

MANNINGHAM

# MAKING MANNINGHAM MOBILE

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Prepared for Manningham City Council by Ratio Consultants Pty Ltd.  
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# Foreword

Make Manningham Mobile (MMM) is Manningham City Council's Transport Strategy for the next 20 years. It sets out key actions to improve, manage and promote all transport modes, with particular emphasis on sustainable transport such as walking, cycling and public transport. All members of the community will benefit from this strategy as we aim to deliver the following benefits:

- Improved air quality and a reduction in greenhouse gas emissions
- Improved urban design – with greater emphasis on bicycle and pedestrian paths
- Economic growth as a result of less congestion (moving goods, better access to employment, education, etc.)
- Safeguard liveability in Manningham
- Increased access to employment, entertainment, medical, education and community facilities, while considering the needs of people with mobility, visual or hearing impairment
- Reduced exposure for our community to rising oil prices by increasing public transport services.

MMM continues the legacy of the Manningham Integrated Transport Strategy (2003) by significantly contributing to the targets set by the State Government in relation to the future performance of the Melbourne transport system. The three key targets set by the State:

- Linking Victoria target to have 30 per cent of port access freight transport by rail mode by 2010
- Melbourne 2030 target to have 20 per cent of motorised travel by public transport by 2020
- Reducing greenhouse gas emissions by 60 percent by 2050.

The actions set out in the plan will contribute to these State Government targets, with specific improvements within the Manningham Local Government Area.

All of the policy influences outlined in MITS (2003) remain pertinent in today's environment. However, there have been significant changes in the transport sector over the last five years which have a direct influence on the residents of Manningham. The new strategy responds directly to these influences.



The key point of difference for this strategy, compared to the previous MITS, is its contents and format. We wanted to develop a strategy that was less about the technical aspects of how the transport system could be improved through funding opportunities and policy development, and more about the residents and business people of Manningham.

MMM sets out the actions in plain, clear language, so that everyone can understand exactly what it is that Manningham aims to achieve over the next 20 years. It is closely linked to the Council Plan, using the objectives from that plan to frame the actions for transport improvements.

I hope this update informs you and encourages you to actively participate in the process over the next 20 years.

A handwritten signature in black ink, appearing to read 'CPick'. The signature is stylized and fluid, written over a light blue background.

CHARLES PICK  
**Mayor**

# 1. Introduction

## 1.1 BACKGROUND

Manningham City Council released the Manningham Integrated Transport Strategy (MITS) in 2003. The aim of that strategy was to provide a sustainable, safe, equitable, efficient transport system for Manningham residents and business people. After five years of implementation, the majority of the actions set out in the strategy have been completed and it is now time to review the approach Council is taking, and to set new goals and priorities over the next 20 years to 2030.

There are some key ideas/themes that are driving Council's current approach, including:

### **"Peak Oil" and Increasing Petrol Prices**

World oil reserves are declining, raising the prospect of supply insecurity. In the meantime, petrol prices continue to increase and contribute to the cost of living, making it harder for those families on lower incomes and with poor transport alternatives to get around. A safe, efficient and reliable public transport system becomes more important for these residents.

### **Global Warming**

Transport contributed 30 per cent of total greenhouse gas emissions in Manningham in 2006/07 (equal to 350,000 tonnes). Not only does this affect climate change, but vehicular pollution contributes to the health and well-being of residents.

### **Ageing Population**

Manningham has an ageing population. Projections indicate that by 2031 nearly one in three residents will be 60 years or older. Mobility tends to decrease with age and it is therefore an important factor to consider when planning transport services.

### **Obesity Epidemic**

The excessive reliance on motorised travel has in part contributed to the problem of increasing obesity within the community. Walking and cycling are too often overlooked as a means of transport, reducing the incidence of inadvertent physical activity.

## 1.2 WHAT HAS CHANGED?

In the five years since MITS was released, there have been three transport initiatives which contribute to the political, economic and social environment of today.

### **Meeting Our Transport Challenges, 2006**

In 2006 the State Government released its transport plan for Victoria, 'Meeting Our Transport Challenges'. This report identifies the need to improve bus services in Manningham with the Doncaster Area Rapid Transit (DART) project, so as to provide a level of service comparable with rail. It also includes the Red, Green and Yellow Orbital SmartBus routes that will provide greater crosstown connections for Manningham residents (refer to Figure 1).

### **Eastlink**

The much anticipated Eastlink tollway was completed and opened in June 2008. This provides a link from Frankston to Mitcham and connects the Eastern, Monash and Frankston Freeways, bypassing 45 sets of traffic lights.

### **The Eddington Report – East West Link Needs Assessment**

In March 2008, Sir Rod Eddington presented his report to the State Government. This proposed the following major transport improvements:

- Rail tunnel linking Caulfield to Footscray
- Road tunnel from the end of the Eastern Freeway to Citylink
- Enhanced DART.

