



Boroondara Bicycle Strategy

Implementation Plan

STAGE 1: Financial years 2022/23 and 2023/24

Introduction

This Stage 1 Implementation Plan outlines the *Boroondara Bicycle Strategy* actions to be pursued over the next 10 years, with a focus on high priority actions allocated for the first two financial years (2022/23 and 2023/24).

The 2022 *Boroondara Bicycle Strategy* recommends a series of initiatives and actions to be pursued over a 10-year timeframe to support bicycle infrastructure improvements and create a safe, connected network for active transport. The actions will be investigated and implemented in 2-year stages with the highest priority actions and those carried over from the previous Bicycle Strategy in Stage 1.

This Implementation Plan will be reviewed at the end of the 2-year period, along with a new plan to be developed for Stage 2 (financial years 2024/25 and 2025/26) to ensure Council is able to progressively deliver on the Strategy's vision over the next 10 years. Implementation Plans for following stages will be developed subsequently every 2 years.

This Implementation Plan does not duplicate background information found in the Bicycle Strategy, but presents tangible actions that will be pursued by Council in partnership with key stakeholders over the next two years. The delivery of all actions will be subject to relevant stakeholder approvals as well as community engagement to ensure a quality outcome considering the needs of the immediate and wider community is delivered.

Impacts to Council's annual budgets over the 2-year life of this Implementation Plan have been identified through high level cost estimates for each action.

These figures are approximate and intended to provide only a rough estimate; further project-specific work will be required to refine cost estimates and funding requirements for each action. Where possible, Council will seek to make use of external funding sources including Federal and State Government programs.

A total of approximately \$2.4 million is expected to be required to deliver the Stage 1 Implementation Plan throughout financial years 2022/23 and 2023/24¹.

¹ Based on the Draft Council Budget 2022/23 and foreshadowed funding.

Delivery and Funding

The delivery of all actions will be subject to relevant stakeholder approvals as well as community engagement to ensure a quality outcome considering the needs of the immediate and wider community is delivered. Key external stakeholders have been identified for each action.

Funding will also be required through Council's annual budget or external sources including Federal or State Government programs. There are three separate mechanisms for delivery of infrastructure actions, based on the overall complexity and level of stakeholder involvement required:

1. Deliver

For actions that involve roads, reserves or parks under Council's control, these will be considered for funding consideration as part of Council's annual budget process. External funding opportunities would also be pursued for these projects wherever possible. Approvals from external stakeholders may also be required particularly for any actions that include major traffic control devices or land that is not under Council ownership.

2. Investigate

Several actions may involve complex treatments or constrained environments where further feasibility work is required to determine the most suitable design outcome. Some of these actions may also be subject to extensive stakeholder consultation and approvals. For these actions, Council will undertake feasibility investigation work and consultation to assess various options and arrive at a preferred solution before considering the proposal for funding (or advocating to the State Government for proposals meeting the criteria outlined in the following paragraph).

3. Advocate

For actions that involve roads or intersections under the control of the Department of Transport and for actions which have state level strategic importance such as Strategic Cycling Corridors, Council will typically undertake feasibility investigations and develop proposals or concept designs, which will be referred to the State Government with Council advocating for approval and funding consideration. Council has a good track record of working with the State Government to deliver these types of projects, however there is a risk that the State Government may not support a particular proposal or make funding available in light of competing priorities. In these circumstances, delivery of the proposed action may not be possible in the proposed timeframe, and alternative options may need to be explored. Wherever possible, Council will also seek to advocate for funding through Federal budgets, including the Black Spot Program which provides funding for road safety upgrades around Australia.

Initiative 1

Advocate to and work with the State Government (Department of Transport) to develop the Strategic Cycling Corridor network within Boroondara.

1.1 Work with the State Government to deliver the Box Hill to Hawthorn SCC along the Belgrave/Lilydale rail corridor.

Action	Timeframe	Cost to Council	Delivery Mechanism	Key Stakeholders
A. Advocate for the corridor to be in the form of a new, separated, off-road path along the rail corridor.	Stage 1 (Ongoing)	Existing staff and resources	Advocate	DoT, VicTrack, Metro Trains, LXRP
B. Advocate for a separated, off-road path as part of the removal of the Union Road Level Crossing, including connections east and west of Union Road (Surrey Hills).	Stage 1	Existing staff and resources	Advocate	DoT
C. Undertake feasibility and concept designs for SCC between: - Glenferrie Road to Auburn Road including an overpass at Glenferrie Road. - Auburn Road to Burwood Road including an overpass at Auburn Road.	Stage 1	\$160,000	Investigative	DoT, VicTrack, Metro Trains
D. Deliver treatments to create safe bicycle streets on local road sections (opportunities include Auburn Parade in Hawthorn East, Kingston Road and Shierlaw Avenue in Surrey Hills).	Stage 2	TBD	Deliver	VicTrack, Metro Trains
E. Advocate for a new bicycle and pedestrian bridge over the Yarra River north of Burwood Road / Bridge Road (Hawthorn).	Stage 2/3	TBD	Advocate	DoT, City of Yarra, Melbourne Water

1.2 Work with the State Government to deliver the Kew to Highett SCC via the Anniversary Outer Circle Trail.

Action	Timeframe	Cost to Council	Delivery Mechanism	Key Stakeholders
A. Advocate for separate paths for pedestrians and bicycle riders along the corridor.	Stage 1 (Ongoing)	Existing staff and resources	Advocate	DoT, VicTrack, Metro Trains
B. Deliver a ramp link between the Anniversary Trail and Mont Albert Road (Canterbury).	Stage 1	Existing funding (technical feasibility update only, external funding opportunities for delivery)	Deliver/ Advocate	DoT
C. Advocate for relocation of the existing pedestrian signals at High Street (Ashburton) to provide a new pedestrian and bicycle crossing in line with the trail alignment.	Stage 1	Existing staff and resources	Advocate	DoT
D. Advocate for a bridge for the Anniversary Trail over Toorak Road (Camberwell) to improve safety and access for pedestrians and bicycle riders.	Stage 1	Existing staff and resources	Advocate	DoT
E. Advocate to the State Government for Anniversary Outer Circle Trail crossing improvements at the roundabout of Belford Road / Valerie Street / Asquith Street / Allen Grove (Kew East).	Stage 1	Existing staff and resources	Advocate	DoT
F. Deliver a separate path for pedestrians for the Anniversary Trail between Laurel Rail Link and Ryburne Avenue (approx. 850m). Dedicate the existing path for cyclists.	Stage 1	\$400,000 (includes provision for Metro Trains and VicTrack requirements)	Deliver	VicTrack, Metro Trains
G. Provide safer road crossings along the Anniversary Trail including intersections with Willsmere Road (Kew), Abercrombie Street (Deepdene), Warburton Road (Canterbury), Matlock Street, Prospect Hill Road, Culliton Road (Camberwell) and Dion Rail Link (Glen Iris).	Stage 1	\$150,000	Deliver	DoT

