**CHECK ONENOTE FOR STRUCTURE**

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# Summary

The purpose of this document is to outline what is considered to be a comprehensive and reasonable bicycle strategy for Boroondara from 2018 to 2023.

# Vision

aaaaaaaa

# Strategic Framework

The vision forms the basis for the strategy's strategic objections.

A vision statement is as follows:

*"To increase the percentage of people cycling in Boroondara for all purposes by providing a safe and encouraging environment for bicycle users of all ages and abilities".*

Dkfkdf

# Policy Review

## Boroondara

### Boroondara Bicycle Strategy

The current Boroondara Bicycle Strategy is due to expire in 2018. It was developed in September 2008 to guide the development and strategy of Boroondara’s bicycle network over ten years. It identified several key focus areas, namely:

* Catering for all
* Infrastructure
* Supporting infrastructure
* Maintenance and auditing
* Education and promotion
* Monitoring and targets

In evaluating the success or failure of the existing strategy, its overall goal is stated as:

“…to increase the number of cyclists using Boroondara’s bicycle network and facilities”.

VicRoads data from 2010 to 2015 shows a general increase in the number of cyclists in Boroondara over this period of **X PERCENT** as shown in **FIGURES X and Y**.

**Figure X – Number of cyclists in Boroondara (2010 – 2015)** (VicRoads 2016)

<GRAPH>

**Figure Y – Number of cyclists in Boroondara by bicycle counter site (2010 – 2015)**

<CHART>

The Strategy also contains 58 specific project recommendations and 29 general recommendations. The former are categorised by priority from ‘high’ to ‘low’.

**Figure X – Project completion status from 2008-2018 Boroondara Bicycle Strategy by type (correct as of February 2017)**

**Figure Y – Total project completion status from 2008-2018 Boroondara Bicycle Strategy (correct as of February 2017)**

As of February 2017, 47 percent of projects outlined in the 2008 Boroondara Bicycle Strategy have not been implemented. It is important to recognise that a significant proportion of these projects rely on other stakeholders, particularly VicRoads. Conversely, other projects that have been completed or are in progress did not involve any input or funding from Council.

### Other Boroondara Policies and Strategies

There are many policies with relevance to cycling from the City of Boroondara; indeed, every policy could feasibly be linked to the benefits of cycling. However, in the interests of space and time, only those most relevant have been selected for analysis. These are:

* Health & Wellbeing Plan
* Open Space Strategy
* Urban Design Frameworks/Activity Centre Strategies
* Integrated Transport Strategy
* Road Safety Strategy
* Parking Management Policy
* Road Management Policy

All of these policies state the importance of encouraging active transport

## Neighbouring Councils

The City of Boroondara borders six other local governments: the Cities of Yarra, Darebin, Manningham, Whitehorse, Monash and Stonnington. Given the metropolitan-wide scale of the bicycle network, it is important to examine the significant links in infrastructure and programs across municipal boundaries.

### City of Yarra

Yarra has the highest proportion of people who use a bicycle as their mode of transport to travel to work in Australia (City of Yarra 2016). The number of people utilising sustainable and active transport modes has been increasing significantly largely due to programs and projects within Yarra.

Such projects include:

* ‘Copenhagen-style’ bicycle lanes on Wellington Street, Collingwood
* Reducing speed limits to 40km/h in local streets
* Protected bike lanes in Carlton and Fitzroy North

While its bicycle strategy expired in 2015, Yarra Council approved a ‘refresh’ document in August 2016 outlining the prioritisation of projects. It is proposed to form the basis for developing a comprehensive strategy post-2016 (City of Yarra 2016b).

A number of opportunities exist to collaborate with Yarra on projects of mutual interest and benefit, in particular along VicRoads-designated Strategic Cycling Corridors. These projects that are in close proximity to Boroondara are listed in **Appendix C.**

### City of Darebin

Cycling levels have been increasing at very high rates over the past decade in Darebin. The Darebin Cycling Strategy identifies strategic corridors in which to direct its efforts and investment. These include both state and council-identified routes. Unlike some other council strategies, specific project identification is separated into a Cycle Strategy Technical Report Action Plan. Progress on this Plan is reported annually to the Darebin Bicycle Advisory Committee (City of Darebin 2013).

