

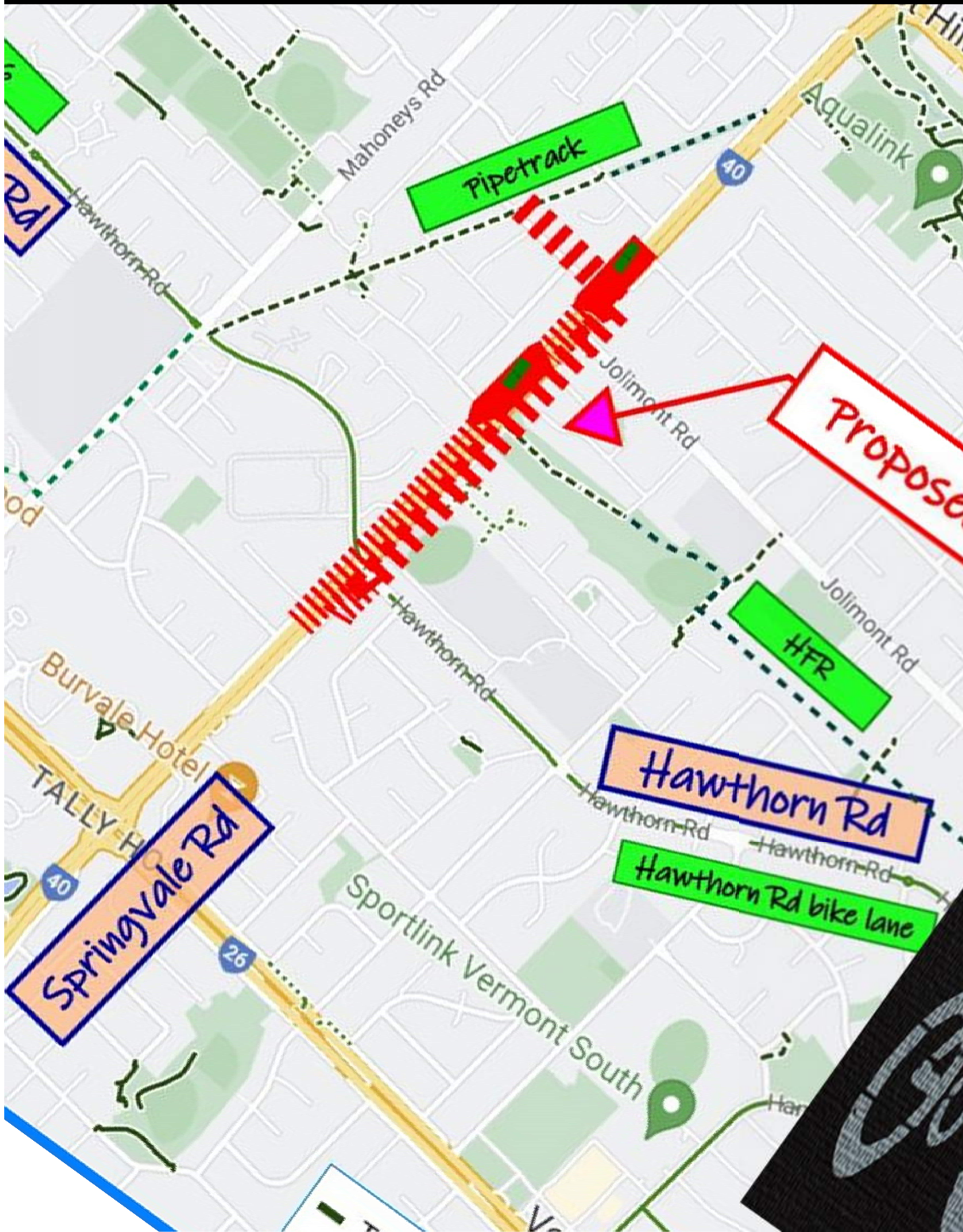


Metro East Bicycle User Group Inc.

