

# Creating safe and accessible cycling corridors in Banyule

## We are seeking:

1. An initial \$10M State Government investment over four years to fund high priority cycling routes identified by the State to form the C1 (Primary) and C2 (Main) Strategic Cycling Corridor network within Banyule.
2. To partner with the State Government to jointly fund the construction of missing cycling paths identified in the Banyule Bicycle Strategy.



Banyule needs more than 60 kilometres of strategic cycling paths and bicycle trails to be built to connect bike riders to major activity centres and destinations.

Banyule Council recognises that no matter where residents live it is important for everyone in the community to enjoy the environmental, health and wellbeing benefits of walking and cycling. This means joining up the missing links in our network and creating safe and direct routes.

## Improving cycling rates in Banyule

Cycling rates in Banyule are well below the state average. The latest Census data indicates that only 1.1 per cent of Banyule residents travelled to work by bicycle, compared to the Greater Melbourne average of 1.4 per cent.

**'We would ride to school every day if we had better bike lanes and cycling facilities'.**

**Banyule Bicycle Strategy, community engagement results, 2021**

## Gender Equity

Only 15 per cent of women in Banyule participate in cycling compared to 22 per cent across Greater Melbourne. The State Government has identified a higher proportion of female cyclists as a strong indication of the health of a city's cycling environment.

# Safety a key concern

Our community has told us that dedicated cycling routes that separate cyclists and motorists are pivotal to increasing the number of cyclists in Banyule with over 50% of comments captured by Banyule Bicycle Strategy Survey endorsed in 2022 mentioning safety, safe infrastructure and/or direct routes.

# Other barriers to cycling in Banyule

- Missing links – a high proportion of mapped routes are non-existent or incomplete.
- Minimal road space allocation for cycle lanes, impacted by on-street car parking and traffic speeds
- Off-road shared use paths and trails heavily used and in need of maintenance.
- Concern about the potential impacts of major projects, such as NELP, on access to existing cycle routes.

**‘Very pleased to see ‘missing links’ are at the top of the agenda. My commute to (the) Austin Hospital takes me on beautiful bike paths until about 1-2km away, and then through treacherous heavy traffic – a huge safety concern.’**

**Banyule Bicycle Strategy, community engagement results, 2021**

# Strategic Cycling Corridors

The Victorian Government has committed to increasing active transport mode share to 25% by 2030, and Infrastructure Victoria recently recommended that state government partner with councils to fund pedestrian and cycling infrastructure.

The State Government developed its Strategic Cycling Corridor (SCC) Network in 2020, to address key goals of the Victorian Cycling Strategy 2019-2028 to:

1. Invest in a safer, lower-stress, better-connected network; and
2. Make cycling a more inclusive experience.

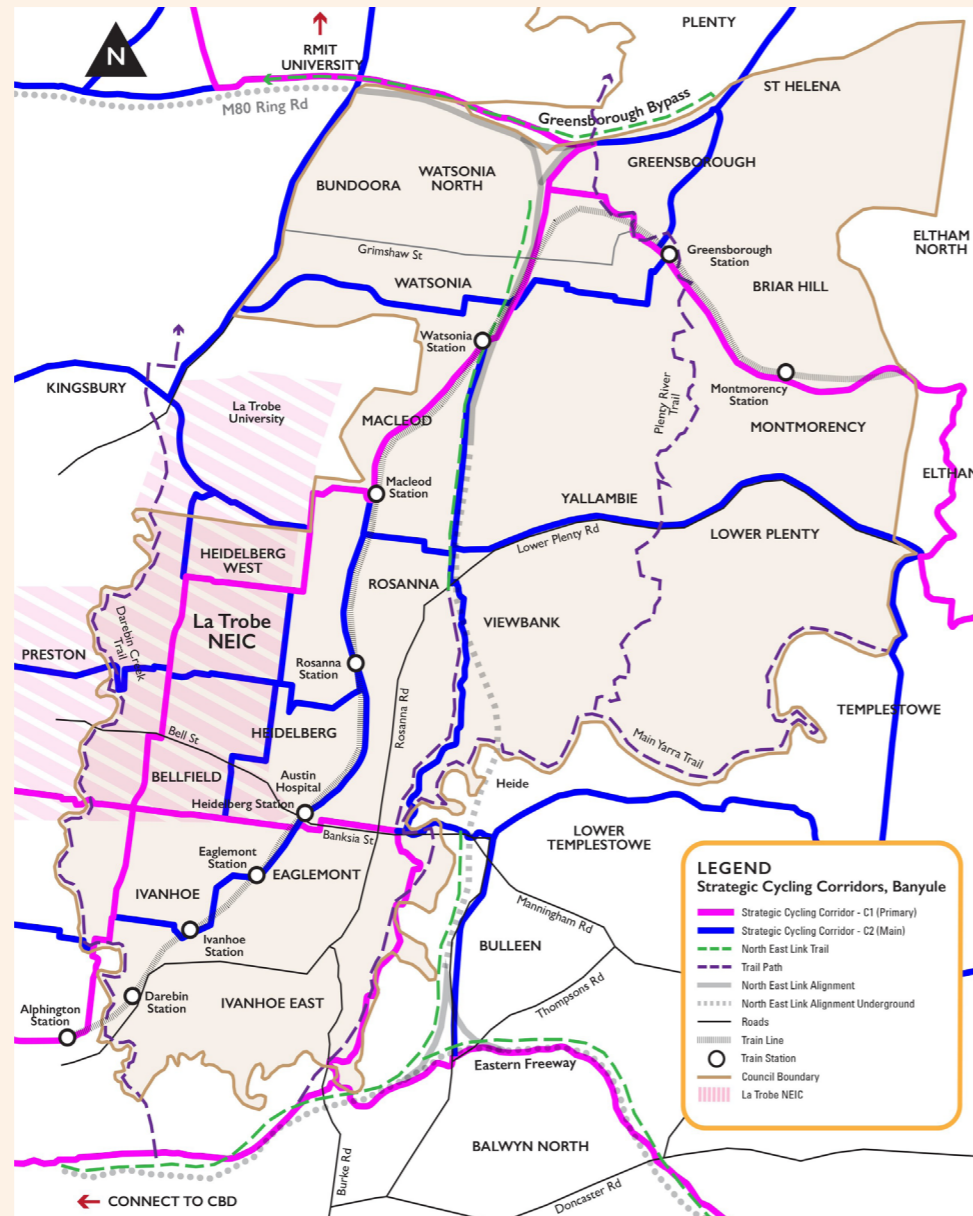
C1 (Primary) or C2 (Main) SCCs are designated as key routes for bike riding, linking people to work, education and other important transport destinations such as

