

# Doncaster Hill Pedestrian and Cycling Plan



February 2010







## CONTENTS

<b>1. INTRODUCTION</b>	<b>4</b>	<b>3.3. LOBBYING / ADVOCACY</b>	<b>18</b>
<b>1.1. BACKGROUND</b>	4	<b>3.4. FUNDING AND PARTNERSHIPS</b>	19
<b>1.2. DONCASTER HILL PRINCIPAL ACTIVITY CENTRE</b>	5	<b>4. MONITORING &amp; REVIEW</b>	20
<b>1.3. PURPOSE OF THE PLAN</b>	6	<b>4.1. TABLE 1 – SHORT TERM TARGETS</b>	21
<b>1.4. VISION</b>	6	<b>4.2. ACTION PLAN</b>	23
<b>1.5. KEY OBJECTIVES OF THE PLAN</b>	7	<b>4.3. TABLE 2 – LIST OF ACTIONS</b>	24
<b>1.6. KEY STRATEGIES OF THE PLAN</b>	7	<b>5. BACKGROUND</b>	32
<b>1.7. TARGETS</b>	7	<b>5.1. EXISTING CONDITIONS</b>	32
<b>2. PEDESTRIAN AND CYCLING NETWORK PLAN</b>	<b>8</b>	<b>5.2. EXISTING TRAVEL PATTERNS</b>	32
<b>2.1. CYCLING</b>	8	<b>5.3. COMPLETED PROJECTS</b>	33
<b>2.2. LOCAL NETWORKS</b>	8	<b>5.4. METHODOLOGY</b>	34
<b>2.3. PEDESTRIANS</b>	9	<b>6. POLICY CONTEXT</b>	35
<b>2.4. PUBLIC TRANSPORT</b>	9	<b>7. REFERENCE DOCUMENTS</b>	36
<b>3. IMPLEMENTATION FRAMEWORK</b>	<b>12</b>	<b>7.1. STATE POLICY CONTEXT</b>	36
<b>3.1. IMPLEMENTATION MAPS</b>	12	<b>7.2. LOCAL POLICY CONTEXT</b>	38
<b>3.2. COMMUNITY ENGAGEMENT &amp; EDUCATION</b>	18		



## **PART A – ACTION FRAMEWORK**

### **1. INTRODUCTION**

#### **1.1 Background**

As a Principal Activity Centre, Doncaster Hill is the focus for high-density residential and mixed-use development within an integrated transport system (Refer to Figure 1.2). As the vision for Doncaster Hill becomes a reality, it is anticipated that there will be a reduction in private vehicle usage and ownership, particularly with the convenience of access to a range of services and facilities within walking distance or with ready access to public transport. As a more health-focussed society, walking and cycling are increasingly being taken up as popular recreational pastimes and as a mode of travel amongst all age groups and abilities.

Council is committed to facilitating a range of sustainable and more cost-effective transport choices and associated activities/facilities that will both meet the needs of the local community as well as inspiring a willingness within the community to embrace a change in both travel and lifestyle choices. Reducing dependency on private vehicle usage and subsequently the demand for car parking will reduce greenhouse gas emissions and will also meet other environmental targets such as relieving the pressures on

infrastructure through the expansion of Melbourne's urban boundary. Walking, cycling and public transport also brings with it a host of social benefits and is a way of increasing interactions with neighbours and the broader community.

It is acknowledged, as the name 'Doncaster Hill' implies, that the topography of the area poses some challenges for walking and cycling. However, this will be managed with Council's planned improvements to the extent and location of shared paths, links with other regional paths. These networks will also be supported by the provision of a range of facilities and networks to encourage and support people of all ages and abilities to walk and cycle for both recreational and commuting purposes and/or as part of their overall trip planning.

Through the implementation of this Plan, Council will be facilitating the option for people who choose to walk or cycle. Doncaster Hill forms a key link either as a destination or in providing the important connection through from the Koonung Creek Linear Trail to the Main Yarra Trail.





## 1.2 Doncaster Hill Principal Activity Centre

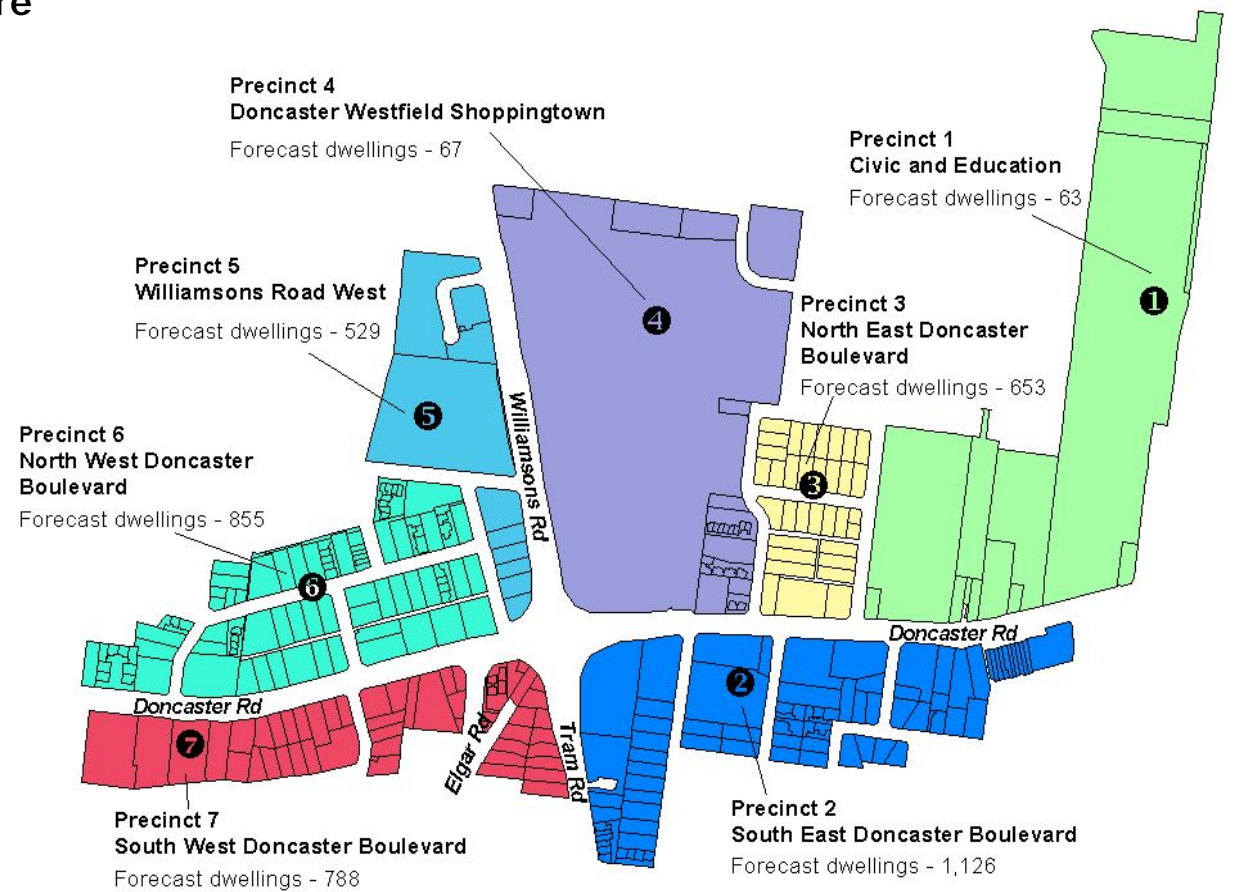


Figure 1.2: Doncaster Hill Precincts



### 1.3 Purpose of the Plan

The Doncaster Hill Pedestrian and Cycling Plan (February 2010) replaces the Doncaster Hill Pedestrian and Cycling Plan (June 2003).

The review of the 2003 Plan provided the opportunity to reflect on the range of works completed to date and to also identify future works to be undertaken. It also ensures stronger links to public transport and responds to health and social elements of pedestrian and cycling issues and opportunities.

The purpose of the Plan is to facilitate the delivery of the range of physical works and initiatives as identified in the Action Plan (Section 4). Where possible, these works have also been identified on the maps included in Section 3. These maps will be used to promote the existing walking, cycling and public transport networks to the local community, including visitors to the area, as well as informing of future networks and other initiatives that are proposed to be undertaken to provide further incentives to adopt sustainable transport modes.

This Plan is to also be used to guide decision-makers and other relevant key stakeholders, at the State, regional and local level regarding the works and initiatives to be undertaken, and will therefore play an important role in being used as a basis for securing future funding.

### 1.4 Vision

The vision for the Doncaster Hill Principal Activity Centre in 2030 is for a vibrant, safe, healthy and socially cohesive community. Pedestrian and bicycle users' amenity and accessibility will be a priority in the development of any circulation networks developed for Doncaster Hill. It is envisaged to be a centre that provides ready access to an efficient public transport network that can sustain the local population and offers links to a range of destinations. Shared paths will be well connected with appropriately located way finding signage and amenities that make walking and cycling an achievable and enjoyable activity for all ages.

*"Pedestrian and bicycle users' amenity and accessibility will be a priority in the development of any circulation networks..."*



## 1.5 Key Objectives of the Plan

- To improve the pedestrian and cycling environment
- To encourage and promote walking and cycling
- To increase public transport patronage
- To encourage a healthier and more active community
- To reduce greenhouse gases
- To advocate and secure future funding for infrastructure and other initiatives
- To achieve set targets and measures of success

## 1.6 Key Strategies of the Plan

- To install streetscape infrastructure
- To install pedestrian and cycling infrastructure
- To encourage walking, cycling and public transport usage
- To advocate and lobby key stakeholders to implement the Action Plan
- To seek appropriate funding and partnership opportunities
- To develop key targets and measures of success

## 1.7 Targets

To measure how successful the Plan has been in meeting these objectives in the long term, Doncaster Hill aspires to achieve a target of 20% of all trips to be alternative transport modes, including either walking, cycling or public transport (or a combination). Short term items will also be measured and monitored at more regular intervals (refer Table 1 Section 4).