Action	Timeframe	Cost to Council	Delivery Mechanism	Key Stakeholders
H. Investigate options to improve the Anniversary Trail crossing at High Street (Kew) near Harp Road and Valerie Street including assessing the feasibility of a path underpass.	Stage 1	Existing staff and resources	Investigate	DoT, Yarra Trams
I. Realign the Anniversary Trail at Ashburton Station to improve safety and access.	Stage 2/3	TBD	Deliver	VicTrack, Metro Trains
J. Deliver priority sections for path upgrades along the corridor between Canterbury Road (Canterbury) and Burwood Station.	Stage 2/3	TBD	Deliver	DoT, VicTrack, Metro Trains
K. Investigate the feasibility of a new off-road path bridge over the Eastern Freeway at Chandler Highway (Kew).	Stage 4/5	TBD	Investigate	North East Link Project
L. Upgrade the Main Yarra Trail connection at the rear of the Guide Dogs Centre to the Chandler Highway Bridge underpass.	Stage 4/5	TBD	Deliver	DoT

1.3 Work with the State Government to deliver the Dandenong to Cremorne SCC via the Gardiners Creek Trail.

Action	Timeframe	Cost to Council	Delivery Mechanism	Key Stakeholders
A. Advocate for separate paths for pedestrians and bicycle riders along the corridor, including duplication/widening of the Gardiners Creek Trail gantry under the Monash Freeway (Hawthorn).	Stage 1 (Ongoing)	Existing staff and resources (Within City of Stonnington)	Advocate	DoT, City of Stonnington, Melbourne Water
B. Widen the Gardiners Creek Trail adjacent to the Hawthorn Velodrome in Patterson Reserve (Hawthorn) to improve access and safety.	Stage 2/3	TBD	Deliver	Melbourne Water
C. Address flooding and grade issues at the Gardiners Creek Trail underpass at Toorak Road (Glen Iris).	Stage 2/3	TBD	Deliver	DoT, Melbourne Water
D. Work with the City of Stonnington to improve the general alignment of the Gardiners Creek Trail and address issues at creek bridges and conflict points.	Stage 4/5	TBD	Deliver	City of Stonnington

1.4 Work with the State Government and neighbouring Councils to deliver the Ringwood to Collingwood SCC along the Main Yarra Trail and Koonung Creek Trail as part of the North East Link Project.

Action	Timeframe	Cost to Council	Delivery Mechanism	Key Stakeholders
A. Advocate for a direct off-road path alignment including separate paths for pedestrians and bicycle riders for the reconstruction of the Koonung Trail due to the North East Link Project.	Stage 1	Existing staff and resources	Advocate	DoT, North East Link Project
B. Advocate for a direct off-road path alignment within the verge of the northern side of the Eastern Freeway west of Burke Road, including separate paths for pedestrians and bicycle riders.	Stage 1 (Ongoing)	Existing staff and resources	Advocate	DoT, North East Link Project
C. Advocate for an underpass and at-grade access paths to/from Belford Road.	Stage 2/3	TBD	Advocate	DoT, North East Link Project
D. Advocate for improved north-south walking and bicycle connections across the Eastern Freeway at Bulleen Road (Balwyn North) as part of the North East Link Project.	Stage 2/3	TBD	Advocate	DoT, City of Manningham, NELP

1.5 Work with the State Government to deliver the Surrey Hills to Richmond SCC via Mont Albert Road.

Action	Timeframe	Cost to Council	Delivery Mechanism	Key Stakeholders
A. Replace the existing northern land bridge of the Walmer Street Bridge (Kew).	Stage 1	Existing funding	Deliver	DoT, Melbourne Water, Heritage Victoria, City of Yarra
B. Advocate for a new additional bridge adjacent to the existing Walmer Street Bridge (Kew) to provide separate paths for cyclists and pedestrians.	Stage 1	Existing staff and resources	Advocate	DoT, Melbourne Water, Heritage Victoria, City of Yarra
C. Deliver protected on-road bicycle facilities along Wellington Street between Glenferrie Road and Denmark Street.	Stage 2/3	TBD	Deliver	DoT
D. Deliver protected on-road bicycle facilities along the corridor. Consider trialling temporary 'pop-up' protected bike lanes to test effectiveness and community sentiment. Deliver strategic removal or banning of car parking along the corridor to improve safety, particularly at crests and/or during peak times.	Stage 4/5	TBD	Deliver	DoT, Melb Water, Heritage Vic, City of Yarra

