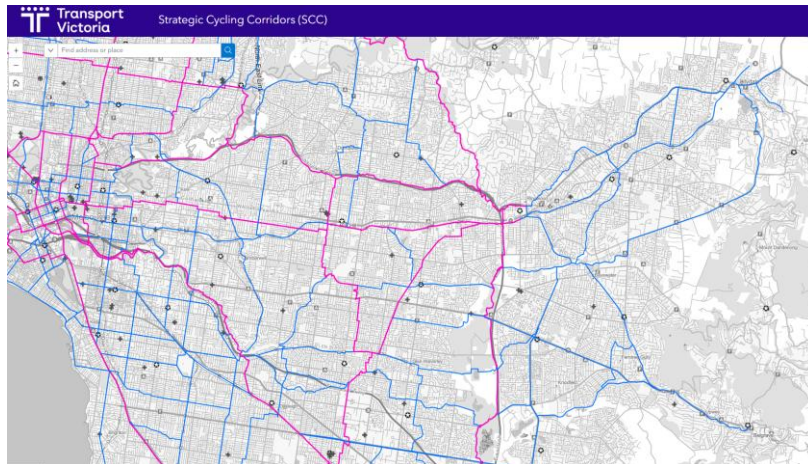


MeBUG Campaign for Strategic Cycling Corridors

Our focus for this election campaign revolves around getting “Strategic Cycling Corridors” built. These are routes that have been identified as high-priority cycling routes that connect major destinations—such as city centres, schools, stations, and employment hubs—providing safe, direct and lower-stress bike travel.



The Strategic Cycling Corridors map in more detail can be found here:

<https://experience.arcgis.com/experience/53181c144cec477497e01d166c64a6eb>

Currently around half of this network is complete, however the parts that are complete lack connectivity to other parts of the network and don't link to key destinations.

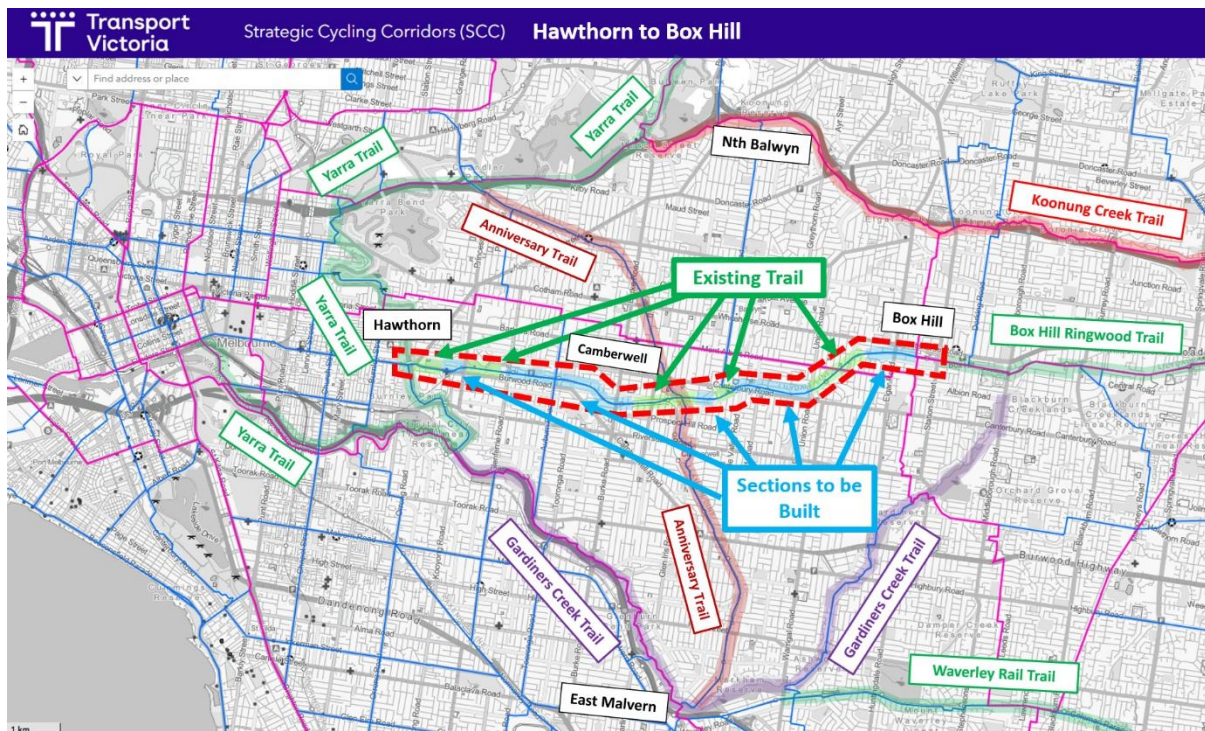
Our major focus is on getting delivered solutions that:

