

# Banyule Integrated Transport Plan

2015-2035







## Mayor's Message

Transport is a vital component of our lives. It connects us with jobs, education, healthcare, shopping, recreation, as well goods and services. Our choice of travel mode influences the way we shape our streets and our neighbourhoods.

As a community, Banyule faces challenges in the future, particularly in the context of Melbourne's forecasted population growth, our ageing population, climate change and increasing urban density around our activity and neighbourhood centres. To address these challenges, Council has developed the Banyule Integrated Transport Plan 2015-2035 which sets Council's direction for transport and land use planning over the next 20 years. This has been a long journey and involved a great deal of consultation, research and looking at best practice across the world. I would also like to thank all the community who helped inform the Plan. As always, we will continue to advocate on its behalf to federal and state governments to address the many transport challenges facing Banyule.

The Banyule Integrated Transport Plan works in unison with other key strategies and projects which Council is developing such as the Environmental Sustainability Policy and Strategy, the Health and Wellbeing Plan and the Economic Development Plan. These help ensure Banyule remains a great place to live and continues to be a vibrant place for local businesses. As Melbourne continues to grow, the aim of this Integrated Transport Plan is to help build a safe transport system that supports an accessible, sustainable and active Banyule.

**Cr Craig Langdon**  
Mayor

## Executive Summary

Banyule is a liveable community, with a local lifestyle, identity and neighbourhood character appreciated by residents and Council. To protect these characteristics, future planning needs to support an affordable, environmentally sound, liveable and prosperous city. Transport choice and accessibility are among the most important factors that need to be taken into account when planning for the future.

With the 30 year planned growth for metropolitan Melbourne, the expected growth in Banyule alone is expected to add 5,000 car trips to our road network by 2031 during peak hour.

To accommodate this growth and ensure the overall liveability and sustainability of our community, it is important we seek sustainable transport alternatives. Relying less on the private car, and focusing more in improved access for pedestrians and cyclists and better public transport services, is important to ensure Banyule remains vibrant, economically competitive, and a great place to live.

### Policy Context

The State Government recognises the challenges impacting transport and mobility in our communities. Melbourne's growing and ageing population, combined with our increasingly sedentary lifestyles and restricted mobility, will place further strain on our already congested road and transport network. Our transport choices and the way we live impact on the environment, our health and wellbeing, and the rising cost of living.

In response to these challenges, the State Government has set outcomes and objectives for making Melbourne and Victoria more accessible, sustainable and productive. The objectives are designed to create a more connected Melbourne by strengthening transport networks in our existing neighbourhoods and improving local travel options

to increase social and economic participation; create healthy and active neighbourhoods through creating a city of 20-minute neighbourhoods; and protecting our natural assets.

The Banyule Integrated Transport Plan (the Plan) aligns with these policies by delivering strategic directions and actions that focus on meeting these challenges. The Plan provides an overall framework to address transport issues, and create a more accessible, safe, liveable and sustainable community, making Banyule safer and easier for people to access and use.

### Banyule Integrated Transport Plan

The Plan delivers on one of Council's Place objectives of the City Plan 2013-2017, providing long-term direction in transport and land use decisions in Banyule, with a vision where:

*"Banyule is a city with accessible, sustainable and active communities, with good access to jobs, education, shopping and community opportunities within a safe transport network."*

The Plan identifies six objectives that reflect the aspirations and principles developed to assist Council achieve an integrated and sustainable transport network, and improve the overall liveability of our municipality. These six objectives will be implemented over the 20-year period to achieve the success of the Plan.



# Executive Summary

## The Objectives

The future of transport in Banyule will be shaped by six themes and objectives; with strategic directions and actions to support them.

**Accessibility and Mobility** - Providing an accessible transport network allows people of all abilities to travel without relying on a car. Council will consider all of our community when planning our transport network, and work towards removing barriers to ensure we can travel where we need to go independently.

**Land Use and Development** - How we travel is greatly influenced by the way land is used. Concentrating development to our activity and neighbourhood centres and along public transport routes promotes sustainability and reduces the distances people need to travel to access jobs, goods and services. Council also needs to ensure these centres remain accessible for those in surrounding areas to provide a better connected local economy.

**Walking and Cycling** - Walking and cycling keeps us and our environment healthy, and reduces congestion and parking demand on our roads. For walking and cycling to become mainstream transport choices, particularly for trips under 5 kilometres, Council needs to improve connections and navigation across Banyule, and support and promote active travel in the community.

**Public Transport** - A good public transport system is reliable, frequent and safe, connecting people to where they want to go. While direct improvement to public transport services are outside Council's control, we need to work with the State Government and public transport providers to improve public transport to and within Banyule.

**Streets and Public Spaces** - Our streets and public spaces form important parts of our community, providing links and space for us to travel. However, with a wide variety of users competing for a limited space, Council must manage our roads to promote sustainable transport, reduce congestion and improve parking opportunities within a safe environment.

**Advocacy and Leadership** - Council has an important advocacy role to play in developing a comprehensive transport network for its community. As well as advocating on the community's behalf on transport issues, Council also plays a significant role in engaging and raising community awareness on transport mode choice and safety.

## Delivering the Plan

A variety of approaches will be used to deliver the strategies and actions which will drive the success of the Plan. These include updating and creating new policies and processes; providing useful information and promoting ways to sustainably travel; advocating and collaborating with other stakeholders; and supporting and enabling sustainable transport use through upgrading infrastructure. These will be realised through Council's annual City Plan and Budget, with success measured by identified indicators and reported back to Council.

## Preparing this Plan

The Banyule Integrated Transport Plan has been developed over a two year period in consultation with the community and other key stakeholders from within Banyule and beyond. As well as looking at best practice from metropolitan Melbourne, Australia and overseas, development of the Plan considered over 4,000 responses and comments received during the 18 month consultation process.

A photograph of two women from behind, walking on a paved path. The woman on the left is wearing a grey long-sleeved shirt and black leggings, pushing a stroller with a red polka-dot bag. The woman on the right is wearing a black long-sleeved shirt, black leggings, and a white cap, also pushing a stroller. The path is surrounded by green grass and trees.

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# Introduction



Transport is an integral part of our lives, shaping our neighbourhoods and connecting us with jobs, education, services, shops, and recreation opportunities. It also underpins the economy, linking businesses with workers, customers and clients and allows the delivery of goods. The transport choices we make can have both positive and negative consequences for ourselves and our community.

The Banyule Integrated Transport Plan 2015-2035 is a long-term strategic plan that will help guide transport and land use decisions in our municipality. The plan provides an overall framework to address transport issues, and create a more accessible, safe, liveable and sustainable community. It sets a long-term vision and includes high-level objectives, outlining strategic directions and actions to achieve the vision.

There are a number of ways Council can influence travel behaviour and enable change in transport choices. Capital

works projects, behavioural change programs and the preparation and implementation of local transport strategies and plans are just some of the initiatives that can be adopted by Council.

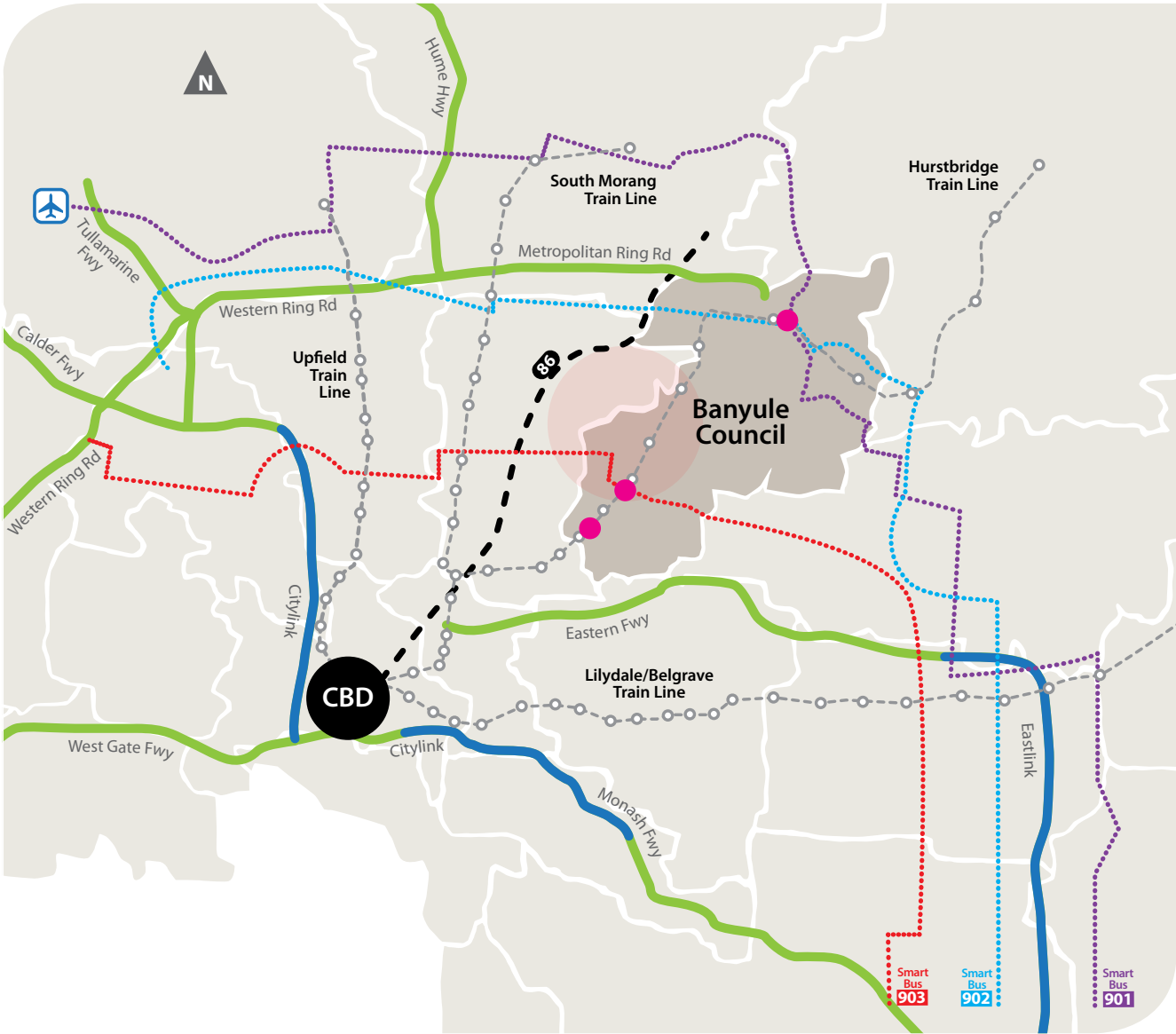
On a broader scale, advocacy is required to the State Government and other statutory bodies, including VicRoads, Public Transport Victoria and the Metropolitan Planning Authority, in order to improve services or explore opportunities within Banyule.

Although many issues are outside Council's control, Council will continue to advocate strongly to resolve transport issues in Banyule. Council's capacity to enable change and deliver the plan is also impacted by budget limitations and competing services.

# Setting the Stage

## Local Context

Banyule lies between 7 and 21 kilometres north east of Melbourne. The 63 square kilometre area encompasses quiet residential streets, lively neighbourhood centres and large activity and employment districts. Banyule has significant open spaces and parklands, with residents rating trees and natural vegetation one of the key features of the area.



## Legend

	Airport		Activity Centre		Tram Route 86
	Major Road		La Trobe National Employment Cluster		SmartBus 901
	Toll Road		Central Business District		SmartBus 902
	Railway Station				SmartBus 903
	Railway Line				

Figure A: Banyule and the wider transport network



**Who We Are**

Banyule is home to 125,000 people. Over a third of our population is 50 years or older, which is significantly higher than the average for Greater Melbourne. The age profile of Banyule continues to change, with our preschool age group (0-4 years) increasing 13% since 2006. Our 60-69 and 85+ age groups have also increased significantly during this time.

