

## SC4 Anniversary Trail at Camberwell High School

### Abstract

The proposal to close the gap in the Anniversary Trail between Riversdale Road and Prospect Hill Road is strategically important and is considered a high priority as identified in the Boroondara Bicycle Strategy.

Completion of this link would improve the level of safety for cyclists and pedestrians by avoiding the on road section and would allow for a continuous 12km off road path.

On 13 July 2015, Council resolved to endorse the commencement of consultation on two options for redirecting the Anniversary Trail. Consultation closed on 11 September 2015.

One option involves the relocation of the existing car park to the western section of Riversdale Park (**refer Attachment 1**) and the other option involves the removal of the car park from Riversdale Park (**refer Attachment 2**).

The consultation involved community meetings, news articles, posters and letter drops to local residents. The consultation generated 113 responses by mail, online and by email together with further feedback received from resident and two well attended park information sessions. Feedback was also received from the East Camberwell Tennis Club and their members and the Department of Education.

Overwhelmingly there was support for the proposal to connect the Anniversary Trail between Prospect Hill Road and Riversdale Road. The consultation however raised diverse views on how to best make this connection with the least impact on a highly valued park.

**Option 1** involving the relocation of the car park received significant support from the community (50%) although there were strong views against the new car park, the access road, the rebound wall and the path alignment on the west side of the tennis club courts.

**Option 2** involving the removal of the car park received notable support from the community (27%) although the removal of the car park altogether is considered untenable by the East Camberwell Tennis Club and their patrons. Many residents and park users also shared similar concerns.

An alternative proposal raised by a number of respondents including the East Camberwell Tennis Club and several residents from the southern section of Spencer Road, involved a shared path alignment to the eastern side of the tennis club. From the feedback received, officers have developed this additional option which is shown as **Option 3 (refer Attachment 3)**.

A questionnaire arranged by a Spencer Road resident sought support for no new car park or driveway from Spencer Road, retaining the existing driveway and car park, widening the existing driveway at the entrance and an option for a bike path to the east side of the tennis courts. A total of 50 signed questionnaires were received.

There are advantages and disadvantages for each option. On balance Council officers recommend **Option 1**, with an adjustment to remove the proposed rebound wall, however in the officers' view, **Option 3** would also provide an acceptable outcome.

Consideration has also been given to minimising the impact on open space and vegetation. While there are some minor changes to the park associated with each option and the provision of a shared path facility, these changes are considered an appropriate use of park space that facilitate access and inclusion.

All options require an agreement and exchange of land with the Department of Education and approval from the Minister of Education.

Following Council's resolution on an option, officers would seek approvals from the Department of Education and Minister of Education and then seek funding opportunities to complete the strategic link in the Anniversary Trail.

## **Officers' recommendation**

That the Services Special Committee resolve to:

1. Note the findings of the consultation.
2. Endorse Option 1 (with the removal of the rebound wall) as the preferred option for the realignment of the Anniversary Trail between Riversdale Road and Prospect Hill Road.
3. Seek approval from the Department of Education and the Minister of Education for the exchange of land that would be required for the realignment of the trail.
4. Advocate to the Victorian Government for the funding of Option 1 given the strategic importance of the Anniversary Trail.
5. Notify respondents to the consultation and other impacted stakeholders of the Services Special Committee resolution.

**Responsible director:** **Bruce Dobson**  
**Environment & Infrastructure**

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## **1. Purpose**

The purpose of this report is to outline the community response to the consultation and options to create an off road shared path between Riversdale Road and Prospect Hill Road which would close a gap in the Anniversary Trail shared path and to seek a Council resolution on a preferred option.

## **2. Policy implications and relevance to council plan**

The Boroondara Bicycle Strategy, adopted in September 2008, identified the need to close the gap in the Anniversary Trail between Prospect Hill Road and Riversdale Road in Camberwell, as a 'high' priority. It is also closely aligned with other key Council strategies including Our Boroondara and the Boroondara Health and Wellbeing Plan.

Balanced and integrated transport solutions that provide choice and equity align with the key themes outlined in the Council Plan 2013-17: Sustainable Environment, Enhanced Amenity, and Quality Facilities and Assets to meet our community's future needs.

## **3. Background**

The Anniversary /Outer Circle Trail is an off road shared path that runs north/south for approximately 12km through the centre of Boroondara, following the Alamein Railway Line to East Camberwell Station and then along the former Outer Circle Railway Line through to Kew.

The trail is essentially a recreational trail used by cyclists and pedestrians, including a large proportion of children, and carries in the order of 150 cyclists and 150 pedestrians during a typical weekday and 150-300 cyclists and 300 pedestrians during a typical weekend.

The trail is an off road trail except for a short section between Riversdale Park and Prospect Hill Road where users are directed on road along Spencer Road and then Prospect Hill Road for a distance of 330m.

Completing this missing link in the Anniversary Trail is strategically important and has been designated as a 'high' priority within the adopted Boroondara Bicycle Strategy.

Spencer Road is a relatively narrow street at 7.1m which has limited scope for providing dedicated bicycle facilities due to its width and impact on residential parking.

Prospect Hill Road, although wider at 9.5m, carries significantly higher levels of traffic and the intersection of Prospect Hill Road/Spencer Road is an accident blackspot location.

The proposal for closing the gap which was developed for consultation involves redirecting the trail along the western boundary of the East Camberwell Tennis Club (the tennis club) and along the western boundary of Camberwell High School (the school) for a total distance of 240m to provide a direct off road link.

Completion of this link would improve the level of safety for cyclists and pedestrians by avoiding the on road section and would allow for a continuous 12km off road path. Two bicycle casualty crashes were recorded at the Prospect Hill Road and Spencer Road intersection over the last 5 years (2008-2013 CrashStats).

The proposal was investigated in the late 1990's, however little progress was made at that time. In 2008, Council officers recommenced discussions with both the tennis club and the school.

Early in 2011, the school advised that it was prepared to reconsider the proposal but were interested in leasing a section of land from Council so that there would be no loss of open space to the school.

Officers approached the Victorian Government in 2011 with a view to making the school land available in the interests that the link would provide an area wide community benefit. This approach was unsuccessful.

Subsequently, officers recommenced discussions with the school on a possible exchange lease of land with the following conditions:

- Exchange lease of land to be on equal value (not necessarily equal area).
- No significant trees to be impacted.
- Land to be used for open space.
- Low fence between Riversdale Park and the leased area to the school.

The school and the Department of Education have indicated an interest in an area in the northern pocket of Riversdale Park between the eastern boundary of the tennis club and the existing school boundary. This area of land generally sees little utilisation by the community other than for pedestrian access to the school grounds.

The tennis club facilities are on Council land and Council has had a long standing lease with the club. The lease has expired and is currently in overholding.

In July 2015, Council resolved to endorse the commencement of consultation on options for redirecting the Anniversary Trail.

Two specific options were put forward for consultation. Option 1 involves the relocation of the existing car park to the western section of Riversdale Park as shown in **Attachment 1** and Option 2 involves the removal of the car park from Riversdale Park as shown in **Attachment 2**.

The consultation period closed on 11 September 2015.

#### **4. Outline of key issues/options**

##### **4.1 Consultation feedback**

The consultation involved community meetings, news articles, posters and letter drops to local residents including two community information sessions in Riversdale Park over two Saturdays which were well attended.

The consultation generated 113 responses by mail, online and by email together with feedback from resident and the Riversdale Park information sessions. Feedback was also received through an independent submission.

A summary of the consultation is included in the Consultation Report (**Attachment 6**).

The responses to the Council questionnaire reveal that:

- There is significant support for the proposal to connect the Anniversary Trail between Prospect Hill Road and Riversdale Road. However, there are a diverse range of views regarding a solution. Only three responses indicated do nothing.
- Option 1 is the preferred option identified by the community with 50% of respondents (57 respondents) indicating this option. Residents from Spencer Road expressed strong concerns with the car park relocation and the new access road. The Tennis Club also expressed concerns with the relocation of the car park. Four respondents indicated in their comments that leaving the car park where it currently exists is an option.
- Option 2 was nominated by 27% of respondents. This option removes parking from within the park.
- There was also a significant nomination of 24% for 'neither option' with most of these responses either indicating an alternative shared path alignment option and/or an alternative car parking location.

The consultation revealed a diverse range of positions, concerns and recommendations for consideration. These can be summarised under a range of key themes.

#### **4.1.1 Parking - key themes and comments**

<b>Responses per theme</b>	<b>Summary of main comments and concerns raised</b>
<b>Retain parking within park</b>	36 Needed for safety of children alighting and boarding vehicles and convenience, amenity of Tennis Club and playground users. Four responses requested additional parking within the park.
<b>Do not change parking</b>	14 Cost of new parking, impact on park space should an alternative parking arrangement be introduced.
<b>Remove parking from park</b>	13 Improve safety of park use, improve area of green space and deter illegal parking that occurs in the park.
<b>Access from Spencer Road</b>	8 Primarily in support with some safety and amenity concerns in terms of noise and vehicle lights. Adjacent Spencer Road residents are strongly opposed.

Other parking comments received included:

- An alternative access road to the car park from Willow Grove.
- A new access road to the car park from Riversdale Road and not Spencer Road.
- Opportunities to use the school's parking facilities.
- Provision for more car parking in Riversdale Park.
- Parking restrictions on Spencer Road to address existing parking overflow concerns associated with park and tennis club users.

#### 4.1.2 Safety - key themes and comments

	<b>Responses per theme</b>	<b>Summary of main comments and concerns raised</b>
<b>Spencer Road concerns</b>	17	Narrow road, pedestrian and bicycle safety issues, parking issues, refuse trucks and rat running, dangerous corner, danger from vehicles accessing driveways for pedestrians and young cyclists on the footpath, parking restrictions needed.
<b>Riversdale Road comments</b>	10	Suitability and safety in terms of vehicles dropping off children. High u-turning under <b>Option 2</b> on Riverdale Road. Availability of parking that is not used.
<b>Safety within park</b>	29	Safety of young children was a notable concern. Anniversary Trail becomes safer by removing vehicles from park, parking in park required for the safe pick up/drop off of children, access road and shared path crossing unsafe, bicycle users travelling too fast, children often play over the existing shared path. With <b>Option 1</b> involving the relocated car park, you need to cross the shared path to get to playground.

Other safety comments included:

- Crossing Prospect Hill Road is dangerous, requires improvement.
- Build the shared path to 2.5 metres to slow down cyclists.
- Keep cyclists on Spencer Road and reduce the speed limit in Spencer Road.
- Install pedestrian fencing along Prospect Hill Road to encourage use of the pedestrian refuge.

#### 4.1.3 Other - key themes and comments

<b>Theme title</b>	<b>Responses per theme</b>	<b>Summary of main comments and concerns raised</b>
<b>Impact on park space</b>	26	Reduced green space, impact of rebound wall on open space, impact of existing parking on park space, impact of <b>Option 1</b> involving a relocated car park, removal of trees and impact on heritage.
<b>Path on east side of tennis club</b>	11	Reduces conflict points with tennis club, park and playground users. Protects court access amenity/safety.
<b>Impact on access to courts</b>	9	Area to the west of the tennis club is used exclusively by the club and would be lost. Impact on court viewing amenity and potential conflict between cyclists and tennis players entering and leaving tennis courts.
<b>Lighting, security and back fence concerns</b>	8	Impact of lighting on properties, reduced security due to increased access, potential undesirable night activity, potential conflicts between people using bicycles and residents exiting rear gates from Spencer Road properties.

#### 4.1.4 Department of Education

In a meeting with officers on 5 August 2015, the Department of Education indicated:

- A preference for a permanent exchange of land and not a lease.
- That the design should minimise the extent of land required to complete the path and consequently the extent of land to be exchanged.
- The land exchange to not be encumbered by a rebound wall.

The Department of Education advised that approval will be required from the Minister of Education on a proposal.

#### 4.1.5 East Camberwell Tennis Club

A formal response to the consultation was received from the tennis club.

While the club recognises the merits of a link, it has however raised the following specific issues:

- The tennis club believes that it is inoperable without a car park. The tennis club was originally the sole user of the car park within Riversdale Park and is now required to share the car park with users of the playground, toilet and BBQ facilities.
- The level of car parking is inadequate and further to the existing 17 parking spaces, the club has requested an additional 17 parking spaces.

- The club supports the new car park under **Option 1**, however only as an additional car park. That is, the existing car park would need to be retained.
- The shared path is too dangerous for shared access along the west of the courts as there are concerns that cyclists would hit members entering and exiting the courts. The area is also used for viewing and children playing (considered a crèche area by the tennis club) and there are concerns that cyclists would hit members and children in this area.
- Swipe card arrangements to access courts are not considered practical.
- Should the path extend along the western side of the courts, the club would consider it unfair and in return, would request an equivalent area of land on the east side of the courts, fenced off for the exclusive use by the club.
- An alternative route involving a shared path on the east side of the tennis club courts.
- The need for some open space between the eastern boundary of the tennis courts and the land to be exchanged with the school.

Tennis Victoria has also advised that it supports the tennis club's submission for a path on the east side of the tennis courts and for additional car parking.

#### **4.1.6 Protectors of Public Lands Victoria**

A response was received on behalf of Protectors of Public Land Victoria indicating opposition to the proposal primarily due to a range of impacts on the park and community.

Concerns raised include:

- Impact of the proposal on the heritage of Riversdale Park.
- Impact on open space.
- Loss of trees.
- Land swap with Camberwell High School would be illegal.
- Widening of the shared path from 2.5 metres to 3 metres would result in people on bicycles travelling at speed.
- Alienation of land either side of the shared path.
- Safety concerns with option 2 and no car park as park users would have to park on Riversdale Road or Spencer Road.
- New access road under Option 1 would result in congestion on Spencer Road and vehicle lights would disturb nearby residents.
- Removal of vegetation between the rear of Spencer Road properties and the tennis club courts.
- Heat island impact of additional path area and removal of vegetation.
- Removal of seating and spectator viewing to the side of the tennis courts.
- No assessment of the value of the park to the community.
- That the expense of the proposal cannot be justified.

#### **4.1.7 Questionnaire by a Spencer Road Resident**

A questionnaire developed by a Spencer Road resident sought support for the following:

- No new car park or driveway from Spencer Road.
- Retaining existing driveway and car park for all existing users.
- Potentially widening the existing driveway at the entrance towards the east if necessary.
- An option for a bike path to the eastern side of the tennis courts.

A total of 50 signed questionnaires were received, the majority of these on 23 September 2016.

#### **4.1.8 Bicycle Advocacy Groups**

The Boroondara Bicycle Users Group is supportive of diverting the Anniversary Trail away from Spencer Road. The group is supportive of options 1 and 2 and is aware of the view that a further option to the east side of the tennis club would be investigated, however this may introduce unsuitable bends in the path.

Whitehorse Cyclists Inc. often use the Anniversary Trail for leisure cycling and have indicated a preference for Option 2.

### **4.2 Further considerations**

#### **4.2.1 Resulting design considerations and investigation**

Specific aspects raised by the community include:

- Investigating an alternative alignment along the eastern side of the tennis club and between the tennis club courts and the school courts.
- Retaining car parking within the park.
- Removing the proposed rebound wall from the design.
- Implementing no parking to both sides of Spencer Road immediately adjacent to the bend north of Riversdale Road and/or widening a short length of Spencer Road and/or removing parking to one side of Spencer Road.
- Developing a lighting design that is considerate of both security and light spill.
- The need for lighting improvements between Riversdale Road and the tennis club.
- Opportunities to be sought to reduce the loss of trees and replace any tree loss and expand green space.
- Measures that help to better manage and slow people that cycle too fast for the park environment.
- Examining options that result in less of a split occurring in parkland by the access road and shared paths.
- Examining options that ensure a buffer zone between play areas and vehicles/bicycles.

- Investigating raised side road crossing to improve safety at the Spencer Road and Prospect Hill Road intersection to reduce the speed of vehicles entering and exiting Spencer Road and to improve conditions for pedestrians, particularly people walking to the nearby railway station and the high school.
- Investigating safety concerns raised by the community with regard to parking on Riversdale Road and potential improvements.

#### 4.2.2 New option developed

As a result of the community consultation, an additional option, **Option 3** has been developed for consideration and is included as **Attachment 3**.

