



MANNINGHAM

MANNINGHAM
**LINKS
ROAD**
IMPROVEMENT
STRATEGY
2014



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1.0 Background

1.1 Introduction

The Manningham City Council Link Road Improvement Strategy (2014) aims to guide priorities for the future development of the remaining partially constructed link roads across the municipality. Ultimately, the objective of the Strategy is the development of a link road network that is safe, accessible and functional for all road users whilst reducing road trauma and impacts on the environment. This Strategy supersedes Council's Arterial Road Improvement Strategy 2008.

Community, Council, State and Federal Government place greater emphasis on provisions for sustainable transport mode infrastructure and services along the road network.

This new Strategy has changed focus from previous Council strategies in that project priorities have been determined taking account of the benefit of road construction in encouraging sustainable transport options. The Australian Government promotes sustainable national and regional economic growth, development and connectivity by contributing to the development of an integrated national Road Network which: (source: www.infrastructure.gov.au)

- Improves national and inter-regional connectivity for people, communities, regions and industry.
- Improves national, inter-regional and international logistics and trade.
- Enhances health, safety and security.
- Is consistent with the obligation to current and future generations to sustain the environment.
- Is consistent with viable, long-term economic and social outcomes.
- Is linked effectively to the broader transport network.

In addition, a high standard Council Link road network supports Local and State Government objectives. Melbourne has the busiest sea port in Australia and consequently generates a large volume of road freight and must develop efficient transport services if it is to ensure that the movement of people and goods is undertaken efficiently.

Urban congestion is a major issue to industry due to the cost of transport, increased delays in delivery and a major influence on the decision making process for companies seeking to relocate to Melbourne. It is estimated that the cost of congestion from road traffic delays for Melbourne could increase from \$3.6 billion in 2005 to \$7 billion by the year 2020. (source: BITRE "Estimating Urban Traffic and Congestion Cost for Australian Cities, Working Paper 71, May 2007, page 91-92)

At a local level, upgrade of the link road and arterial road network improve accessibility and safety for local residents to and from the local road network, roads that link regional centres and the Melbourne Central Business District. Manningham is home to over 12700 registered businesses including a vibrant retail sector that includes Doncaster Hill, 30 local neighbourhood activity centres, and a thriving property and business sector.

Since the adoption of the 2008 Arterial Road Improvement Strategy, link roads including Park Road, Berringa Road and Milne Road have been upgraded to an appropriate standard.

1.2 Road Hierarchy

The primary purpose of a road hierarchy is to assign a functional classification to each road, to facilitate the better management of road assets. The three major road classifications in Victoria are:

- National Highways;
- State Arterial Roads (includes freeways, state highways and arterial roads); and
- Local Roads (including local link roads)

The majority of traffic is carried on freeways and arterial roads. These roads link activity centres providing a safe, efficient and integrated transport system for the economic and social benefit of the community. VicRoads organises for freeways and arterial roads to be upgraded and constructed as necessary to accommodate changes in population size and location, and increased road use of freight, business and private travel.

Manningham's road hierarchy is set out in the Manningham Road Management Plan. The classifications of local roads within Council's Public Roads Register are as follows:

Link Roads – these roads provide the main avenue of traffic movements within the municipality to the wider road network including the arterial road network.

- Links towns, places of significance and industries;
- High percentage of through traffic;
- Includes access to abutting residential, industrial and commercial properties; and
- Caters for higher traffic volumes, traffic speeds and heavy vehicles.

Collector Roads – these roads distribute traffic in and around residential, industrial and commercial areas of the municipality and connect to the arterial and link road network.

Local Access Roads – these roads predominantly provide direct access to abutting properties.

Unmade private streets, unformed roads on Crown land, unconstructed rights of ways, or roads managed by other authorities and/or under private ownership (including private shopping centres) are not included on Manningham's' Road Register.

The Road Management Act 2004 clearly defines the roles and responsibilities of Councils over local roads. The Act also requires all road authorities to keep a register of public roads clearly specifying the classification of each road. The Manningham Public Roads Register was amended in March 2014 with some roads changing classification as a result of a review of their function within the road network. [Manningham City Council: Public Roads Register](#)

