



Boroondara Bicycle Strategy

Implementation Plan
STAGE 1: 2022 and 2023

Introduction

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

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

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

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

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

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

A total of approximately \$4.9 million is expected to be required to deliver the Stage 1 Implementation Plan throughout 2022 and 2023.

Delivery and Funding

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

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

1. Deliver

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

2. Investigate

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

3. Advocate

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

Initiative 1

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

1.1 Work with the State Government to deliver the Box Hill to Hawthorn SCC along the Belgrave/Lilydale rail corridor.					
#	Action	Timeframe	Cost to Council	Delivery Mechanism	Key Stakeholders
A	Advocate for the corridor to be in the form of a new, separated, off-road path along the rail corridor.	Stage 1: 2022-2023 (Ongoing)	Existing staff and resources	Advocate	DoT, VicTrack, Metro Trains, LXP
B	Advocate for a separated, off-road path as part of the removal of the Union Road Level Crossing, including connections east and west of Union Road (Surrey Hills).	Stage 1: 2022-2023	Existing staff and resources	Advocate	DoT
C	Deliver treatments to create safe bicycle streets on local road sections (opportunities include Auburn Parade in Hawthorn East, Kingston Road and Shierlaw Avenue in Surrey Hills).	Stage 1: 2022-2023	\$350,000 (For 1.4km length at \$250k per km)	Deliver	VicTrack, Metro Trains
D	Advocate for a new bicycle and pedestrian bridge over the Yarra River north of Burwood Road / Bridge Road (Hawthorn).	Stage 2/3	TBD	Advocate	DoT, City of Yarra, Melbourne Water
1.2 Work with the State Government to deliver the Kew to Highett SCC via the Anniversary Outer Circle Trail.					
#	Action	Timeframe	Cost to Council	Delivery Mechanism	Key Stakeholders
A	Advocate for separate paths for pedestrians and bicycle riders along the corridor.	Stage 1: 2022-2023 (Ongoing)	Existing staff and resources	Advocate	DoT, VicTrack, Metro Trains
B	Deliver a ramp link between the Anniversary Trail and Mont Albert Road (Canterbury).	Stage 1: 2022-2023	\$15,000 (technical feasibility update only, external funding opportunities for delivery)	Deliver	DoT
C	Realign the Anniversary Trail at Ashburton Station to improve safety and access.	Stage 1: 2022-2023	\$200,000	Deliver	VicTrack, Metro Trains
D	Advocate for relocation of the existing pedestrian signals at High Street (Ashburton) to provide a new pedestrian and bicycle crossing in line with the trail alignment.	Stage 1: 2022-2023	Existing staff and resources	Advocate	DoT

#	Action	Timeframe	Cost to Council	Delivery Mechanism	Key Stakeholders
E	Advocate for a bridge for the Anniversary Trail over Toorak Road (Camberwell) to improve safety and access for pedestrians and bicycle riders.	Stage 1: 2022-2023	Existing staff and resources	Advocate	DoT
F	Advocate to the State Government for Anniversary Outer Circle Trail crossing improvements at the roundabout of Belford Road / Valerie Street / Asquith Street / Allen Grove (Kew East).	Stage 1: 2022-2023	Existing staff and resources	Advocate	DoT
G	Provide safer road crossings along the Anniversary Trail including intersections with Willsmere Road (Kew), Abercrombie Street (Deepdene), Warburton Road (Canterbury), Matlock Street, Prospect Hill Road, and Culliton Road (Camberwell)	Stage 2/3	TBD	Deliver	DoT
H	Deliver priority sections for path upgrades along the corridor between Canterbury Road (Canterbury) and Burwood Station.	Stage 2/3	TBD	Deliver	DoT, VicTrack, Metro Trains
I	Investigate the feasibility of a new off-road path bridge over the Eastern Freeway at Chandler Highway (Kew).	Stage 4/5	TBD	Investigate	DoT
J	Investigate options to improve the Anniversary Trail crossing at High Street (Kew) near Harp Road and Valerie Street including assessing the feasibility of a path underpass.	Stage 4/5	TBD	Investigate	DoT, Yarra Trams
K	Upgrade the Main Yarra Trail connection at the rear of the Guide Dogs Centre to the Chandler Highway Bridge underpass.	Stage 4/5	TBD	Deliver	DoT

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

#	Action	Timeframe	Cost to Council	Delivery Mechanism	Key Stakeholders
A	Advocate for separate paths for pedestrians and bicycle riders along the corridor, including duplication/widening of the Gardiners Creek Trail gantry under the Monash Freeway (Hawthorn).	Stage 1: 2022-2023 (Ongoing)	Existing staff and resources (Within City of Stonnington)	Advocate	DoT, City of Stonnington, Melbourne Water
B	Widen the Gardiners Creek Trail adjacent to the Hawthorn Velodrome in Patterson Reserve (Hawthorn) to improve access and safety.	Stage 2/3	TBD	Deliver	Melbourne Water
C	Address flooding and grade issues at the Gardiners Creek Trail underpass at Toorak Road (Glen Iris).	Stage 2/3	TBD	Deliver	DoT, Melbourne Water
D	Work with the City of Stonnington to improve the general alignment of the Gardiners Creek Trail and address issues at creek bridges and conflict points.	Stage 4/5	TBD	Deliver	City of