Several routes into the north of Boroondara provide opportunities for linkages across the Yarra River. The expected completion of the Darebin Creek Bridge in particular will open up significant opportunities for intra-municipality travel.

The Darebin Cycling Strategy expires in 2018 and is due for replacement at the same time as Boroondara’s strategy.

### City of Banyule

Three separate documents outline Banyule’s approach to cycling: the Banyule Bicycle Policy, Bicycle Strategy and Bicycle Strategy Action Plan (City of Banyule 2016). The Policy outlines a vision, three key principles and several objectives to be met by 2019 or 2020.

As this strategy approaches the end of its life, many of the proposed actions have been completed. There remain opportunities for collaboration in the future on improving links between Boroondara and Banyule, including:

* Developing better north-south links from the Main Yarra Trail into Ivanhoe
* Improving connections from Burke Road
* Working on how best to utilise extra capacity and routing options provided by the Darebin Creek Bridge.

The Banyule Bicycle Strategy is due to expire in 2020 and has a ten-year life.

### City of Manningham

Manningham’s Bicycle Strategy outlines three key objectives to be met in improving cycling within the municipality: bicycle infrastructure, bicycle facilities and behaviour change (City of Manningham 2013). While Manningham and Boroondara do not share a long boundary, several routes traverse from North Balwyn into Doncaster and Bulleen. The major activity centre of Doncaster is rapidly developing and becoming an important destination for many within surrounding suburbs, including in Boroondara.

Opportunities for cooperation include:

* Developing bicycle facilities at Doncaster Park and Ride to reduce pressure on car parking
* Working on links across the Eastern Freeway to improve permeability of the street network.

### City of Whitehorse

The Whitehorse Bicycle Strategy was recently developed in 2016 with extensive community consultation and research. It focuses largely on developing ‘low stress’ routes utilising local side streets to encourage cyclists not to use often-dangerous major roads. Like Boroondara, Whitehorse suffers from a disjointed network of trails and routes that are a significant barrier to cycling. Linking major destinations, such as Box Hill Activity Centre, is also a key focus with relevance to Boroondara.

Whitehorse shares the second-longest boundary of any council with Boroondara and continues the largely grid-like street network of Boroondara to the east. This is an important factor in developing ‘low stress routes’ outlined in the Whitehorse Strategy.

A number of opportunities exist to collaborate with Whitehorse on projects of mutual interest and benefit. The Whitehorse Strategy does not include specific action items for particular locations but takes a more strategy approach in identifying broader areas where projects could be focussed.

Nevertheless, opportunities for cooperation include:

* Developing off and on-road east-west links from Burwood, Box Hill South and Mont Albert North into Boroondara
* Working to develop consistency along the Koonung Creek Trail.

### City of Monash

Monash is the only municipality adjacent to Boroondara that does not have a standalone bicycle strategy. Instead, the Monash Walking and Cycling Strategy contains the background, information and actions relevant to Cycling.

Each action is categorised under one of the four strategic objectives. From this list, opportunities for collaboration include:

* Developing links between the Gardiners Creek Trail and surrounding streets/paths
* Improving connections into the Monash off-road network, particularly the Waverley Rail and Scotchmans Creek Trails

### City of Stonnington

Due to its long southern border with Boroondara and the sharing of responsibility for the major Gardiners Creek Trail, Stonnington remains one of the most important stakeholders for the municipality to work with.

Documentation is divided into the Stonnington Cycling Strategy and the Cycling Strategy Action Plan. These were both informed by two years of extensive research and consultation. The key aims of the strategy are to create a connected bicycle network that fills in the gaps of the existing network. It also proposed ongoing increases in funding to ensure that projects are completed within the stated timeframes.