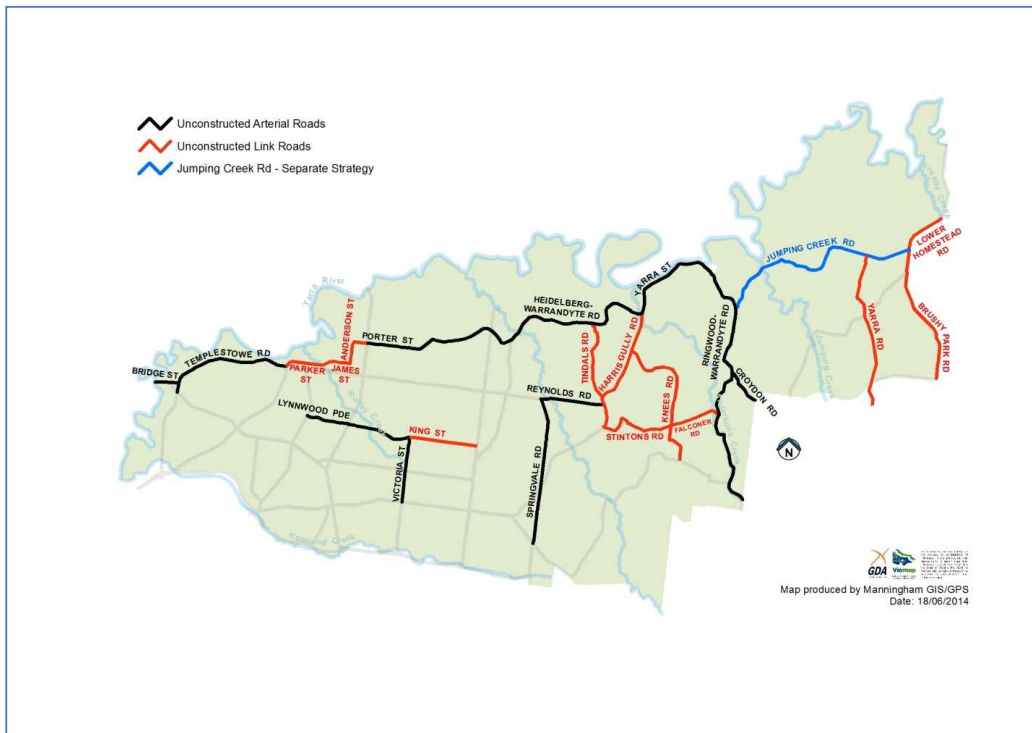
The responsible authorities for various road types within Victoria, and their various responsibilities, are detailed in Table 1 below, based on the Road Management Act 2004 and the Code of Practice for Operational Responsibility for Public Roads.

Classification	Construction Responsibility		Maintenance Responsibility	
	Road Surface	Behind Kerb	Road Surface	Behind Kerb
Freeway	VicRoads	VicRoads	VicRoads	VicRoads
State Highway	VicRoads	Council & Abutting owners	VicRoads	Council
Arterial Road	VicRoads	Council & Abutting owners	VicRoads	Council**
Council Link Road	Council	Council & Abutting owners	Council	Council
Local Road (including collector road)	Council Abutting owners	Council & Abutting owners	Council	Council

** except in the case of roads designated as rural arterial roads

Table 1: Road Classification, Construction and Maintenance Responsibilities

This Strategy focuses on prioritising the construction of Council Link roads only and discusses advocacy for the construction of the VicRoads Arterial road network.



Map 1
Unconstructed Link and Arterial Roads

1.3 Road Reclassifications

At the time of writing this Strategy, VicRoads was in the process of conducting a statewide review of the arterial road network within Victoria, including the City of Manningham. Following negotiations involving VicRoads and Council, the following road reclassifications have been supported in-principle by both Council and VicRoads.

Road	Current Classification	Proposed New Classification
Reynolds Road between Springvale Road and Tindals Road	Link Road	Arterial Road
Blackburn Road between Reynolds Road and King Street	Link Road	Arterial Road
King Street between Victoria Street and Blackburn Road	Arterial Road	Link Road
Union/Parker/Swilk/James/Anderson/Porter Streets between Fitzsimons Lane and Templestowe Road	Arterial Road	Link Road

Table 2: Road Classifications

In relation to the reclassification of Union/Parker/Swilk/James/Anderson/Porter Streets, VicRoads has noted that the recent upgrades of Foote Street and Fitzsimons Lane have impacted on these roads to the extent that these roads no longer display the characteristics of arterial roads. In addition, the removal of the arterial road status of these roads will provide an opportunity for Council to better control the management of these roads, with the view of improving pedestrian, cycling and public transport access to the Templestowe Village Precinct.

Council will also assume responsibility for King Street between Victoria Street and Blackburn Road, with the arterial road status being revoked as part of the arterial road review. There has been significant community support for the construction of King Street and extensive community advocacy over several years, to encourage the State Government to construct this section of road. Preliminary design for the construction of this section of King Street has commenced. VicRoads will continue to be responsible for King Street between Victoria Street and Williamsons Road, with this section retaining its arterial road status.

Blackburn Road is fully constructed and, as such, its reclassification from a link road to an arterial road does not require VicRoads to construct the road, but rather undertake maintenance of this road. Reynolds Road, however, is not fully constructed to an appropriate standard and VicRoads will be required to accept responsibility for the upgrade of this road. As such, Reynolds Road has not been prioritised for construction as a part of this Strategy.