- Make use of existing infrastructure wherever possible (Paths, Service Lanes, Dead-End Roads)
- Widening Footpaths to become Shared Paths
- Avoiding needless duplication of existing trails
- Keeping cyclists separated from high-speed traffic
- Avoiding the loss of traffic lanes or car-parking

Throughout the Eastern Suburbs of Melbourne, we have 5 priority corridors that we would like to see delivered:

1. Hawthorn to Box Hill
2. Ringwood to Lilydale along the Railway Line
3. Ringwood to Lilydale via Mullum Mullum Creek and Maroondah Hwy
4. Burwood Highway (Ferntree Gully to East Burwood)
5. Syndal to Heatherdale Pipeline

Hawthorn to Box Hill Trail



This 10km corridor has around 5km of path already built. The Victorian Department of Transport completed a \$370,000 feasibility study in October 2021 for the length of the route. The study confirmed the route is indeed feasible, mostly along the railway corridor. This route would reduce an 11km gap between the Koonung Creek Trail in North Balwyn and the Gardiners Creek Trail in East Malvern for people to ride in an East-West direction and provide a direct and safe link to the Melbourne CBD that will save around 10km of riding (and some hill climbing) if they choose to go to the Melbourne CBD from Box Hill on an off-road trail.

A copy of the feasibility report can be found via here:

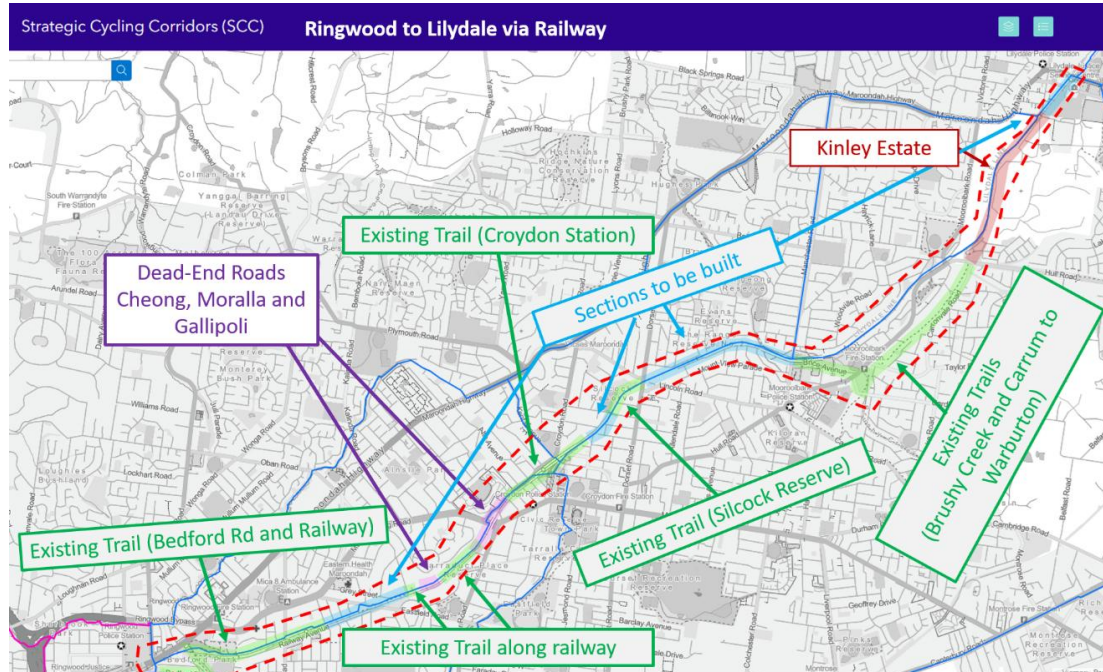
<https://www.hawthorn2boxhilltrail.org/feasibility-study>