## 2. PEDESTRIAN AND CYCLING NETWORK PLAN

Manningham has one of the highest car ownership rates in Melbourne (2 vehicles per household, as compared with the Melbourne average of 1.57 vehicles), and as such, the provision of sustainable transport choices within Doncaster Hill will help reduce car dependency and tackle local car parking issues. It is envisaged that the increase in transport choices will also encourage people to walk and cycle for recreational and/or commuting purposes. The importance of walking and cycling is reinforced in the Draft 'Active for Life' Manningham's Recreation Strategy (May 2009).

Consultation undertaken with residents highlighted that as current recreational activities, 16% of respondents cycled, whilst walking rated the highest, at 54%. The survey also noted that the issue of safety can be a deterrent to people walking and cycling, but 'lack of time', rated as the highest deterrent to people walking. Enhancing the actual or perceived safety of using public transport or walking and cycling routes and the health and social benefits, may result in the increased modal shift and change in travel behaviour patterns to more sustainable transport choices.

### 2.1 Cycling

The Principal Bicycle Network (PBN) is a network of arterial cycling routes in metropolitan Melbourne. The existing section of the PBN in Doncaster Hill operates along Doncaster Road. The introduction of a dedicated green orbital bus route along Doncaster Road will have significant implications for cyclists using the PBN (refer to Section 3 - Map 2). VicRoads is generally responsible for managing the development of the PBN and the implementation and maintenance of the bicycle facilities associated with the PBN is undertaken either by VicRoads or the local council depending on whether they are on an arterial or local road.

As identified in Table 2, there is a need to work in partnership with VicRoads to investigate whether an alternate PBN route is required to replace Doncaster Road or an additional east-west bicycle link is required, to appropriately accommodate the safety and needs of cyclists.

### 2.2 Local Networks

In relation to the extended local municipal network, Council has developed the Manningham Bicycle Strategy (2001) and Supplementary Action Plan (2006) (Refer to Section 7.2.10) which





details projects to be undertaken over a 5 year period. The main regional focus of the action plan is the completion of the Mullum Mullum Creek Trail, that will link into the Main Yarra Trail and recently opened East Link trails. Doncaster Hill cycle paths have also been diverted to provide linkages from the Koonung Creek Trail south of Doncaster Hill through to the Main Yarra Trail to the north.

The Plan also identifies linkages that are required to connect the local networks to the PBN and these will be in the form of a shared path system, where possible. It is noted that some local streets form part of the network. In these instances, way finding signage will be installed, along existing roads or footpaths and paths in open space reserves to identify preferred walking or cycling routes.

## 2.3 Pedestrians

As with the provision of cycling paths, the increase in pedestrian activity within Doncaster Hill will assist with the reduction of private vehicle usage and increase in the overall health and wellbeing of the local community.

With the exception of a number of streets south of Doncaster Road, the majority of the local street network within Doncaster Hill have standard footpaths. A number of the Doncaster Hill standard

boulevard treatments have been installed in specific areas, as identified in Section 3 - Map 1. These boulevard treatments are wider than the standard footpaths. In areas that are not main roads shared use by pedestrians and cyclists, is encouraged.

Achieving a consistent urban character along the length of Doncaster Road (within Doncaster Hill) through boulevard treatment forms part of the built form vision for an active street frontage. The boulevard treatments along Doncaster Road are designed to be pedestrian designated networks only.

## 2.4 Public Transport

Since the preparation of the 2003 Plan, the provision of a range of local and regional bus services have featured more prominently as a reliable mode of public transport, particularly for commuting purposes. It is therefore essential that the Doncaster Hill Pedestrian and Cycling Plan includes a focus on public transport (bus infrastructure and services) as a part of the range of sustainable transport modes.

There are a number of transport initiatives that are relevant to Manningham and specifically Doncaster Hill. These include:



**2.4.1 Implementation of the Doncaster Area Rapid Transit (DART) bus service - \$360M, which aims to:**

- Increase service spans to complement Smartbus Orbital routes;
- Improve service spans to 19 hours on weekdays, 18 hours on Saturdays and 17 hours on Sundays;
- Improve frequency of services to 7-10 minutes during AM and PM peak periods;
- Save average travel times by more than 10% in peak times
- Upgrade more than 250 bus stops; and
- Include the implementation of bus priority lanes;

The DART bus service is proposed to commence in early 2011.

**2.4.2 Implementation of the Red and Green Orbital routes**

- Red orbital from Mordialloc to Altona via Tram Road and Williamsons Road commenced operating in April 2009; and

- Green orbital from Chelsea to Werribee via Doncaster Road and Williamsons Road is proposed to commence early 2010.

**2.4.3 Review of Local Bus Services**

A report on the local bus reviews recently conducted by the State Government is expected to be released in the near future and aims to expand the current bus services, deliver improved route structures, modal connections, linkages, address the service gaps and provide a bus route within 400 metres of all residents' homes within the municipality.

**2.4.4 Implementation of the Manningham Mover**

- This community bus service commenced operation in November 2008 and will traverse Doncaster Hill providing a local bus service for the local community.
- A 12% increase in passengers since commencement of bus service has been noted

It is expected that this patronage growth will continue to increase as the fleet of new low floor buses are introduced into the service and more publicity and marketing of the service is undertaken.





The Public Transport Guidelines for Land Use and Development acknowledges the important role that activity centres play in operating as key nodes in the public transport system. The guidelines note that:

*“If activity centres are to fulfil the promise of increased sustainability, they need to attract more public transport users. Many activity centres function as critical nodes in the public transport system already. However, if public transport use is to be increased, it must become a central feature of every activity centre and offer a more convenient alternative to car-based travel. Improving the connection between different routes and modes of public transport in well-located interchanges that are integrated with the street and building fabric of the activity centre is an important component in encouraging increased use.”*  
(page 8)



### 3. Implementation Framework

#### 3.1 Implementation Maps

A set of three maps support the Plan, highlighting a range of networks and information. Each map includes the same base details, identifying:

- Doncaster Hill Principal Activity Centre boundary;
- Key destinations within and surrounding Doncaster Hill;
- Major bus interchange at Westfield;
- Key Open Space Reserves; and
- Future Civic Precinct.

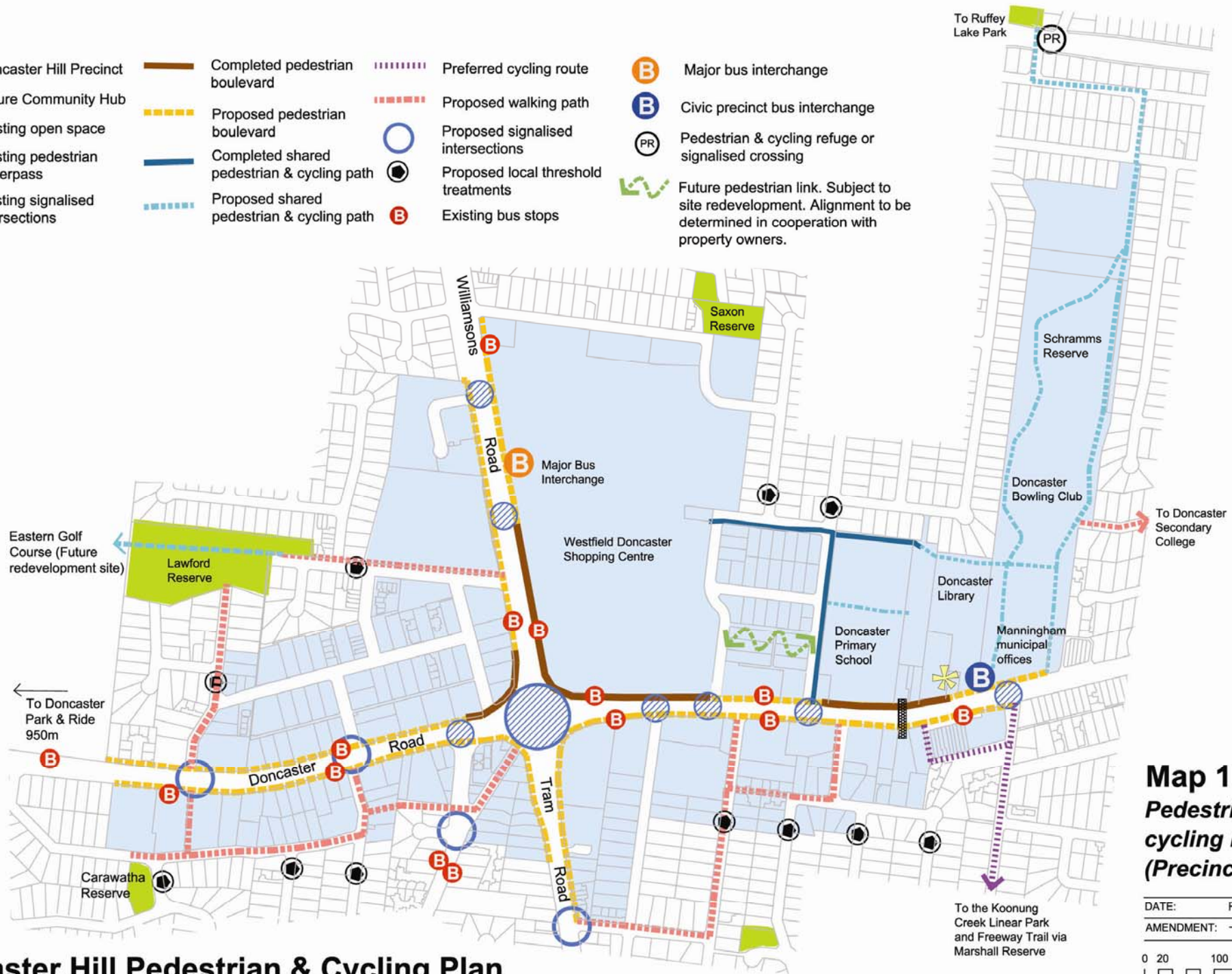
#### Map 1 – Pedestrian and Cycling Networks within Doncaster Hill illustrates:

- Completed sections of the boulevard and shared path network;
- Sections of the boulevard and shared path network that are proposed to be undertaken (some sections are indicative only and will be finalised in conjunction with developments in the vicinity);
- Preferred cycling route to be supported by way finding signage;
- Proposed locations for local threshold treatments;
- Existing and proposed signalised intersections;
- Existing and proposed bus stops, including the future civic precinct bus interchange.



