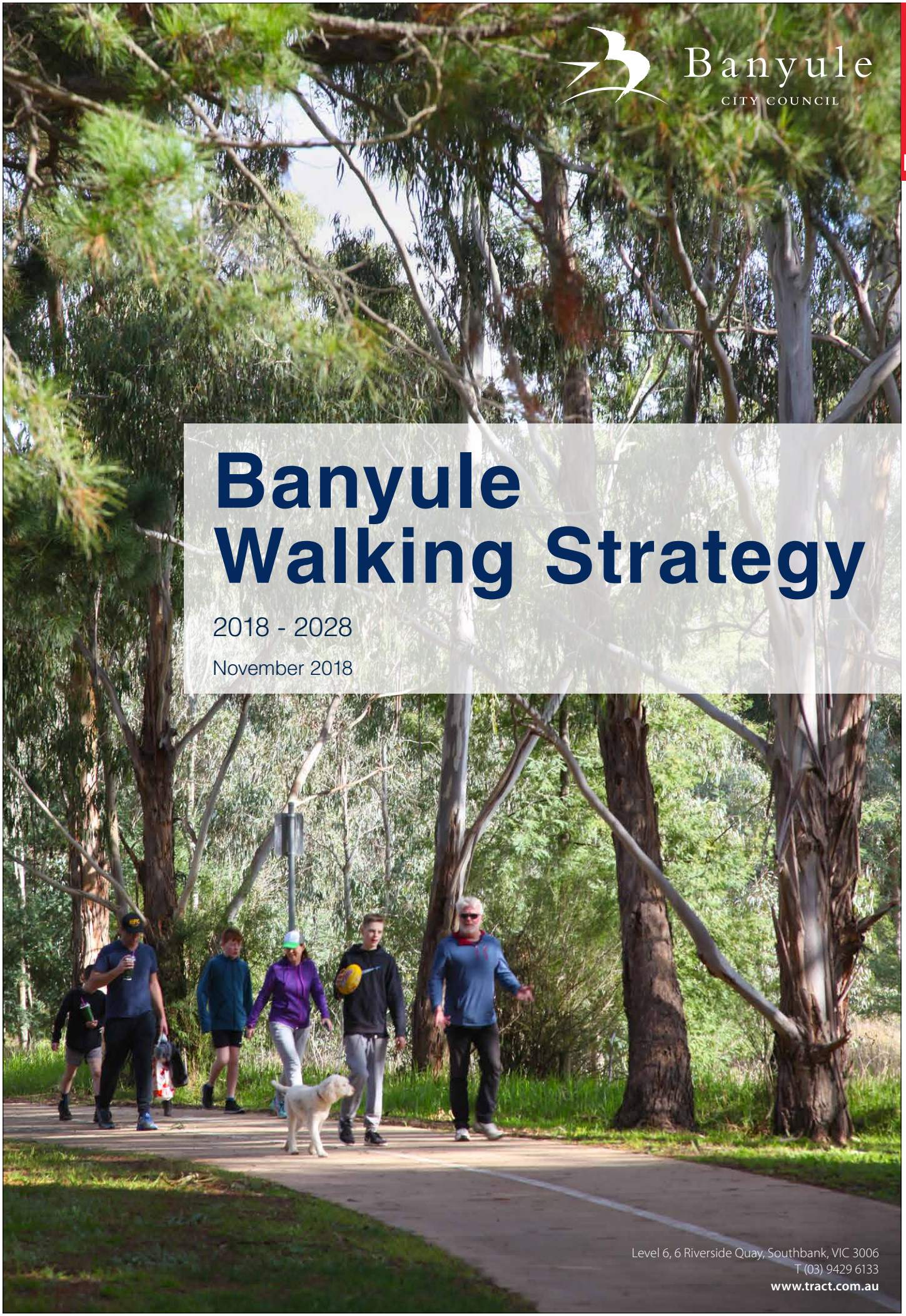

Banyule
CITY COUNCIL

Tract

Banyule Walking Strategy

2018 - 2028

November 2018

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Quality Assurance Report Card	
Project Name	Banyule Walking Strategy
Document Number	0317-0946-06-R001
Revision	FINAL
Prepared By	CW
Reviewed By	MN
Approved By	MN
Date of Issue	14th November 2018

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Executive Summary

Walking is one of the healthiest modes of transportation offering a broad range of health, social, economic and environmental benefits. Best suited for shorter trips, many people benefit from walking to local destinations such as shops, cafes, parks or schools. Often public transport trips also involve some form of walking, such as walking to a bus stop or rail station and then walking again to the final destination.

Encouraging greater levels of walking as a form of transport is a major objective of Banyule City Council to build a healthier, more inclusive and safer city. In recognition of this, the Walking Strategy is an important component of Council's broader Integrated Transport Plan. The Walking Strategy takes its strategic direction from Banyule City Council's Integrated Transport Plan, "*To create a consistent and strategic approach to managing walking throughout the municipality and creating a culture where people choose to walk*".

The International Charter for Walking was signed by Banyule City Council in 2016. This Charter, and the Heart Foundations's Healthy by Design Principles have informed the three key objectives of this Strategy;

- Create a Comprehensive Walking Network
- Make it Safer, Easier & More Comfortable to Walk throughout Banyule, and
- Support a Walking Culture in Banyule

Committing to, and delivering these objectives, will result in getting more residents and visitors to participate in walking activities by;

- Creating a high quality, integrated walking network that connects people to activity centres, parks, transport, and schools
- Providing safe routes to schools and improved pedestrian environments around rail and transport interchange stations
- Removing the barriers that prevent people from choosing walking as their preferred mode of transport for local trips
- Raising the public's awareness of local walking opportunities

Objective 1.
Create A Comprehensive Walking Network

International Charter for Walking Principles

- Improved Integration of Networks
- Well Designed & Managed Spaces & Places For People

Healthy By Design Principles

- Well Planned Network of Walking (and Cycling) Routes
- More Supportive Authorities

Objective 2.
Make it Safer, Easier & More Comfortable to Walk throughout Banyule

International Charter for Walking Principles

- Increased Inclusive Mobility
- Reduce Road Danger
- Less Crime & Fear Of Crime

Healthy By Design Principles

- Streets with Direct, Safe and Convenient Access
- Provision of Seating, Signage & Lighting

Objective 3.
Support a Walking Culture in Banyule

International Charter for Walking Principles

- A Culture Of Walking

PART A
SETTING THE SCENE

Introduction

Banyule City Council recognises that walking is an activity that everyone should be able to participate in, whether its for fitness, fun or for just getting around. It should be part of our everyday life.

Walking provides a range of health, social, environmental and economic benefits to individuals and the community.

Walking improves our physical and mental health. Studies have proven the positive health benefits include lowering blood pressure, reducing weight levels and the risk of heart disease and stroke, as well as reducing the incidence of anxiety, stress and depression. Importantly walking provides independence to the community, particularly to school aged children and the elderly, leading to improved health, happiness and well-being.

Increased pedestrian activity within a community has other positive benefits. The liveability of a place is often measured by its walkability. Being able to walk, and the presence of walkers contributes to increased activity and vitality of a neighbourhood. When people are out walking they are more likely to feel part of the community.

Foot traffic encourages people to shop locally, supporting the local economy. Increased foot traffic also contributes to more eyes on the street, that is, more people aware of what is going on, which makes people feel safer and can deter crime.

The Banyule community rely on private vehicles for over half of local trips (53% of trips under 5km are made in private cars). With increasing pressure on the local road network as it reaches near capacity at peak times, this Strategy aims to reduce the amount of road congestion and costs associated with travel time and improve community health and well being by encouraging more local trips to be undertaken on foot.[1]

1 Banyule Integrated Transport Plan - pg 9

Three key strategic directions set out how Council can assist the local community in participating in more walking activity. These directions are;

1. Creating a Comprehensive Walking Network,

2. Making it Safer, Easier & More Comfortable to Walk throughout Banyule, and

3. Supporting a Walking Culture in Banyule.

A walking culture is creating an environment where walking seems like the natural way to get around, particularly for short trips. A successful walking culture happens when people begin to walk as part of their regular daily routine. Fundamental to the success of this strategy is achieving this type of behavioural change.

These strategic directions have been informed by Banyule City Council's vision for a safe and sustainable transport future, as well as the strategic principles of the International Charter for Walking and the National Heart Foundation's Healthy by Design Principles. (See the diagram on page 3-4 for an outline of how the International Charter for Walking and the National Heart Foundation's Healthy by Design Principles relate to this Strategy).

Fig. 2 Typical pedestrian crossing treatment used throughout Banyule

"There is so much more to walking than walking. There is direct contact between people and the surrounding community, fresh air, time outdoors …" Jan Gehl.

Walking in Banyule

Walking is a highly valued form of transport in Banyule, with a good network of walking paths and a number of destinations in close proximity.

It is particularly important to those who do not have access to cars or public transport because it is freely available to us when undertaking short trips.

Almost 14% of all trips undertaken in Banyule on a weekday, are on foot, however this is less than the metropolitan average. Surprisingly, the number of residents walking to work has decreased since 2011, from 2.5 % to 2.3%, in comparison to the 2016 metropolitan average of 3%. With almost 25% of Banyule's workforce working locally, there is an opportunity to increase the amount of people currently working to work.

More people are taking public transport to and from work (17% of residents use public transport to travel to work). Studies show that a public transport user walks on average 30 minutes a day, in comparison to those who drive and walk an average of 6 minutes per day[2].

Whilst the number of people walking to work is relatively low there are more people choosing to walk to primary and secondary school or university (approximately 15.5%).[3]

The main reason people are choosing to walk in Banyule is for recreational purposes. During the week 33% of trips undertaken on foot are for social or recreational purposes, and this increases to 67% of trips on the weekend.[4] The other main reason cited for walking during the week is for personal business trips.

In terms of strategic planning there also needs to be consideration of how Banyule is changing and the role walking will have in the future. Future planning should consider the provision of new and improved pedestrian facilities and infrastructure integrated into land use development.

As Melbourne's population increases we are experiencing increased congestion and higher levels of housing unaffordability. Banyule has a residential population of almost 130,000 people which is expected to grow by 12.14% over the next 18 years[5]. As the population increases there will be a significantly more school aged children, and Banyule will have more residents at post retirement age than the greater Melbourne average[6].

Whilst the population is expected to grow, the average household size is expected to fall. There will be a need to increase the amount of new dwellings built to support the growing population. Banyule City Council has already seen an increase in medium density housing (from 18.7% in 2011 to 21.8% in 2016) whilst the amount of detached housing has fallen (80% in 2011 to 76% in 2016)[7].

Over the last five years the three main Activity Centres have seen an increase in housing density. Greensborough, Heidelberg and Ivanhoe have experienced an increase in high density housing and a decrease in the supply of detached dwellings.[8] Studies have shown that people living in higher density neighbourhoods walk more and participate in more physical activity than those living in low density neighbourhoods.[9] This Strategy acknowledges the increase in residential density as an opportunity to create more walkable neighbourhoods.

Fig. 3 **Preferred Mode of Transport to Work**
(Source: Victorian Integrated Survey of Travel & Activity (VISTA) LGA Profiler)

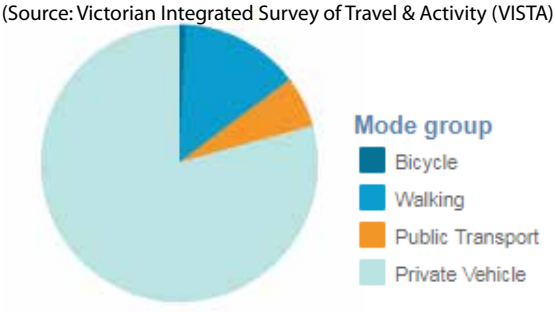
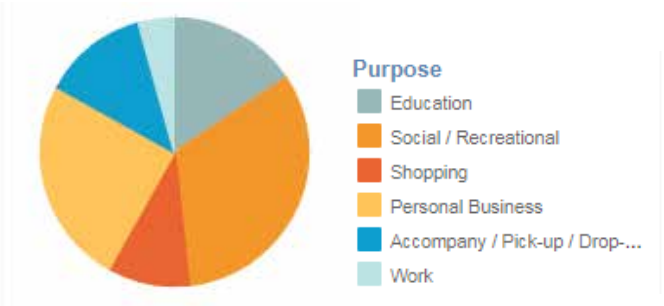


Fig. 4 **Purpose of Walking Trip**
(Source: Victorian Integrated Survey of Travel & Activity (VISTA) LGA Profiler)



2 Source: Pedestrian Access Strategy,2010
3 Source: Victorian Integrated Survey of Travel & Activity (VISTA) LGA Profiler
4 Source: Victorian Integrated Survey of Travel & Activity (VISTA) LGA Profiler
5 Source: Profile ID, Banyule City Council Population Highlights
6 Source: Profile ID, Banyule City Council Population Highlights
7 Source: Profile ID, Banyule City Council, Population Highlights
8 Source: Profile ID, Banyule City Council, Population Highlights
9 Source: Heart Foundation, Does Density Matter, pg7

The Walking Network

Banyule's walking network comprises a mix of off road shared walking and cycling paths, walking trails and footpaths along the street network.

The shared paths and trails connect regional open space assets including the Yarra River corridor and Banyule Flats wetlands, the Plenty River Corridor and the Darebin Creek Corridor. There are missing links in the shared trail network which have been identified as future projects in the Northern Regional Trails plan.

The footpath network in Banyule is comprehensive with access on both sides of most streets. The footpaths provide convenient access between households or employment to schools, public transport, shops and community facilities. The plan opposite shows where pedestrian infrastructure is currently located (and missing) and reveals how pedestrians moving throughout Banyule are currently serviced. The Pedestrian Infrastructure Plan highlights;

- The extensive off road shared path network including the informal walking tracks (the green lines) and the key shared paths (orange lines):
    - Banyule Shared Trail
    - Darebin Creek Trail
    - Plenty River Trail
    - Donaldson Creek Trail
    - Wilson Reserve Trail
    - Main Yarra Trail

- Pedestrian precinct priority areas, for the three major activity centres. These were identified in the structure plans for each of the activity centres
- Key destinations located throughout Banyule including public transport stops, parks and reserves, schools, community centres and aged care facilities

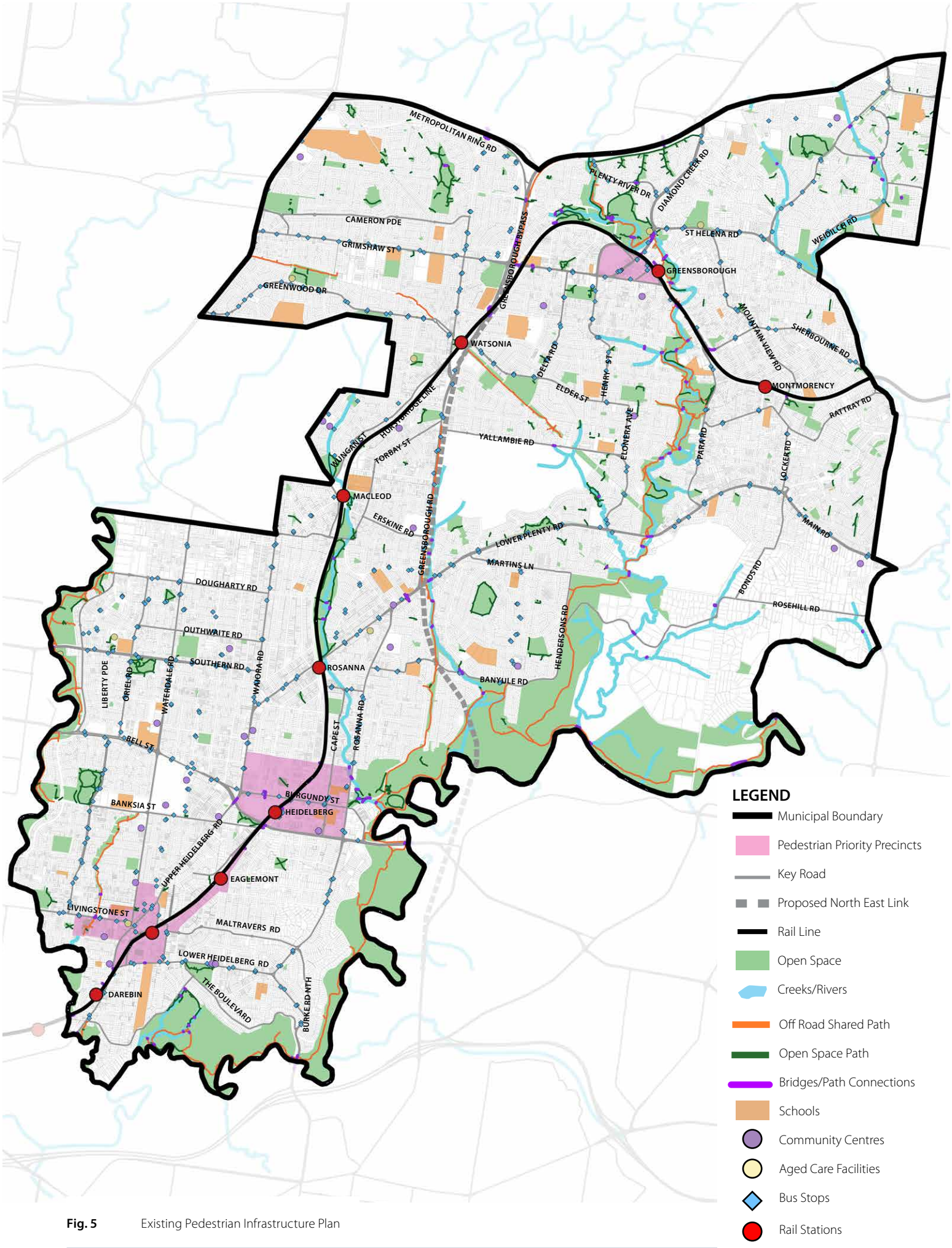


Fig. 5 Existing Pedestrian Infrastructure Plan

Walking Concerns in Banyule

Over the past few years the Banyule community has had several opportunities to express their aspirations and concerns about walking in their neighbourhoods.

These issues recorded from a range of engagement activities, including from the Crowdspot Walkspot platform in 2017, submissions to the Shaping Banyule website regarding the Banyule Integrated Transport Plan and Recreation Plan, and internal feedback from Council officers, and feedback to the draft Banyule Walking Strategy.

The concerns expressed have been consolidated into the plan opposite, revealing known pedestrians issues experienced across the municipality. The key concerns expressed by the community are summarised below:

- Safety is a major concern for residents. Some residents are prevented from walking due to the lack of safe crossing points on busy main roads, others are worried about potential conflicts with cyclists and dog walkers along shared paths, and mobility scooters on footpaths. Residents have raised concern about uneven path surfaces, and sections of missing footpaths.
- Lack of appropriate pedestrian crossing facilities, particularly across main roads and footpaths and lack of footpaths on both sides of the street.
- Poor quality footpaths (usually uneven footpath), often with missing tactile ground surface indicators.
- Inappropriate footpath surface (using concrete on longer trails can result in walkers suffering from soreness or injury).
- The narrowness of some footpaths create a potential pedestrian conflict with traffic, and in some cases, mobility scooters in shopping centre areas.
- Potential conflicts between pedestrians, cyclists and dog walkers on shared paths and footpaths.
- Traffic light sequence resulting in lengthy pedestrian delays.
- Lack of clear, directional signage, particularly along the recreational trails.
- Inadequate street lighting and seating.
- Issues with pedestrian operated signals, evidence that some drivers are driving through red lights. This may be due to increased traffic and increased driver distraction.
- Accessibility at rail stations due to poor quality pedestrian bridges and steep gradients of access ramps.
- More bridges across Darebin Creek and the Yarra River to improve pedestrian connectivity.
- In areas of steep topography where the gradient of some footpaths is steep there is a need for stop and rest points with comfortable seating (the placement of seating along the length of the footpath is important), and,
- Consideration for the needs of everyone in the community and understanding the range of circumstances that may prevent some people from feeling comfortable walking alone.