Working for better cycling facilities

2023

*Making Connections*  
Linking the Pipetrack to HFR and EW6



**Proposal by Metro East Bicycle Users Group Inc (MeBUG) for the connection of the Pipe Track, Hawthorn Rd Bike Lanes, and the Easy Ride Route EW6, to the Healesville Freeway Reserve Park Trails (HFR Trails) via Norma Rd & Springvale Rd, Forest Hill. April 2023.**

**1. Overview:**

This is a proposal to **construct 938m** of Shared User Path (SUP), creating linkages to safe, accessible and inclusive SUPs from the intersection of the Pipe Track with Norma Rd via the existing traffic lights on Springvale Rd north of Jolimont Rd south to the existing traffic lights on Springvale Rd at the intersection with the Hawthorn Rd bike lanes. The Hawthorn Rd bike lanes connect directly with the City of Whitehorse Easy Rides East-West 6 (EW6) bike routes.

This proposed link will also create further direct links with existing major trails/paths, including:

- North via the Pipe Track to the Box Hill to Ringwood Share User Path (BHRSUP)
- East via HFR paths to the Eastlink and Dandenong Creek Paths [<click here to read>](#).
- West via EW6 and the Gardiners Creek Paths to the CBD.
- South where MeBUG has advocated for creating cut throughs to the Burwood Highway Service Roads to connect with the City of Knox bike paths.

**2. Victorian Cycling Strategy (DoT) 2018-28:**

This proposal aligns with the strategic intent to extend and link the Principal Bicycle Network and strategic cycling corridor in this municipality.



Figure 1 - extract from VCS (2018-28), Introduction, pg 8.



Figure 2 - extract from VCS (2018-28), Goals, pg 26.



The increased connectivity created by this proposal will be a further step towards the Victorian Government's goal<sup>1</sup> of a safe, and inclusive network of safe cycling routes in the area.

Within 1km of this proposed link are Forest Hill Secondary College, Burwood Heights Primary School, Emmaus College, Parkmore Primary School.

Within 3 kms, an easy cycling distance, are Vermont Secondary College and Livingston Primary School.

The new park proposed for the HFR will also attract its share of families who will wish to cycle there. Other attractions are Strathdon House and the Municipal Horticultural Centre and Community Gardens and Bellbird Dell, and the previously proposed connection to the Dandenong Creek Trail and the Knox Cycleway.

### Springvale Road status

The bulk of the work to effect the connecting links involves the widening of the existing footpath on the eastern side of Springvale Road.

Springvale Road is categorised by DoT (Vic Roads) as an Arterial (urban) road<sup>2</sup> and as such we understand VicRoads is the responsible Road Authority for through traffic.

The responsible authority for service roads, pathways and roadside in this instance, is thought to be City of Whitehorse.

### Status of adjoining Shared User Paths (SUP).

- **Pipe Track**  
Current Water Mains renewal works delaying construction of sections between Mitcham and Syndal are due to be completed in 2023. This will remove the impediment to construction of the remaining missing links on this important north/south route.
- **Hawthorn Road** and **EW6** are complete.
- **HFR trails** are to be completed in 2024
- The new bridge carrying **Burwood Highway SUP** over Dandenong Creek was completed 2022

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<sup>1</sup> Victorian Cycling Strategy 2018-2028 (Dept. of Transport)