Manningham City Council responded to this report with a letter to the Department of Transport, supporting the major improvements to the rail passenger system in inner Melbourne and the proposed Caulfield to Footscray rail tunnel. This response is summarised as:

- Immediate and unconditional implementation of the enhanced DART system
- Manningham to be considered for a pilot project of 'state-of-the-art' bus rapid transit system that would be the flagship for bus services in Melbourne
- A dedicated program to promote the image of buses relative to light and heavy rail
- Planning work to commence as a first step toward a high capacity fixed rail transport system to serve the Doncaster corridor.

Council also led a group of seven eastern sector councils in a joint response to the Eddington Report.

### **The Victorian Transport Plan**

The Victorian Transport Plan which was released by the State Government in December 2008, in response to Sir Rod's Eddington report, identifies an extensive program of transport improvements for Victoria. The plan offers short and long term benefits that directly and indirectly impact on Manningham. Notably, significant investment is proposed in the provision of:

- \$360 million for the implementation of the Enhanced Doncaster Area Rapid Transit (DART) bus system
- \$6 billion to complete the link between the Metropolitan Ring Road in Greensborough and the Eastern Freeway in Bulleen
- \$440 million to grade separate level crossings and in particular, to grade separate the intersection of Springvale Road/Whitehorse Road in Nunawading.

The Victorian Transport Plan, however, does not address a rail option to Doncaster.



### **Manningham Network Operating Plan**

A Network Operating Plan has been developed for Manningham, aimed at improving and facilitating the operational performance of critical arterial roads within the municipality for various transport modes.

Local issues such as travel demand, activity centre improvements, bicycle networks, abutting land use, public transport, congestion and the identification of network deficiencies have been considered in the development of this plan.

A Road Use Priority Map (Figure 2) has been developed for Manningham, showing the modal priorities within the municipality.

## **1.3 THE MMM APPROACH**

An important basis of MITS (2003) was to identify actions to improve the quality and accessibility of public transport, walking and cycling facilities and services, and to encourage their use by Manningham residents and workers. This remains the main theme of MMM.

However, a review of MITS 2003, as well as some of the other transport strategies written by local government in Victoria, indicated that a new approach is needed to be taken in delivering MMM.

The purpose of MMM is to extend the analysis of transport issues from MITS 2003, particularly to provide more accessible communication of the approach that Manningham City Council is taking over the next 20 years to 2030.

This document is intended to be a communication tool for residents, as well as providing clear direction and intent for funding opportunities, including future Council, State and Federal Government budget priorities.

The initial draft of MMM was based on the four objectives of the 2006 – 2010 Council Plan, namely:

- Strong Community
- Liveable Manningham
- Convenient Local Services
- Leading Council

Those four initial objectives were transformed into four groups of the nine new (draft) objectives of the 2009-2013 Council Plan; those groups of new objectives are the basis of Sections 2, 3, 4 and 5 of MMM.

## **1.4 REFERENCES**

MITS (2003) provides much travel data and analysis for Manningham which is still reasonable and current. Other Council publications which provide some context for, or cross reference with MMM, are:

- Road Safety Strategy
- Doncaster Hill Pedestrian and Cycling Plan
- Public Transport Strategy
- Road Management Plan
- Arterial Road Improvement Strategy
- Ageing Strategy
- "Active for Life" Recreation Strategy
- Jackson Court Pedestrian and Cycling Plan
- Bicycle Strategy and Action Plan

## 2. Safety, Inclusion and Diversity Objectives

*To foster a safe place to live for people of all ages and abilities.*

*To build a socially inclusive and connected community that promotes health and wellbeing through accessible services and facilities, and strong community partnerships and participation.*

*To promote cultural harmony within our diverse community and support community engagement through multicultural events, activities that harness cultural learning and celebration, targeted services and multilingual communications.*

### 2.1 OVERVIEW

A strong community fosters the ideas of community connectedness or social inclusion. The aim of this Council Plan objective is to improve the health and wellbeing of residents by providing them with safe and active ways to interact and be involved in their community. Transport and the provision of transport services have a role to play in how connected a community is and feels.

Being able to walk down the street and interact with neighbours plays a crucial role in contributing to social inclusion, as does the provision of transport choices for marginalised members of the community such as the elderly and disabled. Feeling safe whilst participating in these activities is also important in encouraging the use of these alternative transport modes.

The location of services and activities close to where people live also provides greater opportunities for residents to interact. By locating goods and services in close proximity to residential development and reducing urban sprawl, mobility options increase for non drivers and contribute to community connectedness.

### 2.2 SPECIFIC CHALLENGES FOR MANNINGHAM

- Manningham has an ageing population, with 12per cent of the population aged between 60 and 69. It is projected that by 2031, nearly one in three residents will be 60 years or older
- Transport options other than private car are minimal and often inconvenient
- Elderly and disabled residents' reliance on volunteer groups to provide transport options
- Lack of good, safe, convenient infrastructure in some areas (e.g. footpaths, lighting, bus stops, shelters).

### 2.3 OPPORTUNITIES

- Establish a community bus system (from Manningham Mover)
- Development of a Walking Strategy
- Improvements to road safety (fixing accident black spots)
- Promote cycling.

The way in which these opportunities will be realised is set out in the Action Plan at the end of this document.