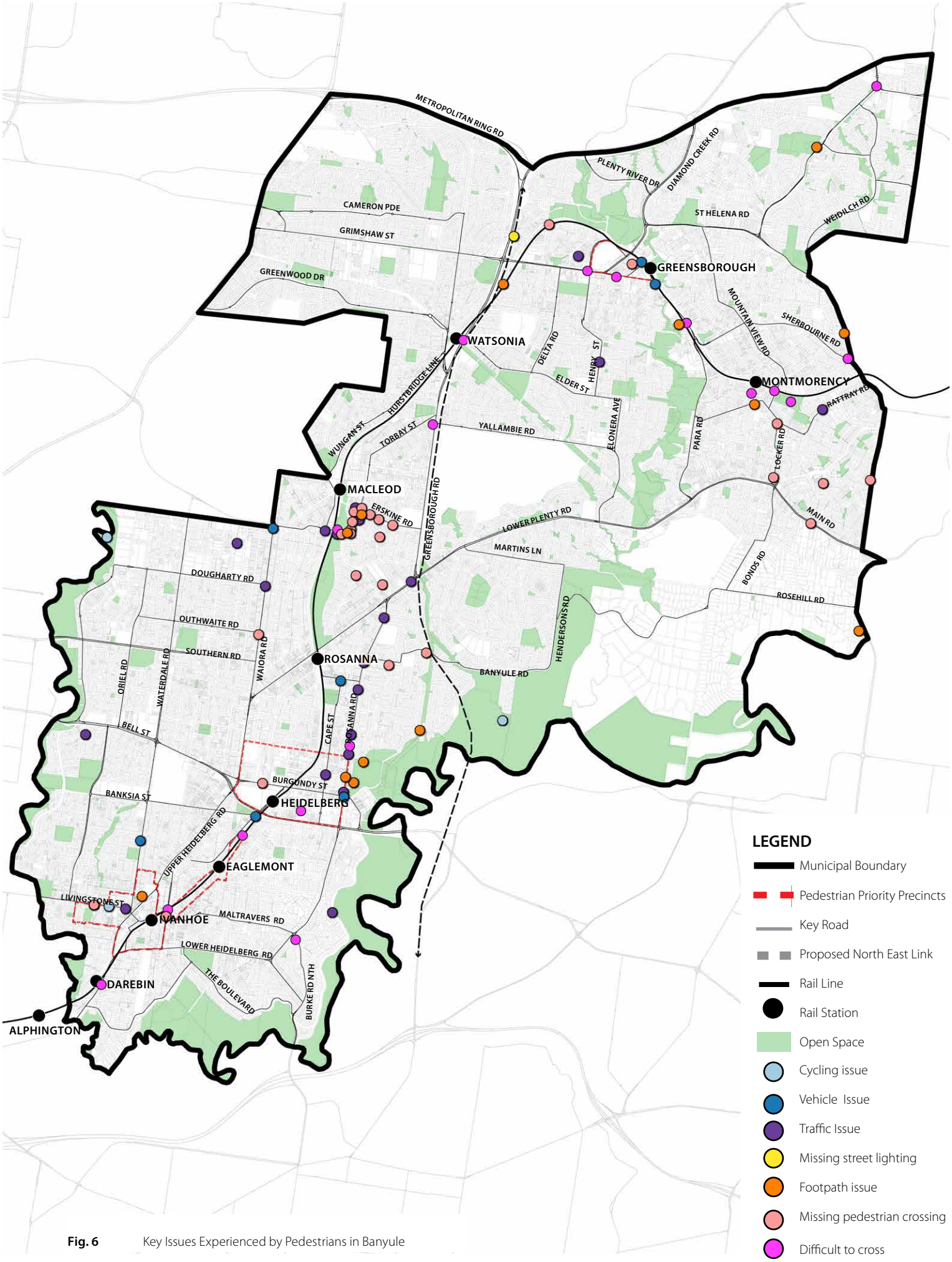


Fig. 6 Key Issues Experienced by Pedestrians in Banyule

Barriers to Walking in Banyule

There are a number of barriers that discourage people from walking in Banyule. It is important to identify what these barriers are, as well as where they are located to understand if there are opportunities to change these conditions.

The following conditions act as barriers preventing easy pedestrian access through the walking network. Whilst some barriers are fixed, such as topography and geographical separation, others such as incomplete infrastructure and lack of awareness can be improved.

Fixed barriers in Banyule include;

- Steep topography can be challenging for some walkers. Changes in grade affect walking conditions, pedestrian comfort and travel times. Steep hills can be particularly challenging for mobility impaired pedestrians, such as people in wheelchairs, people with prams, and walkers with young children. The map opposite shows areas of excessively steep topography above 15% grade.
- Natural barriers such as rivers, creeks and waterways restrict pedestrians to designated crossing points. Bridge crossings are costly to implement and as such are limited along Banyule's waterways.
- Railway lines and level crossings have been identified because they restrict where pedestrians can freely cross.
- Wide streets, and streets with high traffic volumes may deter people from walking due to concerns about safety. The Banyule Open Space Plan identified that any road with more than 7,000 daily traffic movements is perceived as a key pedestrian barrier. The plan opposite shows major roads across Banyule with greater than 7,000 vehicles per day.
- The proposed North East Link alignment has the potential to be a significant pedestrian barrier, however it is proposed there will be 24kms of new shared path created. (The Strategy acknowledges there will be significant impact during the construction phase of the project).

Flexible barriers in Banyule include;

- Incomplete pedestrian infrastructure such as missing footpaths, incomplete shared paths, poor quality surfaces, lack of street lighting and signage. Some traffic interventions, such as roundabouts influence pedestrian behaviour. Action 2 lists the recommended pedestrian improvement projects throughout Banyule.
- Potential safety hazards in the pedestrian environment such as trip hazards that can impede mobility, accident hazards with vehicles or cyclists or, the lack of personal safety and comfort. The community have identified their preference for softer path surfaces, as hard surfaces such as concrete contribute to injuries, as well as the need to raise awareness about the importance of keeping paths clear. This equates to keeping the paths clear of trip hazards, as well as pedestrians keeping to the left hand side when using shared paths, to minimise the potential conflict between walkers and cyclists.
- Community awareness and perception about the walking opportunities and benefits. The community has identified the need for maps of walking trails throughout Banyule and neighbouring municipalities.

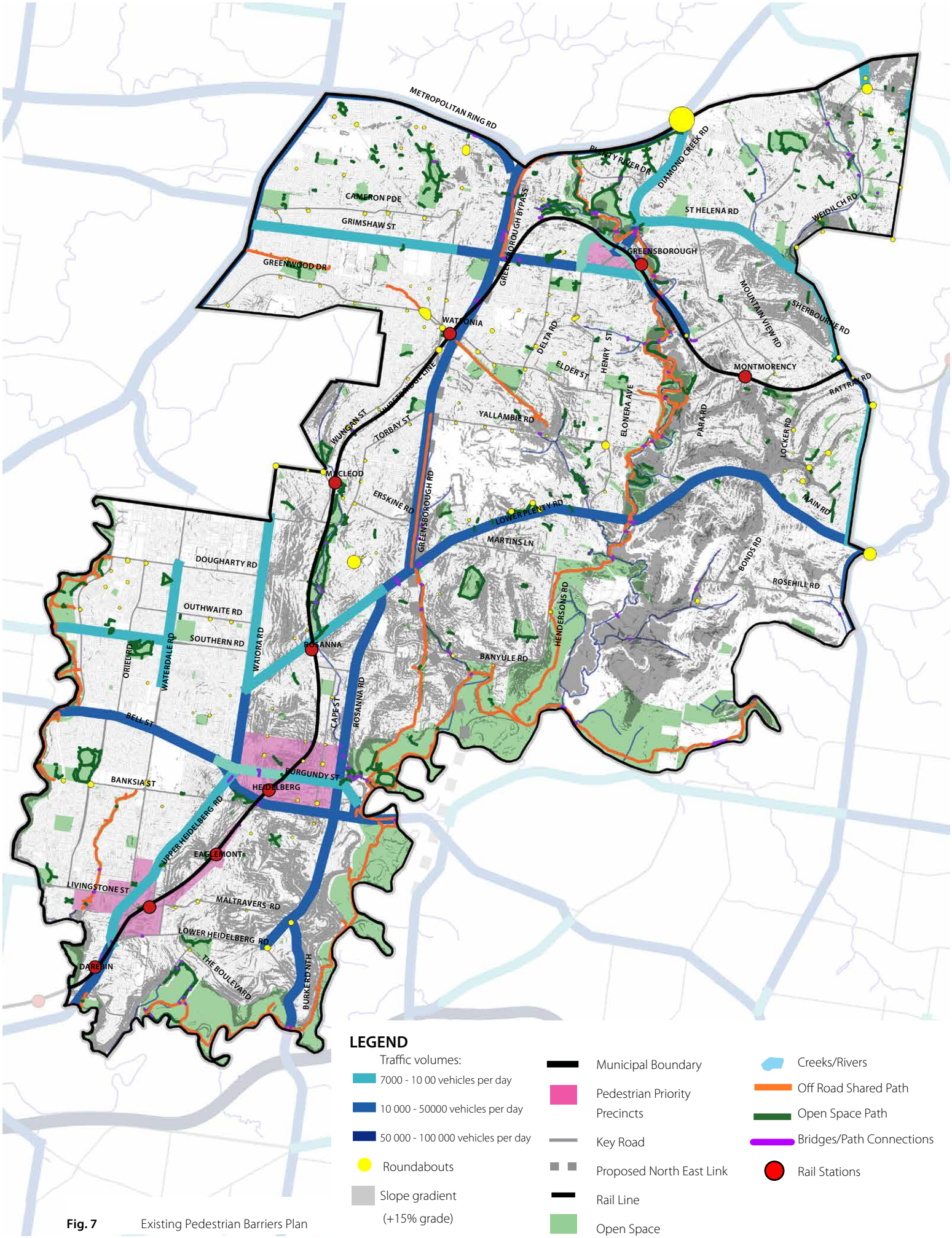


Fig. 7 Existing Pedestrian Barriers Plan

Pedestrian Access Analysis

Pedestrian access analysis was undertaken throughout the municipality to understand the likely pedestrian trips from homes to surrounding key destinations.

Mapping the shortest route between residential addresses and closest key destination was undertaken utilising existing Census Population data. The key destinations analysed included rail stations, bus stops, including smart bus stops, retail areas, primary and secondary schools, as well as tertiary institutions, kindergartens, child care and community, leisure and health facilities.

The increase in colour intensity indicates a greater number of potential pedestrian trips along a section of street. This analysis is useful in determining the likely key routes that connect the surrounding residential areas to the various activity centres and key destinations throughout Banyule.

The aim is to encourage a greater amount of short trips to be undertaken on foot by improving the walking environment along identified key pedestrian routes. The key routes are integrated into the principal pedestrian network. In future streetscape upgrading works those routes designated as a primary route will have improvement priority. In addition pedestrian priority at key intersections can be provided.

The mapping reveals the following insights for potential pedestrian access across Banyule:

- Streets with the greatest number of potential pedestrian trips generally focus in and around railway stations and shopping areas.
- Greensborough Rail Station has fewer potential trips than other stations as it has large areas of non-residential land uses close to the station including parks and shops.
- Streets in Heidelberg and Ivanhoe show a large number of potential pedestrian trips because of higher density populations in and around the centres and a large number of destinations.
- Streets around primary and secondary schools show a greater amount of potential pedestrian trips.

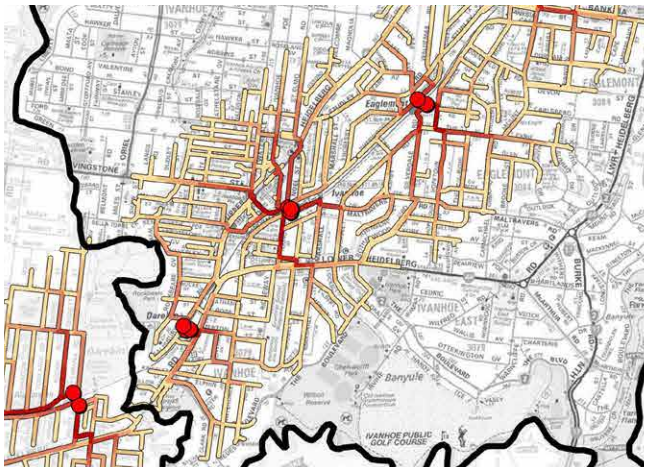


Fig. 8 Pedestrian Access to Darebin, Ivanhoe and Eaglemont Rail Stations (1km walking catchment)

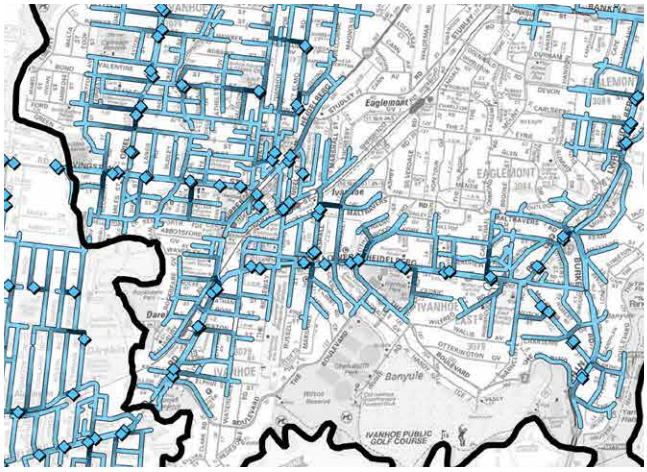


Fig. 9 Pedestrian Access to bus stops in Ivanhoe (400m walking catchment)

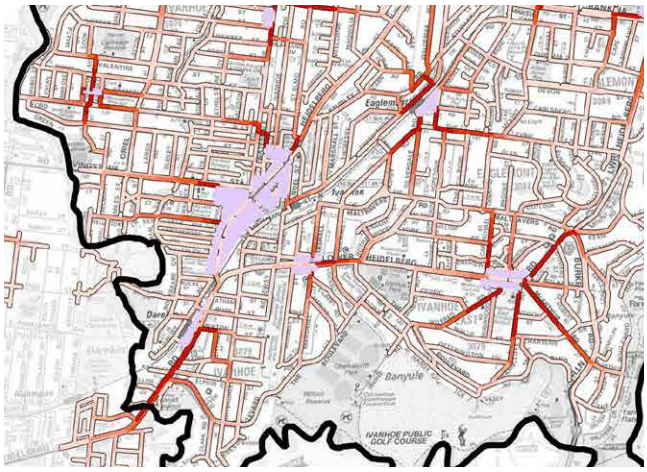


Fig. 10 Pedestrian Access to retail areas in Ivanhoe (1km walking catchment)

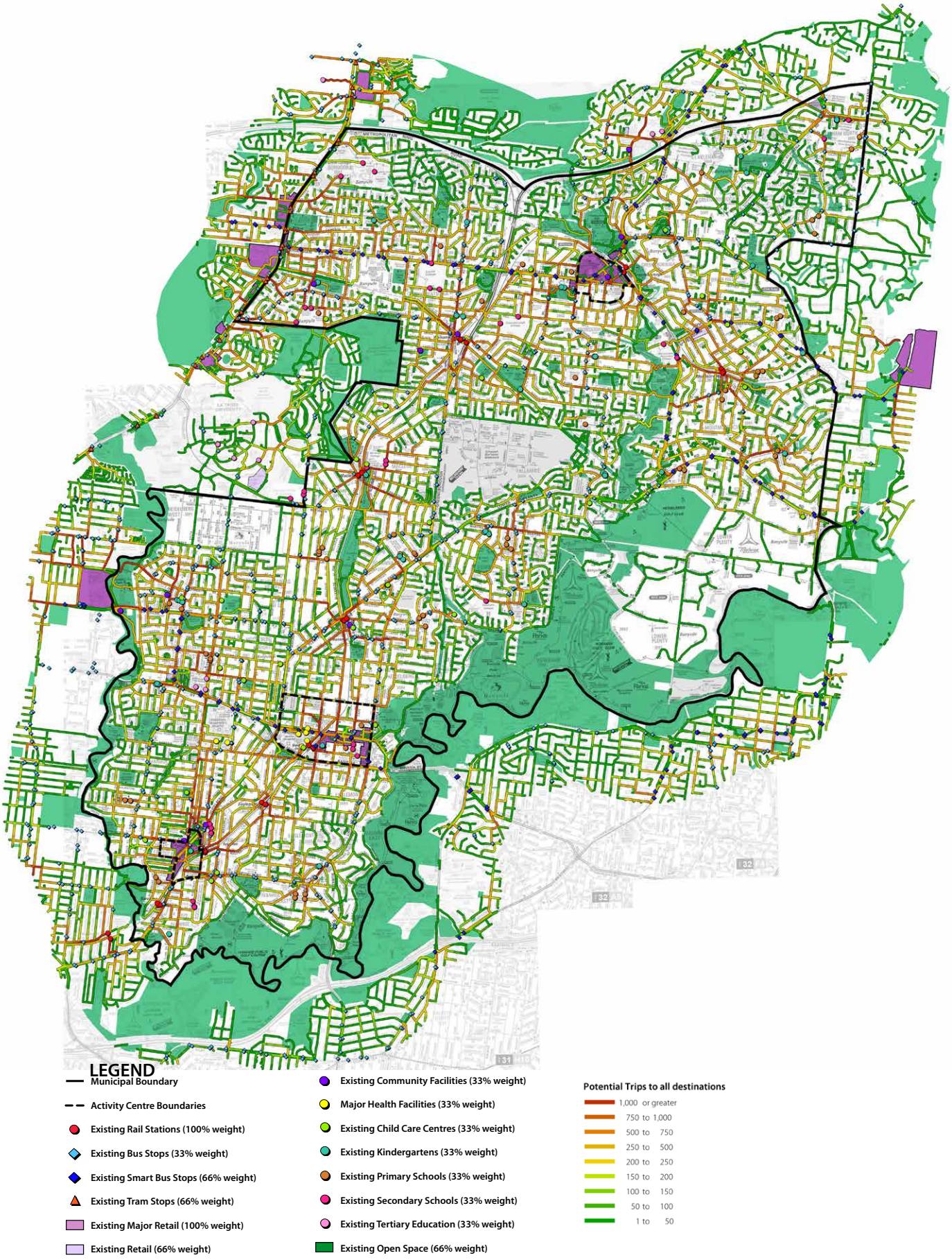


Fig. 11 Pedestrian Access Analysis Plan for the Banyule City Council

Considerations for the Walking Strategy

The goal of the Walking Strategy is to make walking safer, attractive and accessible to everyone in the community, now and as the Banyule continues to grow.

The Banyule community has told us about the issues they experience when walking throughout Banyule. The focus of the Walking Strategy is to address these concerns enabling and encouraging more walking activity. The key areas of focus for this Strategy are improving:

Pedestrian accessibility in the Heidelberg, Ivanhoe & Greensborough Activity Centres - a higher level of service should be prioritised in the three main activity centres to encourage local trips to be undertaken on foot, with consideration of providing a better pedestrian environment for older adults, and for less mobile members of the community.

Safety around school zones - parents need to feel confident their children can safely walk to school unsupervised.

Safety when crossing busy main and arterial roads.

Connectivity between the footpath and shared path (recreational) networks - currently there are recreational parks and reserves that pedestrians cannot reach safely or comfortably on foot. There are also some activity centres that could be better linked to recreational facilities.

The North East Link - will potentially be a substantial pedestrian barrier through the centre of the municipality.

Steep topography - there is a need to provide flatter recreational walking circuits in steep areas for people who prefer flatter walking conditions.

Mitigating conflict on shared paths - some members of the community are concerned about the potential conflict between pedestrians and cyclists (and dog walkers) on shared paths.

Identification and delivery of **missing links in the shared path network and key strategic links** within the Activity Centres, and

Understanding the range of **circumstances that may prevent people from feeling comfortable** participating in walking activities.

NOAH

PART B

THE WALKING STRATEGY

Introduction

The goal of this Walking Strategy is to make walking safer, attractive and accessible to everyone in the community, now and as Banyule continues to grow.

Part B of the Walking Strategy outlines three key objectives in delivering this goal:

1. Create a Comprehensive Walking Network, that Is Inclusive and Accessible for Walkers of all Abilities.

This objective will seek to;

- Increase the opportunities for recreational walking throughout the municipality,
- Guide the development and delivery of an integrated principal pedestrian network for the three key activity centres,
- Support the Safe Routes to School Walking Program,
- Improve the pedestrian environment surrounding the rail stations and transport interchanges.