1.4 Work with the State Government and neighbouring Councils to deliver the Ringwood to Collingwood SCC along the Main Yarra Trail and Koonung Creek Trail as part of the North East Link Project.					
#	Action	Timeframe	Cost to Council	Delivery Mechanism	Key Stakeholders
A	Advocate for a direct off-road path alignment along the northern side of the Eastern Freeway west of Burke Road, including separate paths for pedestrians and bicycle riders.	Stage 1: 2022-2023 (Ongoing)	Existing staff and resources	Advocate	DoT, Cities of
B	Advocate for an underpass and at-grade access paths to/from Belford Road.	Stage 2/3	TBD	Advocate	DoT
C	Advocate for improved north-south walking and bicycle connections across the Eastern Freeway at Bulleen Road (Balwyn North) as part of the North East Link Project.	Stage 2/3	TBD	Advocate	DoT, City of Manningham, NELP

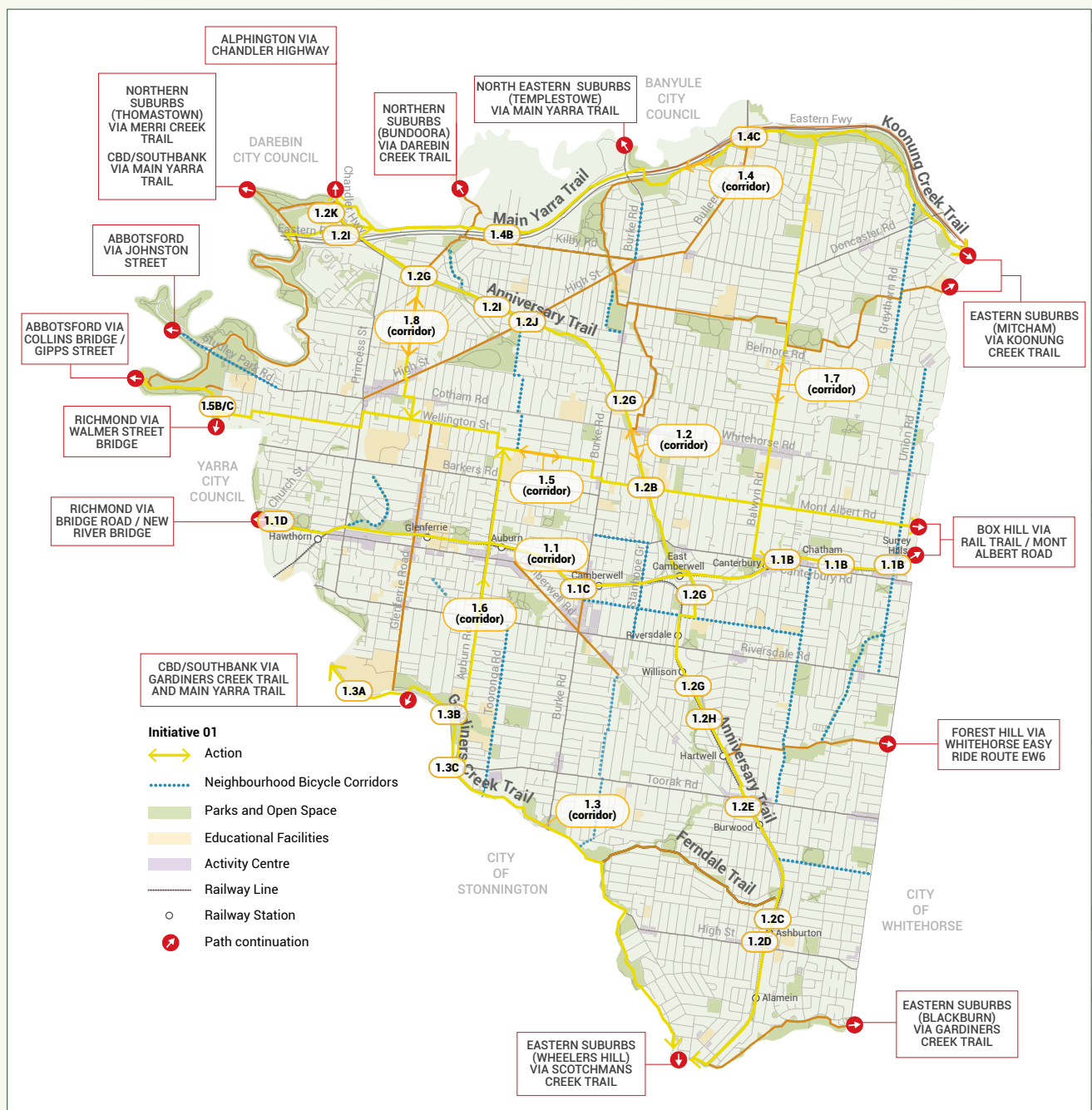
1.5 Work with the State Government to deliver the Surrey Hills to Richmond SCC via Mont Albert Road.					
#	Action	Timeframe	Cost to Council	Delivery Mechanism	Key Stakeholders
A	Advocate for protected on-road bicycle facilities along the corridor. Consider strategic removal or banning of car parking along the corridor to improve safety, particularly at crests and/or during peak times.	Stage 1: 2022-2023 (Ongoing)	Existing staff and resources	Advocate	DoT, Melb Water, Heritage Vic, City of Yarra
B	Replace the existing northern land bridge of the Walmer Street Bridge (Kew).	Stage 1: 2022-2023	\$2,400,000	Deliver	DoT, Melbourne Water, Heritage Victoria, City of Yarra
C	Advocate for a new additional bridge adjacent to the existing Walmer Street Bridge (Kew) to provide separate paths for cyclists and pedestrians.	Stage 1: 2022-2023	Existing staff and resources	Advocate	DoT, Melbourne Water, Heritage Victoria, City of Yarra