This option involves a path alignment to the east side of the tennis club that runs between the club tennis courts and the school tennis courts before continuing along the western boundary of the school.

Key features include:

- Retains existing car park.
- Reduced run off areas for the northern club tennis courts. The width of land owned by the Department of Education between the school tennis courts and the tennis club courts is in the order of 3.9m. The run off areas for the tennis club northern tennis courts are generous and in the order of 8.2m on the north side and 7.8m on the south side. Approximately 5m would be required for the link within the tennis club leased area which would involve realigning the northern tennis courts 2.3m to the south and reducing run off areas to approximately 5.5m on each side, still within the recommended Tennis Australia standards for club and recreation courts.
- Removal of the proposed rebound wall.
- Minimal loss of trees - three would be affected, all of which would be located within the school (west end). There may be an impact to an ornamental plum tree located in the northern section of the park but it may be possible to retain the tree through careful realigning of the proposed boundary fence or a small break in the fence.
- No impact to the rear of six Spencer Road properties and the area that is exclusively used by the tennis club.
- Avoids any possible safety concerns with tennis patrons and cyclists at the court entrances.
- Removal of the existing shared path that runs diagonally through Riversdale Park allowing for an expanded open space area.
- Overcomes safety concerns with the access road and the shared path as the shared path would be removed from the access road and the car park access.
- Link is still fairly direct.
- Short length of indented parking within the nature strip on the east side of Spencer Road.
- Two bends at the east and west end of the tennis courts. The radii for the bends at 10m would comply with standards, although the inclusion of bends of this nature is not ideal. While best practice would avoid bends, the path alignment involving use of the area between the school tennis courts and the tennis club courts requires the two bends.

Visibility though this section would be expected to be reasonable given the width of the corridor between the two sets of courts at almost 9m and the use of wide mesh fencing commonly associated with tennis court fencing. Shade cloth and signage on the tennis court fencing would not be recommended.

Linemarking and signage could also be used in this section.

There were a number of other alignment options suggested by the community in response to the consultation. Alternative alignments were either considered not feasible or did not address the safety objectives of the project.

#### **4.3 Discussion of key issues**

Feedback through the consultation process highlighted a number of key issues associated with car parking, open space, vegetation, path usage, and path width. These themes are discussed in further detail below.

##### **4.3.1 Car parking**

Option 1 involves the relocation of the existing car park and Option 2 involves the removal of the car park. The tennis club has expressed a desire for more car parking within the car park as have others. Concerns have been raised with the loss of all car parking as shown in Option 2 and the safety of parking on Riversdale Road.

The existing car park accommodates 17 parking spaces and vehicles overflow on grass areas during peak times despite parking surveys highlighting a significant level of available on-street parking on Riversdale Road.

There are 29 spaces on the north side of Riversdale Road and 23 on the south side for a total of 52 spaces. Surveys on a typical weekday and Saturday at the peak clearly show that parking is available on Riversdale Road. During the week there are in the order of 42 spaces available on Riversdale Road with 24 located on the north side abutting the park. On a Saturday there are 38 spaces available with 24 available on the north side abutting the park.

Parking overflow in Spencer Road also occurs and it may be necessary to introduce parking restrictions to regulate and maintain parking availability for residents and their visitors and to encourage use of Riversdale Road as the need arises.

An additional 17 parking spaces as requested by the tennis club, would essentially double the level of parking within Riversdale Park and impact significantly on open space and amenity. Given the availability of parking on Riversdale Road, additional parking within Riversdale Park is not considered necessary, nor its core purpose.

Parking on main roads is common practice including Riversdale Road. Parking activity on Riversdale Road is variable with high parking levels in the vicinity of Camberwell Junction, Middle Camberwell, either side of Trafalgar Road, Auburn Road and Glenferrie Road and low utilisation along Riversdale Park, Highfield Park and along residential corridors.

Parking on main roads at schools for pick up and drop off activity also occurs with many schools relying on this parking including St. Joseph's Primary (Glenferrie Road), Siena College (Riversdale Road), Balwyn Primary and Fintona (Balwyn Road), MLC (Barkers Road) and Bialik College (Tooronga Road).

Users parking on Riversdale Road, whether it is tennis club members or park patrons would need to exercise due care and children would need to be supervised.

#### **4.3.2 Open space**

A comparison between the various options on open space impacts in Riversdale Park is shown below. The rebound wall and its short connecting path from the tennis club as shown in Options 1 and 2 have not been included as they are not intended to proceed.

The existing paths and car park pavement areas in Riversdale Park (excluding the Spencer Road and Riversdale Road footpaths and playground area) are in the order of 1,483 sqm. The total size of Riversdale Park is approximately 30,000 sqm.

The existing width of the Anniversary Trail in Riversdale Park is in the order of 2.4m at its east end and narrows to approximately 1.8m at its west end near Spencer Road.

##### **Option 1 - Relocated car park**

- Land swap with school of 774 sqm as per **Attachment 4**.
- Change in use of approximately 297 sqm of current green open space primarily associated with the relocated car park, a wider 3m path, a new access road to Spencer Road, service vehicle access to the tennis club and formalising the existing informal path leading to the school.

##### **Option 2 - No car park**

- Land swap with school of 774 sqm as per **Attachment 4**.
- Change in use of approximately 188 sqm of current paved surfacing to green open space. This is primarily due to the removal of the car park. There are also impacts with a new wider path, service vehicle access to the tennis club and formalising the existing informal path leading to the school.

##### **Option 3 - Path on east side of tennis club**

- Land swap with school of 937 sqm as per **Attachment 5**.
- Change in use of approximately 296 sqm of current green open space primarily associated with a new 3m path, connecting links to both the playground and the existing car park. The existing shared path running diagonally through the park would be removed leading to a large open space area.

Options result in a minor reduction of overall green space. This is considered acceptable given the benefits of the proposal and the provision of a shared path is considered an appropriate and valuable facility within the park environment. The minor reduction in green space is not expected to impact the recreational opportunities for people using the park.

#### 4.3.3 Vegetation impacts

Option 1 would result in the loss of six trees, three within the school, two abutting the west side of the tennis club and one within Riversdale Park.

Option 2 would result in the loss of five trees, three within the school and two abutting the west side of the tennis club.

Option 3 would result in the loss of three trees within the school and possibly the removal of one tree located in the northern section of the park at the intended boundary between the park and the school. It may be possible to retain the tree by realigning the proposed fence boundary around the tree or through a short break in the fencing.

One of the trees within the school is in a poor state. The remaining trees within the school, the two next to the tennis club and the two trees in Riversdale Park are in good condition.

All proposals have been developed with a view to minimising the impact on trees.

#### 4.3.4 Path usage

The Anniversary Trail is essentially a recreational trail used by cyclists and pedestrians, including a large proportion of children.

Twenty four hour surveys undertaken over four days in mid November 2015 (Wed-Thu 18-19 Nov. and Sat-Sun 21-22 Nov.) show that the trail carries in the order of 150 cyclists and 150 pedestrians during a typical weekday and 150-300 cyclists and 300 pedestrians during a typical weekend.

Concerns have been raised that the trail is used by high numbers of cyclists for commuting purposes.

The figures for the Anniversary Trail at Riversdale Park are moderate in comparison to the three other main trails within Boroondara.

The other trails in the Gardiners Creek Trail, Main Yarra Trail and Koonung Trail are east west routes and are used by cyclists for commuting purposes, be it to the Central Business District, within Boroondara or other municipalities.

The Gardiners Creek Trail in the morning peak hour carries in the order of 440 cyclists, the Main Yarra Trail at just over 200 and the Koonung Trail in the order of 70. By comparison the Anniversary Trail at Riversdale Park averaged 18 cyclists over the two weekday survey days during 7:30-8:30am. In the afternoon peak (5:30pm-6:30pm), the average was 11.

While some commuter cyclists would use the Anniversary Trail, as a north south trail, its usage by commuters would be relatively low and this is reflected in the recent data. Its relative proportion of use by pedestrians also reaffirms its role as a recreational trail.

The improvement of the Anniversary Trail as a safe recreational facility that supports and encourages physical activity by all ages and abilities is considered to be of high importance.

#### 4.3.5 Path width

As stated in section 4.3.2, the existing width of the Anniversary Trail is in the order of 2.4m at its east end and narrows to approximately 1.8m at its west end near Spencer Road.

Two standards are applicable for path width, VicRoads Cycle Notes 21 and Austroads Pedestrian and Cyclist Paths.

The VicRoads standard recommends a path width of 3m for popular recreational paths and urban commuter paths. The standard refers to a 3m width being suitable for shared paths catering for cyclists and pedestrians including dog walkers, groups, joggers, children and people with disabilities. The Austroads standard recommends a path width of 3-4m for recreational paths.

Since 2008, shared paths in the City of Boroondara have generally been constructed to a path width of 3m in line with VicRoads recommendations and to provide consistency along the shared path network. In exceptional circumstances due to site constraints and other factors, narrower path widths at 2.5m to 2.9m have been constructed for short sections. These site constraints would have included proximity to creek or railway embankments, established trees, underground or overhead services and proximity to adjoining properties. Linemarking and signage have also been provided at these locations.

As the existing path widths do not meet current standards and given the options involve new works, a consistent path width of 3m in line with standards is considered appropriate.

#### 4.4 Assessment

The three options are listed below along with a summary of strengths and weaknesses for each option.

With all options, the rebound wall is proposed to be removed as the tennis club now no longer view it as a priority. The consultation indicated this is supported by the wider community as significant concerns were raised with the rebound wall and its impact on open space.

**Option 1 - Relocated Car Park - Path on west side of tennis club and school**

**Option 2 - No Car Park - Path on west side of tennis club and school**

**Option 3 - Path on east side of tennis club and west side of school**

With further investigation and refinements to the options, the potential land exchange has been reduced from 1121 sqm to approximately 774 sqm for **Options 1 and 2** and to approximately 937 sqm for **Option 3**.

These areas are shown in **Attachments 4** and **5** respectively.

Option	Strengths	Weaknesses
1	<p>Straight simple path solution.</p> <p>Vehicle access to the park is via a new access road from Spencer Road which addresses issues with pedestrians and motorists sharing the access road.</p> <p>Direct path link.</p> <p>Overcomes safety concerns at access road/path intersection with traffic and path users.</p> <p>Relocated car park that still allows for parking within the park.</p>	<p>Impact to open space on western side of park.</p> <p>Reduced tennis club amenity on west side of courts in that the area used exclusively by the club for spectators and children playing would be lost.</p> <p>Impact on Spencer Road residents abutting the path and the access road, and the loss of two trees at the southern end.</p> <p>The new access road and car park would result in some visual impact for residents in the southern section of Spencer Road.</p> <p>Loss of six trees.</p> <p>Congestion at the intersection of Spencer Road and new access road.</p> <p>Safety concerns with cyclists and tennis patrons at court entrances.</p> <p>Inconvenience for playground users including the need to cross the shared path if approaching from the car park.</p>
2	<p>Straight simple path solution.</p> <p>Vehicles removed from the park leading to increased open space.</p> <p>Overcomes issues with pedestrians and motorists sharing the access road.</p> <p>Direct path link.</p> <p>Overcomes safety concerns at access road/path intersection with traffic and path users.</p>	<p>Safety concerns with pick up and drop off of children on Riversdale Road (main road) and tennis club patrons and park users.</p> <p>Parking pressures on Spencer Road impacting on residents and their visitors.</p> <p>Reduced tennis club amenity on west side of courts (as per option 1).</p> <p>Loss of five trees.</p> <p>Safety and security concerns with accessing tennis courts at night if parking is removed.</p> <p>Loss of car park and convenient parking (17 spaces).</p>

Option	Strengths	Weaknesses
3	<p>Shared path does not cross the access road and overcomes any safety issues with the existing shared path at the access road.</p> <p>Creation of large uninterrupted open space.</p> <p>Runoff areas at northern tennis courts can be reduced and still meet standards.</p> <p>Less impact on trees.</p> <p>Retains existing car parking directly abutting the tennis club.</p> <p>Addresses many of the amenity issues raised by the tennis club and Spencer Road residents.</p>	<p>Alignment involves two bends at either end of the northern tennis club courts. This would meet standards, although bends of this nature are not ideal as they may reduce passive surveillance of the shared path and perceived personal safety.</p> <p>Tennis court run off areas for northern courts need to be reduced in length and adjustments to northern courts required.</p> <p>Access road retained in its current form (cars mix with pedestrians within the park environment).</p>

## 5. Consultation/communication

Discussions were held with the school and the tennis club in the development of the options that went to consultation.

In July 2015, Council resolved to endorse the commencement of consultation on two options for redirecting the Anniversary Trail.

Consultation closed on 11 September 2015 and a consultation report is included as **Attachment 6**, with a summary of the outcomes included in section 4 of this report.

Option 3 has been developed in specific response to the consultation feedback.

All respondents to the consultation have been advised by letter of the Services Special Committee meeting at which the report will be presented, including an opportunity to address Council, should they wish.

The Department of Education has more recently indicated in principle support for a path alignment utilising the west side of the tennis club and the west side of the school boundary as shown in Options 1 and 2 and has expressed some concerns with Option 3 given that the path would be closer to the southern boundary of the school.

Further discussions will take place with the Department of Education following Council determining a preferred option.

All options require the approval of the Department of Education and the Minister of Education to agree to a land exchange.

## 6. Financial and resource implications

Detailed design for the shared path link has not commenced, however the estimated project cost to construct the shared path and additional facilities is in the order of \$400,000 - \$500,000, depending on the option ultimately determined.

It is intended that external funding be pursued as the link is strategically important and closely aligned with other Victorian Government strategies. The Victorian Government through VicRoads has previously expressed an interest in the link.

The Department of Education has expressed a preference for a permanent exchange of land and advised that Ministerial approval will be required.

A new lease would also need to be entered into with the tennis club.

## 7. Governance issues

The implications of this report have been assessed in accordance with the requirements of the Victorian Charter of Human Rights and Responsibilities.

The officers responsible for this report have no direct or indirect interests requiring disclosure.

## 8. Social and environmental issues

Completing the missing link in a key pedestrian bicycle trail will be beneficial in encouraging use of walking and cycling, particularly for recreational cyclists and children who are not confident nor wish to ride on the road.

Strategically, completing the missing link will provide a continuous off road path for the benefit of the community extending for a distance of 12 km from Ashburton to Kew.

## 9. Conclusion

The missing link in the Anniversary Trail is strategically important and is a high priority in Council's Bicycle Strategy and closely aligned with other key Council strategies.