2. Make it Safer, Easier & More Comfortable to Walk throughout Banyule

This objective will seek to;

- Identify potential pedestrian improvement projects,
- Identify the opportunities to remove barriers to walking,
- Improve pedestrian safety throughout the network,
- Provide all abilities access where possible, throughout the walking network,
- Manage the level of pedestrian priority at key intersections along key walking routes,
- Support the development of a municipal way finding and signage strategy, and guidelines on street furniture placement.

3. Promote a Walking Culture throughout Banyule

This objective recommends;

- Developing an increased awareness of the local walking opportunities, and raising the awareness around the features, accessibility and benefits of using the Walking Network.

Objective 1 - Create a Comprehensive Walking Network

Walking, at times is the only way to get around for some members of the community. The community told us how important it is to be able to easily walk between local destinations. This strategy focuses on creating an integrated network of footpaths and shared paths that support walking for recreational and transport needs throughout Banyule.

The walking network in Banyule is made up of several types of paths and trails. The paths are classified according to their primary function and the scale at which they operate. The path hierarchy is:

- **Walking for recreation & fitness using the recreational trails** - regionally significant shared trails that provide an off road walk for leisure and fitness. Recreational trails are multi- purpose and are usually located along major open space areas.
- **Walking as active transport using the principal pedestrian routes** are pedestrian paths that have been identified in the Principal Pedestrian Network. They are footpaths located within one of the three main activity centres that have the potential to connect a higher number of people to key destinations.
    - To support the PPN routes in the three main Activity Centres a radial catchment area around each of the rail stations should be defined. Rail Stations are significant attractor destinations. If attractor destinations are easily accessible on foot within a short walk then people are more likely to choose to walk. Defining a **1km walking catchment around the rail stations** assists in focusing and prioritising improvements to the pedestrian environment to encourage those local trips.
- **Walking to get to school along the identified safe route to school.** These footpaths have been identified by Council as the safe routes that school children can use to independently access their school.

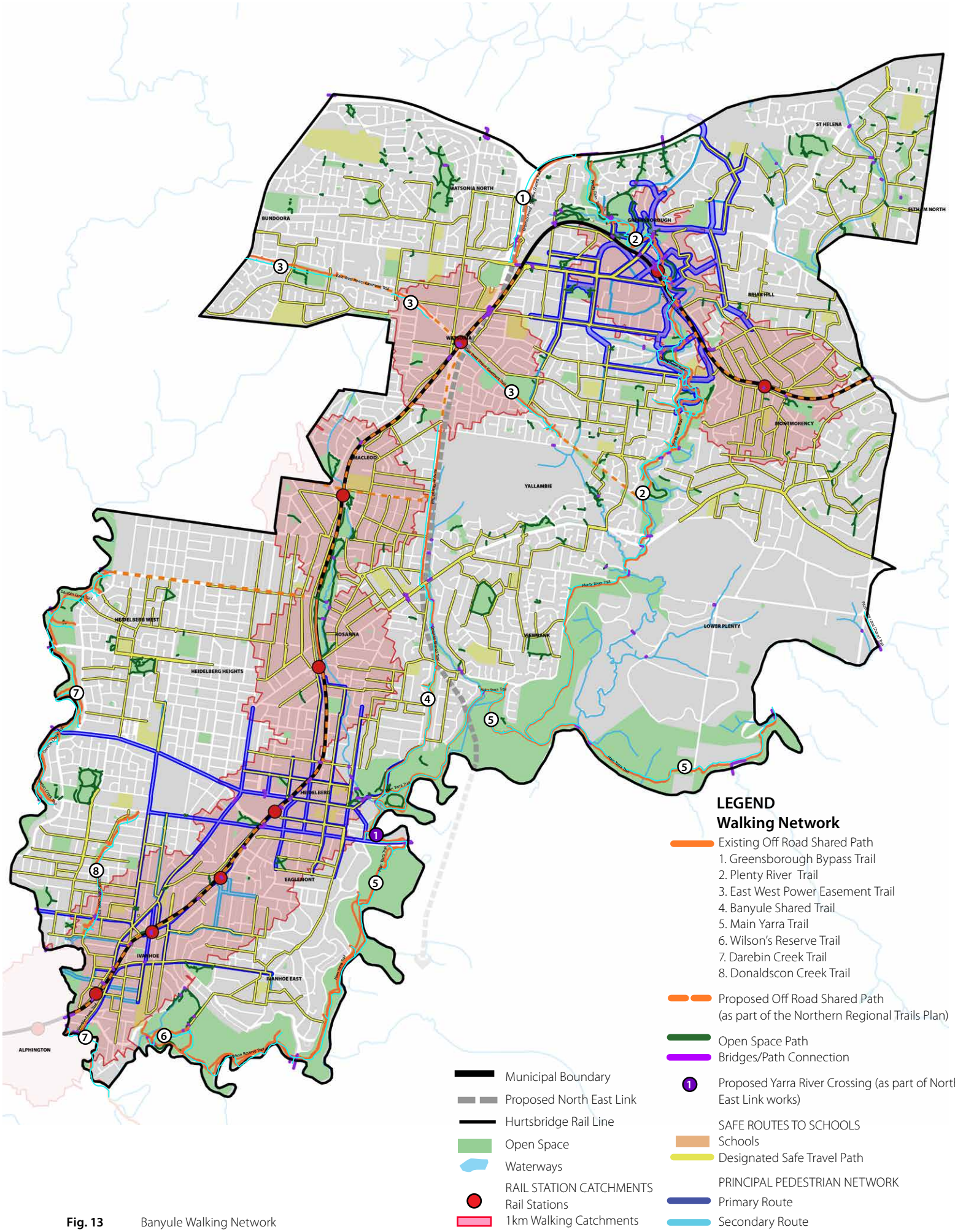


Fig. 13 Banyule Walking Network

Objective 1 - Create a Comprehensive Walking Network

Strategy 1 - Increase the Opportunities for Recreational Walking In Banyule

Banyule has an extensive network of recreational trails. Many of these paths are ideally located in picturesque natural settings, such as along the creeks and rivers. Having access to off-road paths encourages the community to be more active and participate in outdoor activities such as joining social walking groups, walking (and cycling) to local recreational reserves or parks, participating in local sporting activities, or simply walking the dog.

This strategy strongly advocates for the continual development and on-going maintenance of the recreational walking network throughout the Banyule. The network plays an important role in the provision of a diverse range of recreation, health and wellbeing, and social needs.

Action 1 - Deliver the paths (located in Banyule) identified in the Northern Regional Trails Strategy

- Prioritise the delivery of the recreational paths identified in the Northern Regional Trails Strategy, 2016[1]. The priority paths are:
  - **Banyule Shared Trail (two sections)**
  - **East West Power Easement Link**
  - **Main Yarra Trail Bridge**
  - **Main Yarra Trail Realignment**

See the Northern Regional Trails Strategy, 2016 for implementation details on all of the proposed recreational paths.

Action 2 - Continue to advocate for the identified shared path connections as part of the North East Link

Council has identified a range of projects which are complementary to the development of the North East Link and support the implementation of the priority paths identified in the Northern Trails Strategy. Continue discussions with the North East Link Authority advocating for the delivery of these projects. These projects are:

- **Three new sections in the Banyule Shared Trail totalling 4.10km in length.**
  Two of the proposed sections are located where the trail runs adjacent to the Greensborough Highway and connects to Gabonia Avenue Reserve trail to the east, and in the west, connects to the proposed East-West Power Easement trail. The two sections are the:
  - Southern portion of the trail between Yallambie Road north to the northern end of Service Road
  - Northern portion of the trail between Elder Street north and Grimshaw Street

The third proposed section is located south of Banksia Street and runs to a junction with the Yarra Trail just to the north of MacArthur Road. *For further details on this trail see pages 37 and 43 of the Northern Trails Strategy.

- **A pedestrian (and cycling) connection over Greensborough Road** and the North East Link Corridor at Yando Road, Nell Street, Yallambie Road, Erskine Street, Lower Plently Road and appropriate locations to provide access to the La Trobe Employment Cluster.

1 Northern Trails Strategy, pg 33

- **Two sections of the East-West Power Easement trail**;
  - Western side: extends from Plenty Road to Watsonia Road / Railway Station / Greensborough Highway precinct,
  - Eastern side: extends from the Greensborough Highway to the Plenty River Trail.
- **Improvements to the Main Yarra Trail including;**
  - Realignment at Banyule Flats,
  - An upgrade between the Chandler Highway and Hoddle Street,
  - New shared user bridge over the Yarra River near Banskia Street to link Heide Museum of Modern Art to the Main Yarra Trail,
  - A new shared user path along the rail corridor between Greensborough Rail Station and Eltham Rail Station,
- Improvements to the Plenty River Trail at the Greensborough Bypass intersection,
- Provide connections to the Diamond Creek Trail in Nillumbik via the Northern Arterial Reservation.

Action 3 - Creating a series of walking circuits for walkers of all abilities

Identify a series of recreational walking circuits through attractive and pleasant surrounds, suitable for walkers of all abilities. These circuits should be comfortable for walkers of all abilities, and the circuit design should consider:

- Avoiding areas of steep topography,
- Being easily accessible via public transport (people should not have to drive to go for a walk),
- Being located in visually interesting surroundings, and clearly visible from nearby residential areas,
- Using low maintenance materials with high quality pedestrian facilities such as water fountains, toilets, lighting and weather protection and seating at rest stops,
- Clearly marked paths with directional signage at junctions.

Action 4 - Identify key strategic links between the Activity Centres and the surrounding path network

- Identify any missing pathways that provide a direct, safe and convenient connection between the recreational path network and surrounding Activity Centres, recreational parks and rail stations.

Objective 1 - Create a Comprehensive Walking Network

Strategy 2 - Implement a Principal Pedestrian Network to support walking as a preferred mode of transport for short trips

A Principal Pedestrian Network (PPN) is a planning and policy tool for the prioritisation, development and promotion of walking as a mode of transport. A PPN identifies a strategic network of pedestrian routes between residential areas and key destinations. Once identified Council is able to plan for the provision of a high level of service, such as generous footpaths, shade and weather protection, seating and priority over other transport modes at intersections, along the primary routes. Improving pedestrian comfort along these key routes will encourage more local trips to be undertaken on foot.

A PPN supports Council's vision to provide high quality, safe and accessible pedestrian facilities across the municipality. The over arching objective of developing a PPN is to increase the amount of local transport trips undertaken on foot. This is achieved by making the shortest route also the highest quality route.

Other key aims of the PPN are to:

- Promote forms of transport and forms of energy with the lowest impact on the environment, health and wellbeing
- Reduce the need for private motor vehicle transport and the extent of travel
- Provide Council with a strategic tool to lobby State Government, particularly VicRoads, when negotiating future transport mode priorities.
- A tool to develop a framework and evidence base for the inclusion of pedestrian needs in transport and planning by mapping pedestrian movements in the municipality and identifying priority routes; and,
- Planning for and prioritising infrastructure improvement to encourage and support increased levels of walking
- A prioritised implementation plan to assist Council in the delivery of safe and accessible pedestrian facilities for the local community
- Facilitating better access to, and greater mobility within local communities.

The PPN is delineated in three categories:

- **Primary Routes** - These routes form the foundation of the PPN where a high level of pedestrian priority is assigned. These routes will be a major focus for the implementation of future walking infrastructure improvements,
- **Secondary Routes -** These routes will provide a secondary role to the primary routes and will be assigned a high level of pedestrian priority. A secondary focus for future infrastructure works will be assigned to these routes,
- **Existing Trails** - Existing trails provide a high level of priority for pedestrian access and are included as part of the PPN.

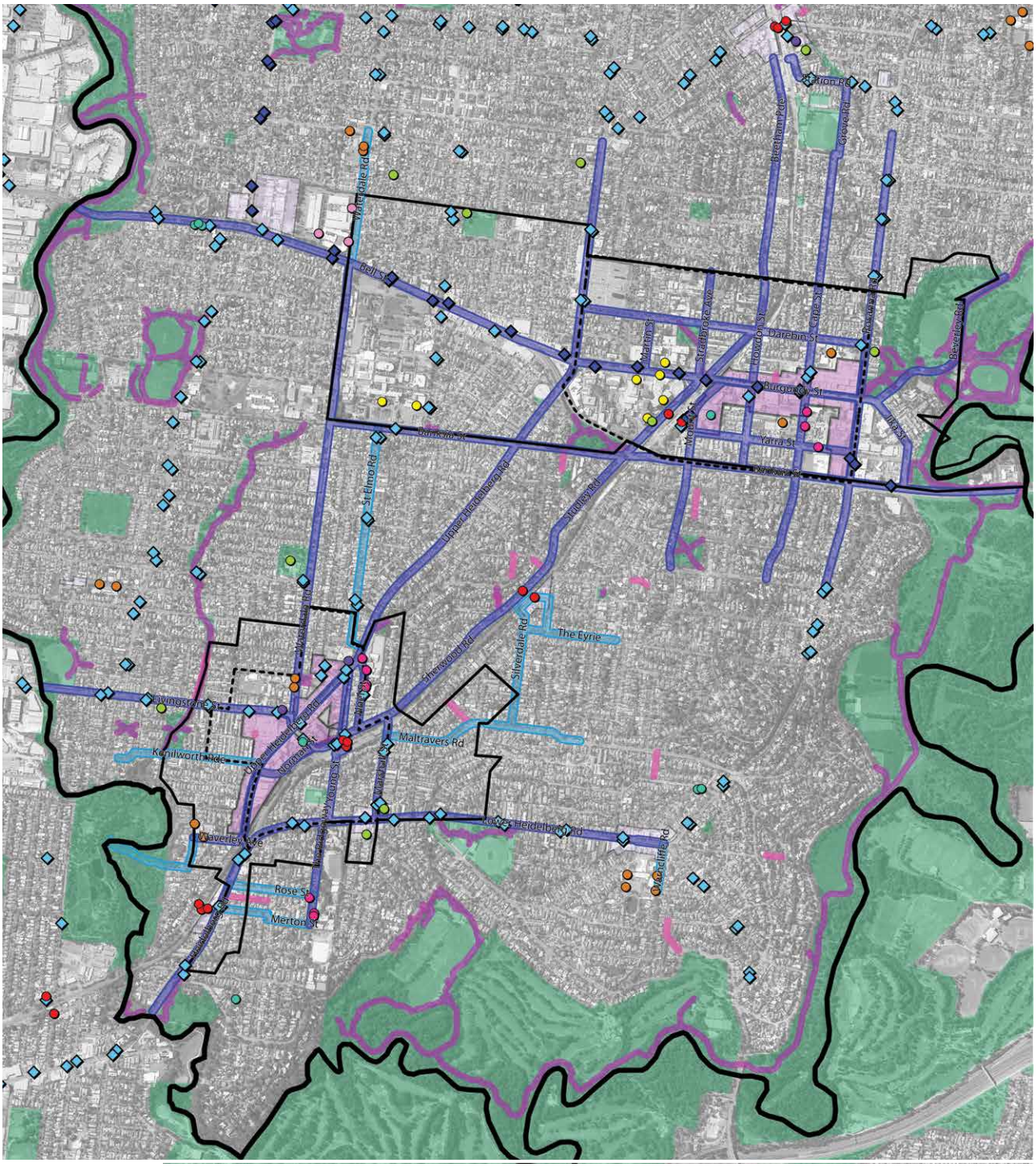
Action 1 - Outline a clear and long term vision for the development of an integrated principal pedestrian network for the municipality.

- The PPN will provide Banyule City Council with a tool to develop a framework and evidence base for the inclusion of pedestrian needs in transport and planning by;
    - Mapping pedestrian movements throughout the municipality and identifying the priority routes, and
    - Planning for and prioritising infrastructure improvements to encourage and support increased levels of walking

Action 2 - Prioritise the implementation of a PPN in the three main Activity Centres, Heidelberg, Ivanhoe and Greensborough

- Once the PPN (see Figure 14 & Figure 15) is finalised develop an appropriate level of service that sets the desired streetscape outcomes for both primary and secondary routes.
- Undertake a conditions audit along the identified routes to assess current conditions and identify what improvements are required to meet the desired level of service. The Banyule Rights of Way Strategy, identified existing rights of way that are important pedestrian links. The audit should evaluate the conditions of two types of Rights of Way, those identified as Placemaking, and those identified as Thoroughfare connections.
- Identify any further pedestrian infrastructure required to deliver the desired level of service and commit the projects into an prioritised implementation plan.
- Work with key implementation stakeholders such as VicRoads to update the Smart Roads Plan to reflect the identified PPN. For locations where PPN routes intersect and there is demonstrated benefit, undertake closer consideration of additional safe crossing points.
- Undertake a regular review and maintenance of the PPN to ensure routes continue to meet the desired level of service.

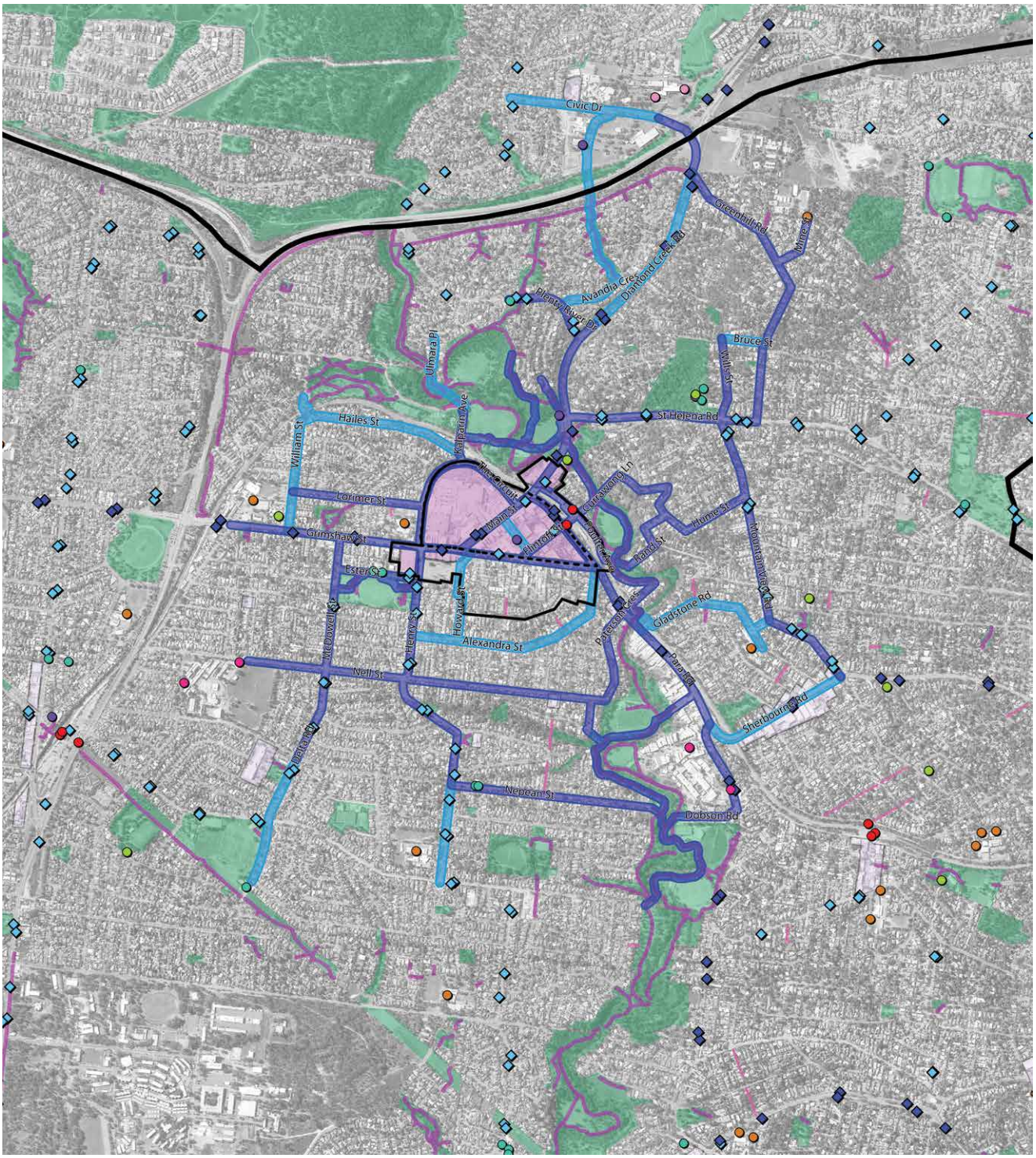
Objective 1 - Create a Comprehensive Walking Network



LEGEND

- Banyule Boundary
- Activity Centre Boundary
- Pedestrian Priority Area
- Primary Network
- Secondary Network
- Recreational Trails
- Existing Train Stations (100% weight)
- Existing Bus Stops (33% weight)
- Existing Smart Bus Stops (66% weight)
- Existing Major Retail (100% weight)
- Existing Retail (66% weight)
- Existing Community Facilities (33% weight)
- Existing Child Care Centres (33% weight)
- Existing Kindergartens (33% weight)
- Existing Primary Schools (33% weight)
- Existing Secondary Schools (33% weight)
- Existing Tertiary Education (33% weight)
- Existing Open Space (66% weight)

Fig. 14 Heidelberg & Ivanhoe Activity Centre Principal Pedestrian Network



LEGEND

- Banyule Boundary
- Activity Centre Boundary
- Pedestrian Priority Area
- Primary Network
- Secondary Network
- Recreational Trails
- Existing Train Stations (100% weight)
- Existing Bus Stops (33% weight)
- Existing Smart Bus Stops (66% weight)
- Existing Major Retail (100% weight)
- Existing Retail (66% weight)
- Existing Community Facilities (33% weight)
- Existing Child Care Centres (33% weight)
- Existing Kindergartens (33% weight)
- Existing Primary Schools (33% weight)
- Existing Secondary Schools (33% weight)
- Existing Tertiary Education (33% weight)
- Existing Open Space (66% weight)

Fig. 15 Greensborough Activity Centre Principal Pedestrian Network

Objective 1 - Create a Comprehensive Walking Network

Strategy 3 - Priortise improvements to the pedestrian environment within the walkable catchment of all rail stations/transport interchanges

Ultimately a PPN is delineated across an entire municipality, with consideration of the surrounding destinations in adjoining municipalities, such as shops, open space, schools and public transport stops. In the case of this Walking Strategy a staged approach to delivering the PPN municipal wide has been undertaken.