1.6 Work with the State Government to deliver the Kew to Hawthorn East SCC via Auburn Road.					
#	Action	Timeframe	Cost to Council	Delivery Mechanism	Key Stakeholders
A	Advocate for protected on-road bicycle facilities along the corridor. Consider strategic removal or banning of car parking along the corridor to improve safety, particularly at crests and/or during peak times.	Stage 2/3	TBD	Advocate	DoT

1.7 Work with the State Government to deliver the Canterbury to Balwyn North SCC via Balwyn Road.					
#	Action	Timeframe	Cost to Council	Delivery Mechanism	Key Stakeholders
A	Advocate for protected on-road bicycle facilities along the corridor. Consider strategic removal or banning of car parking along the corridor to improve safety, particularly at crests and/or during peak times.	Stage 4/5	TBD	Advocate	DoT

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

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



Initiative 1 Action Plan Map

Initiative 2

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

2.1 Provide new off-road path links to expand the network and improve local access to safe bicycle routes.					
#	Action	Timeframe	Cost to Council	Delivery Mechanism	Key Stakeholders
A	Construct a new "Glass Creek Trail" route, connecting several existing paths through Balwyn and Kew East, including within tradbroke Park and Hays Paddock, to create a safe and direct link between the Outer Circle Trail and Koonung Trail. Include suitable treatments along local road sections of the route.	Stage 1: 2022-2023 (Ongoing)	\$725,000	Deliver	DoT
B	Construct a new "Jacka Trail" off-road shared path between Myrtle Park and Gordon Barnard Reserve (Balwyn North), passing along Hislop Reserve and alongside the North Balwyn Tennis Club car park. Include opportunities to extend the trail to the north east via local road links to connect to the Koonung Trail, and also to the west to connect to Stradbroke Park and the future Glass Creek Trail.	Stage 1: 2022-2023	\$450,000	Deliver	DoT
C	Provide a new off-road path link between Gardiners Creek Trail and schools on Burgess Street (Hawthorn East) - Auburn High School and Auburn South Primary School.	Stage 2/3	TBD	Deliver	DoT
D	Construct a shared path bridge over Back Creek including a link to Somerset Road (Glen Iris) to improve access between Ferndale Trail and Hartwell Shopping Centre and connect to the Anniversary Outer Circle Trail.	Stage 2/3	TBD	Deliver	Melbourne Water
E	Investigate the feasibility of a new shared path along the Melbourne Water easement between Back Creek Reserve and Frog Hollow Reserve ("Frog Hollow to Ferndale Trail"), including crossings at Toorak Road and Camberwell Road	Stage 4/5	TBD	Investigate	Melbourne

#	Action	Timeframe	Cost to Council	Delivery Mechanism	Key Stakeholders
F	Investigate the provision of a new off-road shared path link between Linda Crescent and Chrystobel Crescent (Hawthorn). If not feasible, consider on-road options via Hilda Crescent or Ruby Street.	Stage 4/5	TBD	Investigate	–
G	Upgrade existing off-road paths and construct new links and crossings to provide a complete off-road route between Lynden Park (Camberwell) and South Surrey Park (Surrey Hills).	Stage 4/5	TBD	Deliver	DoT

2.2 Upgrade the existing formal and informal off-road path network with suitable treatments including separate paths for pedestrians and bicycle riders, the use of a range of materials for sealed or unsealed paths, lighting and signage.

