

Extend the Northern Bicycle Trail – Rosanna to Heidelberg

We are seeking:

1. A State Government commitment to provide safe and separated cycling infrastructure within the rail corridor between Heidelberg and Rosanna Stations.
2. State Government funding to relocate signal boxes in the rail corridor between St James Road and Brown Street, Rosanna to enable this to occur.



Council is advocating for a safe, off-road cycling link within the Hurstbridge rail corridor from Watsonia to Ivanhoe. The Department of Transport and Planning (DTP) is building a hybrid rail corridor and on-road cycling route from Studley Road to the intersection of Darebin and Hawdon Streets in Heidelberg. A commitment is required to continue this route as an off-road shared user path to Rosanna Rail Station.

Background

- The Victorian Government announced \$5 million in the 2019/20 Budget for a cycling connection on the Northern Bicycle Trail between Heidelberg and Rosanna Stations.
- The rail corridor between Heidelberg and Watsonia Stations is a designated C2 (Main) Strategic Cycling Corridor (SCC) supporting safe and low-stress connections between activity centres.
- The DTP explored the feasibility of installing a Shared User Path (SUP) along the rail corridor between Heidelberg Station and the existing SUP on Turnham Avenue, Rosanna.
- They found that the \$5M budget would only allow for part of the Strategic Cycling Corridor-standard path to be delivered along the rail corridor, separate from the road.
- Instead, DTP propose a hybrid rail corridor and on-road solution.
- This interim solution only partly fulfils Council's ambition for a safe cycling route along the rail corridor between Heidelberg and Rosanna Stations.

Solution

Council is calling for safe separated cycling infrastructure of Strategic Cycling Corridor-standard in the sections that are planned to be built as a shared road treatment along Hawdon Street and Beetham Parade, Rosanna.

To achieve this, additional funding is needed to relocate signal boxes that were installed during rail duplication works.

Ruthven Street, Macleod – Level Crossing Removal

The Victorian Government has committed to removing the Ruthven Street level crossing in Macleod by 2027. Removing this level crossing will improve safety, reduce congestion and allow more trains, more often. It will ease congestion on local roads, free up space for the community to enjoy and create more room for pedestrian and cycling connections.

Removing this level crossing now will make the area safer and prevent even longer boom gate down time when the Hurstbridge Line Duplication delivers more train services.

The Ruthven Street level crossing will also assist with the construction of the Northern Bicycle Trail along Ellesmere Parade, Rosanna and connection of the trail to Macleod rail station, Macleod football and cricket ground and Macleod Neighbourhood Activity Centre.

It also raises the opportunity to complete the Rosanna to Heidelberg works including removal of the signal boxes whilst works are occurring for the Macleod level crossing removal and buses are replacing trains.

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

Banyule resident, Banyule Bicycle Strategy engagement response 2021

Supporting active transport

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.

This work is part of a State Government directive to implement Strategic Cycling Corridors across Melbourne. Strategic Cycling Corridors (SCCs) support cycling as a transport choice by providing safe and direct routes connecting significant destinations within or between municipalities. The route along the rail corridor between Rosanna and Heidelberg has been designated a main SCC and is integrated with the wider transport network by connecting to Rosanna and Heidelberg railway stations.

Further information regarding SCCs can be found at: transport.vic.gov.au/getting-around/walking-and-cycling/strategic-cycling-corridors.

Banyule Council embraces active travel as a major transport option and aims to create an accessible and safe environment for all cyclists whilst:

- reducing greenhouse emissions
- reducing local traffic congestion by promoting cycling as an alternative to car travel
- supporting health and wellbeing by encouraging active transport and recreational riding.

Making cycling safer in Banyule

Banyule needs more than 60 kilometres of safe Strategic Cycling Corridor routes to transport cyclists to major activity centres and destinations. The Rosanna to Heidelberg section of the Northern Trail is one of these high priority cycling routes identified by the State Government in their Strategic Cycling Corridor Network (2020).

Cycling rates in Banyule are well below the state average. Our community has told us that direct and safe routes are key concerns with over 50% of comments captured by Banyule Bicycle Strategy Survey (endorsed in 2022) mentioning safety, safe infrastructure and direct routes.



Banyule

City Council

FOR MORE INFORMATION

Michele Purtle
Advocacy Lead

Banyule City Council

 Michele.Purtle@banyule.vic.gov.au

 0419 397 290

 [banyule.vic.gov.au](https://www.banyule.vic.gov.au)