In the interim period, priority should be given to improving the pedestrian environment located within a 1km walking catchment of all rail stations. This is important because if rail stations (and other key destinations) are easily reached on foot, and pedestrians feel safe and comfortable, then people are more likely to choose to walk, than take other transport modes.

Action 1 - Delineate 1km walking catchment boundaries around each of the rail stations located within Banyule

- Identify Principal Pedestrian Network catchments based on a 1km radius around each of the nine rail stations located on the Hurstbridge Line.
- Undertake a pedestrian environment and infrastructure audit to assess the current conditions and identify the improvements that will make the biggest walkability impact. Consideration should be given to the issues raised by the community including the potential conflict between pedestrians and mobility scooters in and around Activity Centres, and the need for appropriate street lighting and comfortable seating in rest areas.
- Translate the results of the Walkability Audit into a prioritised implementation plan and commit the identified projects to Council's capital works program.
- Provide the community with regular updates on any pedestrian improvement projects undertaken so the community are aware of Council's commitment to supporting walkability.

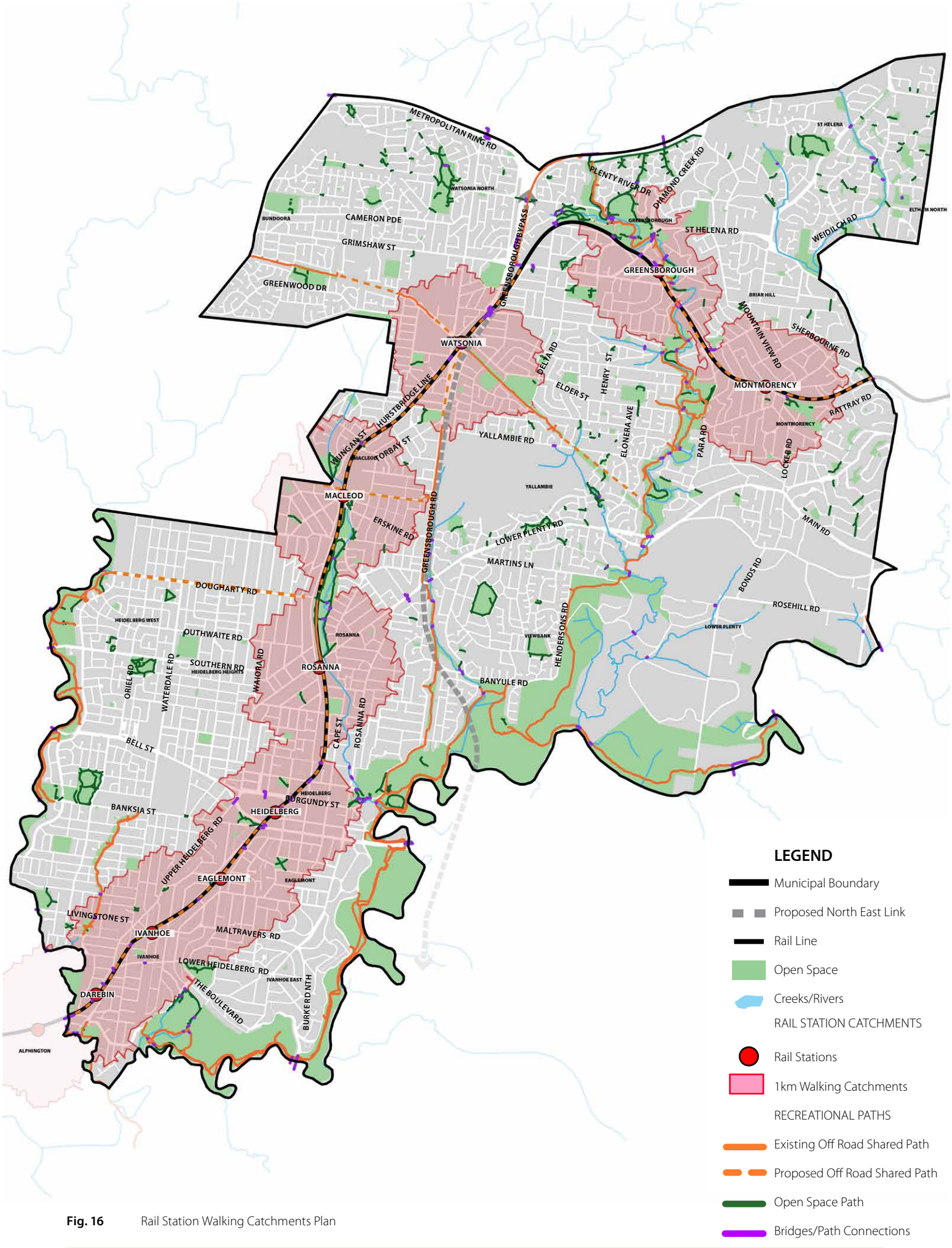


Fig. 16 Rail Station Walking Catchments Plan

Objective 1 - Create a Comprehensive Walking Network

Strategy 4 - Continue to support and expand the Safe Routes to School Walking Program

Getting people walking more regularly is often about changing behaviour. One of the most effective ways to change behaviour is to implement targeted programs to specific audiences. Successful programs aim to make walking feel like a normal, regular activity and a safe and enjoyable experience.

Banyule City Council has participated in the Safe Routes to Schools program and participates annually in the Victoria Health Walk to School Program. Bicycle Network/Ride2School on behalf of Council undertook a Schools Active Travel and Road Safety Study for all primary and secondary schools in Banyule.

Council developed walking (and cycling) catchments for a 500m and 1km radius around 33 primary schools, taking into account walking conditions such as safety features, gradients and school crossing points. Electronic versions of the maps were sent to each school to be distributed to students (some printed versions were also distributed).

Council has applied for funding from VicRoads Community Road Safety Grants to improve the maps and incorporate information from neighbouring municipalities for schools which attract children from adjacent municipalities.

Action 1 - Widely promote the Banyule Walk to School Program

- Maintain a strong presence about the Walk to School program throughout the community, highlighting any improvements on the Banyule City Council website and in the local media.
- Develop an interactive online version of the Safe Routes to School plan and when complete, hold a media launch to publicise the tool.

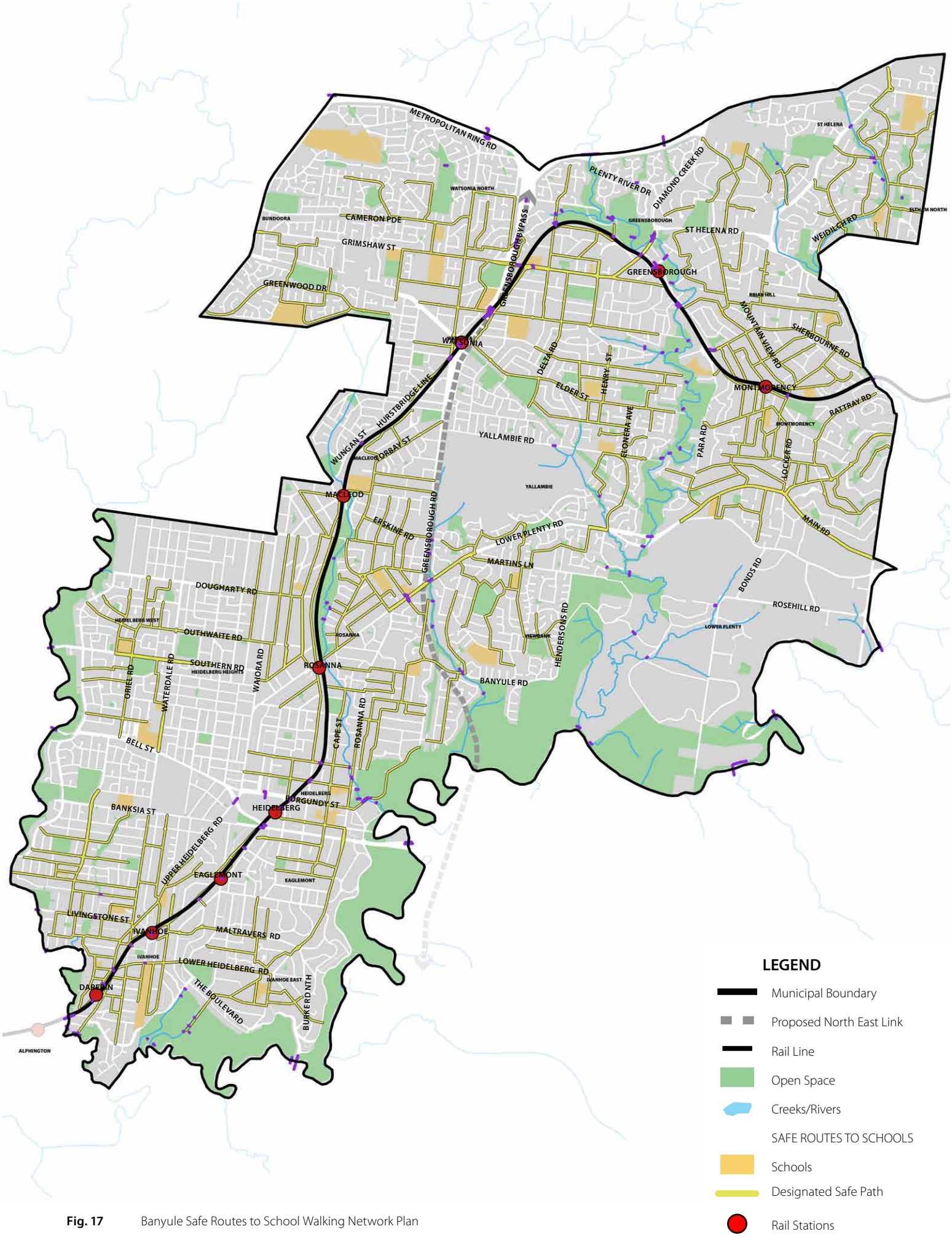


Fig. 17 Banyule Safe Routes to School Walking Network Plan

Objective 2 - Make it Safer, Easier & More Comfortable to Walk throughout Banyule

Strategy 5 - Improve the Walking Experience throughout Banyule

The community provided a clear desire for improving the walking experience throughout Banyule. Some of the areas that were identified as important included safety improvements, mitigating the negative effects of high traffic volumes and speeds and making it easier to navigate between key destinations. The following actions outline how to deliver these improvements.

Action 1 - Implement the identified Pedestrian Access and Safety Improvements

Pedestrians should have a clearly defined route across busy roads and main intersections. A preliminary audit process, along with internal Council discussions has identified key missing or inadequate pedestrian infrastructure throughout the municipality. The identified projects should be cross checked with the identified PPN projects. These projects are:

Infrastructure for Pedestrians (A)

Children's crossing at:

- Sharpes Road, Watsonia **(A1)**
- Russell Street, Ivanhoe **(A2)**
- Yarra St, Heidelberg **(A3)**
- Raised children's crossing Coorie Crescent, at Banyule Road Intersection, Rosanna **(A0)**
- Raised children's crossing (with flashing lights) at Rattray Road, Montmorency **(A9)**
- Refuge Island on Erskine Road, Macleod **(A17)**

Pedestrian crossing:

- South of Tennyson Street Watsonia Rd, Watsonia **(A6)**
- Davey Street, Montmorency **(A16)**
- Turnham Avenue, Rosanna **(A7)**
- Improved pedestrian facilities between Marshall Street and Noel Street Norman Street, Ivanhoe **(A10)**
- Pedestrian crossing and bus stop on Para Rd **(A15)**

Footpath along:

- The south side of Para Road to Sherbourne road **(A11)**

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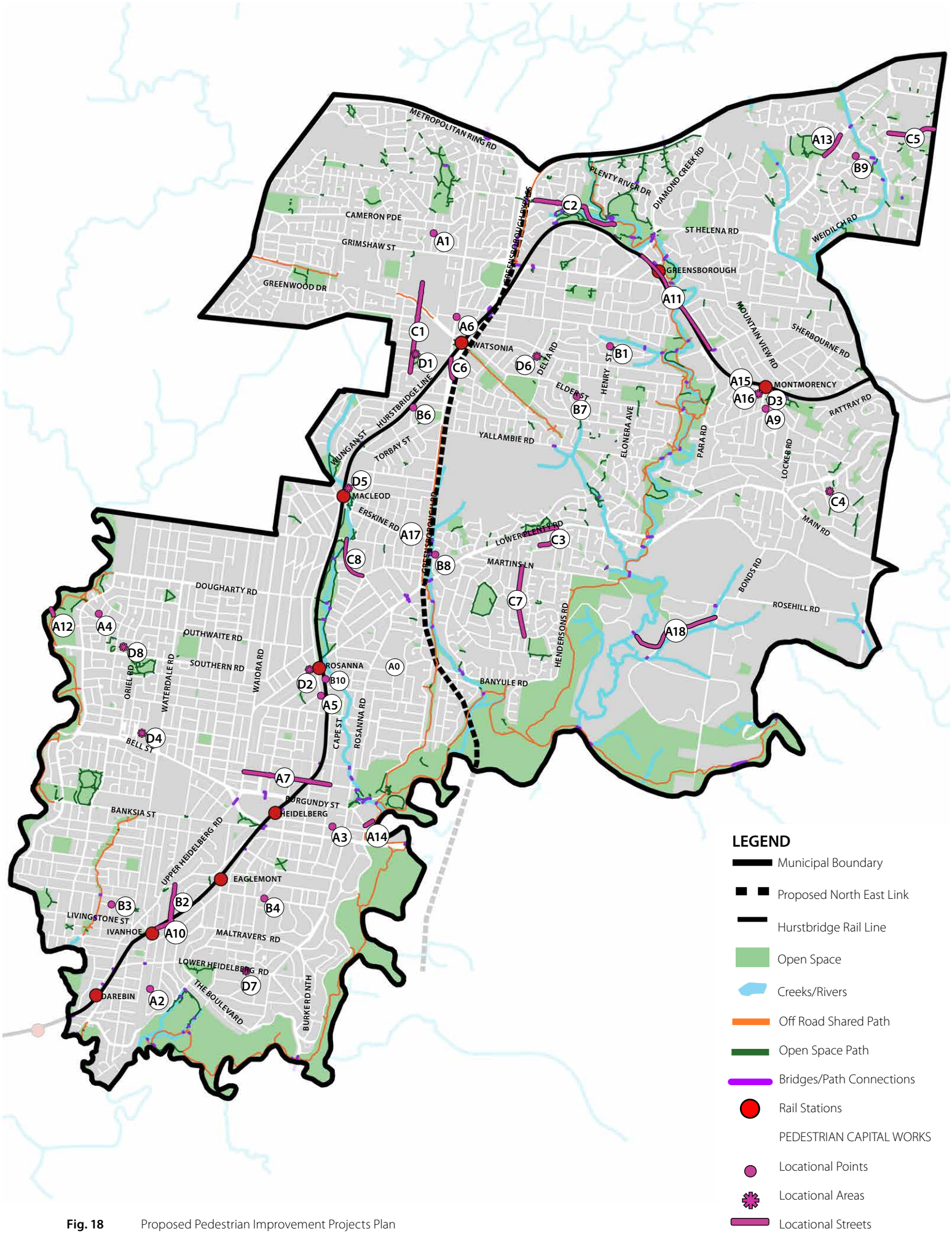

Fig. 18 Proposed Pedestrian Improvement Projects Plan

- Lower Plenty Road at Arthur Streeton Reserve **(A12)**
- Cleveland Avenue and Henty Road, Lower Plenty **(A18)**
- Olympic Park pedestrian bridge construction across the Darebin Creek, West Heidelberg **(A12)**
- Between Alumba Drive and entrance to Anthony Beale reserve (along St Helena Rd), St Helena **(A13)**
- Vine Street, Heidelberg footpath construction **(A14)**

Localised Traffic Infrastructure & Management (B1)

- Review of intersection at Louis and Henry Streets, Greensborough **(B1)**

Reconstruction of the intersection at:

- Ramu Parade Pacific Drive, Heidelberg Heights **(A4)**
- Beetham Parade/Prospect Road, Rosanna **(A5)**

Traffic speed reduction:

- North of Norman and Marshall Streets **(B2)**
- Improve vehicular turns at Tate Steet and Ailsa Grove, Ivanhoe **(B3)**
- The Eyrie, Mount Street, Eaglemont **(B4)**
- Somers Avenue and Powley Parade, Macleod **(B6)**
- Elder Street Sainsbury Avenue, Greensborough **(B7)**
- The intersection of Borlase and Drysdale Streets, Macleod **(B8)**
- Redesign of the intersection at Glen Katherine Drive and Tamboon Drive, St Helena **(B9)**
- Darebin Street, Heidelberg (west of Cape St) **(B10)**

Area Wide Treatments (C)

Traffic speed and volume control measures at:

- Yando Street, Greensborough **(C2)**
- Broadlea Court, Viewbank **(C3**)
- Calendonia Drive, Eltham North **(C5)**
- Winston Rd, Viewbank **(C7)**
- Thomson Drive, Macleod **(C8)**
- Parking and traffic management improvements, Montmorency South Primary School **(C4)**
- Pedestrian friendly environment south of Devonshire Rd, Watsonia Road, Watsonia (**C8)**

Council has identified the need for an audit of **sustainable transport improvements (D)** in:

Watsonia Neighbourhood Centre (D1)

Lower Plenty shops (D2)

Montmorency (D3)

Bell Street Mall (D4)

Macleod (D5)

Diamond Village (D6)

East Ivanhoe (D7), and

and Olympic Village (D8).

It is recommended that once the PPN is complete, these projects are cross referenced with the identified primary PPN routes.

Additionally, new projects have been identified as part of the development of the North East Link. The projects that have been tabled as part of the North East link development have been identified and supported in the Northern Trails Strategy. These projects are listed under Objective 1/Strategy - Action 2 - Opportunities for shared path connections to the North East Link.