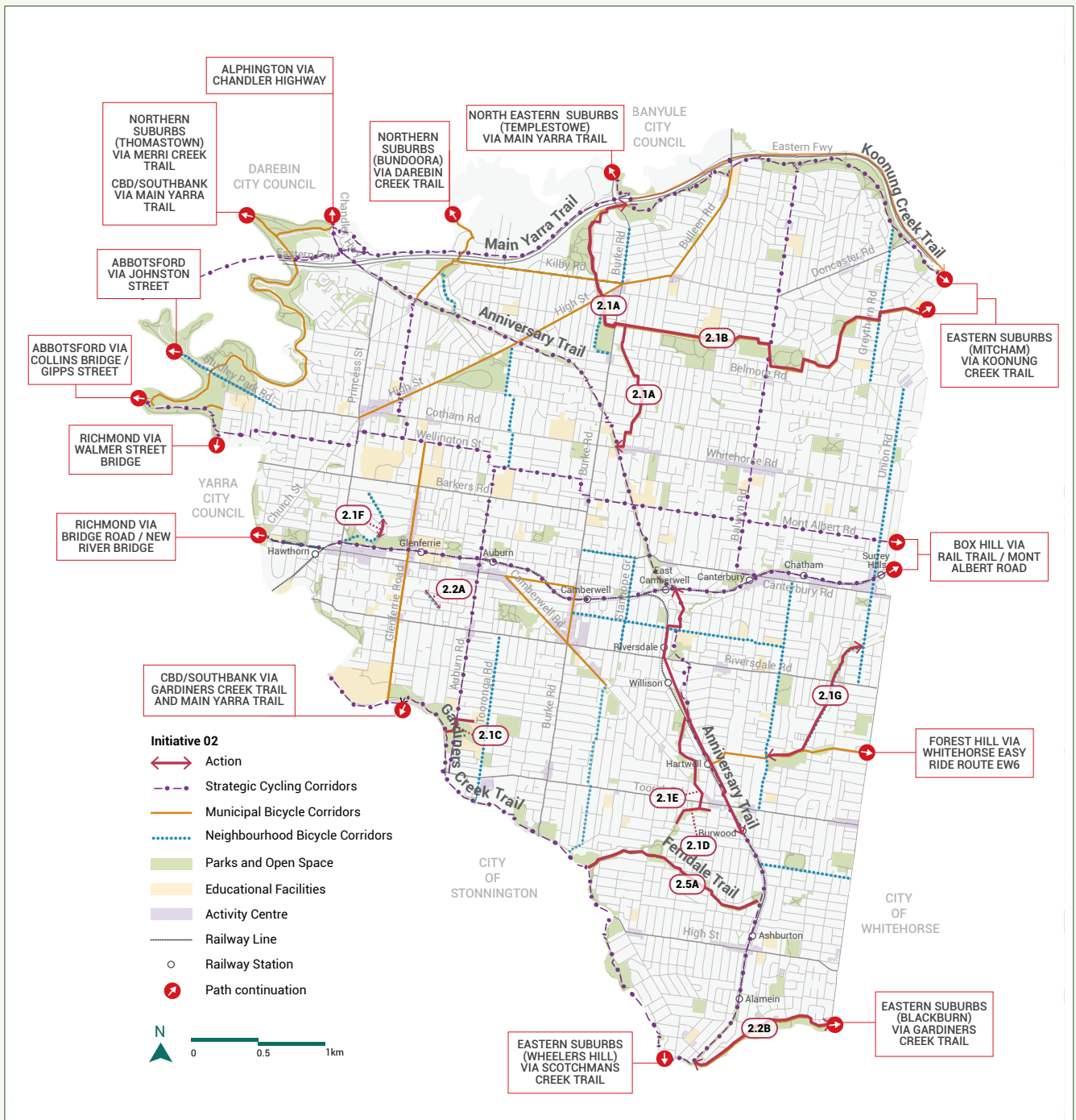
#	Action	Timeframe	Cost to Council	Delivery Mechanism	Key Stakeholders
A	Upgrade the existing off-road path through Scullin Park (Hawthorn) between Swinburne Avenue and The Boulevard.	Stage 1: 2022-2023	\$100,000	Deliver	–
B	Work with the City of Stonnington to improve the alignment and connectivity of the Gardiners Creek Trail section between Warrigal Road and Solway Street (Ashburton).	Stage 1: 2022-2023	Existing staff and resources	Deliver	City of Stonnington, Melbourne Water
C	Upgrade sections of unsealed gravel paths that are prone to washouts and high levels of maintenance to an improved path surface including consideration of asphalt with concrete edging, concrete, exposed aggregate concrete surface, permeable paving, cement stabilised gravel or other surfaces.	Stage 1: 2022-2023	\$300,000 - \$700,000 (per km based on the treatment option)	Deliver	–
D	Progressively install energy efficient lighting along suitable sections of the shared path network and informal path network to encourage use and improve the level of safety and security.	Stage 1: 2022-2023 (ongoing)	\$400,000	Deliver	–