**Legend**

- Doncaster Hill Precinct
- Existing open space
- Existing pedestrian underpass
- Existing signalised intersections
- Completed pedestrian boulevard
- Proposed pedestrian boulevard
- Completed shared pedestrian & cycling path
- Proposed shared pedestrian & cycling path
- Preferred cycling route
- Proposed walking path
- Proposed signalised intersections
- Proposed local threshold treatments
- Existing bus stops
- Major bus interchange
- Civic precinct bus interchange
- Pedestrian & cycling refuge or signalised crossing
- Future pedestrian link. Subject to site redevelopment. Alignment to be determined in cooperation with property owners.



**Map 1**  
**Pedestrian and cycling network**  
**(Precinct scale)**

DATE: Feb2010  
 AMENDMENT: -

0 20 100 200M

**Doncaster Hill Pedestrian & Cycling Plan**



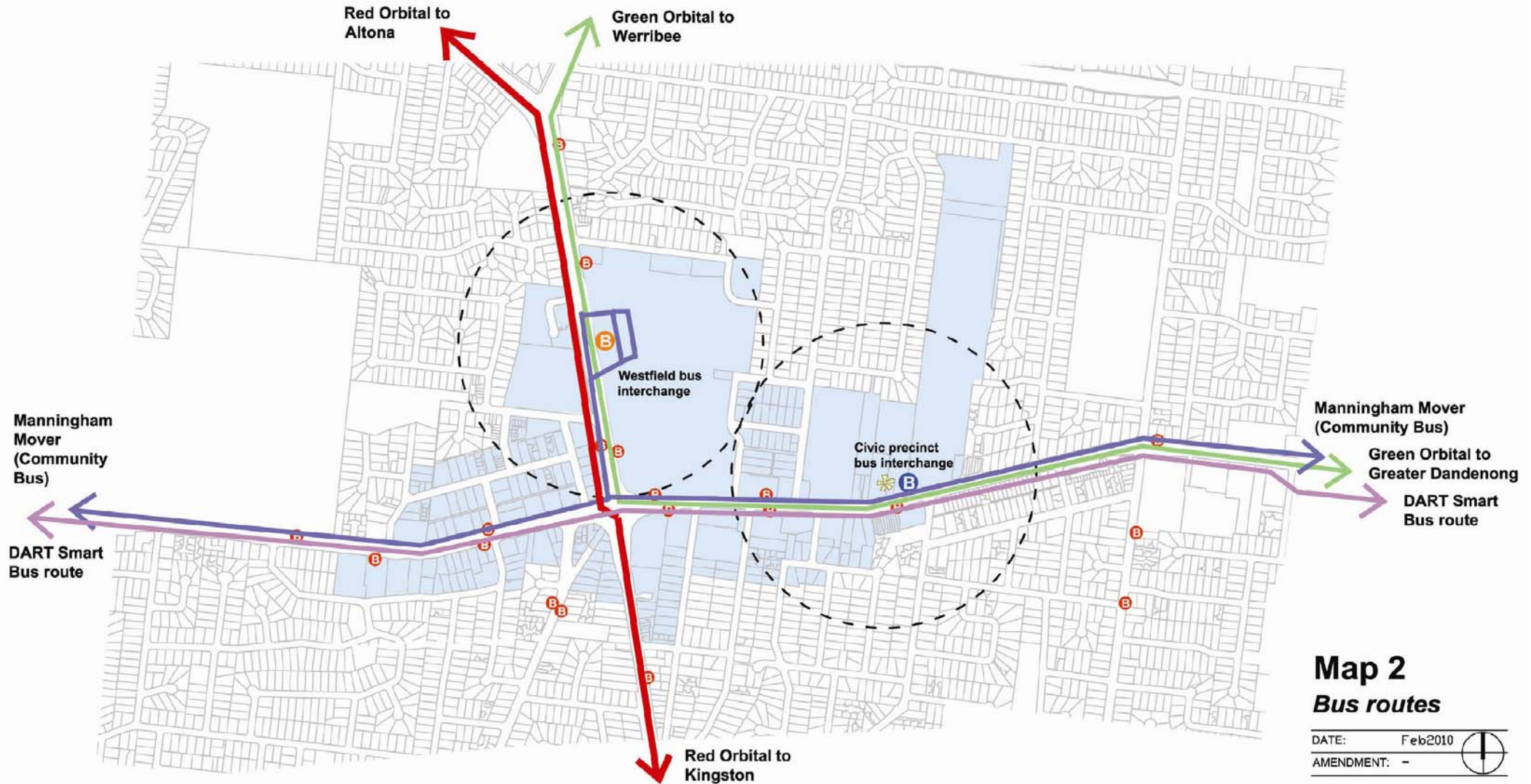
## Map 2 – Bus Routes illustrates:

- Manningham Mover (community bus);
- Doncaster Area Rapid Transit Smart Bus route;
- Red Orbital bus route
- Green Orbital bus route
- 400m walkable measure from the major bus interchange at Westfield and the proposed future civic precinct bus interchange; and
- Location of existing bus stops.



**Legend**

- Doncaster Hill Precinct
- Future Community Hub
- Existing bus stops
- Major bus interchange
- Civic precinct bus interchange
- 400m walking distance from major bus interchanges
- Green Orbital bus route
- Red Orbital bus route
- Manningham Mover (Community Bus)
- DART Smart bus route



**Doncaster Hill Pedestrian & Cycling Plan**

**Map 2**  
**Bus routes**

DATE: Feb2010

AMENDMENT: -

0 50 100 400M



**Map 3 – Cycling networks servicing Doncaster Hill illustrates:**

- Metropolitan Principal Bicycle Network;
- Cycling path network outside of the Doncaster Hill Precinct;
- Existing shared paths along the Koonung Creek Trail; and
- Preferred cycling to be supported by way finding signage to provide connections from Koonung Creek Trail.



**Legend**

- Doncaster Hill Precinct
- Future Community Hub
- Existing bus stops
- Major bus interchange
- Civic precinct bus interchange
- Existing open space
- Metropolitan Principal Bicycle Network
- Cycling path network outside of the Doncaster Hill Precinct
- Preferred cycling route



**Doncaster Hill Pedestrian & Cycling Plan**

**Map 3**  
**Cycling networks**  
**servicing**  
**Doncaster Hill**

DATE: Feb2010

AMENDMENT: -

0 50 100 500M



### 3.2 Community Engagement & Education

Council is committed to working in partnership with the Doncaster Hill community to continue promoting and encouraging pedestrian and cycling activities and increased patronage of public transport services.

The Doncaster Hill community is identified as individuals, community organisations, local traders, primary and secondary schools, church groups, Council staff and the private sector. This group also includes people who travel from other areas within the municipality or broader area.

In addition to undertaking physical works, such as the construction of shared paths, seating, etc Council will also provide support to groups for initiatives such as assisting with trip planning, recreational walking groups, and walking and/or cycling to school.

A Marketing and Communication Strategy for the Plan will not only be used to raise awareness but to make optimal and safe use of the networks, facilities and activities.

Council undertakes various surveys of households within Manningham on a range of matters on an ongoing basis. This will be a useful tool in engaging with the broader community as well as more targeted consultation within Doncaster Hill.

### 3.3 Lobbying / Advocacy

Part of Council's role is to advocate on behalf of groups identified in Section 3.2 of this report, to achieve the vision and objectives of Doncaster Hill.

In responding to one of the recommendations made in the report by the Priority Development Panel (PDP) (refer to Section 7.2.14), Council is keen to lobby VicRoads for a staged approach to reducing the regulatory speed limits along Doncaster Road, commencing with the section between Church Road and Williamsons Road. This section of Doncaster Road is earmarked for a high level of pedestrian activity with the boulevard treatments and the active street frontages of the proposed developments in the form of cafes, restaurants and other commercial activities. Triggers for reducing the regulatory speed limits are subject to consultation with VicRoads and implementation of any subsequent changes will be based on their approval.

Another of the PDP's recommendations relates to Public Transport and Council is also keen to lobby VicRoads with regard to investigating the extension of the peak hour (morning and afternoon peak periods) exclusive bus lanes to extend to all day operations.





Whilst cyclists are permitted to use the bus lanes, Council will investigate whether an alternative east-west route for the Principal Bicycle Network is required, having regard to local bicycle linkages.

Council will continue to pursue discussions with VicRoads to expedite the implementation of road upgrades in accordance with the Network Operating Plan in order to facilitate the movement of traffic around Doncaster Road and promote/optimize sustainable transport along Doncaster Road.

### 3.4 Funding and Partnerships

Joint funding from Council and external sources has enabled construction of capital works projects on Doncaster Hill. A significant number of these completed projects were also identified in the Doncaster Hill Development Contributions Plan (February 2005).

This Plan identifies that there are also a significant number of projects that will need to continue to be undertaken in partnership with a range of key stakeholders such as VicRoads, Department of Transport (DOT) and Department of Planning and Community Development (DPCD). These partnerships are identified in Table 2, in Section 4.3.

Opportunities also exist in the future to pursue partnerships with private developers or through sponsorship to undertake physical works or to support other initiatives.

It is anticipated that projects listed in Table 2 will be funded through:

- Council's Capital and Operation budget;
- Developer Contributions;
- External funding applications; and
- Joint funding between Council and other sources.

Projects that are identified in the Doncaster Hill Development Contributions Plan (February 2005) are also highlighted in this Plan to provide an inventory of works to be undertaken to implement the vision of the Plan.



## 4. Monitoring & Review

The Doncaster Hill Pedestrian and Cycling Plan (February 2010) is a 20 year plan, linking in with the Doncaster Hill Strategy (October 2002, revised October 2004).

As the Plan is intended on being a living document, it will be necessary to review it in 5 years to take into account any sites that may have been developed, Council objectives, State Government directions and any other relevant changes.

