

committee was set up to follow-up the recommendations. The same thing is likely to happen this year due to staff shortages.

Private school opposes vital bike path link

BY ALAN A PARKER

THE MELBOURNE BIKEPLAN in its 1981 second stage report recommends a cross river link to join up the main Yarra bicycle path to other routes in the Gardners Creek Valley. Late in 1985 the cyclists advocate body, Bicycle Victoria, wrote to the Minister of Transport complaining that the State Bicycle Committee had not yet acted on this vital proposal. Tom Roper, the minister at the time agreed with the proposal and as a consequence a decision was made to employ consultants to work out how to do it.

The consultants recommended an expensive bridge and a bike path through private land owned by Scotch College who are opposed to the idea. The cost of the consultants proposal was over \$500,000 and because of its high cost the project will be abandoned and forgotten unless some pressure is brought to bear.

Scotch College do not want their land to be used for a bike path and have used a barrister to establish their legal property rights. This was a predictable outcome from the outset but the charade continued.

After eight years of bureaucratic bumbling cyclists still don't have access to where other road users can conveniently go. The bicycle paths built in the south east of Melbourne do not connect with the Yarra River bike path because of a one-kilometre freeway overpass which has been built without an alternative means of access for bicycles.

The easiest way in future to link up the paths is to use the three metre wide freeway brake down lanes from the Yarra River to the east side of Glenferrie Road.

Bicycle riders may never gain access because of the high cost of the proposed facilities. Worse still the Road Construction Authority and the anti-cycling lobby now have an officially endorsed report (see following story) which fails to recommend the only practical short term option for cyclists: the use of freeway breakdown lanes to bypass Scotch College property.

The interesting feature of this silly episode is that if the SBCV had briefed the consultants properly in the first place and told them to use the latest research materials on route selection then the on-freeway option would have been considered.

If the latest American guide to route selection had been used then the only direct low cost and convenient route along the freeway breakdown lanes would have been recommended as shown on the map at points A, B, C, D, E, and F.