# 3. Planning, Economic Development, Environment and Global Warming Objectives

*To ensure appropriate, sustainable development that protects our environment while strengthening our local economy, supporting local business and providing accessible services.*

*To adopt sustainable practices that reduce our carbon footprint on the environment, reduce waste, energy and water use, and protect and enhance biodiversity.*

## 3.1 OVERVIEW

“The key to liveability is managing land use and transport networks to maintain the highest level of access to community, services and employment opportunities.” This statement from Meeting Our Transport Challenges describes this Council Plan objective well in terms of transport.

The degree to which a community is “liveable” is determined by a number of different factors. These include:

- The quality of the public realm (e.g. a more attractive, pedestrian-friendly streetscape that encourages non-motorised transport)
- Health and safety (e.g. traffic safety, personal safety and public health)
- Opportunities for recreation and entertainment.

As transport occurs in the public realm, it is a key factor to creating a liveable community. Manningham’s unique character of being both rural and suburban creates difficulties in addressing the issues relating to liveability, yet contributes to an enhanced urban environment with plenty of green open spaces.

## 3.2 SPECIFIC CHALLENGES FOR MANNINGHAM

- The Urban Growth Boundary runs through the middle of Manningham
- Topographical constraints (steep slopes are difficult for pedestrians and cyclists)
- There is a need to protect habitat corridors and reduce the amount of paved area for roads
- Outlying non urban areas east of the Mullum Mullum Creek are not well serviced by public transport
- Cycling routes need to be connected and there is a need to provide end of trip facilities at key destinations such as Activity Centres

- Promotion of alternative transport modes has met some opposition (e.g. Walking School Bus, TravelSmart programs)
- Many of Manningham’s major roads must serve diverse users (e.g. through traffic, local traffic, public transport and cyclists).

## 3.3 THE BUS SOLUTION

Manningham City Council has realised that public transport in the form of buses is the immediate solution to the transport problem faced by residents and visitors alike. A safe, efficient, highly visible and accessible bus service is capable of providing a service as good, if not better, than fixed rail and can be provided now.

The key to this being successful is longer operating hours, as well as more frequent services during weekdays and especially on the weekends.

Council’s role is one of advocacy in developing a first class bus system that rivals the transport services of other nearby municipalities that have access to fixed rail. A recent review of local bus services in Manningham, undertaken by the Department of Transport, recommends an enhanced Doncaster Area Rapid Transit (DART) bus system. This comprises:

- Longer hours of operation
- Restructuring and/or extending routes
- More frequent services on selected routes
- Introducing new routes
- Improving linkages with connecting trains and trams as well as Smart Bus services.

It is paramount the recommendations be implemented immediately.

As a road based form of transport, buses are subject to the same delays and constraints as the private vehicle. Improved services are redundant unless buses are given priority over other private motor vehicles on Manningham roads, as well as on other key routes including those into the Melbourne CBD. These could include but are not limited to:

- Bus signal priority at intersections
- Dedicated bus-only lanes for use during peak hours
- Queue jumps at congested intersections.

There are a number of other improvements that are key to having a successful bus rapid transport system which are set out in the Action Plan.

**Council will continue to advocate for a fixed rail service as a longer-term solution to its major transport needs.**

# 4. Service Delivery, Assets and Infrastructure Objectives

*To deliver a range of high quality services, programs, recreation opportunities and facilities that meet the needs of children, young people, families, seniors and community groups.*

*To maintain, upgrade and develop Manningham's physical assets to a high standard, to meet the growing needs of the community, and increased levels of useage.*

## 4.1 OVERVIEW

Land use planning plays a vital role in contributing to the location of convenient local services. Melbourne 2030 identifies two key Activity Centres in Manningham; Doncaster Hill has been identified as a Principal Activity Centre, while Doncaster East (The Pines) has been identified as a Major Activity Centre. These are complemented by nine Neighbourhood Activity Centres servicing the local communities. These are:

- Bulleen Plaza
- Donburn
- Doncaster East/Devon Plaza
- Jackson Court
- Macedon
- Park Orchards
- Templestowe Village
- Tunstall Square
- Warrandyte Goldfields.

Not only does this objective relate to goods and services, it is also important to encourage business to locate in Manningham, providing greater employment opportunities for residents and reducing the reliance on car travel to get to and from work.

## 4.2 SPECIFIC CHALLENGES FOR MANNINGHAM

- Over supply of parking at Activity Centres encouraging excessive reliance on private car travel
- Concentration of population and Activity Centres in the west of the municipality with no good public transport connections from the east.

## 4.3 OPPORTUNITIES

- Green Travel Plans for major new developments
- Structure Plans providing integrated transport planning (e.g. Doncaster Hill Urban Village).

The way in which these opportunities will be realised is set out in the Action Plan at the end of this document.