Existing Section of Hawthorn to Box Hill Trail near Union Station

Ringwood to Lilydale along the Railway Line

This corridor follows the Lilydale Railway Line and is 13.5km long. There are already 7km of existing trail and an additional 1.3km of existing dead-end roads. In total around 3km of trail will complete this vital link:



Existing Path:

- Ringwood St to East Ringwood Station (2.3km)
- Eastfield Rd to Cheong St (100m)
- Cheong St to Morella Ave (700m)
- Croydon Station (900m)
- Silcock Reserve 550m
- Brice Ave (Brushy Creek Trail) + Carrum to Warburton Trail (2.6km)

Dead End Roads:

- Cheong St (400m)
- Moralla Ave 350m
- Starcross Ave/Gallipoli Pde (550m)

Required Bike Path Sections:

- Eastfield Rd to East Ringwood Station (800m)
- Railway Cres, Croydon (250m)
- Dorset Rd to Sherlock Rd (1.5km)
- **Kinley Estate (1.2km – to be provided by Property Developers)**
- Melba Ave to John St Lilydale (400m)

Photos of existing sections of Trail:



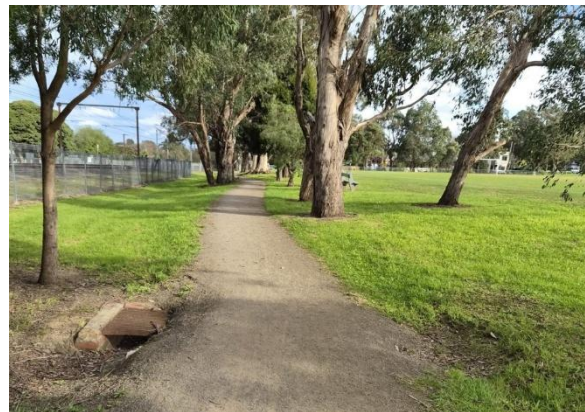
Railway Ave, East Ringwood



Trail near Cheong St, South Croydon



Trail near Croydon Station

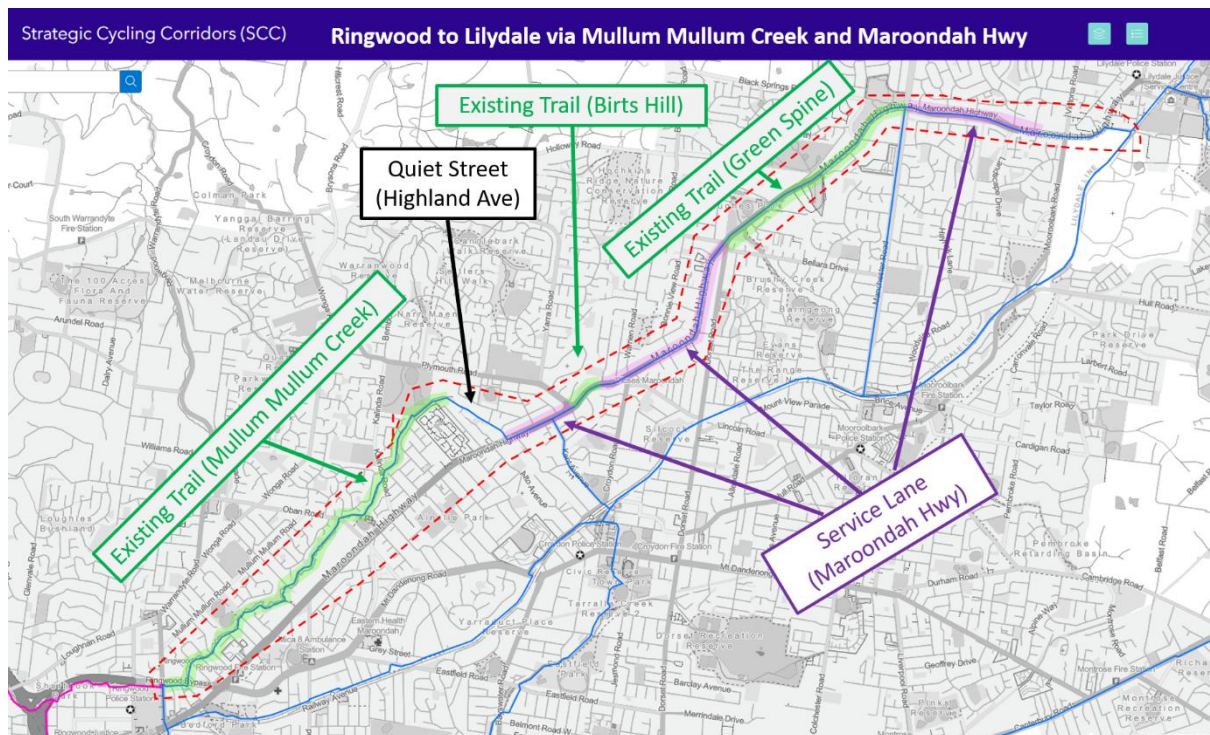


Trail along Silcock Reserve, Croydon



Carrum to Warburton Trail, Mooroolbark

Ringwood to Lilydale via Mullum Mullum Creek and Maroondah Hwy



This 15km corridor has a large amount of existing infrastructure already in place. The journey can be done on existing trail and service lanes with minor upgrades to allow riders to stay on the service lanes and around 600m of footpath to be widened to shared path at the Lilydale end of the corridor.

Existing Bike Paths:

- Mullum Mullum Creek Trail - 4.5km
- Birts Hill - 400m
- Maroondah Hwy Green Spine (Dorset Rd to Manchester Rd) - 2.3km

Quiet Dead-End Street:

- Highland Ave – 650m

Existing Service Lanes (which keep riders separated from 80kph traffic):

- Highland Ave to Yarra Rd – 700m
- Alice St to Dorset Rd – 2km
- Manchester Rd to just after Crown Point – 1.3km

This corridor can be completed by:

- Allowing bi-directional cycling on the Maroondah Hwy Service Lane between Highland Ave and Midhurst Rd
- Providing a better-defined crossing of Yarra Rd
- Improving the trail from Yarra Rd to Alice St (Birts Hill) – 400m:

