Metro East Bicycle User Group Inc.
Working for better cycling facilities

2018

the Missing Link
A new shared path from Ringwood to Croydon
Proposal by Metro East Bicycle Users Group Inc (MeBUG) for the connection of the Box Hill to Ringwood Shared Path to the Carrum to Warburton trail via improvements to the Eastern Rail Trail to Croydon Railway Station.

July 2018

1. Overview:

This is a proposal for an approximate 4.5 km connection between the Box Hill to Ringwood Shared Path (BHRSUP) to the Carrum to Warburton trail (CWT) and Croydon railway Station via the Eastern Rail Trail (ERT) and the Pipe Trail.

Creation of this vital link will create a seamless network of approximately 80km of high quality Austroads1 conforming paths, promoting greater use of the existing bike path infrastructure by increasing the contiguous network of safe paths to promote community health and well-being.

The connection can be achieved through a combination of an upgrade to existing routes to match the standard of the adjoining BHRSUP and CWT and new infrastructure to build a path where no path currently exists. Further information on the proposed route and requirements is contained in the following sections of this document. Map 1 below shows the 4.5 km ‘missing link’ between the BHRSUP and the CWT.

Map 1: indicates gap in the existing eastern bike network between BHRSUP and CWT

1Refers to standards set out in Cycling Aspects of Austroads Guides (2017 edition) -
2. Context of existing paths:

**Box Hill to Ringwood Shared Path (BHRSUP):**

Construction in Ringwood is in the final phase and will fill the gap between the Eastlink trail and Thanet St, via Albert Rd to its existing termination at the junction of Station St, Bedford Rd and Warrandyte Rd.

**Carrum to Warburton trail (CWT):**

Construction from City Park, Croydon to Hull Rd, Lilydale is now complete with Hull Rd to Lilydale to be commenced.

**Missing Link:**

There is a 4.5km missing link between the high quality Austroads Guide conforming paths of the BHRSUP and the CWT. There is currently a rudimentary route between the two consisting of on road bike lanes, old asphalt paths, and sub-standard gravel paths.

3. Proposed Route:

Map 2 below identifies the proposed route to connect the BHRSUP and CWT. It will commence at Ringwood station and finish at the Tarraulla Creek Trail in City Park, Croydon with a branch to Croydon Railway Station.

![Map 2: indicates proposed route to connect BHRSUP and CWT](image)

The proposed route is comprised of the following elements:

1. New shared path in Bedford Rd to Hill St. (*Refer map 3*)
2. Upgrade path in Rosewarne Lane to rail crossing into Ringwood Lake reserve Park (*Refer map 4*)
3. Upgrade gravel path and asphalt path, south of rail line to Dublin Rd. (*Refer map 4*)
4. New path on road reserve in Patterson St **OR** rail reserve to Eastfield Road bridge. (*Refer map 5*)
5. New path on rail reserve north of rail line **beneath** Eastfield Rd bridge to Cheong St. (*Refer map 6*)
6. A new bridge over the railway from the rail reserve in Cheong St to the southern rail reserve adjacent to the Wildflower Reserve, Hillside Dve, Yarraduct Place to City Park to join Tarraulla Creek path to link to the new CWT (*Refer map 7*)
7. Extension of the ERT from the proposed new bridge in Cheong St on the north side of the Lilydale railway line to Croydon Station via the existing gravel path to Moralla Ave, Starcross Ave and Gallipoli Parade. (*Refer maps 6, 7 and 8*)
4. Challenges and potential route options:

Creating the connection along the proposed route will require solutions to address the following challenges:

- Current connections to Ringwood and Croydon Stations are unsafe.
- Bedford Road on-road bike lanes
- Bedford Rd and Dublin Rd level crossings.
- Exceptionally steep hills in Eastfield Road which are well beyond Austroads guidelines.
- High vehicle usage of the Eastfield Road bridge.
- Underpass of Eastfield Road bridge.
- New bridge required from Cheong St to Melbourne water reserve at Yarraduct Place.

Further information on these challenges and potential route options are set out in this section.

4a) Bedford Rd on-road bike lanes

Bedford Rd has on road bike lanes, which are rendered useless by parked cars in a three-hour parking zone that creates a “dooring” hazard for passing cyclists. These on-road bike lanes need to be replaced with a footpath widened to shared path status.

A similar solution has previously been adopted by the Maroondah City Council in Larissa Ave.

The footpath would need to be widened to Hill St to provide a connection to the Heathmont Rail Trail. This would help provide safe shared paths on three sides of the Ringwood Secondary College, and other schools in the immediate area would also benefit including Our Ladies Catholic PS and Aquinas College.

Further improvements in this area would be subject to the removal of the Bedford Rd level crossing.
4b) Bedford Rd level crossings

There are two routes for consideration for the path after the Bedford Rd level crossing.

From Bedford Rd to Railway Ave - Route A.

Proceed on Bedford Rd to Rosewarne Lane on the existing gravel path to the level crossing at the end of the marshalling yards to Ringwood Lake paths but do not cross railway. Turn right onto existing gravel path on railway reserve alongside north boundary fence of Ringwood SC.

Concrete pave existing path to Austroads guidelines to junction with existing asphalt bike path in Railway Ave at junction with Hill St.

This avoids crossing the railway twice at two potentially dangerous places via pedestrian grade crossings. This would also reduce the traffic on the Ringwood Lake paths.