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

#	Action	Timeframe	Cost to Council	Delivery Mechanism	Key Stakeholders
A	Review and develop a program to install kerb ramps to improve access to and from the shared path and informal path networks.	Stage 1: 2022-2023	\$50,000	Deliver	–
B	Install permanent bicycle counters around the Boroondara off-road path network to gather usage data and monitor trends.	Stage 1: 2022-2023	\$30,000	Deliver	–

2.4 Promote a safe shared environment for all path users and progressively deliver safety upgrades to maintain high quality facilities.					
#	Action	Timeframe	Cost to Council	Delivery Mechanism	Key Stakeholders
A	Arrange safety audits for the shared path network and progressively implement recommendations in line with funding allocations.	Stage 1: 2022-2023 (ongoing)	\$20,000	Deliver	-
B	Develop a community education campaign promoting safe travel speeds along off-road paths (including consideration of e-bikes).	Stage 1: 2022-2023	\$15,000	Deliver	-

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



Initiative 2 Action Plan Map

Initiative 3

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

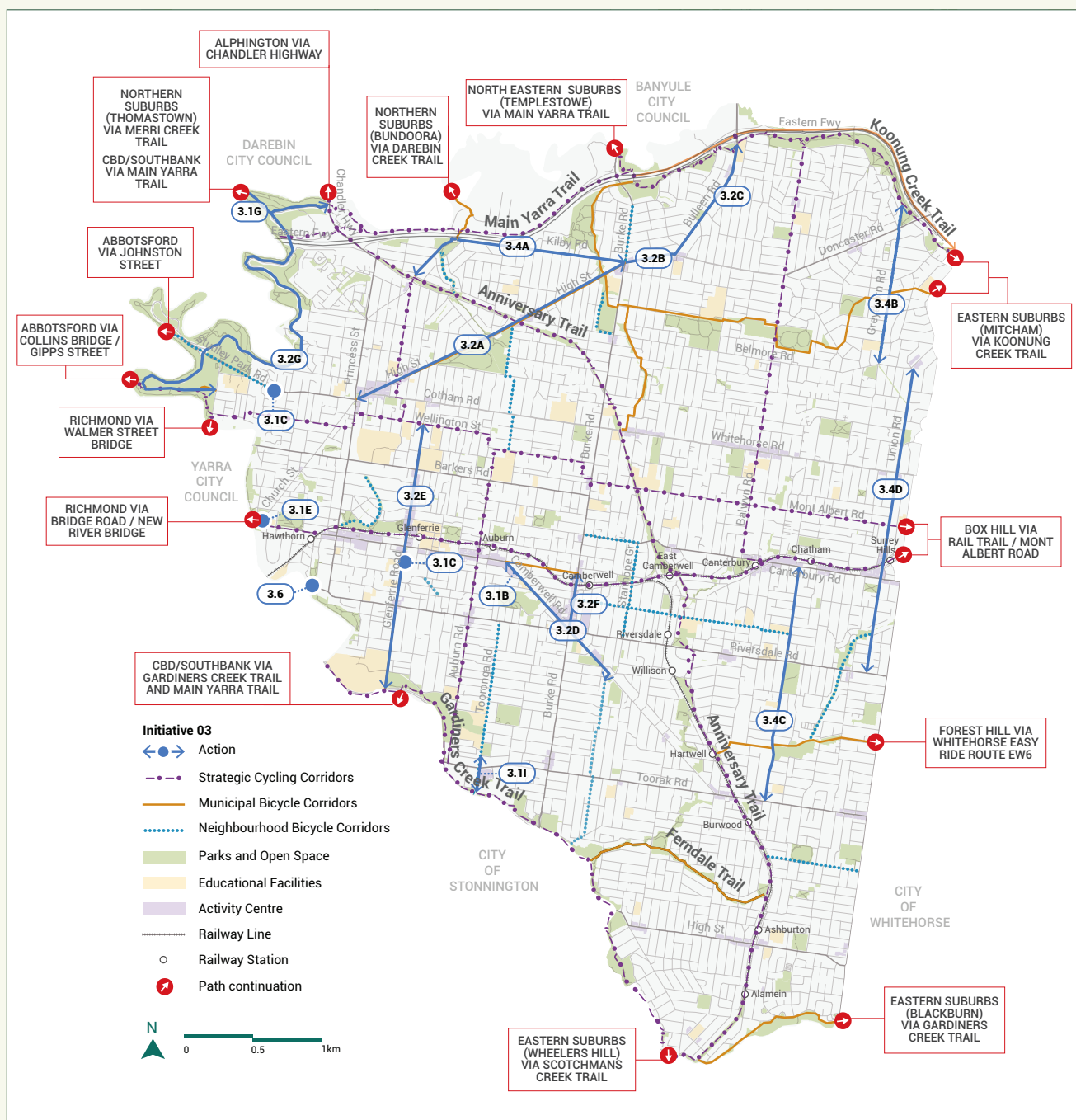
3.1 Develop concepts and advocate to the State Government for bicycle safety improvements on Department of Transport managed roads across the municipality.					
#	Action	Timeframe	Cost to Council	Delivery Mechanism	Key Stakeholders
A	Advocate and work with the State Government to develop a suitable framework and concept designs to improve safety and access for bicycle riders along Department of Transport managed roads. Consider options for roads with and without clearways, and during peak and off-peak periods. Develop standard intersection treatments with appropriate measures (separation, linemarking etc.) to improve safety.	Stage 1: 2022-2023	\$30,000	Investigate	DoT
B	Advocate to the State Government to reduce the speed limit to 40km/h along Camberwell Road between Burwood Road and Harold Street (Camberwell).	Stage 1: 2022-2023	\$10,000	Advocate	DoT
C	Develop concepts and advocate for safety upgrades at bicycle crash Black Spot locations on State Government managed roads including the intersections of Glenferrie Road / Manningtree Road (Hawthorn) and Studley Park Road / Carson Street (Kew).	Stage 1: 2022-2023	\$20,000	Advocate	DoT, Yarra
D	Advocate to the State Government for increased frequency of maintenance improvements on Department of Transport managed arterial roads, including road surface repairs and line marking renewal.	Stage 1: 2022-2023	Existing staff and resources	Advocate	DoT
E	Develop options and advocate to the State Government for improved bicycle facilities across the Hawthorn Bridge (Bridge Road) over the Yarra River.	Stage 2/3	TBD	Advocate	DoT, Melbourne Water, Yarra Trams
F	Develop options and advocate to the State Government for improved bicycle facilities across the Wallen Road bridge over the Yarra River (Hawthorn).	Stage 2/3	TBD	Advocate	DoT, Melbourne Water, Yarra Trams
G	Develop options and advocate to the State Government for improvements to the Main Yarra Trail between Yarra Boulevard and the Fairfield Pipe Bridge (Kew), including safety and amenity upgrades to the bridge structure.	Stage 2/3	TBD	Advocate	Parks Vic