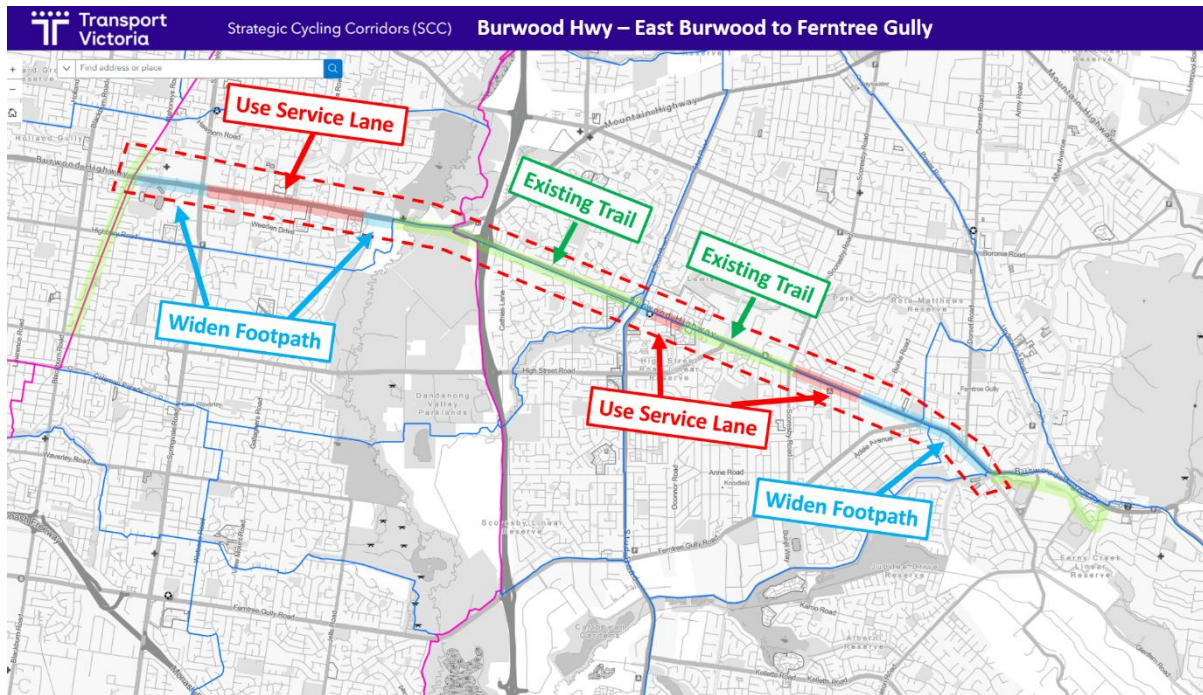


- Providing connection between the service lane and the road on both sides of Warrien Rd. A lip up on the West side, about 10m of concrete on the east side.



- Widening the Footpath between Croydon Rd and Lincoln Rd on the south side of Maroondah Hwy.
- Providing a connection to the existing Croydon Rd off-road bike path (use this path to access Croydon Station)
- Widen 200m of Footpath to link Service Lane near Crown Point to Victoria Rd
- Widen 430m of Footpath on the South side of Maroondah Hwy from Mooroolbark Rd to Taylor St.