1.3.1 Northern Arterial Route

The extension of Reynolds Road beyond Tindals Road to Ringwood-Warrandyte Road, also known as part of the 'Northern Arterial Route' in part coincides with the alignment of Falconer and Stintons Roads, which are currently both Council link roads. VicRoads have assessed long term road capacity improvements and future travel demand in this road corridor. Accordingly, VicRoads are proposing to strategically protect the option of providing this road alignment, subject to further investigations to improve linkages between the eastern end of Reynolds Road and Maroondah Highway. As Falconer Road and Stintons Road are Council roads, they have been prioritised as a part of this Strategy. However, before this project proceeds, the subject sections of Stintons Road and Falconer Road will need to be gazetted to become arterial roads. VicRoads do not have a time frame at this stage for the project development.

1.4 Jumping Creek Road

The reconstruction of Jumping Creek Road will be undertaken as a part of the Jumping Creek Road Strategy. An independent strategy for the development of Jumping Creek Road was required, given the complexity of this project and the environmental sensitivity of the area, both in terms of fauna and flora values. It is anticipated that the Jumping Creek Road Strategy will be completed and adopted by Council within the next 12 months. The reconstruction of Jumping Creek Road will occur as a staged construction over several years, and has been included in Councils' 10 year indicative Capital Works Program commencing in 2017/2018. Given that the project has a separate budget allocation, the funding prioritisation of this project against other proposed link road projects is not considered to be necessary.

1.5 Road Network Development Status

Since the 2008 Strategy, a number of road construction projects have been completed, most significantly the completion of the full lengths of Park Road, Berringa Road and Milne Road.

The detailed design of Tindals Road between Mullum Mullum Creek and Stintons Road has been completed. Construction of Stage 1 of Tindals Road between Mullum Mullum Creek and the western entrance to Donvale Christian College has also commenced. Construction of Stage 2 of Tindals Road, between the western entrance of Donvale Christian College and Stintons Road, is anticipated to be completed in 2014/2015.

In addition, King Street between Victoria Road and Blackburn Road will also change status from an arterial road to a Council Link Road. Detailed design and public consultation has commenced for the upgrade of this section of King Street. Therefore, it is anticipated that construction will commence in 2015/2016.

In comparison with the arterial road network, significant progress has been made with respect to the development of the Council Link Road network since 2008.

There are 679km of public roads within Manningham with the majority, 545km, being local access and collector roads mainly serving abutting property access and local traffic. The remaining 134km of the road network is classified, as shown below:

Road Classification ¹	Length	Fully Constructed ²	Rural Construction ³
Freeway / Tollway	13km	13km	
State Highway	2km	2km	
Arterial Road	70km	40km	30km
Council Link Road	49km	18km	31km
TOTAL	134 km	73 km	61km

Notes:

1. The road classifications are based on the VicRoads statewide review of the arterial road network and takes into consideration the road swaps supported in-principle by Council.
2. A fully constructed arterial road is defined as a road with appropriate traffic lanes, kerb and channel, underground drainage and sealed footpaths/shared paths.
3. A rural constructed arterial road is defined as a road with a sealed pavement, gravel shoulders, open table drain with either no footpath or only a gravel footpath

Table 3: Road Type by length and construction standard

2.0 Strategy Objectives and Prioritising Criteria

The primary focus of this Strategy is to identify road improvement priorities along Council's link road network, with the view of undertaking major upgrades to construct these roads to an appropriate standard.

This Strategy does not identify priorities for the construction of existing rural standard VicRoads arterial roads, rather it notes the roads which require a major upgrade to attain an appropriate standard. Accordingly, the key objectives of the Strategy are to:

- progressively upgrade link roads that are currently not constructed to an appropriate standard, in an order of priority that achieves optimum benefits to the community;
- ensure that Link road development is prioritised to best meet the needs of all road users, including commuters, pedestrians, cyclists and motorcyclist;
- reduce road trauma; and
- ensure that the road layouts adopted are sympathetic to the local road environment.

In order to achieve the above objectives, four primary criteria have been developed to enable the construction of the rural standard link roads to be prioritised. The primary criteria adopted are shown in Table 4 below:

Criteria	Factors to be considered
Safety	Road trauma is a significant cost to the community. As such projects that will best reduce road trauma should have a higher priority for upgrade as part of the link road network. VicRoads casualty crash data for the last 5 years (2008-2012) has been sourced and used as the basis to derive project scores for this criteria. (VicRoads CrashStats)
Corridor Function	All Council roads assessed in this Strategy are classified as Link roads. However, some Link roads may operate as higher order roads due to the various connections they provide to the surrounding road network and the access they provide (or will provide) to facilities for motorists, public transport, cyclists and pedestrians. Link roads that cater (or propose to cater) for multiple transport modes are given a higher priority than those that primarily cater for private motor vehicles.
Capacity	Traffic delays on the link road network result in congestion, environmental and health impacts. In addition, congestion causes delays to road based public transport thereby reducing the efficiency and attractiveness of the public transport system. This criteria gives consideration to the relative projected traffic volumes and the extent of the need for dedicated turning facilities for intersecting roads, to minimise traffic congestion.
Economic	Lower cost projects should generally be prioritised ahead of the construction of otherwise comparable link road projects. Project cost benefit has simply been determined based on the cost of the project. The preliminary cost of each project has been determined based on an average construction cost per km.