The Action Plan contains a number of projects that involve Boroondara. These include:

* Developing a wayfinding strategy for off-road trails shared with the City of Boroondara
* Improve cyclist travel along Glenferrie Road, High Street and Toorak Road
* Construction of a new shared bridge at Sir Zelman Cowen Reserve to implement safety improvements in crossing Glenferrie Road

Ongoing joint auditing and improvements for the Gardiners Creek Trail will also remain vital for the operation of the metropolitan bicycle network.

## State Government

### Victorian Cycling Strategy

We’ll know when they know.

### Vision Zero

TAC

### Plan Melbourne

Planning

### SmartRoads

Lol

# Encouraging Cycling

This section summarises the latest and most relevant academic and other expert literature on bicycling and related areas.

## Economic

The economic benefits of encouraging bicycle usage as both a transport mode and recreational activity are well-documented. Studies across Melbourne, Australia and other parts of the world have shown that the transport benefits alone produce more economic benefit for traders than cars.

**<CONTINUE>**

## Health

## Environmental

## Transport?

## Urban planning?

# Strategic Route Planning

It is proposed to create a Boroondara-wide network of routes to assist wayfinding and focus projects of this and other strategies. In line with actions taken by other councils (City of Banyule 2016, City of Darebin 2013), it is proposed to create a Municipal Bicycle Network in Boroondara.

The aims of this exercise are to:

* Indicate safe and direct routes for travel outside and within Boroondara
* Provide scope for focussing bicycle projects along designated routes to ensure the most effective use of limited time and resources
* Assist in wayfinding projects
* Promote the use of bicycles for local short-distance trips

Three levels of routes are proposed: (NEED A FOURTH CATEGORY?)

1. Municipal Bike Routes (Level 1 – major routes connecting to neighbouring councils and/or activity centres)
   1. Long-distance routes linking into other major routes and/or neighbouring municipalities
   2. Provide strategic north-east or east-west travel along Strategic Cycling Corridors
2. Neighbourhood Bike Routes (Level 2 –routes providing low-stress bike routes for local trips)
   1. Between five and one kilometres in distance
   2. Link activity centres and other trip generators with surrounding residential areas
3. Access Bike Routes (Level 3 – paths and streets providing short links into other routes)
   1. Less than one kilometre distance
   2. Provide links between paths or between surrounding streets and nearby routes

This hierarchy is proposed in addition to the existing VicRoads Strategic Cycling Corridors which are considered to be of metropolitan-wide significance and scope. This proposed Boroondara Bicycle Network (BoBiN) would complement and extend these existing off and on-road routes.

In organising this network, four criteria have been developed to assist in categorising and planning for routes:

**Figure X – Criteria for developing BoBiN routes**

|  |  |
| --- | --- |
| **Criterion** | **Questions** |
| 1. Purpose | Is the route intended for recreational or utilitarian cycling? |
| 1. Stress | Is the route off or on-road? |
| 1. Length | How long is the proposed route? |
| 1. Connectivity | Does the route link any activity centres? If so, how many? |

<MAP OF FULL BoBiN>

## Municipal Bike Routes

These are mostly existing off-road trails and paths that carry significant volumes of bicycle traffic. These include the Gardiners Creek, Yarra and Anniversary Trails.

Principal characteristics include:

* Long-distance routes across multiple suburbs
* Predominantly 3-4 metre-wide paths
* Providing strategic connections between other major routes in neighbouring municipalities and/or activity centres
* Providing opportunities for recreational as well utilitarian cycling

Routes identified in this category are listed in **<FIGURES X AND Y>** below.