stations or shops with further connections to places of metropolitan and regional significance.

They are expected to provide safe, lower stress cycling routes for all abilities.

Map A shows the State Government's plan for C1 and C2 SCC connections within the City of Banyule.

More than 60 kilometres of these low stress and direct bike riding paths need to be constructed in Banyule to deliver the State's proposed network.



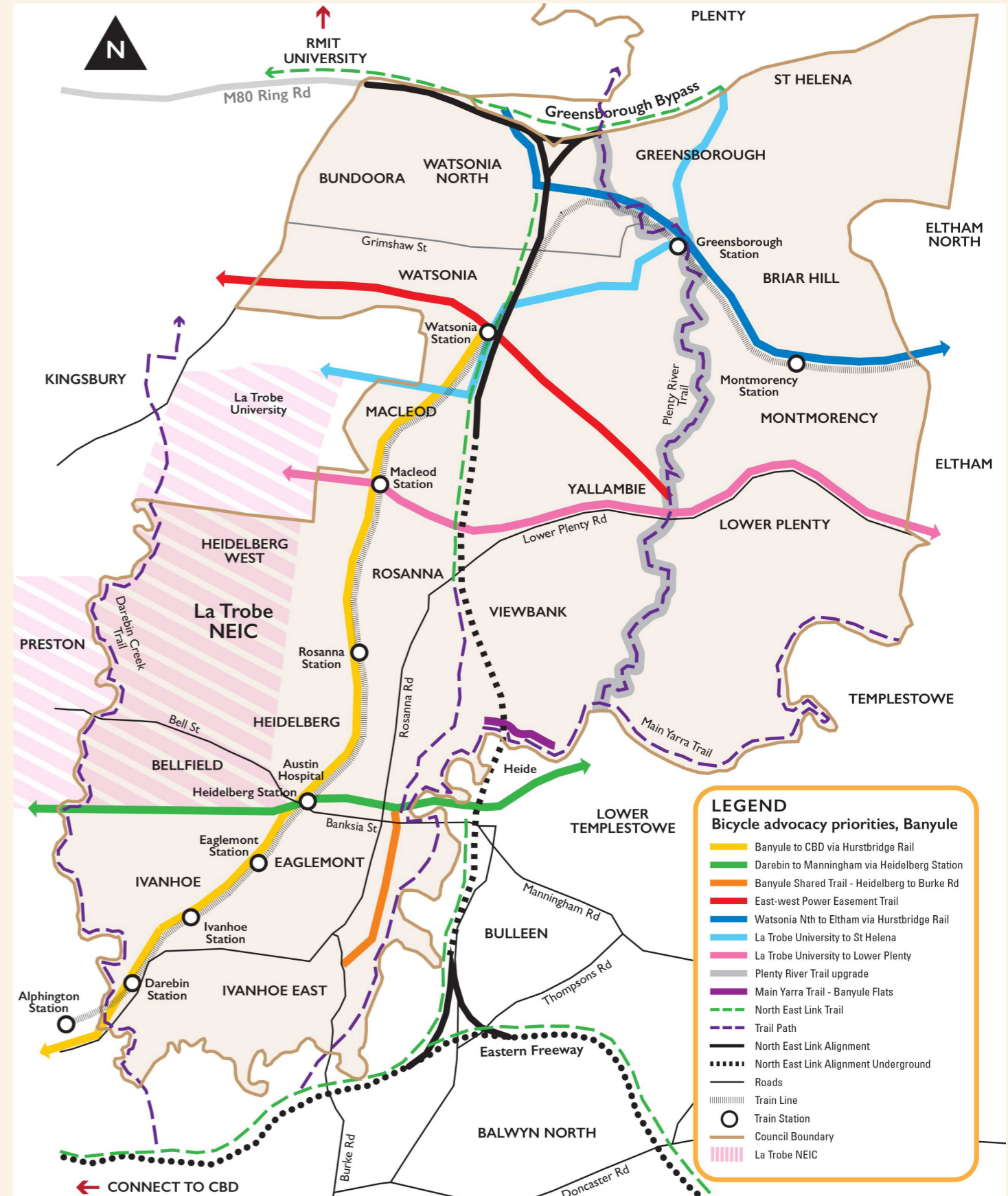
Map A shows the State Government's plan for C1 and C2 SCC connections within the City of Banyule.