Table 4: Link Road Prioritising Criteria – Primary Criteria

3.0 Project Priorities

3.1 Methodology

Project priorities for previous Manningham Arterial Road Improvement Strategies have generally been based on the economic and safety benefits arising from road projects with less emphasis on the people throughput of a road. This Strategy has taken a more 'people oriented' approach and has focused on the benefits to all road users and improved people throughput as a result of a road upgrade.

Each project prioritisation criteria has been assessed and a score for each individual project was determined based on the particular criteria (i.e. numbers of crashes were assessed in the safety criteria). Each criteria was then "weighted" in relation to its relative importance.

The "weightings" assigned to each criteria are as follows:

- Safety 10
- Corridor Function 8
- Capacity 4
- Economic 2

Overall, priorities for road improvement projects have been determined by adding the weighted scores for each of the above criteria. These criteria have been applied to every Council link road within Manningham requiring construction to an appropriate standard. The methodology used to determine the link road improvement priorities involves the allocation of a score against each of the above criteria to each individual link road. The project with the accumulated weighted highest score was awarded the highest priority.

It should be noted that in addition to the above criteria, there are other factors that may impact on the implementation of a project. The ability to deliver a link road improvement project in order of priority may be impacted by factors such as, but not limited to, planning permits and approvals, community consultation and land acquisition requirements. It is noted that the need for a planning permit will generally relate to the removal of vegetation, particularly in areas to the east of the Mullum Mullum Creek.

In addition, the budget available in a given year needs to be considered when setting priorities. In some cases, project priorities will need to be adjusted to address these issues and ensure the most appropriate utilisation of available project funds.

Following the application of the criteria shown in Table 4 to all potential Council link road improvement projects, priorities have been determined as shown in Table 5 below.

RANK	ROAD	BETWEEN	Road Length	TOTAL SCORE
1	Union/Swilk/Parker/James/Anderson/Porter Street	Templestowe Road and Fitzsimons Lane	2.4km	22.83
2	King Street	Victoria Street and Blackburn Road	1.6km	15.27
3	Harris Gully Road/Tindals Road	Reynolds Road to Yarra Street	2.53km	14.91
4	Yarra Road	Municipal Boundary to Jumping Creek Road	3.3km	13.64
5	Tindals Road/Stintons Road/Falconer Road	Reynolds Road to Ringwood-Warrandyte Road	3.66km	12.01
6	Brushy Park Road/Homestead Road/Lower Homestead Road	Holloway Road to Paynes Road	4.21km	11.81
7	Knees Road	Stintons Road to Park Road	0.96km	8.86
8	Beauty Gully Road/Knees Road	Harris Gully Road to Stintons Road	2.61km	6.91
9	Tindals Road	Harris Gully Road to Heidelberg-Warrandyte Road	1.89km	4.15

Table 5 – Initial Council Link Road Improvement Project Priorities

3.2 Other Considerations and Influences

As discussed in Section 1.3 of this Strategy, It has been agreed in principle with VicRoads that Union / Parker / Swilk / James / Anderson / Porter Streets between Foote Street and Williamsons Road will be reclassified from arterial roads to Council Link roads. Accordingly, this route has been included in the link road priorities listing. The upgrade of this route, however, is dependent on the following influences:

- Investigation into potential modifications of the operation of the signalised intersection of Union Street / Templestowe Road. Council officers are currently in discussions with VicRoads officers, with the view of modifying the operation of the signals to reduce through traffic along this route.
- Bus Improvement works were completed in early 2014 at the intersection of Porter Street, Fitzsimmons Lane and Williamsons Road (roundabout). As such traffic patterns have changed and may have impacted on the operation of Union / Parker / Swilk / James / Anderson / Porters Streets. Traffic patterns generally settle within a year of major upgrade works. It is considered prudent to defer works on these roads until such time as the impacts of these changes are understood.
- There is no Council record of any community requests for the upgrade of this route, and comparatively the King Street community have a demonstrably greater appetite for the construction of their road.
- The crash history for this road indicates that there have been nine casualty crashes in the 5 year period to 2012. These crashes are distributed along the length of this road, and as such, there is no identified opportunity for isolated safety improvement works along this route. As such, there is no advantage in staging this project and bringing a stage forward in the program.

King Street between Victoria Street and Blackburn Road will also change status from an arterial road to a Council link road. The upgrade of this route, however, is dependent on the following considerations:

- A community reference panel has been advocating to both VicRoads and Council for the upgrade of King Street for approximately 10 years.
- The road swap of the eastern section of King Street was the first to be agreed in principle, based on a transfer of responsibilities for Reynolds Road between Springvale Road and Tindals Road to VicRoads. At the time, Reynolds Road was the next priority project for Council design and construction and, as such, officers commenced the consultation and design development for King Street east in its place. As such, there is now a community expectation that this project will be delivered in advance of Union / Parker / Swilk / James / Anderson / Porters Streets.

