

# BOROONDARA

*Bicycle Users Group*

Boroondara Bicycle Users Group  
Response to:

City of Boroondara

The Glenferrie Oval, Grace Park and LE Bray Reserve Concept Master Plan

18 Feb 2008  
Rev 2

Council has rescheduled this meeting to Tuesday, 15 April 2008 at 7pm at the Grace Park Tennis Club in Hilda Crescent, Hawthorn

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## **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:**

The Glenferrie Oval, Grace Park and LE Bray Reserve Concept Master Plan  
Various documents associated with the plan

## **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](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. 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 Burwood Rd area is unsafe for cycling. The East West Link would reduce cyclist traffic on Burwood Rd and result in a safer route, with which to access the Glenferrie Rd area, the Leisure centre and the University.

### **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

### **Detailed response to the documents**

#### **East-West Link**

Currently this area is well used by cyclists who use it as an east west route. It provides for a safer route than that along Burwood Rd - the later having a high number of cycling accidents. Refer council's crash data. The route is also roughly marked on the council's shared path map, available on the council's website. Also refer to the Travel Smart map for the area.

<http://www.boroondara.vic.gov.au/leisure/tracks/pathways>

The route continues to the west along Lennox St to the shared path on the south side of St James Park - crossing the nearby bridge leads to the Yarra Trail. Heading in an easterly direction riders head up Park St or Wakefield St to Central Gardens. Onwards

to Victoria Rd or the quieter part of Burwood Rd via Malmsbury St or Allen St. Continuing to the Anniversary trail and beyond. The route links a lot of public spaces, public facilities and provides access to Swinburne University.

As a consequence the master plan for the area needs to make full consideration of this route in the context of further developing a high quality east-west link as muted in the council's draft bicycle strategy.

It should also be noted that a feasibility study for the Eastern rail trail was 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. It showed the route going through the area being considered by the master plan.

Bicycle Victoria is also keen on this route as can be seen on their web site:

<http://www.bv.com.au/change-the-world/11254/>

Likewise Boroondara BUG has information on the route on its website:

[http://www.boroondarabug.org/wiki/index.php/Eastern\\_Rail\\_Line\\_Trail](http://www.boroondarabug.org/wiki/index.php/Eastern_Rail_Line_Trail)

Ideally the route should run immediately adjacent to the train line, ie on the south side of the tennis courts and the oval to minimise conflict with other users of the area. The feasibility study showed the trail continuing to the east, immediately adjacent to Glenferrie station, likely resulting in pedestrian conflict. In the absence of any way of resolving such a conflict, it would appear that the best route at that point would be via Park St to the north of Swinburne University or perhaps Wakefield St. This leads to suggesting that the route should travel on the south side of Glenferrie Oval and then immediately head north to Linda Crescent on the west side of the swimming centre aided by the installation of a pedestrian crossing at Glenferrie Rd sometime in the future.

We note that it may not be physically possible or could be overly expensive to pursue the route described above. In this case the existing informal route, via the north side of the oval and the west side of the car park then through Grace Park as detailed on the Travel Smart map, may be the best option.

The crossing from Lennox St over Power St to the SW corner of the park requires, at a minimum, a wider traffic island. The existing section of shared path between Elgin St and Lennox street needs to be revisited to make it part of a high quality route. A pedestrian light at this point, while expensive would be ideal.

The "Glenferrie Oval, Grace Park and LE Bray Reserve Concept Master Plan" must incorporate the east-west route in some form. This is already part of a regional route, not a local route and therefore must be of high quality as is expected for such a route. The broader concepts of cyclist safety, community health, the environment and transport needs have to be considered as part of developing the plan.

### **Rail Underpass**

It should also be noted that there is an existing underpass linking the south side of the oval to the south side of the train line. Access is currently poor and the underpass is not suitable for cyclists, but could be improved. It should be noted that office workers on the southern side of the train line often use this underpass to access the parkland during lunch hours.

### **North-South Route via LE Bray Reserve**

Although of less importance as a commuter route than the East-West Link, the shared path linking Hawthorn Grove to Linda Crescent via the LE Bray Reserve is nonetheless a useful route for cyclists, especially children and family groups. In conjunction with the underpass discussed above it would also provide a useful link to Lynch St and Burwood Rd for cyclists in the area to the north of Grace Park, enabling them to avoid diverting to busy Glenferrie Rd or equally busy Power St. The existing path is quite variable in width and surface quality and should be upgraded to the current standard for shared paths, ie 3m wide asphalt with concrete edges.