A third of our 44,000 households comprise couples with one or more children. Banyule also has a high proportion of lone-person households (comprising nearly a quarter of all households), and households of couples without children.

We have a growing number of residents born overseas, with over 50 countries represented across Banyule. A total of 16% of our population comes from non-English speaking backgrounds, with over 120 different languages spoken at home across Banyule.

In 2011, over 5,000 people within Banyule reported needing help in their day-to-day lives due to disability. A high proportion of Banyule's population, 12.3%, provided unpaid care, compared with 10.9% across Greater Melbourne.

**How We Live Work and Play**

Three quarters of land across Banyule is residential, with 80% of all houses being separate dwellings. Relative to Greater Melbourne, there is a lower proportion of medium density and higher density dwellings across the municipality. However, the proportion of people residing in social housing across Banyule is higher than the metropolitan average.

In 2011, 58,000 people living in Banyule were employed. Of our working population, a significant portion work locally, with 24% working within Banyule and 27% working within our neighbouring municipalities. A further 19% work within the CBD.

Approximately 10,000 local businesses are situated across the municipality, employing over 47,000 people. The key employment sectors include health care and social assistance, education and training, and retail trade. In total, these three industries account for 43% of the jobs in Banyule.

Banyule is renowned for its open spaces and plentiful parklands, especially along the Yarra and Plenty River valleys. There are 10 square kilometres of public space across Banyule, with a wide range of community leisure and recreational facilities. These cater for recreational users and a wide variety of sports, allowing the community to enjoy sports including football, cricket, netball, hockey, tennis, and lawn bowls, in their local area.

**How We Move**

Most households in Banyule own one or two vehicles, with the number of households with no vehicles falling since 2006. Over the same period, a higher proportion of residents travel to work using public transport, and a lower proportion travel to work by private vehicle.

On our journey to work, 65% of our population drive by private vehicle (car, truck and motorcycle), and another 14% travel by public transport. Active travel modes, such as walking and cycling, comprise 3.5% of work related trips. However, these modes are more popular for educational and recreational trips.

Banyule's transport system includes road, rail, tram, bus, cycling and walking infrastructure. There are nine railway stations across the municipality extending from Montmorency to Darebin, and providing connectivity to Melbourne to the south, and through to Eltham and Hurstbridge to the north.

There are 20 bus services operating through Banyule, comprising 17 neighbourhood routes and three orbital smart bus services. Tram route 86 operates along the north-west border of the municipality, connecting to La Trobe University and Bundoora RMIT to the north, and Melbourne Docklands to the south.



**Growing Pressures**

There are a number of challenges facing the Banyule community now and into the future. While these are not unique to Banyule, if these challenges are not addressed they will impact on our environment, community, health and wellbeing, and will affect the way people live and choose to travel in our municipality.

**Population Growth**

Our Council and the neighbouring suburbs are growing. By 2031, the population in Banyule is expected to increase by 15,000 from its current 125,000. Major growth is also likely to continue in our neighbouring areas to the north, with the municipality of Whittlesea expected to grow by 148,000 people over the same period. This will increase travel demand within and across Banyule and the wider metropolitan area.

**Congestion**

The current transport network across Banyule and the wider metropolitan area is under increasing pressure, with our roads and public transport systems at or near capacity during peak times. Based on our current travel patterns, the projected growth in Banyule's population alone will add 5,000 car-trips to our road network during peak hour by 2031. The growth in neighbouring areas to the north is expected to significantly add to the number of vehicles using Banyule's roads.

**Freight Movement**

Due to Banyule's position between the Metropolitan Ring Road and the Eastern Freeway, our arterial road network is used for freight and commuter traffic from the northern and western suburbs to the south eastern suburbs. With the potential future growth of the Port of Hastings, as well as the relocation of the Melbourne fruit, vegetable and flower market to Epping, the freight connections and resulting traffic volumes and tonnage impacts on amenity and safety along our road network will be significant if not addressed.

**Sedentary Lifestyles**

About 45% of Banyule residents are overweight or obese, and many also experience high levels of physiological stress. Encouraging greater physical activity can be difficult, as our environments are often not conducive to walking and cycling. Our dependency on private vehicles also discourages active travel as a form of transportation.

**Ageing Population**

Banyule currently has a high proportion of older persons, with 21.7% of the population 60 years or older, compared to an average of 18.2% across Greater Melbourne. With this trend predicted to continue, there will be an increasing number of Banyule residents relying on non-car travel modes to maintain their mobility and social wellbeing.

**Accessibility & Social Inclusion**

While our key destinations should be accessible to all residents, there are some activity centres within Banyule which have limited access to certain travel modes. This restricts access to employment, education, shopping, social and community opportunities. By not providing a transport network that accommodates people of varying income, ability and age across a wide range of travel modes, parts of our community are likely to become isolated, impacting on our health and social wellbeing.

**Parking**

There is increasing demand for parking around our activity centres, schools and railway stations. Banyule residents rate traffic concerns and car parking as some of the key issues in their local areas. Many of our streets do not have enough space to provide everyone with an on-street parking space, which provides challenges to ensure the spaces we have are managed fairly.

**Climate & The Environment**

One third of greenhouse gas emissions produced by Australian households is from transport. Private cars are a significant contributor to emissions, accounting for 80% of trips, and 53% of trips under 5km taken in Banyule.

**Safety**

Safety of all users is an important factor in planning and managing our transport network. Every day, a pedestrian, cyclist, or a driver or passenger in a car is injured on our roads. Unless our transport network becomes safer, the safety of our transport users will be a barrier to for sustainable transport.

**Diverse Communities**

Our community is becoming more culturally and linguistically diverse. These differences may restrict access to some transport modes, reducing the ability to connect to social, education and employment opportunities. If Council is not mindful of the cultural and language differences in the community when planning and providing transport services and information, some groups may become isolated from key services and opportunities.



## Policy Framework

Responsibility for provision and planning of transport within Banyule is shared between Council and the State Government.

Three key areas of transport are the responsibility of State Government: high level land use planning policy; public transport; and the arterial road network. The reality is that Council cannot act in isolation of the State Government's land use or transport policies. It is important to be aware of these policies to ensure that Council policy and strategy fits within the State policy framework.

Council manages the local road network and most of the pedestrian and bicycle networks. These responsibilities are outlined in various local policies and strategies that contribute to transport in Banyule and provide the main policy framework for the Plan.

Both levels of government must work together to provide a transport network that caters for our community.

## State Government Strategies

The Plan is informed by existing legislation and State Government plans and strategies including:

*The Transport Integration Act 2010* sets out decision-making principles that are to be applied when specified organisations undertake transport planning. Where councils make decisions that impact upon the transport system, the Act requires that transport system objectives and decision-making principles be considered. Council planning must follow these principles when developing transport plans.

*Plan Melbourne* outlines growth and development priorities for Melbourne to 2050 and will have a significant impact on the future of planning and development in Banyule. This includes the emerging La Trobe Employment Cluster and the North East Link connecting the Metropolitan Ring Road to the Eastern Freeway at Ringwood.



*Victoria – The Freight State* outlines the State Government's long-term strategy to improve freight efficiency, grow productivity and better connect Victorian businesses with their markets, whether local, national or international.

*Cycling into the Future (2013)* sets out the priority actions needed to establish cycling as a viable, sustainable, affordable and safe transport option. It brings together planning for Melbourne's bicycle paths, aligning the Principle Bicycle Network and Metropolitan Trail Network.

*The Victorian Road Safety Strategy (2013)* sets a target to reduce fatalities and serious injuries on our roads by more than 30%. Realising this target would see Victoria's annual road toll fall to below 200 people. This will require a combined approach that targets the safety of the road environment, the vehicles in which people travel, and the behaviour of everyone on the road.

*Network Development Plan – Metropolitan Rail* provides a detailed examination of how Melbourne's train system needs to evolve to meet the needs of the city and of train passengers in the short, medium and long term. It seeks to expand the capacity of the existing rail network to meet the growing needs of Melbourne and the wider metropolitan area, re-design train services to maximise opportunities for seamless coordination with buses and trams, and extend the network to areas currently not served by metropolitan rail.

*Accessible Public Transport in Victoria Action Plan* seeks to improve access to public transport services and facilities, and address the travel needs of people with a disability or mobility restrictions, and the growing population of older people.

Figure B: Victorian Government Plans and Strategies



# CITY PLAN

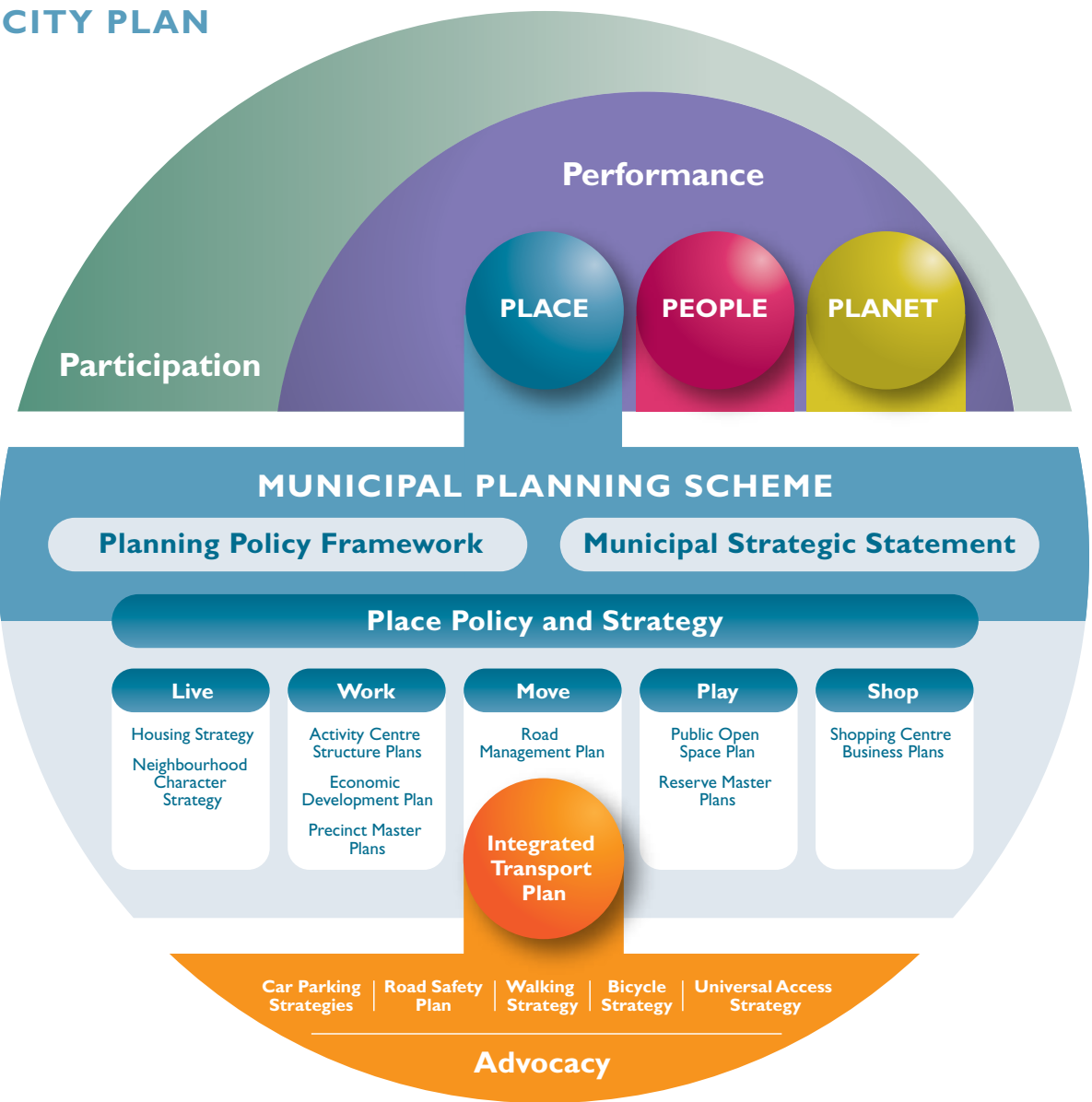


Figure C: Council Plans and Strategies

Local Strategies

Council’s vision, objectives and key directions are outlined in the Banyule City Plan 2013-2017 under five themes: **Participation, Performance, Place, People** and **Planet**.