Given the above considerations and influences, the priorities of Union / Parker / Swilk / James / Anderson / Porter Streets and King Street east have been adjusted to elevate the priority of King Street east, as shown in the revised project priority table below:

RECOMMENDED LINK ROAD PROJECT PRIORITIES			
RANK	ROAD	BETWEEN	TOTAL SCORE
1	King Street	Victoria Street and Blackburn Road	15.27**
2	Union/Swilk/Parker/James/Anderson/Porter St	Templestowe Road and Fitzsimons Lane	22.83**
3	Harris Gully Road/Tindals Road	Reynolds Road to Yarra Street	14.91
4	Yarra Road	Municipal Boundary to Jumping Creek Road	13.64
5	Tindals Road/Stintons Road/Falconer Road	Reynolds Road to Ringwood-Warrandyte Road	12.01
6	Brushy Park Road/Homestead Road/Lower Homestead Road	Holloway Road to Paynes Road	11.81
7	Knees Road	Stintons Road to Park Road	8.86
8	Beauty Gully Road/Knees Road	Harris Gully Road to Stintons Road	6.91
9	Tindals Road	Harris Gully Road to Heidelberg-Warrandyte Road	4.15

**Ranking swapped to reflect other considerations and influences discussed above

Table 6 – Recommended Council Link Road Improvement Project Priorities

4.0 VicRoads Arterial Roads

Since the 2008 Arterial Road Improvement Strategy, VicRoads has undertaken the following works on its arterial road network in Manningham:

- installation of on-road bicycle lanes along Bulleen Road between Golden Way and Thompsons Road;
- the provision of bus lanes at the intersection of Reynolds Road and Williamsons Road;
- the installation of bus lanes along Fitzsimons Lane / Williamsons Road between Reynolds Road and Main Road; and
- bus priority and signalisation of the roundabout at the intersection of Fitzsimons Lane / Williamsons Road / Porter Street.

Notwithstanding the above minor works, there has been limited success in obtaining funding from the State Government to complete major road improvement projects. It is, however, acknowledged that priorities for the arterial road network are determined on a statewide basis, and are compared with other projects throughout Victoria.

VicRoads has progressively developed the SmartRoads program incorporating the Network Operating Plan for arterial roads in conjunction with local Councils. The objective of the Network Operating Plan (NOP) is to identify those arterial roads where through traffic movements should be encouraged and those arterial roads where public transport or other modes of transport need to be facilitated for public transport efficiency. The SmartRoads approach seeks to facilitate the management of available road space both by travel mode and by time of day, to give preference to selected modes at key times. A NOP has been developed for Manningham that identifies the modal priorities on the arterial network.

VicRoads funding for arterial road development is limited and largely targeted at developing areas where there are capacity and /or safety issues. VicRoads has no funding for the development of backlog or old growth area arterial roads, such as Templestowe Road, Springvale Road or King Street west, together with other partially constructed arterial roads in developed areas across Melbourne.

Previously, Council officers facilitated the development of community reference panels, to advocate to the State Government for the construction of backlog arterial roads including King Street, Templestowe Road and Thompsons Road. While the reference panels successfully advocated for improvements to Templestowe Road and King Street, the State Government could not fund the construction of these roads. The Thompsons Road panel successfully advocated for the construction of Thompsons Road between Manningham Road and Foote Street. The King Street reference panel is currently assisting officers with the design of King Street between Victoria Street and Blackburn Road. At this time, the Templestowe Road reference panel has not met for some time.

Given the limited success in obtaining funding for the upgrade of the arterial road network within Manningham, it is considered that Council's advocacy approach be reviewed.

5.0 Strategic Context

5.1 State Context

Network Operating Plan – SmartRoads

As indicated above, VicRoads has progressively developed the SmartRoads program incorporating the Network Operating Plan for arterial roads in conjunction with local Councils. SmartRoads is VicRoads' approach to managing competing interests in limited road space by giving priority use of the road to different transport modes at particular times of the day.

All road users will continue to have access to all roads, but individual routes will be managed to better facilitate selected modes.

SmartRoads ensures that decisions regarding the operation of the road network are based on a set of principles which support the abutting land use, transport planning and optimise road network operations.

The network operating plans for each area show the priority modes on each road within the municipality. A copy of the Manningham Network Operating Plan can be found at www.vicroads.vic.gov.au.

Plan Melbourne, Metropolitan Planning Strategy (2013)

Plan Melbourne is the State Government's current strategy for Melbourne. It is a plan designed to guide Melbourne's development through to 2050. The strategy seeks to integrate long-term land use, infrastructure and transport planning to meet the population, housing and employment needs of the future.

