Dutch:

<http://www.fietsnet.be/routeplanner/default.aspx>

Dutch translated:

<http://bit.ly/96XI8r>

Click on a start junction and a destination junction. The route is drawn in and all the immediate intersections or decision points are listed in the righthand column complete with distances. Zoom the map out three or four levels - there are thousands of numbered intersections using this system. Select print (Print de wegbeschrijving) - it offers the route in different print formats.

Advantages:

- It's simple to use.
- It's easy for tourists not familiar with the local place names. Ditto for non English speaking tourists.
- A sign can indicate many directions on a very small sign. Signs using trail names can become very unwieldy. The same goes for maps - only a number needs to be shown on the map.
- Signs are easily specified to sign makers - no spelling mistakes.
- Signs makers can use mass manufacturing techniques eg a blade sign with an arrow - just add a number.
- Got a newly built trail - only have to add a few new signs to its neighbouring junctions - all fixed. Consultation on trail naming with other Councils or Government agencies is not required.
- No need to rename trails on maps - just add in any new junction numbers as needed.
- Numbered junctions can be associated with places - for example, a pub or cafe or hotel can advertise their location by saying they are between "junction 45" and "junction 34".
- Trip planners are easy to implement on the web. This concept of nodes, sits well with software implementation techniques.
- The ability to export a route to a GPS is a simple process.
- The system doesn't preclude naming a trail or indicating a place or street name on the signage.
- This system would also help emergency services as each junction number represents a specific place - note however junction numbers are not unique.
- Junction numbers and an arrow head can easily be stencilled onto a path.

Disadvantages:

- Numbers are typically limited to two or three digits and consequently this can result in numbers being duplicated. However duplicated junction numbers can be kept well apart to avoid confusion.
- Plain numbers are not exciting - a trail name has more interest.
- A missing sign or defaced sign can make it difficult to continue - however this is true of all signage.
- How many Knooppunten would have to be signed in Melbourne?
- Off road only - say about 500 to 1000. On average about one for every 1.5 km of route.
- Off road and major on road routes - about 3000 Knooppunten would go a long way.

Further information:

<http://www.hotelvanonna.nl:80/fietsroute.html>

and video:

<http://www.youtube.com/watch?v=sx1TsHc4Zgl>

Thanks to John Parker for explaining this new and very different approach to path signing.

Trail Notes

New Diversion on Yarra Trail

The trail between Bridge Road and Victoria Street will be reconstructed (therefore closed), commencing mid-July, reopening late August (all going well). A detour will be in place along River Street from south of Victoria Street to O'Connell Reserve.

Temporary Closure of the Walmer Street Footbridge

Yarra City Council and City of Boroondara are currently undertaking rehabilitation works on the Walmer Street footbridge in Abbotsford to ensure the safety and structural integrity of the footbridge and safety for all residents.

The cost of the \$120,000 restoration will be shared by both councils. Works commenced on Tuesday 15 June and the footbridge will be fully closed for about eight weeks. The closest alternative river crossings are Gipps Street footbridge, Abbotsford – to the west of the Walmer Street footbridge and Victoria Street bridge, Richmond – to the east of the Walmer Street footbridge.

Alternative routes

Direct route:

Turn onto Victoria Street at the Walmer Street footbridge.

Take the fifth right into South Audley Street.

Then take the first left turn onto Nelson Street.

At end of Nelson Street, turn right onto Church Street and then first left onto Murray Street.

Turn right onto Albert Street.

Follow the road along Victoria Crescent to Gipps Street where you can get back onto the Main Yarra Trail.

Cycle-friendly route:

Turn off the Main Yarra Trail into River Street at Pridmore Park.

Turn right onto Crown Street, ride until the end of the street.

Cross Burnley Street and continue straight along Highett Street until you reach Lennox Street.

Turn right onto Lennox street and continue across Victoria Street onto Nicholson Street until you reach Gipps Street.

Turn right at Gipps Street where you can get back onto the Main Yarra Trail.