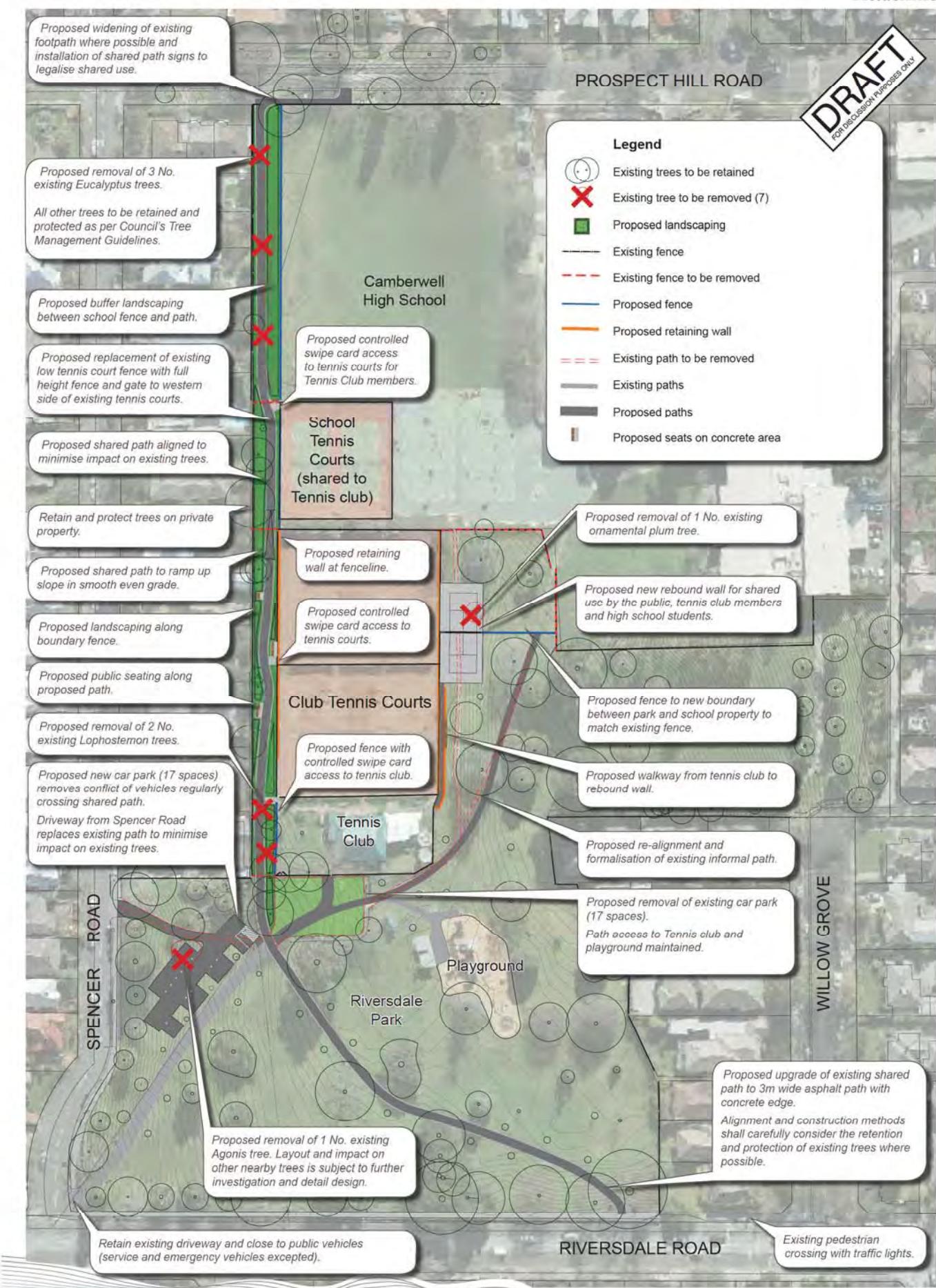
In terms of completing the missing link, the Department of Education has expressed a preference for a permanent exchange of land.

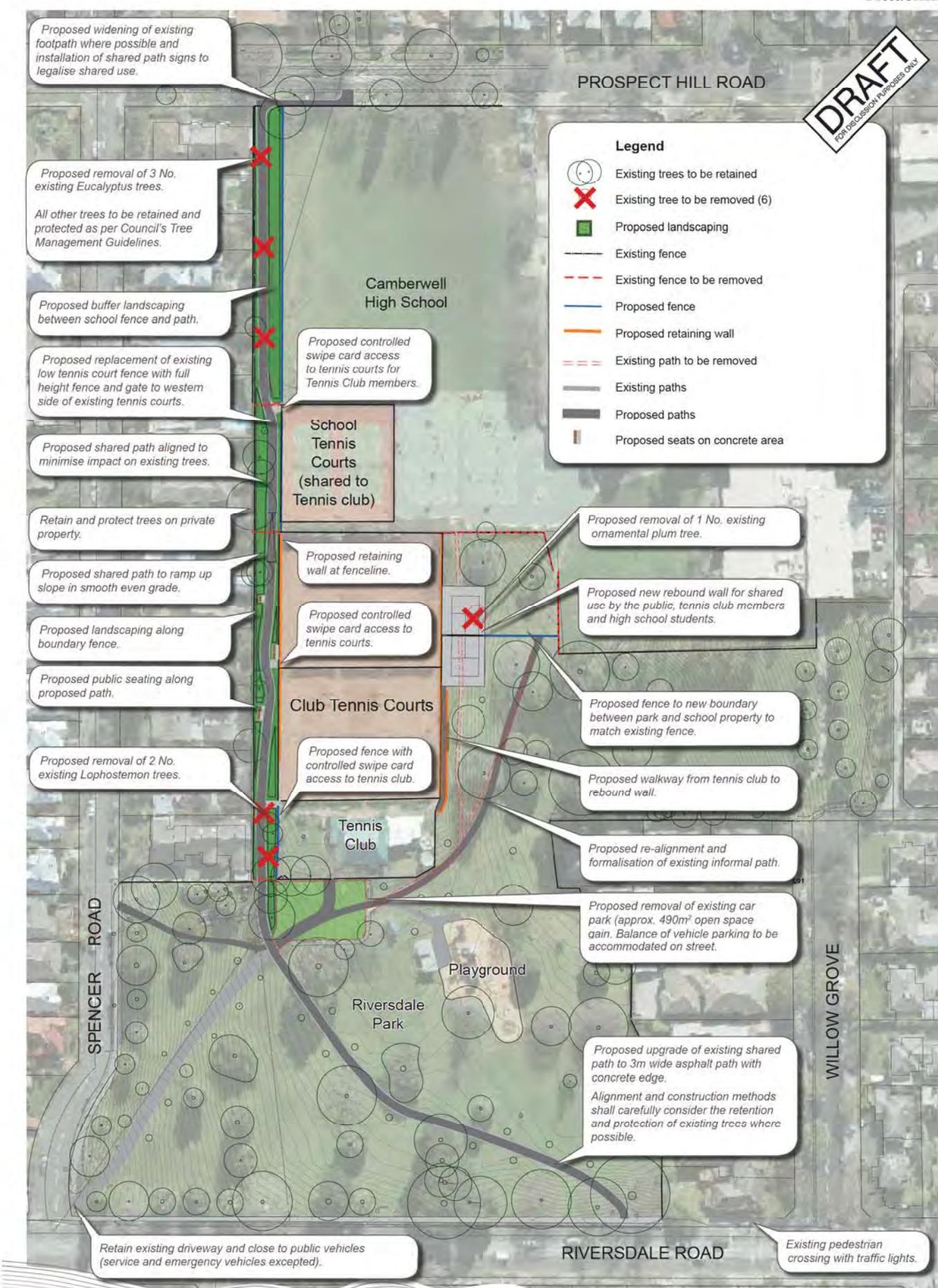
Consultation revealed that **Option 1** received the highest level of support by the community although an additional option, **Option 3**, has been outlined and investigated.

There are advantages and disadvantages for each option. On balance Council officers recommend Option 1, however in the officers' view, Option 3 would also provide an acceptable outcome.

**Manager:** Jim Hondrakis, Traffic and Transport

**Report officer:** Hywel Rowlands, Strategic Transport Planner





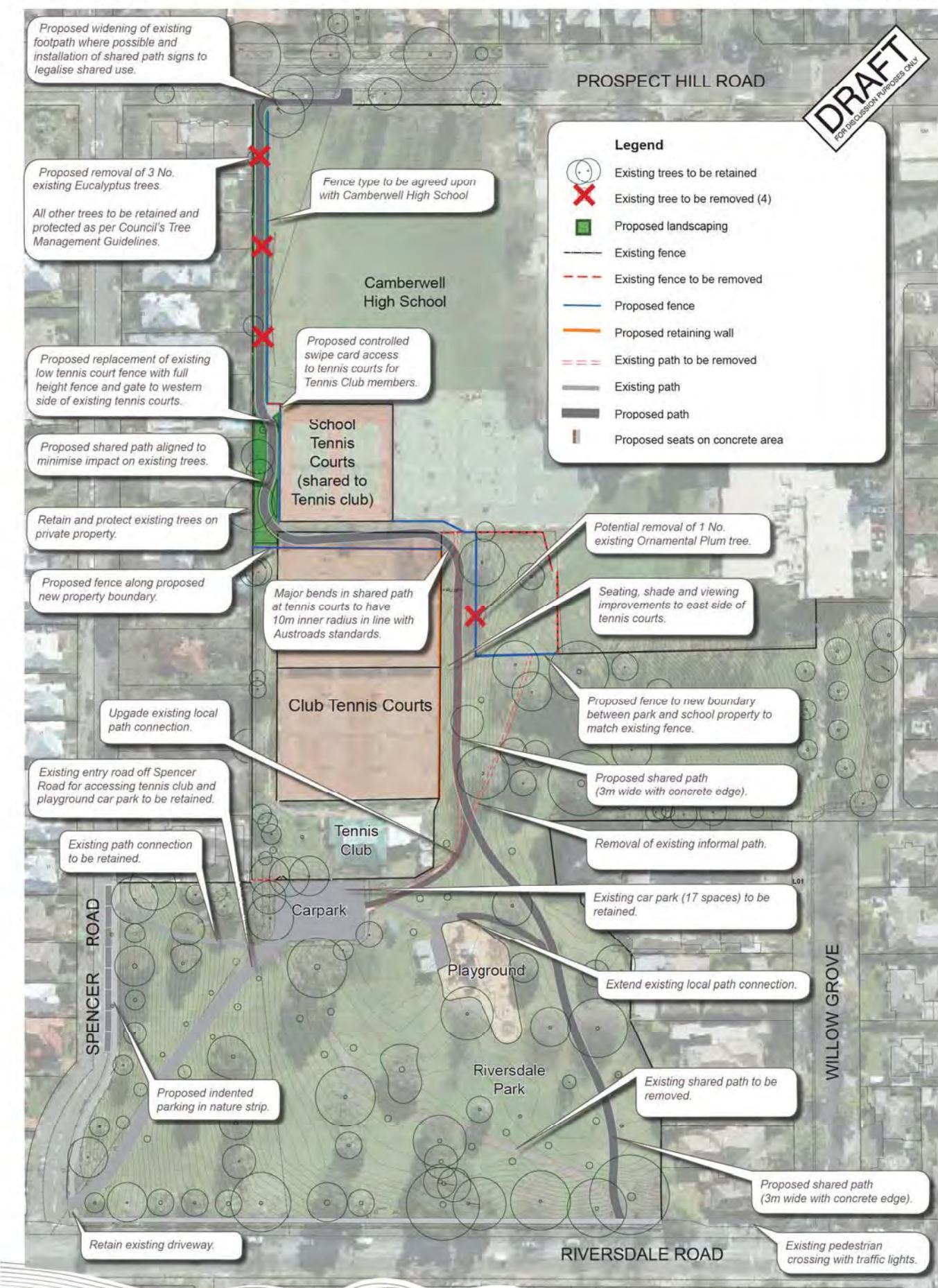
## Anniversary Trail Gap - Option 2

Draft concept plan for proposed shared path and associated works

April 2015



1:1000 A1 Drawing No:  
100154-SK-L-55-2



## Anniversary Trail Gap - Option 3

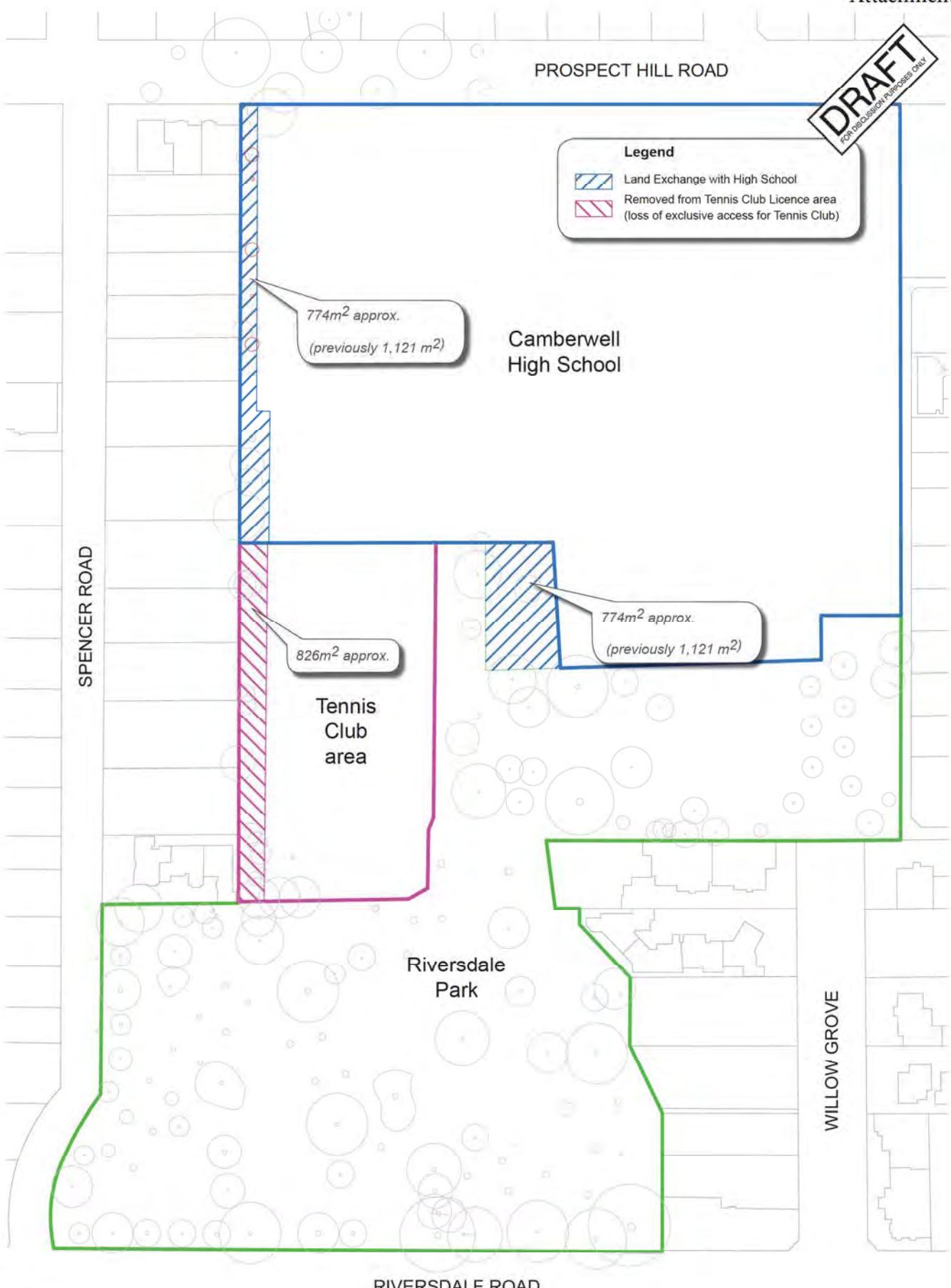
Draft concept plan for proposed shared path and associated works