Plan Melbourne focuses on seven outcomes that will be achieved over the long term. These are supported by a set of strategic objectives and directions that clarify the steps that the government will take to achieve them.

Of the 7 outcomes noted in the strategy, outcome 3 'A more connected Melbourne' applies to Manningham in relation to the development of this Strategy.

- Outcome 3 of Plan Melbourne 'A more connected Melbourne' is underpinned by 6 directions, in particular:
 - Direction 3.2 - Improve access to job-rich areas across Melbourne and strengthen transport networks in existing suburbs
 - Direction 3.4 - Improve local travel options to increase social and economic participation

The upgrade of the arterial and link road networks within Manningham aligns with the State Government's strategic directions.

Freight – Heavy Vehicle Charging and Investment Reform (HVCi)

In 2006, the productivity commission conducted an inquiry into road and rail freight infrastructure pricing and found that there was a disconnect between road charges and road spending. The Council of Australian Governments (COAG) investigated the viability of alternative charging models for heavy vehicles. Accordingly, it found that reform is feasible if charges are directly linked to road funding and investment changes. As such, the HVCi proposes an integrated charging, funding and investment framework. It is proposed that roads, including local roads, will be included in heavy vehicle funding distributions on a regional basis for the first time. Heavy vehicle charges will be directed to road improvements to better manage the freight task. Funding will be distributed, in part, based on input from regional groups of councils.

Principal Bicycle Network

The Principal Bicycle Network (PBN) is a network of proposed and existing bicycle routes that provide access to major destinations in metropolitan Melbourne. The PBN is generally a 'bicycle infrastructure planning tool' to guide State investment in the development of the state bicycle network. Information provided on the VicRoads website states that new bicycle facilities on the PBN are designed with the objective of increasing separation between cyclists and motorists, and giving priority to cyclists at key intersections.

Templestowe Road, Springvale Road, King Street and Victoria Street have all been designated as Principal Bicycle Network Routes.

At the time of preparing this Plan, VicRoads had not allocated any funding for the design or construction of the PBN routes within Doncaster Hill.

5.2 Local Context

Council has a number of plans, strategies and policies in place that aim to improve access for all modes of transport throughout the municipality. The key strategies and plans in place which provide an overarching strategic direction to this Strategy are summarised below.

Council Plan 2013-2017

The 2013-2017 Council Plan details Council's vision and values. The relevant aspect of the vision to the development of this Strategy is Theme 3 'Getting from Place to Place', which states *"We acknowledge the importance of an integrated and efficient transport network, with a variety of accessible, safe and affordable transport options to enable travel, in, out and around the area. The reduction on the reliance on cars is a priority for Council and we will endeavour to ensure pedestrian and bicycle routes are well integrated with connections to public transport and the City."*

Goal 3.2 of the 2013-2014 Council Plan Action Plan requires Council to 'Review and update Council's 2008 Arterial Road Strategy'.

Healthy City Plan 2013-2017

The Healthy City Plan identifies strategies and actions to improve the health, safety and wellbeing of our community. The plan focuses in part on the design of our city to ensure our residents and visitors have adequate transport, and connected pathways and roads.

Integrated Transport Strategy 2009

Council's current Integrated Transport Strategy - Make Manningham Mobile was adopted by Council in 2009. 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. The current Integrated Transport Strategy is anticipated to be reviewed in 2015. The Integrated Transport Strategy is the overarching strategy over Council's transport strategies, including the Link Road Improvement Strategy.

Road Safety Strategy 2010

Manningham's Road Safety Strategy 2010 strives for the long-term objective of reducing the number and severity of crashes within the municipality and those involving Manningham residents beyond the municipal boundary.

The Strategy recognises that;

- The unpredictable nature of human behaviour in the complex traffic environment means it is unrealistic to expect that all crashes can be prevented;
- Road safety is both an individual responsibility that must be accepted by the community, as well as a government responsibility;
- All road users, including pedestrians, cyclists, motorcyclists and motor vehicle drivers and passengers should be able to use the road network in an equally safe environment; and
- Crashes are usually not the result of a sole cause but a combination of human, environmental and vehicle factors.

Manningham Bicycle Strategy 2013

The Manningham Bicycle Strategy 2013 sets out Council's vision, taking account of the State and Federal Government strategic context. It makes recommendations regarding the scope of actions identified to encourage a greater uptake of cycling as a viable and safe mode of transport within Manningham. The strategy guides Council in local implementation, such as the development of bike paths, end of trip facilities (bike parking, seating) advocacy initiatives and marketing and promotional activities. A bicycle network has also been developed showing the proposed on and off road routes to be implemented over the life of the strategy. The Bicycle Strategy is supported by a separate companion Action Plan which details the various actions to be implemented on an annual basis. The strategy spans several cycles of action plans.