‘Place’ describes the buildings, structures and spaces in which we live, work, shop and play. It is about our surroundings, how we interact with and move about within them. ‘Place’ also shapes our interactions with others and influences the quality and frequency of our social and economic activities. Figure C demonstrates where the Plan sits within Council’s strategic framework.

The Plan delivers on one of Council’s **Place** objectives of the City Plan, which is ‘Support Sustainable Transport - Develop an integrated transport plan for Banyule’.

The Plan also considers a range of other policies and strategies within the themes of **People, Planet, Participation** and **Performance**, including the Municipal Health and Wellbeing Plan, the Access and Inclusion Policy (both under **People**), and the Environmental Policy (under **Planet**).

Council’s Municipal Strategic Statement, coupled with the State’s Planning Policy Framework, gives strategic direction in the planning scheme for integrating transport, land use and future development. There is an opportunity to refine the statement for current transport planning issues, along with objectives and strategies identified within the Plan. Collectively these can build upon the existing planning scheme’s strategic direction and imbed the Plan into the planning scheme’s Municipal Strategic Statement.

Developing the Plan

The vision, strategic directions and Actions outlined in the Plan have been shaped by public input and local expertise. It has been enhanced by adopting best practice from metropolitan Melbourne and beyond. Key inputs include:

- A review of current literature and policy initiatives around the themes of land-use, transport, economic development, open spaces, employment and innovation;
- Community consultation conducted during the review of the Banyule City Plan, through Council’s community advisory groups and additional consultation conducted during the Plan development process;
- Feedback from a Transport Workshop with Banyule Councillors and staff;
- State Legislation and State Government plans, policies and strategies;
- Council commissioned research:
  - Banyule Household Survey, 2011 and 2014;
  - Statistical data published on the Banyule Community Profile, Social Atlas and Economy websites produced by .id consulting;
- Discussions with an external reference group, comprising stakeholders from Government departments and agencies, neighbouring councils, trader association representatives, key community, employment and education groups.



The information and feedback collected helped develop the Plan’s vision and themes. These were developed into a discussion paper and consultation summary paper released to the wider community and external stakeholders for feedback in February 2015.

Feedback collected during February and March 2015 guided the preparation of the draft Plan, which was released to the wider community for comment in June 2015. The final Plan considered and incorporated additional feedback obtained from June to August 2015.

All the responses and feedback received during the consultation process has been summarised in the supplementary Plan consultation summary paper, ‘What You Told Us.’

The Plan development process is demonstrated in Figure D.

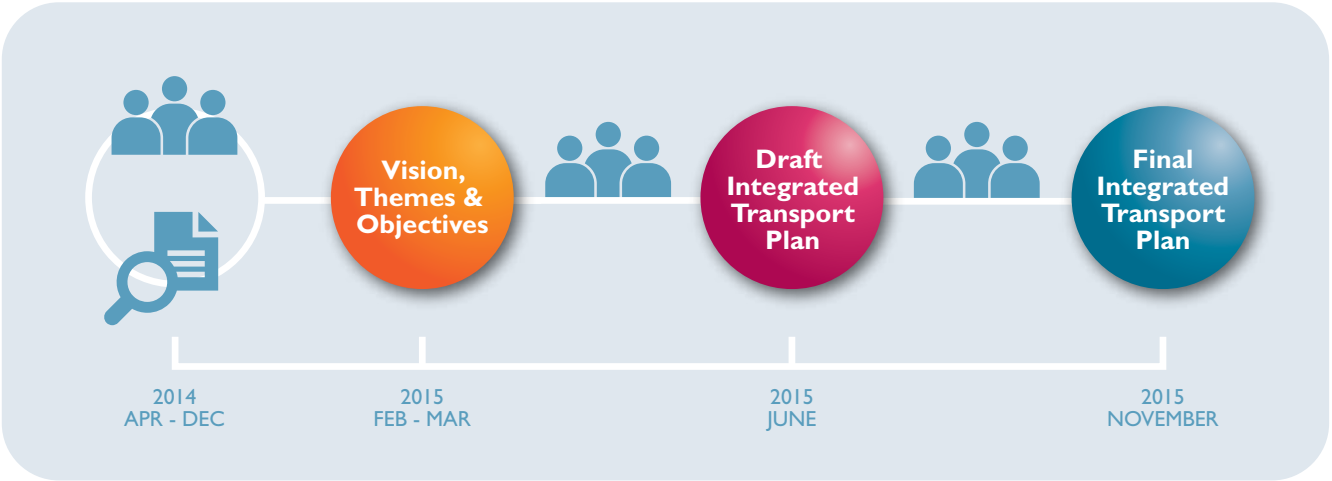


Figure D: Development of the Integrated Transport Plan

# Our Vision and Objectives

To achieve a safe, accessible integrated transport system within Banyule, Council has established a vision to guide decision making over the next 20 years:



Figure E: The Vision for the Banyule Integrated Transport Plan

The vision defines what kind of city Banyule will be and identifies the transport infrastructure, services and projects needed to underpin the city's growth, accessibility and mobility. It is a blueprint for Banyule's future liveability and sustainability.

The vision is supported by six themes considering a different aspect of transport. Each theme is guided by an objective and supported by **strategic directions** and **actions**

that will help to achieve the vision. These strategic directions and actions are outlined throughout this document. [denoted: SD= strategic direction; A=action].

The relationship between the vision, themes, objectives, strategic directions and actions is demonstrated in Figure F.



Figure F: Themes and Objectives





1

# Accessibility and Mobility

Improve accessibility and transport choice to destinations within and beyond Banyule for people of all abilities and reduce our reliance on private cars.

Banyule's transport network needs to be accessible and cater for people of varying income, ability and age across a wide range of travel modes. People of all ages and abilities can be affected by an inaccessible transport network. Some may not own or have access to a car, and need other transport modes for study, work and social opportunities.

Well designed and accessible communities benefit everyone. When more people use alternative modes of transport more often, our community becomes more sustainable, healthier and safer. Independent travel becomes possible for the elderly, children, youth, families and people with a disability. Carefully considering the needs of different types of transport users and eliminating barriers that restrict people from carrying out their daily activities results in better transport infrastructure for all users.

“You can make the community I live in better to achieve my goals of being independent on public transport.”  
Resident, International Day of Disability, Banyule

Older residents in Banyule identified their most significant issue as the ability to get out and about. Community transport provides an important link for transport disadvantaged members of the community (with limited or no access to private transport and difficulty accessing conventional public transport). These services help people to live independently in their own homes for longer while maintaining connection to their community, providing transport for social, shopping, service access and recreation activities.

Community transport can encompass a range of transport choices, including buses, assisted transport, program transport and flexible transport such as taxis, private rideshare services, community group transport and volunteer transport services. These alternative modes of transport help provide vital social connection and inclusion and promote independence, health and wellbeing.

Providing a transport network which users can navigate safely is crucial for an accessible transport system. Footpaths should be designed for easy access for all users, including people with prams, wheelchairs and mobility scooters. Infrastructure should be designed so as not to restrict mobility and minimise the chance of accidents occurring.

## Strategic Directions and Actions

### SD1 Key destinations will be universally accessible.

Providing universal access to our key destinations allows people of all abilities the opportunity to use sustainable transport. Monitoring mobility trends and developing policies that address issues associated with mobility is essential to improve access and mobility for our community. To provide access to public transport and key destinations, it is important that footpaths are constructed and suitable road crossings are in place.

- A1 Develop and implement a Universal Access Strategy for Banyule that identifies mobility trends and areas for improving accessibility across the municipality.
- A2 Develop and implement a program to provide accessible footpath connections to public transport and key destinations.

### SD2 Reliance on private cars will be reduced and there will be greater choice of accessible public and active transport.

People of all ages and abilities can be affected by an inaccessible transport network. Some may not own or have access to a car and need other transport modes for study, work and social opportunities. Ensuring public and active transport options are easily accessible allows greater choice of transport mode.

- A3 Support the actions proposed by Public Transport Victoria in the Accessible Public Transport in Victoria Action plan 2013-17.
- A4 Support and promote car sharing in Banyule by promoting the use of car share schemes through travel behaviour programs and encouraging car share operators to expand operations.

### SD3 Community transport will be improved and sustainable.

Community transport allows those with limited mobility and unable to access mainstream public transport to connect to services, jobs and social opportunities. While Council is not responsible for the provision of community transport, Council will work with local community transport providers and community groups to identify current service gaps and advocate for improved access for those who require it.

- A5 Advocate for the development of a State Government community transport service model to provide funding for community transport service providers to provide transport across Victoria for people who have difficulty accessing regular public transport.
- A6 Encourage local groups to provide community transport services in Banyule through Council grants and other funding sources.



## Online Access Guides

As part of Council's ongoing commitment to ensure our facilities are universally accessible, Council conducted accessibility audits on all its major service centres and facilities. As well as identifying areas of improvement, the information collected facilitated the development of an online Access Guide.

To be launched at the end of 2015, the online guide provides detailed information on the accessibility of Council's Customer Service Centres and other facilities, including Ivanhoe Aquatic, Watsonia Library and WaterMarc. The guide details the accessibility features of each facility, including the entry points, ramps, pathways, location of stairs, lifts, and accessible toilet and shower facilities. Information on transport access is also provided, including the number of parking spaces (including disabled parking spaces), bicycle parking spaces and the distance and direction of bus stops and railway stations.

The guide will be expanded in the future to include information about the accessibility of all Council facilities, including parks, childcare centres and health care centres, and Banyule's Activity and Neighbourhood Centres.

The Access Guides can be found at [www.banyule.vic.gov.au](http://www.banyule.vic.gov.au)





2

Land Use and Development

Land use and development in Banyule will support sustainable transport and reduce the distance travelled.

The way land is used and developed has a significant impact on transport and can influence our travel choices. Where we live, work, learn and relax generates a need to travel. Our choice of travel mode is influenced by the distances between our destinations, the facilities around us, proximity to public transport, parking availability, and the ease of travel.

“The 20-minute neighbourhood concept is supported by research that demonstrates neighbourhoods with a mix of services and facilities, and which are well-connected by walking and cycle paths and local public transport, tend to be safer and more inclusive communities and to have vibrant economies.” - Plan Melbourne.

Plan Melbourne encourages new development to be located in defined areas near services and infrastructure. Focusing change in these areas encourages positive social integration and diversity, reduces and shifts travel demand to more sustainable transport options, including walking, cycling and public transport, and improves liveability and economic activity. Detailed planning, however, is required to ensure increased use of sustainable transport options is met with sustainable infrastructure improvements.

A key theme within Plan Melbourne is the idea of living locally. ‘20 minute neighbourhoods’ are about planning and developing at the local level so people have safe and convenient access to goods and services within 20 minutes of where they live to encourage travelling by foot, bicycle or public transport. Where distances are short and connections are direct and comfortable, many people will walk or ride a bicycle. Where distances are longer or connections are circuitous and difficult, people tend to take their cars, if available.