November 2015



Drawing No:  
100154-SK-L-58-1

Attachment 4

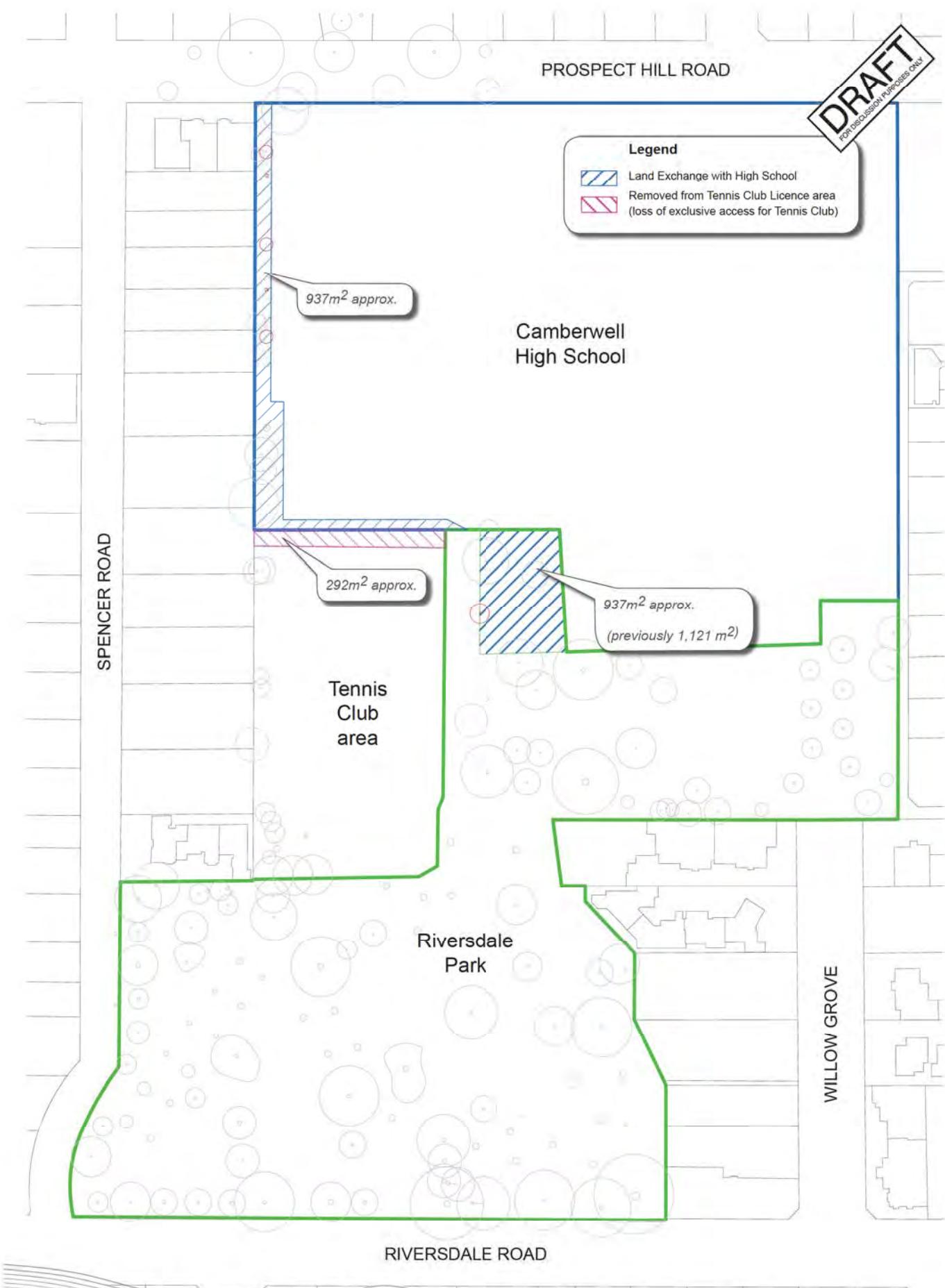


## Anniversary Trail Gap (Options 1&2)

Proposed possible land exchange

November 2015

1:1000 @ A1 0 10 20m  
Drawing No: 100154-SK-L-54a-1



## Anniversary Trail Gap (Option 3)

Proposed possible land exchange

November 2015



100154-SK-L-54b-3  
Drawing No:

Attachment 6

# Anniversary Trail at Camberwell High School

## Community Consultation Report

### Consultation Summary

The consultation involved community meetings, news articles, posters and letter drops to local residents. The consultation generated 113 responses by mail, online and by email together with feedback from resident and park sessions. A questionnaire survey with predetermined content undertaken by a resident of Spencer Road with 50 signatures was also received.

Overwhelmingly there was support for the proposal to connect the Anniversary Trail between Prospect Hill Road and Riversdale Road. The question to resolve is how to best make this connection with the least impact to a highly valued park in a manner that is supported by the community. There is also notable support for retaining parking provision within the park, primarily on the grounds of safe pickup and drop off of children.

### Introduction

This document provides an overview of the proposal to complete the gap in the Anniversary Trail at Camberwell High School and summarises the response to the community consultation which closed on the 11 September 2015.

The Anniversary /Outer Circle Trail is an off road shared path that runs north-south for approximately 12km through the centre of Boroondara following the Alamein Railway Line to East Camberwell Station and then along the former Outer Circle Railway Line through to Kew.

For the majority of the 12km shared path, the Anniversary Trail is off-road and caters for a broad diversity of users from the community for recreation, exercise and access. A short, 240m section from Riversdale Road to Prospect Hill Road is the only section where the path is on-road and path users must deviate onto the local street network in order to continue on the Anniversary Trail alignment. This deviation takes users to a known accident blackspot at the intersection of Spencer Road and Prospect Hill Road. Spencer Road is also narrow with parking to both sides of the carriageway.

Two preliminary options have been developed that aim to deliver the shared path. The options differ in the way they aim to address safety concerns within Riversdale

Park where the potential exists for conflict between people walking, using bicycles and accessing the park by car.

The consultation has been well received by the community, with many park users from outside the nearby area and the City of Boroondara providing feedback.

## Consultation

The community consultation commenced on the 10 August and closed on Friday 11 September 2015. The consultation included:

- An on-line survey on the Have Your Say section of the City of Boroondara website.
- A3 posters in the park to promote the project and on-line survey to park users.
- Letters and surveys to nearby residents inviting them to comment on the proposals and provide feedback.
- Press Release and article within the local paper, the Progress Leader.
- A meeting for Spencer Road residents held at Council on 25 August 2015 at 6:30pm to discuss the project and seek feedback.
- Two drop-in sessions in Riversdale Park on Saturday 29 August 2015 and Saturday 5 September 2015 from 10am to 1pm to discuss the project and seek feedback from park users and nearby residents.
- Meetings with key stakeholders including the East Camberwell Tennis Club, Camberwell High School and the Department of Education.

## Resident and park sessions

Resident and park sessions provided an opportunity to raise concerns and provide feedback. The two park sessions resulted in approximately 60 community members providing feedback. The following provides a summary of the response received from discussions with the community:

- Overall most agreed that completing the shared path link was a good idea and that they were in support.
- It was recognised that Riversdale Park is highly valued and sees significant use including the use of the playground, the tennis club, walking to school, by people on bicycles, walking/access in general, picnic area activities, occasional events including birthdays/parties, and general use of park space.
- Overall feedback indicated that many in the community were not in favour of removing the car park from the park, the main two reasons were safety concerns associated with dropping off and picking up children and parking overflow to adjacent streets.
- A range of views were received in terms of a car park at Riversdale Park, these included support for Option 1 (new car park adjacent Spencer Road), no change to the existing car parking arrangement, providing a new car park at the end of Willow Grove, a new car park adjacent Riversdale Road, and a

shared parking arrangement at the school car park with improved pedestrian connections. The Option 1 car park was not supported by many residents living on Spencer Road adjacent Riversdale Park.

- Many indicated that more needed to be done to stop vehicles parking or driving on the grass in the park.
- Views on the car parking access road arrangements varied from no change, both support and not in favour of access via Spencer Road (Option 1), access to a new car park directly from Riversdale Road and access to a new car park via Willow Grove. The new access road from Spencer Road was not supported by most residents living immediately adjacent the proposal and it was considered that this was unsafe, would cause congestion and would have a negative visual impact on the park.
- In general there was a strong view that impact on green space and trees should be kept to a minimum. The rebound wall facility in particular was not supported by many.
- Safety concerns focused on narrow conditions along Spencer Road, the safety of young children on bicycles along Spencer Road and when on footpaths at driveway locations, crossing dangers at Prospect Hill Road, the speed of some of the people cycling through the park, refuse trucks using narrow Spencer Road, crashes at the Prospect Hill Road/Spencer Road intersection, tennis players mixing with bicycles to the western side of the courts under the options presented, the speed of some vehicles accessing the car park, tennis players leave at different times of the evening and that the park is very dark, children crossing the shared path with the new car park location under Option 1 to access the playground and tennis club, child pick up and drop off concern if no car park is provided, and Riversdale Road not being a suitable road for young children to alight and board vehicles.
- A number of individuals highlighted a preference for redirecting the shared path to the east side of the tennis club.
- A number of amenity issues were raised in terms of the bicycle path extending to the western side of the tennis club and school, these included impact on tennis spectators, safety of access to courts and the potential for conflict between people using bicycles and young/youth tennis players, open access to the western side of the courts may attract late night activity, security concerns to the rear of Spencer Road properties, provision of low fences between the proposed shared path and the school that is not visible by Spencer Road residents, lighting concerns that may impact on the rear of properties.
- Park and Ride activity associated with Riversdale Railway Station was raised as a problem.
- Some preference was expressed for a 2.5 metres shared path width rather than 3 metres in order to slow people using bicycles.
- A view was also expressed in terms of people using bicycles being banned.
- It was indicated that children tended to play to the western side of the park between Spencer Road and the playground, activities often crossed the existing shared path.

Many of the comments received from the community discussions were also captured in detail by the questionnaire/survey responses.

## Questionnaire survey response

In addition, the consultation received 113 responses by mail, online and by email. The responses indicated that:

- 40% of respondents used the Anniversary Trail either daily or a few times a week.
- There was no notable relationship between how often an individual used the Anniversary Trail and the options identified by the respondent.
- Half of respondents were local residents within the mail out area, a third of responses were received in the online survey and 17% of respondents were solely associated with the East Camberwell Tennis Club (many of the residents that responded were also associated with the club).

The response revealed that:

- There is significant support for the proposal to connect the Anniversary Trail between Prospect Hill Road and Riversdale Road. However, there are a diverse range of views regarding a solution. Only 3 responses indicated do nothing.
- Option 1 is the preferred option identified by the community with half of respondents (57 respondents) indicating this option. Residents and tennis club patrons indicated notable supported for this option. Four of these respondents indicated in their comments that leaving the car park where it currently exists is an option.
- Option 2 was nominated by 27% of respondents. This option removes parking from within the park.
- There was also a significant nomination of 24% for 'neither option' with most of these responses either indicating an alternative shared path alignment option and/or an alternative car parking location.

The consultation revealed a diverse range of positions, concerns and recommendations for consideration. These can be quantified under a range of themes and these are illustrated under the following three tables:

- Parking - key comments.
- Safety - key comments.
- Other - key comments.

## Parking - key comments

Theme title	Responses per theme	Summary of main comments and concerns raised
<b>Retain parking within park</b>	36	Safety of children alighting and boarding vehicles and amenity of tennis club and playground users. Four responses requested additional parking within the park.
<b>Do not change parking</b>	14	Cost of new parking, impact on park space should an alternative parking arrangement be introduced.
<b>Remove parking from park</b>	13	Improve safety of park use, improve area of green space and deter illegal parking that occurs in the park.
<b>Access from Spencer Road</b>	8	Primarily in support with some safety and amenity concerns in terms of noise and vehicle lights. Immediate residents not supportive.

Other parking comments:

- Car park access from Willow Grove.
- Car park access from Riversdale Road.
- Shared parking with the school.
- More car parking in park.
- Parking restrictions on Spencer Road.

## Safety - key comments

Theme title	Responses per theme	Summary of main comments and concerns raised
<b>Spencer Road concerns</b>	17	Narrow road, pedestrian and bicycle safety issues, parking issues, refuse trucks and rat running, dangerous corner, danger from vehicles accessing driveways for pedestrians and young cyclists on the footpath, parking restrictions needed.
<b>Riversdale Road comments</b>	10	Suitability and safety in terms of vehicles dropping off children. High u-turning under Option 2 on Riverdale Road. Availability of parking that is not used.
<b>Safety within park</b>	29	Safety of young children was a notable concern. Anniversary Trail becomes safer by removing vehicles from park, parking in park required for the safe pick up/drop off of children, access road and shared path crossing unsafe, bicycle users travelling too fast, children often play over the existing shared path, with Option 1 car park you need to cross the shared path to get to playground.

Other safety comments:

- Crossing Prospect Hill Road dangerous, requires improvement
- Build shared path to 2.5 metres to slow people using bicycles
- Keep bicycles using Spencer Road and reduce road speed
- Pedestrian fencing along Prospect Hill Road

## Other - key comments

Theme title	Responses per theme	Summary of main comments and concerns raised
<b>Impact on park space</b>	26	Reduced green space, impact of rebound wall, impact of existing parking on park space, impact of Option 1 car park, removal of trees and impact on heritage.
<b>Path east side of tennis club</b>	11	Reduces conflict points with tennis club, park and playground users. Protects court access amenity/safety.
<b>Impact on access to courts</b>	9	Sole access to park space lost to tennis club, impact on court viewing amenity and potential conflicts between people using bicycles and tennis players.
<b>Lighting, security and back fence concerns</b>	8	Impact of lighting on properties, reduced security due to increased access, potential undesirable night activity, potential conflicts between people using bicycles and residents exiting rear gates from Spencer Road properties.

## Detailed summary of questionnaire responses

The following provides a more detailed commentary in terms of the feedback received from the questionnaire and on line survey responses. Comments can fall under a number of themes and are at times repeated.

Comments received with regard to parking include:

- Retain the existing car parking arrangement including access from the corner of Riversdale Road and Spencer Road.
- Introduce improved crossing arrangement at the existing crossing location of pedestrian, bike and vehicular paths.
- The exit/entrance at the corner of Riversdale and Spencer Roads is very dangerous and causes congestion and confusion.
- Riversdale Road is too dangerous for loading and unloading children into parked vehicles.
- If parking removed, vehicles will need to u-turn on Riversdale Road.
- Can Council guarantee that no clearways will be implemented on Riversdale Road.
- There is sufficient car parking in Riversdale Road and possibly Spencer Road and this is not used.
- Playground and picnic area has increased pressure on the car park at the tennis club.
- Existing car parking should be expanded within Riversdale Park.
- Move the car park as a continuation of the property line along (southwards) Spencer Road.
- Encourage shared parking with the school. Peak use of the tennis club is outside of school hours.
- Provide a new car park at the end of Willow Grove between trees and provide a path connecting the tennis club and playground.
- Provide a new car park with access directly from Riversdale Road.
- Spencer Road, Prospect Hill Road and Riversdale Road used by train commuters.
- Council should better manage vehicles that park on the grass at Riversdale Park.
- Both positive and negative comments received with regard to a car park access from Spencer Road.
- Option 1 with vehicles entering from Spencer Road is a concern given the narrow width of Spencer Road and poor visibility due to nearby bend.
- Option 1 results in additional noise and car light disturbance for Spencer Road residents adjacent the new car park access road from Spencer Road.

- Additional parking should be accommodated along the nature strip that is currently dirt along the edge of Riversdale Park and Spencer Road.

Spencer Road comments and concerns include:

- The current Anniversary Trail corridor along Spencer Road is difficult and unsafe for young ones.
- Young children using bicycles travelling along the footpath on Spencer Road are at risk of vehicles moving in and out of driveways.
- Crash concerns raised at Spencer Road and Prospect Hill Road intersection for pedestrians, bicycle and vehicles.
- Spencer Road is dangerous as it is very narrow and due to rat running cars and Council rubbish trucks travelling at high speeds. Suggestions for improving included removing parking to one side of Spencer Road.
- The bend is dangerous along Spencer Road and vehicles are allowed to park too close. Suggestions included an extension of no parking restrictions and widening the carriageway at this location using the narrow nature strip.
- As a result of removing the car park in Option 2, more cars will park in Spencer Road from overflow causing even more safety issues entering and using the road.
- Park and Ride activity from Riversdale Station.

Riversdale Road comments and concerns include:

- Increasing parked cars on Riversdale Road carries driver and pedestrian safety issues.
- Ample parking on Riversdale Road at all times which no one seems to use.
- Riversdale Road is too dangerous for parking for families with young children.
- Option 2 with parking moved to Riversdale Road would result in high incidence of u-turns.
- Option 2 does not allow for the safety of children waiting to be picked up by parents.

Green Space/Trees/Parkland comments include:

- The visual impact of options and potential drop in house values.
- The existence of the car park results in those driving to the park parking anywhere they like, thereby denying use of the park for its intended users.
- The current shared path through the park cuts the park into two zones. Allow the existing path from Riversdale Road to be removed, recreating a substantial rectangular section of uninterrupted parkland south of the tennis club.

- Option 1 would ruin the street scape and create problems with cars, cyclists and pedestrians.
- More parkland would be far more appealing visually and removal of vehicles and parking from the park.
- 3m shared path will encourage hoons, who already drive onto the lawns.
- Loss in value to Riversdale Park as a result of the proposal.
- A master plan should be developed for the park.

