

Moreland BUG audit ride #2

Upfield shared path, 29 October 2006

Revision: 1 (22 November 2006)

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General notes

- This audit ride covered the Upfield shared path from Albion St, Brunswick to the south side of Bell St, Coburg. This was a continuation of the audit that covered the south section of the Upfield shared path on 10 September 2006.
- A big thanks to everyone who helped on the day: Nancy Atkin, Rod Callander, Alyssa Cross, Graeme Cross, John Harland, Frank Kinnersley, Tess Kinnersley, Daniel Lewis, Geoff Lewis, Ross Millward and Ruth Paterson.
- The intention of the audit ride is to assess the “bikeability” of a route, examining issues such as safety, parking, signage, lighting, and interactions with other users of the route.
- Each issue has the following fields:
 - *ID*: A unique numerical identifier for reference purposes.
 - *Issue*: The issue in question.
 - *Priority*: A ranked priority to help determine the urgency of a response to the issue
 - *Recommendation*: A suggested solution to address the issue.
 - And an optional photo where it aids in illustrating the issue and/or recommendation.
- The ranking of the priorities are:
 - *High*: An issue that has critical safety implications and requires urgent attention to ensure that route users (and not necessarily just cyclists) are not harmed. All “high” priority issues are highlighted in red.
 - *Medium*: An issue that does not have immediate safety implications but would significantly improve the useability of the route.
 - *Low*: An issue that has no obvious safety implications or can be easily addressed by the BUG.

General issues noted during the audit, applicable to the entire route

ID:	1
Issue:	Insufficient lighting along shared path
Priority:	Medium
Recommendation:	The shared path should be lit for safety and confidence of bike riders and pedestrians (noting the results from Walk 21, a recent walking conference, which found that fear is the main thing stopping people walking, especially in Australia).

ID:	2
Issue:	Height of signs
Priority:	Medium
Recommendation:	Most signs are not at eye-height, reducing their visibility to cyclists (especially children).

ID:	3	
Issue:	“No bike” signs have ambiguous meaning.	
Priority:	Medium	
Recommendation:	Check and clarify the intention: does it mean that bikes are not allowed, or that the cyclist has to dismount (eg. when crossing a train line).	


ID:	4
Issue:	Glass on path, causing bike punctures.
Priority:	Medium
Recommendation:	The shared path should have regular cleaning: include path cleaning in the schedule for Council’s footpath sweepers.


ID:	5
Issue:	Path is in need of maintenance
Priority:	Medium
Recommendation:	Path maintenance should be included in regular Council schedules for maintenance of track surface, fences, signs, etc. like any other road or footpath (treating this as a major route, not a minor one).


ID:	6
Issue:	Signage is often inadequate
Priority:	Medium
Recommendation:	<p>Mark the shared path clearly at all important points.</p> <p>Provide signs at all cross roads (at an appropriate height).</p> <p>Provide signposts to major roads.</p> <p>Indicate the relative position of the shared path to Sydney Road (eg. “500 – 700 Sydney Rd is 200 metres to the right”).</p> <p>Improve signage of local sites, providing an opportunity for tourism promotion.</p> <p>Provide an Upfield path map like the Sydney Road restaurant guide, with “you are here” marks; providing an opportunity for traders’ promotions. For example, signs local cafes and bike shops.</p>


ID:	7
Issue:	Encourage access to the shared path wherever possible from smaller roads and lanes (to create safer routes). This would assist wheelchair and pram users as well as cyclists.
Priority:	Medium
Recommendation:	Where lanes enter, upgrade the ramps for a smooth entrance.


Anstey Station & Albion St

ID:	8	
Issue:	Path route across Albion St unclear, and cars stop across path when the boom gates are down, making it difficult to cross.	
Priority:	Medium	
Recommendation:	Needs marking – preferably with green treatment – to make the path crossing clear to bikes and cars. Create a “keep clear” zone for cars, similar to the zones at other crossings along the line (eg. Dawson St).	