“The 20-minute neighbourhood concept is supported by research that demonstrates neighbourhoods with a mix of services and facilities, and which are well-connected by walking and cycle paths and local public transport, tend to be safer and more inclusive communities and to have vibrant economies.”

Plan Melbourne



Banyule has a number of local places that are of strategic significance to the municipality. Banyule’s Activity and Neighbourhood Centres (shown in Figure 2-1) act as focal points, providing goods and services, employment and cultural hubs for the community. Transport plays an important part of ensuring economic viability of these centres, requiring a balanced system of providing access for cars and delivery vehicles, providing for the movement of pedestrians and cyclists, and enabling the functionality and enjoyment of the area by the people who use it. The land uses within these centres need to be respected, to ensure no unnecessary through traffic travels through these areas.

Concentrating development within and close to these centres maintains the idea of living locally by reducing the need to travel long distances. This will help improve congestion, reduce travel costs, greenhouse gas emissions and local emissions of harmful gases and particulates, and improve the health and wellbeing of our community. There are also areas outside our Activity Centres that will have increased development, such as within the La Trobe National Employment Cluster (see Emerging Opportunities: La Trobe National Employment Cluster on page 24).

Council’s structure planning has identified locations in Banyule’s Activity Centres for growth where new developments could support sustainable transport modes, particularly in areas with good access to public transport. The preparation and implementation of Parking Plans within these centres, and further investigation into sustainable transport planning solutions, including requiring all new developments to prepare and implement Green Travel Plans, are some of the ways this could be achieved.





Figure 2-1: Land Use & Transport in Banyule

Strategic Directions and Actions

**SD4 New development will be located in accessible locations that offer greatest access to public transport and walking and cycling infrastructure.**

The integration and coordination of land use and transport in Banyule can play a crucial role in creating connected communities and promoting sustainable travel behaviour. Effective land use and transport integration will promote sustainability through an urban environment that reduces the need for travel and distances travelled; enhances access to goods, employment and services; provides a variety of equitable and affordable travel alternatives; and promotes the use of sustainable modes of transport.

- A7 Support development surrounding railway stations, tram routes and high frequency bus routes.
- A8 Develop and implement Structure Plans for Banyule's Activity Centres.
- A9 Amend the Municipal Strategic Statement to include the key transport issues and objectives identified within the Banyule Integrated Transport Plan.

**SD5 Transport improvements will support businesses and the local economy**

Ensuring our Activity and Neighbourhood Centres are distinctive, appealing and thriving can be aided by increasing street activity as more people walk and cycle and spend a longer time at local shops. In addition, improving access to employment and retail within Banyule for those in surrounding areas will result in a better connected local economy.

- A10 Support and work with State Government agencies and transport providers to improve and upgrade access, appearance and safety of modal interchanges.
- A11 Investigate opportunities for temporary placemaking within streets and public parking areas to increase pedestrian activity within our Activity and Neighbourhood Centres.
- A12 Ensure streetscape works within activity and neighbourhood centres prioritise sustainable transport modes, including walking, cycling and public transport.

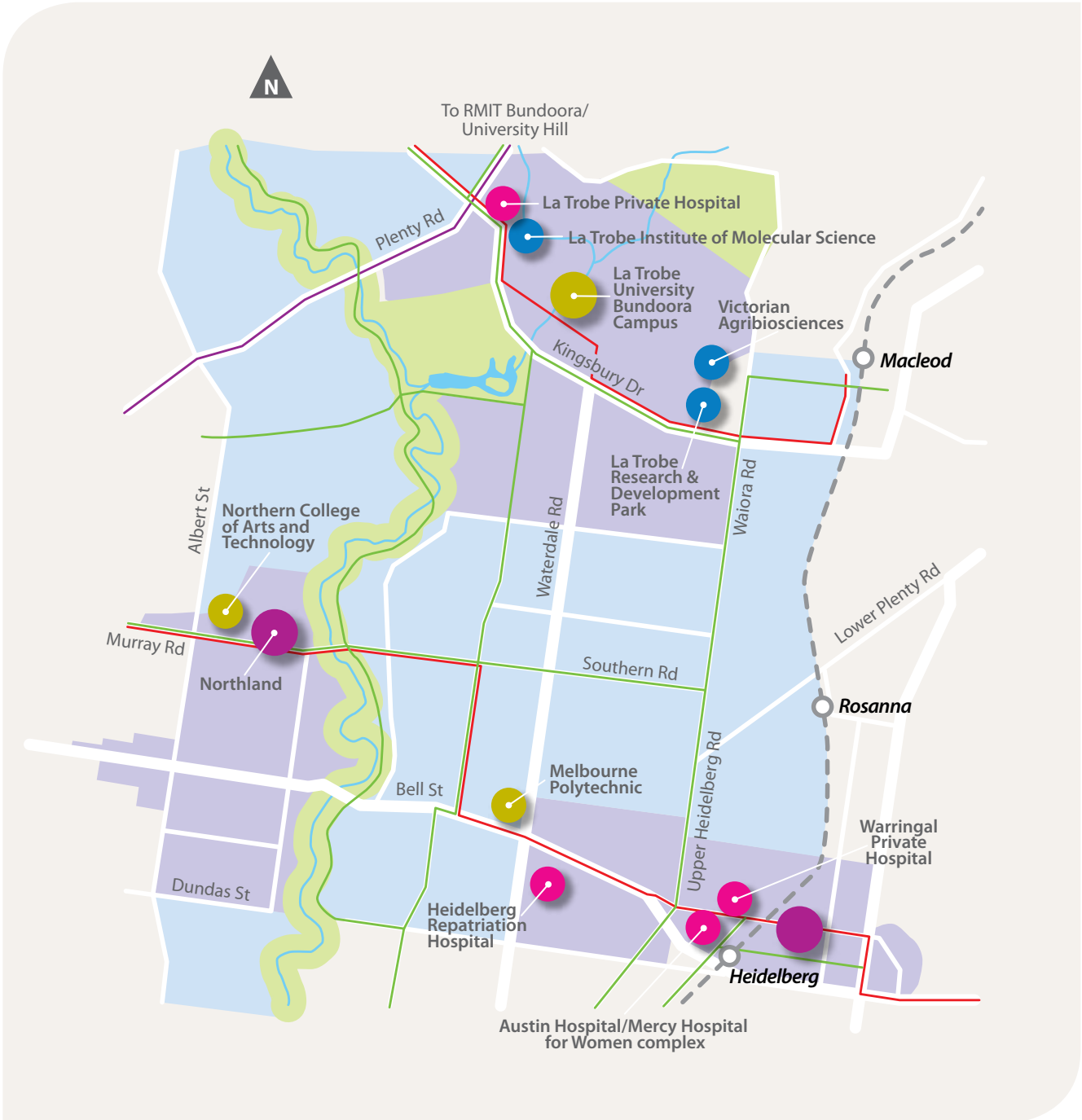
**SD6 Development will support and encourage walking, cycling and public transport use.**

Ensuring new developments support and encourage sustainable transport modes assists in reducing parking demand and traffic in our streets. Requiring developers to provide adequate end of trip facilities for pedestrians and cyclists, and good connections to the public transport network can assist in making these sustainable travel modes more desirable.

- A13 Identify and examine the most appropriate mechanism to require Green Travel Plans at the planning permit stage.
- A14 Ensure new Council developments and community facility improvements address sustainable transport access as part of the scope of works.







### Legend

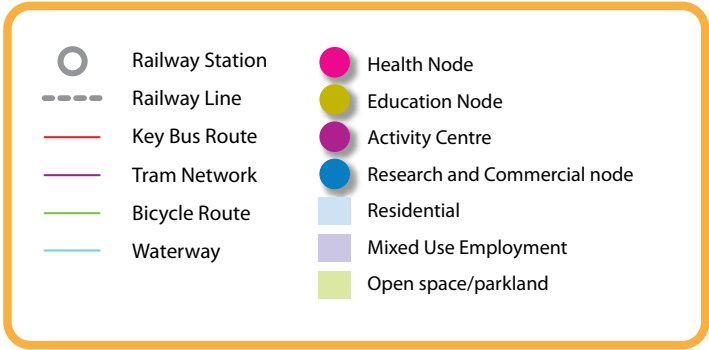


Figure 2-2: The La Trobe National Employment Cluster area

### Emerging Opportunities – La Trobe National Employment Cluster

National Employment Clusters are designated geographic concentrations of interconnected businesses and institutions that make a significant contribution to the national economy. Plan Melbourne identifies six areas within metropolitan Melbourne that can, or already have, the potential to provide a high concentration of jobs in suburban locations.

Within the northern region, the Heidelberg – La Trobe – Northland area has been identified as the emerging La Trobe National Employment Cluster. This area includes the Austin Biomedical

Alliance Precinct, the Heidelberg Activity Centre, the Heidelberg West Industrial Estate, as well as La Trobe University and the Northland Activity Centre located within the Darebin municipality. A diagram detailing the features of the La Trobe National Employment Cluster area is provided in Figure 2.2. The cluster represents an opportunity to increase the number and diversity of jobs, housing and transport choices in the region. Banyule Council is working with the Metropolitan Planning Authority and Darebin Council to prepare a framework that will direct the establishment of the infrastructure requirements, project priorities, and appropriate funding sources.





3

Walking and Cycling

Walking and cycling will be encouraged and become a mainstream transport choice for short trips in Banyule.

Walking and cycling are the most sustainable forms of transport and play a significant role in the transport network. Of all forms of transport, these active modes make better use of Banyule's street space and are the least harmful to the environment. Increased levels of walking and cycling also provide a wide range of health benefits, including better mental health and higher levels of fitness and energy.

Local neighbourhoods that have accessible and safe walking and cycling routes not only increase the opportunity for people to be healthy, but create vibrant community places. These areas provide the chance for social interaction, reduce isolation and create a thriving local economy where people can access local businesses and services. Active transport also supports better public transport, with walking to bus stops supporting the creation of more direct and faster bus routes. Walking and cycling to railway stations decreases demand for parking at railway stations, taking private cars off the road and reducing congestion.

Plan Melbourne encourages design principles to promote walking and cycling in local neighbourhoods and recommends the adoption of the National Heart Foundation's *Healthy by Design*. These guidelines were developed recognising the role that well-planned neighbourhoods can play in encouraging more people to walk or cycle to work, shops, schools, parks, services or public transport.

*Healthy by Design* provides guidance and assistance to Council and decision makers on incorporating healthy design considerations into planning processes that will positively impact on the health and wellbeing of communities (Figure 3-1). These design considerations facilitate healthy planning and healthy places for people to live, work and visit.



Figure 3-1: Healthy by Design - National Heart Foundation



WALKING

Walking is the most accessible form of transport and forms part or all of each journey most people make. Walking is useful for a healthy lifestyle, and is also the cheapest and most space efficient way to travel. Walking can be encouraged by providing safe and pleasant walking paths and routes. It is also encouraged through public transport availability and by providing links between where we are, other transport modes, and where we are going.

There are opportunities to increase walking as the preferred travel mode over short distances. Over a quarter of our

community walk to do errands at least some of the time. However, some roads are unpleasant to walk along because footpaths are too narrow, too bumpy, missing kerb ramps, have little or no buffer space between pedestrians and traffic, or have no provision for pedestrians.

In order to plan and encourage walking as the preferred transport choice over short distances, *Plan Melbourne* recommends the identification of local Principle Pedestrian Networks. These are a network of pedestrian routes developed to include high-quality footpaths, good lighting, strategically placed shelter and seating, and which are given priority over other transport modes at intersections.

Banyule Walk to School Program

Banyule has partnered with VicHealth for the past two years to promote and manage the month long Walk to School program. This has created new opportunities for students, teachers and parents to make physical activity a part of their everyday lives.