1.6 Work with the State Government to deliver the Kew to Hawthorn East SCC via Auburn Road.

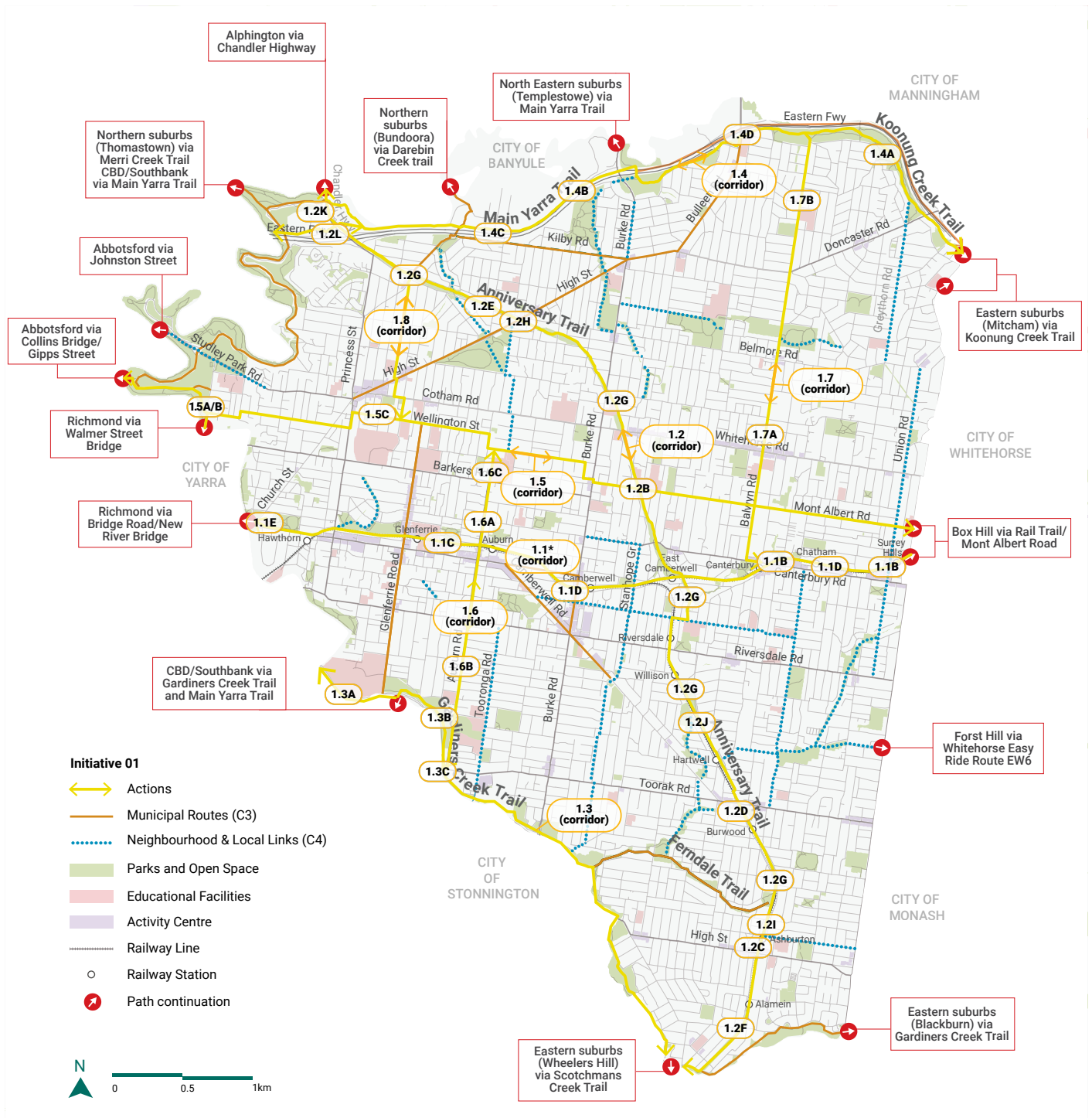
Action	Timeframe	Cost to Council	Delivery Mechanism	Key Stakeholders
A. Advocate for protected on-road bicycle facilities along Auburn Road between Barkers Road and Riversdale Road. Consider strategic removal or banning of car parking along the corridor to improve safety, particularly at crests and/or during peak times.	Stage 2/3	TBD	Advocate	DoT
B. Deliver protected on-road bicycle facilities along Auburn Road between Riversdale Road and Toorak Road. Consider strategic removal or banning of car parking along the corridor to improve safety, particularly at crests and/or during peak times.	Stage 2/3	TBD	Deliver	DoT
C. Deliver protected on-road bicycle facilities along Wrixon Street between Barkers Road and Sackville Street. Consider strategic removal or banning of car parking along the corridor to improve safety, particularly at crests and/or during peak times.	Stage 4/5	TBD	Deliver	DoT

1.7 Work with the State Government to deliver the Canterbury to Balwyn North SCC via Balwyn Road.

Action	Timeframe	Cost to Council	Delivery Mechanism	Key Stakeholders
A. Advocate for protected on-road bicycle facilities along Balwyn Road between Doncaster Road and Canterbury Road. Consider strategic removal or banning of car parking along the corridor to improve safety, particularly at crests and/or during peak times.	Stage 4/5	TBD	Advocate	DoT
B. Deliver protected on-road bicycle facilities along Balwyn Road between Doncaster Road and the Koonung Trail. Consider strategic removal or banning of car parking along the corridor to improve safety, particularly at crests and/or during peak times.	Stage 4/5	TBD	Deliver	DoT

1.8 Work with the State Government to deliver the Kew Junction to Anniversary Outer Circle Trail SCC.

Action	Timeframe	Cost to Council	Delivery Mechanism	Key Stakeholders
A. Investigate a potential route along Pakington Street / Union Street including protected on-road bicycle facilities. Consider strategic removal or banning of car parking along the corridor to improve safety, particularly at crests and/or during peak times.	Stage 4/5	TBD	Investigate/ Deliver	DoT



Route alignment shown is indicative and subject to feasibility analysis, design and community consultation to determine the most appropriate alignment.

Initiative 2

Create a high-quality off-road shared path network by upgrading existing paths in line with current standards and providing new links.

2.1 Provide new off-road path links to expand the network and improve local access to safe bicycle routes.

Action	Timeframe	Cost to Council	Delivery Mechanism	Key Stakeholders
A. Construct a shared path bridge over Back Creek including an unsealed gravel path link to Somerset Road (Glen Iris) to improve access between Ferndale Trail and Hartwell Shopping Centre and connect to the Anniversary Outer Circle Trail.	Stage 1	\$350,000	Deliver	Melbourne Water
B. Provide a new off-road path link between Gardiners Creek Trail and schools on Burgess Street (Hawthorn East) - Auburn High School and Auburn South Primary School.	Stage 2/3	TBD	Deliver	DoT
C. Investigate the feasibility of a new unsealed gravel path link along the Melbourne Water easement between Back Creek Reserve and Frog Hollow Reserve ("Frog Hollow to Ferndale Trail"), including crossings at Toorak Road and Camberwell Road.	Stage 4/5	TBD	Investigate	Melbourne
D. Investigate the provision of a new off-road shared path link between Linda Crescent and Chrystobel Crescent (Hawthorn). If not feasible, consider on-road options via Hilda Crescent or Ruby Street.	Stage 4/5	TBD	Investigate	–
E. Inspect, assess and upgrade/renew (where required) existing unsealed gravel paths between Lynden Park (Camberwell) and South Surrey Park (Surrey Hills) retaining an unsealed gravel surface at 3.0m width where feasible. Construct new unsealed gravel links and upgrade road crossings where feasible to improve safety and local access.	Stage 4/5	TBD	Deliver	DoT

2.2 Upgrade the existing formal and informal off-road path network with suitable treatments to improve safety, address maintenance issues and encourage walking and bicycle riding.

