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Our thanks to the Office of Anthony Carbinis MP, state member for Ivanhoe, for their support in providing the photocopying facilities for this newsletter.



Thanks to Irene for the talking magpies.

From the Warrandyte Diary - Manningham and Nillumbik Bulletin - Jan 2022

Diamond Creek Trail on track

BY SANDI MILLER

THE EXTENSION to the Diamond Creek Trail from Wattle Glen to Hurstbridge is approaching completion.

The extended shared trail will consist of a concrete path for walking, running and cycling, and a separate natural surface trail for horse riding.

Stage 1 was completed in 2021 and runs 2.5km from Luscombe Drive in Diamond Creek to Wilson Road in Wattle Glen and includes three creek crossings.

Stage 2, currently under construction, is 3km from Wilson Road in Wattle Glen to Hurstbridge and includes five creek crossings.

Once completed, the trail will run continuously for 55km from Hurstbridge to the CBD, linking with the Main Yarra Trail at Eltham.

Based on the current use of the Diamond Creek Trail, it has been estimated that there is the potential for 350,000 users each year when the trail is extended to Hurstbridge, bringing benefits to the local and broader community.

All five pedestrian bridges have been lifted into place, and installation is being completed on-



Photo MATTHEW QUICK

Works nearing completion near Hurstbridge

site. A spokesperson from Nillumbik Council told the *M&N Bulletin* that more than 2.2km of concrete paths have been laid with just under 1km to go. "Since the onset of the COVID-19 pandemic, we have seen a huge increase in the use of our local trails, which have proven vital for community health and wellbeing. "We know our community can't wait to have a new trail to explore, and the extra visitors will be a big boost for our townships," they said.

The spokesperson said COVID-19 has presented some challenges with the shutdowns in 2021 and contractor staff shortages due to isolation requirements causing some delays. Wet conditions over the past few months have also hampered progress. Pending no further COVID-19 or weather-related delays, the trail will be completed in February with final touches, including seating and planting, to take place in March.



These two pictures were taken on the 30/01/22

From Bicycle Network

7 JANUARY 2022

Positive provisioning for active travel

With the federal election looming, Bicycle Network are calling for mandatory positive provisioning that requires all federally funded transport projects to provide infrastructure and facilities for active travel.

Positive provisioning is the commonly used term for framing active travel infrastructure as mandatory components in current and future road projects – as opposed to separate or subsidiary projects.

As we peek out of the pandemic with massive economic deficit and changed attitudes toward transport, it is becoming increasingly important to recognise that people who ride bikes are legitimate road users, and that the inclusion of active travel options in future transport investments should be a condition rather than a consideration.

Incorporating cycling facilities into other transport projects ensures bike riders needs are not forgotten and can reduce costs in the long run, as the labour force is already on site. It also means that bike riders can get some benefits from the huge budgets being allocated to road projects.

Many state governments already have existing legislation that dictates active travel consideration in future transport projects. For example, the Victorian Department of Transport has made a commitment via the Transport Integration Act that every major new transport project includes new or upgraded infrastructure for bike riders and pedestrians.

Similarly in Tasmania, the 2013 Positive Provision Policy for Cycling Infrastructure requires the Department of State Growth to consider cycling infrastructure when it's upgrading, improving, building or maintaining a state road that is identified in the Principal Urban Cycling networks or arterial cycling networks.

This doesn't mandate the type of cycling infrastructure to be built and allows for land to be set aside for future cycling infrastructure, rather than building it while the project is underway.

This differs from other states, such as Western Australia where a shared path must be built alongside freeways and highways. Or Queensland, which states that bike paths, lanes or shared paths must be "explicitly provided" on state roads which make up its principal cycle network.

Bicycle Network is calling on the Federal Government to put in place legislation the unifies these state laws and ensures that adequate bike riding infrastructure is a key consideration for all future transport projects around the country.

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Any new positive provisioning mandates should also follow the Safe System approach, where people on bikes are physically separated from motor vehicle traffic wherever possible on high volume routes.