Eleven of Banyule's 32 primary schools took part in the October 2014 campaign with some spectacular results. Active Travel rates increased from approximately 25% to up to 85% in each school – this resulted in more than 1,800 students and their parents walking daily rather than

taking a car. Children being driven to school account for about 17% of all trips during the morning peak period between 8.30 and 9am.

Schools also planned other healthy events around the Walk to School month including healthy breakfasts, installing bicycle parking facilities, planting edible gardens and purchasing fluorescent vests to increase the visibility of their students walking to and from school.

Walking to school has helped reduce traffic congestion, improve road safety and alleviate parking difficulties and the associated environmental impacts at each of these schools.

Strategic Directions and Actions

SD7 A consistent and strategic approach will be used to manage walking.

For walking to become the preferred transport mode on short trips, Council needs to maintain a consistent approach to the planning and provision of pedestrian facilities, and promotion of walking as a transport mode. Using a common framework developed through *Healthy by Design* and the *International Charter for Walking* can assist Council provide consistency across policies, activities and relationships to create a culture where people choose to walk.

A15 Develop and implement a Banyule Walking Strategy that incorporates the principles of Healthy by Design.

A16 Develop a Banyule Principal Pedestrian Network to identify key walking routes in Banyule.

A17 Create Activity Centre Pedestrian Priority Precincts where accessibility, mobility and safety will inform the design of the public realm.

A18 Sign the International Charter for Walking.

SD8 Council will improve pedestrian connections and ease of navigation.

Our pedestrian networks need to be accessible, safe, and easy to navigate. Providing high-quality pedestrian links to key destinations with appropriate way-finding is important to encourage people to walk within our neighbourhoods. Work also needs to be undertaken to reduce the existence of physical barriers within our pedestrian network.

A19 Provide footpath connections between walking routes and public transport modes.

A20 Advocate for increased pedestrian priority at traffic signals.

A21 Consider the needs of pedestrians in transport infrastructure upgrades and street maintenance programs.

A22 Continue to install or replace missing or deficient kerb ramps and develop criteria for prioritising implementation.

A23 Improve pedestrian navigation through wayfinding and directional signs.

SD9 Council will encourage and support walking as a transport mode.

Providing infrastructure improvements and developing pedestrian networks reduces the physical barriers to walking as a mode of transport. Council is committed to support and encourage our community to be more active.

A24 Support schools to participate in VicHealth's existing Walk to School program and support community walking initiatives.

A25 Promote walking as a fun, practical and healthy transportation choice through the development and implementation of behavioural change programs.

CYCLING

For many people, cycling is a fun, healthy and inexpensive recreational activity or mode of transport. It's good for the environment, releasing no carbon emissions and pollutants into the air. While cycling is a great way of experiencing parklands and shared trails, it is often the most convenient way to get around for short trips. Many of our trips are less than 5km, which is less than 20 minutes if travelling by bicycle.

While there are increasing numbers of people who cycle to work, study or the shops, many people are discouraged from cycling because it seems dangerous or impractical. In Banyule, ensuring there are safe on-road and off-road routes for cycling is essential to our community. Separating cyclists from motorised vehicles on busy roads not only provides a safe travel path, it helps reduce conflict between cyclists and parked cars.

Routes and links between and to key local destinations and public transport hubs are important to promote cycling as a transport choice. End of trip facilities are essential in our Activity and Neighbourhood Centres, employment locations, schools and public transport hubs. While these are particularly important for cyclists, there is growing evidence that the provision of bicycle parking is good for local business. Surveys show that people who cycle often have more disposable income than drivers, and are more likely to shop locally.

Links to cycling routes and destinations outside of Banyule are also important. The *Banyule Local Bicycle Network* and the state wide *Principle Bicycle Network*, overseen by VicRoads, identifies proposed and existing bicycle routes across Banyule and metropolitan Melbourne. Off-road trails are also provided through the *Northern Regional Trail Network*. These networks help provide the connections required to cycle safely within and beyond Banyule.

Electronic bicycles are particularly relevant for Banyule where the terrain is hilly. They allow people, who might find regular cycling too strenuous, access the benefits of bicycle travel. They also extend the range of bicycle trips that can be considered and allow a greater flexibility of carrying parcels, bags and other items.





Figure 3-2: Banyule Bicycle Routes and Connections

## Strategic Directions and Actions

### SD10 A consistent and strategic approach will be used to manage cycling.

The Banyule Bicycle Strategy supports and encourages cycling as a recreational and transport mode through identifying actions that contribute to improving cyclist access, mobility and safety in Banyule.

A26 Review and update the Banyule Bicycle Strategy.

A27 Review the existing cycling network to identify missing routes, gaps and deficiencies.

A28 Support the implementation of the Northern Regional Trails Strategy to improve links through and beyond Banyule.

A29 Advocate to VicRoads and to the State Government for the completion of the Principle Bicycle Network across Banyule.

### SD11 The cycling network will cater for all ages and abilities.

For cycling to become a mainstream transport mode, routes should be comfortable and low-stress for everyone, including children, seniors, and new cyclists. Consistent and direct routes, even across municipal boundaries, minimise the need to refer to maps. End of trip facilities are also needed as cyclists need convenient places to securely park a bicycle when they reach their destination – no matter the duration of their stay.

A30 Develop and extend the existing bicycle network of links between our key destinations, and work with neighbouring councils and the State Government to strengthen the suburban bicycle network.

A31 Develop a bicycle accessibility map to help promote riding routes within and beyond Banyule.

A32 Provide end of trip facilities at key destinations, including bicycle parking and charging points for electric bicycles.

A33 Improve cyclist navigation through wayfinding and directional signs.

A34 Consider the needs of cyclists in all transport infrastructure upgrades and street maintenance programs.

### SD12 Council will promote a cycling culture.

Community capacity building and education programs are important to enable a shift from car dominated travel to more sustainable modes. A large part of this is supporting the community to cycle more often.

A35 Support schools to participate in Bicycle Network's Ride to School program.

A36 Promote cycling as a fun, practical and healthy transportation choice through the development and implementation of behavioural change programs.

A37 Co-fund the provision of Parkiteer cages at railway stations in conjunction with Public Transport Victoria.

## Bicycle Infrastructure Initiatives – Council's Resheeting Program

The Plan supports ongoing implementation of Council's Bicycle Strategy 2010-2020 objective to provide on-road bicycle lanes where possible on its local roads as well as completing the Banyule Local Bicycle Network.

Bicycle lanes are designed to allow safe passage for cyclists while not impeding the through movement of cars and other road vehicles. Depending on the width of the road, bicycle lanes can be provided without impact on the existing on-street car parking supply.

Council's road resheeting program provides an ideal opportunity to provide on-street bicycle lanes along our local routes. Where asphalt resheeting works occur along designated local bicycle routes, the on-street line-marking is upgraded to include bicycle lanes alongside the through traffic lanes.

An example of this can be seen at Station Road, Rosanna, between Rosanna Road and Turnham Avenue. New bicycle lanes were added in late 2014 following the road resheeting to complete part of a designated bicycle route in the Banyule Local Bicycle Network. This route provides a north-south link through the municipality, linking Watsonia, Macleod, Rosanna, Heidelberg, Eaglemont and Ivanhoe through a network of local streets.



Public Transport

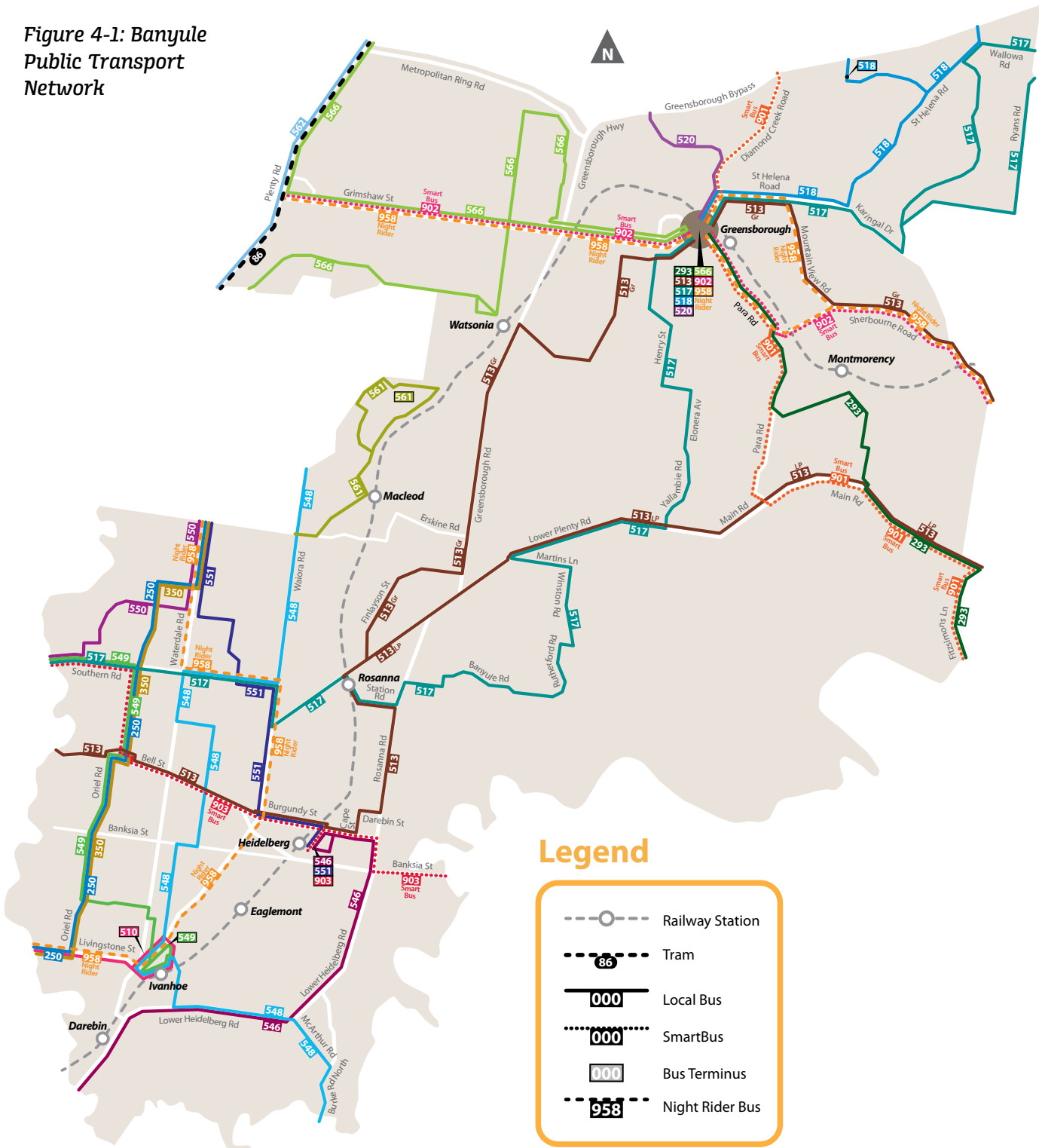
Council will work with State Government agencies to ensure the provision of a reliable public transport network across Banyule that meets the needs of the community.



Public transport services connect people with places. All ages and abilities can use public transport, and it is cheaper than driving a car; it reduces congestion on our roads; and helps people be a little more active in their day-to-day life by walking or cycling to stations or stops. A well connected and efficient public transport network provides a viable alternative to the car for accessing work, education, and community and social services.

Within Banyule, public transport usage is rising. More public transport trips are taken in areas that have access to quality services, like Heidelberg, or where car ownership is low, including Bellfield and Heidelberg West. We need to ensure that these areas and other areas that have inadequate public transport services all benefit from improved access to frequent and convenient services. Our community is keen to use public transport and want better connections between trains and buses, along with improved access and more frequent services.