Inspect, assess and renew/upgrade (where required) existing informal off-road paths connecting schools and recreation facilities across Kew East, Deepdene, Balwyn, and Balwyn North. Where required, upgrade existing unsealed paths retaining an unsealed gravel surface with path widths of 3.0m where feasible (current path widths vary significantly between 1.5 and 4+ metres). Formalise short sections of existing unmade paths ('goat tracks') and construct short sections of new unsealed gravel path links to improve local access:

Action	Timeframe	Cost to Council	Delivery Mechanism	Key Stakeholders
A. Deliver a signalised crossing of Balwyn Road near Hislop Park and Gordon Barnard Reserve to improve safety	Stage 1	Existing funded proposal	Deliver	DoT
B. Hays Paddock <ul style="list-style-type: none"> Formalise approx. 140m of existing unmade track ('goat track') at the northern end of Hays Paddock connecting to Keystone Crescent to create an unsealed gravel path 3.0m wide with composite edging to prevent path washout. Inspect, assess and renew/upgrade (where required) approx. 700m of existing unsealed path along the eastern edge of Hays Paddock through to Kilby Road in the form of an unsealed gravel path 3.0m wide with composite edging to prevent path washout. 	Stage 1	\$300,000 (indicative cost based on unit rate of \$120 per square metre)	Deliver	–
C. Stradbroke Park <ul style="list-style-type: none"> Formalise approx. 180m of existing unmade track ('goat track') south of High St near Kew High School to create an unsealed gravel path 3.0m wide with composite edging to prevent path washout. Encourage use of this path for north south access and discourage use of the small urban forest path that abuts on the east side of Stradbroke Park abutting properties in Oxford Street and Lawrence Street. Inspect, assess and renew/upgrade (where required) approx. 600m of existing unsealed path along the western edge of Stradbroke Park to the Burke Road / Belmore Avenue intersection in the form of an unsealed gravel path 3.0m wide with composite edging to prevent path washout. 	Stage 2/3	TBD	Deliver	–

Action	Timeframe	Cost to Council	Delivery Mechanism	Key Stakeholders
D. Nicholson Street Reserve <ul style="list-style-type: none"> Inspect, assess and renew/upgrade (where required) approx. 200m of existing unsealed path through Nicholson Street Reserve in the form of an unsealed gravel path 3.0m wide with composite edging to prevent path washout. Advocate to the Department of Transport for a crossing refuge (unsignalised) on Belmore Road near the King Street Chain off-road path. 	Stage 4/5	TBD	Deliver/ Advocate	DoT
E. King Street Chain Inspect, assess and renew/upgrade (where required) approx. 600m of existing unsealed path along the King Street Chain between Belmore Road and Gordon Street in the form of an unsealed gravel path 3.0m wide with composite edging to prevent path washout. Consider upgrades at road crossings.	Stage 4/5	TBD	Deliver	–
F. Myrtle Park & Macleay Park Inspect, assess and renew/upgrade (where required) approx. 700m of existing unsealed path along the northern edge of Myrtle Park & Macleay Park. through to Buchanan Avenue in the form of an unsealed (gravel) path 3.0m wide with composite edging to prevent path washout.	Stage 4/5	TBD	Deliver	–
G. Gordon Barnard Reserve Subject to the future demolition of Balwyn Leisure Centre – Remove existing narrow concrete path that extends for approx. 90m and construct approx. 200m of new unsealed gravel path 3.0m wide with composite edging to the south of Gordon Barnard Reserve, connecting to the existing sealed shared bicycle/pedestrian path through to Jacka Street.	Stage 4/5 (subject to demolition of Balwyn Leisure Centre)	TBD	Deliver	–
H. Jacka Street Reserve The existing concrete path between Jacka Street and Hosken Street is narrow (1.5m) but in good condition with a long expected lifespan. Consider future (i.e. long term) opportunities to widen the existing path to 3.0m, noting an unsealed gravel path would not be feasible for this location due to flooding issues. No immediate action.	Stage 4/5	TBD	Deliver	–

Action	Timeframe	Cost to Council	Delivery Mechanism	Key Stakeholders
I. Work with the City of Stonnington to improve the alignment and connectivity of the Gardiners Creek Trail section between Warrigal Road and Solway Street (Ashburton).	Stage 1	Existing staff and resources	Deliver	City of Stonnington, Melbourne Water
J. Progressively inspect, assess and renew informal shared paths across the municipality to improve accessibility and address safety and maintenance issues. Upgrade sections of unsealed gravel paths that are prone to washouts and high levels of maintenance including consideration of composite edging, sections of sealed exposed aggregate concrete surface, permeable paving or other treatments to address maintenance issues.	Stage 1	\$75,000 (for 250m at approx. \$300,000 per km depending on treatment option)	Deliver	-
K. Progressively install energy efficient lighting along suitable sections of the shared path network and informal path network to encourage use and improve the level of safety and security.	Stage 1 (ongoing)	\$440,000	Deliver	-
L. Improve maintenance and sweeping of shared paths after heavy rain events to prevent build up of silt. Consider additional short-term options to address locations with recurring issues, including path lighting and signage.	Stage 1 (ongoing)	Existing staff and resources	Deliver	Melbourne Water
M. Inspect, assess and upgrade/renew (where required) existing unsealed gravel paths through Scullin Park (Hawthorn) between Swinburne Avenue and The Boulevard, retaining an unsealed gravel surface at 3.0m width where feasible.	Stage 4/5	TBD	Deliver	-