# Cycling Corridor Priorities

Banyule Council has prioritised delivery of the Strategic Cycling Corridor and is keen to partner with the State to attract a pipeline of funding for their delivery. More than \$20 million of priority works have been identified.

**‘I expect more people would cycle (less traffic!) if only it were safer...’**

**Banyule Bicycle Strategy, community engagement results, 2021**



Map B shows Banyule's prioritised Cycling Connections Project List routes, 2021

## Banyule to Melbourne CBD via Hurstbridge Rail, Watsonia to Melbourne – \$3.7M

(refer yellow line on map) 

### Including:

- Heidelberg Road from Darebin Creek to Upper Heidelberg Road – \$700,000
- Upper Heidelberg Road through Ivanhoe to Studley Road – \$400,000
- Upgrade Studley Road lanes to Heidelberg Station – \$770,000
- Heidelberg to Rosanna in rail corridor – *partially funded but extension sought*
- Rosanna Station to Macleod Station along Ellesmere Parade and McNamara Street – \$600,000
- Macleod Station to Watsonia Station in rail corridor or upgrade potentially with section along Wungun Street – \$1.2M
- Completion of this route relies on the construction of 1A – CBD to Heidelberg Road at Darebin Creek which is outside Banyule municipality.

## Darebin to Manningham, via Heidelberg Station – \$1.07M

(refer green line on map) 

### Including:

- Construct a shared user bridge over the Yarra River to link Banyule to Manningham – *Already funded*
- Provide an on-road bicycle route on Yarra Street or acceptable alternative to connect Yarra crossing to Heidelberg Station – \$1.07M

## North East Link Trail – \$5.4M

(refer Green dashed line on map) 

### Including:

- Provide a sealed route from Banksia Street to Burke Road North via The Boulevard to connect to the Eastern Freeway (in addition to the more western proposal NEL shared user path alignment via Bulleen Road to the Eastern Freeway) – \$5.4M
- Provide a grade separated crossing at Banksia / Jika Street to link to the new Banksia Street to Burke Road North route for a direct and safe alternative to the existing underpass below Manningham Road Bridge – *TBC*

## East West powerline easement trail – \$4.2M

(refer red line on map) 

### Including:

- Provide a grade separated crossing (overpass) at North East Link – adjacent to Richards Ave – \$4.2M

## Watsonia North to Eltham via Greensborough – \$1.92M

(refer dark blue line on map) 

### Including:

- Provide the connection to the Macorna Street overpass (to access RMIT University) from the Hakea Street North East Link crossing link – \$1.07M
- Upgrade the connection to Greensborough Station from the Yando Street North East Link crossing link – \$850,000

## La Trobe University to St Helena, via Greensborough Station – \$2.7M

(refer light blue line on map) 

### Including:

- Provide the connection to La Trobe University via Nell Street West or an acceptable alternative (e.g. Wattle Drive) from Nell Street overpass – \$2.1M
- Upgrade the connection to Greensborough Bypass Trail from the Nell Street overpass – \$660,000

## La Trobe University to Lower Plenty – \$2.46M

(refer pink line on map) 

### Including:

- Upgrade the connection from La Trobe University via Macleod Station railway crossing and Erskine Road to the North East Link crossing – \$660,000
- In addition to the Drysdale Road easement path, provide new bike lanes along Lower Plenty Road to the Diamond Creek Trail and Fitzsimons Lane – \$1.8M

## Plenty River Trail – \$385,000

(refer grey line on map) 

### Including:

- Provide improvements to the Plenty River Trail – \$385,000



**Banyule**  
City Council

FOR MORE INFORMATION

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