# 5. Governance, Advocacy and Engagement Objectives

*To maintain Manningham's position as a strong, financially sustainable Council, delivering high quality services, underpinned by principles of good governance, continuous improvement and transparency.*

*To effectively advocate on behalf of the community to other levels of government, and ensure effective communication and engagement on Council services, activities and projects.*

## 5.1 OVERVIEW

In order for Council to achieve its objectives set out in the Council Plan and to foster a sense of community, Council needs to demonstrate its commitment by leading the way as an organisation. Council has five key values that underpin all it does. These are:

- Integrity  
Committing to honest and open dealings with each other and the community
- Diversity  
Respecting and valuing the differences and similarities that connect us all
- Responsiveness  
Existing to serve the community and responding to their needs
- Continuous improvement  
Striving to improve what we do and the way that we do things
- Sustainability  
Balancing economic growth, social justice and environmental responsibility.

## 5.2 SPECIFIC CHALLENGES FOR MANNINGHAM

- Low density pattern of land use makes it difficult to provide sustainable transport
- Entrenched views and travel patterns by many local residents and workers (i.e. reliance on private car use)
- A disengaged community
- Maintaining a sustainable community
- Inequity.

## 5.3 OPPORTUNITIES

- Engage the community in advocacy activities to improve public transport
- Advocate for public transport improvements to the State and Federal Governments
- Develop a Green Travel Plan for Council offices
- Develop a Communications Strategy to inform the Manningham community of transport advocacy activities.

The way in which these opportunities will be realised is set out in the Action Plan at the end of this document.

# 6. Monitoring Performance and Achieving Targets

## 6.1 CONTEXT

The State Government is committed to four main transport system targets for Melbourne:

- Increasing port access freight transport by rail from 10 per cent to 30 per cent by 2010
- Increasing motorised travel by public transport from 7 per cent to 20 per cent by 2020
- Reducing greenhouse gas emissions by 60 per cent by 2050
- Continuing reduction in traffic accidents and fatalities.

By acting to improve public transport, walking and cycling facilities, and with complementary land use planning actions to reduce the need for motorised travel (e.g. Doncaster Hill) Manningham can achieve its own strategic targets, as well as assisting in achieving the overall targets for Melbourne.

## 6.2 SPECIFIC TARGETS FOR MANNINGHAM

MMM is addressing community transport needs from 2010 to 2030. In that period, major changes must be achieved in travel behaviour in Manningham (and other suburban areas) if its own and the overall Melbourne targets are to be achieved.

Reducing the reliance on travel to work as a private car driver is the most meaningful target for improved transport system performance.

Reductions of such travel, which is predominantly in peak periods, directly addresses congestion, associated environmental and road safety concerns. This is also the type of travel most easily attracted to improved carpools, public transport, walk and cycle facilities.

At the 2006 census, journey to work data showed that 80 per cent of Manningham residents travelled to work as car drivers (refer Table 6.1). By 2030, it would be highly desirable for this to reduce to the Melbourne metropolitan area average of 72 per cent.

Although this may appear to be a modest target, achieving it would mean a major increase in usage of carpool, public transport, cycle and walk modes for travel to work, from a total mode share of 20 per cent in 2006 to a total mode share of 28 per cent in 2030 (i.e. a total of 28 trips per 100 trips by Manningham residents will be made via sustainable transport choices).

Complementary 2030 targets can be set for public transport, walk and cycle modes, either on a peak period or daily basis; these are directly related to the private car driver to work target. Such targets are:

- Continuing reductions in reported traffic crashes
- Completion of “missing links” in bicycle and pedestrian paths and terminal facilities such as bike parking/storage (to “best practice” standard)

- Bus services within convenient walking distance of all homes, with connecting footpaths, bus shelters and other facilities
- All facilities to be DDA compliant.

Reduced reliance on private car travel to work would, in the long term, reduce household car ownership. That, in turn, would lead to increased walking and cycling for school, shopping, social and recreation.

Table 6.1  
Mode of Travel to Work at 2006

Mode of Travel	Percentage of people in Manningham	Percentage of people in Melbourne
Train	1	6
Bus	5	1
Tram	0	2
Car as driver	80	72
Car as passenger	6	6
Bicycle	0	1
Walked only	2	4
Other	6	8
Total	100	100

(ABS Census of population and Housing, Total Employed persons 15 years and over by Place of usual Residence)

## 6.3 MONITORING PERFORMANCE AND FEEDBACK

An important advantage of a travel to work model target is that detailed and accurate data is collected each five years with the ABS census. This means that achievement of the target (or not) can be monitored on a regular basis, without complicated and expensive data collection and analysis.

# 7. Action Plan

## 7.1 OVERVIEW

The Manningham Integrated Transport Strategy 2003 set out a list of priority actions for Council to deliver over a period of five years. A review of these actions indicated that the majority of these have been completed and it is now time to prepare a new set of priority actions given changes in the social, political and economic atmosphere. These actions have been developed in consultation with internal and external working groups and reflect the changes that have occurred in the past five years. The actions have been classified into three different categories – communication, action and advocacy. A brief overview of these is discussed below with further detail provided in the following tables.

## 7.2 COMMUNICATION

It is very important to maintain an open dialogue with residents about what is happening with the transport strategy, and which actions have been completed and when. Development of a communications strategy will ensure that this information is relayed to residents in a timely manner. There are also a number of education and marketing opportunities that fall broadly under the umbrella of communications.