For map see: <http://boroondara.vic.gov.au/news/walmer-st-bridge-closure>

Diversion on Western Ring Rd Trail

The diversion is just east of where the Tullamarine Freeway crosses the Ring Rd. It starts in late June and will last for about 12 months. For map showing detour route see

<http://www.morelandbug.org/wp-content/uploads/2010/06/Moreland-Licence-Area-Ltr-MZ-08-06-10.jpg>

Additional Detour on Gardiners Creek Trail

On Thursday 24/6 a detour was in place on the Upper Gardiners Creek Trail between Canterbury Rd and the end of Hay St. Not sure how long this will be in place.

Cafes

Bundoora Homestead

Bundoora Homestead is a very striking historic house, with a gallery hosting changing exhibitions, as well as a very pleasant café. It's located just to the east of Bundoora Park at 7-27 Snake Gully Drive, Bundoora (Melway 19 G2). It can be accessed by bicycle from the park, or by taking a trail that leads east from the Darebin Creek and wending your way through the very pleasant La Trobe University Campus.

It's open Wednesday to Friday 11am – 4pm and weekends 12noon – 5pm. Admission is free though a gold coin donation is welcome. The café is very reasonably priced and the menu is available on the web site. Cyclists be warned that 'sharp shoes', whether stiletto heels or cleats, are not permitted inside the house! Phone: 9496 1060; Web: www.bundoorahomestead.com

Help Needed

Bike Parking, Pram Ramps, Bollards and Chicanes

Boroondara BUG needs readers' help in identifying locations where additional bike parking hoops are needed. Council has a large supply of such hoops looking for good homes.

Also, if you are aware of locations where pram ramps are needed to smooth cyclists' transition between road and path, or of bollards or chicanes, whether on or off road, that threaten cyclists' safety we would like to hear about them. If you ride around

Boroondara you will be aware that a process of improvement with all of the above is in train. Your input can help to insure that this process continues and is well focussed.

Events

Suit Up and Ride

Suit up and ride is a team cycling event with a twist. Participants must wear corporate attire and race on RACV Melbourne Bike Share bikes around Docklands.

Suit Up and Ride aims to fund 1,000 new OYH Headsmart programs annually. Headsmart is a contemporary, purpose-built program designed to increase young peoples' knowledge of depression and assist with building necessary skills to combat youth depression.

More information at: <http://www.suitupandride.com.au/>

General News

Red Spot Survey

The RACV/Leader "RED SPOT" (congestion / frustration spots as opposed to Black Spots) survey is held every two years to gather information from Victorians who nominate congested road locations or public transport services across the state.

As valid road users cyclists may also nominate Red Spots. The survey began on Monday 24 May 2010 and continues until Friday 9 July 2010.

<http://redspotsurvey.com.au/>

Minutes of Boroondara BUG Meeting, Thursday 10th June 2010

Elgin Inn, Hawthorn

Attendance and Apologies

Present: John Parker, Julia Blunden, Graham Ellis (Chair), Glennys Jones, David Leong, Peter Campbell, Linda Rohrs, Gordon Macmillan, Ken Morrison, Jason den Hollander, Betty Weeks, Malcolm Faul

Apologies: nil

Guests: Cr Phil Meggs; Rachel Mackay, Glen Eira BUG

Correspondence:

In

1. Letter from Council re a further workshop on funding for community organisations
2. Copies of letters sent to Liberal MPs Ted Baillieu and Andrew McIntosh from the Community Coalition asking for them to commit to supporting and funding the Darebin – Yarra link should they win the next State election.
3. Email from James Williams re our membership of the Hays Paddock the Plan Steering Committee

Out

1. Invitations to first Mayor Jack Wegman, then Cr Phil Meggs to attend our meeting
2. Response to James Williams re preferred meeting times

Before the formal business of the meeting those present engaged in a brief informal discussion of cycling issues in Boroondara with Cr Phil Meggs.

Matters Arising:

1. **Golfers Choice and Urban Bush Path:** There was no progress to report on Golfers Choice. John Parker reported that a story about the Urban Bush Path had appeared in several local Leader newspapers and that over 500 signatures had been gathered on a petition. However Stonnington Council has not allocated any money for the project in its budget so nothing will happen in the next financial year.