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

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

3.3 Provide bicycle safety improvements on Council managed major and collector roads across the municipality.					
#	Action	Timeframe	Cost to Council	Delivery Mechanism	Key Stakeholders
A	Install painted anti-dooring bike lane treatment (as currently installed along the Glenferrie Road shopping precinct) on Council managed roads where there is a high risk of car dooring. Advocate for this treatment on Department of Transport managed roads where suitable.	Stage 1: 2022-2023	\$500,000 (1km road length, both sides of road at \$250/metre)	Deliver	DoT
B	Deliver reduced wait times at signalised crossings on Council managed roads to increase priority for walking and bicycle riders. Advocate for similar improvements at signalised crossings on Department of Transport managed arterial roads.	Stage 1: 2022-2023	\$10,000	Deliver	DoT
C	Identify and upgrade bicycle safety infrastructure on suitable Council major and collector roads including consideration of signage, linemarking, green pavement, separation kerbing, and vibra-line.	Stage 2/3	TBD	Deliver	DoT

3.4 Upgrade existing on road bicycle lanes (including physical separation where feasible) and provide safer intersection treatments for bicycle riders along the following Council-managed major and collector roads. Consider strategic removal or banning of car parking along the corridor to improve safety, particularly at crests and/or during peak travel times.					
#	Action	Timeframe	Cost to Council	Delivery Mechanism	Key Stakeholders
A	Kilby Road (Kew East) and Willsmere Road (Kew) between Burke Road and Earl Street.	Stage 1: 2022-2023	\$1,430,000 (2.6km length at \$550k per km)	Deliver	DoT
B	Greythorn Road (Balwyn North) between Doncaster Road and Belmore Road.	Stage 2/3	TBD	Deliver	DoT
C	Highfield Road (Canterbury / Camberwell) between Canterbury Road and Toorak Road.	Stage 2/3	TBD	Deliver	DoT
D	Union Road (Surrey Hills / Balwyn) between Belmore Road and Riversdale Road.	Stage 4/5	TBD	Deliver	DoT



Initiative 3 Action Plan Map

Initiative 4

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

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

#	Action	Timeframe	Cost to Council	Delivery Mechanism	Key Stakeholders
A	Establish principles and develop concept designs for local road treatments to improve bicycle safety in different road environments. Consider a range of treatments including reduced speed limits to 30 or 40km/h, traffic calming, raised intersections, localised parking bans, sharrows (shared lane markings) and coloured road markings including advisory bike lanes. Develop standard intersection treatments with appropriate measures to improve safety, including treatments for roundabouts and traffic islands.	Stage 1: 2022-2023	\$30,000	Investigate	DoT