## 7.3 ACTIONS

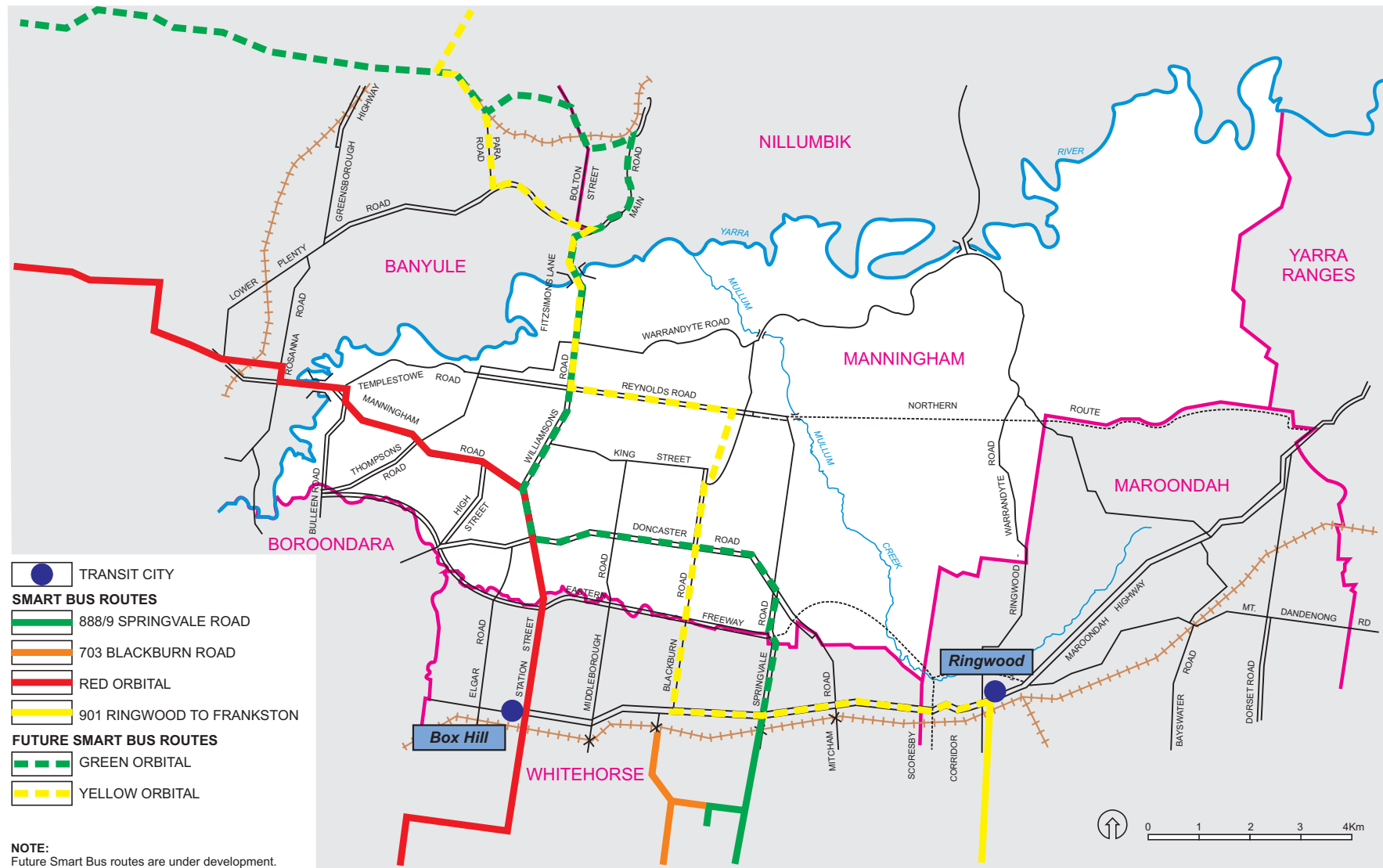
The “actions” part of the strategy sets out all the big ticket items that Council can physically achieve over the next 20 years. Some of these issues and opportunities are illustrated further in Figure 4. All actions are explained in more detail in the tables.

## 7.4 ADVOCACY

Manningham City Council has an important advocacy role to play in developing a comprehensive transport network for its residents (e.g. continued lobbying for a fixed rail system connecting Doncaster to the Melbourne CBD).

Depending on the issue, this advocacy can be done alone, with regional groups such as the Eastern Transport Coalition and Metropolitan Transport Forum (MTF), or with other groupings with similar needs.