Figure 4-1: Banyule Public Transport Network





While Council can improve access, connectivity and amenity around public transport stops, improving service frequency, connectivity and reliability is under the control of the State Government and transport providers. Council advocates strongly for improvements to services on behalf of the community. Council can also assist by providing bus priority on its local road network.

Public Transport Victoria is currently developing a bus route hierarchy for implementation across the bus network. The hierarchy separates the services into three distinct tiers:

- Tier 1 routes providing fast direct frequent arterial routes to major activity centres (such as SmartBus routes)
- Tier 2 routes providing alternative routes to premium services, connecting activity centres to railway stations away from arterial roads.
- Tier 3 routes providing local feeder services, connecting residential neighbourhoods to key destinations.

“A public transport system that is well connected and accessible to all Victorians and represents a viable travel alternative to private motor vehicles

Accessible Public Transport in Victoria,  
Public Transport Victoria

”

Council supports the establishment of this hierarchy which will lead to a better public transport network.

The bus route hierarchy will improve the transport options available to Banyule residents to travel in any direction and reach a larger number of possible destinations. It will also allow for greater public transport coverage in areas that are currently underserved. Council also supports the removal of level crossings to improve train service reliability and reduce the impact of train movements on road users.

### Strategic Directions and Actions

#### SD13 Public transport upgrades will improve infrastructure and services.

Council will advocate for prioritised train, tram and bus infrastructure and services. Transport links between train, tram and bus services are vital to the smooth running and usability of public transport to allow movement between destinations.

- A38 Advocate for upgrading the Hurstbridge line in conjunction with the grade separation of Lower Plenty Road at Rosanna station, including providing double tracks along all sections, and upgrading the signalling systems.
- A39 Support 10 minute service frequency for trains, trams and Tier 1 bus services.
- A40 Support increased services linking key destinations within and beyond Banyule, including to and within the La Trobe National Employment Cluster.
- A41 Advocate to Public Transport Victoria for improved service reliability, coverage and timetable coordination between train, tram and bus services.

#### SD14 The public transport system will be universally accessible.

Ensuring universal access across the public transport system provides people of all abilities with the opportunity to use public transport. This allows independent movement across greater distances and reduces reliance on private cars.

- A42 Support the provision of safe and comfortable waiting areas at bus stops.
- A43 Work with the State Government and other stakeholders to improve integration between public transport, walking and cycling.
- A44 Work with Public Transport Victoria and taxi providers to improve taxi rank facilities at key destinations.



### Success of the 903 SmartBus Route

A network of premium bus routes began operating across Melbourne in 2009. These SmartBus routes are designed to complement Melbourne's radial train and tram network by providing 'cross-town' connections to railway stations, trams schools, universities, hospitals, and activity centres. Three SmartBus routes operate within Banyule; the 901 (Frankston to Melbourne Airport via Greensborough), 902 (Chelsea to Airport West via Greensborough), and the 903 (Altona to Mordialloc via Heidelberg).

The SmartBus 903 runs along Banksia Street from Box Hill and Doncaster, connecting with Heidelberg Train Station, Heidelberg Activity Centre, Austin/Mercy hospitals, Repatriation Hospital, Melbourne Polytechnic, and

Olympic Village Shopping Centre, to Northland Shopping Centre and beyond.

Travelling along major arterial roads, the SmartBus journey time is shorter and more direct for passengers, running at 15 minute intervals and for longer hours. Bus lanes have been introduced and the service can call up traffic light priority at a number of locations. Real-time travel information is provided to passengers at selected high-use bus stops. The Heidelberg bus-train interchange uses this technology to make journey transitions smoother.

A reflection of the success of the SmartBus 903 route is the increase in patronage from 6.2m in 2009/10 to 6.8m in 2011/12. It is the most highly patronised bus service in Banyule.



5

Streets and Public Spaces

Streets will be places where people live, work and play, and provide access for a range of users in order to deliver a safe, integrated and efficient transport system.

Streets are a significant part of our community. While they get people from one place to another, they also form vital components of residential and commercial areas, and greatly affect our overall quality of life. Our streets provide access for various users and a variety of purposes and need to be actively managed to provide equitable access and a safe, efficient transport system.

Historically, transport planning has placed an almost exclusive emphasis on private vehicles when considering the wider road network. While private vehicles provide a legitimate transport option they add significantly to congestion and there are few opportunities to build new roads, so we must use our existing streets more efficiently. Private cars take up significantly more road space than other transport modes. Buses, trams, bicycles, and walking all require less space than cars to move the same number of people.

By changing the way road space is shared and managed, traffic congestion and travel times can be reduced and safety improved. This also allows a greater balance for sustainable transport modes, such as public transport, walking and cycling.

There are regional issues, including freight and employment generators external to Banyule that impact our road network. Due to Banyule's position between the Metropolitan Ring Road and the Eastern Freeway, our arterial road network is used as a link for freight and commuter traffic between the northern and western suburbs and the south eastern suburbs. Changing the way we manage and share our road space will reduce trip delays for all road users, as well as reduce air pollution and improve the overall amenity.

VicRoads' SmartRoads approach to managing the arterial road network seeks a balance between the competing interests of all road users for road space. This will also support a more sustainable transport network into the future. Under the SmartRoads philosophy, roads within Activity Centres will provide priority for pedestrians, cyclists and public transport. Outside of these areas, arterial roads such as Bell Street and Greensborough Highway will provide priority for cars and freight traffic.

The SmartRoads approach will be complemented at a local level through Banyule's Local Road User Hierarchy (as shown in Table 5-1). This hierarchy has been developed to guide the allocation of road space within Activity Centres and the local road network. Pedestrian, cyclists and public transport have priority above other road users, with sole occupant private cars the lowest priority. This ensures mobility and accessibility to services for the broadest section of the community and provides sustainable transport options to promote community health and wellbeing. Allocating road space to more sustainable transport modes also helps ease the impact on the environment caused by motor vehicles, including reducing carbon emissions and pollutants in the air.

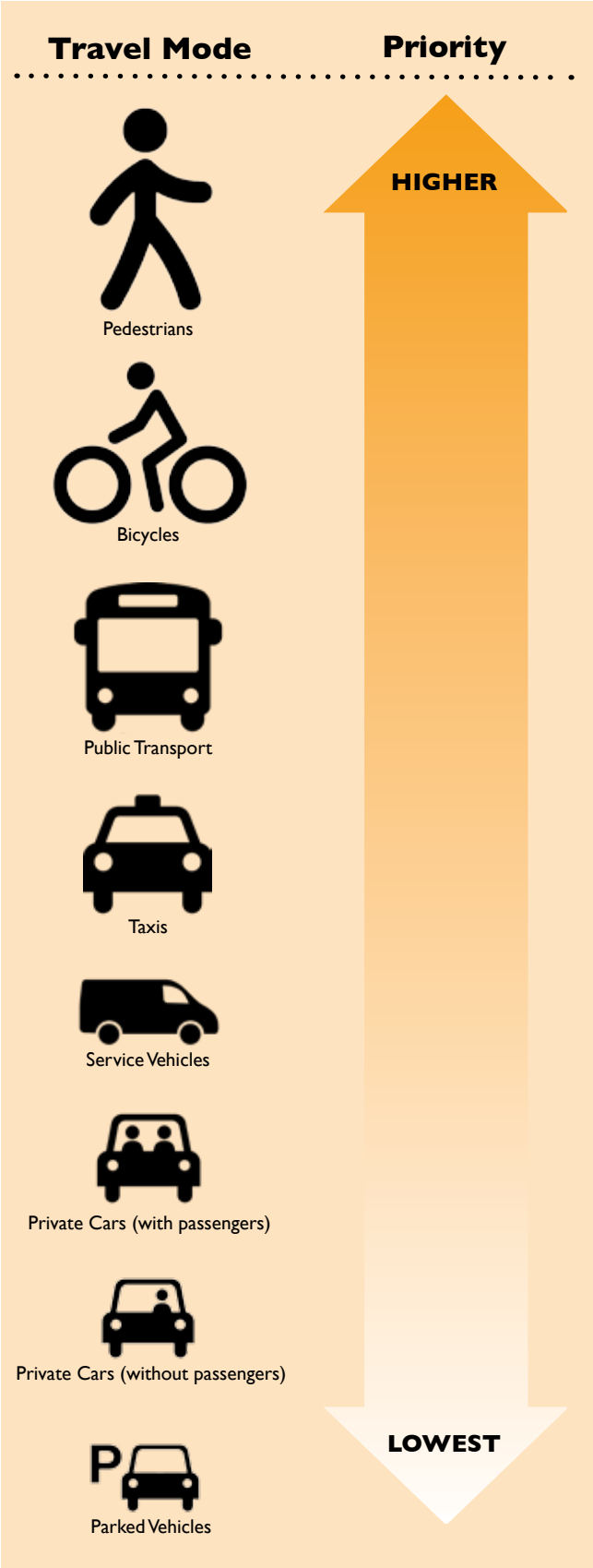


Figure 5-1: Local Road User Hierarchy



Banyule's Local Road User Hierarchy looks to provide all road users with ideal facilities. Council acknowledges that this is sometimes not possible and will endeavour to find solutions to competing demands without reducing the safety of our more vulnerable road users.

The design of streets and public spaces plays an important part in how we use these spaces. Streets with tree canopies create pleasant environments that encourage walking and cycling, as well as reducing the 'heat island effect', which accelerates the formation of ozone and increases the risk of heat stroke. Ensuring environmental qualities are embraced through streetscape improvements and upgrades, by incorporating water sensitive urban design principles and increasing the number of street trees, will improve the amenity and environment of our streets, and provide spaces everyone can enjoy.

Providing enough parking to satisfy demand is one of the greatest challenges faced by Council. While parking is a valid use of our streets, there is insufficient room in some places to accommodate traffic flow as well as provide everyone with on-street parking. Council can provide additional on-street and off-street parking, however there is a significant capital cost in providing these parking spaces. Furthermore, additional parking creates more traffic movements around our activity centres, schools and key destinations, adding to the increasing levels of congestion in these areas.

Given these limitations, Council needs to ensure that parking is managed in an equitable manner. We need to ensure that the limited spaces we have are provided to those who need it – our visitors, customers and employees in our Activity Centres, and our residents and their visitors in residential areas. While it is important to ensure that access and connections to public transport are not limited by poor availability of commuter car parking, there is a need to balance this demand by providing high quality public transport and walking and cycling links to train stations. These issues will be examined in more detail in the development of a parking strategy and parking precinct plans for our Activity and Neighbourhood Centres.



Strategic Directions and Actions

**SD15 Road space will be managed to give priority to sustainable transport modes.**

Road space is limited. To encourage a shift toward more sustainable transport modes, reduce congestion and improve the safety and amenity impacts of traffic, allocation of road space needs to consider all transport modes.

- A45 Use the Road User Hierarchy to govern road space allocation across Banyule.
- A46 Minimise the construction of new roads or widening of existing roads to provide for private cars.
- A47 Develop and implement a Destination Freight Strategy to address delivery and service vehicle access within our Activity, Neighbourhood and Industrial centres.
- A48 Advocate for improved bus priority on arterial roads through the provision of bus lanes and queue jump lanes at intersections.

**SD16 Arterial road upgrades will improve safety and amenity.**

- A49 Ensuring safety and amenity on our arterial roads is very important to our community. Our arterial roads provide links through our municipality – understanding the key routes and links in Banyule plays a key part of ensuring these connections are managed to protect our residential areas.
- A50 Work in partnership with VicRoads to review Network Operating Plans across Banyule and beyond.
- A51 Advocate for a North-East Link as a direct orbital link from the Metropolitan Ring Road to Eastlink.