Safety comments not covered under previous sections include:

- The proposed path will greatly increase the safety of children using the Anniversary Trail.
- The speed of some people using bicycles is a concern, particularly with regard to children playing in the park.
- Under Option 1 there is greater risk of bicycle users colliding with people that have arrived by car walking to the tennis club or playground.
- Sight lines are a concern given the speed of some bicycle users.
- A lower cycling speed zone should be considered.
- Consideration needs to be given to a shared path to the eastern side of the park to reduce potential conflicts of people walking and people using bicycles.
- A path width of 2.5 metres was preferred by some respondents as this was indicated as being safer than a 3 metre path due to the potential speed of some people using bicycles.
- The need for improved crossing conditions on Prospect Hill Road.
- A reserve width to accommodate the path at the rear of Spencer Road properties needs to be of sufficient width to provide adequate clearance between the edge of the path and gateways. Concern of potential conflicts between people using bicycles and residents exiting rear gates from Spencer Road properties.

Other comments and considerations received include:

- Camberwell High School fence line along Prospect Hill Road should be moved a metre south to better facilitate the path link up and the pinch point at the tree.
- A preference was expressed for the use of black asphalt bitumen rather than concrete. On footpaths the possibility of Lilydale toppings should be explored.
- It was suggested that the gap in the fence line to the southern side of Camberwell High School be closed or moved which would change the pedestrian desire line.
- Do not include a basketball ring near or on the rebound wall.

- The height of the fence between school grounds and shared path to be no more than 1.2m.
- Proposal should include a lockable bike shelter.
- Negative impact of Option 1 and Option 2 on the financial viability of the tennis club.
- A lot of people using the courts use Prospect Hill Road to park and removing the car park (Option 2) will have an impact on Prospect Hill Road.
- Drainage issues to the southern footpath along Prospect Hill Road (rectified).
- Widen footpath and install fencing along Prospect Hill Road between the road and the footpath from Spencer Road to the signalised pedestrian crossing.
- Reduced speeds on Spencer Road and high visibility signage as an alternative to a shared path.

## East Camberwell Tennis Club

A response to the consultation was received from East Camberwell Tennis Club. The club commends the intention to make changes to the Anniversary Trail and to eliminate the section on Spencer Road. The response outlines a number of concerns and consideration, key points raised are summarised below:

- The tennis club is inoperable without a car park.
- The tennis club was originally the sole user of the car park within Riversdale Park and is now required to share with users of the playground, toilet and BBQ facilities. Car parking is inadequate and further to the existing 17 parking spaces, a request is made for an additional 17 parking spaces.
- The club supports the new car park on the eastern side of the park as illustrated within Option 1, however as an additional car park with either access from the existing access road or immediately from Spencer Road.
- The shared path is too dangerous for shared access along the west of the courts, this is also considered a crèche area by the tennis club. Furthermore, the use of swipe card technology to access courts as a result of the arrangement is not considered practical due to the extent of visiting tennis teams.
- Should the path extend along the western side of the courts, the club would consider it unfair if the equivalent land on the eastern side of the courts was not provided for sole use by the club and that this should be furnished with shade and seating.
- A preference is indicated for a shared path to extend along the eastern side of the tennis club courts that would then turn and travel between the school tennis courts and club tennis courts before completing the connection along the western boundary of the school.

- The club does not support a land swap with the school up to the boundary of the eastern side of the courts, there is indicated a need for a 'green' zone.

Tennis Victoria has also advised that it supports the tennis club's submission for a path on the east side of the tennis courts and for additional car parking.

## Protectors of Public Lands Victoria

A response was received on behalf of Protectors of Public Land Victoria indicating opposition to the proposal.

Concerns raised include:

- Impact of the proposal on the heritage of Riversdale Park.
- The shared path proposal destroying a quarter of the park.
- Loss of trees.
- That the land swap with Camberwell High School would be illegal.
- That widening of the shared path from 2.5 metres to 3 metres would result in people on bicycles travelling at speed.
- Alienation of land either side of the shared path.
- Under option 2 with no car park, park users would have to Park on Riversdale Road or Spencer Road and walk some distance thus raising safety questions.
- New exit under Option 1 would result in congestion and vehicles lights disturbing nearby residents.
- Removal of vegetation between the rear of Spencer Road residents and the tennis club courts.
- Heat island impact of additional path area and removal of vegetation.
- Removal of seating and spectator viewing to the side of the tennis courts.
- No assessment of the value of the park to the community.
- That the expense of the proposal cannot be justified.

## Questionnaire by a Spencer Road resident

A questionnaire developed by a Spencer Road resident sought support for the following:

- No new car park or driveway from Spencer Road.
- Retaining existing driveway and car park for all existing users.
- Potentially widening the existing driveway at the entrance towards the east if necessary.
- An option for a bike path to the eastern side of the tennis courts.

A total of 50 signed questionnaires were received, the majority of these on 23 September 2016.

In terms of the responses:

- 15 responses in this new format had previously completed responses through Council's online survey or the official questionnaire survey.
- 19 submissions were received from addresses notably some distance from the proposal area.
- There were also multiple submissions from the same address.

Comments noted by individuals included:

- New parking to the east of Riversdale Park accessed from Willow Grove sighted by many respondents.
- The movement of the pathway away from pedestrian access and recreation activities.
- Removal of current access road and car park.
- Concern regarding increased risk to pedestrians as a result of the bike path.
- Concern regarding increased congestion and safety on Spencer Road.
- Concerns raised in terms of current options being dangerous to children playing in the park and people walking.
- A request for fencing surrounding the playground.
- Introduction of parking restrictions along Spencer Road.
- Retain green space.
- Make the street a 'no parking zone'.
- Concern regarding parking on Riversdale Road.
- Spending funds towards something that is needed.
- Concern regarding bike riding along Spencer Road.

## Potential shared path alignment options

The consultation presented two preliminary options, additional options raised by the community between Prospect Hill Road and Riversdale Road are considered as follows:

Additional path alignment options	Considerations
<b>Do Minimum</b>  An option of undertaking minor changes including a speed limit reduction and traffic calming treatments along Spencer Road.	Overwhelmingly there is support from the community for an off-road connection between Prospect Hill Road and Riversdale Road. The option does not segregate bicycles from vehicles and the convoluted connection remains.  This arrangement is not considered an option.
<b>No change to parking with shared path to western side of courts and school</b>	Similar to Option 1 but with no change to the access and parking arrangement. This option would not adequately address safety issues at the intersection of the shared path and access road.  This arrangement is not considered an option.
<b>Spencer Road, Footpath and Park edge Reallocation</b>  Provision of shared path through either: <ul style="list-style-type: none"> <li>• Narrowing Spencer Road.</li> <li>• Widening the eastern footpath and use of the nature strip.</li> <li>• Using the edge of the park along Spencer Road and Riversdale Road.</li> </ul>	This would change the character of Spencer Road and will require the removal of the eastern nature strip and sole tree line. The option provides a convoluted connection and risks associated with driveways remain.  This arrangement is not considered an option.
<b>Shared path to eastern side of tennis club</b>  An option that directs the path along the eastern side of the park before turning and running along the northern side of the East Camberwell Tennis Club and thereafter turning and extending along the western side of Camberwell High School.	Narrow strip (3.7-3.9 metres) exists between the club courts and the school courts. This is owned by the Department of Education and would be subject to negotiations. Additional width would be required to accommodate the path from the tennis courts.  The option may be feasible as tennis court run offs are of considerable length.
<b>Willow Grove and Laneway</b>  An option that runs along Willow Grove and a laneway and then through school grounds.	Path would not be accessible during school hours and would be subject to the agreement of the Department of Education.  This arrangement is not considered an option.

## Resulting design considerations and investigation

In order to progress the proposal, the design needs to be mindful of the concerns and challenges raised by the community together with the potential alternative options that have been suggested. Considerations to include:

- An alternative alignment to the eastern side of the tennis club and between the tennis club courts and the school courts to be investigated.
- Retaining the existing car park and investigating a new connection from Spencer Road.
- Potentially retaining the existing car park arrangement and investigating measures to better manage potential vehicle, pedestrian and bicycle conflicts. Undertake video surveys to better understand the basis for concern regarding the existing arrangement.
- Removal of the proposed rebound wall from the design.
- Implementation of no parking to both side of Spencer Road immediately adjacent the bend and Riversdale Park and/or widen a short length of Spencer Road and/or remove parking to one side of Spencer Road.
- Lighting design to be considerate of both security and light spill.
- Examine lighting improvements between Riversdale Road and the tennis club.
- Opportunities to be sought to reduce the loss of trees and replace any tree loss and expand green space.
- Measures that help to better manage and slow people that cycle too fast for the park environment.
- Examine options that result in less of a split occurring in parkland by access road and shared paths.
- Examine options that ensure a buffer zone between play areas and vehicles/bicycles.
- Introducing a raised side road crossing to improve safety at the Spencer Road and Prospect Hill Road with aim to slow vehicles entering and exiting Spencer Road and improve conditions for pedestrians, particularly people walking to the nearby railway station and the high school.
- Investigate safety concerns raised by the community with regard to Riversdale Road and potential improvements. Discussions will be required with VicRoads.

## Community comments

The following tables present the comments received by the community during the consultation period. ### is used where comments may potentially breach confidentiality.

Comments regarding options
I am a bikie but also think if you remove the car park there is little alternative for parking. The adjacent street is already narrow enough and extra cars will make it dangerous.
If the bicycle path were taken east of the existing car park, east alongside the tennis courts, west at the north end of the courts, and north along the west side of the school oval, that would avoid removing the existing driveway and car park and save existing parkland by not requiring another proposed car park to be built on the west side of the park, and save further existing parkland by relocating the proposed rebound/warm up tennis wall to the grassy area west of the school gym which was part of the original Riversdale Park.
The streets around are already so busy I think you need an off-street car park, also I could never understand why there was such a long driveway to car park I actually think this should go - emergency vehicles can use the car park path. For every tree removed plant another 3 there are ample open spaces in this park where this is possible.
Is there any school parking which could be utilised by the tennis club- as most of their requirement would be outside normal school hours?
I don't believe there is a parking issue related to the people using the park facilities or Anniversary Trail. People using the existing car parks in the park or along Spencer Road are mostly commuters who are catching the train at Riversdale Station. Perhaps we could put 2 hour time limits on the parking and permit parking for residents on Spencer Road. If a car park was to be built on Spencer Road, it would destroy the gorgeous vista that Boroondara residents love and that we as home owners paid a premium for. The existing car park should be sufficient for the use of the park as it is now. There is no need to spend so much money fixing something when the problem lies elsewhere. I think 2H parking time limits would solve the problem so much more simply.

I do not really have a preference for the option with car park or without (park will look prettier without a park, but it is very useful), I am extremely concerned about the new tennis court with a rebound wall. I will be looking directly at it which will not be very appealing, and after standing on that area with Hywel on the weekend, it really did feel like it will just be sticking out on its own into the park so that the park will be less aesthetically pleasing to the eye. I would have liked to provide a photo of my view but there is no place for attachments on here. Is there an email address I can forward it to? Basically I believe that the tennis club is a tenant on council land, and they are not adamant about gaining an extra tennis court. They already seem to have plenty of tennis courts which are hardly ever all in use at the same time. Why should they receive this gesture of goodwill to keep the peace when it will affect the dynamics of the park forever as well as affecting the view of residents and ratepayers not to mention park users? I think it is a very bad addition to an otherwise fantastic idea.
In my capacity as a resident I don't approve of any development that reduces our parkland.
After a career in public land management [Department of Sustainability and Environment and its predecessors], having a detailed understanding of the administration of the 'Parks Charge' and a rate payer for more than 30 years I was always intrigued as to why this proposal was not completed years ago. Implementation of either option maximises the beneficial use of public land by the community with minimal impact on neighbouring private land. Indeed it could be argued that there has been merely a change in the types of recreational use to another, i.e. school oval and tennis to walking and cycling. I am in favour of Option 2 as I see the loss of the public car park as having a minor impact on tennis club patrons given that peak use of the club facilities is at times when there is sufficient parking on adjacent streets.
This gets rid of the traffic conflict
I don't mind but I was pretty offended by your use of 'close the gap' to refer to a modest Council infrastructure project given the massive significance of the phrase to Aboriginal health and wellbeing.
I have a concern that option 2 places motor vehicle parking on the surrounding streets. That should not be in my opinion. People need to have space to park their motor vehicles at their destination.
No cars in parks

<p>1. Retain the existing driveway and car park. 2. Direct cyclists to the east side of the courts where there is already a path, then along north side courts, then due north along west side of high school oval. 3. Cyclists are not using the existing pedestrian lights on Prospect Hill Road. 4. Cyclists/students encouraged not to use the lights with the recent small concrete stop in the middle of Prospect Hill Road. This is dangerous. With increase in cyclists, this will cause accidents and congestion for motorists. 5. Do not remove any canopy or mature trees from Riversdale Park. 6. Remove rebound wall or build within existing school grounds, e.g. west of the gym on unused former parkland.</p>
<p>The Anniversary Trail is a valuable community asset that we use to keep fit, walking with friends from other suburbs, neighbours, or simply by ourselves. It is a place to meet and greet like-minded individuals and walk, run, or ride unimpeded by traffic. This natural wildlife corridor is a significant and essential breathing lung within the Canterbury and Camberwell area. We prefer Option 1 for the following reasons: 1. We recognize the benefit in providing limited off-street parking for families with small children, and elderly people. 2. The proposed works could be easily staged. Stage A: all the associated works less the car park Stage B: the car park 3. Staging the works would enable Council to undertake Stage A with a minimum of disruption and reduced funds, particularly as the corridor to the west of the tennis courts and club already exists. 4. Stage B could be implemented once the VicRoads contribution is received. 5. Staging the works would link up the southern and northern legs of the Anniversary Trail at the earliest opportunity, and eliminate the bicycle crash hotspot at the Prospect Hill Road and Spencer Road intersection. It would not be delayed due to funding by VicRoads.</p>
<p>Provision of car park is important. You can't simply remove a tennis club car park and not replace it.</p>
<p>The inclusion of a car park is mandatory in my mind, as the spaces on Spencer Road and Riversdale Road will quickly fill and cause congestion. My experience with the loss of off street parking at Camberwell High School confirms this.</p>
<p>Option One due to the new car park location, access to tennis club. The continuation of the bike path through the school is long overdue. Removal of car park will add to driving issues in Spencer Road - it is already a difficult road to move along.</p>
<p>The car park is used by tennis people as well as playground users - convenient for mums with babies and young children to be able to park close to facilities.</p>
<p>There is no need for parking in the park - it takes up green space unnecessarily, there is ample on-road parking.</p>
<p>Public park land should be for all users not their cars if adequate road space is available. The removal for the car park will reduce the heat in the park during summer days.</p>

There is certainly plenty of on-street parking alongside the park already - removing parking within it would make it much safer for very young children as they race along the path to the playground.
No need to have car parking in a public park.
I don't think parking should be provided in parks. It ruins the atmosphere and takes up valuable green space!
I cannot support any option that requires the removal of trees. Even if others are planted. I cannot support an option that removes the car park entirely forcing cars to park on the street. Increasing parked cars on Riversdale Road carries driver and pedestrian safety issues, especially with the tram running along Riversdale Road as well. Riversdale road particularly has high volume of traffic at certain times and it is not safe for families with children to stand on the road and secure children in seat belts. And children running from the park to their cars. I think the shared pathway should be relocated from the centre of the park to around the edge of the park. It is dangerous to have cyclists travelling at speed through the park where children are playing ball games etc. and running to fetch balls (across the pathway) often oblivious to cyclists and vice versa. Cyclists could have their own path that runs around the park just the other side of the large trees but still in the park. This would leave the bulk of the park area for park users to have the freedom to run and play without risk of collision. This cyclist only pathway would join the Spencer road shared pathway a few yards in from Riversdale Road. Possibly opposite the rear boundary of Riversdale Thai restaurant.
Having a relocated car park facilitates safe use of the playground and tennis courts, and reduces the impact on Spencer St, where vehicle movement is already significantly affected by parked cars.
1) Having a bike path so close to the tennis courts will spoil the whole aesthetic of the tennis club that I have been a member of since the 60's. 2) Having bikes riding up and down beside the courts is a) distracting to players in competition b) dangerous to the already crowded spectator area & will make watching matches an unpleasant experience (there can be 20 to 30 spectators watching on any given weekend) c) hasn't been required for 95 years so a route is not required. d) the car park is already extremely stress and there is very limited parking on the road - the current car park can only just manage all the cars required for weekend/weeknight competitions. On an average weekend the car park is overflowing. Please draw up some plans to increase the size of the current car park as it is not large enough. Please find an alternative route or you will spoil one of the nicest tennis clubs in Melbourne. Imagine if someone wanted to do this at Kooyong Tennis club? Also there are a multitude of other bike paths around Melbourne, I am an avid cyclist and there is absolutely no need for this to be done.