# Figure 1



**NOTE:**  
 Future Smart Bus routes are under development.  
 Alignments show are indicative and subject to change.  
 Source: Department of Infrastructure 2007

Figure 2





# Figure 3

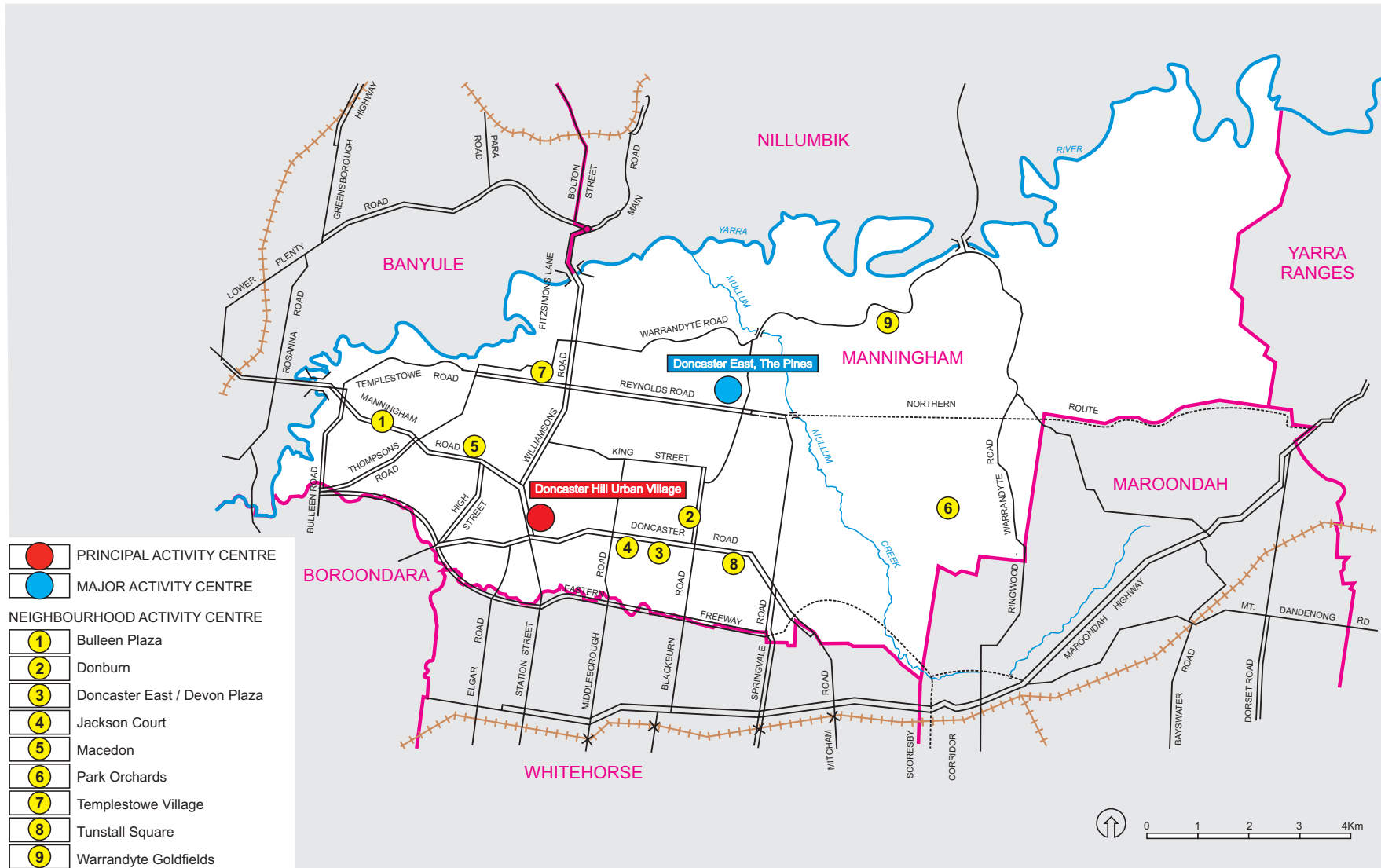
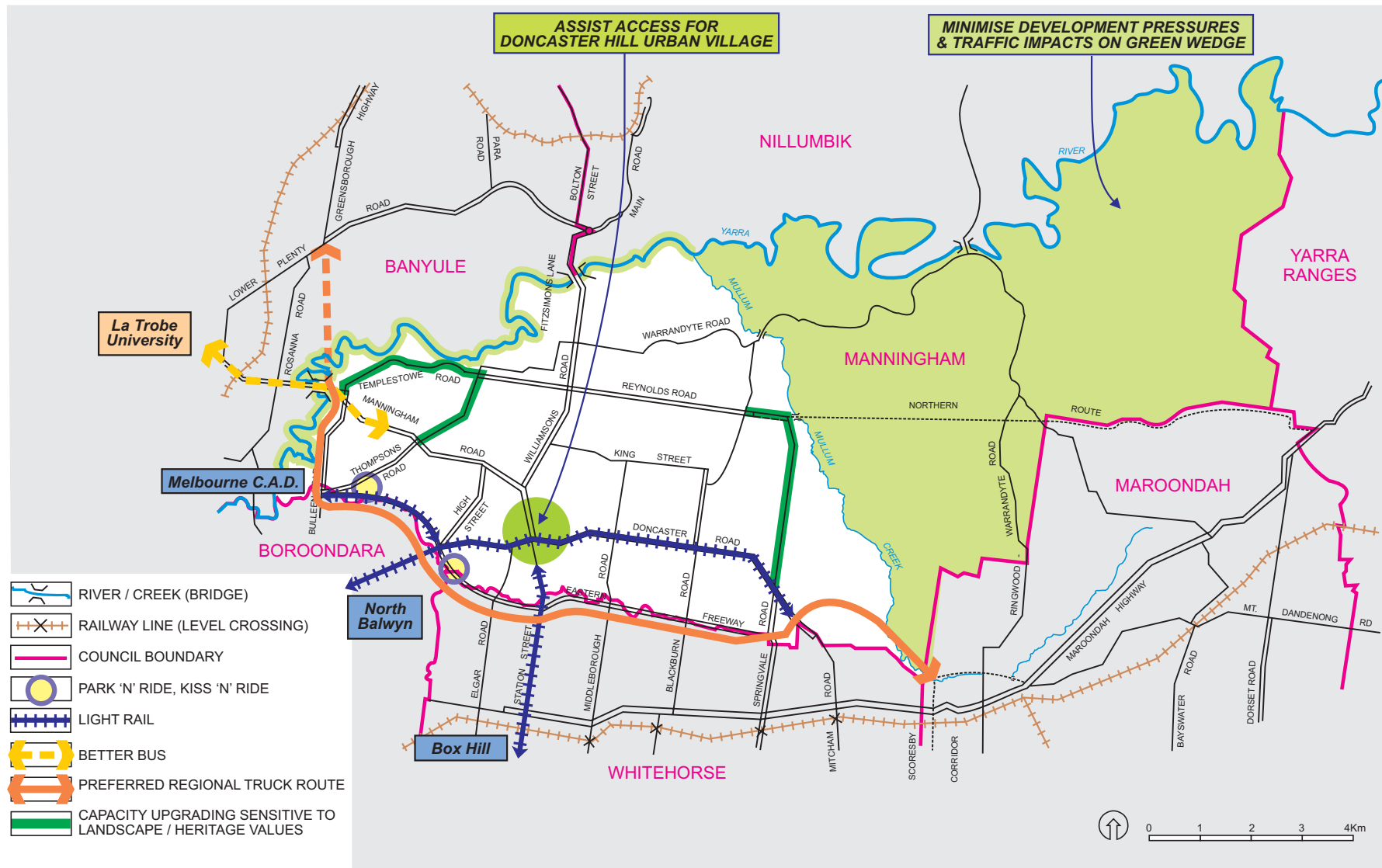