ID:	9	
Issue:	Steep climb, along the path, out of Albion St to north; challenging for some cyclists and wheelchair users.	
Priority:	Medium	
Recommendation:	Add a “steep slope” sign on the path approaching the descent when heading south to Albion St. Realign the path gradient to be consistent with the gradient on the neighbouring factory car park (this will require earthmoving equipment).	

ID:	10	
Issue:	Blind corner with station building, affects both north and south-bound riders and pedestrians.	
Priority:	High	
Recommendation:	Realign the path to go around the station entrance (through the current car park) to avoid the corner? Improve the signage to alert all path users to the hazard and encourage cyclists to travel at a slow speed around the station precinct.	


ID:	11	
Issue:	Extremely buckled and uneven surface on road across railway tracks.	
Priority:	Medium	
Recommendation:	Have the crossing resurfaced.	

ID:	12	
Issue:	“No Bike” sign is too high for visibility and is ambiguous: does it apply to the road and/or pedestrian crossing?	
Priority:	Medium	
Recommendation:	See general points above (IDs 2 & 3).	


ID:	13
Issue:	What is the future of the vacant block next to Anstey station?
Priority:	Low
Recommendation:	If council land, lobby for some bicycle-friendly purpose?


Albion St to Tinning St

ID:	14
Issue:	Asphalt has slipped away in several places: dangerous (see photo in issue #17).
Priority:	Medium
Recommendation:	Repair.

ID:	15	
Issue:	Cracked surface on the path; if the cracks increase in width, bikes with narrow tyres could be caught in the cracks, causing an accident.	
Priority:	Medium	
Recommendation:	Have the cracks repaired before they widen.	

ID:	16
Issue:	Large amounts of broken glass along this section of the path.
Priority:	Medium
Recommendation:	As per ID 4.


ID:	17	
Issue:	Railings (pine log posts and railings) broken, defeating the primary purpose of the fence. Loose railings also pose a safety hazard to cyclists.	
Priority:	Medium	
Recommendation:	Fix fence or replace with a better kind.	


ID:	18	
Issue:	Loose metal ties on railway fence, would cut a cyclist who rides too close.	
Priority:	High	
Recommendation:	The BUG fixed (temporarily) some ties on the day. Need re-tying (or another longer lasting method of securing the metal). Given the other problems with this fencing, what is the best kind of fence for separating the rail track from the shared path?	

ID:	19	
Issue:	Loose wire-window security grid on brick building next to path; a cyclist could hit it, especially at night.	
Priority:	High	
Recommendation:	Have the grid re-secured to the wall.	

ID:	20
Issue:	Graffiti along the path.
Priority:	Low
Recommendation:	Could Council turn the walls and fences along the path into a public art project?

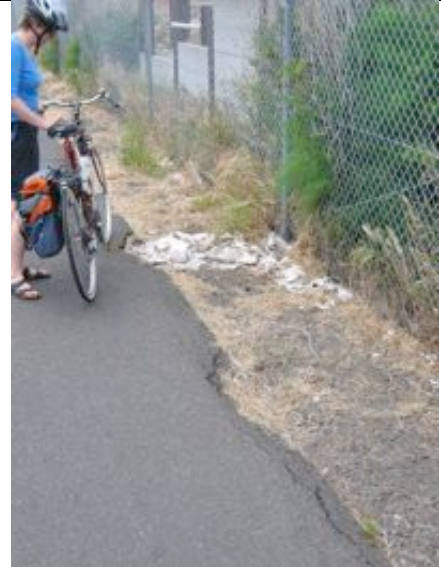
Tinning St

ID:	21	
Issue:	Only the northbound lane is marked for bikes, across the intersection. Not clear where parking area starts (next to building on north east side) meaning that cars park across the shared path.	
Priority:	Medium	
Recommendation:	Mark eastern edge of south-bound bike lane. Consider adding bollards between the end of Tinning St and the path (to prevent cars entering the path and to protect the pedestrian crossing gate, which keeps getting hit).	

ID:	22	
Issue:	Railway crossing: upgrade for bikes using the crossing.	
Priority:	Medium	
Recommendation:	Enlarge the crossing's emergency exit area.	