Would like to keep access to school oval from house - "no fence" or at least a low fence and gate.
Option 1 After discussions with council my concerns are these. 1.The distance between the north end houses and the path, estimated at 1.0m is to small and will give concern to accidents between house owners and path users. 2 The path width of 5.0m as proposed by the school is not wide enough for adequate distance between fences and incorporating a path width. 3 The height of the fence to be no more than 1.2m. There is no fence now and I don't want one, higher than this will impede my outlook. 4. Why build a new car park when there is a perfectly good one there? 5. 2 incidents in 5 years does not appear to be much?
Leave the existing vegetation exactly as is!
I am keen to keep parking infrastructure - personally I would like to see Riversdale Rd made a clearway during peak times and Saturday morning so I don't see this as a sensible place to park. The existing driveway could still be used by pedestrians without them having to cross over traffic.
I am a user of the Anniversary Trail and the park and a resident of Canterbury. I have often thought that the Trail should lead through the proposed area, However numerous times, when I used the park with my grandchildren, cyclists riding through the park were a problem, effectively cutting the park into two zones, with children having to be supervised away from the bike path. It is particularly bad when functions are held e.g. the Fathers' Day Festival. One solution would be, to continue the bike path along Riversdale Road and joining up with the current driveway from Riversdale Road. The current path could be retained for pedestrians.
I use the tennis club and will find it very inconvenient to lose our car park. Preferred option to leave car park as it is.
Would there be a problem with restricting parking in Spencer Road on the eastern side and widening footpath for a bike path. Also, parking off Riversdale Road for the tennis club and playground is absolutely essential for safety particularly children.
Tennis club needs to be given land on the other side of the fence to access back courts. The narrow 1m-1.5m wide strip is sufficient.

Option 1 with some modifications to car parking arrangement - additional parking recessed off street (use part of nature strip on park side near bend). 1 - The proposed entry to the new car park from Spencer Road (in option 1) is at a point in the road which is already a very narrow, dangerous bottle-neck which permits travel by only 1 car due to parked cars on either side of the road. It is believed the entrance at this point will only exacerbate this problem and make it more dangerous. We would prefer to keep the entrance closer to the corner at Riversdale and Spencer. Whilst understanding this may mean the removal of some trees, we believe the amenity and safety are of higher priority. Can't we keep the existing car park and agree solutions for managing the intersection across the anniversary trail? By moving the car park to the proposed location, there is a greater risk that cyclists will collide with pedestrians walking to/from the car between tennis club or playground. Our personal experience on the trail is that pedestrians are less likely to be aware of cyclists than motorists would be.
It is essential that the car park remain. The expense of relocating the car park is unnecessary. I would prefer that car park road be shortened and come from Spencer Road.
Why not run the path along the eastern side of the park and then between the buffer of the "club courts" and shared courts approximately 2.4 metre wide. Then along the western side of the school. Save a huge expense of relocating the car park.
As we use the tennis club we see the need for car park. Also for those using the park. I like the plan so the cars do not cross the bike path.
Maintain existing arrangement
As part of option 2 I would like to also propose consideration for erecting new fence for Camberwell High School north facing on to Prospect Hill Road. This would clearly separate the two as well as improve aesthetics of the High School and the beautiful road Prospect Hill Road.
Option 2: Remove driveway to corner of Riversdale and Spencer, and widen second path to Spencer for Council vehicles and share with bikes. This releases more parkland for recreation.
As a member of the tennis club, I believe off street parking is essential. I also believe this to be beneficial for users of the playground with young children.
I am a member of East Camberwell Tennis Club and like to park my car close by, within the park. I have observed many families with young children using this car park to access the playground.
Because the car park is retained albeit in a better location.
Option 1 because if people had to street park, they then have to cross the anniversary trail to get to the playground park. Bikes zoom along the path in the actual park and it is very dangerous for kids that run around outside of the playground - but just looking again I see they still will have to do this with the new car park.

Option 1 is not ideal as this creates a car park away from its main users which are the picnic area and tennis club. I propose that the car park be let in its current location as this is closest to the picnic area. The risk to children cross the trail to access the play area is less.
Entry to car park from spencer road a safer option. If you are turning right from Riversdale Road at present or left from Spencer Road causes confusion for cars following you.
Why do you feel the need to change things which have been working for 50+ years, just because of bike riders. The only alternatives you have mentioned are to knock down trees.
Strongly object to removal/destruction of any trees and green areas.
Often the word shared is used but not defined. Does it mean pedestrian plus cycles or pedestrians, cycles and cars? I am strongly against taking up part of park itself to put cars on. It is bad enough that they use a lot of this area illegally and is not policed by anyone.
We are delighted that at least the gap in the trail will be eliminated. We prefer option 1 because if option 2 is carried out the elimination of the existing tennis club car park will force members to park on spencer road, which would be disastrous. Already cars parked on both sides of Spencer Road make it a narrow death trap especially from Riversdale Road to the curved section along Riversdale Park.
Option 1 but with cars exiting/entering from Riversdale Road along a new road built from the most southerly end of the car park to a convenient exit into Riversdale Road, located at a reasonable and safe distance from the Spencer Road/Riversdale Road corner. Service and emergency vehicles to also use this new Riversdale Road entrance. The exit/entrance at the corner of Riversdale and Spencer Roads is very dangerous and causes congestion and confusion e.g. a car turning right into this driveway from Riversdale Road has no way of specifically indicating this.
The big issue for both the tennis club and neighbours will be car parking, especially now that there is that nice picnic area and toilet facility. My solution is to move the car park as a continuation of the property line along (southwards) Spencer Road, with access next to the existing back of units, thus closing off the roadway from the diagonal corner. This will require removing some nature trees but these could be replaced on the existing car park. this will also serve the picnic area and playground.
##### have 2 young children. We ride bikes but generally go the other direction as find the path along Spencer Road too hard and unsafe for young ones. Loads of families use this park with young kids to keeping a car park off the main road is vital to child safety.
Fewer trees will be removed under option 2
Option 2 because it doesn't involve constructing a new car park. There should be sufficient car parking in Riversdale Road and possibly Spencer Road on week days.

Spencer Road is terrifying due to restricted visibility from the curve in the road and parking both sides. ##### I think a car park is essential even though I do not use it but #### young families use the playground.
Removal of car park would be great. I have noted that car users will park on the grass if the car park is full. Can this be more closely monitored or just close the access road.
I think it's a great idea to remove cars from Riversdale Park. It would solve the problem of people parking illegally on the grass and save one of my favourite trees. An entry off Spencer Road would only exacerbate the traffic problem in this street. Option 2 all the way.
I in fact cycle down Byron and cross Riverdale at Elphin Grove as it is safer. There is no safe alternative at the moment.
As my property is directly opposite the park and my enjoyment of view across the park would be considerably reduced by moving the car park I think the current car parking arrangement is best. If there is concern about the driveway crossing the pathway there should be signage to state that cars must give way.
Existing car parking at tennis club/Riversdale Park must be retained or replaced. Option 2 would increase already congested parking in Spencer Road or Riversdale Road at peak times. Cycling speed zones controls should be considered for purposed pathway on western side East Camberwell Tennis Club tennis courts. Diverse group of pedestrians requiring access to and from courts or viewing small children to senior citizens.
Is there going to be any lighting? Option 2 will impact parking on the streets. A lot of people using the courts use Prospect Hill Road to park in and removing parking in Option 2 will impact Prospect Hill. The traffic is very congested on this road around the school. More indent parking is needed along Prospect Hill Road.
I prefer to maximise the parkland space.
1 - Don't destroy car park adjoining tennis club - it is also used by parents and carers of children. To build another (option 1) is wasteful. 2 - A 3m path will encourage hoons, who already drive onto the lawns! If the path is to be used by cyclists and pedestrians please provide at least three speed bumps! Quite a few cyclists use the current path at too great a speed. (as an alternative, build a separate 1.5 m wide path for cyclists). 3 - A few speed bumps on the section next to school and tennis courts would also be a wise precaution.
The tennis courts and playground require a car park - particularly the tennis courts which are used during the evening when it is dark for easy access. Direct access to the facilities may promote more foot traffic to the area, but car parking off the roads is still required.

No concrete, at least black asphalt bitumen. Where possible use Lilydale toppings on non-motor vehicle paths instead of bitumen/asphalt or concrete. Much softer and healthy vibe. No concrete at all, use black asphalt/bitumen when impermeable surface necessary. Concrete is particularly ugly and unforgiving of falls.
My preference is for nothing to be done at all, and for the status quo to be maintained.
My strong preference is for option 1 as I think it is very important to maintain a car park adjacent to the club house and courts. There is no guarantee that all members and visiting teams will be able to find a parking spot on Riversdale Road or for that matter on Spencer Road. It would be very unfair to deny members car parking at close quarters especially as the courts have been at this location for some time.
I think that it is critical for safety reasons that a car park be retained in the reserve. Facilities are accessed by families (mainly with young children using the park). Tennis club members often at night and juniors having tennis lessons. Parking on Riversdale Road at peak times and at night would be dangerous.
We fully support the creation of the additional length of bike path as Spencer Road North and South of Prospect Hill Road are dangerous roads due to rat running cars and Council rubbish trucks driving at high speeds. Roads are narrow. The current entry of path onto Spencer Road is risky, cyclists often use footpath which is dangerous for pedestrians and cyclists. We prefer option 2 as that proposes removal of the current car park. The existence of the car park results in those driving to the park parking anywhere they like, thereby denying use of the park for its intended users, and making the park less safe for users as a result. There is adequate parking in Riversdale Road.
Providing alternative off street car parking to the tennis club users seems like a better and safer alternative than providing on street parking on the fast moving high traffic Riversdale Road.

I would like to send through a possible option for the 'closing the gap' campaign. I am a resident whose property adjoins both the park and the tennis club, I am also a member at the tennis club, and I appreciate the need to make the trail safer. I would like to note that over the several years that this trail has been in the 'process', that the portable classrooms within Camberwell High have been removed and replaced with outdoors basketball courts. Due to the removal of the portables I would think that my option displayed on the attachment would be considered. I note that the gap between Camberwell High School tennis courts and the tennis club courts is 3.7 metres (as displayed on attachment), a similar 'buffer landscape' could be applied to my option as displayed along the western side of Camberwell High.

Key Positives...

1. Significant reduction in costs due to car park remaining in current position.
2. Tennis club grounds remain how they currently are, and the function of the club is not adversely affected by proposed option 1 & 2.  
With respect to Ashburton Tennis Club, who share the bike trail to gain access to their courts, there facility is significantly inferior to East Camberwell and any similarities would result in a reduction in membership and overall use.
3. Bike traffic is directed to the eastern side of the park, which is generally an underutilised part of the park.
4. Bike traffic would be directed to a safer part of the park, as children tend to play ball sports in the middle of the park where it is an open area, kids often cross over the bike path when they play sport, which is not safe.
5. Option attached provides a more open area for riding, rather than a long 'corridor like' path proposed.
6. Camberwell High can still claim section of park land as compensation.
7. Playground and BBQ users can keep car park, and keep current access/ convenience.  
There are a few more significant issues regarding security and privacy to adjoining owners, such as myself, however it would be great if I could get a response on my option attached.

**Alternative: Choice 1**

Retain existing driveway and car park for current use.

Change shared pathway at Spencer Road to pedestrian only and not driveway

Maintain pedestrian/bike path at 2.5 metres and not at commuter 3 metre

Comments: Minimal expense. No recorded accidents on driveway exist within park.

Riversdale Road is 4 lanes, rarely has parked cars along park side and reasonable vision to enter and leave driveway. Spencer Road is only 6 metres narrow, cars squeeze through, has blind spot towards Riversdale Road, has many parked residential and other cars safety issue, accident and car damage as larger vehicles and car and bikes turn to enter and leave proposed Spencer Road driveway especially as cars race train to avoid long wait at boom gates. If driveway entrance at Spencer Road to park there will be not resolution to accident black spot on Prospect Hill Road as bike riders will still use driveway and Spencer Road and cross dangerously at Prospect Hill Road if they believe it is expedient for their travel to do so, highly reduced chance of state funding. Safety problem causing accidents as park and tennis court users cross over bike path, accident with prams, children, families, elderly and disability from oncoming bikes along bike path (I was run over by bikes 5 years ago) at present these people have immediate access from current car park to all facilities and amenities. Noise level and car lights disturbance especially in the immediate area and directly up my driveway would start from early morning to late at night in Spencer Road from tennis court users, council vehicles, restaurant patrons, park users and train commuters increase usage of car park because of its visual proximity to Spencer Road. More cars will park in Spencer Road from overflow causing even more safety issues entering and using this road.

**Eye Sore From Visual Impact**

If a driveway or car park was added to Riversdale Park from Spencer Road there would be an extremely negative visual impact change the beautiful vision of the park and turn the vision of trees and green to bitumen. This would further impact on the already restricted visual presentation of Boroondara as a green suburb. House prices will drop along Spencer Road, this is not fair to residence who are eventually relying on a return for the premium they paid to shift near Riversdale Park. Spencer Road needs parking restrictions and speed limits rather than increases in traffic and parked cars. Traffic and parking should be shared by other streets including Riversdale Road. 3 metre pedestrian/bike path would endanger park users as it allows or at least enables commuters to use path at an increased speed.

Riversdale Park is firstly one of the fewer green areas in Boroondara to be enjoyed by all.

Pedestrians (including myself) are already in fear walking along anniversary train due to the ever increasing misuse of path by many bike riders. They speed along inside of the park ground as it is without having further scope to do so 3 metres is considered a commuter bike path. Most of the bike path south of Prospect Hill Road is 2.5 metres and below especially with in park grounds. This bike path cuts right through the park area so needs to be kept at a safe width of 2.5 metres.

I am an occasional user of the anniversary trail and as a member of East Camberwell Tennis Club for nearly 30 years, a frequent (5 times a week) visitor to the club.

Preferred option.

East side

Bike path to run in a northerly direction on east side of Playground from Riversdale Road to east side of ECTC tennis courts and then between the ECTC courts in a westerly direction then turning north along west side of Camberwell High School tennis courts.

Advantages:

Children visiting the Playground do not cross the bike path and avoids risk to children of accidents with bike riders.

Tennis players and students being coached at ECTC do not cross the bike path and reduces the danger of accidents.

Tennis players and spectators when going to or leaving the ECTC tennis courts are not on same path of Bike riders. Walk on the shared bike path from the car park to the Ashburton Tennis Courts and feel the danger to a pedestrian from bike riders on the path particularly when travelling at speed. Incidents have occurred recently on the section of bike path at the Ashburton Tennis Club with one requiring the attendance of an Ambulance. Existing car park does not need relocating and should be enlarged.

Proposal 1.

Relocation of the existing car park requires children attending playground and tennis players along with students being coached to cross Bike path. No access to tennis club for scissor lift required to change court light globes, court maintenance person carrying en tout cas and equipment, or coach with equipment. Car park proposed is of inadequate size for number of Parents dropping off and picking up children who are coached safely. No allowance for safety of children waiting for Parent pick up.

Proposal 2.

Provision of no car park with users of the playground and tennis Club required to park in Riversdale Road or with limited parking in Spencer road. Absolutely no consideration given to the danger to children, tennis players or tennis coach pupils. Children particularly will be at extreme danger crossing the park un supervised particularly in the early night. Women and vulnerable people will also be at risk. A few years ago there was a flasher on a number of occasions in the Park on a Monday night when women were playing night competition tennis. Where do children position themselves when waiting on Parents picking them up? The traffic travelling in the easterly direction need to move to the left hand lane to pass waiting right hand turning traffic into the Council transfer station. Then move to the centre lane to pass cars if parked in Riversdale road which is further complicated in conjunction with a tram. Can the Council guarantee that no Clearways will be implemented along Riversdale Road in either direction and then there would be no or little parking? Parents with two young children in capsules would be required to try and get a child out of the vehicle from the centre of the road which would not be considered a safe action. Parents dropping off and picking up children in Riversdale road would be required to twice when dropping off and picking up to complete a U turn to return home as there is no suitable alternative route available for them to do so. I think a reasonable person would consider this dangerous.

