



Metro East Bicycle User Group Inc.

Working for better cycling facilities

Response to Options Identification SCC Feasibility Study: Hawthorn to Box Hill

The Metro East Bicycle User Group is generally very impressed with the level of detail with the draft Feasibility Study. However, we have some additional important feedback on matters that weren't fully taken into consideration. These are made on the basis that the initial petition which was a submission for a safe family-friendly bike and pedestrian path connecting Hawthorn to Box Hill. The aim for said trail is to maximise the separated from motor vehicles riding.

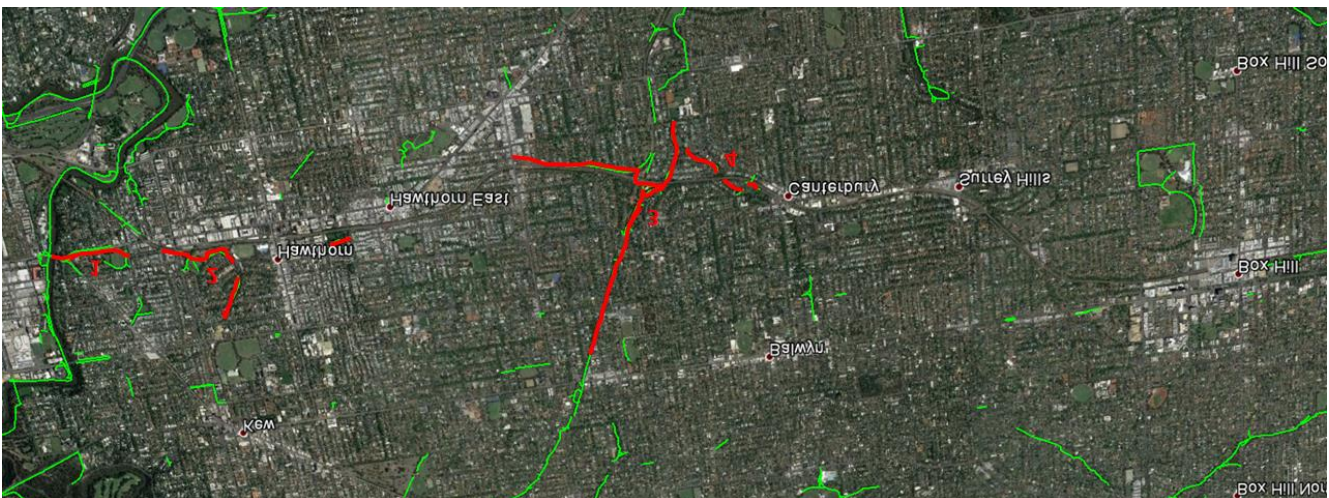
The major areas where this report could be improved on are:

1. Existing Shared Paths Weren't taken into consideration.
2. Creation of cycleways on streets that weren't main roads wasn't an option
3. Widening of Footpaths weren't considered
4. Use of Right of Ways wasn't considered
5. Creation of trail through existing car parks wasn't considered
6. No consideration of existing underpasses
7. There wasn't the option of a blend of the 3 strategies.
8. Connection to the Main Yarra Trail was not specified
9. Additional along the railway corridors could be made

Existing Shared Paths Weren't taken into consideration.

Along the current route, there is legacy infrastructure in place in several key locations where Shared path infrastructure already exists at the following locations:

1. Burwood Rd
2. Lennox St through to Glenferrie Oval (Grace Park Trail) and along the old Kew Railway
3. Anniversary Trail
4. Magpie Park and Chaucer Crescent Reserve



These existing links could lower the cost of any trail constructed and could overcome many local issues.

There was also the Shared St of Wakefield Rd which is closed to through traffic available for use.

Creation of cycleways on streets that weren't main roads wasn't an option

Many of the roads along this corridor are either very wide, have a lack of driveways or could be reconstructed like many in Sydney are to create an off the road cycle track running alongside them

Some examples:

[Lennox St](#)

Current view:



A Shifting of the parking on one of the side of this street to put in a bi-directional cycle track and migrating the traffic lanes across would give this road a nice safe space for riders whilst maintain all of the parking. It would link the Burwood Rd Shared Path to the Grace Park Trail

Victoria Rd

Similarly along Victoria Rd, there is an opportunity to shift the parking (most likely on the North side of the road as there is a right of way along the rear of this road and minimal driveways) to provide a bi-directional cycleway.



The road is currently wide enough for 2 lanes of traffic, 2 lanes of parking and a wide central division. The street could be sculpted into a more cycling friendly configuration such as Bourke St in Sydney (below):



Widening of Footpaths

If Footpaths like the one along Linda St were widened, a trail could be placed in this location:



Use of Right of Ways

The region through which this trail is to be built is full of Cobblestone laneways and cut-throughs that would allow for cycling and pedestrian access and to link sections of trail.



Use of Car Parks

Carparks can provide the bridge between sections of trail on land that is local government controlled. The loss of car parking to put a trail through can be made minimal by optimizing the configuration and angle of parks to provide the space necessary. If the parking below was placed at an angle, a trail could be placed through which would link Park St to Wakefield St in Hawthorn:



Use of Underpasses

There are along the route some key cycling/pedestrian underpasses that render routes dead-ends for cars, yet provide permeability for active transport.

Some of these can be found at:

Railway Place to Wyuna Ave near Hawthorn Station

Glenferrie Oval to Lynch St

Glenferrie Station

Auburn Station

Chatham Station

Canterbury Rd (Anniversary Trail)



There wasn't the option of a blend of the 3 strategies

The 3 strategies are considered as themes. In some locations, there more direct route is more sensible, in others greater safety is more important, depending upon the quality of facility that can be provided.

Connection to the Main Yarra Trail was not specified

This is the key connection point for this trail. It needs to join up with this piece of key infrastructure to enable a cyclist to go from Box Hill to the Melbourne CBD and avoid traffic.

Additional along the railway corridors could be made

We believe that further investigation along the key segment around Chatham Station is required. Below are some photos of this location:



Conclusion

In conclusion, we believe that with the work already performed, a facility that is suitable for cyclists of all ages and abilities can be created along this corridor that will also provide a valuable and direct link between Box Hill and Hawthorn that commuting cyclists would choose in preference to riding along the main streets. We believe that such a route is possible without minimal environmental impact and avoiding loss of car parking amenity and traffic lanes.