Yearly progress of the Plan will be reported as part of the Annual Doncaster Hill Progress Report.

At the end of the 5 year period, the Plan will also be reviewed to monitor its success in completing or undertaking the short term (1-5 years) items identified in the Action Plan.

The key outcomes of the Doncaster Hill Pedestrian and Cycling Plan are to:

- Increase numbers of people walking, cycling and using public transport;
- Reduce numbers of private vehicle usage;
- Decrease demand on car parking;
- Reduce greenhouse emissions;
- Increase the health and wellbeing of the community; and
- Improve accessibility by all members of the community.

In order to measure the success of the Plan in the long term, it is proposed to aspire to achieve the following targets by the year 2030 (starting and ending in Doncaster Hill):

- 2.5% of all trips to be based on walking
- 2.5% of all trips to be based on cycling, and
- 15% of all trips to be based on people utilising the bus system.

However, in the short term (1-5 years), the base figures, shown in Table 2, will enable officers to assess the incremental increase in the use of alternative transport within Doncaster Hill. During this period, it is also intended to collect a range of other data relating to public transport use, pedestrian and cycling activities to measure the success of the actions implemented during that time.

It is noted that current population projections for Doncaster Hill forecast an increase from 858 in 2006 to 2,516 in 2014. Future targets will need to be adjusted to account for any increases in population figures.



#### 4.1. Table 1 – Short Term Targets

Item No	Item	Base Figure	Aspirational Future Target (2014)
1	Number of people utilising the Underpass (Doncaster Road)	175 people per day (2007)	(double) 350
2	Number of people walking along: <ul style="list-style-type: none"> <li>• Council Street west side</li> <li>• Council Street east side</li> <li>• Goodson Street north side</li> <li>• Goodson Street south side</li> </ul>	(2008 data)  72 people per day 85 people per day 56 people per day 31 people per day	(double)  144 people per day 170 people per day 112 people per day 62 people per day
3	Number of vehicles per dwelling (Doncaster) * <ul style="list-style-type: none"> <li>• None</li> <li>• 1 vehicle</li> <li>• 2 vehicles</li> <li>• 3 vehicles</li> <li>• 4 or more vehicles</li> </ul>	60% 2 or more vehicles (Total dwelling 6,379)  383 dwellings (6%) 2,155 dwellings (34%) 2,720 dwellings (43%) 770 dwellings (12%) 351 dwellings (5%)	(5% decrease) 57% 2 or more vehicles
4	Travel speed Doncaster Rd (between Church Road and Williamsons Road)	70kph	60kph
5	Method of Travel to Work (Doncaster pop. 7,998) *  Travel by private vehicle (car - as driver, car – as passenger, truck and motorbike) <ul style="list-style-type: none"> <li>• Manningham Average</li> <li>• Melbourne Average</li> </ul>	70.3% (5,623 people)  72.4% 67.1%	66.8% (5% decrease)
6	Numbers of vehicles travelling along Doncaster Road adjacent to the municipal offices	35,404 vehicles per day (2 way traffic flow – 2008)	35,404 vehicles per day (2 way traffic flow) – no increase

Item No	Item	Base Figure	Aspirational Future Target (2014)
7	Attraction of external funding sources: <ul style="list-style-type: none"> <li>• 2006/2007</li> <li>• 2007/2008</li> <li>• 2008/2009</li> </ul>	\$235,000 \$333,000 \$312,667 (pending)	Maintain funding levels
8	Numbers of students participating in Travel Smart Programs		(double)
	Students walking along:	(2008 data) – per day	
	• Council Street west side	14 (Primary students) 12 (Secondary students)	28 (Primary students) 24 (Secondary students)
	• Council Street east side	21 (Primary students) 11 (Secondary students)	42 (Primary students) 22 (Secondary students)
	• Goodson Street north side	18 (Primary students) 11 (Secondary students)	36 (Primary students) 22 (Secondary students)
	• Goodson Street south side	3 (Primary students) 3 (Secondary students)	6 (Primary students) 6 (Secondary students)
	Number of students utilising the underpass (Doncaster Road)	(2007 data) – per day 87 (Primary students) 14 (Secondary students)	174 (Primary students) 28 (Secondary students)
	Number of students crossing Council Street at Doncaster Road	(2007 data) – per day 26 (Primary students) 34 (Secondary students)	52 (Primary students) 68 (Secondary students)
9	Council vehicle fleet and green travel targets	Refer to Action Item No. 1.21	

\* Australian Bureau of Statistics 2006 Census Data – Doncaster (SSC 21231) 8.9sqk

## 4.2. Action Plan

This table identifies a range of actions including physical works to be undertaken, listed as short, medium or long term, with the aim to:

- Improve transport and streetscape infrastructure;
- Promote activities to encourage walking, cycling and public transport use; and
- Advocate to State Government for infrastructure and operational improvements.

A list of criteria was used in determining the order of priority for physical infrastructure works to be undertaken. It is considered that the works must:

- Improve the existing network by connecting the most direct links between paths and/or local destinations;
- Make connections to local and regional open space networks;
- Connect into the regional trail network; and
- Provide access to public transport.

For regional linkages the criteria used to choose specific routes included:

- Topographical constraints;
- Linkages with existing open space;
- Consideration of destinations; and
- Existing public transport and streetscape infrastructure.

Whilst the Action Plan identifies timeframes, it is acknowledged that there may be instances where some longer term items may be undertaken earlier, subject to funding opportunities being made available or taking into account other Council priorities or when private developments occur.

Reference to installation of shared paths and boulevards will include appropriate streetscape furniture such as:

- Seating
- Way-finding signage
- Drinking fountains
- Bike racks
- Bollards



### 4.3. Table 2 – List of Actions

\*Other partner(s) may also be identified as part of the scoping of the final project

Item No. 1.0	Improve Transport and Streetscape Infrastructure and Sustainable Travel Options	Short Term (1-5 years)	Medium Term (6-10 years)	Long Term (11-20 years)	*Partners	Map Reference	Links to other Strategies/Plans
1.1	Install pedestrian & cycling refuge or pedestrian operated signals at intersection of George Street & Astran Place	√	√		VicRoads	Map 3	Manningham Bicycle Strategy 2001 (supplementary action plan 2006)
1.2	Install wayfinding signage to identify preferred cycling route to Koonung Creek Trail from Doncaster Road	√				Map 3	Manningham Bicycle Strategy 2001 (supplementary action plan 2006) Draft Signage Guidelines (due July 2009)
1.3	Investigate shared path link from Lawford Reserve to the Eastern Golf Course to ensure that the Development Principals are achieved* ( <i>subject to redevelopment of Eastern Golf course</i> )	√	√			Map 1	
1.4	Install way-finding signage for shared path from intersection at Williamsons Rd & Lawford St, through Lawford Reserve to Doncaster Rd via Bayley Grove		√	√		Map 1	Doncaster Hill Development Contributions Plan Feb 2005
1.5	Install way-finding signage for preferred interim walking route from Doncaster Road to Tram Road (Clay Drive, Merlin St, Short St & Hepburn Rd).		√	√		Map 1	Doncaster Hill Development Contributions Plan Feb 2005

Item No. 1.0	Improve Transport and Streetscape Infrastructure and Sustainable Travel Options	Short Term (1-5 years)	Medium Term (6-10 years)	Long Term (11-20 years)	*Partners	Reference to Map	Links to other Strategies/Plans
1.6	Install way-finding signage to indicate preferred cycling route connecting footbridge (between Middleborough Rd & Station St), through to Doncaster Hill and onto the Main Yarra Trail.		√			Map 3	Manningham Bicycle Strategy 2001 (supplementary action plan 2006) Draft Signage Guidelines (due July 2009)
1.7	Install way finding signage to indicate preferred cycling route from Stanton Street bridge to Eastern Golf Course site (between Heyington Ave & Petty's Lane).		√			Map 3	Manningham Bicycle Strategy 2001 (supplementary action plan 2006) Draft Signage Guidelines (due July 2009)
1.8	Investigate further improvements to pedestrian circulation through Westfield	√	√	√	Westfield	Map 1	
1.9	Investigate preferred option for connecting Doncaster Secondary College (Church Rd) to networks to the west	√			Doncaster Secondary College	Map 1	
1.10	Raise awareness/assist Doncaster Primary School and Doncaster Secondary College in implementing walking and cycling initiatives.	√	√	√	DoT Doncaster Primary School Doncaster Secondary College	Map 1	Draft Road Safety Strategy 2009
1.11	Weather protection at intersections		√	√			Doncaster Hill Development Contributions Plan Feb 2005
1.12	Boulevard treatment Doncaster Road	√	√	√			Doncaster Hill Development Contributions Plan Feb 2005
1.13	Boulevard treatment Williamsons / Tram Roads	√	√	√			Doncaster Hill Development Contributions Plan Feb 2005
1.14	Pedestrian lighting along boulevard	√	√	√			Doncaster Hill Development Contributions Plan Feb 2005
1.15	Install pedestrian operated signals at			√	VicRoads	Map 1	Doncaster Hill Development

Item. No. 1.0	Improve Transport and Streetscape Infrastructure and Sustainable Travel Options	Short Term (1-5 years)	Medium Term (6-10 years)	Long Term (11-20 years)	*Partners	Reference to Map	Links to other Strategies/Plans
	intersection of Elgar Rd & Briar Court.						Contributions Plan Feb 2005
1.16	Install pedestrian operated signals at intersection of Tram Rd & Merlin Street.			√	VicRoads	Map 1	Doncaster Hill Development Contributions Plan Feb 2005
1.17	Install pedestrian operated signals at intersection of Doncaster Rd & Beaconsfield Street.			√	VicRoads	Map 1	Doncaster Hill Development Contributions Plan Feb 2005
1.18	Install pedestrian operated signals at intersection of Doncaster Rd & Bayley Grove.			√	VicRoads	Map 1	Doncaster Hill Development Contributions Plan Feb 2005
1.19	Installation of local threshold treatments in conjunction with private developers	√	√	√		Map 1	Doncaster Hill Development Contributions Plan Feb 2005
1.20	Initiatives to encourage walking/cycling/public transport patronage.	√	√	√	Local Schools Local businesses Community groups		
1.21	Development of Green Travel and Green Transport Plans for Civic Offices, including consideration of green vehicles, electric bikes, trip planning for staff and lunch time walking groups	√			DoT	Map 1	Green Office Green Organisation Program (GOGO)
1.22	Heritage Walk Brochure	√			Heritage Advisory Committee, Historical Societies, Doncaster Primary School Church of Christ		Tourism Strategic Plan May 2007
1.23	Art Walk Brochure	√					Tourism Strategic Plan May 2007
1.24	Put in place Green Travel plans for local schools including promoting Ride2School	√	√	√	Local schools DoT		Draft Road Safety Strategy 2009