2.3 Install supporting infrastructure to improve path accessibility and monitor usage patterns.

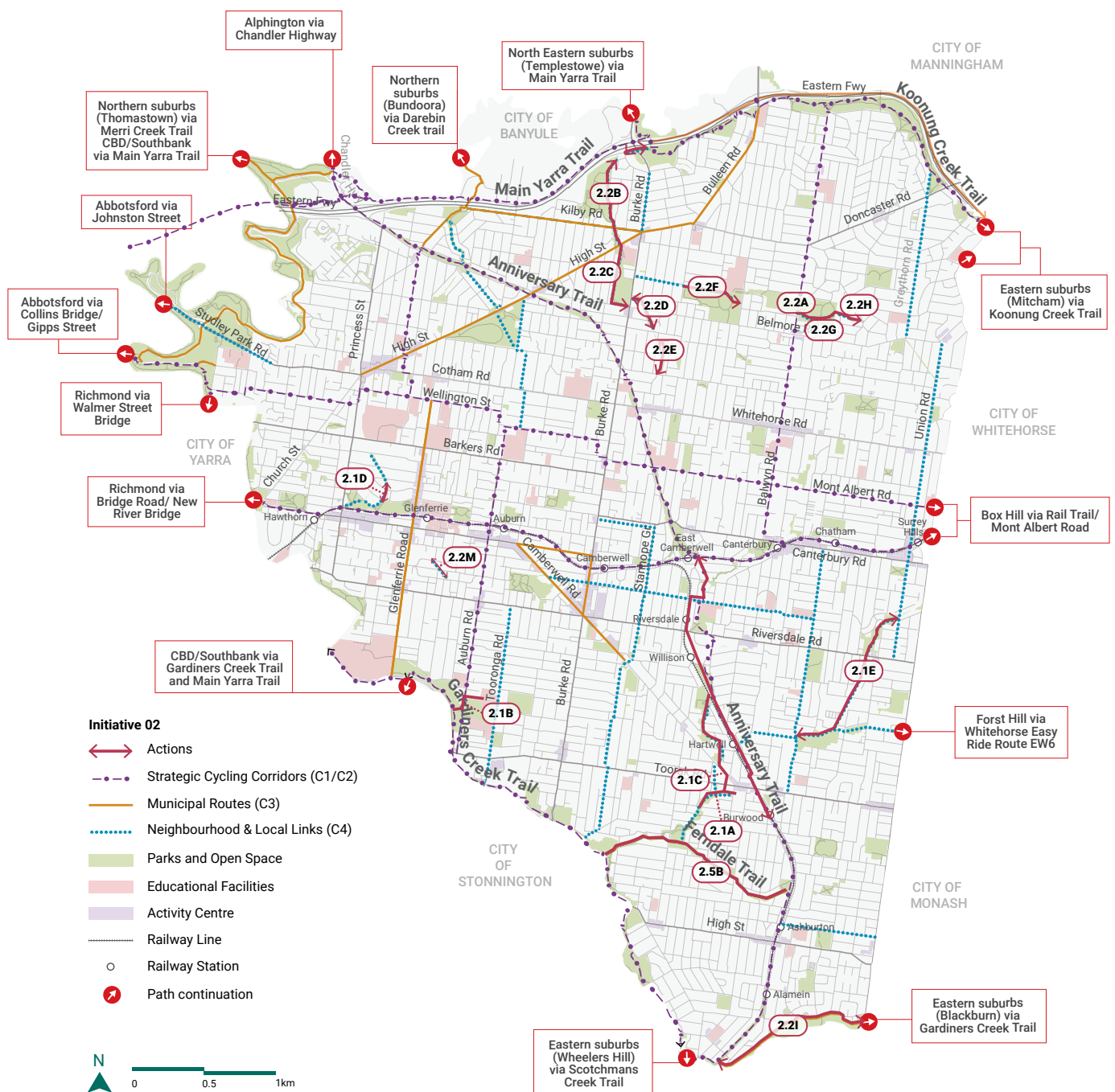
Action	Timeframe	Cost to Council	Delivery Mechanism	Key Stakeholders
A. Review and develop a program to install kerb ramps to improve access to and from the shared path and informal path networks.	Stage 1	\$50,000	Deliver	-
B. Install permanent bicycle counters around the Boroondara off-road path network to gather usage data and monitor trends.	Stage 1	\$30,000	Deliver	-

2.4 Promote a safe shared environment for all path users and progressively deliver safety upgrades to maintain high quality facilities.

Action	Timeframe	Cost to Council	Delivery Mechanism	Key Stakeholders
A. Arrange safety audits for the shared path network and progressively implement recommendations in line with funding allocations.	Stage 1 (ongoing)	\$20,000	Deliver	-
B. Develop a community education campaign promoting safe travel speeds along off-road paths (including consideration of e-bikes).	Stage 1	\$20,000	Deliver	-

2.5 Provide safer road crossings including path priority where suitable.

Action	Timeframe	Cost to Council	Delivery Mechanism	Key Stakeholders
A. Deliver reduced wait times and increased priority for path users at signalised main road crossings along off-road paths.	Stage 1	Existing staff and resources	Advocate	DoT
B. Provide safer road crossings along the Ferndale Trail including intersections with Glen Iris Road, Wallis Avenue, Ferndale Road, Summerhill Road and Florizel Street (Glen Iris).	Stage 2/3	TBD	Deliver	DoT



Initiative 2 Action Plan Map

Route alignment shown is indicative and subject to feasibility analysis, design and community consultation to determine the most appropriate alignment.

Initiative 3

Improve bicycle safety along main roads and intersections through the implementation of on-road cycle infrastructure treatments which respond to the existing road corridor environment.

3.1 Develop concepts and advocate to the State Government for bicycle safety improvements on Department of Transport managed roads across the municipality.

Action	Timeframe	Cost to Council	Delivery Mechanism	Key Stakeholders
A. Advocate and work with the State Government to develop a suitable framework and concept designs to improve safety and access for bicycle riders along Department of Transport managed roads. Consider options for roads with and without clearways, and during peak and off-peak periods. Develop standard intersection treatments with appropriate measures (separation, linemarking etc.) to improve safety.	Stage 1	\$30,000	Investigate	DoT
B. Advocate to the State Government to reduce the speed limit to 40km/h along Camberwell Road between Burwood Road and Harold Street (Camberwell).	Stage 1	External funding	Advocate	DoT
C. Develop concepts and advocate for safety upgrades at bicycle crash Black Spot locations on State Government managed roads including the intersections of Glenferrie Road / Manningtree Road (Hawthorn) and Studley Park Road / Carson Street (Kew).	Stage 1	\$20,000	Advocate	DoT, Yarra Trams
D. Advocate to the State Government for increased frequency of maintenance improvements on Department of Transport managed arterial roads, including road surface repairs and line marking renewal.	Stage 1	Existing staff and resources	Advocate	DoT
E. Develop options and advocate to the State Government for improved bicycle facilities across the Hawthorn Bridge (Bridge Road) over the Yarra River.	Stage 2/3	TBD	Advocate	DoT, Melbourne Water, Yarra Trams
F. Develop options and advocate to the State Government for improved bicycle facilities across the Wallen Road bridge over the Yarra River (Hawthorn).	Stage 2/3	TBD	Advocate	DoT, Melbourne Water, Yarra Trams
G. Develop options and advocate to the State Government for improvements to the Main Yarra Trail between Yarra Boulevard and the Fairfield Pipe Bridge (Kew), Assess the feasibility of reconstructing, duplicating or upgrading the pipe bridge to provide separate facilities for pedestrians and bicycle riders.	Stage 2/3	TBD	Advocate	Parks Vic

3.2 Develop concepts and advocate to the State Government for on-road bicycle lanes (including physical separation where feasible) and safer intersection treatments for bicycle riders along the following Department of Transport managed roads. Consider strategic removal or banning of car parking along the corridor to improve safety, particularly at crests and/or during peak travel times.