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Objective 2 - Make it Safer, Easier & More Comfortable to Walk throughout Banyule

Action 2 - Identify the Opportunities to Design Out Flexible Pedestrian Barriers to Walking

- Identify barriers to pedestrian movement and access that can be improved and undertake design analysis of the most feasible design solution. Key considerations are poor quality or incomplete pedestrian infrastructure such as street lighting, surface treatments and safety hazards

Action 3 - Provide Safe Walking Routes throughout the Walking Network

As part of Council's commitment and vision for safe, sustainable travel the Safe Travel Plan identified the need to shift the communities awareness and appreciation of some of the negative effects of private vehicular travel towards the benefits of safe, active travel.

This Walking Strategy supports the following key strategic directions of the Safe Travel Plan:

- Identify and access relevant funding opportunities for improving safe travel.
- Promote safe, active travel and road safety educational programs to families taking young children to preschool, primary and secondary school.
- Encourage local partners including community groups to develop and promote safe travel initiatives.

Feeling safe is fundamental to getting people to walk more. By providing a safe walking environment the desire to walk is increased. There are two areas to consider, actual safety and perceived safety. The walking network should provide routes that are both safe and where pedestrians feel safe.

A safe walking environment is one that minimises the risk of potential conflict with vehicles, cycles or trip hazards. A key safety concern raised by the Banyule community is the potential conflict between pedestrians and cyclists when using shared paths. This Strategy highlights the importance of raising the awareness of the rules around the use of shared paths. Consideration should also be given to increasing the amount of advisory signage along shared paths. Signage should inform cyclists of their responsibilty to slow down and warn pedestrians of their approach and to give way to pedestrians & walkers with dogs.

In regards to reducing the risk, Council is considering a range of innovations such as 3D pedestrian crossings and pavement lights to improve pedestrian crossings facilities in Banyule.

The design of streets and buildings should minimise the potential for criminal offences to be committed against pedestrians. Banyule City Council has developed guidelines around Crime Prevention Through Environmental Design (CPTED) principles. The Walking Strategy recommends the Banyule Safer Design Guidelines are followed when considering applications for developments on private land, as well as Council led projects in the public realm.

The objectives of the Safer Design Guidelines are to:

- Minimise opportunities for crime, through well designed and well maintained buildings and spaces
- Improve community safety and quality of life
- Enhance community perceptions of safety and reduce fear
- Increase use of public spaces and improve accessibility to public premises
- Discourage graffiti and vandalism.

The guidelines set out a safe design response to ensure that safety and crime issues are considered as an integral part of the initial design process. The response should consider all of the following urban design and land use principles;

- Informal surveillance
- Safe movement & concealment
- Access control & spatial definitions
- Territory Enforcement
- Overall design legibility
- Activity mix and generation
- Vulnerable uses and locations
- Building design
- Landscape and fencing
- Graffiti and vandalism

Action 4 - Where possible, Implement All Abilities Access throughout the Walking Network

It is important to provide opportunities for people of all physical abilities to use the walking network. Given that there are some sections of steep topography, not all paths will be suitable for all abilities access. However a higher level of supporting infrastructure should be considered where possible on recreational trails and as part of the primary routes in the PPN and developed accordingly.

- Undertake a footpath and shared path conditions audit to identify the surface and infrastructure conditions, in particular:
  - Levels of illumination, passive surveillance and activity levels along isolated paths.
  - Footpaths, kerb ramps and other infrastructure meet DDA compliance in priority pedestrian areas.
- When undertaking detailed design of proposed shared paths considered suitable for all ability access, engage a qualified consultant to review all documents in conjunction with the Pedestrian DDA framework endorsed by Council.
- Identify opportunities within the existing recreational trail network to create circuits for people with limited mobility. Implement improvements to create these circuits and provide appropriate promotion material to the community.
- Provide increased directional and distance information, giving people with limited mobility the information they need to make choices about using the network.
- Signage design should consider users on mobility scooters and wheelchairs by providing information at the right height.
- Provide more frequent seating along identified routes.
- Provide wheelchair friendly furniture and park equipment at locations along this network, such as BBQ's, picnic tables, swings, drinking fountains, play equipment, etc.
- Consider scooter and wheelchair charge stations in appropriate locations in activity centres
- Council's preference for pedestrian crossings is the wombat crossing - a raised platform crossing, which will help improve crossing conditions for children and our older demographic.

Objective 2 - Make it Safer, Easier & More Comfortable to Walk throughout Banyule

Action 5 - Develop a Wayfinding & Signage Strategy

Understanding and support for the Walking Network is fundamental to its successful implementation and usage. Banyule would benefit from an integrated, visually appealing wayfinding system across the municipality. Signage is a fundamental part of creating a well utilised and easily accessible walking network.

A co-ordinated and comprehensive signage and wayfinding strategy should;

- Provide intuitive, informative and consistent signage and wayfinding devices throughout the network.
- Provide safety, regulatory, educational, awareness, directional and interpretive information.
- Directional signage should communicate the locations, journey distances, and supporting infrastructure and facilities benefits of the network to the community. Directional signage should display the name of the path as well as the direction and distance to particular destinations along the path - landmarks, major community destinations, parklands, suburbs, waterways, public toilets, trails, and public transport. Locate directional information at regular intervals as well as at key junctions between paths and at intersection with roads.
- Regulatory and advisory signage should use simple and concise information and language to guide both locals and visitors. Of particular need in the network is advisory signage along shared paths informing users of their responsibilities (cyclists must give way to pedestrians and it is advisable they warn pedestrians of their approach).[2]
- Interpretative signage should educate, inform and entertain through interpretation of local history, flora, fauna, cultural heritage, etc. Also consider public art along key journeys that is relevant to, and enhances the specific setting.

When designing signage and wayfinding devices consider;

- Using a consistent graphic branding and style across the entire network that also allows place specific variations, relating to local place identity and type of linkage - regional, strategic, local, etc.
- A limited number of types and styles, making maintenance and replacement easier, and assisting in creating a sense of place.
- Materials that are low in ongoing maintenance, are robust for longevity and to avoid vandalism.
- Text and imagery that is easy to read, clear and legible for all users.
- Information shown on signage should be at a height that is easy to read for walkers, cyclists and people in wheelchairs.

2 VicRoads Pedestrian Safety Guidelines https://www.vicroads.vic.gov.au/safety-and-road-rules/pedestrian-safety/using-shared-paths

Action 6 - Undertake regular maintenance reviews throughout the Walking Network

- Schedule regular walkability audits of the walking network, with priority to the PPN routes to ensure the conditions influencing the pedestrian environment are contributing to a safe and comfortable experience.

Objective 3 - Support a Walking Culture in Banyule

Strategy 6 - Promote a Walking Culture throughout Banyule

Council acknowledges the important role they play in supporting the development of a local walking culture. Getting people active and encouraging more local trips to be undertaken on foot requires both behavioural change and ongoing promotion and education about the walking opportunities available for local participation.

The following actions have been identified to encourage more participation in all types of walking, as well as to strengthen walking participation throughout Banyule.

Action 1 - Produce & distribute online, interactive maps, and printed maps of the Banyule Walking Network

- Prepare and distribute easy to follow route maps and an interactive version available online that identify;
  - Distance and likely travel times.
  - Grade and surface standard.
  - Points of interest along the route.
  - Explanation of the culture, history, and environment.
  - Access to car parking and public transport connections.
  - Connections to shared paths in neighbouring municipalities.

Action 2 - Develop an ongoing promotional campaign to raise the awareness around the features, accessibility and benefits of using the Walking Network

- Use Council's marketing resources to promote local walking opportunities to local residents and visitors.
- Keep the community updated on new and improved walking facilities.
- Explore new-technology opportunities such as smart-phones, Google maps and GPS to promote walking routes.
- Promote the diversity of walking experiences.
- Run a local competition showcasing local landscaped gardens. A walking circuit of the competition entries could be designed and the community could be invited to participate by visiting the open gardens on foot,
- Promote the variety of local walking groups in Banyule, and support the establishment of new groups that cater for the specific needs of a local community within Banyule

Action 3 - Continue to develop educational campaigns communicating the benefits of undertaking local trips on foot

- Continue to implement, evaluate and update regular 'Share the Road' activities to encourage mutual respect among road users.
- Continue to support the annual Walk to School program with local schools.
- Ensure all schools have Stop and Drop Zones to allow parents to drop their children off at a safe spot to continue their journey independently on foot.
- Continue to integrate with programs run by the State Government and walking advocacy agencies such as Victoria Walks.

Action 4 - Widely promote the Banyule Walk to Schools Program

- Continue to advocate for the Walk to Schools program ensuring there is a strong presence promoting the program on Council's website and the participating schools websites and various communication outlets

Note - there are currently at least five Walking Groups operating in & around Banyule:

- YMCA Ramblers, Macleod
- Rosanna Fire Station Community House, Rosanna
- Greenhills Neighbourhood Centre, Greenhills
- Livingstone Community Centre, Ivanhoe
- Watsonia Neighbourhood house, Watsonia.

Additionally, the Banyule Community Health Service at Heidelberg West and Greensborough run walking groups occasionally, and the Diamond Valley Bushwalking Club (Eltham) also run longer rambles and bushwalking through Banyule.

PART C

IMPLEMENTATION

APPENDIX 1 - ACTION PLAN

The following table identifies the key actions to implement the objectives of the Walking Strategy. These actions are categorised according to the main objective and strategy which they support. The estimated time frame and financial resources required to develop and implement each action is listed, as well as the key stakeholder responsible for delivery.

ACTION	TIMEFRAME	RESOURCES	KEY STAKEHOLDERS & PARTNERSHIPS
OBJECTIVE 1 - CREATE A COMPREHENSIVE WALKING NETWORK			
Strategy 1 - Increase the opportunities for recreational walking In Banyule			
Action 1: Deliver the paths identified in the Northern Regional Trails Strategy	Medium	$$$	State Government Banyule City Council
Action 2: Continue to advocate for the identified shared path connections as part of the North East Link	Short	O	Banyule City Council North East Link Authority
Action 3: Create a series of walking circuits for walkers of all abilities	Medium - Long	$$$	Banyule City Council Parks Victoria Banyule Community
Action 4: Identify key strategic links between the Activity Centres and the surrounding path network	Short	$	Banyule City Council VicRoads Shopping Centre Management
Strategy 2 - Develop a Principal Pedestrian Network to support walking as a preferred mode of transport for short trips			
Action 1: Outline a clear long term vision for the development of an integrated PPN	Commenced	$	Banyule City Council
Action 2: Prioritise the implementation of the PPN in the Heidelberg, Ivanhoe & Greensborough Activity Centres	Short	$$$	Banyule City Council
Strategy 3 - Prioritise improvements to the pedestrian environment within a 1km walking catchment			
Action 1: Delineate a 1km walking catchment boundary around each of the rail stations	Commenced	$	Banyule City Council Vic Roads VicTrack
Strategy 4 - Continue to support & expand the Safe Routes to School Walking Program			
Action 1: Widely promote the Banyule Walk to Schools Program	Ongoing	$$	Banyule City Council School Community Banyule Community

Key

Priority Rating

O Already Resourced/Budgeted

$ $0 - $10,000

$$ $10,000 - $100,000

$$$ $100,000+

Timeframe

Short term - 2018 - 2020

Medium term - 2018 - 2024

Long term - 2018 - 2028

Ongoing

ACTION	TIMEFRAME	RESOURCES	KEY STAKEHOLDERS & PARTNERSHIPS
OBJECTIVE 2 - Make it safer, easier & more comfortable to walk			
Strategy 5- Improve the walking experience throughout Banyule			
Action 1: Implement the identified Pedestrian Access & Safety Improvements	Medium - Long	$$$	Banyule City Council VicRoads
Action 2: Identify the opportunities to design out the Flexible Pedestrian Barriers	Short	$	Banyule City Council VicRoads
Action 3: Provide safe walking routes throughout the walking Network	Medium - Long	$$$	Banyule City Council VicRoads
Action 4: Where possible implement all abilites access throughout the network	Medium - Long	$$$	Banyule City Council VicRoads
Action 5: Develop a Wayfinding & Signage Strategy	Medium	$$	Banyule City Council
Action 6: Undertake regular maintenance reviews throughout the Walking Network	Ongoing	$$	Banyule City Council
OBJECTIVE 3 - SUPPORT A WALKING CULTURE IN BANYULE			
Strategy 6 - Promote a walking culture throughout Banyule			
Action 1: Produce & distribute online interactive maps & printed maps of the Walking Network	Short	$	Banyule City Council
Action 2: Develop ongoing promotional campaign to raise the awareness of the features of the network	Ongoing	$ - $$	Banyule City Council Banyule Community
Action 3: Continue to develop educational campaigns on the benefits of undertaking local trips on foot	Ongoing	$ - $$	Banyule City Council Banyule Community
Action 4: Widely promote the Banyule Walk to Schools Program	Ongoing	$ - $$	Banyule City Council Banyule Community

APPENDIX 2 - PPN METHODOLOGY

The PPN Methodology

The PPN methodology was developed by the Department of Economic Development, Jobs, Transport and Resources (DEDJTR) and usually is structured into three key stages:

- Stage 1 – Pedestrian Access Mapping Analysis

This stage involves mapping and determining the likely routes for pedestrian access within the study area through an analysis of the shortest routes between origins and destinations along the pedestrian network. The total potential trips are calculated to a variety of destinations including the core retail areas, the smart and regular bus service, the Hurstbridge Rail Line, open space, community and health facilities, as well as schools and tertiary education facilities.

- Stage 2 – Mapping Validation And Verification

This stage provides for the validation of the mapping analysis by factoring in future land use and population change within the study area using local Council officer knowledge, and undertaking pedestrian counts at a number of locations.

- Stage 3 – Delineation of the Principal Pedestrian Network within the three main Activity Centres

This stage involves the delineation of the PPN using the results from Stages 1 and 2 including verifying the alignment of the PPN with the local knowledge of Council officers.

The pedestrian access mapping analysis and validation undertaken in Stages 1 and 2 provided the major input for delineating the PPN.

The shortest route mapping provides an estimate of the potential volumes of pedestrian trips along key streets in the municipality. The pedestrian counts provide validation of the shortest route mapping. Local knowledge from Council officers also provided another level of validation and identification of additional routes.

The following principles provide the key considerations for delineating the PPN:

- Links that are shown to **carry a significant number of potential pedestrian trips in the shortest route mapping** were included.
- **Links that record significant numbers of pedestrians** through the pedestrian counts were included.
- **Key shopping strips** are included. The shopping strips did not always appear as popular routes in the shortest route mapping because of the locations of the destinations points. These streets however, are known to be a focus for pedestrian activity and therefore, should be incorporated as part of the PPN.
- **Links between key related destinations** are included. Connections between a shopping strip and a major nearby park, or the link between a shopping strip and a major transport node are examples of related destinations.
- **Existing major off-street links** i.e. trails included. These links provide ready-made priority pedestrian infrastructure and will form an important part the PPN.
- **Ensuring a connected network of streets**. The PPN should provide continuous pedestrian priority between key origins and destinations therefore all streets within the PPN should be connected. This may mean that some streets are included in the PPN even when the mapping shows that they have a low number of potential pedestrian trips.

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APPENDIX 3 - SHORTEST ROUTE ANALYSIS

Shortest route analysis of potential trips between residential origins and primary destinations was undertaken for the entire municipality. The total potential trips are calculated to the 14 destination categories listed below.

A walkable catchment was identified for each of the destination categories. This reflects the likely distance a user would walk to a specific destination. The catchments applied to the destination categories were:

- Rail Stations - 1km
- Smartbus Stops - 1km
- Bus Stops - 400m
- Trams - 1km
- Retail (Major) - 1km
- Retail (Minor) - 1km
- Community Facilities - 1km
- Major Health Facilities - 1km
- Childcare facilities - 800m
- Kindergartens - 1km
- Primary Schools - 1km
- Secondary Schools - 1km
- Tertiary Institutions - 1.5km
- Open Space - 1km

Figures 19-32 illustrate the shortest route for each of the above listed destinations. These maps reveal where potential trips made by Banyule's residential population are likely to be the highest.

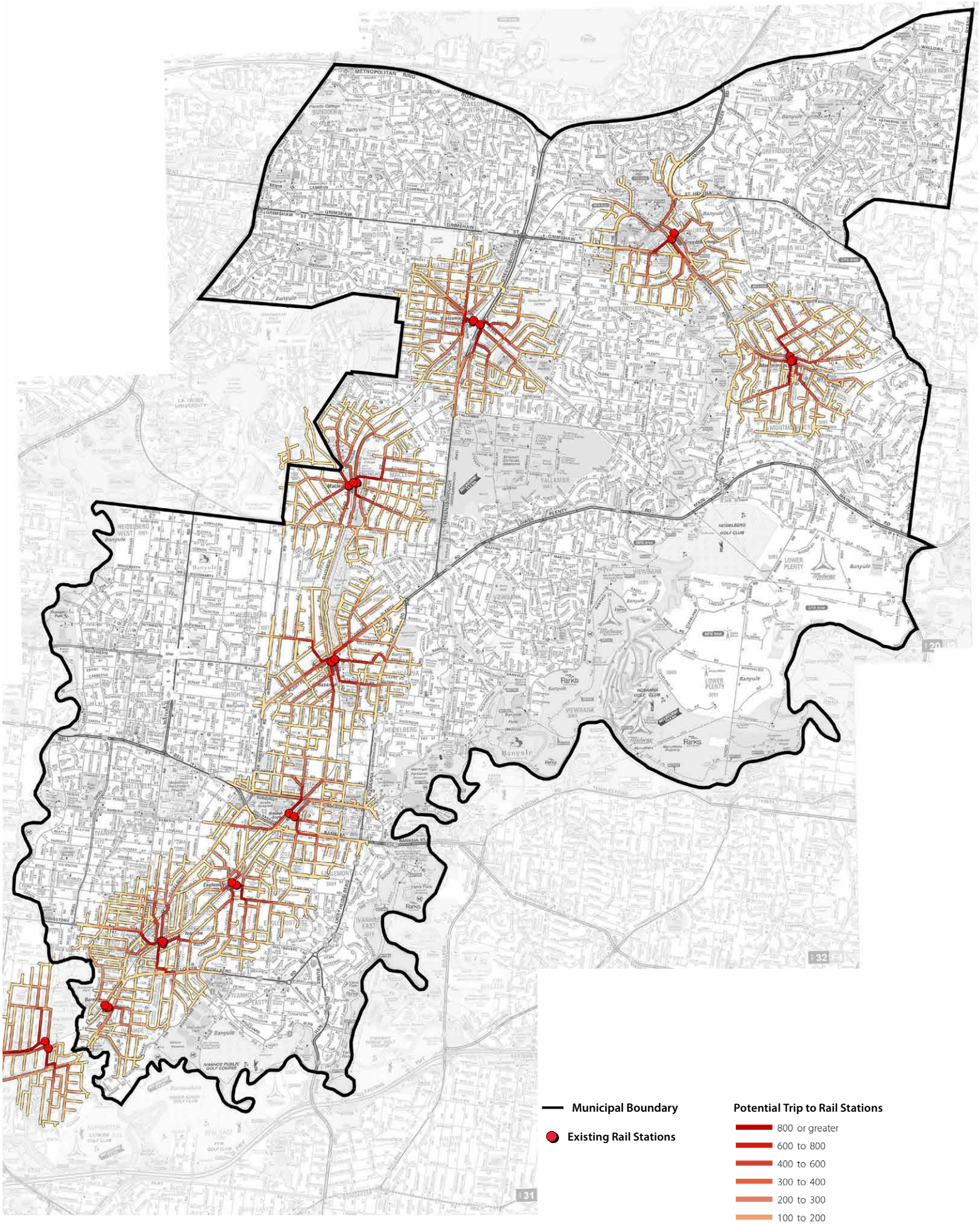

Fig. 19 Pedestrian Access to Rail Stations (1km catchment)