2. **East Malvern Station Bridge:** Glennys J reported that she has spoken to someone at the Department of Transport who has since met with a Stonnington staff member. She is expecting further correspondence on this matter soon.
3. **Anniversary Trail at High St and Toorak Rd:** A site meeting with Bushan is planned next Tuesday to look into the possibility of relocating the bike path away from the rail line and to the west side of the new building at High St Ashburton. **John P, Glennys J and if possible Julia B** will attend.
Glennys J reported that there have been no further developments at Toorak Rd but she intends to check the plans for the new development. This will be an agenda item at the next BAC meeting.
4. **Status of Darebin Bridge:** **Julia B** reported that she, **John P and Malcolm F** will be meeting with Ted Baillieu on Friday 18th June to ask for his party's support for the Darebin – Yarra link. As yet no members in the Kew electorate have offered to meet with Andrew McIntosh.
5. **Draft Revised PBN:** Peter C reported that an email has gone to Tony Barton at VicRoads about the issues of Burwood Rd and the East – West Link. There is currently no study in progress to look at the feasibility of a rail trail so neither Council nor VicRoads is looking at it. John P stated that the PBN needs to be on all councils' GIS systems. It needs to be accessible to all via Google style maps. Peter C pointed out that there is a serious problem with the presentation of the draft PBN in that it fails to distinguish between existing and planned facilities.
6. **East – West link:** **Peter C** will write to Cr Heinz Kreutz asking him to propose this project to Council. Cr Meggs said that only the Burwood Rd section is not yet on Council's plan. Whitehorse BUG is making progress with their proposed section from Box Hill to Mitcham and there is the possibility of a trail that eventually extends from Lilydale to the Yarra. Jason D outlined some of the Department of Transport's plans for trails alongside rail lines around the metropolitan area.
7. **Donation to and participation in Yarra BUG Radio:** Julia B reported that she had contacted Chris Star offering a donation of \$100 but had received only a brief acknowledgement of her email and no details as yet as to where to send the cheque. Peter C still intends presenting on the program but has not yet made any arrangements to do so.
8. **Honeywell Development:** Glennys J reported that she had spoken at the relevant City of Yarra Council meeting and that some of her points were reflected in amendments, but the matter is going to VCAT. Glennys has tried, so far unsuccessfully to contact the Yarra Alliance. The main concern is with cycle and disabled access throughout the site.
9. **Gasworks site redevelopment:** **Glennys J** is listed to speak at the public hearing on this. The acquisition overlay needs to be enacted by VicRoads. Woolworths' developer's traffic report omitted to mention the Gardiners Creek Trail. Cr Meggs commented that there is community support for the development because it is relatively low rise, in contrast to the Tooronga Village.
10. **Lights under GCT gantry:** John P raised the issue of the light globes that need replacement under the gantry beneath the Monash Fwy. This is especially urgent given the presence of scaffolding there while work on the freeway continues.
Jason D suggested that Transurban Risk Management might be the best people to approach and offered to provide contact details to John.
11. **Tooronga Village development:** No further developments
12. **BAC meeting Friday 18th June:** **Julia B** reported that she had had no response from Julia Smith to her email about the agenda and agreed to try ringing her. **John P, Glennys J and Julia B** plan to attend the meeting.
13. **Anniversary Trail missing link:** **Graham E** produced a title plan and map showing both the present right of way through Camberwell High School and the easement along the western boundary which could be used to close the gap in the trail. He also produced a copy of the letter which he will send to Jim Hondrakis suggesting a strategy for bargaining with the school which now has a new principal. This will be an agenda item for the BAC meeting.

New Business

1. **Leo's Supermarket, Summerhill Rd, Ashburton:** Glennys J reported that the supermarket has virtually obliterated the footpath in Summerhill Rd making pedestrian access difficult. Access by bike is also dangerous due to the nature of the driveways and there is no bike parking provided. This issue will be raised at the BAC meeting.
2. **Invitations to attend meetings:** It was agreed that our next or a subsequent meeting could be scheduled for a Wednesday if this suits Boroondara Mayor Jack Wegman. Others who may be invited to future meetings include the member for Kew, Andrew McIntosh, the new CEO of the Cycling Promotion Fund, and Josh Friedenberg, Liberal candidate for Kooyong
3. **Guest Rachel Mackay from Glen Eira:** Rachel told us a little about the recently formed Glen Eira BUG, which like Boroondara BUG has a strong focus on advocacy. Glen Eira is currently formulating a bike strategy and the BUG was formed as a result of public consultation sessions on this. Rachel urged those present to make input into the bike strategy. Problems with it include the 10 year period – 5 would be better – and inadequate budget allocation to cycling.
4. **Next meeting:** Wednesday 7th or Thursday 8th July – depending on Jack Wegman's availability.