Principal Pedestrian Network 2013

The Principal Pedestrian Network (PPN) is a strategic network of footpaths to serve higher volumes of pedestrians and facilitate access to primary destinations, such as schools, larger activity centres and community facilities. PPN paths are to be constructed fully at Council cost. In order to guide PPN route selection and prioritisation, the Principal Pedestrian Network Plan was developed and adopted by Council at its meeting of 28 May 2013. The plan details the methodology that has been adopted to select PPN routes, defines primary and secondary destinations, and sets out the adopted project priorities.

5.3 Other Documents

RACV Growing Pains (2012)

The RACV published a report entitled 'Growing Pains' in November 2012, which highlights road and public transport improvements needed to address the backlog of projects across Geelong and outer Melbourne, including Manningham. The report notes that a backlog of transport projects, incomplete from where it was a growth area, require completion, including the following roads:

- King Street between Victoria Street and Williamsons Road;
- King Street between Victoria Street and Blackburn Road (to be reclassified to Council Link Road);
- Springvale Road between Mitcham Road and Reynolds Road;
- Reynolds Road between Springvale Road and Harris Gully Road (reclassified to VicRoads Arterial Road);
- Templestowe Road between Thompsons Road and Bridge Street; and
- Porter Street / Newmans Road / Heidelberg-Warrandyte Road / Yarra St / Ringwood-Warrandyte Road between Fitzsimons Lane and Tortice Drive.

Five of the six above mentioned roads are classified as arterial roads where the upgrade is the responsibility of VicRoads. This report supports future advocacy for the construction of arterial roads within the municipality.

6.0 Funding

6.1 Council Funding - Link Roads

Council is the responsible authority for the management, funding and construction of improvements and upgrades to Council Link Roads. Council's Special Rates and Charges Contributory Projects policy sets out the funding responsibilities for the development of link roads. Property owners are responsible for funding the cost of construction of vehicle crossings, street trees, nature strips and a share of the footpath construction costs. Council funds the balance of the project cost.

The distribution of these costs is determined by an agreed formula in accordance with Council's Special Rates and Charges Policy provisions which incorporates a graduated resident contribution provision for new footpath construction and considers the Principal Pedestrian Network which is to be fully funded by Council.

Project proposals for link roads are scoped by Council officers in consultation with the community representatives.

There are currently nine Council Link Roads requiring construction to an appropriate standard (excluding Jumping Creek Road). Preliminary assessments indicate that the upgrade of these roads will cost in the order of \$72 million. This figure does not include the upgrade of King Street between Blackburn Road and Victoria Street, the upgrade of Tindals Road between Mullum Mullum Creek and Stintons Road or the upgrade of Jumping Creek Road. The construction of these roads has either commenced or been committed or the project has a separate budget allocation.

The projected budget allocation in Council's current indicative 10 years Capital Works Program is \$36.47 million, which includes \$4.99 million of external funding.

Roads to Recovery

The Federal Government's Department of Infrastructure and Regional Development administers the Roads to Recovery funding program. The program objective is to facilitate greater access, to improve safety, promote economic development and achieve improved social outcomes.

Program funds are distributed directly to Council's by the Federal Government for the purposes of local road construction and maintenance. Project funding decisions are made at the local level and reported to the Federal Government. Within Manningham, these funds are directed to the development of link roads.

6.2 State Government Funding - Arterial Roads

VicRoads is the responsible authority for the management, funding and construction of improvement projects on Freeways, State Highways and Arterial Roads. The State Department of Treasury allocates funding to VicRoads for such projects on an annual basis as part of the State Government's annual budget process.

At the time of writing this Strategy, the State Governments' focus and budget allocation for significant road projects has primarily been directed to the removal of rail level crossings within Melbourne and Victoria. As such it is proposed to advocate to the State Government for the upgrade of the arterial road network within Manningham. The table below shows the arterial roads in Manningham requiring construction to an appropriate standard.

Road	Between
Templestowe Road	Bridge Street and Thompsons Road
Springvale Road	Mitcham Road to Old Warrandyte Road
King Street	Victoria Street to Williamsons Road
Victoria Street	King Street to George Street
Yarra Street / Ringwood-Warrandyte Road	Harris Gully Road to Tortice Drive
Croydon Road	Ringwood-Warrandyte Road to municipal boundary
Porter/Newmans/Heidelberg-Warrandyte Roads	Fitzsimons Lanes to Harris Gully Road
Anderson Creek Road	Blackburn Road to Heidelberg – Warrandyte Road
Bridge Street	Manningham Road to Bulleen Road

Table 7 - Arterial Road Improvement Projects

Under the provisions of the Road Management Act 2004, Council is required to contribute towards the cost of works on arterial roads in respect of the area behind the kerb lines, which includes the footpaths.