Burwood Highway (Ferntree Gully to East Burwood)



This 12km corridor on the South side of Burwood Hwy could be completed by making use of 5.2km of existing trail, 3km of Service Lanes and widening the footpath to become a shared path along the rest of the corridor.

The sections of existing trail are:

- 3.4km of existing Trail from Morack Rd to Stud Rd
- 1.8km of existing trail between Lynne Ave and Scoresby Rd

Existing Service Lanes:

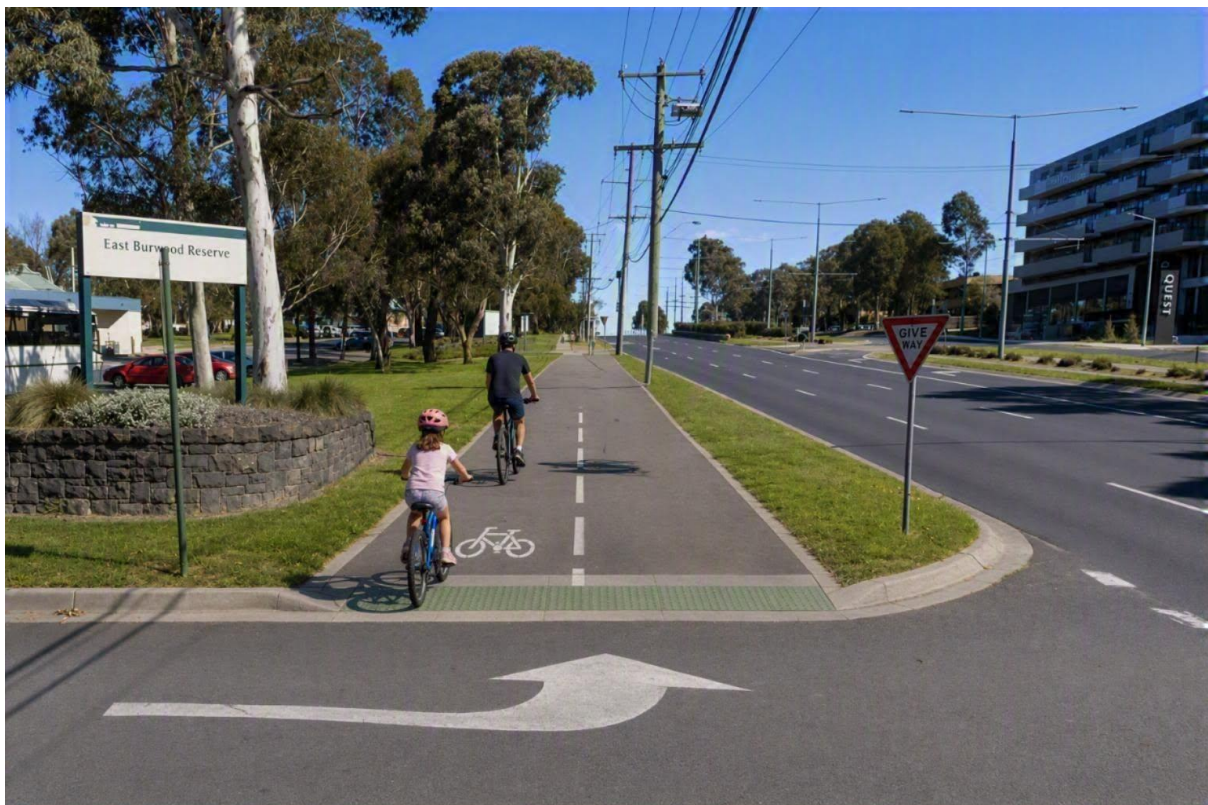
- 2km Service Lane Between Mont Ct and Springvale Rd
- 200m Service Lane Tyner Rd to Lynne Ave
- 800m of Service Lane Scoresby Rd to Hayward Rd