Notes by Julia Blunden

Contacts for Rides

There are many BUGs, clubs and other organisations, several of them local, which organise rides. Below are some of their contact details. A separate supplement contains details of many of their forthcoming rides.

Ashburton Riders Club

Contacts:

Tony Landsell - email: tony@diacher.com

Justin Murphy - email: murphjj@au1.ibm.com

website: <http://www.ashburtonridersclub.asn.au/>

Banyule BUG

email: banyuleBug@yahoo.com.au

website: <http://home.vicnet.net.au/~banylbug/>

contacts: Richard phone: 9459 8648, or Les phone: 9459 2701

Boroondara Bushwalkers

contact Julia Blunden

phone: 9853 5095

email: jblunden@bigpond.com

website: www.keypoint.com.au/~bbwinc

Camberwell Downhill Gourmet Bike Riders

contact Elva Parker, phone: 9836 6392

Email David & Geraldine Powell: dgpowell@internode.on.net

Kew Neighbourhood Learning Centre Bike Riding Group

Contact: Robin Kendrick, phone: 9853 3126

Council on the Ageing (COTA) Cycling Group

contact Janet Bennett

email: janpeter@bigpond.net.au or COTA,

phone: 9654 4443

website:

http://www.cotavic.org.au/_data/assets/pdf_file/1006/cota_cycling_brochure_jul-dec_2007.pdf

Darebin BUG

Rides and Events Coordinator

Doug Morffew, phone: 9499 7325 (AH)

email: dougmorf@alphalink.com.au

Download the Darebin BUG rides flyer, with details of rides (Word doc)

website: www.darebinbug.org.au

Surrey Hills Neighbourhood Centre

Phone: 9890 2467

Email: info@surreyhillsnc.org.au

Website: www.surreyhillsnc.org.au

Boroondara BUG Contacts

Membership Secretary & Treasurer:

Graeme Stone

16 Jervis Street, Camberwell, Vic 3124

email: graeme_stone@optusnet.com.au

Newsletter Editor & Minutes Secretary:

Julia Blunden

phone: 9853 5095

email: jblunden@bigpond.com

Hawthorn Cycle Tours

contact Hawthorn Aquatic and Leisure Centre

phone: 9815 0988

email: lexbishop@bikerider.com

website: <http://www.geocities.com/perften/Hct.html>

Knox Bicycle Touring Club Incorporated

email: Mikeaatleisure@aol.com

website: home.vicnet.net.au/~knoxbike

Manningham BUG

email: seball@netlink.com.au, H.Edwards@bom.gov.au

website: www.vicnet.net.au/~mannbug

Maroondah Bushwalking Club

To obtain details of how to book on a walk and a copy of the current walks and activities program Contact information officers:

Sandra, phone: 9728 3833, Aileen, phone: 9876 1104

website: home.vicnet.net.au/~mbush/

Melbourne Bicycle Touring Club

contact Touring Secretary, Dave Cash, phone: 9817 3269

or email info@mbtc.org.au (Note that this email address doesn't get checked every day - so don't expect an immediate response!) website: mbtc.org.au

Whitehorse Cyclists

email: ejhopper@vicnet.net.au

website: <http://www.whitehorsecyclists.org.au/>

Finbar Neighbourhood House Rides

Contact Deb in the office on 9428 7668 or 0403 028 200

YHA

contacts: Ride Co-Ordinator Kathy

rides@yhacycling.org.au or mobile 0425-792 574

or Secretary Voula on secretary@yhacycling.org.au

website: www.yhacycling.org.au has free registration

Meeting Chair:

Phil Crohn

email: philcrohn@ozemail.com.au

Boroondara Bicycle Users Group

Membership Application Form

Name _____

Address & Postcode _____

Phone (H) _____

Phone (M) _____

Phone (W) _____

Email _____

Member of Bicycle Victoria? Please circle: Yes / No

Membership requires a one-off payment of \$15 per household. Please send cheque (made out to Boroondara Bicycle Users Group) along with this form to:

Graeme Stone
16 Jervis St
Camberwell
Vic, 3124