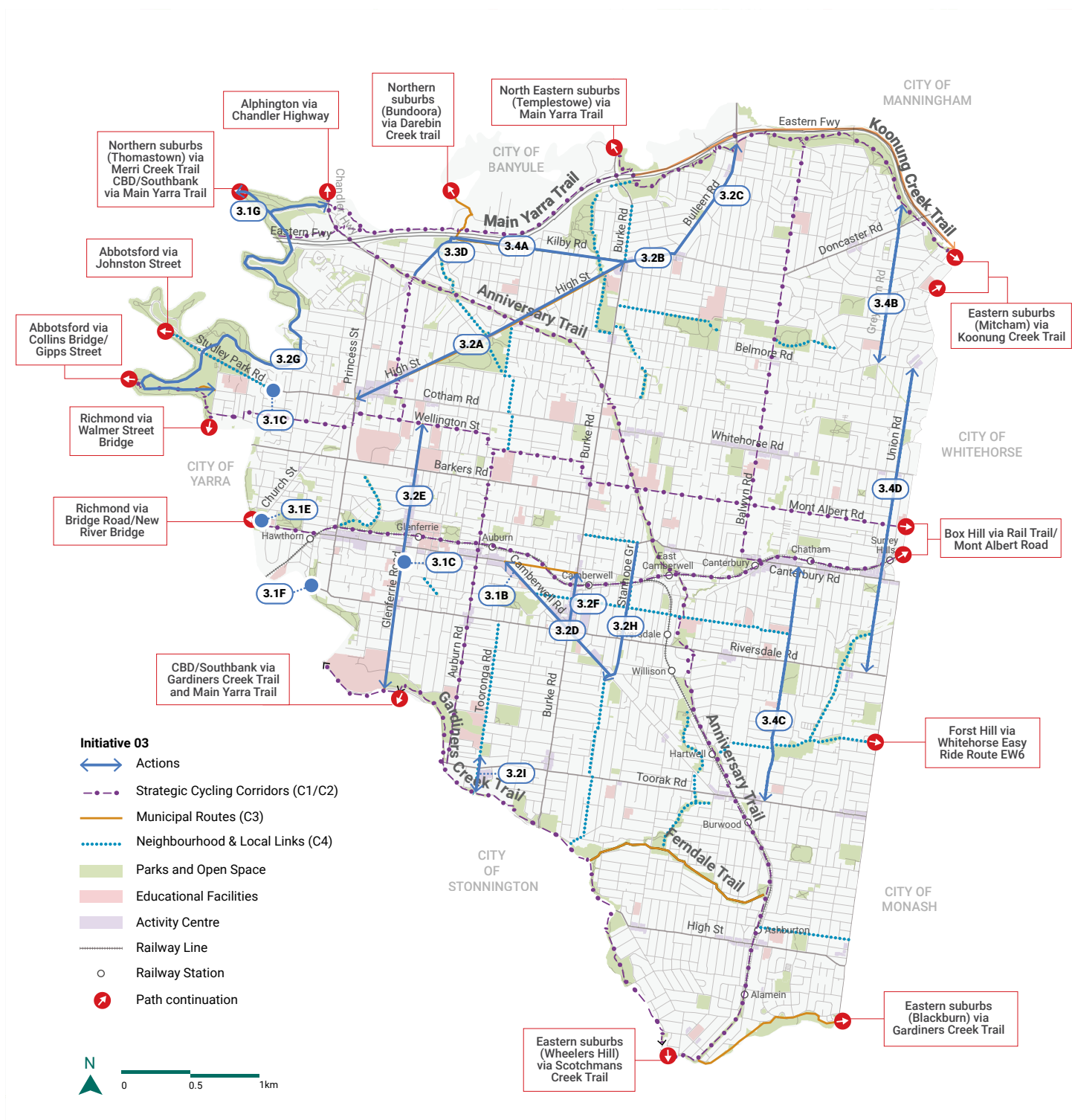
Action	Timeframe	Cost to Council	Delivery Mechanism	Key Stakeholders
A. High Street (Kew) between Kew Junction and Doncaster Road.	Stage 2/3	TBD	Advocate	DoT, Yarra Trams
B. Doncaster Road (Balwyn North) between Burke Road and Bulleen Road.	Stage 4/5	TBD	Advocate	DoT, Yarra Trams
C. Bulleen Road (Balwyn North) between Doncaster Road and the Eastern Freeway.	Stage 4/5	TBD	Advocate	DoT
D. Camberwell Road between Burwood Road and Seymour Grove (Camberwell) including a connection to Rowell Avenue.	Stage 4/5	TBD	Advocate	DoT, Yarra Trams
E. Glenferrie Road between the Gardiners Creek Trail (Hawthorn) and Wellington Street (Kew). Upgrade existing bike lanes in the Glenferrie shopping precinct to include physical separation.	Stage 4/5	TBD	Advocate	DoT, Yarra Trams
F. Burke Road (Camberwell) between Burwood Road and Riversdale Road.	Stage 4/5	TBD	Advocate	DoT, Yarra Trams
G. Yarra Boulevard (Kew) between Chandler Highway and Walmer Street.	Stage 4/5	TBD	Advocate	DoT
H. Stanhope Grove and Trafalgar Road (Camberwell) between Canterbury Road and Camberwell Road	Stage 4/5	TBD	Advocate	DoT
I. Tooronga Road (Hawthorn/Glen Iris) between Cato Street and the bridge over the Monash Freeway	Stage 4/5	TBD	Advocate	DoT

3.3 Provide bicycle safety improvements on Council managed major and collector roads across the municipality.

Action	Timeframe	Cost to Council	Delivery Mechanism	Key Stakeholders
A. Deliver reduced wait times at signalised crossings on Council managed roads to increase priority for walking and bicycle riders. Advocate for similar improvements at signalised crossings on Department of Transport managed arterial roads.	Stage 1	\$50,000	Deliver	DoT
B. Install painted anti-dooring bike lane treatment (as currently installed along the Glenferrie Road shopping precinct) on Council managed roads where there is a high risk of car dooring. Advocate for this treatment on Department of Transport managed roads where suitable.	Stage 2/3	TDB	Deliver	DoT
C. Identify and upgrade bicycle safety infrastructure on suitable Council major and collector roads including consideration of signage, linemarking, green pavement, separation kerbing, and vibra-line.	Stage 2/3	TBD	Deliver	DoT
D. Investigate and deliver a crossing in Kilby Road in line with Hyde Park and the Eastern Freeway underpass that provides access to the Main Yarra Trail. Incorporate measures to promote a good level of access between the Kilby Road bike lanes and the Eastern Freeway underpass.	Stage 2/3	TBD	Deliver	DoT

3.4 Upgrade existing on road bicycle lanes (including physical separation where feasible) and provide safer intersection treatments for bicycle riders along the following Council-managed major and collector roads. Consider strategic removal or banning of car parking along the corridor to improve safety, particularly at crests and/or during peak travel times.