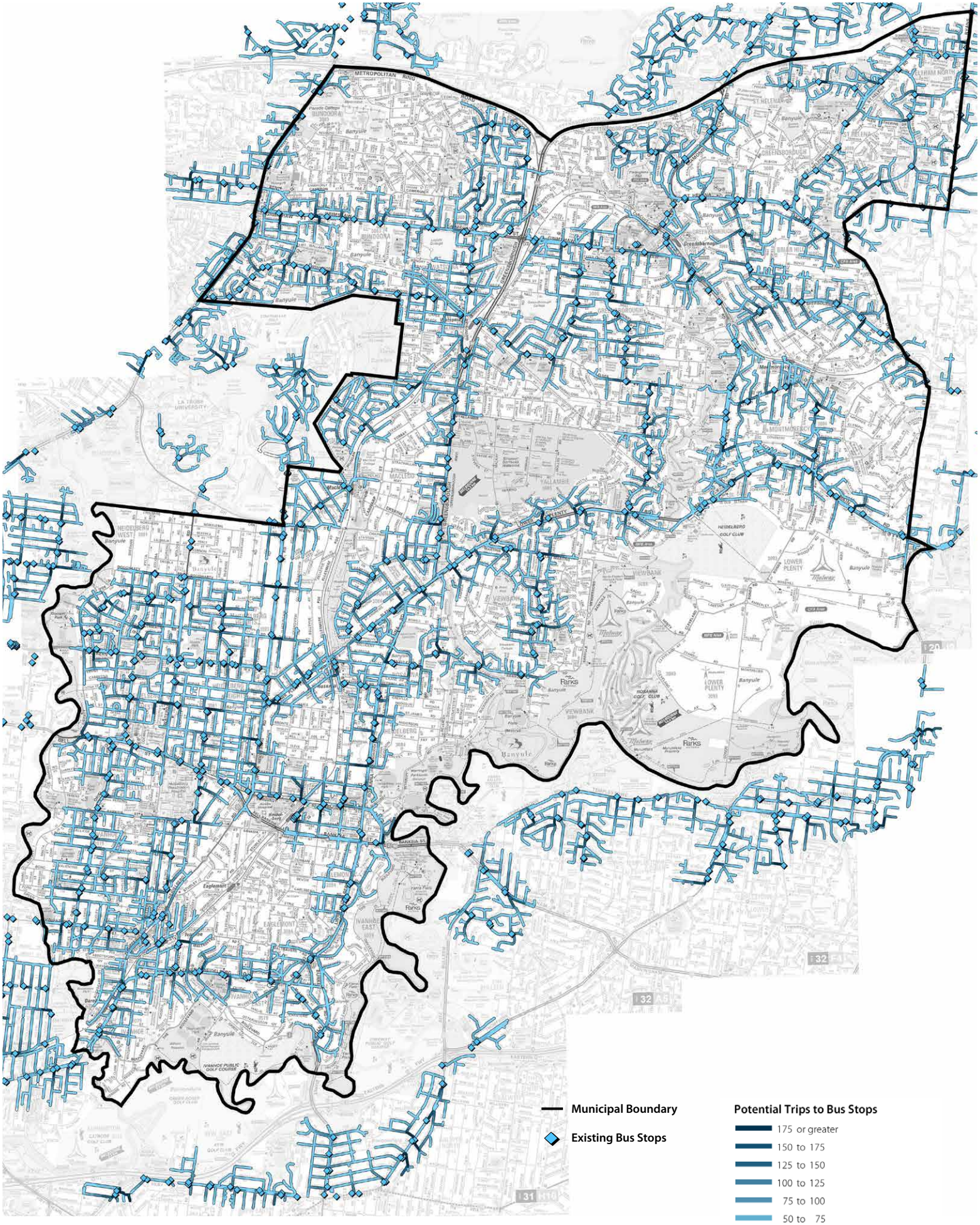

Fig. 20 Pedestrian Access to Bus Stops (400m catchment)

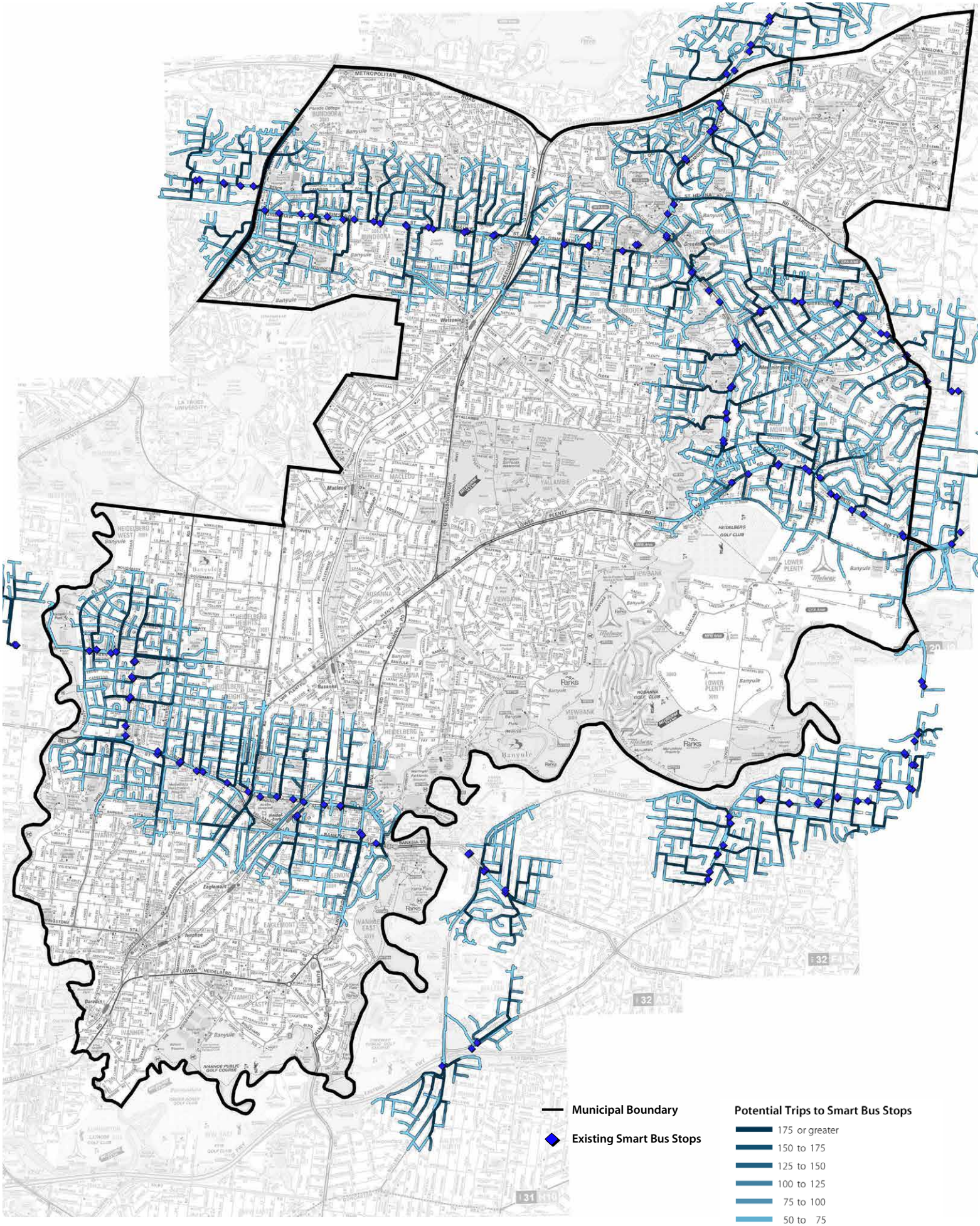

Fig. 21 Pedestrian Access to Smart Bus Stops (1km catchment)

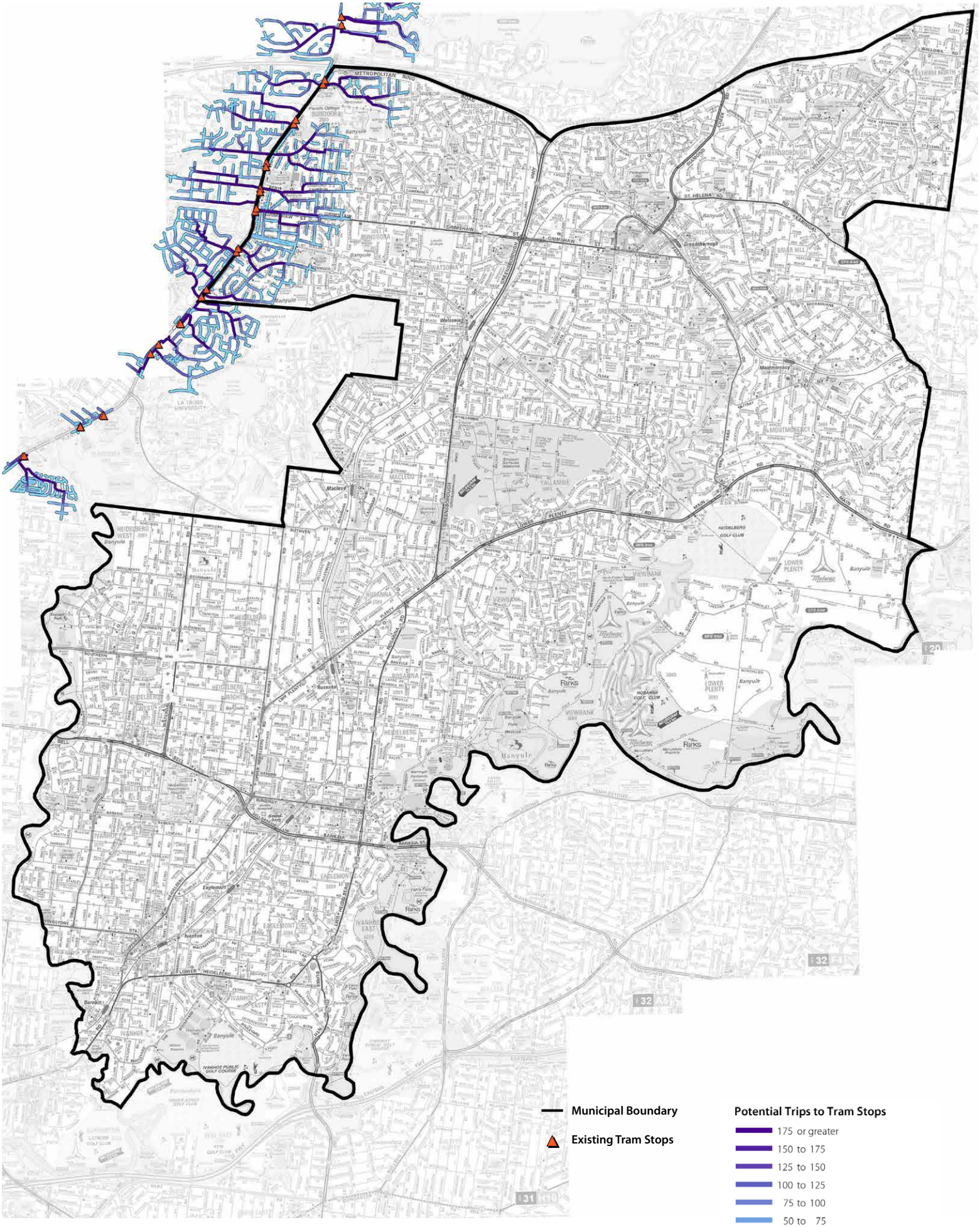

Fig. 22 Pedestrian Access to Tram Stops (1km catchment)

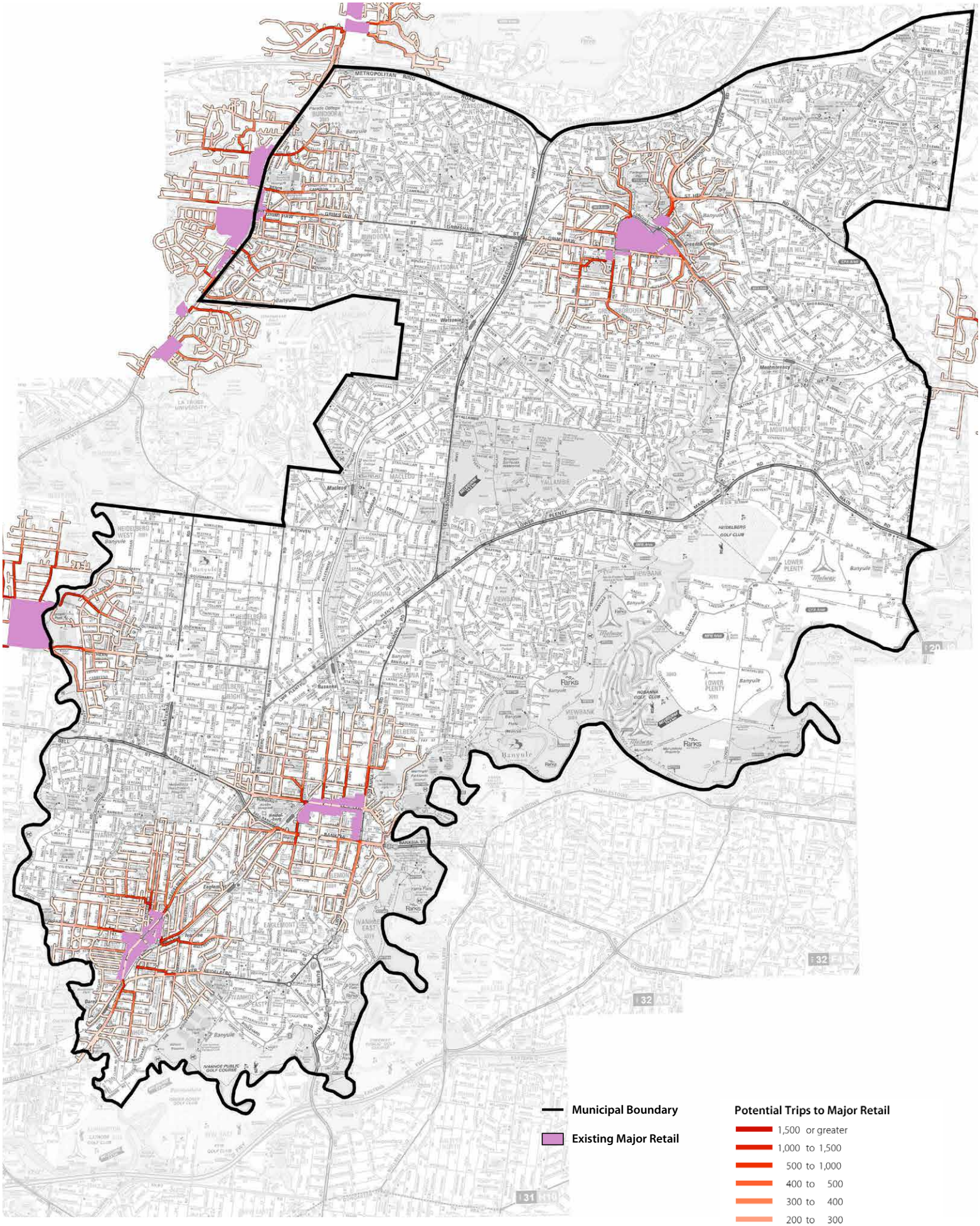

Fig. 23 Pedestrian Access to Major Retail (1km catchment)

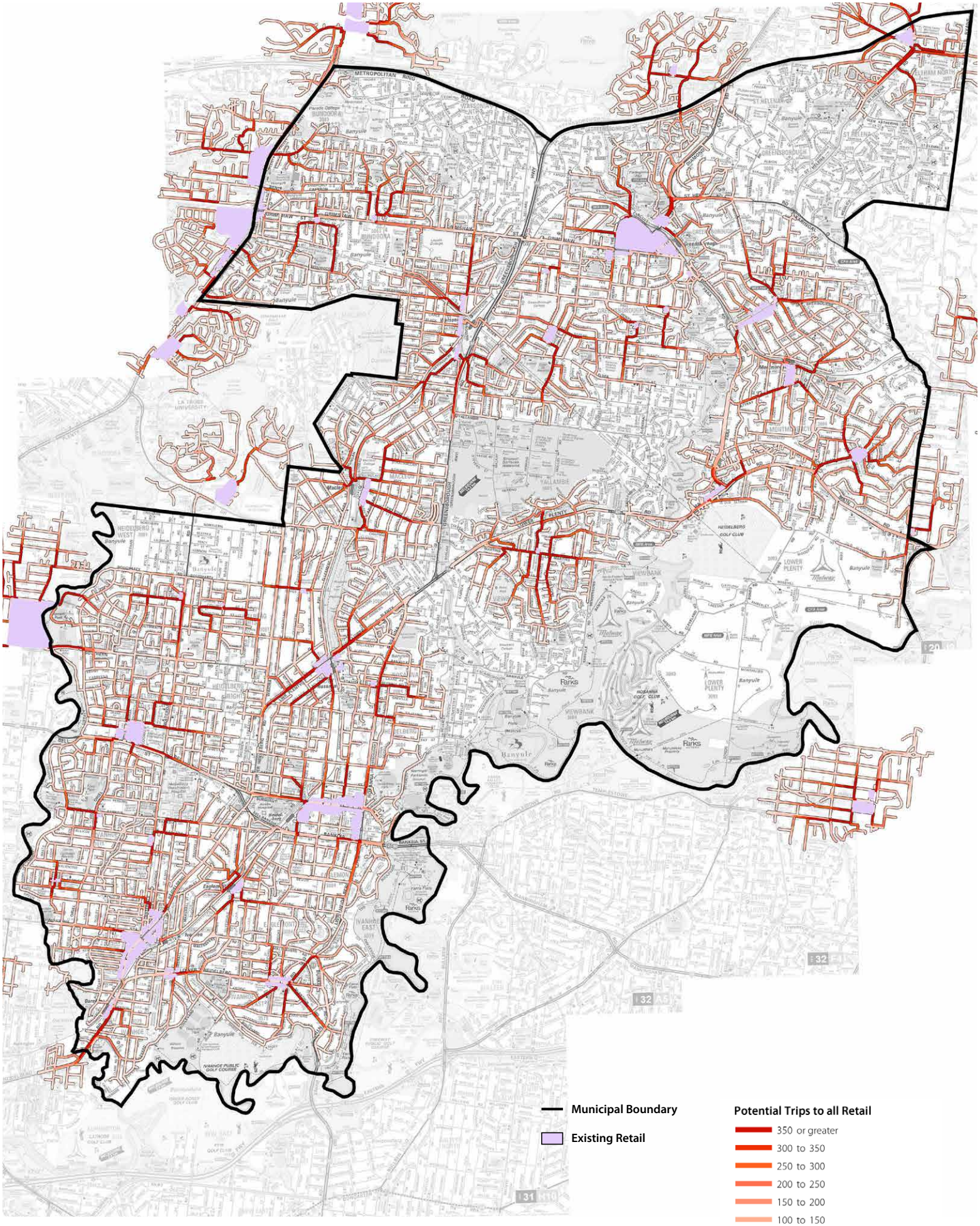

Fig. 24 Pedestrian Access to All Retail (1km catchment)