**SD17 Streets and public spaces will incorporate environmentally sensitive design features.**

- Incorporating environmental design features in the design of streets and public spaces will reduce the pollutants entering our waterways and improve air quality and amenity. Increased urban shading through tree planting along streets will provide shade and cooling and assist with the absorption of heat from the road and built environment.
- A52 Use environmentally sensitive materials and apply best environmental practices when upgrading streetscapes and public spaces.
  - A53 Support the implementation of the Metropolitan Planning Authority's Boulevard Strategy to improve tree canopies and overall amenity along arterial roads.

**SD18 Parking will be approached as a limited, shared resource.**

- There is not enough room on our streets to provide everyone with a parking space. The availability of parking can greatly influence what travel mode we choose to take. It can increase congestion and affect the overall viability of our activity and neighbourhood centres. We need to manage this limited resource to ensure parking is provided for those who need it.
- A53 Use a wide range of parking management tools to manage parking demand within Banyule.
  - A54 Develop and implement Parking Plans and Parking Overlays for the Heidelberg, Ivanhoe and Greensborough Activity Centres.
  - A55 Implement the Residential Parking Permit Policy and Activity Centre Car Parking Policy in the development of an overarching Banyule wide Parking Strategy.

**SD19 The transport network will be safe for all users.**

- Being and feeling safe on our transport network is important. Council is committed to improving the safety of all users of the transport system within Banyule. This can be achieved through lower vehicle speeds, greater sharing of space between road users and public space, and providing safe and convenient paths for all road users.
- A56 Review and update the Banyule Road Safety Plan.
  - A57 Work with VicRoads to reduce speed limits on roads in key areas, including within Banyule's Activity and Neighbourhood centres.
  - A58 Ensure the safety of all road users is considered and addressed in the design and implementation of all transport infrastructure works and upgrades.

**Streetscape Improvements  
- Watsonia Road, Watsonia**

Streets perform a number of different roles. Within neighbourhood and activity centres, not only do they link cars and people through the centre, they also provide places for recreation and gathering, increasing the vibrancy and activity within our centres.

Providing and maintaining an attractive environment that allows for the balancing of the link and place functionally of streets links to Council's City Plan key direction of supporting Activity Centres to enhance local retail and commercial activity.

In 2015, Council completed Stage 2 and 3 of the Watsonia Road Streetscape

improvement works, extending work undertaken in 2008 at the northern end of the retail strip. These works improved the overall look and functionality of this busy shopping strip, improving accessibility for shoppers and visitors across the neighbourhood centre.

The works involved improving pedestrian connections by widening footpaths, and improving two existing pedestrian crossings. On-street parking and bicycle lanes were improved, with no loss of car parking spaces. New bins, seats, bicycle racks, bollards and street trees were provided, including planting a tree lined central median strip along Watsonia Road.



Advocacy and Leadership

Lead and raise awareness of community transport issues and advocate to State and Federal Governments and other stakeholders for funding and action.

Council has a responsibility to raise awareness of all transport modes and encourage the shift towards more sustainable modes of transport. While building new infrastructure provides an opportunity to enable this change, it is also important to support our long-term vision through advocacy and marketing. Effectively communicating our transport needs and the benefits of change to the widest audience possible is an important part of providing the best possible transport outcome for our community.

The community is looking for Council to be more proactive in advocating on its behalf on transport issues, including safety and amenity on our arterial roads, public transport frequency and connectivity, and accessibility across the transport network. Council also needs to improve community perceptions towards sustainable transport modes and encourage community ownership of road safety issues.

Providing a fully integrated transport system is a complicated process, with responsibilities falling to all levels of government. It is important that Council represent the interests of the community to responsible authorities for the provision of transport services, facilities and infrastructure where they impact on local needs and fall outside of Council's direct control. Fostering good relationships with other councils, government departments and agencies and transport providers is also necessary to achieve a fully integrated transport network.

To bring about community wide change, it is important for the community to take ownership of their personal transport choices. Providing up-to-date information on transport services and initiatives, as well as promoting Council's role in delivering an integrated transport system, develops a well informed and engaged community. Council will continue to engage with residents, businesses and other stakeholders in developing and implementing sustainable transport strategies, plans and initiatives. This could range from establishing a Sustainable Transport Advisory Group to developing a Banyule wide sustainable transport behaviour program.

Strategic Directions and Actions

SD 20 Council will advocate to the State Government and other transport agencies on key local and regional transport issues.

Council has an important advocacy role to play in developing a comprehensive transport network for its community. Depending on the issue, this advocacy can be undertaken alone, or with other groupings with similar needs such as the Eastern Transport Coalition and Metropolitan Transport Forum. By representing the interests of the community in a range of forums, we have the capacity to attract additional resources and resolve complex issues affecting the liveability of our city.

A59 Develop advocacy priorities as part of each new City Plan and advocate for these priorities.

A60 Lobby State and Federal Government and other stakeholders for action on the issues identified within the Banyule Integrated Transport Plan.

A61 Inform the Banyule community of transport advocacy activities.

SD 21 Council will become a leader in encouraging, developing and implementing sustainable transport behaviour and road safety education programs.

In promoting sustainable behaviour change, it is important that Council, as an organisation, leads by example in effecting transport modal change. Demonstration projects such as a green travel plan for Council's proposed Greensborough civic office will be marketed to leading employers in the municipality to enable them to have confidence in undertaking similar projects.

A62 Promote sustainable travel behaviour by Council staff by developing and implementing a green travel plan for Council's main offices.

A63 Improve the sustainability of Council's vehicle fleet as part of an overall Fleet Review, through rationalising the vehicle fleet and leasing or buying electric and low emission vehicles and plant.

A64 Encourage and provide assistance to schools and large employers in Banyule to prepare and implement green travel plans.

A65 Proactively source and apply for a range of transport related funding opportunities from State and Federal Government agencies to undertake transport programs in Banyule.

SD22 Council will actively engage and raise community awareness of transport mode choice and safety.

Many residents are aware that alternative sustainable options and road safety programs are available but do not know where or how to access information easily. Council will actively promote and engage with the community to raise awareness of a wide range of transport programs. Promotion and engagement will seek to be as accessible as possible for the community.

A66 Ensure up-to-date information on public transport, services and initiatives is provided to the community through a variety of mediums.

A67 Implement and promote travel behaviour programs and events to increase walking, cycling and public transport use.

A68 Promote the Banyule Integrated Transport Plan.



### Advocating for 40km/hr Speed Limits in Our Activity Centres

Council's Activity and Neighbourhood Centres are vibrant, well-patronised, busy centres attracting a wide variety of residents and visitors. Most of these centres sit on arterial roads which have large volumes of traffic and speed limits of 60km/hr. The mix of faster moving traffic and vulnerable pedestrians and cyclists does not provide a good or safe shopping environment.

Reducing the speed limit from 60km/hr to 40km/hr significantly improves safety and reduces the likelihood and severity of injuries to pedestrians and cyclists in these busy areas. Council is a keen supporter

of 40km/hr speed zones within our Activity and Neighbourhood Centres. However, as these roads are under the management and control of VicRoads, Council plays a significant advocacy role to reduce the speed limit throughout our centres, through face to face meetings, forums and advocacy papers.

Through a long and successful campaign, VicRoads agreed to install 40km/hr speed limits, with the first lower speed zones being placed in Greensborough in 2013. The Heidelberg Activity Centre followed in December 2014 with a 40km/hr speed zone installed in the main activity centre area, and a 40km/hr speed zone installed in Watsonia in August 2015.



## Making it Happen

### The Implementation Plan

Many of the actions in this plan will require further study and/or consultation. This implementation plan sets the timeframes, responsibilities, external stakeholders and resources required to enable the successful completion of each of the actions identified within the Plan.

The actions are identified under four categories:

#### POLICY & PROCEDURE -

actions where new policies or processes are required, or where changes need to be made to existing policies and procedures.

#### INFORMATION & PROMOTION -

actions that involve providing useful information and promoting ways to travel.

#### COLLABORATE & ADVOCATE -

actions where Council works and influences other stakeholders to promote benefits or implement specific initiatives.

#### SUPPORT & ENABLE -

actions that support and enable the community to change through upgrading infrastructure.

Delivery of actions is prioritised into 'Now' (currently approved works and being undertaken); short term (1-4 years); medium term (5-8 years) and long term (9-20 years).

The prioritisation of actions has been influenced by a range of factors including: preparatory work already underway; its role in strengthening Council's capacity to deliver on future work; ability to deliver the most significant positive sustainable transport mobility, safety and amenity impacts; feasibility of implementation; and the ability to deliver the best possible community benefits using Council resources.

These actions involve the development of more detailed strategies and plans to strengthen Council's capacity to deliver the benefits of the Plan. It is intended the Plan will be reviewed every five years to monitor and evaluate progress and to update it as required.



# Making it Happen - The Implementation Plan

Table 1: The Implementation Plan

No.	Action	Responsibility & Stakeholders	Now 2015	Short Term (1-4 yrs)	Medium Term (5-8 yrs)	Long Term (9-20 yrs)	Resources
Accessibility and Mobility							
A01	Develop and implement a Universal Access Strategy for Banyule that identifies mobility trends and areas for improving accessibility across the municipality.	Transport Sustainability & Laws					\$\$
A02	Develop and implement a program to provide accessible footpath connections to public transport and key destinations.	Transport Sustainability & Laws, Assets & Infrastructure					\$\$
A03	Support the actions proposed by Public Transport Victoria in the Accessible Public Transport in Victoria Action plan 2013-17.	Transport Sustainability & Laws					●
A04	Support and promote car sharing in Banyule by promoting the use of car share schemes through travel behaviour programs and encouraging car share operators to expand operations.	Transport Sustainability & Laws					●
A05	Advocate for the development of a State Government community transport service model to provide funding for community transport providers to provide transport across Victoria, for people who have difficulty accessing regular public transport.	Transport Sustainability & Laws					●
A06	Encourage local groups to provide community transport services in Banyule through Council grants and other funding sources.	Transport Sustainability & Laws					\$

Key:

Policy & Procedure

Advocate & Collaborate

Already Resourced

\$ \$0-\$10K

\$ \$10-\$100K

Information & Promotion

Support & Enable

\$ \$100K+

No.	Action	Responsibility & Stakeholders	Now 2015	Short Term (1-4 yrs)	Medium Term (5-8 yrs)	Long Term (9-20 yrs)	Resources
Land Use and Development							
A07	Support development surrounding railway stations, tram routes and high frequency bus routes.	Transport Sustainability & Laws					●
A08	Develop and implement Structure Plans for Banyule's Activity Centres.	Urban Planning & Building, Property & Economic Development					\$\$
A09	Amend the Municipal Strategic Statement to include the key transport issues and objectives identified within the Banyule Integrated Transport Plan.	Urban Planning & Building					\$\$
A10	Support and work with State Government agencies and transport providers to improve and upgrade access, appearance and safety of modal interchanges.	Transport Sustainability & Laws, VICROADS, PTV, VICTRACK					●
A11	Investigate opportunities for temporary placemaking within streets and public parking areas to increase pedestrian activity within our Activity and Neighbourhood Centres.	Transport Sustainability & Laws, Property & Economic Development					\$
A12	Ensure streetscape works within activity and neighbourhood centres prioritise sustainable transport modes, including walking, cycling and public transport.	Transport Sustainability & Laws, Capital Projects, Property & Economic Development					●
A13	Identify and examine the most appropriate mechanism to require Green Travel Plans at the planning permit stage.	Transport Sustainability & Laws, Urban Planning & Building					●
A14	Ensure new Council developments and community facility improvements address sustainable transport access as part of the scope of works.	Transport Sustainability & Laws, Leisure Recreation & Cultural Services					●