Item No. 1.0	Improve Transport and Streetscape Infrastructure and Sustainable Travel Options	Short Term (1-5 years)	Medium Term (6-10 years)	Long Term (11-20 years)	*Partners	Reference to Map	Links to other Strategies/Plans
	and Walk Safely to School Days				VicRoads		
1.25	Encourage local businesses to develop Green Travel Plans with particular focus on opportunities afforded by Westfield Doncaster	√	√	√	Local businesses Westfield		
1.26	Preparation of a Doncaster Hill walking/cycling brochure	√					Doncaster Hill Marketing and Communications Plan

Item No. 2.0	Advocate to State Government for infrastructure and operational improvements	Short Term (1-5 years)	Medium Term (6-10 years)	Long Term (11-20 years)	*Partners	Reference to Map	Links to other Strategies/Plans
	<b><i>Strategic Initiatives – Network Operating Plan</i></b>						
2.1	Reduction of speed limits along Doncaster Road (between Church Road and Williamsons Road) from 70kph to 60kph.	√			VicRoads	Map 3	VicRoads Network Operating Plan
2.2	Reduction of speed limits along Doncaster Road (between Church Road and Williamsons Road) from 60kph to 50kph.		√		VicRoads	Map 3	VicRoads Network Operating Plan
2.3	Reduction of speed limits along Doncaster Road (between Church Road and Williamsons Road) from 50kph to 40kph.			√	VicRoads	Map 3	VicRoads Network Operating Plan
2.4	Expedite the implementation of road upgrades in accordance with the Network	√	√		VicRoads		VicRoads Network Operating Plan

Item No.	Advocate to State Government for infrastructure and operational improvements	Short Term (1-5 years)	Medium Term (6-10 years)	Long Term (11-20 years)	*Partners	Reference to Map	Links to other Strategies/Plans
	<b><i>Strategic Initiatives – Network Operating Plan</i></b>						
	Operating Plan in order to facilitate the movement of traffic around Doncaster Hill and promote/optimize sustainable transport along Doncaster Road.						
	<b><i>Strategic Initiatives – Dedicated Bus Lanes</i></b>						
2.5	Expedite implementation of exclusive bus lanes along Doncaster Road to operate during morning and afternoon peak periods initially and extend to all day operation in the future.	√			DoT VicRoads Bus Companies		Green Orbital Smart Bus and DART
2.6	Advocate for appropriate bike storage facilities at Doncaster 'Park-n-Ride'	√			Bicycle Victoria Department of Transport Bus Companies	Map 3	
2.7	Advocate bus companies to allow for access for bikes on public transport		√	√	Department of Transport Bus Companies		
	<b><i>Strategic Initiatives – Principal Bicycle Network (PBN)</i></b>						
2.8	Investigate whether an alternative east-west route for the Principal Bicycle Network is required, having regard to local bicycle linkages.	√			VicRoads Bicycle users Bicycle Victoria		Manningham Bicycle Strategy 2001 (supplementary action plan 2006)

Item No. 3.0	Implement Precinct 1 Masterplan (Actions to be updated as currently on exhibition as Draft)	Short Term (1-5 years)	Medium Term (6-10 years)	Long Term (11-20 years)	*Partners	Reference to Map	Links to other Strategies/Plans
3.1	Shared path link through Precinct 1.	√	√	√		Map 1	
3.2	Install shared path along Eastern side of Schramms Reserve to connect through to Ruffey Lake Park (Anarth St, Roseland Grove & Astran Place).	√			DoT	Map1	
3.3	Ensure improved pedestrian access as part of Stage 1 Civic Community Hub building works including extension and connection to existing path network.	√				Map 1	
3.4	Develop a 'Walking School Bus' (or similar) program to encourage walking and cycling to Doncaster Primary School.	√			Doncaster PS, DOT (TravelSmart)	Map 1	
3.5	Develop a Memorandum of Understanding with the DoT and VicRoads with regard to traffic including agreement on triggers for reducing speed limit along Doncaster Road.	√			DoT VicRoads		
3.6	Determine the car parking and pedestrian movements around existing primary school and council offices, with particular attention to school drop off and pick up times.	√	√				
3.7	Develop high profile bus stop on the Doncaster Road frontage to provide shelter, nearby bicycle storage, way-finding and local area information with strong connection to the future Civic Centre building. Coordinate installation of the bus stop with installation of Green Orbital infrastructure.	√			Department of Transport DPCD	Map 1	



Item No. 3.0	Implement Precinct 1 Masterplan (Actions to be updated as currently on exhibition as Draft)	Short Term (1-5 years)	Medium Term (6-10 years)	Long Term (11-20 years)	*Partners	Reference to Map	Links to other Strategies/Plans
3.8	Staged development of a priority north-south shared path connecting Doncaster Road to Board Street. Path to provide shaded seating, drinking fountains, interaction spaces, feature landscaping and way-finding totems with distance and destination information.	√	√	√		Map 1	
3.9	Staged development of a priority east-west shared path to connect JJ Tully Drive and the north-south paths to the already constructed section of shared path on the northern side of the Doncaster Primary School oval. Path to provide shaded seating and interaction spaces, feature landscaping, and wayfinding totems with distance and destination information.	√	√			Map 1	
3.10	Staged construction of an improved internal network of paths within the Primary School. Investigate possible after-hours pedestrian access through the school property via an east-west pedestrian path to Berkeley Street.		√	√		Map 1	
3.11	Staged development of a network of secondary walking paths offering a variety of surface types. Project to include the provision of additional shade trees and way-finding totems with distance and destination information.		√	√			

Item No. 3.0	Implement Precinct 1 Masterplan (Actions to be updated as currently on exhibition as Draft)	Short Term (1-5 years)	Medium Term (6-10 years)	Long Term (11-20 years)	*Partners	Reference to Map	Links to other Strategies/Plans
3.12	Staged removal of at-grade car parking currently dominating the site. Replacement car parking to be provided as part of the development of new civic, commercial and residential buildings within the site, with particular consideration for disabled parking.	√	√	√			
3.13	Provide a hierarchy of pedestrian and cycling paths, and enhance safety for all users, including lighting and consider pedestrian crossings, eg. Council St	√	√	√			
3.14	Provide legible wayfinding signage throughout the precinct, including audio signage.	√	√	√			
3.15	Provide appropriate drop-off and pick-up areas for civic and community facilities, including mini-buses and taxis.	√	√			Map 1	
3.16	Provide improved vehicle access to, and circulation within the site.	√	√	√			
3.17	Provide bicycle storage and recharge facilities for electric bikes, scooters and wheelchairs.	√	√	√	Bicycle Victoria Bicycle users		
3.18	Investigate opportunities for additional pedestrian linkages through the site as part of the gradual redevelopment of surrounding residential properties.		√	√			



## PART B CONTEXT

### 5. BACKGROUND

#### 5.1 Existing Conditions

Doncaster Hill is a 58-hectare area located in Doncaster stretching along the major corridors of Doncaster Road, Williamsons Road and Tram Road and is located 14 kilometres from the Melbourne Central Business District (Refer to Map 1).

The main destinations in Doncaster Hill include:

- Westfield Doncaster;
- Manningham City Council municipal offices;
- Doncaster Primary School; and
- Schramms Reserve and Doncaster Bowling Club.

Other key attractors include Church of Christ, Old Shire Hall and numerous private businesses. Surrounding destinations within the local area include Doncaster Secondary College to the east, Koonung Creek Trail to the south, Aquarena and Ruffey Lake Park to the north (including the Main Yarra Trail). There are currently limited pedestrian and cycling facilities that provide a safe and direct link to these particular regional attractors.

As Doncaster Hill continues to be developed, there will be an increased need to provide sustainable transport choices within and around Doncaster Hill and links to the above-mentioned destinations.

#### 5.2 Existing Travel Patterns

It is noted that Manningham residents have a higher car ownership than the Melbourne average, with 2 vehicles per household compared with the Melbourne average of 1.57 vehicles per household. Current limited access to sustainable transport choices within Manningham, results in a high proportion of local residents travelling to work by private vehicle (72.4%), compared to the Melbourne Statistical Division (67.1%).

The cost of operating a medium sized car is \$10,036 per year.\* Reducing the car ownership level in Manningham to match the Melbourne average (and increasing alternative transport choices), would save a household approximately \$3,065 per annum and \$118 million per annum for the municipality.

\*Costs based on RACV costs for running a medium car in 2007 of \$10, 036 per year.

It is anticipated that the increased bus services within Doncaster Hill as shown on Map 2 and outlined in Table 2 will assist in reducing the current levels of private vehicle usage.





