PANEL SUBMISSION
ON NEBC

As seen by Kew Resident David Farrow in support of his submission no 803
MY VIEWS ON NEL

- My views of the benefits of the project are mixed
- Project should provide motorists an improved vehicle link to the Outer Ring Road and destinations to the north such as the Airport if I elect to pay a toll but otherwise the project is not of great benefit to me.
- Will stuff up my trip to the city due to additional traffic induced by the additional capacity provided on the Eastern Freeway. But it also means more traffic jams at Hoddle Street.
- Will encourage overdevelopment in my neighbourhood with more cars on the roads.
- Will encourage the current dependence on private motor vehicle for transport in my area.
- Will stuff up my local and arterial roads making it harder for me to get around.
- The only redeeming element is the North East Bicycle Corridor (NEBC) which has the potential to provide me with an alternative mode of transport to and from the city.
Where is the NEBC and where do I live?

**Main Yarra Trail in Kew**

- Existing Main Yarra Trail is north of the Eastern Fwy shown in blue.

**My home location**

- My dwelling at Walpole Street Kew is shown with a large green star.
Areas of Interest to me

◦ I consider myself a loser from the project mainly because of the development that the project will generate and the impacts that these will create. The one redeeming element of the plan is the pitiful improvement to bicycle facilities that come with the project. My motivation in becoming a party to the process is to ensure that every avenue is taken to improve the effectiveness of the work that is proposed.

◦ I have decided to limit my areas of impact to my local area. I am assuming others will cover other areas. My vision is that the cycling facilities should be useful and attractive enough to change habits. I am grateful that the basic facility is being provided. But I am not convinced that it is being made as attractive as it might be.

◦ Alas the connectivity of the cycling facilities is limited by its access deficiencies.

◦ I am grateful for the opportunity to raise the issues that I have covered with my submission and hope that it will lead to positive actions.
Recent Works by VicRoads on the Main Yarra Trail at Chandler Hwy has left riders with a 11% grade to get to the Anniversary Trail and Kew Boulevard. Far too steep for the average rider.

The NEBC west of Chandler Hwy has some significant climbs depending on NEL design decisions on the NEBC.

Grades that riders encounter should replicate the grades provided on the Eastern Freeway for cars and trucks as closely as possible.

The NEBC crossing levels of the Yarra Boulevard at Kew and the Yarra River are the key vertical alignment constraints.

The Yarra River crossing should preferably be higher than the road bridge to flatten grades to the west of the Yarra River where riders enter the Yarra Bend Park on the north side of the Yarra River.

The Level of the NEBC crossing of the Yarra Boulevard should be as low as possible to reduce climbing between Chandler Hwy and the Yarra Boulevard. A tunnel through the Yarra Boulevard Curtain Wall would be the ideal solution as was suggested by NELA officers when the two way busway was first proposed.
NEBC through Clifton Hill

- NELA should fund a bicycle route through Clifton Hill for riders destined to Hoddle Street and Carlton.
- Two routes should be considered. Gray Street/ Alexander Street East would be the riders choice for most destinations.
Roseneath Street Route

- Roseneath Street also requires investment of a new bridge across the Merri Creek.
CONNECTION OF YARRA BOULEVARD TO THE NEBC

- Two reasons why this access should be provided.

1. To provide access for the residents of the Willsmere Estate to the NEBC without requiring these riders to access the NEBC via Chandler Hwy. It would eliminate many rider crossings of Chandler Hwy. Access already exists from this estate to the Yarra Boulevard via Wiltshire Drive near the proposed NEBC ramp location.

2. To provide access to the Kew Boulevard for inner city residents north of the Yarra who are riding a circuit from the Boulevard at Studley Park Road, Gipps Street, Walmer Street or the Fairfield Boathouse crossing and wanting to access the Yarra Boulevard without having to access and cross Chandler Hwy.
Willsmere Estate and the Yarra Boulevard
Access to the NEBC
NEBC ACCESS FROM CHANDLER HWY

Access to the NEBC have been restricted under NELA’s proposals. North Bound riders on Chandler Hwy need to cross Chandler Hwy to access the NEBC. Access to the NEBC should be from each side of Chandler Hwy. Penny pinching given as the reason by NELA officers for not providing this access.
GLASS CK/HAYS PADDock ACCESS
GLASS CK/BALWYN NORTH RECREATION AREAS CONNECTION TO NEBC
CONCLUSIONS

NELA should be directed to

1. Clarify its proposed vertical alignment of the NEBC within Yarra Bend Park to ensure grades are minimised, access is as straightforward as possible and routes are direct and safe for all users.

2. NELA should work with the City of Yarra to fund and provide safe rideable routes through Clifton Hill for NEBC users.

3. Provide a new crossing of the Roseneath Street bridge over the Merri Creek

4. Provide an access ramp from Yarra Boulevard at Kew to the NEBC

5. Provide access ramps on each side of Chandler Hwy for access to the NEBC

6. Investigate and report to the community on the feasibility of providing a connection of the Glass Creek Trail to the NEBC/Main Yarra Trail in the area defined on Map 30 for the construction of drainage features.