Figure 4



# Action Plan Tables

PRIORITY	COUNCIL PLAN OBJECTIVE				ACTION	SUB-ACTION	TIMING			
	STRONG COMMUNITY	LIVEABLE MANNINGHAM	CONVENIENT LOCAL SERVICES	LEADING COUNCIL			SHORT TERM 1 - 3 years	MEDIUM TERM 4 - 7 years	LONG TERM 8+ years	
High		Green			Advocate for improvements to existing bus services and infrastructure and for Manningham to be the model for a 'state of the art' bus system in Victoria	Increase frequency and span of all operating bus services	Dark Brown			
						Create an identifiable brand for the bus services	Dark Brown	Dark Brown		
						Improve the quality of the vehicles	Dark Brown	Dark Brown		
						Investigate use of bus priority measures on local roads and routes to link in with VicRoads roads	Dark Brown	Dark Brown		
						Increase walking and cycling accessibility to Doncaster Park and Ride	Dark Brown	Dark Brown	Dark Brown	
						Audit and improve location of bus stops for walking accessibility	Dark Brown	Dark Brown		
						Ensure all bus stops are DDA compliant	Dark Brown			
						Upgrade local bus stops with shelters and seating	Dark Brown	Dark Brown		
						Provide real time information for bus passengers at key locations e.g. Park and Ride, Doncaster Shoppingtown, The Pines etc	Dark Brown			
						Provide better feeder services to Activity Centres and the Park and Ride	Dark Brown			
						Review options for extra bus routes, or more bus stops, to reduce access walking distances	Dark Brown	Dark Brown		
High	Green	Green	Green		Enhance and promote the community bus service for residents	Promote a responsive bus service that caters to the needs of residents	Dark Brown	Dark Brown		
						Advocate for more funding for HACC services	Dark Brown	Dark Brown	Dark Brown	
Low		Red			Advocate for rail options along the Eastern Freeway and road network from CBD to Doncaster/ Ringwood	Initiate feasibility study via DoT				
						Maintain open communications with DoT regarding future rail options for Manningham	Dark Brown	Dark Brown	Dark Brown	