## 5.3 Completed Projects

The Doncaster Hill Pedestrian and Cycling Plan (June 2003) made a number of recommendations for infrastructure improvements for pedestrians and cyclists within Doncaster Hill and facilitated the completion of a number of projects. A significant number of these items are also identified in the Doncaster Hill Development Contributions Plan (February 2005). Where appropriate, the following items are reflected on Map 3:

### 5.3.1 Transport and Streetscape Infrastructure

- Shared path along the east side of Council Street between Doncaster Road and Goodson Street;
- Shared path along the south side of Goodson Street between Council Street and Tower Street, which leads into the redeveloped Westfield Doncaster shopping centre;
- Shared path located along the northern property boundary of Doncaster Primary School,
- Installation of bike racks at Civic Offices;
- Installation of bike racks at Westfield Doncaster;
- Boulevard footpath along Williamsons Road, in front of Westfield Doncaster;
- Boulevard footpath treatment along the Doncaster Road between Council Street and the municipal offices;

- Boulevard footpath treatment at the intersection of Doncaster Road and Williamsons Road (North East and North West).
- Doncaster Road Underpass upgrade and beautification works;
- Doncaster Road Art fence (adjacent to Doncaster Primary School); and
- Pedestrian signal operations were modified on Doncaster Road at Frederick Street and a new signalised intersection was installed at the intersection of Doncaster Road and Tower Street.
- Installation of way-finding and other signage, and lighting at various locations

### 5.3.2 Public Transport Improvement

- Westfield bus interchange
- Red Orbital Bus Route infrastructure, including improved bus stops
- Design and feasibility for Green Orbital signage and road painting

### 5.3.3 Strategic Planning Projects

- Precinct 1 (Civic Precinct) Bus Interchange
- Precinct 1 Masterplan (Draft April 2009) currently in exhibition



## 5.4 Methodology

This Plan specifically responds to Item 2.5.1 of the 2006 – 2010 Council Plan *'Undertake a review of the Doncaster Hill Pedestrian and Cycling Plan to accommodate for planned public transport improvements and to meet the predicted needs of Doncaster Hill residents.'*

The aim of the review of the Doncaster Hill Pedestrian and Cycling Plan (June 2003) was to identify well designed and improved pedestrian and cycling routes within Doncaster Hill, with appropriate linkages to the public transport network. Providing genuine travel choices, reducing car dependency and encouraging a healthier community are key motivators of the Plan.

The review process commenced by undertaking an audit of the works as identified in the 2003 Plan that have been completed to date together with an audit of the changes in policy context at both the State and local level. A review of the statistical and current usage ie, pedestrian counts and traffic speeds.

Whilst reviewing the Plan, the need for new networks and additional activities was assessed and incorporated into the draft Plan, as required.

The next phase of the review process involved consultation with a range of stakeholders that assisted in identifying the key elements to be addressed in the Plan, and involved statutory authorities, Department of Planning and Community Development, local traders, Council staff and local residents. The consultation methods included workshops, meetings, one on one surveys, feedback forms, staff survey and site visits. Refer to Attachment 1 for summary of results.

Council Officers undertook site visits and walked the proposed networks to determine the most appropriate and direct routes and links factoring in traffic movements, slope and suitability for pedestrian and/or cycling activities.

Outcomes of the consultative process and physical survey of the networks have been incorporated into Table 2. Actions are identified as either physical works to be undertaken or as initiatives to be implemented.



## 6 Policy Context

The Doncaster Hill Pedestrian and Cycling Plan was adopted by Council in June 2003, as an action arising out of the Doncaster Hill Strategy (October 2002, Revised October 2004) and in particular, responding to the key element 'Access and Circulation.' It also provided a funding model for the key infrastructure items, subsequently identified in the Doncaster Hill Development Contributions Plan (February 2005) and introduced into the Manningham Planning Scheme through Amendment C30 in 2005.

Key triggers that have prompted the need for the review of the 2003 Plan include:

- Continued implementation of the Doncaster Hill Strategy (October 2002, revised 2004);
- Continued implementation of items listed in the Doncaster Hill Development Contributions Plan;
- Identification of gaps and changing policy context;
- Major redevelopment of Westfield Doncaster;
- Implementation of the proposed public transport services and increased advocacy for improved public transport infrastructure and services;
- Increased awareness of the impact of climate change and ways of minimising its impact;
- Increased awareness on the physical and health benefits of walking/cycling; and
- Need for prioritisation to assist with funding advocacy





## 7 Reference Documents

In preparing this Plan, reference has been made to a number of relevant Strategies, Plans and Guidelines prepared by State and Local and Government bodies and other statutory authorities.

### 7.1 State Policy Context

#### 7.1.1 Melbourne 2030

The State Government Metropolitan Strategy, *Melbourne 2030* sets out a number of initiatives that lead to better planning decisions holistically across Metropolitan Melbourne. Direction 8 – Better transport links includes a number of policies that support this Direction in *Melbourne 2030*. The specific policies are:

- Policy 8.1 Upgrade and develop the Principal Public Transport Network and local public transport services to connect activity centres....
- Policy 8.2 Improve the operation of the existing public transport network with faster, more reliable and efficient on-road and rail public transport

Policy 8.6 Review transport practices, including design, construction and management, to reduce environmental impacts

Policy 8.7 Give more priority to cycling and walking in planning urban development and in managing our road system and neighbourhoods

#### 7.1.2 Victorian Transport Plan 2008

The Victorian Transport Plan identifies an extensive program of transport improvements for Victoria, sets the strategic directions into the future, provides details on the transport investment proposed over the short, medium and long term and proposes a coordinated approach to achieve a liveable and sustainable Victoria. In short, the Plan aims to deliver more trains, trams and buses, more train tracks and stations, better roads and more transport choices in Victoria.

The key issues for Manningham, and in particular Doncaster Hill, include the implementation of bus priority lanes along the designated routes within Manningham into Central Melbourne.

It is noted that the Victorian Transport Plan replaces the governments' previous strategy *Meeting Our Transport Challenges*.



### 7.1.3 Public Transport – Guidelines for Land Use and Development, Department of Transport (2008)

These Guidelines aim to assist in planning proposals for land use developments that affect public transport planning and delivery. It is intended that these Guidelines will assist with site design to facilitate the delivery and use of public transport services.

The Guidelines acknowledge that “..the provision and utilisation of a well designed public transport service network will return a range of significant benefits to the community.”

In relation to Activity Centres, the Guidelines outline a number of objectives for integrated planning of public transport and activity centres to improve movements of public transport vehicles, provision of convenient, safe and user friendly interchanges and ensuring an appropriate level of integration with the surrounding streetscape, street network and built form.

### 7.1.4 Victorian Cycling Strategy (March 2009)

The Victorian Cycling Strategy (March 2009) complements the Victorian Transport Plan in responding to the provision of greener transport choices for all Victorians. Whilst the Strategy focuses/prioritises network development in areas of high demand and growth, it acknowledges the increasing number of cyclists for both commuting and recreational purposes across Metropolitan Melbourne.

The Strategy is also a useful resource in understanding trends and patterns, understanding barriers and obstacles to cycling and how to overcome them.

### 7.1.5 Transport and Managing Congestion Fact Sheet ‘Planning for all of Melbourne’

The Transport and Managing Congestion Fact Sheet ‘Planning for all of Melbourne – the Victorian Government response to the *Melbourne 2030* Audit’, identifies that:

*“The Victorian Government will take a strong lead in planning for all of Melbourne, in partnership with local government, stakeholders and communities, to enhance Melbourne’s highly valued liveability.”*





## 7.2 Local Policy Context

### 7.2.1 Draft Climate 2020 – A Climate and Energy Action Plan (March 2009)

The aim of the climate 2020 draft action plan is to establish a broad framework that will direct decision making and action that moves the community of Manningham towards a climate wise future by 2020.

The draft action plan acknowledges the State Government's transport planning and initiatives, but also recognises the importance of facilitating public transport, pedestrian and cycling activities at a local level.

Activity Centres offer a real opportunity to reduce greenhouse emissions and congestion through the provision of a range of sustainable transport choices. It is anticipated that targets achieved for the proportion of public transport usage and pedestrian and cycling levels can be higher in Activity Centres.

### 7.2.2 Doncaster Hill Strategy (October 2002, Revised October 2004)

The Doncaster Hill Strategy was formally adopted by Council in February 2002 and revised in October 2004 in response to Amendment C33 (Part 1). Part A of the Doncaster Hill Strategy outlines the vision for a Sustainable Urban Village, in particular the essential element of an Attractive Village. It is noted that an "Attractive Village" is one which includes amongst other things, high quality urban design and amenity, boulevard treatments and pedestrian activity.

The Doncaster Hill Strategy objectives identify 7 key elements of the Urban Village. One the 7 key elements relates to "Access and Circulation", highlighting that pedestrian and bicycle users amenity and accessibility will be a priority in the development of any circulation networks proposed for Doncaster Hill.

There are 5 Strategy objectives which underpin the key element of "Access and Circulation" with the most relevant to this Plan being objective 7.5:

To provide a movement network that:

- Provides connectivity between and within all precincts,
- Integrates pedestrian, cycling and vehicle circulation,
- Encourages multi-purpose trips,
- Encourages walking and cycling,



- Provides linkages to passive and active open space areas within and nearby Doncaster Hill, these networks should prioritise links to facilities such as Westfield Doncaster, Aquarena, Ruffey Lake Park, the Koonung Creek Trail and the Main Yarra River Trail,
- Supports public transport patronage,
- Establishes innovative parking solutions / outcomes, and
- Minimises the impact of through traffic.

The aim of the Doncaster Hill Strategy provides an integrated planning response to the social, economic and environmental issues facing the Doncaster Hill Principal Activity Centre. As part of achieving the vision for a sustainable urban village, the Strategy promotes land-use patterns that minimise transport demands, promotes sustainable development and enhances urban spaces.

Objective 7.5 of the Strategy outlines 5 strategy objectives which underpin the key element of 'Access and Circulation'. These are outlined in detail in Section 3 of this Plan.

### 7.2.3 Manningham - Council Plan (2006-2010)

Manningham's 2006-2010 Council Plan outlines the community vision of a strong community, liveable Manningham, convenient local services and a leading Council that provides quality lifestyles balancing our community, our environment and our economic growth.