Works Required:

- Linking all sections of service lane together as per Fortescue Gve:

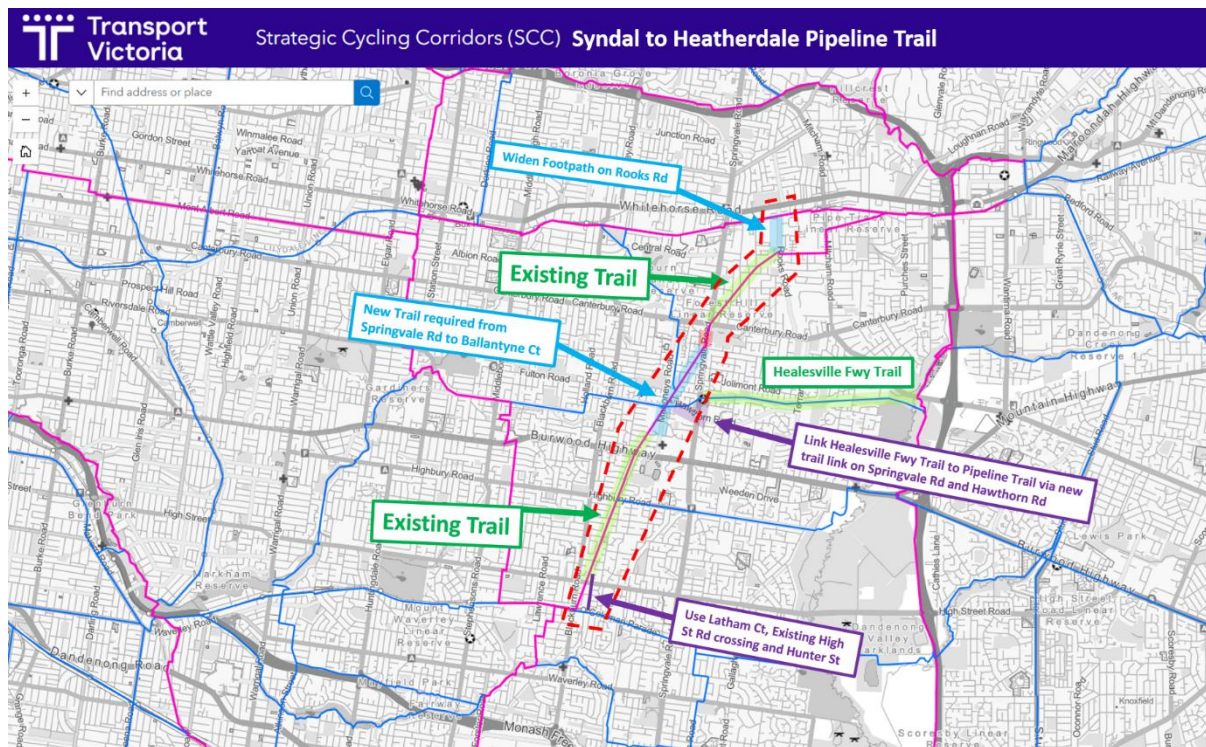


- Widen 900m of footpath between Syndal to Heatherdale Trail and Springvale Rd
- Widen 350m of footpath between Mont Ct and Morack Rd
- Widen 200m of Footpath between Stud Rd and Tyner Rd
- Widen 2km of Footpath between Hayward Rd and the Ferny Creek Trail



What Burwood Hwy would look like with shared path.