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

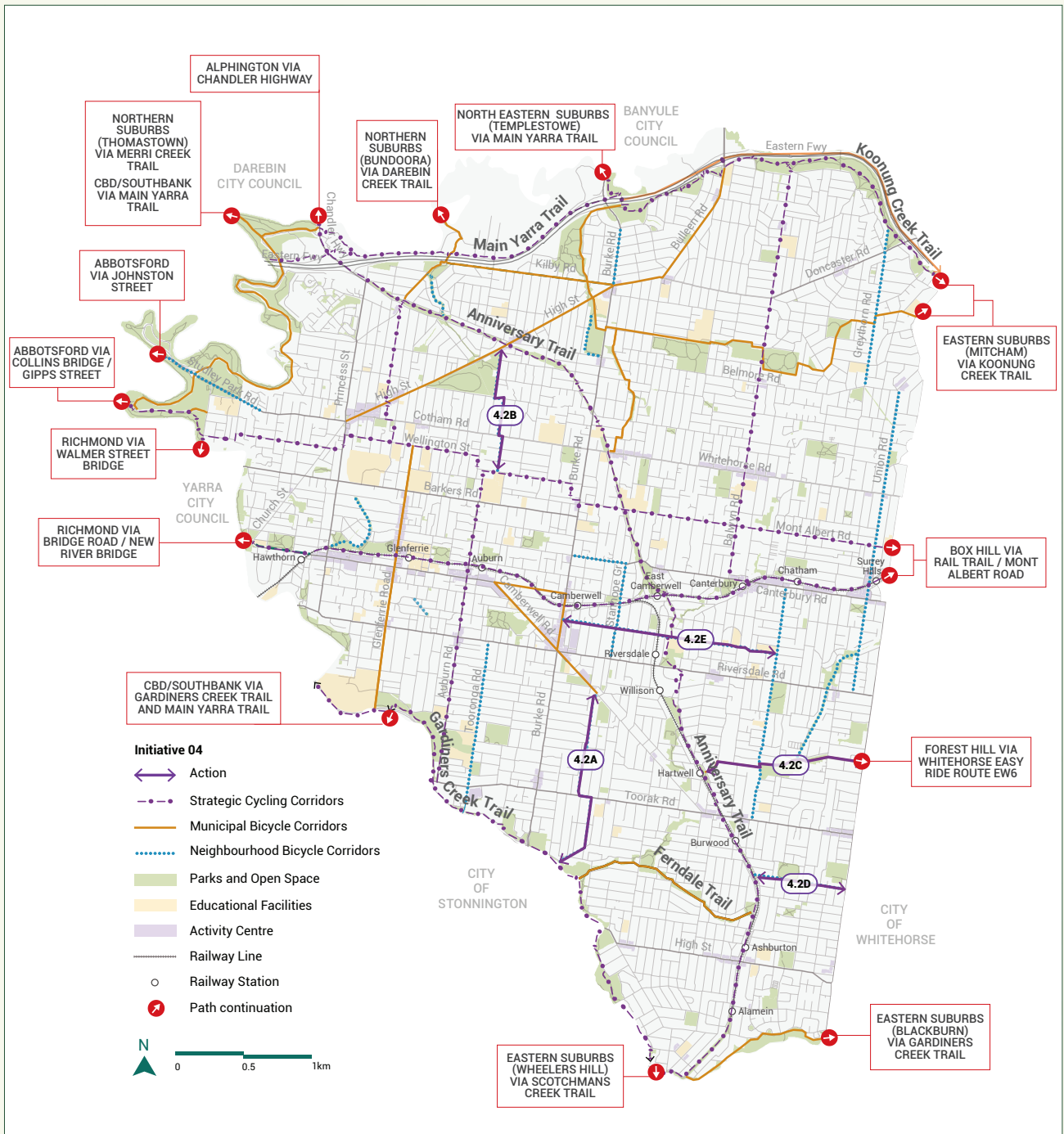
#	Action	Timeframe	Cost to Council	Delivery Mechanism	Key Stakeholders
A	Provide a bicycle route between Seymour Grove and the Gardiners Creek Trail, including bicycle streets along suitable local roads - consider route options along Rowell Avenue (Camberwell), and Martin Road or Staughton Road (Glen Iris).	Stage 2/3	TBD	Deliver	-
B	Provide a bicycle route between Victoria Park and the Strategic Cycling Corridor at Sackville Street, including bicycle streets along suitable local roads - consider route options along Adeney Avenue, Thomas Street and Florence Avenue (Kew). Include widening of the existing off-road path in Victoria Park to a minimum of 3m.	Stage 4/5	TBD	Deliver	DoT
C	Provide a bicycle route between Wattle Park Primary School and the Anniversary Trail near Hartwell Station, including bicycle streets along Thomas Street, Nevis Street and Glyndon Road (Camberwell) and upgrading the existing off-road path in Through Road Reserve. This route would also connect to the City of Whitehorse Easy Ride routes via Banksia Street.	Stage 4/5	TBD	Deliver	VicTrack, Metro Trains