Positive provisioning is one of Bicycle Network's five recommendations in our 2022 Federal Election Policy Paper:

(https://s23705.pcdn.co/wpcontent/uploads/2022/01/BN_Federal_Election_policy_paper.pdf)

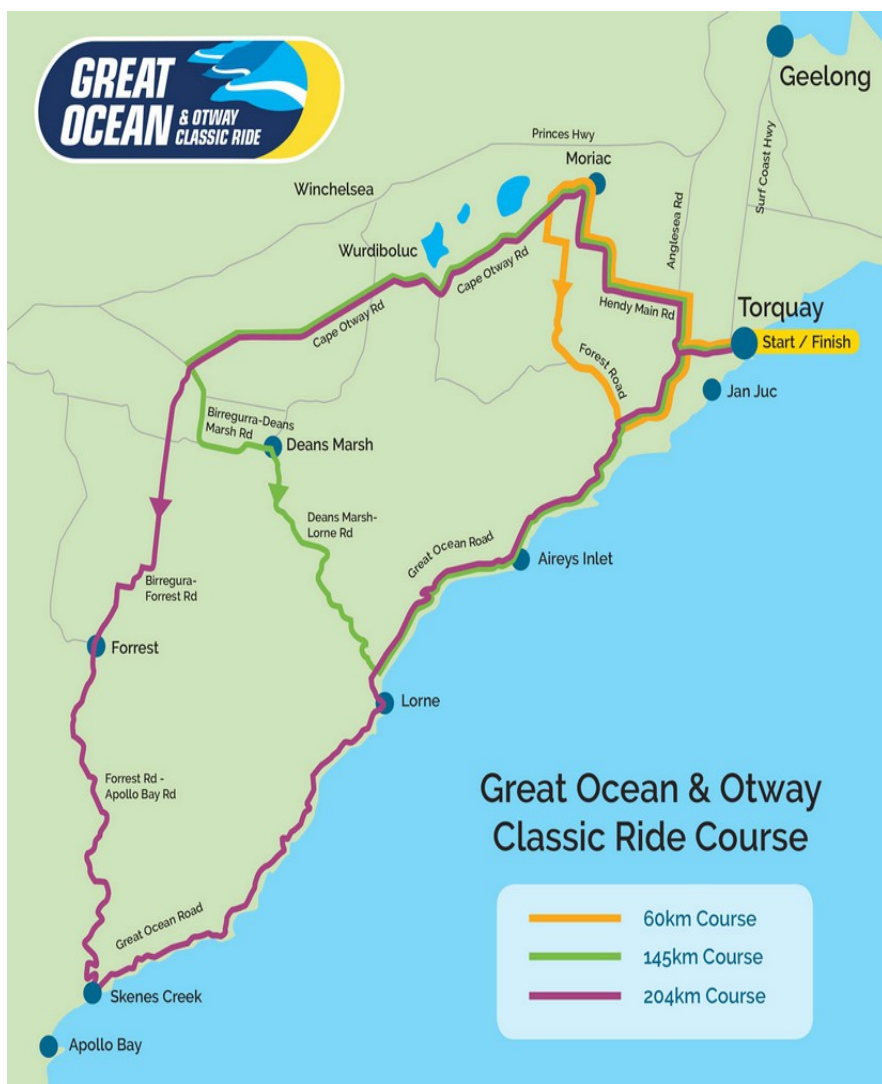
1. An active transport budget
2. Positive provisioning for active travel
3. A behaviour change budget for young people
4. A national bike incentive scheme
5. Stronger vehicle standards

You can learn more and download the full submission here.

<https://www.bicyclenetwork.com.au/our-campaigns/federal-election-2021/>

This article was made possible by the support of [Bicycle Network's members](#) who enable us to make bike riding better in Australia.

https://www.bicyclenetwork.com.au/newsroom/2022/01/07/positive-provisioning-for-active-travel/?utm_source=sedm-18.01&utm_medium=email&utm_campaign=Newsroom-2022



If you are looking for an organized ride to do in April, this might be one to check out. Three levels of rides that start and finish at Torquay – SATURDAY APRIL 30, 2022.

