

Box Hill to Ringwood Bike Path

Alignment Report

Version 3
Tue, 8 Mar 2016

4. Nunawading Section

4.1. Overview

The Nunawading section of the bike path connects from the west side of Springvale Road to the eastern end of Walkers Road, Nunawading.

Options considered

A number of options have been considered as summarised below:

- **An overpass:** It would require long ramps to get the height to clear Springvale Road, which occupy a large foot print of land not available, and would provide poor connectivity to Springvale Road itself.
- **An underpass:** It would be constructed on the alignment of the future third rail track, meaning it would require future removal. Construction of an extended bridge for Springvale Road would be disruptive to traffic and would need to be built to accommodate the third track, a significantly larger structure than required for a bike path. This portion would still have ramp constraints and poor connectivity with Springvale Road.
- **Via a new pedestrian crossing between the Nunawading station buildings:** New signals would compromise the traffic operation of Springvale Road, introducing a fourth set of signals in 400m where the level crossing was previously removed. Traffic signals close together also present serious safety risks with motorists experiencing a 'look through effect', meaning they may see a green traffic light ahead and miss the set of signals in front of them, resulting in vehicles running red lights against pedestrians and cyclists;
- **Via existing pedestrian crossing at Silver Grove or Market Street:** These have similar scenarios, however the path via Silver Grove traffic lights has a shorter, flatter overall route, with less side road crossings.

Figure 11 – Nunawading Section Alignment



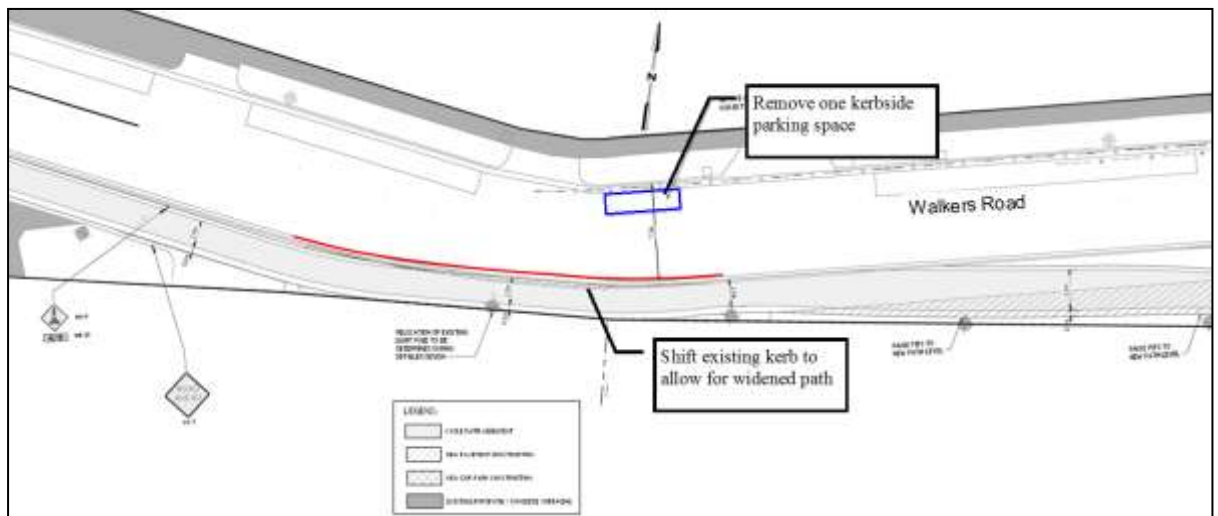
4.2. Preferred Option

The preferred option for this section is via the Silver Grove pedestrian signals. The path continues from the south side of the rail corridor into the Nunawading station precinct. It passes the Parkiteer cage and uses the existing pedestrian ramp to reach the Springvale Road forecourt. The path continues north along the Springvale Road western footpath to the existing pedestrian crossing south of Silver Grove. The footpath will be widened to a shared zone 3.8m wide by narrowing the existing parking bays from over 3m to 2.3m and slightly narrowing the Springvale Road traffic lanes, while still maintain a wide kerb side lane for on road cyclists. The pedestrian crossing will be upgraded with bicycle lanterns and other facilities to allow cyclists to legally use the crossing without dismounting.

On the east side of Springvale Road, the footpath will be widened to 3.0m, connecting to Walkers Road. An existing bus shelter requires removal. Details require approval from PTV; however the stop is not used to board passengers. Raised intersection treatments are proposed for the path to cross Oval Way and Walkers Road. The path continues on the south side of Walkers Road where the footpath will be widened and parking relocated to accommodate the widest path possible.

A pinch point on the curve of Walkers Road has the path less than 2m wide. We propose to remove one Council car park on the northern apex of the curve to allow moving the southern kerb to widen the path to 2.0m, as shown in Figure 12. A parking study completed in February 2016 Demonstrated that parking was not fully utilised in the vicinity on Walkers Road, indicating no adverse impact to the local community. We will work with Council to develop a detailed design.

Figure 12 – Nunawading Section – Impact on one car park along Walkers Rd



Along Walkers Road adjacent to Home HQ, we propose to shift all parking to the north to accommodate the path in the rail corridor, as shown in Figure 13. This puts rail parking on road, and shifts 4hr parking to indented bays. No parking is lost.

Figure 13 – Nunawading Section – Reallocation of Kerbside Parking at East End of Walkers Rd



Below in Table 10 is the multi criteria options assessment for this section. It demonstrates option 4 as achieving the most desirable outcome against the project objectives and criteria.

Table 10 - Nunawading Section – Options Assessment

Options Assessment Criteria	Option 1 – New Pedestrian Overpass/ Underpass	Option 2 – Existing Pedestrian Crossing at Market Street	Option 3 – New Pedestrian Crossing at Walkers Road	Option 4 – Existing Pedestrian Crossing at Silver Grove
Impact on community facilities	Yellow	Yellow	Yellow	Yellow
Impact on private property and/or businesses	Red	Green	Green	Green
Separation of SUP users and vehicles	Green	Yellow	Green	Yellow
Design Guidelines conformance (path width, grade, hazards, visibility)	Green	Yellow	Red	Yellow
Accessibility / connectivity/ directness	Yellow	Yellow	Green	Yellow
Impact on rail services	Yellow	Green	Green	Green
Impact on utility services	Red	Yellow	Yellow	Yellow
Environmental Impact (Vegetation removal, etc)	Green	Green	Green	Green
Cost	Red	Green	Yellow	Green
Recommendation	✗	✗	✗	✓