ID:	23
Issue:	Silo needs decorating!
Priority:	Low
Recommendation:	Public art project?


Tinning St to Moreland Rd


ID:	24	
Issue:	Asphalt broken away on east side of path. Cracks in numerous other places.	
Priority:	Medium.	
Recommendation:	Repair/reseal.	


ID:	25
Issue:	Dodgy fence on east, intruding into the path.
Priority:	Medium
Recommendation:	Fix. Who owns it?

ID:	26
Issue:	Tree coming through fence; cyclists could hit it (especially at night).
Priority:	High
Recommendation:	Trim the tree.

Moreland Rd crossing


ID:	27	
Issue:	Not clear where to cross Moreland Road, particular for northbound cyclists. Do you cycle straight from the path across the road or turn right and cycle down to the intersection and traffic lights? Signage is inadequate to show where to go to at the crossing.	
Priority:	Medium	
Recommendation:	Use green treatment to mark the recommended crossing. Improve signage. Prefer a “straight crossing” with a second set of lights. Stop cars before the crossing (with a “keep clear” zone).	


ID:	28	
Issue:	If the “straight across” option is used, cyclists are blocked, by a barrier, from riding through the car park.	
Priority:	Medium	
Recommendation:	Remove the barrier at the car park. A path should be aligned through the south end of the station car park.	


ID:	29	
Issue:	Route via lights: problems with drain on north side – path narrows too much to avoid drain.	
Priority:	High	
Recommendation:	Put a criss-cross grid on the drain and widen the entrance to the path.	


ID:	30
Issue:	Lights take too long to change.
Priority:	Low
Recommendation:	Improve the response time for the lights when pedestrians/cyclists press the crossing button.

North of Moreland Rd


ID:	31	
Issue:	Only limited bike parking on station and only on the city-bound side.	
Priority:	Medium	
Recommendation:	Add more parking hoops and/or lockers.	


ID:	32	
Issue:	No central line on new concrete section of the path.	
Priority:	Medium	
Recommendation:	Paint the line.	


ID:	33	
Issue:	Bike path sign fallen over on path near north end of Moreland station.	
Priority:	Medium	
Recommendation:	It was in the wrong place anyway. Remove remaining stump of pole. Put sign for southbound traffic on the other side of the remaining pole.	

ID:	34	
Issue:	“No bike” sign onto road (north of station where bike path veers left) is misleading, it just means that this is not the bike-path.	
Priority:	Medium	
Recommendation:	Make a ramp to the road from footpath.	


Carron St

ID:	35	
Issue:	Crooked fence at intersection.	
Priority:	Low	
Recommendation:	Temporarily fixed but not in good condition; needs replacing?	

ID:	36	
Issue:	Bike path sign vandalised & obscured with paint.	
Priority:	Medium	
Recommendation:	Replace or clean up.	


ID:	37	
Issue:	Blind spot for northbound cyclists, if people enter from northern footpath onto the path.	
Priority:	High	
Recommendation:	Close northern entrance. Extend footpath around to central entrance.	

ID:	38
Issue:	Path wiggles north and south of Carron St.
Priority:	Medium
Recommendation:	Straighten.


ID:	39	
Issue:	Lanes entering bike path turns into gravel at the entrance ramp: Norman St continuation and the lane leading to the end of Cameron Street.	
Priority:	Medium	
Recommendation:	Seal the entrances and provide suitably angled ramps (as noted in general issues section).	


ID:	40
Issue:	Bracket missing on metal fence: dangerous.
Priority:	High
Recommendation:	Fix.


Woolacott St vicinity


ID:	41	
Issue:	Shrub plantation is overgrown (obscuring visibility of pedestrians entering the path) and is full of shopping trolleys.	
Priority:	Medium	
Recommendation:	Trim shrubs and remove the trolleys. Add warning signs for pedestrians approaching the path from Woolacott St, and for bikes approaching Woolacott St.	

Reynard St


ID:	42	
Issue:	Rough concrete on south of the intersection of the path with Reynard St.	
Priority:	Medium	
Recommendation:	Repair; widen and straighten path.	