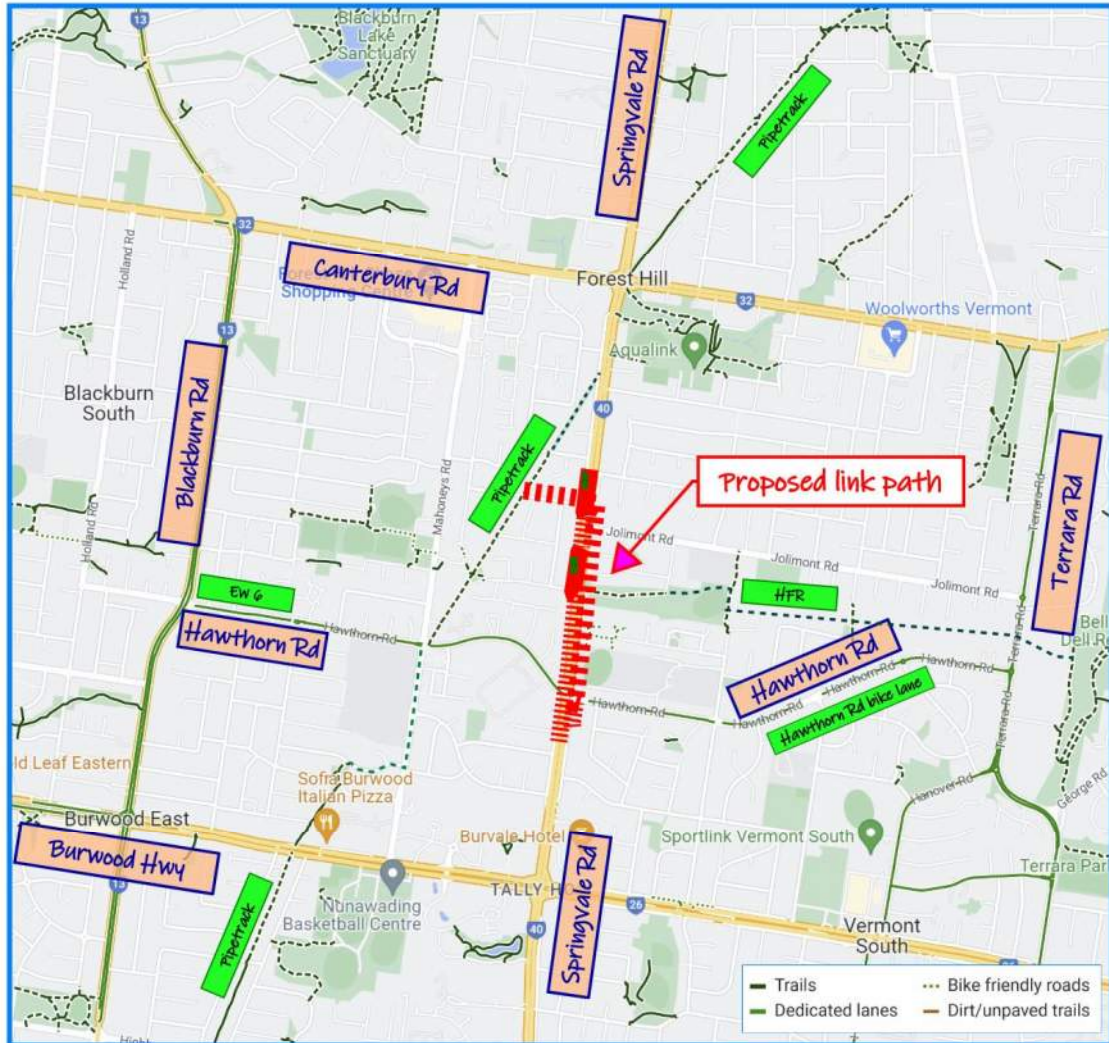
<sup>2</sup> Road Management Act, Victoria 2004



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### Metro East Bicycle User Group Inc.

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Locality Plan;  
 Proposed link path will connect HFR trails, to the Pipetrack and East-West 6  
 (Hawthorn Rd)

### PROPOSED LINK FROM THE PIPE TRACK & EW6 TO THE HEALESVILLE FREEWAY RESERVE TRAIL

April 2023





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Locality Plan;  
Proposed link path will connect HFR trails, to the Pipetrack and East-West 6 (Hawthorn Rd)



Proposed alignment of Link Pathway (Pipetrack to HFR, and EW6)

**PROPOSED LINK FROM THE PIPE TRACK & EW6 TO THE HEALESVILLE FREEWAY RESERVE TRAIL**

April 2023

**3. Proposed Route:**

At the Northern end; commencing at the Norma Rd intersection with the Pipe Track, an appropriate crossing (WOMBAT?) is required to be installed with painted bicycle signs, sharrows and wayfinding (as a minimum) on the road surface.



At the juncture of Norma Rd with the Springvale Rd service road, which is a one way traffic road, it will be necessary to install either a short length of contra flow “on-road bike lane” or widen a short length of footpath to connect to the existing crossing of the service road and the 6 lanes of Springvale Road.