Details

“Great Ocean & OTWAY CLASSIC RIDE”

And while we are talking about rides you might like to do. How about “Bikes on Ice”. An adventurous downhill plummet involving thousands of bikes. Now! What could go wrong?



This is well worth reading
Banyule BUG members,

While providing some support to a Banyule BUG member that had a bike crash, NOT on a BUG ride, I did some research.

I am both a Banyule BUG and a Bicycle Network member.

I took a look in the BN website for some info re a bike crash.

There is a useful summary and 2 videos that provides a lot of useful information.

If you would like to know more about this matter I suggest you follow the link below and watch some of this material.

Regards,
Maurie

<https://www.bicyclenetwork.com.au/tips-resources/know-how/what-to-do-in-a-crash/>

Speeding bikes put through the wringer (BN)

“A flaw in the system has led Bicycle Network to assist 16 members in wading through complicated legal proceedings and avoiding exorbitant fines after being caught breaking the speed limit on their bicycles. ...”

Interesting
article.
Well worth
reading



7 JANUARY 2022

Detours on Darebin Creek Trail

The Darebin Creek Trail in Mill Park will be subject to detours early in 2022 as works on the new Child's Road Bridge continues.

South of Child's Road riders on the trail will be diverted at Moneghetti Way via Hawkes Road to Child's Road.

Riders from the north along the trail can cross the existing bridge and take the diversion in the reverse direction.

A small site office is currently located on the trail near the bridge, making it impassable. This section of path will be closed for most of the year as the new bridge is constructed. When completed the trail will for the first-time pass under the Childs Road Bridge.

Riders from the north along the trail can cross the existing bridge and take the diversion in the reverse direction.

The other detour is on the north side of the Childs Road bridge works.

While contractors build a retaining wall for the new shared trail under the bridge, a section of the existing trail along the Henderson Road Drain will be detoured. The diversion to Childs Road will be via Bowman Drive and Patmore Court.

There are reports that the detour signage is not well located and not easily noticeable for riders on the trail.

This article was made possible by the support of ~~Bicycle Network's members~~ who enable us to make bike riding better in Australia.

https://www.bicyclenetwork.com.au/newsroom/2022/01/07/detours-on-darebin-creek-trail/?utm_medium=email&utm_campaign=In-the-Loop--TAS-27-Jan-2022&utm_content=bicyclenetwork.com.au%2Fnewsroom%2F2022%2F01%2F07%2Fdetours-on-darebin-creek-trail%2F&utm_source=comms.bicyclenetwork.com.au

Wheely interesting

An occasional series introducing you to a Banyule BUG member

Meet Joanna

Who rides with the Lycra Group



1. First bike and your memory of early bike riding?

My most fond memories of bike riding in my childhood was when I was about 11-14 years old, I didn't have a bike so I used to borrow one from my uncle during summer. The best memory was at the end of each summer we would ride from my town in Poland, to the nearby villages and small orchards to steal fruit off the trees, I particularly liked the cherries. We considered ourselves very lucky if we didn't get chased by the owners.



2. Current (or favourite) bike?

My favourite bike is my Canyon Gravel Grail bike.

3. Favourite ride?

My favourite ride is during my summer holidays, I ride from Waratah Bay to Sandy Point Shallow Inlet. It is a short ride, but I love arriving at this beach.



4. Favourite café on a ride?

My favourite café is without a doubt The Petty's Orchard.

5. Finish this sentence 'Banyule BUG I

hope people will continue to participate in these rides for many more years.'

6. What are some of your other interests?

I love being in nature.

I like walking long walks.

It is important to me to continuously keep growing as a person and keep learning.

Well, that gets our year underway. Have a great year of safe cycling and please forward your stories, pictures etc. of your cycling adventures to allang@bigpond.net.au