ID:	43	
Issue:	When travelling north, it is not clear that cyclists are meant to use Railway Parade to connect to the next part of the Upfield shared path.	
Priority:	Medium	
Recommendation:	Improve the signage by also having a directional sign on the south side of the intersection. Consider green treatment for the crossing at Reynard St.	


ID:	44	
Issue:	Cars block crossing at Reynard St.	
Priority:	Medium	
Recommendation:	Repaint the “keep clear” zone.	

ID:	45	
Issue:	Pedestrians crossing the railway line have to use a section of the shared path; cyclists need to slow down and be aware of pedestrians entering from the west.	
Priority:	Medium	
Recommendation:	Add signage to the path?	


Railway Place to Munro St


ID:	46	
Issue:	Riding on the road; cars entering Railway Place from side streets may not be aware of the relatively high volume of cyclists and take appropriate care.	
Priority:	Medium	
Recommendation:	Add “Cyclist” signs on the intersecting streets. Could a path be added on the west side of Railway Place by reclaiming some of the unused track land?	


ID:	47	
Issue:	The Upfield Shared Path sign points west along Munro St (to Fawkner!), directing bikes to Hudson St. Now that there is a pedestrian/bike crossing and continuation of the path north of Bell St, the sign should direct people to the path at the back of Dan Murphy's.	
Priority:	Medium – High (given the confusion)	
Recommendation:	Add clearer/bigger signs. Remove or move incorrectly placed signs.	


ID:	48	
Issue:	The Upfield Path sign heading south at the corner of Munro St and Railway Place is bent and obscured by the yellow bike sign.	
Priority:	Medium – High (given the confusion)	
Recommendation:	Reposition the two signs so that they are not competing for pole space.	


Munro St to Victoria St (Coburg Train Station)


ID:	49	
Issue:	The surface of the path behind Safeway between Munro and Victoria Sts is badly buckled by tree roots and the fence needs repair where it has been broken by a falling branch.	
Priority:	Medium	
Recommendation:	Repair the path and fence.	

ID:	50	
Issue:	There is an informal pedestrian connection from Safeway to the shared path that joins at a blind corner adjacent to the fence at the back of the church. This blind corner can cause collisions between cyclists and pedestrians entering the path at this point.	
Priority:	High	
Recommendation:	Add warning signs to ensure pedestrians and cyclists are aware of the “blind corner” hazard.	


ID:	51	
Issue:	There is no clear signage or line markings at the intersection of the shared path with Victoria St, the railway car park, the entrance to the subway and the footpaths on both sides of Victoria St. Cars, pedestrians and bikes all meet with no warning.	
Priority:	High	
Recommendation:	Add signs on all entrances to this multi-modal intersection so that all users can enter the intersection at an appropriately careful speed.	


ID:	52	
Issue:	The ramp up to the Coburg station should be wider, making it difficult for cyclists to ride past oncoming cyclists, wheelchairs or prams.	
Priority:	Medium	
Recommendation:	Widen the ramp.	

ID:	53	
Issue:	There is no bike/pedestrian warning sign in front of station. There are no shared bike/ped warnings on the new Metlink signs as there are at other stations.	
Priority:	Medium	
Recommendation:	Have the signs modified to include the appropriate bike warnings.	

ID:	54	
Issue:	The shared path goes straight past the entrance to Coburg Station, with no warning signs and high volumes of pedestrian traffic (particularly during peak hours).	
Priority:	Medium	
Recommendation:	There is room to put the path in a direct line north from the top of the ramp, thus separating through bike/ped traffic from the station entrance.	

Coburg Station to Bell St

ID:	55	
Issue:	There is an unprotected drain just north of the station on the west side of the path. Cyclists could easily ride into the drain, especially at night.	
Priority:	High	
Recommendation:	Cover the drain.	

ID:	56	
Issue:	The fire hydrant at Bell St next to the crossing needs a cover. It could be easily hit by a cyclist, causing an accident.	
Priority:	High	
Recommendation:	Add a cover.	