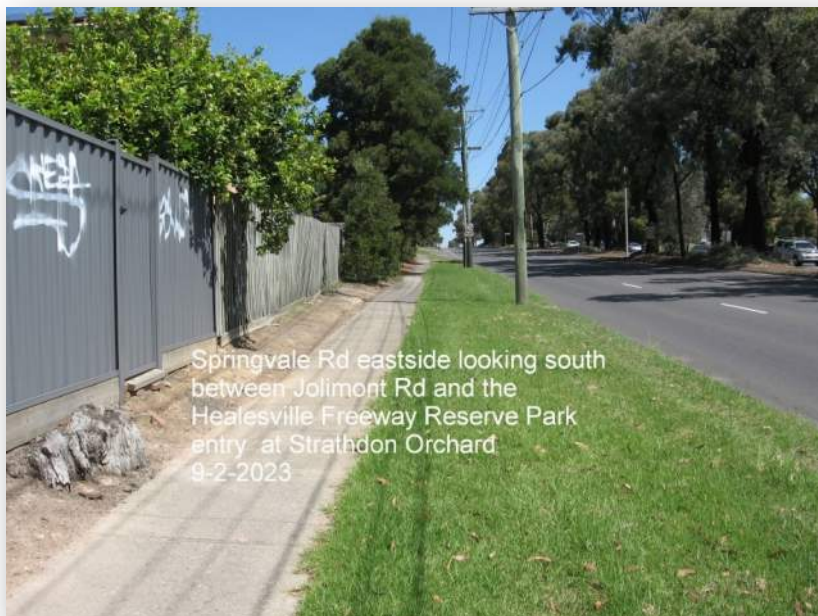


There is an existing 2-stage Pedestrian Operated Signalised (POS) Crossing at Springvale Rd. Utilising this crossing with the proposed alignment offers a distinct financial advantage to the cost of this proposal. As a cost comparison, this represents a saving in upgrade costs estimated ~\$2M, noting the new crossing at Highbury Rd of the Pipe Track is flagged as costing \$870,000 but is only a quarter of the width.

Nevertheless, minor improvements such as bike lanterns should be implemented.



Heading South, along Springvale Road, whilst there is not a service road on the East side of the section between Jolimont Road and the HFR, there is adequate space for a 3.0 metre wide shared path.



The entrance to *Strathdon House and Orchard* is the connecting point for the Pipe Track and the 3.5 kms HFR trails. There is a short length of service road here which provides 90° car parking and access to the Forest Hill Police Station, Saxonwood Drive and 3 other streets.



Whilst assessing the route for this proposal, it was considered that the level of potential traffic interaction with path users is undesirable in this location. We therefore recommend that the path continuing south from the link point to the Hawthorn Rd (EW6) POS crossing should be constructed on the nature strip.





To the South of *Strathdon House and Orchard*, there is a sufficiently wide nature strip to the Hawthorn Road crossing for the installation of a complying 3.0 metre SUP. There is the added advantage of running alongside the boundary of Emmaus College whose secondary aged students are not legally permitted to ride on the existing footpath. It may be necessary to marginally re-align the bus shelter.

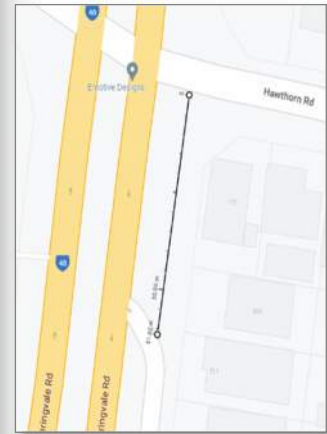


At the POS crossing of Hawthorn Rd is the link point with the Hawthorn Road (EW6) on-road bike lanes.



Strong consideration at this point should be given to extending the shared path through the short distance of the nature strip to join the service road leading to Mullens Rd.

For a small additional investment, establishing a **62m** long path to cross the nature island to the South of Hawthorn Road will link a further 600 metres of existing safe-cycling route via the Springvale Road Service Road.



Whilst it is not necessary for the efficient implementation of this proposal strong consideration should also be given to generally linking the Springvale Road service roads by cutting sections of shared paths through the blocking of nature strips near Mock St, Norma Rd and Bulkara Ave.

