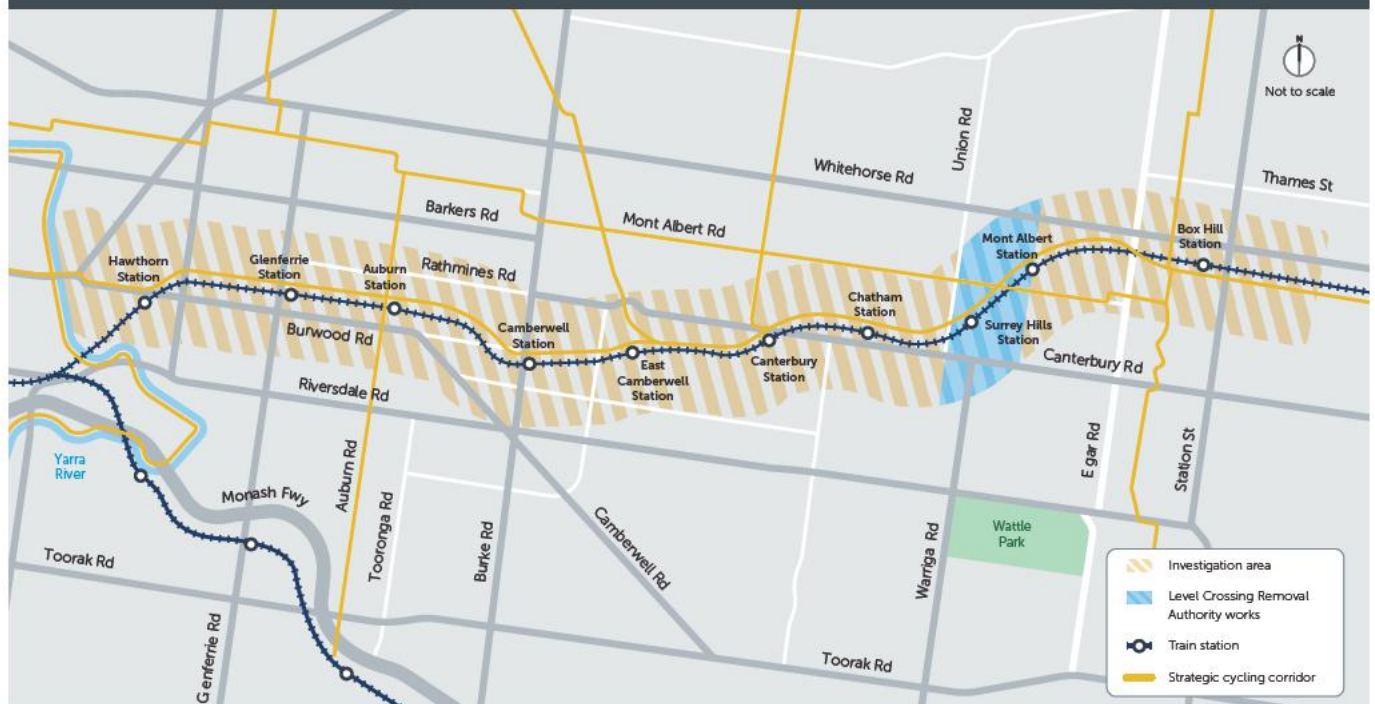


Box Hill to Hawthorn Feasibility Study

Information update
October 2021

Box Hill to Hawthorn Safe Cycling Corridor Feasibility Study

Investigation Area



The Victorian Government has undertaken a feasibility study to plan for the Box Hill to Hawthorn cycling corridor which will link several significant destinations and ten railway stations along the route.

The feasibility study

The Department of Transport (DoT) undertook a feasibility study for the delivery of a safe cycling path between Box Hill and Hawthorn which is part of the CBD to Croydon Strategic Cycling Corridor.

The section between Surrey Hills and Mont Albert was not included in the study, as this section of the corridor will be delivered by the Level Crossing Removal Authority (LXRA).

The feasibility study focused on identifying a preferred alignment and developing potential design options for the cycling path.

About the corridor

The 30 kilometre CBD to Croydon Strategic Cycling Corridor (SCC) is a key component of the eastern metropolitan cycling network.

Within the corridor, a 10 kilometre safe cycling path connecting Ringwood to Box Hill was completed in late 2020.

The 10 kilometre section between Box Hill to Hawthorn is an important link in the corridor and a new path will connect local community to public transport, shopping precincts and recreation facilities.

Strategic Cycling Corridor Principles

The Strategic Cycling Corridor (SCC) network is a subset of the Principal Bicycle Network (PBN) and is focused on cycling as a mode of transport. SCCs are the “arterials” of the bicycle network, which connect important destinations to the CBD or other destinations of metropolitan and state significance.

The key principles used in the design of strategic cycling corridors are to ensure they are:

- Safe
- Direct
- Integrated
- Connected and
- Destination focused.

These principles were a key consideration in the development of the feasibility study.

The alignment

To streamline our investigations, we divided the Box Hill to Hawthorn corridor into two sections:

- Western section – East Camberwell Station to Hawthorn, and
- Eastern section – East Camberwell Station to Box Hill (not including the LXRA investigation area).

From there, three alignment options were considered:

- Rail – Alignment predominately within the railway reserve and connected via the road network where not feasible.
- Road (moderately direct) – Alignment typically uses the local road network with some segments following the rail corridor.
- Road (highly direct) – Alignment is typically within the road network and mainly uses arterial and connector roads.

Outcomes of the feasibility study

The study identified the rail corridor alignment option as the preferred route for both the Western and Eastern sections, scoring highest in both the technical assessment and ease of implementation assessment.



It also aligns with the strategic cycling corridor principles and is well supported by key stakeholder groups.

However, constraints exist within the rail corridor option, particularly in the Western section.

These include potential heritage issues and limited space next to the railway line that could impact the safe and cost effective delivery of a safe cycling path.

What we learnt

The rail alignment option scored highest in our assessments of the corridor and was identified as the preferred option by key stakeholders.

There are constraints associated with this option in some areas along the route which will require further investigation to determine an appropriate option for a safe cycling path.

The road (moderately direct) option also scored well in our assessments for both sections, mainly due to its ease of implementation.

Stakeholder consultation

During the study, we engaged with key stakeholders to determine the preferred alignment and potential treatment options.

We'd like to thank all stakeholders that provided feedback throughout the development of the study.

What we heard

- A bicycle corridor following the railway corridor is strongly preferred.
- If local roads are to be used, there should be no or minimal impact on existing parking capacity.
- Burwood Road (arterial road) is not likely to be supported as a preferred route because of safety concerns around traffic volumes and car parking.
- More practical and robust safety treatments are needed at busy intersections to protect bike riders.

Next steps

Given the challenges that exist with the Box Hill to Hawthorn corridor, the project will be developed in stages.

Initially, we'll focus on project development activity to build a safe cycling path to 'fill the gap' between Box Hill and Mont Albert Railway Stations.

From there, we'll focus on exploring options and completing further investigations to connect Surrey Hills and Hawthorn railway stations.

We'll continue to engage with key stakeholders and the community as the development work for the Box Hill to Hawthorn cycling corridor progresses.

For further information

Further information is available on the VicRoads website:

vicroads.vic.gov.au and search 'Box Hill to Hawthorn' or by calling VicRoads on **13 11 71** (TTY **13 36 77**, Speak and Listen **1300 555 727**).