#	Action	Timeframe	Cost to Council	Delivery Mechanism	Key Stakeholders
D	Provide bicycle safety upgrades along Bath Road (Glen Iris) including advocating to the Department of Transport for a 30 or 40 km/h speed limit.	Stage 4/5	TBD	Deliver	DoT
E	Provide bicycle safety upgrades along Prospect Hill Road (Canterbury) between Burke Road and Highfield Road, including advocating to the Department of Transport for a 30 or 40 km/h speed limit.	Stage 4/5	TBD	Deliver	DoT

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

#	Action	Timeframe	Cost to Council	Delivery Mechanism	Key Stakeholders
A	Install sharrows (shared lane markings) along select informal bicycle routes identified in Boroondara's TravelSmart maps to improve safety, driver awareness and wayfinding for these routes. This treatment would be limited to targeted, suitable routes where sharrows would be expected to provide notable benefits including for access and wayfinding to local facilities, off-road path links and key destinations. Many of these routes will have complimentary traffic treatments such as traffic calming devices, different coloured surface treatments, landscaping, or lower speed limits to promote a safer shared road environment.	Stage 1: 2022-2023	\$25,000	Deliver	-





Initiative 4 Action Plan Map

Initiative 5

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

#	Action	Timeframe	Cost to Council	Delivery Mechanism	Key Stakeholders
5.1	Develop a community education campaign around the use of paths within formal gardens, including promoting a low-speed shared space with pedestrian priority.	Stage 1: 2022-2023	\$15,000	Deliver	-
5.2	Provide protected on-road bicycle route options in the vicinity of formal gardens to offer convenient and safe alternative routes to bicycle riders.	Stage 4/5	TBD	Deliver / Advocate	DoT, Yarra Trams

Initiative 6

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

#	Action	Timeframe	Cost to Council	Delivery Mechanism	Key Stakeholders
6.1	Undertake a review of existing bike repair stations and water fountains and provide additional facilities at strategic areas across the municipality.	Stage 1: 2022-2023	\$40,000	Deliver	-
6.2	Advocate for improved quality and quantity of bike parking at all train stations, including potential removal of a few car parking bays to provide a Parkiteer cage at Hawthorn, Camberwell, East Camberwell, Canterbury, Riversdale, Burwood and Ashburton Stations. Provide or advocate for additional Parkiteer cages at other strategic locations including transport hubs.	Stage 2/3	TBD	Advocate	DoT, Metro Trains, VicTrack
6.3	<p>Undertake a review of existing bike parking facilities and implement an action plan to deliver high quality bike parking at key locations including:</p> <ul style="list-style-type: none"> • Within activity centres and shopping centres (including potential conversion of some vehicle parking bays into bicycle parking - i.e. providing a bicycle corral). • Near major tram stops and some train stations, to complement stations with Parkiteer cages or to support stations without Parkiteer cages. • Along the network, including recreational routes and other major routes. • Within secondary and tertiary institutions. • Within community facilities such as libraries. 	Stage 2/3	TBD	Deliver	DoT, Yarra Trams, VicTrack, Metro Trains

Initiative 7

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

#	Action	Timeframe	Cost to Council	Delivery Mechanism	Key Stakeholders
7.1	Develop and implement a new wayfinding strategy that reviews existing on and off-road wayfinding signs and delivers an easy to navigate bicycle and walking network. Include supporting information to allow path users to select appropriate routes for their needs, including distance and travel times to key destinations, directions to local amenities and facilities, and information on path congestion and potential conflict points such as road crossings.	Stage 1: 2022-2023	\$135,000	Deliver	DoT, neighbouring Councils

Initiative 8

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

#	Action	Timeframe	Cost to Council	Delivery Mechanism	Key Stakeholders
8.1	Update the current Boroondara TravelSmart map and distribute to raise awareness of safe, attractive bike routes and to help riders to plan journeys by bike.	Stage 1: 2022-2023	\$15,000	Deliver	-
8.2	Continue to run bicycle promotional and behaviour change programs for children including travel plans for primary and high schools and Safe Routes to School initiatives.	Ongoing	Existing staff and resources	Deliver	-
8.3	Work in partnership with tertiary institutes to develop a promotional and behaviour change program targeting students and staff.	Ongoing	Existing staff and resources	Deliver	-
8.4	Work in partnership with local organisations to develop travel plans and Ride to Work Day initiatives.	Ongoing	Existing staff and resources	Deliver	-
8.5	Continue to run safe bicycle riding educational training and skills programs or workshops.	Ongoing	Existing staff and resources	Deliver	-
8.6	Continue to support and promote sustainable transport initiatives with Council staff.	Ongoing	Existing staff and resources	Deliver	-

For more information on the Boroondara Bicycle Strategy:



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



boroondara@boroondara.vic.gov.au



9278 4444