**Figure X – Boroondara Municipal Bike Routes (Level 1)**

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **BoBiN ID** | **Route** | **Origin** | **Destination** | **Existing** |
| 1.1 | Yarra Trail – Koonung Creek Trail | Fairfield Pipe Bridge (City of Yarra) | Winfield Road, Balwyn North (City of Whitehorse) | Y |
| 1.2 | Anniversary Trail | Chandler Highway, Kew (City of Yarra) | Alamein (City of Stonnington) | Y |
| 1.3 | Gardiners Creek Trail | Citylink, Hawthorn (City of Yarra??) | Ashwood, Ashburton (City of Monash) | Y |
| 1.4 | Hawthorn to Box Hill Trail | Hawthorn Bridge, Hawthorn (City of Yarra) | Surrey Hills (City of Whitehorse) | N |
| 1.5 | Yarra to Ashwood | Hawthorn Bridge, Hawthorn | Gardiners Creek, Ashwood (City of Monash) | N |

**Figure Y – Map of Boroondara Municipal Bike Routes (Level 1)**

<MAP>

## Neighbourhood Bike Routes

Neighbourhood Bicycle Routes form the majority of the BoBiN and also contain many of the proposed new projects to cater for predominantly local travel. With **X PERCENT** of all trips of Boroondara under 2 kilometres currently undertaken by private car, significant opportunities exist to reduce traffic congestion, improve public health and provide urban renewal opportunities in many parts of the city.

Characteristics of these routes include:

* Medium to short-distance routes using a combination of off and on-road facilities
* Connecting surrounding residential areas to local centres and/or providing connections between centres
* Focus on ‘low-stress’ cycling routes to encourage the ‘Interested but Concerned’ user group
* Predominantly focussed on cycling as a mode of transport rather than recreation

Routes identified in this category are listed in **<FIGURES X AND Y>** below.

**Figure X – Boroondara Neighbourhood Bike Routes (Level 2)**

|  |  |  |  |
| --- | --- | --- | --- |
| **BoBiN ID** | **Route** | **Origin** | **Destination** |
| 2.1 | Yarra Trail, Kilby Road, Maud Street, Greythorn streets, Koonung Creek Trail | Pipe Bridge, Fairfield | Koonung Creek Trail, North Balwyn |
| 2.2 |  |  |  |
| 2.3 |  |  |  |

**Figure Y – Map of Boroondara Neighbourhood Bike Routes (Level 2)**

<MAP>

## Access Bike Routes

The third category of routes identifies short links between Municipal and Neighbourhood Bike Routes identified in the previous two sections. Existing routes in this category provide small but important routes that act as a ‘feeder network’ facilitating access onto off-road paths or on-road infrastructure. While these are predominantly off-road trails through open space, such routes can also incorporate low-stress sections along residential streets, carparks or other suitable areas.

Characteristics of these routes include:

* Short-distance routes using predominantly off-road facilities
* Connecting different Municipal or Neighbourhood routes together or providing access from built-up areas onto bicycle routes
* Focused on providing access for both recreational and utilitarian cyclists

Routes identified in this category are listed in **<FIGURES X AND Y>** below.

**Figure X – Boroondara Access Bike Routes (Level 3)**

|  |  |  |  |
| --- | --- | --- | --- |
| **BoBiN ID** | **Route** | **Origin** | **Destination** |
| 3.1 |  |  |  |
| 3.2 |  |  |  |
| 3.3 |  |  |  |

**Figure Y – Map of Boroondara Access Bike Routes (Level 3)**

<MAP>

# Actions

Each action is outlined in one of the strategic routes as outlined in the previous section where relevant.