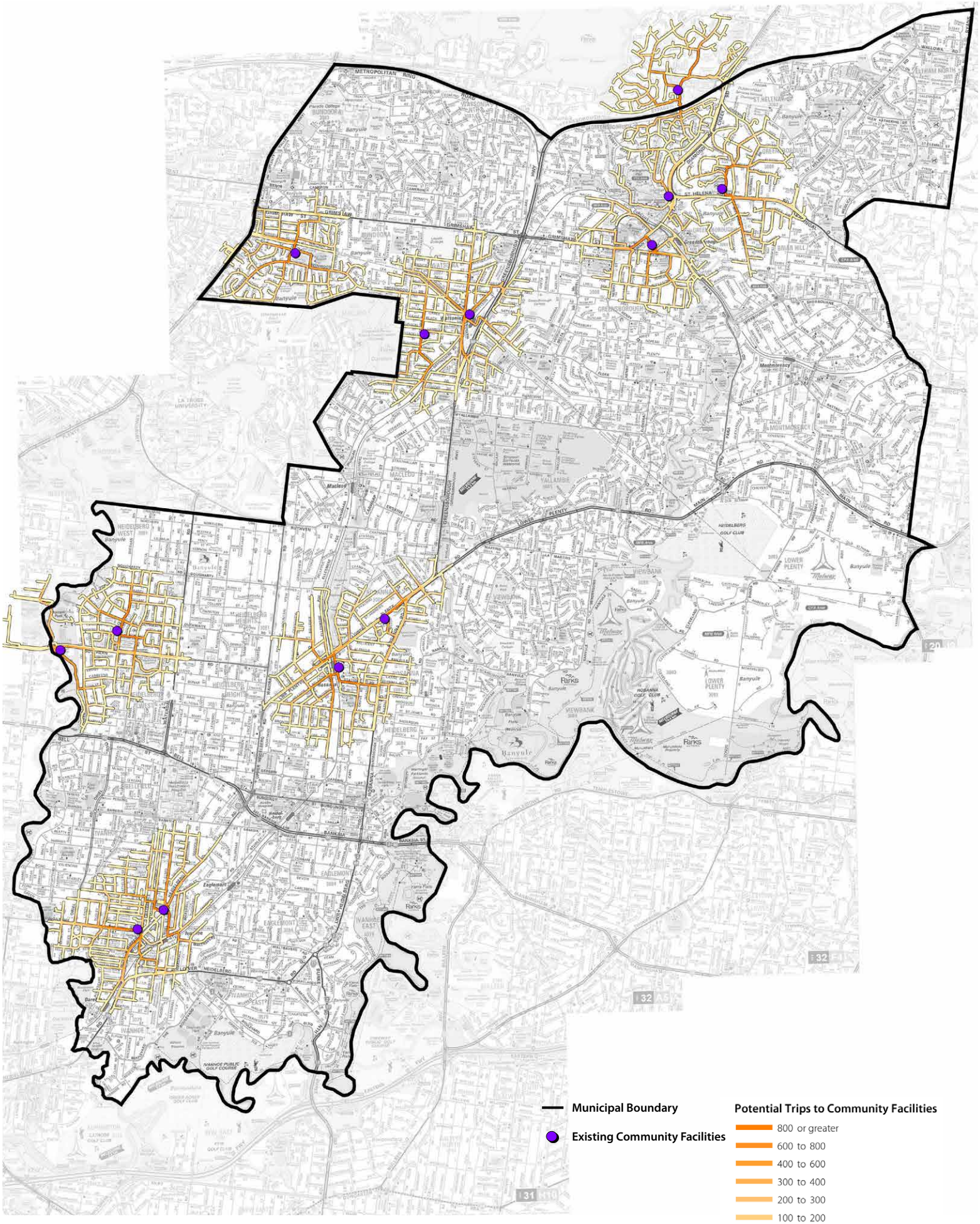

Fig. 25 Pedestrian Access to Community Facilities (1km catchment)

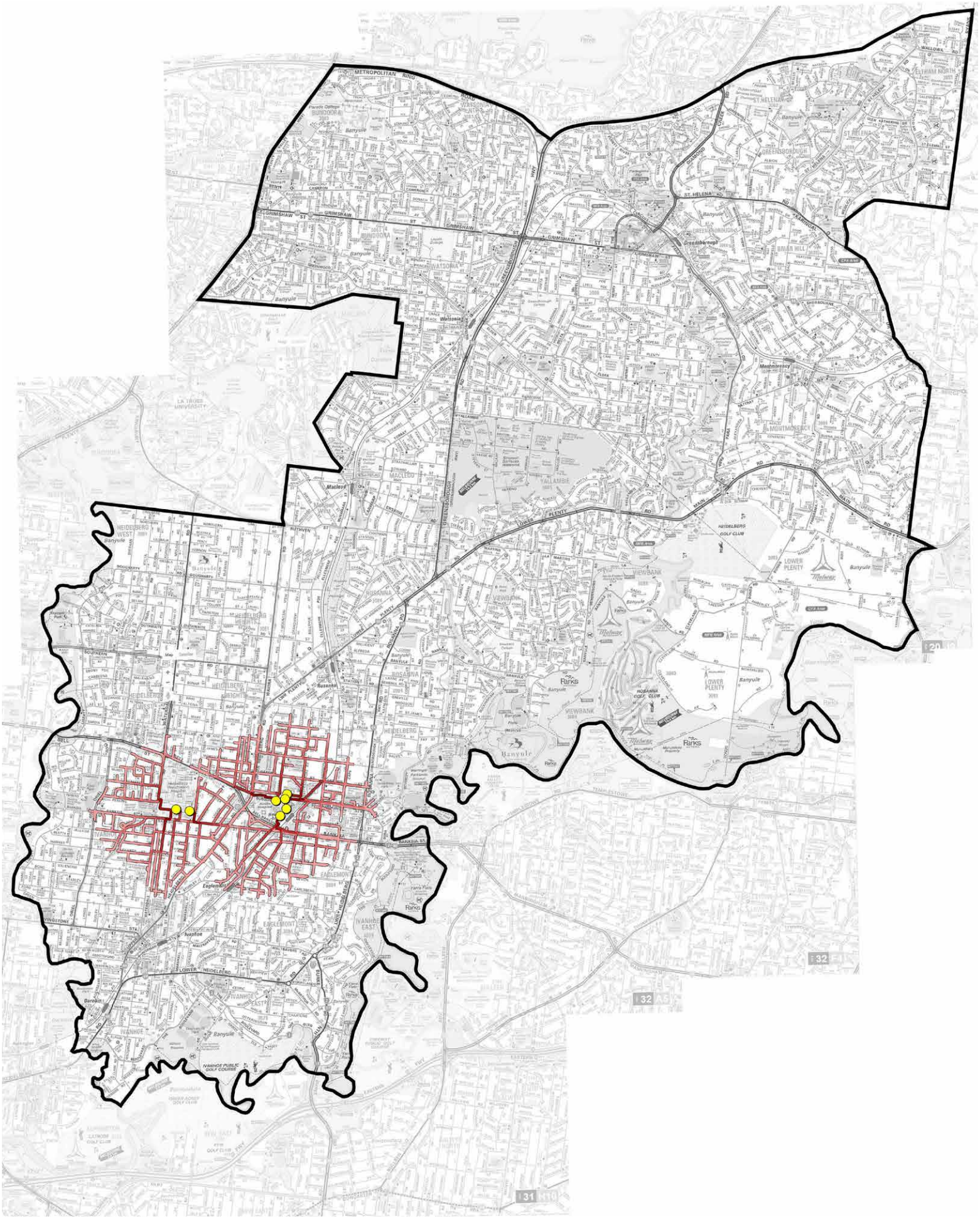

Fig. 26 Pedestrian Access to Major Health Facilities (1km catchment)

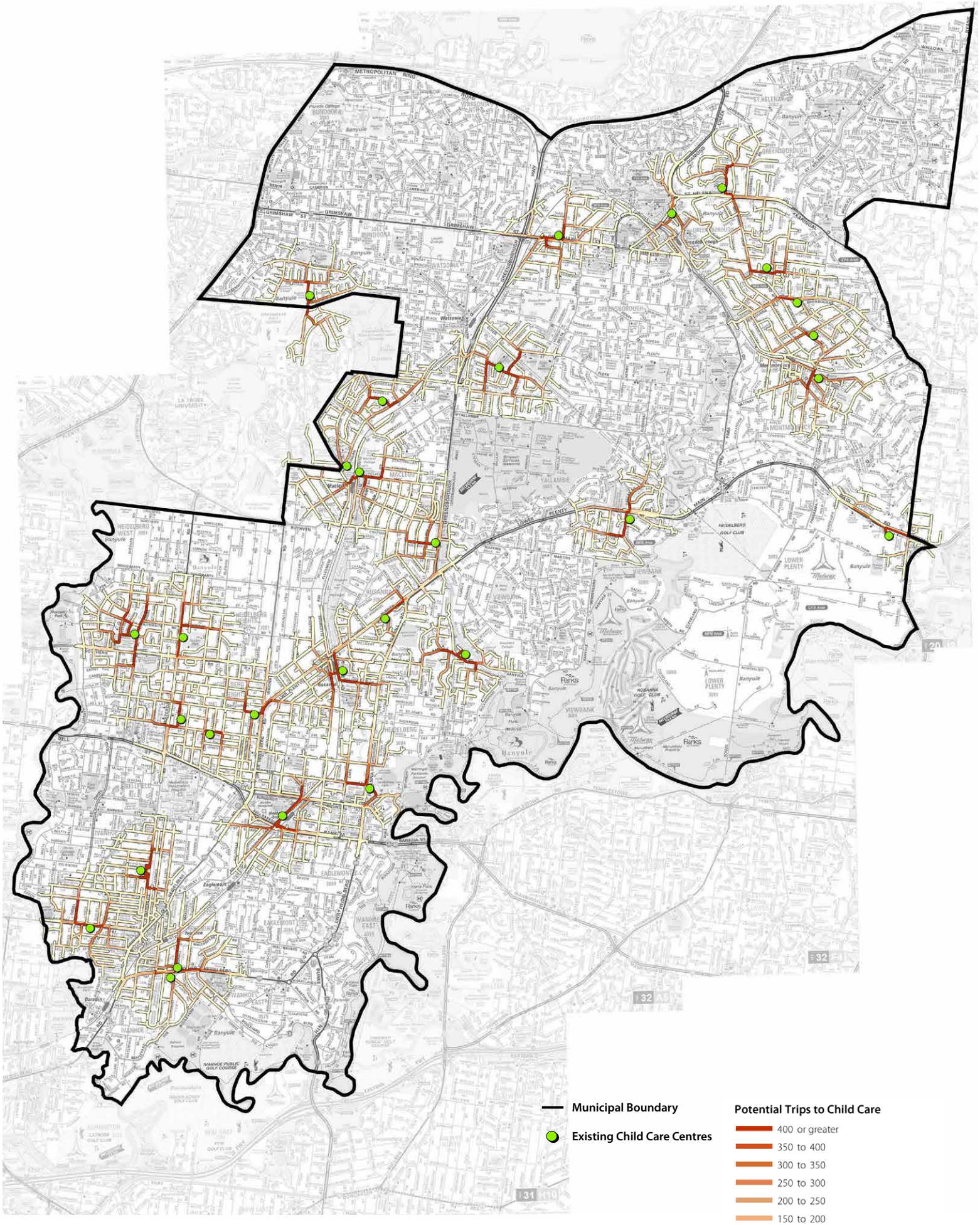

Fig. 27 Pedestrian Access to Child Care Facilities (800m catchment)

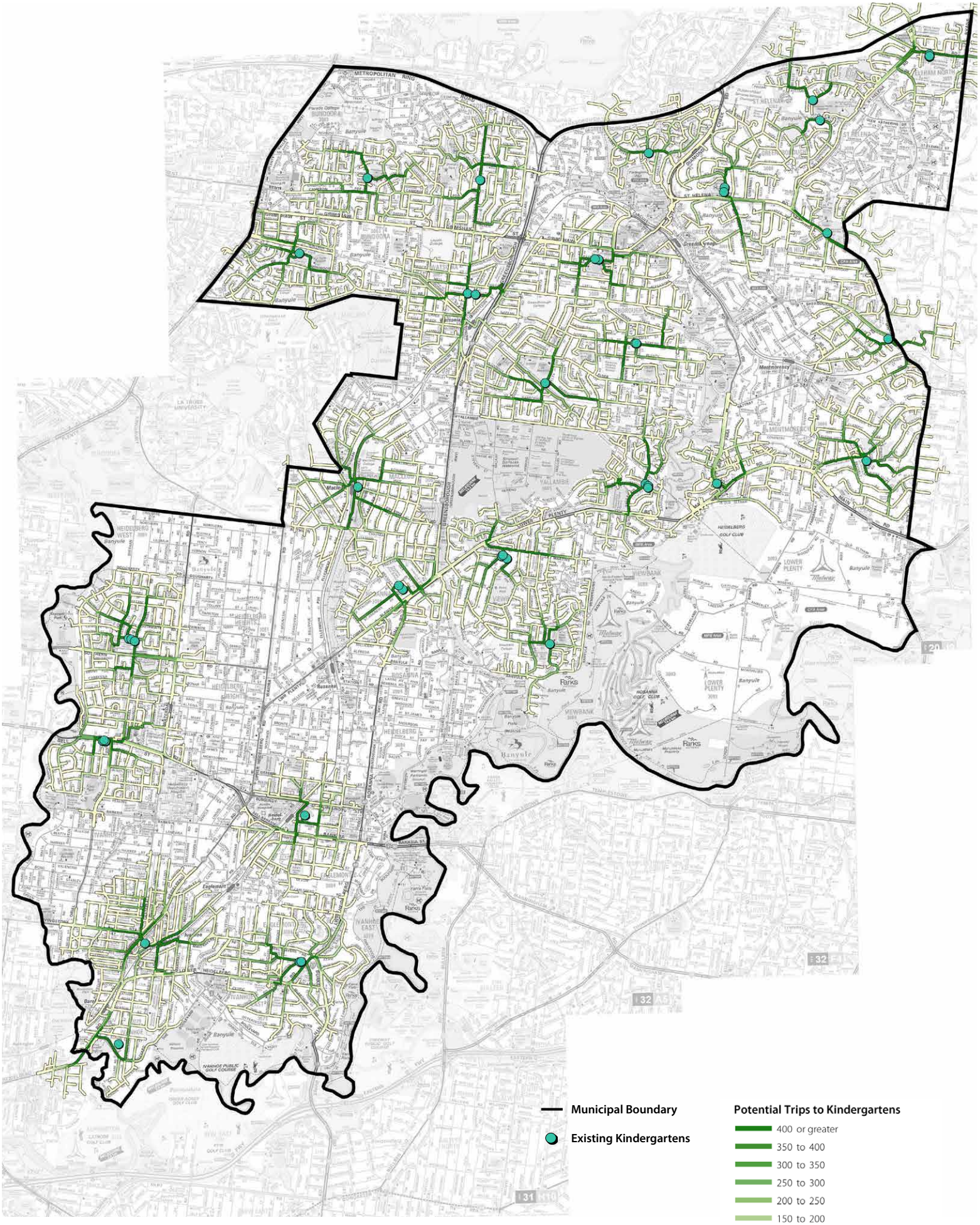

Fig. 28 Pedestrian Access to Kindergartens (1km catchment)

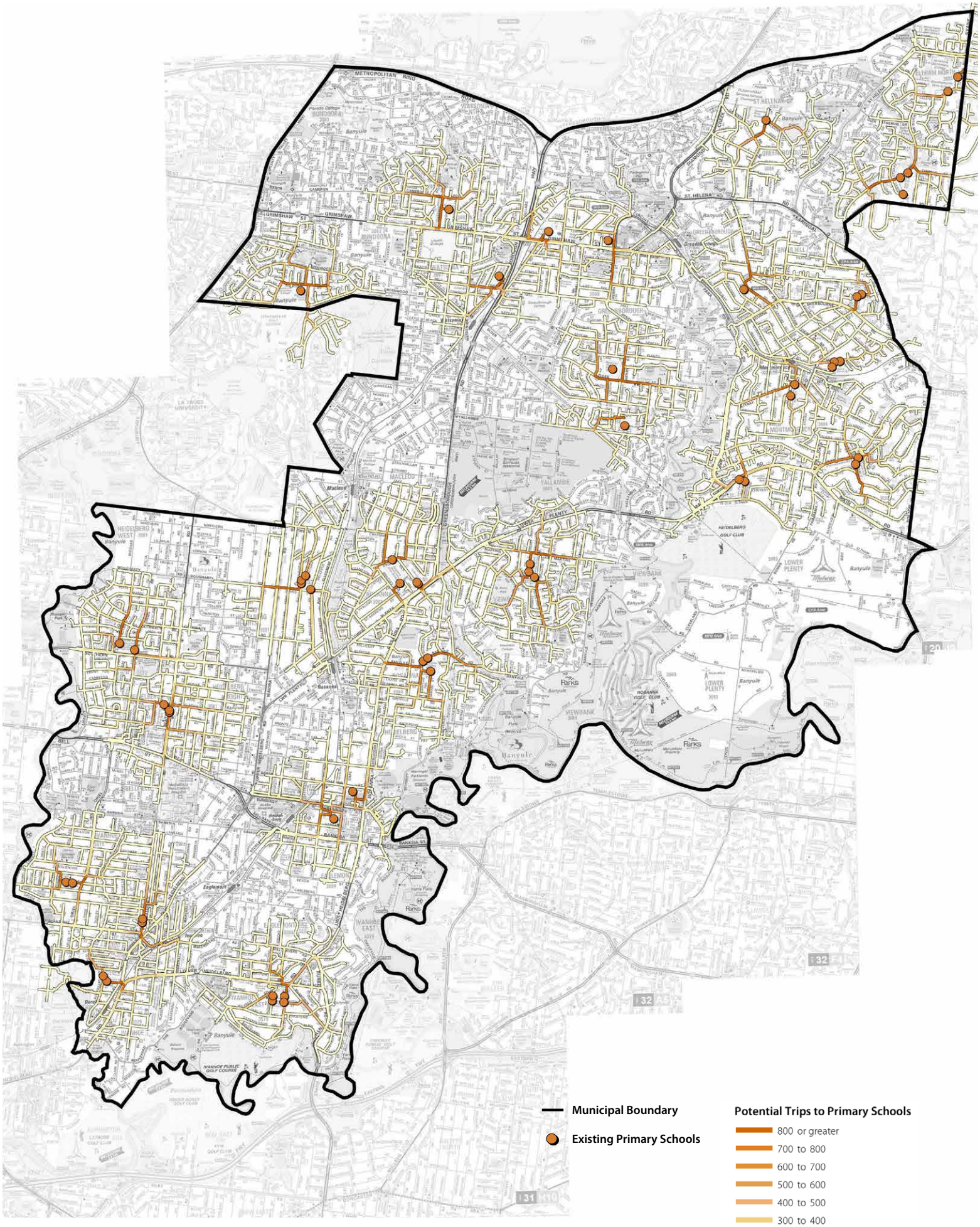

Fig. 29 Pedestrian Access to Primary Schools (1km catchment)

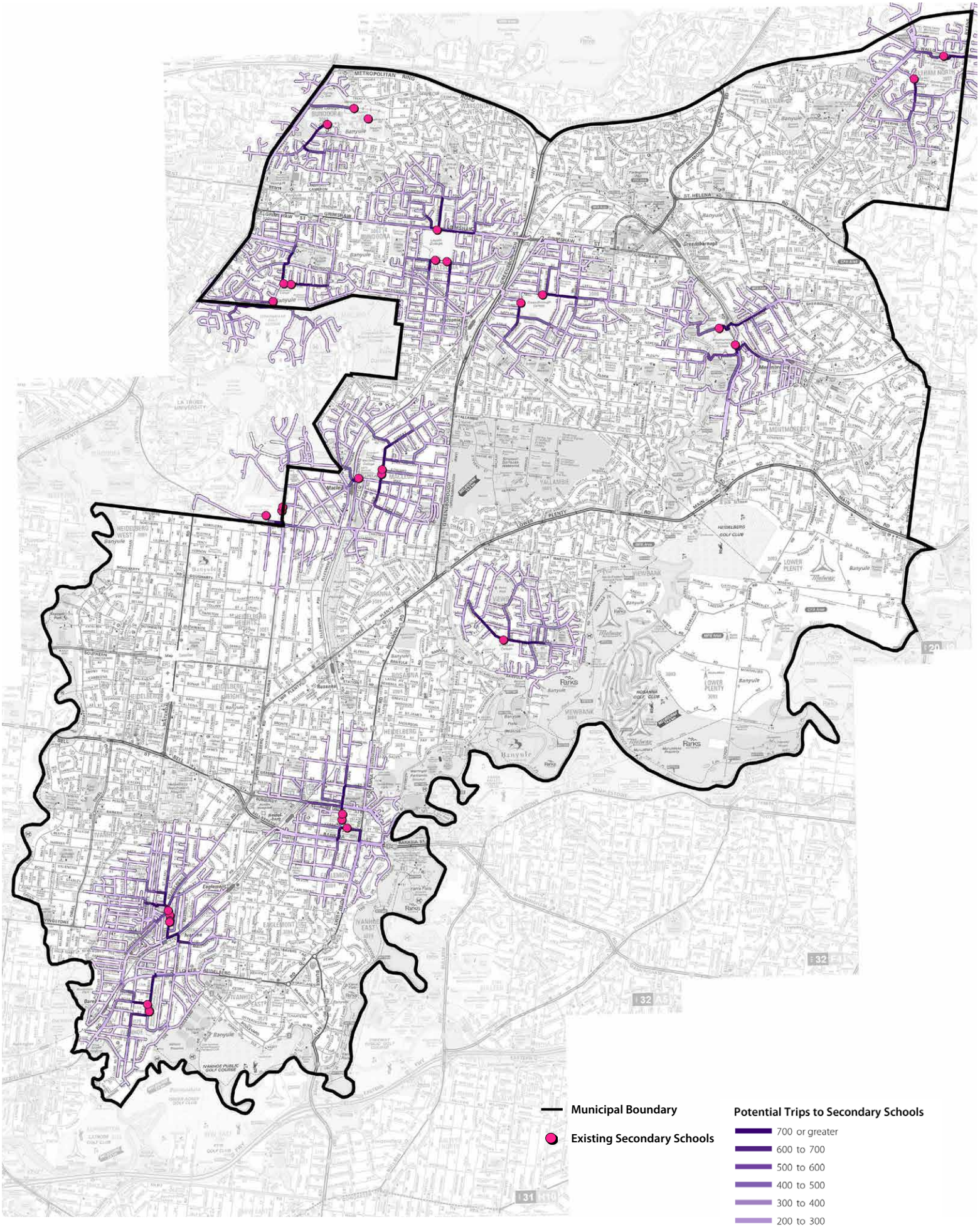

Fig. 30 Pedestrian Access to Secondary Schools (1km catchment)