PRIORITY	COUNCIL PLAN OBJECTIVE				ACTION	SUB-ACTION	TIMING		
	STRONG COMMUNITY	LIVEABLE MANNINGHAM	CONVENIENT LOCAL SERVICES	LEADING COUNCIL			SHORT TERM 1 - 3 years	MEDIUM TERM 4 - 7 years	LONG TERM 8+ years
Medium					Advocate for the extension of the Route 48 tram from North Balwyn to Doncaster Hill (and possible loop to Box Hill)	Complete feasibility study			
High					Develop structure plans with integrated transport planning for Doncaster Hill and The Pines	Liaise with Communications Department within Council to deliver updates on Transport Strategy			
Medium					Develop structure plans with integrated transport planning for Doncaster Hill and The Pines	Determine the expected growth in each Activity Centre and how Council is expected to respond to this in terms of housing, public transport, car parking, accessibility etc			
Medium					Develop a road user hierarchy				
High					Require major new developments to produce a Green Travel Plan	Produce guidelines for new developments to promote alternative transport modes			
High					Integrate transport planning for Doncaster Hill	Improve pedestrian and cycle access to Doncaster Hill precinct			
High					Develop a Walking Strategy	Identify key walking routes and issues associated with pedestrian access			
Medium					Investigate alternative travel behaviour change programs	Utilise partnership programs with State and Federal Government as well as other organisations e.g. VicHealth			
High					Engage with the community on key issues of concern to do with transport accessibility on a regular basis	Develop a stakeholder group for walking, cycling and public transport to provide feedback to Council officers			
Low					Develop a Parking Strategy for Manningham	Investigate the use of Parking Precinct Plans Address parking supply issues in key areas			
Low					Investigate the option of proposal to link the Ring Road and the Eastern Freeway	Support and liaise with the State Government as required			

PRIORITY	COUNCIL PLAN OBJECTIVE				ACTION	SUB-ACTION	TIMING		
	STRONG COMMUNITY	LIVEABLE MANNINGHAM	CONVENIENT LOCAL SERVICES	LEADING COUNCIL			SHORT TERM 1 - 3 years	MEDIUM TERM 4 - 7 years	LONG TERM 8+ years
High	Green	Green			Include walking and cycling improvements with all Arterial Road upgrades where road width allows	Identify pedestrian and cycle access issues along Arterial Road network including pedestrian crossings and cycle lanes			
Medium	Yellow	Yellow			Continue to seek opportunities to improve local accessibility through the LAAP program and the Department of Transport	Maintain open communications with DoT Seek funding opportunities when they become available to improve connectivity and accessibility as per DoT funding guidelines			
Medium	Yellow				Develop an education campaign for young people on the use of alternative transport modes (especially cycling on arterial roads)	Encourage bicycle education programs in schools			
						Actively encourage schools to participate in Ride to School days and become part of the Ride2School network			
Medium	Yellow				Develop an education campaign for older drivers about other transport options	Link with Maintaining Mobility (DoT)			
						Work with Arrive Alive education campaign for Older Drivers			
High	Red				Blackspot improvement program	Identification of priority blackspot improvement projects			
						Seek funding from State Government / other funding bodies			
Medium	Yellow	Yellow			Provide traffic calming measures in local streets that have been identified as trouble spots	Consult with residents to identify trouble spots for speeding etc and determine appropriate traffic calming measures			
Medium		Yellow			Improve the safety and connectivity of on-road cycle lanes	Create additional buffers between traffic lanes and on-road cycle lanes where possible			
						Provide "greening" at pinch points for cyclists to raise awareness to motor vehicles			
						Continue cycle lanes to key destinations			
						Provide for cyclists through intersections and roundabouts			
High		Red			Complete the bicycle network	Include off-road shared paths through parks and reserves as key routes			



PRIORITY	COUNCIL PLAN OBJECTIVE				ACTION	SUB-ACTION	TIMING		
	STRONG COMMUNITY	LIVEABLE MANNINGHAM	CONVENIENT LOCAL SERVICES	LEADING COUNCIL			SHORT TERM 1 - 3 years	MEDIUM TERM 4 - 7 years	LONG TERM 8+ years
Medium			Yellow		Encourage walking and cycling to key destinations e.g. Activity Centres, workplaces	Provide facilities at key destinations i.e. lockers, showers, storage/parking Encourage workplaces to provide facilities for walkers and cyclists			
Low	Red	Red			Ensure pedestrian crossings and footpaths in and around Activity Centres as well as local roads are DDA compliant	Audit footpaths and upgrade as required (up to \$100k for Pram Crossing Upgrade and \$157k for footpath rehabilitation works in road reserves each year. New formal footpath construction budget \$50k annually. New gravel path construction - \$30k annually).			
High	Green				Provide safe and accessible pedestrian crossings at convenient locations	Advocate for increased green time at key locations e.g. Activity Centres, schools, aged care facilities, hospitals etc Ensure all pedestrian crossings are DDA compliant			
Low	Red	Red			Provide priority parking for disabled and elderly	Ensure adequate provision for disabled and elderly drivers at key destinations e.g. Activity Centres, Community Centres, Council facilities, Doctors etc			
Low		Red		Red	Monitor traffic volume and amenity effects of Eastlink opening	Seek information from ConnectEast on traffic volumes from Eastlink			
High				Red	Continue to implement sustainable transport improvements / options for Council officers	Continue to deliver GOGO Develop a Green Travel Plan for Manningham City Council Investigate carpooling options for staff Conduct a fleet review of Council cars			
Medium			Yellow		Encourage mixed-use development in key locations e.g. Doncaster Hill	Deliver the objectives of the Doncaster Hill Structure Plan			

**LEGEND:**

Green	High priority
Yellow	Medium priority
Red	Low priority

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