This Plan specifically, responds to Action Plan 2008/2009 *Item 2.5.1 'Undertake a review of the Doncaster Hill Pedestrian and Cycling Plan to accommodate for planned public transport improvements and to meet the predicted needs of Doncaster Hill residents.'*

Other key strategies identified in the Council Plan, include Strategy 2.5 *'Further integrate and improve Manningham's transport network of roads, bike paths and walkways, for efficient and safe travel.'*

Furthermore, Strategy 2.6 seeks to *'further integrate and improve Manningham's transport network of roads, bike paths and walkways for efficient, enjoyable and safe travel.'*

Action Plan 2008/2009 2.6.3 of the Council Plan, requires Council to *'assess, review and update Council's Arterial Road Improvement Strategy 2004 for prioritising arterial road improvement projects having regard to current strategic, economic, environmental, social and community principles.'*





#### **7.2.4 2009/2013 Draft Council Plan**

#### **7.2.5 Manningham Planning Scheme – Municipal Strategic Statement (MSS)**

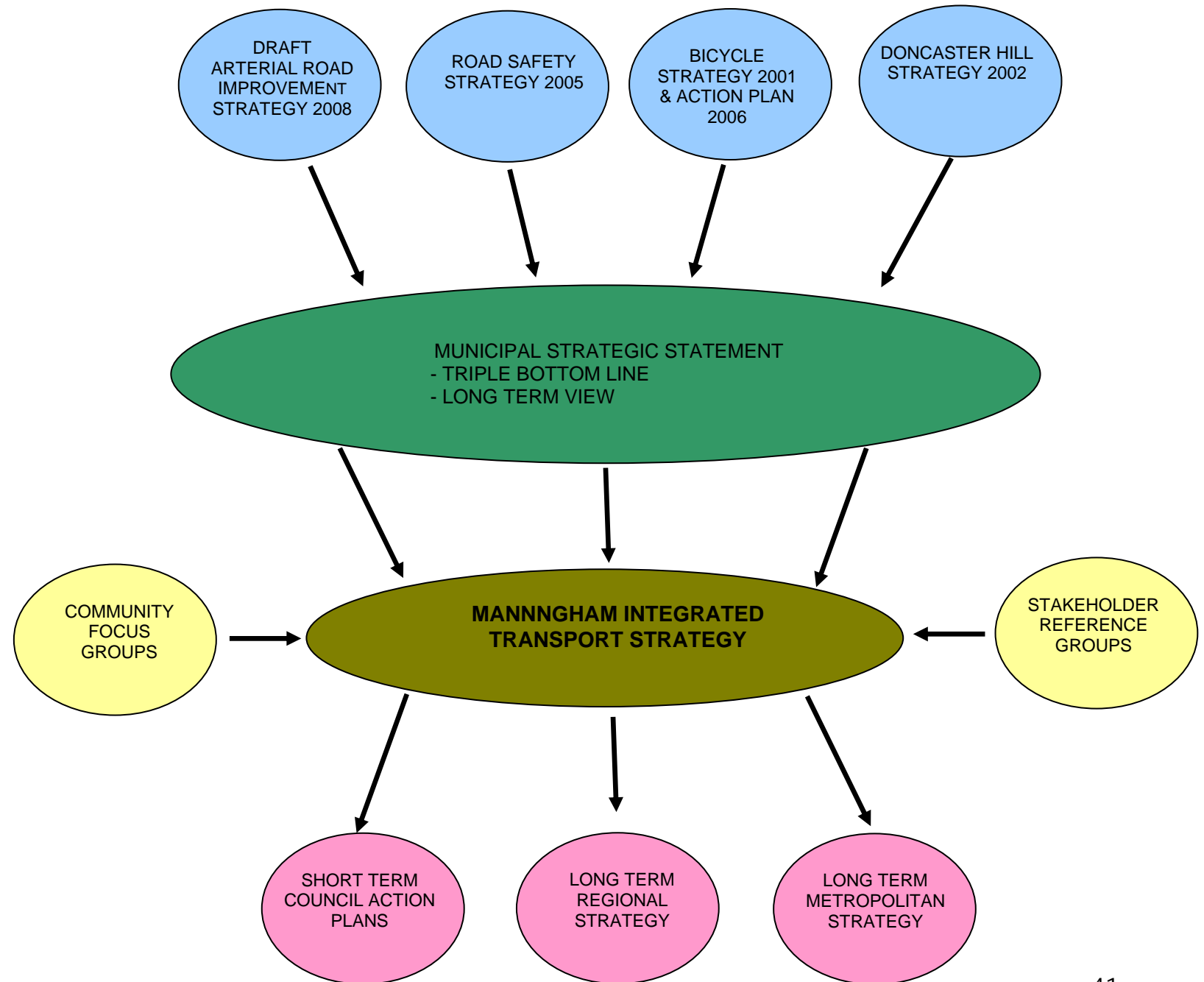
The Municipal Strategic Statement (MSS) is the section of the Manningham Planning Scheme that provides primary policy direction for the orderly planning of the municipality.

Issues arising in relevant clauses include the need to reduce reliance on private cars and enhance community mobility, and to continue to identify and upgrade the existing bicycle and pedestrian networks throughout the municipality.

#### **7.2.6 Integrated Transport Strategy (2003) – Under review current Draft May 2009**

The Manningham Integrated Transport Strategy (MITS) aims to provide a sustainable, safe, equitable and efficient transport system for Manningham. The MITS is the overarching strategy for transport in Manningham and is intended to complement rather than replace existing Council strategies relating to transport. It should be noted that the 2003 sITS is currently under review and is expected to be completed by June 2009.

A number of strategies sit within the context of the Integrated Transport Strategy and are shown in the illustration:





### 7.2.7 Road Safety Strategy (2005)

The current Manningham Road Safety Strategy was adopted by Council in 2005. The objective of the Road Safety Strategy is to achieve a safe road environment in Manningham and to improve awareness of individual responsibility for road safety among road users. The long term objective is one of “zero tolerance” to road deaths and injuries and in the short term, aligning with the “ARRIVE ALIVE” State Strategy.

Manningham Road Safety Strategy sets out to achieve a 20% reduction in casualty crashes contributing to death or serious injury arising from crashes over the next 5 year period to 2010.

The Road Safety Strategy indicates that a high number of casualty crashes within Manningham occur on the Arterial and Council Link (Arterial) Road network.

Many of the casualty crashes which have occurred on the Council Link (Arterial) Road network occurred on roads that are not constructed.

A number of actions plans have been developed which involve:

- Co-ordination and leadership
- Safe Road Environment
  - Infrastructure
  - Vehicles speed and traffic volume
  - Parking
  - Urban Environment
- Safer Road User Behaviour
  - Drivers
  - Pedestrians
  - Cyclists
  - Motorcyclist
- Safe vehicle

The strategy recommends as part of its action plan for a safer road environment that Council continues to implement capital works improvements identified in Manningham’s Arterial Road Strategy and that applications be made to VicRoads for road safety works on arterial and local roads.





### 7.2.8 Bicycle Strategy (2001 and Supplementary 2006)

The Manningham Bicycle Strategy was revised in 2001 and aims to develop a framework to facilitate the realistic and effective implementation of bicycle facilities throughout Manningham. The Strategy acknowledges a reliance on State Government funding for improvement works on Arterial Roads and contains no specific recommendations regarding arterial road upgrades other than Bulleen Road, which is a State Highway.

A desktop review was undertaken of the Strategy and action plan in 2006 which resulted in the development of a new supplementary action plan to be implemented over the next 5 years.

The revised supplementary action plan was endorsed by Council in October 2007, and details works to be undertaken in the five year period between 2006/07 and 2010/11.

Bicycle facilities on the principle bicycle network that were proposed on arterial roads that have not been formally constructed to an appropriate standard, will be undertaken with the formal construction of these roads when funds become available.

### 7.2.9 Open Space Strategy (2004)

The Manningham Open Space Strategy 2004 provides a guide for the strategic planning, development, use and management of the open space network within the City of Manningham. The Strategy is scheduled for review in 2009/2010.

The vision of the strategy is to provide an open space network over the next 20 years to provide a range of active and passive recreational opportunities in accordance with community needs, which is readily accessible, conserves and enhances the natural and cultural resources of the municipality, contributes to the local economy and offers an amenable environment in which to live, work and visit for current and future generations.

Linear paths play an important open space function within the municipality and offer the ability to provide extensive walking and cycling track networks. The Open Space Strategy acknowledges:

*“With walking such an important recreation activity, there is an opportunity to ensure that walking paths provided in linear parks are linked well into the residential street network to maximise access.”*

The Strategy also acknowledges the Manningham Bicycle Strategy which includes all pedestrian and cycling facilities within the city and forms an important part of the open space strategy.





Accordingly, it should be recognised that the arterial road strategy will facilitate in many instances the implementation of the gaps in the Principle Bicycle Network which link to many of the off road facilities within the open space network. Consequently the upgrade of any arterial road needs to have due consideration for pedestrian and cycling facilities that are planned within the open space network as part of the 2004 strategy.

### **7.2.10. Network Operating Plan**

VicRoads have been progressively developing network operating plans for the arterial road network including consultation with local councils, with the focus of determining the strategic importance of each individual arterial road within the road network having regard to other modes of transport.

A draft Network Operating Plan and Road Use Priority Map has been developed for Manningham that identifies the modal priorities on the arterial network within the municipality.

The objective of the Network Operating Plan is to identify those arterial roads where metropolitan through traffic

movements should be encouraged and those arterial roads where public transport needs to be facilitated to improve transport efficiency.

The draft Network Operating Plan identifies Doncaster Road, in particular through Doncaster Hill, as a public transport priority.

### **7.2.11. Doncaster Hill Development Contributions Plan (February 2005)**

The vision of Doncaster Hill is identified as a vibrant hub comprising of high density housing supported by major improvements in the public realm, better public transport services and enhanced traffic management arrangements.

To achieve this vision, the Doncaster Hill Development Contributions Plan (February 2005) has been prepared to establish development contribution charging rates for residential and non residential development within the municipality. It also explains and justifies all information inputs and the method of calculating charges.



### **7.2.12. A Performance Review of the Doncaster Hill Strategy – Report of the Priority Development Panel (December 2007)**

In June 2007, the Priority Development Panel (PDP) undertook a peer review of the Doncaster Hill Strategy, which included a review of the strategic objectives and the statutory controls that apply in the area. The PDP in their report, addressed and made specific recommendations in relation to Doncaster Road and the issue of public transport, respectively:

*“In summary, the Council and VicRoads should be encouraged and supported to pursue an agreement whereby the pedestrian environment and destination qualities of Doncaster Road are improved over time. Given the likelihood that this work will have application to other Principal and Activity Centres straddling arterial roads, DPCD’s Urban Design Unit should be asked for advice and input in relation to possible design solutions.”*

and

*“The objective should be to give as much prominence as possible to the bus stops, interchange and transit lanes,*

*while at the same time allowing them to work seamlessly, in an urban design sense, with the Boulevard’s other elements.”*

In response to these recommendations, Council Officers have conducted several meetings with VicRoads and other key stakeholders, including officers from DPCD’s Urban Design Unit. Outcomes of these meetings are addressed in Table 2 of the Plan.