I would prefer off street parking. Also, I see extra parking in Spencer Road near Riversdale Road would be a major problem. The new proposed path for Anniversary Trail is very good.

There is no need to move the car park for ### use of the existing entrance driveway. Cyclists have to accept that they are using a shared pathway.

<p>The current proposals are not the best way to "close the gap", while reducing to a minimum the potential for dangerous interactions between vehicles and bikes, and bikes and pedestrians. I request Council fully explore a third option, being a bike path that follows a route on the east side of the playground and club tennis courts and then runs between the club courts and the school tennis courts (see attached plan). This would enhance the safe use and enjoyment of the existing community assets, being the playground, the club tennis courts and existing toilet and car park, the main grassed area of the park minus the existing bike path that intersects it). It would also be better for cyclists in that it would be a safer route for them compared to the current options and also give them a slightly longer ride through a broad parkland aspect (and a shorter ride through a narrow, tunnelled environment). I believe the school's concerns could be satisfied if a cooperative dialogue is established between lateral thinking representatives of all parties determined to find a win win proposal.</p>
<p>Ideally existing car park should be extended and accessed from further down Spencer Street? Why can't cyclists ride along Spencer Road? From Prospect Hill Road to Riversdale Road? Don't believe cyclists should be prioritised over tennis club users and most importantly, users of playground.</p>
<p>It is most unusual to have a car park within park in Boroondara. This space is wasted. The car park is convenient for playground, toilet and tennis club. Leaving the car park as is is an acceptable as long as the crossing of access driveway and trail is treated properly. Wombat for cars, path users crossing at level with cars giving way to path users.</p>
<p>Both proposals don't seem to have considered the loss of amenity for the community and ECTC members, the potential safety risks and the detrimental impact on the usability of the Playground and the ECTC facilities.</p> <p>The significant negatives of the proposals are:</p> <ol style="list-style-type: none"><li>1. Loss of a number of major trees</li><li>2. Running a bike path through a "canyon" between two fences for over 240 metres</li><li>3. Mixing of tennis players, children and visitors with bike riders on a narrow path</li><li>4. Loosing easy access from the car park to both the ECTC facilities and the Playground, which the Council has recently invested in to upgrade.</li></ol>
<p>In principle, ##### supports the Council's proposal to close the gap in the existing Anniversary Trail, by installing a shared path from Riversdale Road to Prospect Hill Road. As discussed with you and Hywel Rowlands during the onsite consultation, and as is apparent in the Council's description of Options 1 &amp; 2, there are many details to be resolved. The bike path route described in Options 1 &amp; 2, using the existing path from Riversdale Road, joining a new north-south path located west of the tennis courts, and along the western boundary of Camberwell High School (CHS) looks to be logical and feasible. We support that route, if no other route is able to be negotiated with the tennis club and CHS. In our view, a better route would be to install a new path from Riversdale Road, aligned to be east of the playground and the tennis courts, turning west at the north end of the tennis club's courts (south of the CHS courts), and north along the western boundary of the CHS. This route would:</p> <ul style="list-style-type: none"><li>• Allow the existing path from Riversdale Road to be removed, recreating a substantial rectangular section of uninterrupted parkland south of the tennis club.</li><li>• Provide pedestrian and pram access from the new path to the proximity of the playground.</li><li>• Upgrade the existing pathway east of the tennis courts that provides pedestrian access to</li></ul>

CHS.

· Reduce the impact of the proposed bike path on the activities of the tennis club.  
We agree with the Council's objective to minimize car access and parking in Riversdale Park. However car-parking and existing access is existing and we understand that many in the community will resist change. The compromise arrangement described in Council's Option 1 appears logical, being:

- Close the existing driveway, and convert it to a footpath.
- Create a new short driveway accessed from Spencer Road.
- Create a new car park closer to Spencer Road.

In principle, we would support a proposal to decrease the number of car parks made available in the park, and so returning more parkland. If the bike path was instead aligned east of the tennis courts, then the existing car park could be retained, minimizing project construction costs.

In our opinion, a shared path of width 2.5m in Riversdale Park (rather than 3m suggested in Options 1 & 2) is adequate, and is consistent with width of shared path at Frog Hollow and at the hockey field (south and north of Riversdale Park respectively). Where the proposed bike path meets Prospect Hill Road and turns eastwards towards the road crossing, we suggest that the CHS fence line is moved southwards 1 metre or so to the tree line, to provide maximum footpath width at this "pinch point". ### does not support construction of new large concrete slab and hitting wall in land that is currently within Riversdale Park. We suggest this would be better located on existing basketball courts within CHS. At that location, the hitting wall can be readily accessed by tennis players most of the time (outside school hours). This is arrangement similar to hitting wall at Willison Park Tennis Club, off Culliton Road, Camberwell. We suggest that the proposed development includes a lockable bike shelter (similar to the "Park-it-eer" that exists at Surrey Hills Railway Station) that could be used by CHS students, tennis players and perhaps even rail commuters using nearby Riversdale Station. This might be located off the proposed shared path, adjacent to the CHS tennis courts, or at Prospect Hill

Road. Both Options 1 & 2 show construction of new footpath to formalize a dirt track made by students as they walk from the tennis courts, in a north east direction, towards a gap in the CHS fence line. We suggest the gap in the fence line is closed, which we would expect to cause students to walk north on the existing formal footpath to the CHS basketball courts. This would avoid the need to construct the new footpath across the park.

Congratulations on the proposal for the Anniversary Trail between Riversdale Rd and Prospect Hill Rd. I've been looking at that alignment for about 20 years, particularly what appears to be an easement beside the tennis club, and wondering if it would ever happen. Good luck in your negotiations with the Department of Education and the tennis club, although the latter should be fairly happy with their extended clubrooms. I don't see a major problem with having the Anniversary trail cross the existing tennis club car park access road considering the cost, and likely club objections, around removal of the car park. Perhaps the trail could have a raised "wombat" crossing to slow car traffic.

<p>We wish to congratulate Boroondara Council on the initiative to close the gap in the Anniversary Trail, and to complete this off-road trail from Kew to Ashburton. This path will be of great benefit to the general public, many of whom have bicycles which they ride in their leisure. However many people consider riding on the road to be too dangerous, so when this project is complete they will feel free to exercise all the way along the Anniversary Trail and beyond.</p>
<p>I'm relatively new to Boroondara and I ride a lot. My biggest problem with the trail is being able to find it, and then stay on it. I would highly recommend signage (with distances to intersections and turns) for sections where the trail crosses a road and continues from somewhere other than directly opposite. Even stencils on the pavement would be a cheap but not so permanent option.</p> <p>The tricky zones are through and around East Camberwell Station, the current section around Riversdale Station and then on to the East of Willison station. Even at intersections of pathways within parks could use some markings or signs.</p>
<p>I think the driveway and parking lot in their current location are dangerous for pedestrians, especially young children, and the vehicle access right at the intersection of Riversdale and Spencer is awkward because of the volume of traffic, train and tram crossings, lights, and the curved alignment of Spencer. I support moving the parking lot and its entrance to reduce vehicle/pedestrian/cyclist conflicts. I do not think there is sufficient space for parking on Spencer, so removing the lot altogether is not a good option.</p> <p>The rebound wall could extend north-south at the north end of the student courts, and bike and pedestrian traffic could be routed up the east side of the courts, then west to the boundary and north to Prospect Hill Road. A walking only path could go up the west side of the courts for access to the various courts from the south. Integrating the school landscaping and shared access to the area could contribute to better walking access to the tram and train station. It may also reduce the need for high board fences and a tunnel.</p>
<p>Option 2 would provide more parkland and be far more appealing visually than option 1. As a resident there is ample parking on Riversdale Road at all times which no one seems to use. Option 1 would ruin the street scape and I believe would also create problems with cars, cyclists and pedestrians.</p>
<p>I think the car park will make the playground easier to access for families and therefore be used more. Also the car park will keep additional cars off Riversdale Road, Spencer Road and Willow Grove, allowing residents and visitors to park on these streets, and also reduces driving obstacles by reducing the number of parked cars on the street.</p>
<p>Car parking in the park is important. Street parking is potentially dangerous for children in cars and congestion also for traffic.</p>

<b>Additional Comments</b>
Will there be a pedestrian crossing for bikes and school children on Prospect Hill?
Can you please include making the safer crossing from this path across Prospect Hill Road. Most car drivers are good - however I have been tooted for crossing the road on a bike (at the crossing area) and some cars are really fast. It would be good if you can paint the road green - like Mont Albert Road and put some give way to cyclists signs when you have to cross roads.
Overall I love the idea and hope it goes ahead! I was just extremely disappointed by the whole idea of the rebound court which is one step too far. A row of seats would be nicer, or I mentioned to Hywel I would rather you give the tennis club the whole use of that sliver of land to compensate for the loss of the land along the train line, to keep things visually appealing. This would mean the current bit of grass between courts and path that has been pencilled in for removal to install new rebound wall. I would prefer that to the rebound wall it still feels family friendly and keeps the park looking nice
If the bicycle path were taken east of the existing car park, east alongside the tennis courts, west at the north end of the courts, and north along the west side of the school oval, that would avoid removing the existing driveway and car park and save existing parkland by not requiring another proposed car park to be built on the west side of the park, and save further existing parkland by relocating the proposed rebound/warm up tennis wall to the grassy area west of the school gym which was part of the original Riversdale Park.
Getting rid of the car park will upset the tennis club.
Widening of the path in Prospect Hill Road is essential for this project to be a success. Everything else seems to be very well thought out.
Safety of pedestrians and cyclists should be priority.
From a broad range of sources and summarised to respondent on the 4 September: <ul style="list-style-type: none"> <li>• Not in favour of moving or removing the car park at the tennis club.</li> <li>• Not in favour of changing the road access arrangements at the Park.</li> <li>• Not in favour of tree removals.</li> <li>• Concern regarding the speed of people that choose to use a bicycle.</li> <li>• Not in favour of rebound wall, should be located in school grounds.</li> <li>• Investigate plausibility of redirection to east side of tennis club if technically feasible.</li> <li>• Concern regarding people not using the pedestrian signals at Prospect Hill Road.</li> <li>• Concern that island two stage crossing is dangerous.</li> </ul>
Council's proposal to provide this much needed link would continue the existing Anniversary Trail theme existing between Prospect Hill Road and Matlock Street along the western side of the Camberwell Hockey Club rinks. The critical path for this project will be the exchange of land between DEET and Council, and the obtaining of State Government funding via VicRoads.

Improving the anniversary trail will encourage more people to use it. More money needs to be spent on maintaining and upgrading the whole path, especially between Canterbury Road and Whitehorse Road where it needs to be widened and signs to tell cyclists to slow down need to be more frequent, larger and enforced by council officers
We prefer Option 1 because we don't think parking on Riverdale Road is a good option for people going to park or tennis courts. We are concerned as to if you will replace trees as a result of taking some out. We hope it will be done in an aesthetically pleasing way for the local community.
Submitted the continuing bike path through the school some ten years ago and have directed many riders as to where the path goes along Spencer Road.
I do not support removing the car park. It is a good idea to make access off Spencer Rd
The project overall is excellent and much needed
Removing transiting cars will make it safer for children who use the park
However - I have always wondered if the clear way may be extended someday further along Riverdale Road between Burke and Warrigal Roads. I think almost every house has off-street parking access so there's be little impediment. Ultimately this type of thing also has benefit for cycling commuters as there are less parked cars to go around.
I believe the popularity of the park is due to its peaceful environment, where parents can relax with their children without worrying about them being hit by speeding bikes. And no amount of signage will stop the speed at which some cyclists travel on shared pathways at times. I think a shared pathway through the middle of the park detracts from it being a park where typically children run free without fear of harm. To have the shared pathway through the middle of the park is quite hazardous and detrimental to the value of the park as a place of relaxation and enjoyment. I am surprised that the City of Boroondara is willing to lose up to seven trees from the Boroondara tree canopy about which it is very proud, and especially in a park area where shade is essential to enjoyment. While I appreciate the value of the anniversary trail, it seems to me the integrity of the park is at risk of being compromised for the sake of 240metres of shared pathway. There has to be a third or fourth option without compromising trees, the car park, park users' and particularly children's safety, and the value of the Riversdale Park generally. Thank you.
I am comfortable with the removal of a small number of trees, because the gains in amenity of the area and the safety of the Anniversary Trail, greatly offset the loss of the trees.
Yes, don't spoil this tennis club. Please add additional car parking and remove the bike path from crossing the car park entry. The tennis club was here a long time before there was ever a bike path crossing the entry to the car park - I should know as I have been coming to and playing at the club since I was old enough to walk - I am now 50 so that's probably 45 years.

1 The height of the proposed fence between school and path. This has not been confirmed but currently there is no fence between my house and the school. Whilst I understand the desire of the school for a fence this should be limited to no more than 1.2 meters. I do not want a tunnel like feature for the path nor do I want it detracting from my current view which has no fence.
2 The distance from my back fence to the path. Currently it is proposed at 1.0m. Not far enough away as the likelihood of an accident occurring with a rider and myself or worse my children is high.
3. The total path width. Currently in dispute. Council desires 8m school offering 5m. 5m does not allow enough room between my house and path and path and school.
4. 2 accidents in 5 years does not appear to me to be a lot?
5 Why would you pay to move a perfectly good car park?
6. No car park will only clog Spencer Road.
We need to preserve the natural environment. Destroying old trees is not the way to do this. They provide habitat, serenity and charm that cannot be replaced. Please don't do this
On the section near Prospect Hill Rd I ask why the three trees are to be removed - I assume that if the path was moved to the east side then that wouldn't be necessary, I am also concerned about Graffiti on those fences since they are hard against the walking path.
Just recently our club has done renovations especially to cater for people with a disability. Presently the car park is very convenient for everyone for the use of our tennis club. I am pleased that you are offering an alternative car park.
And 17 parking spaces are not nearly enough for tennis player opponents, and people using the playground.
The proposed car park and access road in Option 2 will very seriously detract from the amenity of the park. In out of school hours there is some parking available in the high school - the basketballers use it. Any additional parking would be better placed adjacent Riversdale with no access road through the park (access directly from the road to each parking bay).
2 - We have concerns regarding security along our back fence line as this is currently inaccessible to general public due to tennis club high locked gates. Interested to understand crime rates along anniversary trail, particularly when it is adjacent to school grounds/tennis courts, which when not in use may increase risk of break in. 3 - We would want to negotiate the lighting solution along the anniversary trail so that it is effective and unobtrusive.
1 - I think running the anniversary trail through the high school/park grounds is a much safer option than spencer road and do not mind which park option is chosen. 2 - I am concerned about the safety aspect of the intersection of the Anniversary Trail and Prospect Hill Road, as some people come straight out of bike track and into road - maybe some type of warning sign or something to slow bikes down, should be considered.
Great idea to join the trail as I cycle with young kids and I worry about the cycling on Spencer Road.

