



Metro East Bicycle User Group Inc.

Working for better cycling facilities

Re: Box Hill to Hawthorn Trail at new Mont Albert/Surrey Hills Premium Station Underpasses and Overpass

Mr Paul Hamer MP

24 Rutland Rd,

Box Hill VIC 3128

8/12/2020

Dear Mr Hamer,

It was good to be able to speak to you in person on the weekend about the Level Crossing Removal Project for Mont Albert/Surrey Hills. MeBUG is delighted to note the provision of cycling facilities along the train line were included as part of the design. However, we draw your attention to the inefficiency of the proposed route and the opportunity that the new trail will provide in lowering the distance time-wise between the 2 former station sites and the activity centres that surrounded these stations for any person undertaking active transportation (walking, cycling ,etc).

In the initial designs as circulated, there are proposed to be at-grade crossings at both Union and Mont Albert Roads. By forcing cyclists/pedestrians to use these crossings, there will be a time delay for people moving along these trails and on the roads that were supposed to gain maximum benefit out of having these crossings removed. By providing a cycling/pedestrian underpass at both ends, it eliminates that waiting time and makes the new station feel closer to the locations of the original stations.

Additionally, we feel that there is the opportunity for the trail to cross over the railway line at some point near the new station, this will allow the Box Hill side of the trail to go along the south side of the line near Churchill St and the North side of the line near Sunbury Cres (where all proposed designs of the trail by the Department of Transport run), along with an potential opportunity for the trail to continue next to the railway line past Chatham station. Finally, we feel that this trail should be connected to an overpass of Canterbury Rd to the west and another overpass of Elgar Rd to the East to make this trail fully functional and as safe and delay free as possible.

The end design as we propose is safer, it's more direct, efficient and appealing to a whole range of users. Attached is the route where we believe that the trail should be provided, complete with the crossing treatments that should be used.

Regards,

David Blom – President MeBUG (0438 926 537).

Project overview