Action	Timeframe	Cost to Council	Delivery Mechanism	Key Stakeholders
A. Kilby Road (Kew East) and Willsmere Road (Kew) between Burke Road and Earl Street.	Stage 1	\$300,000	Deliver	DoT
B. Greythorn Road (Balwyn North) between Doncaster Road and Belmore Road.	Stage 2/3	TBD	Deliver	DoT
C. Highfield Road (Canterbury / Camberwell) between Canterbury Road and Toorak Road.	Stage 2/3	TBD	Deliver	DoT
D. Union Road (Surrey Hills / Balwyn) between Belmore Road and Riversdale Road.	Stage 4/5	TBD	Deliver	DoT



Initiative 3 Action Plan Map

Initiative 4

Create a supporting network of safe bicycle streets which encourages bicycle access and supports local trips by bicycle.

4.1 Establish principles and develop concept designs for local road treatments to improve bicycle safety in different road environments.

Action	Timeframe	Cost to Council	Delivery Mechanism	Key Stakeholders
A. Establish principles and develop concept designs for local road treatments to improve bicycle safety in different road environments. Consider a range of treatments including reduced speed limits to 30 or 40km/h, traffic calming, raised intersections, localised parking bans, sharrows (shared lane markings) and coloured road markings including advisory bike lanes. Develop standard intersection treatments with appropriate measures to improve safety, including treatments for roundabouts and traffic islands.	Stage 1	\$30,000	Investigate	DoT

4.2 Implement suitable treatments to create safe bicycle streets along targeted local roads which contribute to the broader bicycle network. Advocate to the Department of Transport for speed limit reductions to 30 or 40 km/h along these roads.

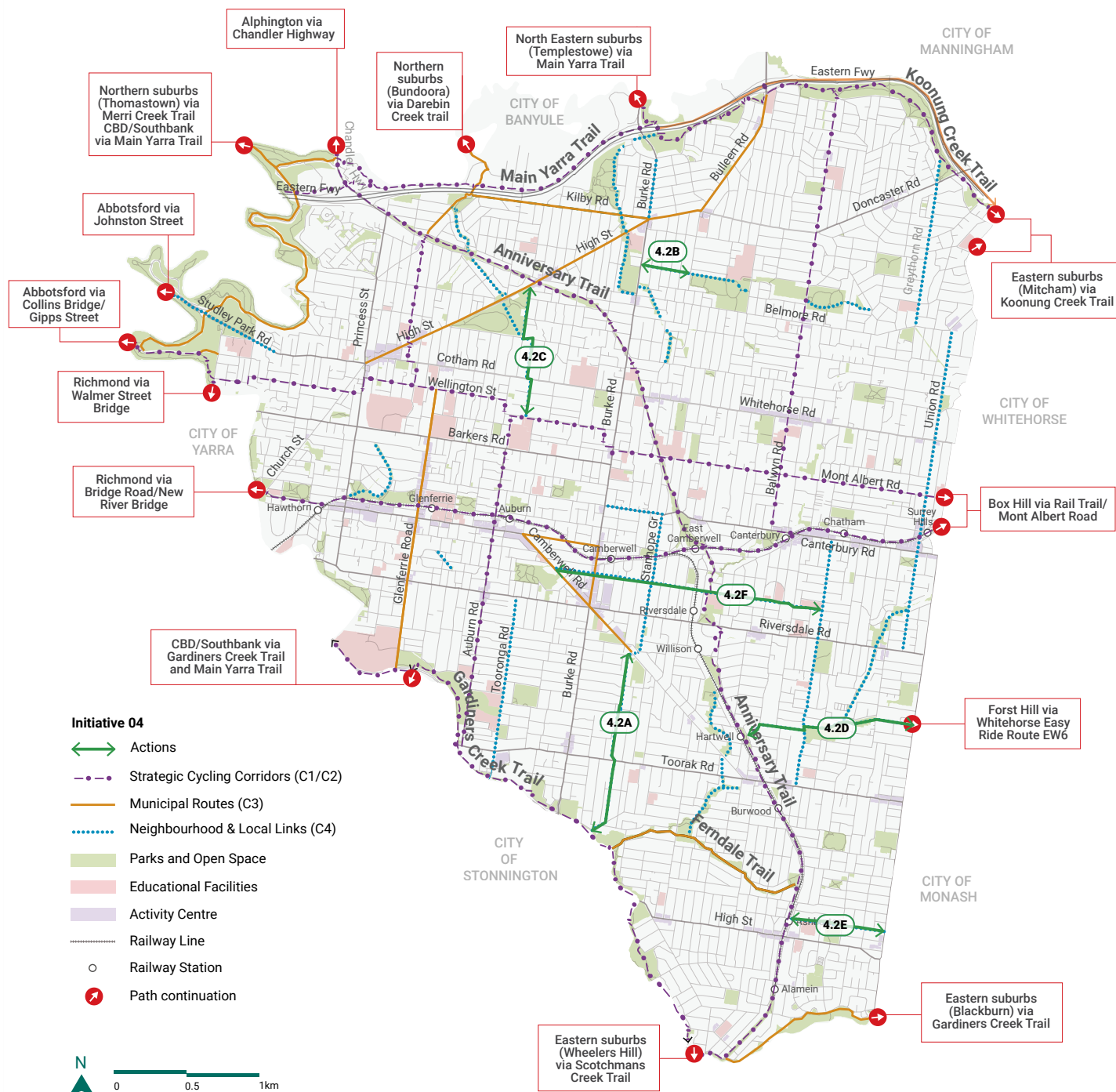
Action	Timeframe	Cost to Council	Delivery Mechanism	Key Stakeholders
A. Provide a bicycle route between Seymour Grove and the Gardiners Creek Trail, including bicycle streets along suitable local roads – consider route options along Rowell Avenue (Camberwell), and Martin Road or Staughton Road (Glen Iris).	Stage 2/3	TBD	Deliver	-
B. Provide bicycle safety upgrades along Maylands Avenue (Balwyn North). This is a local access road and has existing roundabouts at two cross road intersections. Consider additional treatments to improve safety and local access for bicycle riders including signage, line marking, intersection treatments where potential safety issues are identified, and advocating to the Department of Transport for a lower speed limit.	Stage 2/3	TBD	Deliver/ Advocate	DoT