I currently find Spencer Road quite dangerously narrow with cars on either side. If travelling north you have to turn right at Prospect Hill Road, crossing 2 lanes of traffic. The pedestrian island near the north continuation of Anniversary Trail is a much safer crossing point. Also implement no parking on both sides of the s-bend at the south end of Spencer. This is quite dangerous to cars and cyclists as there are poor sightlines travelling south along Spencer.
I hope lights from path at night will not shine into properties on Spencer Road it may be annoying if this is the case
Rebound wall is a good idea.
Why is there a swipe card access to the "club courts" when you can access them from inside - seems an extra complication/cost - fair enough having them on the shared courts.
This was proposed years ago. Security for Spencer Street residents was an issue.
I would suggest a bike slow down stop bridge over the trail so people with kids can safely get to the playground (which is urgent need of an upgrade - the roundabout dizzy wizzy thing is ever so dangerous and I'm sure would not meet park safety standards of today)
Option 2 is totally unrealistic. To force patrons of the tennis club and play area to park on busy Riversdale road is ill conceived. Many families need to unload small children from vehicles and will also need to access both sides of a vehicle. Thus opening doors onto traffic side of car. The risk of death or injury is increased considerably.
Off Street car park necessary for users of playground equipment. Parking on Riversdale Road not a safe option for parents with children alighting from cars. Car park necessary as parking is limited in Spencer Road.
Instead of destroying the existing area, put the bike trail where it isn't going to disrupt and affect the park, tennis club, car park and trees. As it is the clubhouse parking is bad enough now. Surely council has better things to spend rate payers money on!!!! Leave things as they are.
Spencer Road is increasingly filled now by overflow from railway car park. This new car park will be likely to affect the property values of the three units that look out on it. Is the word path used when it should indicate shared road (outside our window)? PS as suggested definitions have not been clear in some cases and not make sense.
We appreciate the provision of no parking signs on Spencer Road along Riversdale park, but we believe parking should be restricted further north past the curve in the road. At present cars parked just beyond the curve on the west side of Spencer Road is a potential cause of collisions between cars travelling south along the road meeting with cars northbound. Our dream would be the total elimination of parking along one side of Spencer Road for its whole distance.

We have lived here since ##### and are very aware of the problems of the current layout and also the congestion in Riversdale Road caused by people coming and going from the tennis club.
Over the years traffic in Spencer Road has increased, also it is used by some people for parking for Riversdale Station. For these reasons we think the entrance exit should be from Riversdale Road even if it will cost more.
We love the park and the anniversary trail and hoped this upgrade would happen as find the journey between Riversdale Road and Prospect Hill Road very difficult. Boroondara Park also needs a new path near East Camberwell Station as very hard for new bike riders.
Please do not include basketball ring near or on the rebound wall. Consider line of sight issues for cyclists and pedestrians given the speed some cyclists travel at.
1- I do not believe they would come if they had to park in Riversdale Road especially with more than one child. Getting children in and out on the traffic side if you have a car seat on would be a nightmare. 2- Spencer Road is too dangerous to park due to the curve and poor visibility of oncoming traffic. 3- They would also need parking for functions and deliveries at the tennis club.
Please confirm that the Lilly Pillies on the proposed trail will not be removed (on the boundary of 6-8 Spencer Road)
I believe the car park being moved directly in front of my house will greatly reduce the value of my property and I will be seeking legal advice regarding compensation for this.
1. Retain the existing car park but move it south by 2 m. 2. Run a bicycle path along the south end of the courts and along west side. 3. Provide for crossing of pedestrians to the car park.
Any lighting along pathway? Even in ground lighting flat with pathway to minimise vandalism. Is there any chance of removing to existing driveway returning it to garden and having emergency only lane thru the new proposed car park? There would be minimal, if any, emergency vehicles going thru there.
This improvement to the path would greatly increase the safety to my children and I would use it more frequently and confidently with this link in place
Thanks for putting in much time and effort.
I think the car park will prevent Spencer Road becoming more congested with parked cars using the Riversdale Park facilities which probably outweighs the visual impact to residents.

Normally I don't like putting more impermeable surface down as we have an abundance of concrete/asphalt and little grass or even Lilydale toppings. However in this case the path already has a car park and so repositioning it doesn't seem too severe. Also it isn't reasonable to clog up Spencer Road, or the major thorough fare of Riversdale Road. If a car park could be available for an initial number of club or park users.
The trail needs to be linked between Prospect Hill and Riversdale Road. Needs to take people/cyclists away from Prospect Hill/Spencer Road intersection, very dangerous. Needs to consider cars entering Spencer Road bend section from new car park - looks risky.
Parking needs to be on site as per option 2 so as not to impact or overload surrounding streets
I have very strong concerns about the proposal which include: The visual impact of moving the car park lighting along the new proposed path, and its impact on nearby residents speed of bikes travelling along the path (which will increase if a dedicated path is built). I am also surprised that an option was not expressly given to respondents to tick a box saying 'nothing to be done' (which after my discussions is the box that the vast majority of respondents would prefer)
I'm concerned about the risk of collisions between bike riders and tennis players. I often see cyclists whizzing past pedestrians on the anniversary trail and visiting team players not aware of the need to be vigilant could be hit and harmed by speeding cyclists. How will you guarantee against this?
Whilst I am concerned about the loss of amenity and the interaction between trail users and tennis players, I accept that it is a good idea to close the gap in the anniversary trail. East Camberwell Tennis Club has been a long term tenant and contributor to Boroondara. The Club has made substantial capital investments in facilities and an appropriate leak should be entered into as part of this exercise.
The alternative proposal 1 appears to result in the removal of an extra tree and possible issues with other tree root zones. Also issues with traffic entering and leaving narrow Spencer Road and for residents as it moves cars closer to residences in Spencer Road. Council should better manage its clearly posted 'no parking on the grass" policy by making it "no parking in Riversdale Park"

Please find attached a photo taken recently, demonstrating how Riversdale Park is often used, note the activity on both sides of current bike path.

Basically, it would make sense to design the proposed 'closing the gap' along the eastern side of the park, as mentioned in previous email (August 25th).

Further, I would like to follow up on our conversation we had with yourself in Riversdale Park during scheduled consultation times.

1. My wife & I have concerns with how close the path is to our rear fence, and the impact on our privacy as our windows are approximately 2 metres from proposed path.

2. Potential graffiti along rear fence and garage brick wall. Graffiti often occurs in Riverdale Park, and I would have thought that my garage wall in particular will be targeted. Will this wall be maintained?

3. Location of proposed bike path lights have not been specified. My unit is currently impacted by lights and noise from the tennis club, my wife & I are very concerned that our property will be exposed to further artificial lighting at night, effecting our property's amenity and health. Further, we note that a tree which provides some protection from tennis club lights is earmarked to be cut down, this is concerning.

Please forward this email to all relevant members working on this project, as this is a formal response to the 'Option 1 & 2' letter.

#### Alternative Options for Bike Path

1 - Continue share pedestrian/bike path to western side of tennis courts and high school with stop sign and new white line on either side of crossover on existing driveway.

2 - Shared path enters Riversdale Park from south eastern corner of Riversdale Road and continues along fence line boundary on eastern side. It then continues over to renewed existing path along eastern side of tennis court. New fence at entrance to school. Path curves around to enter and continue between upgraded area of council and school tennis courts. Path then curves right to continue along western side of high school oval to Prospect Hill Road.

Comments: No negative impact on Spencer Road residence. No negative impact on tennis court. No negative impact on park use, space or trees.

#### Alternative Option for Car Park

Willow Grove continues to become park driveway to enormous open section for multi capacity car park between trees on eastern leg of Riversdale Road.

Footpath from car park to eastern gate of tennis court and dividing to continue along to playground.

Remove original car park.

Original driveway for Council vehicles.

Spencer Road path for pedestrian use only.

Comments: No impact on trees. Reduced bicycle blackspot at Prospect Hill Road. Reduced accidents problems and no dangerous turn into park. Little visual impact to street. Also possibility of car part at south east corner of park at Riversdale Road.

It is vital there be a car park near the tennis club. Parking in Riversdale and Spencer Road is not satisfactory.

Many players come to ECTC with heavy bags, containing several racquets, balls, change of clothes etc.

Deliveries to ECTC, including more than 12 cartons of balls several times of the year, requires parking near tennis club.

#### Other Comments

Safety of children and other vulnerable people have been given little consideration in the two proposals. Both Proposals will negatively impact on the financial viability of the Tennis coach business and highly likely close it down over time. Is this the Council's intention? The membership of the Tennis Club is also likely to be negatively impacted as potential and probably some existing members will go to Clubs that have car parking close by to the Clubhouse. I note that ample car parking for Council Staff appears to be made available in close proximity to their work. I would have thought a Tennis Club and Playground are encouraging a more positive activity to the local community. ECTC has been established in Riversdale Park since 1921 and over the past 10 years membership has increased by in excess of 33%. ECTC is one of the main contributors to the Council strategy of encouraging active and healthy Community. The ECTC improvements to the community with tennis courts under lights, court water recycling system, Club house facilities would have a replacement value in excess of \$4 million and with the financial contribution from the Council being less than \$10000 from 1921 to date. The existing car park should be expanded as now more tennis is played at the ECTC and also the Playground attracts more children after being expanded in recent years by Council. I also understand that there is a public pathway that transverses the grounds of Camberwell High School that is not used by the public and may be suitable for the location of a bike path. I can only assume that this has been looked at as an alternative bike path route as no comments have been made available on other Proposals that may have been considered.

no

The Prospect Hill Road exit ### a problem.

Shared path signs are needed to both sides of Riversdale Road. Dogs may be a problem around seats near the tennis courts. The section of trail on Prospect Hill Road has problems of water puddling and silt build up.

Additionally, placing “public seating” on the west side of the path is ridiculous and a safety risk and the expectation that families would park on Riversdale Rd and carry their picnic gear or tennis gear to the facilities shows a lack of understanding of the use of these facilities. Surely there must be other alternatives and two come to mind as follows:

1. Run the bike path along the east side of the railway reservation. This is done in numerous places along the Anniversary Trail and, as I take it this is a State Government initiative, it should be possible to get the land. This option overcomes all the negatives of Councils’ proposals.

2. Run the bike path on the east side of the courts (perhaps just adjacent to the fence) and then on the north side of the School Tennis courts. While this encroaches on the schools’ land there would be ways to compensate as in the rebound wall proposal.

As a long-time Boroondara resident and a member of ECTC, I find it surprising that the Council is prepared to spend what I assume will be significant amounts of money to satisfy the Bicycle lobby while adversely affecting the amenity of Riversdale Park for its many users and ratepayers.

The proposed path is a good idea. Biking along Spencer Road with kids was not ideal.

1. The Anniversary Trail which is used by pedestrians and cyclists currently traverses Riversdale Park diagonally from the south east on Riversdale Road to the north west, where it continues along Spencer Road to the north and then on Prospect Hill Road to continue further north.

2. The Boroondara City Council (the Council) proposes to widen the existing shared path in Riversdale Park to three metres and continue it along the west side of the East Camberwell Tennis Club and Camberwell High School, thus eliminating the existing route on Spencer Road.

3. The project would require 1121 square metres of land occupied by Camberwell High School and 826 square metres of land adjacent to the tennis club. The Council proposes to enter into a lease agreement to provide the equivalent 1,121 square metres of public open space to the school which would be excised from Riversdale Park. Additional open space would also be lost to provide additional facilities for tennis.

#### Sub-standard information and consultation

4. Having regard for the community consultation conducted so far on this project by the Council no reasonable person would be able to conclude they have been adequately informed on the nature and implications of the project. In particular:

- the Council has presented only two options for upgrading the Anniversary Trail, both of which severely compromise valuable parkland at Riversdale Park;

- the numbers of cyclists and pedestrians on relevant segments of the Anniversary Trail by time of day have not been supplied;

- no forecast/projected future use of the Trail by cyclists and pedestrians has been offered;

- no assessment has been made of the likely effects of expansion of the cycling network and

the composition and size of the cycling population;

- insufficient detail has been offered to permit an appropriate evaluation of the two road crashes in the period 2009 -2013 involving cyclists and other road users at the intersection of Spencer Road and Prospect Hill Road, and which are claimed as a major justification for rerouting the Trail off Spencer Road (see summary reports at Attachment A of these crashes 2 and one other crash that occurred in this period). What can be deduced from the summary reports is that the two road crashes involving cyclists occurred at the intersection of Prospect Hill Road and Spencer Road. They both occurred in mid-afternoon in good conditions on weekdays. None of the injuries to cyclists or other road users were serious. The other crash involved three motor vehicles and occurred mid-evening on a week night with one of the drivers requiring medical treatment.

- The Council has not assessed the value to be lost to Riversdale Park and its use by the community as a consequence of the project. In effect Riversdale Park is being regarded by Council as "free" land for alternative use as cycling infrastructure. The Council has not measured the area of open space in Riversdale Park.

#### The superior transport solution

5. The route should be retained on Spencer Road with safety treatments introduced as may be considered necessary. These could include:

- a reduction in the speed limit on Spencer Road from 50 kmh to no greater than 40 kmh and preferably 30 kmh ;
- restrictions on entry of motor vehicles of non-residents at appropriate times, e.g. during morning and evening peak periods;
- high visibility signage at the Riversdale Road and Prospect Hill Road entrances to Spencer Road to show road users that they are entering the Anniversary Trail at these points.

6. To facilitate route access to Spencer Road from the pedestrian crossing near Fordham Avenue provide for a 3 metre wide path on the south side of Riversdale Park on the perimeter of Riversdale Park and then into Spencer Road. The existing path in Riversdale Park which currently connects with Spencer Road could then be removed.

7. To provide for safer access from Spencer Road on Prospect Hill Road to the crossing opposite Camberwell High School widen the existing footpath to 3 metres and install a wire perimeter fence to restrict access to the roadway along this length of Prospect Hill Road.

#### The condition of Riversdale Park

8. It is clear that the Boroondara City Council has permitted the quality of Riversdale Park decline over the years:

- there are no garden beds of quality to speak of;
- the existing asphalt and concrete pathways are old and unsightly and there are insufficient

walking paths;

- Due to poor layout and design the large area to the north and the east closer to Willow Grove appears "lost" and unconnected to the rest of the park. This is characterised in the 3 agenda paper presented to the Special Services Committee of Council on 13 July 2015 as an "area of land (which) generally sees little utilisation by the community other than for pedestrian access to the school grounds." This is unsurprising given that the area has been so neglected by the Council;

- the park speaks not of destination but as thoroughfare to places elsewhere. The proposed high capacity bike path, if it were to proceed, would confirm this as the dominant functionality of the space. Photograph A shows the Anniversary Trail in Riversdale Park as it is today. Photograph B shows Hays Paddock in East Kew. The contrast in use of these spaces is very marked, and much of it has to do with the general absence of cycle traffic in Hays Paddock. Regrettably, however, Hays Paddock is also at risk of increased bicycle traffic under the Council's Bicycle Strategy 2008.

9. Riversdale Park should be upgraded as an important open space and recreational asset.. This should involve the development of a high quality master plan in full consultation with the community.

#### Other network issues

10. The Anniversary Trail north of Prospect Hill Road is severely constrained at particular locations. This is especially the case between Prospect Hill Road and Matlock Street where the Trail is only 1.7 metres wide at some points and where the presence of mature trees should prohibit any pavement widening. This again underlines the need for the Council to at last look seriously at the local road network to accommodate cyclists.

11. As cyclist numbers increase the use of these areas by pedestrians will become increasingly hazardous and problematic. Road safety for vulnerable road users and the motor vehicle fleet

12. Over the next decade or so there are anticipated to be substantial safety improvements in the motor vehicle fleet in use in Australia as older vehicles are replaced. Some of these improvements are already in evidence in vehicles coming to market. These innovations are also related to the development of the driverless motor car, but are not dependent on it. They primarily involve sensor technologies which will permit the timely detection of other road users, including pedestrians and cyclists, which trigger an automated vehicle response to avoid crashes.

13. The Council has been doggedly resistant to addressing the need to make the local road network as safe for cyclists as it should be. In doing so it has excised more and more valuable open space rather than paying attention to making the road network fit for purpose for all road users, including pedestrians and cyclists. This is a matter substantially in the gift of the Council as the responsible roads authority.

14. Whilst Council attention has been focussed on vehicle/cyclist crashes on the road network it is not giving sufficient attention to the impact of pedestrian/cycling crashes on

shared paths. Although the Council says that substantial increases in cyclist traffic is unlikely 4 on the Anniversary Trail, these conflicts are sure to increase under current arrangements. It is understood that there were two recent crashes involving pedestrians and cyclists on the Anniversary Trail in Ashburton near the Ashburton Uniting Tennis Club. If so, details of these crashes should also be made available for public examination.

#### Conclusions

15. The cyclist/pedestrian path which currently runs through Riversdale Park as part of the Anniversary Trail effectively cuts the park into two and as a consequence has a deleterious effect on the use value of the park.
16. The proposal for rerouting the Anniversary Trail on the western side of the tennis club and Camberwell High School should be discarded. The opportunity should be taken to reroute the trail along perimeter of Riversdale Road and remove the diagonal path within the park preparatory to a necessary upgrade of Riversdale Park.