Syndal to Heatherdale Pipeline



This 7.5km North-South corridor has more than half of the infrastructure required in place. The Melbourne Water Supply Pipeline Reserve makes for great riding on the existing sections. These will become more valuable when linked up.

Existing Path:

- Rooks Rd to Springvale/Canterbury Rd - 1.6km
- Ballantyne St to High St Rd – 2.8km

Service Lane:

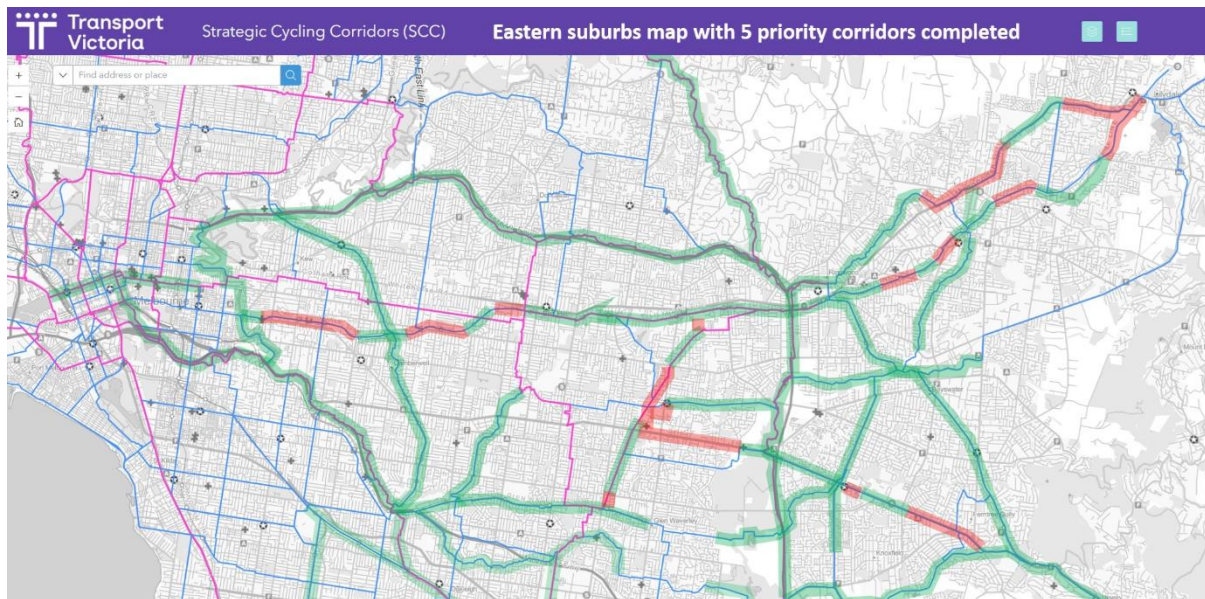
- Springvale Rd – 400m

Works Required:

- Widen 600m of footpath along Rooks Rd to become shared path – this alignment saves 1.5km of trail from being built.
- Build 1.8km of path between Springvale Rd and Ballantyne St along Pipeline Corridor
- Build a connection by widening 900m of footpath along Hawthorn Rd and Springvale Rd to link the Healesville Freeway Trail to the Pipeline Trail (making use of existing traffic lights)
- Formalise connection to Waverley Rail Trail at Southern End – use existing pedestrian crossing near Latham Ct.

Impact of completing 5 priority corridors

As shown by the map below (existing trails in green, areas to fix in red):



Provision of around 16km of new path:

- 5km - Hawthorn to Box Hill
- 3km Ringwood to Lilydale (Rail corridor)
- 1km Ringwood to Lilydale (Maroondah Hwy)
- 3.5km Burwood Hwy
- 3.3km Syndal to Heatherdale

This will link up hundreds of kilometres of existing trails, connect up many of the Strategic Cycling Corridors and provide access to schools, shops, unis, train stations, places of employment, hospitals, etc as well as providing great fitness opportunities for people to walk, run or ride upon.

These are some of the easiest projects to deliver from a cost and benefit perspective. The results will be a fitter, healthier, happier and safer community.