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# Appendices

## Appendix A - 2008 Boroondara Bicycle Strategy Off-Road Project Status as of February 2017

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Project number** | **Project name** | **Trail** | **Priority** | **Status** |
| 1 | Gap between Riversdale Road and Prospect Hill Road | Anniversary | High | In progress |
| 2 | Complete link at East Camberwell Station | Anniversary | Medium | ? |
| 3 | Link Mont Albert Road to Anniversary Trail | Anniversary | Medium | In progress |
| 4 | Glenferrie Road Connection | Gardiners Creek | High | Completed |
| 5 | Upgrade Anniversary Trail along Fordham Avenue | Anniversary | Medium | Completed |
| 6 | Fritsch Holzer Park | N/A | Medium | Not implemented |
| 7 | Scullin Park | N/A | Medium | Completed |
| 8 | Burke Road South Reserve | Gardiners Creek | Medium | Completed |
| 9 | Patterson Reserve | Gardiners Creek | High | Completed |
| 10 | Eglinton Park Reserve | Gardiners Creek | N/A | Abandoned |
| 11 | Link between Yarra Boulevard and the Anniversary Trail | Anniversary | Low | Not implemented |
| 12 | Route through Myrtle Park and Gordon Barnard Reserve | N/A | Medium | In progress |
| 13 | Wallen Road to St. James Park Link | N/A | Medium | Not implemented |
| 14 | Lynden Park/South Surrey Park | N/A | Medium | Not implemented |
| 15 | Ferndale Trail | Ferndale | High | Not implemented |
| 16 | Route from Ferndale Park to Toorak Road | Ferndale, Anniversary | Medium | Not implemented |
| 17 | Link to Darebin Creek Trail | Darebin Creek, Main Yarra | High | In progress |
| 18 | Link between Grace Park and Glenferrie Road | N/A | High | Partial |
| 19 | Link between Linda Crescent and L. E. Bray Park | N/A | High | Completed |
| 20 | Link between Gordon Street and Stradbroke Park and north to Koonung Trail | N/A | Medium | Partial |
| 21 | Important Strategic Link to Warrigal Road and Connection to Gardiners Creek Trail in the City of Monash | Gardiners Creek | High | Completed |
| 22 | Burke Road Bollards | Anniversary | Medium | Completed |
| 23 | Toorak Road Crossing | Anniversary | Medium | Not implemented |
| 24 | High Street Crossing | Anniversary | Medium | Not implemented |
| 25 | Chandler Steps | Main Yarra | High | In progress |
| 26 | Link to Tooronga Road | Gardiners Creek | Medium | Not implemented |
| 27 | Pipe Bridge | Main Yarra | High | Not implemented |
| 28 | Solway St Bridge | Gardiners Creek | High | Completed |
| 29 | Eastern Rail Trail | N/A | Medium | Not implemented |
| 30 | Walmer Street Bridge | Main Yarra | Medium | In progress |
| 31 | Dangerous bend at Hartwell Station | Anniversary | Medium | Completed |
| 32 | Hawthorn Bridge | N/A | Medium | Not implemented |
| 33 | Link to Koonung Trail via Old Burke Road | Koonung Creek | Medium | Completed |
| 34 | New Yarra River Crossing north of Hawthorn Bridge | Capital City | Medium | Not implemented |
| 35 | Caravan Street to Union Road | N/A | Medium | Not implemented |
| 36 | Winton Road pedestrian signals | Gardiners Creek | Medium | Not implemented |
| 37 | Victoria Park improvements | N/A | High | Partial |