Where the installation of kerb and channel, sealed footpaths, nature strips, sealed vehicle crossings and/or landscaping including street trees form part of link or arterial road improvement project, these items are deemed to be of special benefit to the abutting property owners. Some or all of the cost of these items can be recovered from the abutting property owners through a Special Rates & Charges Scheme initiated in accordance with the provisions of Section 163 of the Local Government Act 1989 and the balance of the cost is to be met by Council.

The four highest priority arterial roads within Manningham requiring upgrade to an appropriate standard are:

- Templestowe Road between Bridge Street and Thompsons Road;
- King Street between Williamsons Road and Victoria Street;
- Springvale Road between Mitcham Road and Old Warrandyte Road; and
- Victoria Street between King Street and George Street.

These four roads have been identified as being of a higher priority for construction than the remaining five listed arterial roads, based on their proximity to the CBD, importance in the road network in terms of supporting sustainable transport options, functions as identified in VicRoads Network Operating Plan, need for construction to achieve network connectivity, the need for development to provide an alternative north-south traffic route to detour traffic from Doncaster Hill in the case of Victoria Street and King Street west and other factors.

6.2.1 Sustainable Transport

The provision of a well coordinated and effective public transport system, walking and cycling paths is imperative in ensuring that maximum through put of road users is achieved whilst maintaining safety and efficiency of the road network.

The provision of a shared path facility across the Yarra River at Banksia Park connecting Heidelberg Train Station and Burgundy Street Activity Centre in the City of Banyule to Templestowe Road, Templestowe Village Activity Centre and beyond is a key action for both the City of Manningham and the City of Banyule. This project also provides connections to the Principal Bicycle Network (PBN) route along Templestowe Road as proposed by VicRoads. The upgrade of Templestowe Road will facilitate the completion of this section of the PBN and provide an improved connection between the activity centres and regional parks.

The upgrade of King Street west and Victoria Street is essential for through traffic as shown in VicRoads' Network Operating Plan. This arterial road connection is also required to encourage traffic movements away from Doncaster Hill which has been designated as a bus priority route area and pedestrian priority area in the VicRoads Network Operating Plan. In addition, both King Street west and Victoria Street have also been designated as PBN routes.

Similar to Templestowe Road, King Street and Victoria Street, Springvale Road between Mitcham Road and Old Warrandyte Road has also been designated as a PBN route.

Templestowe Road, King Street, Victoria Street and Springvale Road also provide access to a number of bus services. The upgrade of these roads to an appropriate standard will facilitate the construction of footpaths, bicycle paths and improve access to bus stops.

Public Transport Victoria (PTV) and Transdev, the current operator of the majority of bus routes in Manningham, are currently in the process of reviewing the bus network with the objective to re-route trunk bus routes along key arterial roads, in order to minimise the number of meandering bus routes through the local street network and remove route duplication. This objective will enable the provision of more frequent and efficient services and better utilise the existing bus priority measures currently in place along arterial roads (such as dedicated bus lanes, priority bus signalling at intersections, SmartBus-standard bus stops etc). Changes to bus services will also target a move toward achieving bus services is located within 400 metres of 95% of residents (the current Victorian standard for a suitable and attractive bus network).

The upgrade of the arterial road network to an appropriate standard will ensure that as the broader community embraces sustainable transport within Manningham, all road users can safely access the numerous activity centres, parks and facilities in and around the municipality.

6.2.2 Advocacy

State Government funding for the development of arterial roads is currently limited and projects are prioritised statewide for construction to address traffic congestion and safety issues. This approach results in funds being largely directed to growth areas, with little funding made available for the construction of backlog arterial roads in old growth areas such as the City of Manningham.

Council advocacy for arterial road development since 2008 involved the formation of Community Reference Panels, which acted independently of Council to encourage the State Government to fund the construction of key projects. Reference Panels were previously formed to advocate for the construction of Templestowe Road and King Street. While both Panels have achieved a level of success, the State has continued to resist any commitment to the construction of these roads. While this approach has been successful in a number of cases, it is not considered to be appropriate for the two remaining highest priority arterial road projects as there are few residential properties abutting these roads and as a result, a lower level of community interest would be expected.

There is an opportunity for Council officers to advocate for the construction of backlog arterial roads by leveraging the recently formed Regional Roads Group, which includes representatives from the Cities of Knox, Manningham, Maroondah and Whitehorse, the Shire of Yarra Ranges and VicRoads. While this group was established to consider regional road construction and upgrade priorities associated with the new freight charging arrangements, there is potentially opportunity to include other drivers in these considerations, such as the achievement of sustainable transport outcomes, to encourage arterial road development.

Advocacy is also required in support of the realisation of sustainable transport facilities. Sections of the Principal Bicycle Network along arterial roads require construction to ensure connectivity of Council's proposed local bicycle network. In addition, Council's Bicycle Strategy identifies requirements for safe arterial road crossing facilities which will require funding. Council officers are also investigating safe road crossing points for pedestrians and developing a prioritised project listing during 2014/2015. Advocacy is required for funding for the associated infrastructure.