Provides safe route to Ringwood Secondary College to promote “Ride to School”.

Proceed on existing asphalt shared path in Railway Ave to lights at Dublin Rd crossing.

From Bedford Rd to Railway Ave - Route B.

Bedford Rd into Hill St, which is a quiet cul-de-sac and the eastern boundary of Ringwood Secondary College and joins the gravel path between the northern boundary of Ringwood SC and the railway. Proceed on existing asphalt bike path alongside Railway Ave to lights at Dublin Rd crossing.
4c) Dublin Rd level crossings and Eastfield Bridge

Further improvements in this area are subject to the removal of the Dublin Rd level crossing.

There are two options for consideration for the routing of the path eastwards from the Dublin Rd level crossing:

From Dublin Road - Option A:

Utilise the roadside reserve along Patterson St as far as the sharp left-hand bend near to No 125. To avoid the heavy traffic in Eastfield Rd, the route should return to the rail reservation before No 125.

This will require an in-depth investigation of the Eastfield Rd bridge foundations and abutments to ascertain the possibility of the path passing under the bridge.
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Map 5: indicates route along Patterson St and under Eastfield Rd bridge

From Dublin Road - Option B:

Utilise the rail reservation on the north side all the way from Dublin Rd including passing under Eastfield Rd, as in option A.

This will obviate the need to climb the extremely steep hills on busy Eastfield Rd.

Eastfield Rd bridge abutments and foundations to be investigated to ascertain feasibility of the path passing under Eastfield Road.

From the Eastfield Rd bridge the proposed route would be on the north side of the rail reserve to a point near Cheong St, which would be high enough to facilitate a bridge crossing over the railway near the Melbourne Water pipe line in Cheong St.

Here the rail reserve runs along-side the Melbourne Water reserve.
The path would cross from the north side to the south side of the Lilydale railway line into the Melbourne Water Reserve on the south side leading to Yarraduct place.

A new bridge will be required similar to the Purches St crossing of the BHRSUP over the railway in Heatherdale (pictured left).

The path in the Melbourne Water reserve will require crossings at Bayswater Rd and Lusher Rd.

At Bayswater Rd the path would link to the existing footpath leading north to Croydon Station, via Starcross Ave and Gallipoli Parade and south to the Terralla Creek path at Blue Mist Drive.

From Lusher Rd the Pipe Reserve is unimpeded until another crossing with the Tarralla Creek Trail at Town Park Croydon where the proposed route will join the Tarralla Creek Trail to Norton Rd where it will rejoin the Pipe Reserve Trail which is now part of the Carrum to Warburton Trail.
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Map 7: Yarraduct Place to Croydon Town Park & Tarralla Creek Trail

Build/ Improve the Eastern Rail Trail (ERT) to Croydon Station

From the proposed bridge crossing of the railway line from the Cheong St railway reserve a path should be built on the north side of the reserve to join the existing gravel path from Cheong St to Moralla Ave, then via a short distance on Mt Dandenong Rd, which can be crossed by an existing set of traffic lights, to Starcross Ave and Gallipoli Parade to Croydon Station. Moralla Ave is a quiet cul-de-sac, and Starcross Ave and Gallipoli Parade are quiet residential streets.

Wicklow Ave has an on-road bike lane but has considerably more traffic than the proposed route of Starcross Ave and Gallipoli Parade

At Mt Dandenong Rd a short section of footpath needs widening to form a shared path to connect to the crossing over the main road, similarly on the other side to Starcross Ave.
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Map 8: Moralla Ave to Croydon Station

5. Benefits of the proposal:
Creating this vital connection between BHRSUP to the CWT via the ERT will promote greater use of the existing bike path infrastructure by increasing the contiguous network of safe paths to promote community health and well-being:

- Forms part of the Victorian Principal Bicycle Network (PBN)
- Forms part of the Strategic Cycling Corridor Project
- Conforms to the current City of Maroondah Bicycle Strategy 2006

- 15 schools and colleges are within 1km of the proposed connection providing substance to “Ride-2-School” campaigns
- Supports an increase in safe commuter riding and decrease in the cycling road toll.
- Promotes non-fossil fuel travel and by providing easy access to railway stations along the route encourages multi-modal travel.
- Provides safe, smooth paths for walking frames, disability scooters and prams

In addition, it will increase bicycle tourism by enhancing cross-regional catchment with contiguous off-road paths east from Melbourne to Warburton and south from Ringwood to Carrum and the Mornington Peninsula.

Increased economic benefits to local businesses along the route would also be anticipated by increasing access to key retail, educational, and civic areas.

6. Recommended Next Steps:

- Obtain political support.
- Inclusion of shared paths in the planning of railway crossing removals at Bedford Road and Dublin Road, bridge alterations at Eastfield Rd and a new bridge at Cheong Rd
- Investigate Eastfield Rd bridge for shared path underpass.
8. Stakeholders/Land owners

- City of Maroondah
- Metro Trains
- Melbourne Water
- Vic Roads
- VicTrack
- Yarra Valley Water

8. References

- Austroads Guidelines
- Shared Use Trail Syndal to Croydon Option Identification by Traffix Group for Vic Roads Metropolitan South East Region Nov 2010
- City of Maroondah Maps
- Ringwood to Croydon Shared Path Study April 2018 by David Hall MIE (Aust.) retired.

9. Contact and further information

For enquiries and further information regarding this proposal, please contact:

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