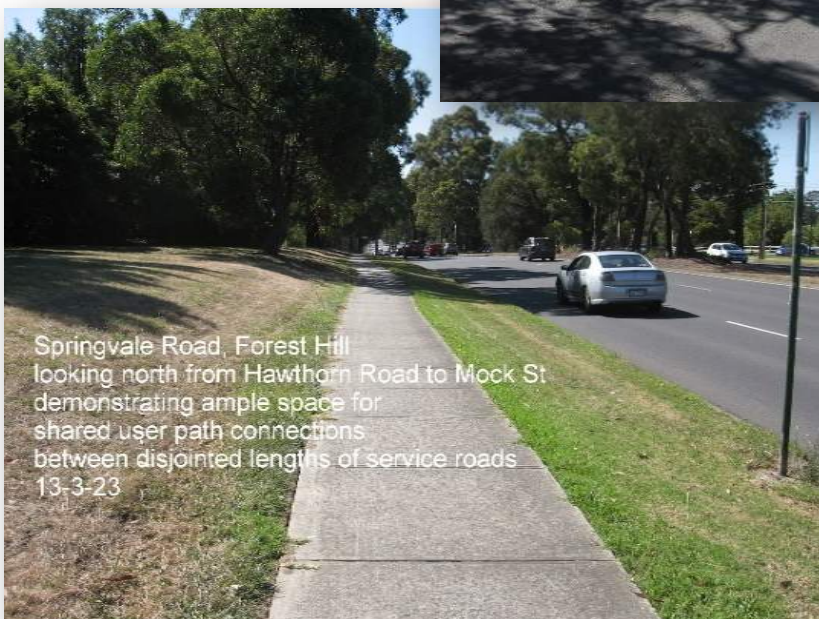
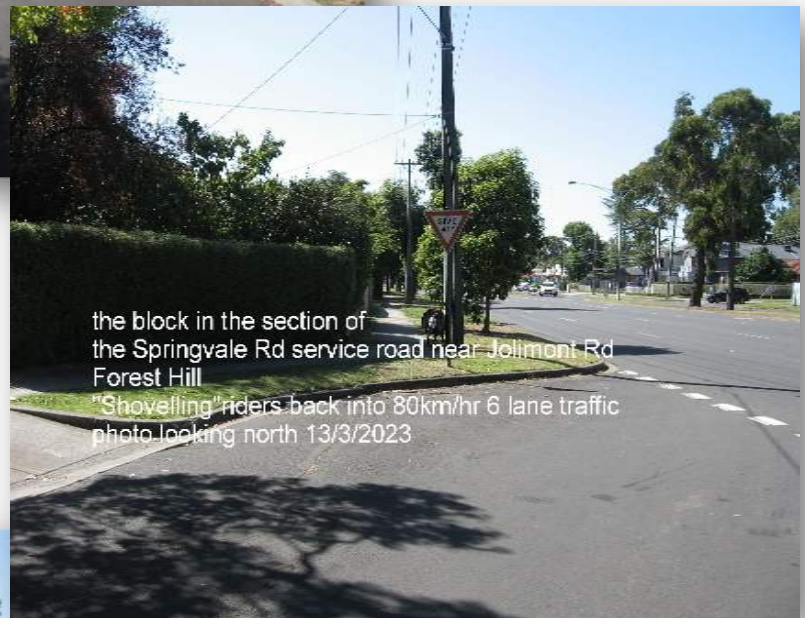
A good example of what is proposed at this point is provided by the “cut throughs” at the junction of Terrara Rd and the Burwood Highway when VicRoads were installing traffic lights in 2015.





### 3.1 - Future stages

With the connection made, as proposed above – the following further works should also be implemented to link Service Roads on the Western side of Springvale Road.



#### **4. Benefits of the proposal:**

Creating these connections between Norma Road, the Pipe Track, Springvale Road service Roads, HFR and Hawthorn Road (EW6), aligns perfectly with the stated aims of Government, to make safe and lower-stress connections which enhance the network, and will promote more inclusive use, as outlined in;

- the Victorian Principal Bicycle Network (PBN)
- the Strategic Cycling Corridor Project
- the current City of Whitehorse Bicycle Strategy

The network links proposed will enhance and activate the surrounding infrastructure, connecting to safe off-road paths and trails extending from Melbourne CBD, to Warburton, Carrum and the Mornington Peninsula.

Accordingly, this proposal will.

- support an increase in safe commuter riding and decrease in the cycling road toll.
- promote low-carbon local travel and commuting.
- increase inclusive and healthy accessibility to nearby Parks Victoria green spaces.

#### **5. Estimate of Costing**

The projected construction cost for **1,000 lineal metres** of complying-width Shared User Path is in the order of \$695,000.

#### **6. Contact and further information**

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

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*Prepared and issued April 2023, by*

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