### **7.2.13. Draft ‘Active for Life’ Manningham’s Recreation Strategy (May 2009)**

The draft ‘Active for Life’ Manningham’s Recreation Strategy (May 2009) focuses on organised recreation such as football and basketball and non organised recreation including walking, cycling and picnics in the park. The strategy vision is for a community that is spending more time participating in a diverse range of recreational pursuits regardless of age, gender, ability and cultural background. The community will make the most of the infrastructure, facilities, parks and programs offered and enjoy improved health and wellbeing as a result. The strategy identified that Manningham residents have high participation rates in walking and cycling highlighting the importance for improvements in accessibility, paths, links and promotion.





### 7.2.14. Draft Manningham Municipal Health Plan (2009)

Manningham Achieving Positive Health and Wellbeing 2009-2013 is Manningham's draft Municipal Public Health Plan. The plan is a legislative requirement under the Health Act(1958) and subsequent Health and Wellbeing Act(2008). The plan aims to optimise the health and wellbeing of residents by identifying key health priorities and future trends and developing strategies to address these. The frameworks that underpin the plan include the "Social Model of Health" and the "Four Environments for Health." Thus the actions within the plan appreciate that good health is determined not by an individual's genes and predisposition but also is a factor of the environment in which they live: Culture, Housing, Employment, Surroundings, Income, etc. The plan relies on extensive collaboration and partnerships with key stakeholders including Health and Community Services, Government, Businesses and the Community.

The Draft Manningham Achieving Positive Health and Wellbeing 2009/13 has identified four key goals:

- **Healthy Mind and Spirit** which considers Mental Health, Social Inclusion, Freedom from Discrimination and Violence, Family and Community Cohesion and Access to Employment and Education.

- **Healthy Lifestyles** which considers Physical Activity, Healthy Eating and Accessing Nutritious Food, Participating in Community Life, Healthy Behaviours, Safety and Security, Work Life Balance and Physical Health.
- **Healthy Places and Spaces** which considers Recreational Facilities, Roads, Paths and Transport, Public Health Services, Affordable Housing, Clean and balanced natural and built environments and Economic and Business Health.
- **Healthy Partnerships and Relationships** which considers Planning Together, Innovative Programs and Service Delivery, Crossing Boundaries and Research and Evaluation.

## **Attachment 1 – Doncaster Hill Pedestrian and Cycling Plan Stakeholder Consultation Results**

### **Distribution of Doncaster Hill Pedestrian and Cycling Plan and brochure**

Placed on Manningham City Council and Doncaster Hill websites		
eNewsletter	-	197 subscribers
Doncaster Primary School	-	375 brochures
Display in foyer	-	50 brochures
Plan at Counter	-	20 copies of Plan (approx)
Interested Individuals	-	153 brochures
Community Groups	-	40 brochures
Local Developers	-	22 brochures
Issues Forum Members	-	38 brochures
State Government Stakeholders	-	22 copies of Plan and brochures

### **36 Submissions Received**

27 feedback forms  
9 written

### **Demographic information:**

Where responses came from  
21 from Doncaster  
3 from Doncaster East  
1 from Lower Templestowe  
1 from Hawthorn  
1 from Donvale  
9 unknown

Age of respondents  
0 were aged under 25  
2 were aged 25-34  
5 were aged 35-49  
3 were aged 50-59  
10 were aged 60-69  
6 were aged over 70  
10 unknown



## 1. How regularly do you participate in:

### 1.1 Walking

Every day	10
4-6 times a week	6
2-3 times a week	4
Once a week	1
Once a fortnight	0
Once a month	2
A few times a year	1
Less often	1
Never	1

### 1.2 Cycling

Every day	1
4-6 times a week	1
2-3 times a week	2
Once a week	3
Once a fortnight	0
Once a month	1
A few times a year	7
Less often	1
Never	10

### 1.3 Public transport

Every day	2
4-6 times a week	1
2-3 times a week	0
Once a week	1
Once a fortnight	4
Once a month	3
A few times a year	10
Less often	2
Never	4

## 2. To what extent do you agree or disagree that the Plan encourages, and caters to the needs of:

### 2.1 Pedestrians

1	2	3	4	5
Strongly agree 3 (13%)	Agree 16 (70%)	Neither agree nor disagree 1 (4%)	Disagree 2 (9%)	Strongly disagree 1 (4%)

**Ave ranking: 2.22**

#### Comments included:

- Pedestrians and cyclists need to be kept separate, paths need to be safe
- Need entrance at Westfield for pedestrians not going through food court
- Proposals such as boulevard more cosmetic than functional
- Safety of walk from Lawford Reserve to Doncaster Primary – no safe, direct path provided by Westfield
- Pedestrian crossing outside Municipal offices is dangerous

### 2.2 Cycling

1	2	3	4	5
Strongly agree 3 (12%)	Agree 12 (50%)	Neither agree nor disagree 5 (21%)	Disagree 4 (17%)	Strongly disagree 0 (0%)

**Ave ranking: 2.42**

#### Comments included:

- Minimal cycle paths shown
- Cyclists tend to choose their own routes when to their destination
- No need to increase walking/cycling traffic through Lawford Reserve – should stay off lead area
- Bike paths should extend to Koonung Trail
- Baird Street North is very steep – route down Whittans Lane is preferred
- Shopping centres and Council offices on top of a hill not likely to be destinations for cyclists
- No cycling routes within Manningham to access Box Hill from the North-east that avoid pedestrians who ignore stated rules or conduct
- Place speed limits on all major pedestrian and cycle paths

## 2.3 Public transport

1	2	3	4	5
Strongly agree 2 (9%)	Agree 10 (45%)	Neither agree nor disagree 9 (41%)	Disagree 1 (4%)	Strongly disagree 0 (0%)

**Ave ranking: 2.41**

### Comments included:

- Getting better all the time
- Trams required to connect to Box Hill and Balwyn, and easier access to CBD
- 20 per cent of trips on public transport is a ridiculous dream
- Bus service still insufficient and Park and Ride exceeding its capacity.
- Railway system, though expensive, should remain on the agenda
- More signalised intersections will make bus trips slower
- Additional signalised intersections on Doncaster Road will improve safety for catching bus
- Parking for another Park and Ride
- Minibus to meet every second 48 Tram and do a loop between North Balwyn and Doncaster
- Bus lanes exclude bicycles despite that in normal use buses tend to move at much the same speed as a moderately fit cyclist over a few kilometres.

## Overall Response to Plan

1	2	3	4	5
Very satisfied 2 (8%)	Somewhat satisfied 12 (50%)	Neutral 2 (9%)	Dissatisfied 7 (29%)	Very dissatisfied 1 (4%)

**Ave ranking: 2.71**

### Comments included:

- This is not a 'network', how does it link with other paths?
- Shared paths dangerous
- Lawford Reserve does not need cycling paths as an off lead park, dogs are scared of and will chase bikes
- Overall Melbourne public transport not up to scratch and does not cater to shift workers and those not going to city, and is unsafe at night
- Park and Ride should not be free. Doncaster residents should get subsidised use.
- Introduce a strategy to educate walkers on shared paths to keep to the right and work with bicycle groups to implement this
- Bus services must be seen as quick fix. Vision is unlikely be realised without trams or trains.
- Good to see Council encouraging pedestrians and cyclists
- Opposed to path through Primary School – security - and along south side of Berkeley Street no safe access to Westfield
- Disappointing – no long term vision for cyclists. No bicycle lanes on major roads or safe routes to cycle to Doncaster Hill.
- Why are roads being restricted by adding bus lanes – they only provide minimal advantage to buses but cause traffic congestion
- Any consideration of pedestrian and cyclist's needs are welcome
- What about 'hiring a bike' facilities
- Not suitable due to steep gradients

## Written submissions summary of comments

- Bike track needs to join track from Doncaster near the freeway – track around Doncaster Hill is excellent idea but goes nowhere
- Include cycling paths in any redevelopment of Eastern Golf Course, to connect to Doncaster Hill and Koonung trail
- Continue proposed walking track from Doncaster (south of Doncaster Rd) to the Park and Ride and make it a pedestrian and cycling path
- Does not acknowledge that Doncaster Road should have Principle Bicycle Network (PBN) bike lanes
- Plan should be modified to recommend formal bike lane on Doncaster Road as there doesn't seem to be any convenient east-west route close to and parallel with Doncaster Road
- Potential conflicts with buses and cyclists sharing the same lane along Doncaster Road
- Making Doncaster Road a no-go area for bikes is ridiculous and unenforceable. Doncaster Road follows a major ridge line and as such is the most logical route for cyclists travelling east-west
- Bicycle usage is growing rapidly – faster than car usage – and Doncaster Road needs a full bike lane along its total length and good connecting routes to the secondary, intersecting routes
- Need to separate pedestrians and cyclists for safety
- Council seems to be focussing on the shopping centre and drawing more cars to that point. Great big reserved bus lanes down a good part of Doncaster Road excludes bicycles, despite the fact that buses tend to move at much the same speed as a moderately fit cyclist over a few kilometres
- Lack of focus on cycling and completely omits existing government plan for Doncaster Road to be a preferred cycling route by alluding to possible development of an alternative preferred route
- Deviation from Doncaster Road means more hills, side streets and other obstacles
- Require a safe network of paths linking the western side of Precinct 1 with the eastern side as part of the site's redevelopment
- Concerns about the planned cycling route identified in Precinct 2, with its steep gradients – safety issues, particularly for juvenile riders
- Cost issues associated with resurfacing, kerb alignment and drainage relocation, reduced road width impact on traffic and parking, and the path's ultimate use
- Area in adjacent municipality is more attractive and people leave Manningham to use these great open spaces