Action	Timeframe	Cost to Council	Delivery Mechanism	Key Stakeholders
C. Provide a bicycle route between Victoria Park and the Strategic Cycling Corridor at Sackville Street, including bicycle streets along suitable local roads - consider route options along Adeney Avenue, Thomas Street and Florence Avenue (Kew). Include widening of the existing off-road path in Victoria Park to a minimum of 3m.	Stage 4/5	TBD	Deliver	DoT
D. Provide a bicycle route between Wattle Park Primary School and the Anniversary Trail near Hartwell Station, including bicycle streets along Thomas Street, Nevis Street and Glyndon Road (Camberwell) and upgrading the existing off-road path in Through Road Reserve. This route would also connect to the City of Whitehorse Easy Ride routes via Banksia Street.	Stage 4/5	TBD	Deliver	
E. Provide bicycle safety upgrades along Fakenham Road (Ashburton) including advocating to the Department of Transport for a 30 or 40 km/h speed limit.	Stage 4/5	TBD	Deliver	DoT
F. Provide bicycle safety upgrades along Prospect Hill Road and Harold Street (Canterbury/Camberwell) between Camberwell Road and Highfield Road, including advocating to the Department of Transport for a 30 or 40 km/h speed limit.	Stage 4/5	TBD	Deliver	DoT

4.3 Install sharrows (shared lane markings) along targeted informal bicycle routes identified in Boroondara's TravelSmart map that provide access and wayfinding to off-road path links, local facilities and key destinations.

Action	Timeframe	Cost to Council	Delivery Mechanism	Key Stakeholders
A. Install sharrows (shared lane markings) along select informal bicycle routes identified in Boroondara's TravelSmart maps to improve safety, driver awareness and wayfinding for these routes. This treatment would be limited to targeted, suitable routes where sharrows would be expected to provide notable benefits including for access and wayfinding to local facilities, off-road path links and key destinations. Many of these routes will have complimentary traffic treatments such as traffic calming devices, different coloured surface treatments, landscaping, or lower speed limits to promote a safer shared road environment.	Stage 1	\$25,000	Deliver	-





Initiative 4 Action Plan Map

Initiative 5

Improve management of paths used by both pedestrians and bicycle riders in formal gardens across the municipality.

Action	Timeframe	Cost to Council	Delivery Mechanism	Key Stakeholders
5.1 Develop a community education campaign around the use of paths within formal gardens, including promoting a low-speed shared space with pedestrian priority.	Stage 1	\$15,000	Deliver	-
5.2 Provide protected on-road bicycle route options in the vicinity of formal gardens to offer convenient and safe alternative routes to bicycle riders.	Stage 2/3	TBD	Deliver / Advocate	DoT, Yarra Trams
5.3 Investigate the banning of cyclists through formal gardens where suitable alternative on road links exist, including Alexandra Gardens (Kew) and Read Gardens (Camberwell).	Stage 2/3	TBD	Investigate	-

Initiative 6

Provide improved quality and quantity of bike parking and end-of-trip facilities.

Action	Timeframe	Cost to Council	Delivery Mechanism	Key Stakeholders
6.1 Undertake a review of existing bike repair stations and water fountains and provide additional facilities at strategic areas across the municipality.	Stage 1	\$40,000	Deliver	-
6.2 Advocate for improved quality and quantity of bike parking at all train stations, including potential removal of a few car parking bays to provide a Parkiteer cage at Hawthorn, Camberwell, East Camberwell, Canterbury, Riversdale, Burwood and Ashburton Stations. Provide or advocate for additional Parkiteer cages at other strategic locations including transport hubs.	Stage 2/3	TBD	Advocate	DoT, Metro Trains, VicTrack
6.3 Undertake a review of existing bike parking facilities and implement an action plan to deliver high quality bike parking at key locations including: <ul style="list-style-type: none"> • Within activity centres and shopping centres (including potential conversion of some vehicle parking bays into bicycle parking - i.e. providing a bicycle corral). • Near major tram stops and some train stations, to complement stations with Parkiteer cages or to support stations without Parkiteer cages. • Along the network, including recreational routes and other major routes. • Within secondary and tertiary institutions. • Within community facilities such as libraries. 	Stage 2/3	TBD	Deliver	DoT, Yarra Trams, VicTrack, Metro Trains

Initiative 7

Provide high quality wayfinding.

Action	Timeframe	Cost to Council	Delivery Mechanism	Key Stakeholders
7.1 Develop and implement a new wayfinding strategy that reviews existing on and off-road wayfinding signs and delivers an easy to navigate bicycle and walking network. Include supporting information to allow path users to select appropriate routes for their needs, including distance and travel times to key destinations, directions to local amenities and facilities, and information on path congestion and potential conflict points such as road crossings.	Stage 1	Existing funding	Deliver	DoT, neighbouring Councils

Initiative 8

Continue to run and support promotional and educational programs aimed at encouraging people to ride bicycles through raising awareness of the benefits and developing safe riding skills.

Action	Timeframe	Cost to Council	Delivery Mechanism	Key Stakeholders
8.1 Update the current Boroondara TravelSmart map and distribute to raise awareness of safe, attractive bike routes and to help riders to plan journeys by bike.	Stage 1	Existing funding	Deliver	-
8.2 Continue to run bicycle promotional and behaviour change programs for children including travel plans for primary and high schools and Safe Routes to School initiatives.	Ongoing	Existing staff and resources	Deliver	-
8.3 Work in partnership with tertiary institutes to develop a promotional and behaviour change program targeting students and staff.	Ongoing	Existing staff and resources	Deliver	-
8.4 Work in partnership with local organisations to develop travel plans and Ride to Work Day initiatives.	Ongoing	Existing staff and resources	Deliver	-
8.5 Continue to run safe bicycle riding educational training and skills programs or workshops.	Ongoing	Existing staff and resources	Deliver	-
8.6 Continue to support and promote sustainable transport initiatives with Council staff.	Ongoing	Existing staff and resources	Deliver	-
8.7 Work in partnership with local bicycle shops to promote responsible riding at the point of sale for e-bike purchases, including increased awareness of the Road Safety Road Rules. Develop a flyer outlining key messages with links to other Council-run courses and initiatives.	Ongoing	Existing staff and resources	Deliver	Local bicycle shops

For more information on the Boroondara Bicycle Strategy:

 www.boroondara.vic.gov.au/bicycle-strategy

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