No.	Action	Responsibility & Stakeholders	Now 2015	Short Term (1-4 yrs)	Medium Term (5-8 yrs)	Long Term (9-20 yrs)	Resources
<b>Walking</b>							
A15	Develop and implement a Banyule Walking Strategy that incorporates the principles of Healthy by Design.	Transport Sustainability & Laws					\$\$
A16	Develop a Banyule Principal Pedestrian Network to identify key walking routes in Banyule.	Transport Sustainability & Laws					\$
A17	Create Activity Centre Pedestrian Priority Precincts where accessibility, mobility and safety will inform the design of the public realm.	Transport Sustainability & Laws					\$
A18	Sign the International Charter for Walking.	Transport Sustainability & Laws					●
A19	Provide footpath connections between walking routes and public transport modes.	Transport Sustainability & Laws, Assets & Infrastructure					\$\$
A20	Advocate for increased pedestrian priority at traffic signals.	Transport Sustainability & Laws					●
A21	Consider the needs of pedestrians in transport infrastructure upgrades and street maintenance programs.	Transport Sustainability & Laws, Assets & Infrastructure					●
A22	Continue to install or replace missing or deficient kerb ramps and develop criteria for prioritising implementation.	Transport Sustainability & Laws, Assets & Infrastructure					\$\$
A23	Improve pedestrian navigation through wayfinding and directional signs.	Transport Sustainability & Laws					\$\$
A24	Support schools to participate in Vic Health's existing Walk to School program and support community walking initiatives.	Transport Sustainability & Laws					●
A25	Promote walking as a fun, practical and healthy transportation choice through the development and implementation of behavioural change programs.	Transport Sustainability & Laws					●

Key:

	Policy & Procedure		Advocate & Collaborate	●	Already Resourced	\$\$	\$10-\$100K
	Information & Promotion		Support & Enable	\$	\$0-\$10K	\$\$\$	\$100K+

No.	Action	Responsibility & Stakeholders	Now 2015	Short Term (1-4 yrs)	Medium Term (5-8 yrs)	Long Term (9-20 yrs)	Resources
<b>Cycling</b>							
A26	Review and update the Banyule Bicycle Strategy.	Transport Sustainability & Laws, Parks & Gardens					\$\$
A27	Review the existing cycling network to identify missing routes, gaps and deficiencies.	Transport Sustainability & Laws, Parks & Gardens					\$
A28	Support the implementation of the Northern Regional Trails Strategy to improve links through and beyond Banyule.	Transport Sustainability & Laws, Parks & Gardens					●
A29	Advocate to VicRoads and to the State Government for the completion of the Principle Bicycle Network across Banyule.	Transport Sustainability & Laws, VICROADS					●
A30	Develop and extend the existing bicycle network of links between our key destinations, and work with neighbouring councils and the State Government to strengthen the suburban bicycle network.	Transport Sustainability & Laws, Parks & Gardens, VICROADS					\$\$
A31	Develop a bicycle accessibility map to help promote riding routes within and beyond Banyule.	Transport Sustainability & Laws, Governance & Communication					\$
A32	Provide end of trip facilities at key destinations, including bicycle parking and charging points for electric bicycles.	Transport Sustainability & Laws, Capital Projects					\$\$
A33	Improve cyclist navigation through wayfinding and directional signs.	Transport Sustainability & Laws, Parks & Gardens					
A34	Consider the needs of cyclists in all transport infrastructure upgrades and street maintenance programs.	Transport Sustainability & Laws, Capital Projects					●
A35	Support schools to participate in Bicycle Network's Ride to School program.	Transport Sustainability & Laws					\$
A36	Promote cycling as a fun, practical and healthy transportation choice through the development and implementation of behavioural change programs.	Transport Sustainability & Laws					●
A37	Co-fund the provision of Parkiteer cages at railway stations in conjunction with PTV.	Transport Sustainability & Laws, PTV					●



No.	Action	Responsibility & Stakeholders	Now 2015	Short Term (1-4 yrs)	Medium Term (5-8 yrs)	Long Term (9-20 yrs)	Resources
Public Transport							
A38	Advocate for upgrading the Hurstbridge line in conjunction with the grade separation of Lower Plenty Road at Rosanna station, including providing double tracks along all sections, and upgrading the signalling systems.	Transport Sustainability & Laws, PTV					●
A39	Support 10 minute service frequency for trains, trams and Tier 1 bus services.	Transport Sustainability & Laws, PTV					●
A40	Support increased services linking key destinations within and beyond Banyule, including to and within the La Trobe National Employment Cluster.	Transport Sustainability & Laws, PTV					●
A41	Advocate to Public Transport Victoria for improved service reliability, coverage and timetable coordination between train, tram and bus services.	Transport Sustainability & Laws, PTV					●
A42	Support the provision of safe and comfortable waiting areas at bus stops.	Transport Sustainability & Laws, PTV					\$\$
A43	Work with the State Government and other stakeholders to improve integration between public transport, walking and cycling.	Transport Sustainability & Laws, PTV, VICTRACK, VICROADS					
A44	Work with Public Transport Victoria and taxi providers to improve taxi rank facilities at key destinations.	Transport Sustainability & Laws, PTV					●

Key:

Policy & Procedure

Advocate & Collaborate

Already Resourced

Information & Promotion

Support & Enable

\$ \$0-\$10K

\$\$ \$10-\$100K

\$\$\$ \$100K+

No.	Action	Responsibility & Stakeholders	Now 2015	Short Term (1-4 yrs)	Medium Term (5-8 yrs)	Long Term (9-20 yrs)	Res-ources
Streets and Public Spaces							
A45	Use the Road User Hierarchy to govern road space allocation across Banyule.	Transport Sustainability & Laws					●
A46	Minimise the construction of new roads or widening of existing roads to provide for private cars.	Transport Sustainability & Laws					●
A47	Develop and implement a Destination Freight Strategy to address delivery and service vehicle access within our Activity, Neighbourhood and Industrial centres.	Transport Sustainability & Laws					\$\$
A48	Advocate for improved bus priority on arterial roads through the provision of bus lanes and queue jump lanes at intersections.	Transport Sustainability & Laws					●
A49	Work in partnership with VicRoads to review Network Operating Plans across Banyule and beyond.	Transport Sustainability & Laws					●
A50	Advocate for a North-East Link as a direct orbital link from the Metropolitan Ring Road to Eastlink.	Transport Sustainability & Laws					●
A51	Use environmentally sensitive materials and apply best environmental practices when upgrading streetscapes and public spaces.	Transport Sustainability & Laws, Capital Projects, Property & Economic Development					●
A52	Support the implementation of the MPA's Boulevard Strategy to improve tree canopies and overall amenity along arterial roads.	Transport Sustainability & Laws, Parks & Gardens					●
A53	Use a wide range of parking management tools to manage parking demand within Banyule.	Transport Sustainability & Laws					●
A54	Develop and implement Parking Plans and Parking Overlays for the Heidelberg, Ivanhoe and Greensborough Activity Centres.	Transport Sustainability & Laws, Urban Planning & Building					\$\$\$
A55	Implement the Residential Parking Permit Policy and Activity Centre Car Parking Policy in the development of an overarching Banyule wide Parking Strategy.	Transport Sustainability & Laws					\$\$
A56	Review and update the Banyule Road Safety Plan.	Transport Sustainability & Laws					\$\$\$"
A57	Work with VicRoads to reduce speed limits on roads in key areas, including within Banyule's Activity and Neighbourhood centres.	Transport Sustainability & Laws					●
A58	Ensure the safety of all road users is considered and addressed in the design and implementation of all transport infrastructure works and upgrades.	Transport Sustainability & Laws, Capital Projects					●



No.	Action	Responsibility & Stakeholders	Now 2015	Short Term (1-4 yrs)	Medium Term (5-8 yrs)	Long Term (9-20 yrs)	Res-ources
Advocacy and Leadership							
A59	Develop advocacy priorities as part of each new City Plan and advocate for these priorities.	Transport Sustainability & Laws, Organisational Systems					●
A60	Inform the Banyule community of transport advocacy activities.	Transport Sustainability & Laws					●
A61	Inform the Banyule community of transport advocacy activities.	Transport Sustainability & Laws, Governance & Communication					●
A62	Promote sustainable travel behaviour by Council staff through developing and implementing a green travel plan for Council's main offices.	Transport Sustainability & Laws, Human Resources					●
A63	Improve the sustainability of Council's vehicle fleet as part of an overall Fleet Review, through rationalising the vehicle fleet and leasing or buying electric and low emission vehicles and plant.	Operations, Transport Sustainability & Laws					●
A64	Encourage and provide assistance to schools and large employers in Banyule to prepare and implement green travel plans.	Transport Sustainability & Laws					\$
A65	Proactively source and apply for a range of transport related funding opportunities from State and Federal Government agencies to undertake transport programs in Banyule.	Transport Sustainability & Laws					●
A66	Ensure up-to-date information on public transport, services and initiatives is provided to the community through a variety of mediums.	Transport Sustainability & Laws, Governance & Communication					●
A67	Implement and promote travel behaviour programs and events and to increase walking, cycling and public transport use.	Transport Sustainability & Laws					●
A68	Promote the Banyule Integrated Transport Plan.	Transport Sustainability & Laws, Governance & Communication					\$

Monitoring and evaluation are essential to understand whether progress is being made towards our goals and to confirm Council is generally headed in the right direction. By asking the right questions and collecting the right information, trends can be identified, changes can be made, and we can better predict the impacts of our investment.

For each of the Plan's objectives, two indicators have been identified that Council will monitor over the life of the Plan. As there are many providers and stakeholders involved in progressing improvements across the transport network,

these indicators have been developed to measure what Council can control. As much as possible, these results will be shared, with an annual report on how the Plan is tracking.

We can learn from our experiences and adjust our actions accordingly. We will work with our stakeholders to measure progress and adapt policy and actions as necessary to stay on track.

Table 2: Indicators and Targets

Objective	Indicators	Baseline 2014/15	Target		
			Year 4 2019/20	Year 8 2023/24	Year 20 2035/36
Improve accessibility and transport choice to destinations within and beyond Banyule for people of all abilities and reduce our reliance on private cars.	% of public transport services that are wheelchair accessible.	73%	73%	80%	90%
	# of car share spaces within Banyule	0	6	15	40
Land use and development in Banyule will support sustainable transport and reduce the distance travelled.	% of new dwellings in Banyule constructed within 800m of a railway station or within 400m of a tram route or a Tier 1 bus service	65%	65%	65%	65%
	% of residents reporting difficulties with transport access to key destinations within Banyule	20.2%	20%	20%	20%
Walking and cycling will be encouraged and become a viable transport choice for short trips in Banyule.	# of students involved in the Walk To School program	2,000	3,000	5,000	10,000
	# kilometres of on-road cycling lanes within Banyule	55km	60km	65km	75km
Council will work with State Government agencies to ensure the provision of an accessible and reliable public transport network across Banyule that meets the transport needs of our community.	% of housing within walking distance (500m) to a public transport stop.	55.10%	58%	63%	75%
	% of weekday train, tram and Tier 1 bus services with an average service frequency of 10 minutes or lower	30%	40%	50%	75%
Streets will be places where people live, work and congregate and provide access for a range of users to deliver a safe, integrated and efficient transport system.	% community satisfaction with traffic management (Customer Service Index)	58%	60%	60%	60%
	# of serious and fatal crashes in Banyule per 100,000 residents	57	55	52	45
Raise and promote awareness of all transport issues faced by the community and continue to advocate to State and Federal Governments for funding and action.	# of schools and employers assisted to develop and implement Green Travel Plans	3	8	15	30
	# kilometres ('000) travelled by Council vehicles	3,687	3,600	3,500	3,200