## Appendix B - 2008 Boroondara Bicycle Strategy On-Road Project Status as of February 2017

|  |  |  |  |
| --- | --- | --- | --- |
| **Project number** | **Project name** | **Priority** | **Status** |
| 50 | Derrick Street/High Street intersection | High | Completed |
| 51 | Adeney Avenue Traffic Calming | Low | Partial |
| 52 | Union Road/Canterbury Road Intersection | Low | Not implemented |
| 53 | Harp Road/High Street/Willsmere Road Intersection | Medium | Not implemented |
| 54 | East-west Strategic Route: Burke Road to Denmark Street to Walmer Street Bridge | Medium | Partial |
| 55 | Burke Road Bike Lanes | High | Not implemented |
| 56 | Willsmere Road/Earl Street Intersection | High | Completed |
| 57 | Chandler Highway Bridge | High | In progress |
| 58 | Burwood Road/Camberwell Road Intersection | High | Not implemented |
| 59 | East-West Strategic Route: Morang Reserve, Fritsch Holzer Park and Prospect Hill Road | High | Partial |
| 60 | Yarra Street to Hawthorn Station | Medium | Not implemented |
| 61 | Route along Bulleen Road | Medium | Completed |
| 62 | East West link between Burke Road and Strabane Avenue | Low | Not implemented |
| 63 | Balwyn Road link to Anniversary Trail | Medium | Partial |
| 64 | Eastern Rail Trail | Medium | Partial |
| 65 | Camberwell Junction | High | Not implemented |
| 66 | Glen Iris Road | High | Not implemented |
| 67 | Mont Albert Road to Canterbury Road via Chatham Road and Shirlaw Avenue | Low | Not implemented |
| 68 | Seymour Grove, Trafalgar Road and Stanhope Grove | Medium | Not implemented |
| 69 | Kilby Road connection between Main Yarra Trail to Anniversary Trail via Hyde Park | High | Completed |
| 70 | Mont Albert Road Bike Lane Missing Section | High | Not implemented |
| 71 | Tooronga Road On Road Bike Lanes at Stockland Development | High | Not implemented |
| 72 | Camberwell Road west of Burke Road | Low | Completed |
| 73 | Tooronga Road Bike Lanes North of Toorak Road | Medium | Not implemented |
| 74 | Mont Albert Road east of Balwyn Road | Medium | Completed |

## Appendix C – Projects in Neighbouring Councils Affecting Boroondara

**Figure X** – **City of Yarra bicycle projects directly affecting Boroondara** (City of Yarra 2016b)

|  |  |  |  |
| --- | --- | --- | --- |
| **No.** | **Location** | **Project** | **Relevance to Boroondara** |
| 1.3d | Coles Terrace, Richmond  East-West | Convert Coles Ter to a shared space to provide access to Victoria Gardens precinct including upgrades the bluestone laneway surface. | Potential to provide east-west link across the Yarra River from Hawthorn. |
| 1.3d | Victoria Street, Richmond  East-West | Provide a continuous bike lane from Johnson Street to Yarra River. | Potential to provide east-west link across the Yarra River from Hawthorn. |
| 1.19 | Bridge Road, Richmond  East-West | Work with state government to deliver VicRoads Strategic Cycling Corridor. | Part of identified east-west cycling route from Canterbury to the CBD. Also forms part of planned Box Hill-Hawthorn Trail. |
| 1.19 | Victoria Street, Richmond  East-West | Work with state government to deliver VicRoads Strategic Cycling Corridor. | Part of identified east-west cycling route from Box Hill to the CBD. Also forms part of planned Box Hill-Hawthorn Trail. |
| 1.19 | Main Yarra Trail, Kew  East-West | Work with state government to deliver VicRoads Strategic Cycling Corridor. | Main Yarra Trail travels through Boroondara and links to Koonung Creek and Anniversary Trails. Also forms part of proposed North East Bicycle Corridor (NEBC). |
| 1.19 | Main Yarra and Gardiners Creek Trail, Burnley  East-West | Work with state government to deliver VicRoads Strategic Cycling Corridor. | Gardiners Creek Trail begins in the City of Yarra at the Main Yarra Trail. |
| 1.19 | Anniversary Trail, Kew  North-South | Work with state government to deliver VicRoads Strategic Cycling Corridor. | Anniversary Trail travels through Boroondara. |
| 3.1a | Main Yarra Trail South access to Gardiners Bridge, Burnley | Construct ramps to access off-road shared path and improve junction with Gardiners Ck bridge. | Gardiners Creek links to Main Yarra/Capital City Trail at this point. |
| 3.1e | Main Yarra Trail at  Gipps St and Walmer St | The current bridges are nearing the end of the design life and will need to be replaced in the next 10 years | Walmer Street Bridge is being replaced. Both bridges provide links for pedestrians and cyclists across the Yarra River. |
| 3.2b | Yarra River (Fairfield boathouse to Coate Park) | Construct a shared path along the Yarra River Corridor. | Location directly opposite the Yarra River. Opportunities to link into existing path network at Chandler Highway and Pipe Bridge. |