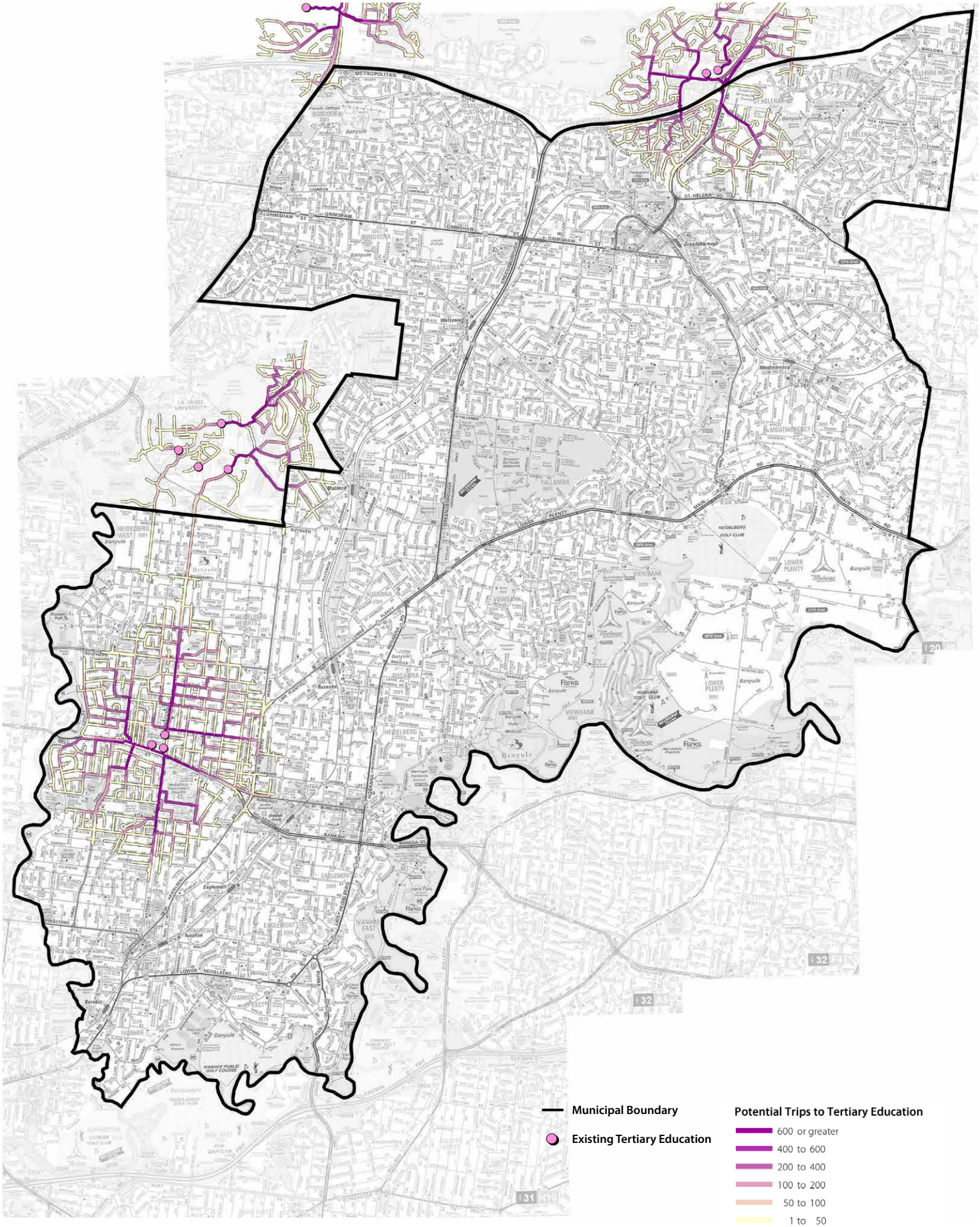

Fig. 31 Pedestrian Access to Tertiary Facilities (1.5km catchment)

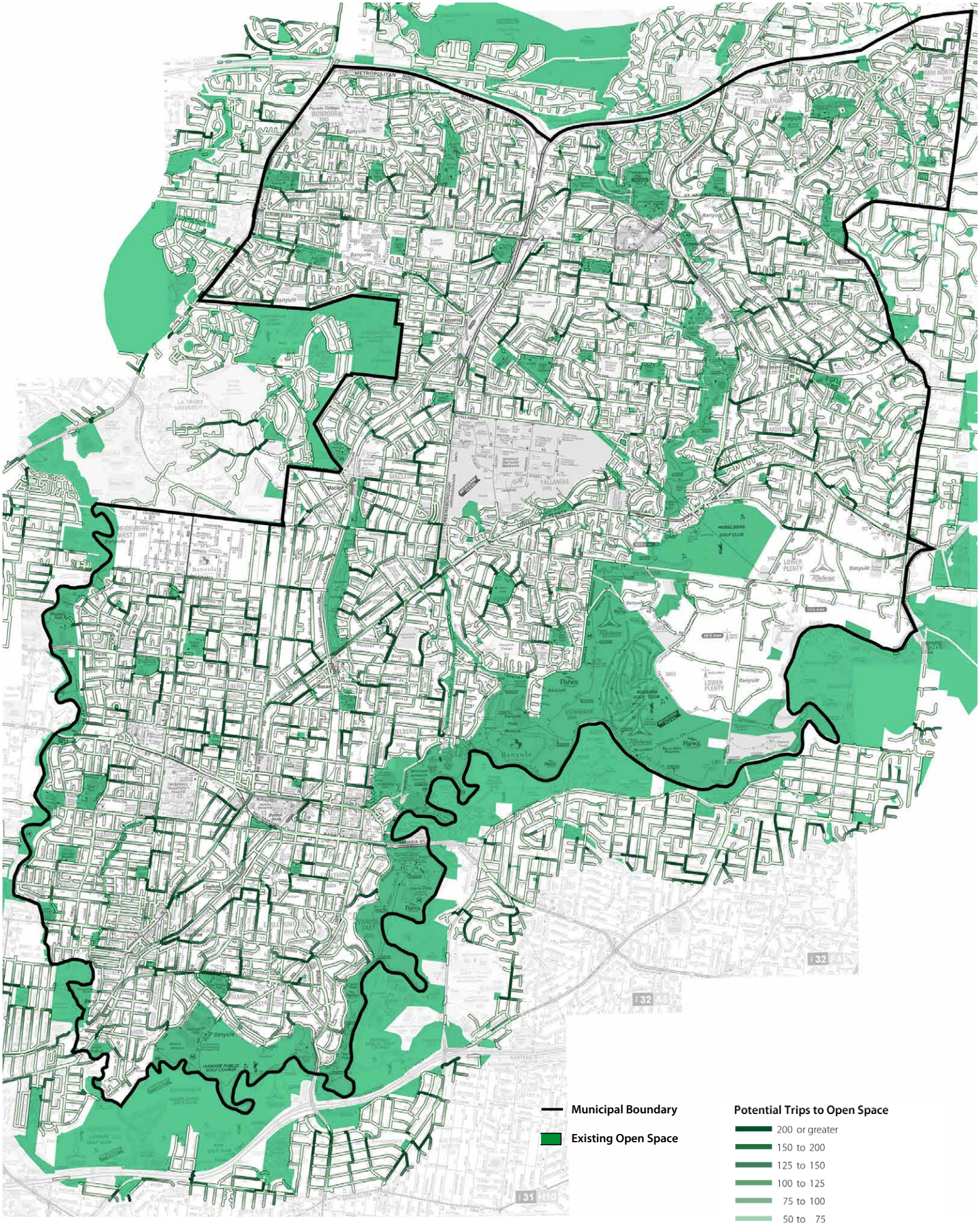

Fig. 32 Pedestrian Access to Open Space (1km catchment)

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APPENDIX 4 - CONSULTATION SUMMARY PAPER

Draft Banyule Walking Strategy – Consultation Summary Paper

What you told us –
August/September 2018

Banyule
CITY COUNCIL

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Appendix - Draft Banyule Walking Strategy Survey

1 Introduction

This is Council's first Walking Strategy, following a number of diverse transport strategies that have been developed over the past decade. Walking is one of the healthiest modes of transport offering a broad range of health, social, economic and environmental benefits. The Banyule Walking Strategy has been developed to deliver three key objectives –

- Create a comprehensive walking network,
- Make it safer, easier and more comfortable to walk throughout Banyule, and
- Support a walking culture in Banyule.

In Council's development of the Banyule Walking Strategy (BWS), an internal stakeholder working group and an external reference group (external agencies with an interest in walking in Banyule) were established to guide the development of the plan. Two main phases of consultation were undertaken – one in the issues and opportunities phase of the Walking Strategy and one just after the release of the draft Banyule Walking Strategy. These are outlined below.

Phase One – Issues and Opportunities consultation

As part of the Banyule Integrated Transport Plan (BITP) development, a number of consultation phases were undertaken, including a Councillor Transport Workshop held in November 2013, followed by a Community Transport Forum held in April 2014. Further consultation was undertaken on release of the draft BITP. Feedback in relation to safe travel for walking and pedestrians was also gathered in 2016 as part of the development of the Banyule Safe Travel Plan (BSTP). All feedback with a walking theme has been extracted from these consultations and processed as part of the development of the Banyule Walking Strategy.

In February to May 2018, individual consultations took place with a number of key stakeholders to the Walking Strategy, including VicRoads, Victoria Police and individual Council units (Assets and Infrastructure, Early Childhood Services, Youth Services, Community Safety Officer, Traffic and Transport, Transport Planning, Senior Service Planning). Consultation was also undertaken by means of a *Postcard* which promoted the upcoming Banyule Walking Strategy and asked two questions around walking journeys – what makes the walking journey special and what would make a real positive difference to your ability to undertake this journey. *Shaping Banyule* and articles in *The Banner* were also used to promote the upcoming Strategy.

Phase Two – Draft Banyule Walking Strategy Consultation

The draft Banyule Walking Strategy was presented to Council on 6 August 2018. Council resolved to approve public consultation on the Strategy for a period of six weeks to 17 September 2018. This period was extended by ten days to allow for further consultation with a number of interested community members and groups. Consultation material, copies of the draft Strategy and hard copy surveys were placed in Council Service Centres and Libraries in Banyule, as well as on the Shaping Banyule website. Council officers presented the draft Strategy to the following Banyule Committees and Working Groups - Disability

and Inclusion Advisory Committee; Age Friendly City Advisory Committee; Community Safety Working Group; and Child, Youth and Family Committee. Consultation also took place with the Somali Womens Group of Heidelberg West. A drop in consultation session was held at 1 Flintoff Street, Greensborough from 5pm to 7pm on Tuesday 11 September 2018.

This paper outlines the issues and concerns raised throughout the consultation process.

1.1 Feedback Responses Summary

The table below outlines the consultation undertaken during the two phases and the associated attendee/response numbers.

Date	Type of Consultation	Attendees or Responses
Phase One		
2015	Banyule Integrated Transport Plan consultation	Approx 900
2016	Banyule Safe Travel Plan consultation	Approx 400
Feb to May 2018	Banyule Walking Strategy Reference Group Consultation	10
	Banyule Internal Working Group Consultation	6
Mar 2018	Banyule Postcard Consultation (2,000 distributed)	24
Apr 2018	Shaping Banyule Consultation	36
Phase Two		
Aug to Sep 2018	Working Group consultation – Internal stakeholders	6
	Reference Group consultation – External stakeholders	10
	Banyule Age Friendly City Advisory Committee	18
	Banyule Disability and Inclusion Advisory Committee	12
	Banyule Child, Youth and Family Committee	20
	Banyule Community Safety Working Group	16
	Banyule Somali Womens Group	9
	Draft Walking Strategy – Drop in Consultation Session	3
	Shaping Banyule Survey Response	10
	Shaping Banyule and General Submission responses	20

2 Phase One – Issues and Opportunities Consultation

2.1 Phase One Feedback Summary

Issues raised at all phase one consultation events are recorded and collated under eight main walking/pedestrian themes. These are summarized in the table below.

Category	Issue	Number of Responses
Shared Paths	Need to trial another surface rather than concrete, walkers are better on a gravel surface. Concrete paths cause foot problems – soreness and injury. . Create paths suitable for walkers through parks and along streets, by removing concrete and replacing with soft materials. No more concrete!	4
	Replacing concrete on paths assists water runoff instead of going down drains as it can be absorbed into the ground.	1
	Paths which are shared with bike riders can be dangerous. Need warning signs for cyclists to slow down where walkers are likely to be.	1
	Provide and improved Yandell Reserve and neighbouring paths in Greenhills.	1
	Mobile phones not to be used on walking tracks and in parks wherever possible.	1
	The Plenty River Trail is a good walk, but there are no public toilets between Montmorency and Heidelberg. Two hours can be a bit of a stretch!	1
	Walker, dog walker and cyclist interaction and behaviour on shared trails/paths.	3
	Impact of dogs off lead on walkers, rushing walkers etc. Some community noted a fear of dogs and perception of dog aggressiveness which prevented walking.	5
Walking Connections	Walking connections need to be improved e.g. around Latrobe employment cluster	1
	Need walking tracks that link shopping centres to residential areas	1
	Build a bridge over Plenty River so we can safely access existing bike paths and walk to Lower Plenty shops.	1
	Completion of short sections of footpath not currently in place ie east side of Para Road, Greensborough.	2
	Need for laneways and walkways to be made up to an even safe surface.	1
Topography and Gradient	Walking is difficult for the elderly due to Banyule topography.	4
Walking in Activity Centres and Main Roads	Safe walking routes/footpaths/ pedestrians crossings needed.	5
	Safety issues at road crossings. Safe Crossing points on busy main roads.	3
	Mobility scooters need better footpaths. Safety of mobility scooters on footpaths in shopping centres.	2

	Impact of dogs off lead on walkers, rushing walkers etc.	5
	Pedestrian Priority in Activity Centres	1
	Lower Speed Limits in Activity Centres would increase walking	1
Signage and maps	Maps of walks in Banyule that indicate walking tracks and distances, and linkages with trails into Nillumbik shire.	2
	Signage reminding cyclists to keep to a specified speed and to give way to walkers & warn them of their approach, on shared paths.	2
	Clear directional/location signage e.g. where Plenty Trail meets Yarra Trail and along Yarra Trail towards Heidelberg where path splits.	2
	Promote the trails! We see very few people on the Plenty Trail on weekends. Improve public health, tourism, etc. get more people out walking.	1
Maintenance	Footpaths and laneways maintained for all abilities to enjoy safely: open laneways to increase permeability, encourage residents to upkeep	2
	Footpaths are too narrow, steep, often broken & crossing major roads is a nightmare. Focus on everyday waling not just the dedicated tracks. More maintenance of footpaths.	4
	Uneven and broken TGSIs (Tactile ground surface indicator) are a hazard.	1
	Poor condition of footpaths due to development..cracked and broken pavements, inadequate maintenance, tripping hazards. These conditions do not encourage pedestrian use	3
	The path beside the Yarra from Burke Rd North to Banksia St has not had attention for many years. It contains a number of washouts. I came off my bike and broke my hip about three years ago when the front wheel slid into an area that had washed out. It's on a path that goes from the Boulevard down to the Yarra trail about opposite where McCubbin St meets the Boulevard	1
	I would like to suggest that you look into some sort of maintenance of the laneway between Greenwood Street and Fernside Avenue near Sherbourne primary school in Briar Hill. This is a very well used laneway by both school students and the general public going for walks. My son is really keen to scooter to school however he has to stop and pick up his scooter along this path which is an uneven, rocky, dirt track. This then puts him off scootering to school.	1
Footpath Requests	Would like to be able to walk from the roundabout where Bonds Road hits Cleveland Avenue towards Henty Road.	1
	Build footpaths or walking trails along Cleveland Ave and Henty Rd, Lower Plenty.	1
Lighting and Seats	Lighting and sealing of roads/ footpaths to increase “walkability”	4
Behavioural Programs	Behavioural Change, breaking barriers to walking	2
	More funding to the Walk to School Program	1

2.2 Banyule Integrated Transport Plan Feedback

A Councillor Transport Workshop was held in November 2013 in relation to the Banyule Integrated Transport Plan. The following issues were raised in relation to walking and pedestrians.

- Lack of footpaths
- Should investigate pedestrian priority in Activity Centres
- Funding is needed to go ahead with the walking actions established in strategies and plans
- Ageing population
- Walking links
- Lighting and sealing of roads/ footpaths to increase "walkability"
- Behavioural change, breaking barriers
- Lower speed limits

A community forum was held in April 2014 in relation to the Banyule Integrated Transport Plan. The following issues were raised in relation to walking and pedestrians. 60 people attended

- Land Use planning to consider pedestrian provisions and safety.
- Connection with community – lack of pedestrian connections.
- Pedestrian Walking Trails – no connection
- Better walkability – active modes of transport are most important
- Slow down culture for cyclists so that they are more considerate of pedestrians, particularly on shared paths.
- Walking Amenity
- Education/promotion for school children around road safety
- Incentives for walking
- Reducing "driving to school" – Walk to School promotion

2.3 Banyule Safe Travel Plan Feedback

The Banyule Safe Travel Plan was developed in 2016. 89% of responders to a survey showed support of the Theme – *Encourage safe walking – Systematically improve the safety of walking across Banyule by removing physical, logistical and mental barriers to safe, convenient and confident journeys by foot*.

Concerns raised during the Banyule Safe Travel Plan consultation process in relation to walking included –

- Need safe pram/wheelchair access to Ivanhoe Railway Station.
- Multiple pedestrian access points at railway stations, overpasses/underpass.
- Children cannot walk to school if speed limits are too high.
- Start to make the roads better for pedestrians and it will slowly become easier to walk rather than driving.
- Create/support initiatives that make it fun to walk.
- Segregate footpaths, bicycle paths and power vehicles wherever possible.
- Keep footpaths in good repair.

2.4 Banyule Walking Strategy Postcard

Are you interested in knowing more about walking and cycling?

Did you know that Banyule has some great and unique walking and cycling routes for you to explore?

Two new exciting Active Transport projects are happening in 2018 in Banyule:

- Development of Banyule's first ever Walking Strategy
- Banyule Bicycle Routes Review

We would love to have your input to these projects. More information at www.shaping.banyule.vic.gov.au

We want to hear about the walking and cycling journeys that you love to make or would like to make in Banyule.

- What makes them special?
- What would make a real positive difference to your ability to undertake these journeys?

Your response can be in any form including photographs, graphics, prose or written response.

Active Transport related Prize for the best entry!

Please send your entry by 6 April 2018 to: transport@banyule.vic.gov.au or to Transport Planning, PO Box 94, Greensborough 3088, including your name and contact details if you wish to enter the prize draw.

Banyule
CITY COUNCIL

DO YOU WALK OR RIDE IN BANYULE?

A Walking/Cycling postcard was produced and circulated at Council Customer Service Centres, Libraries, Neighbourhood Centres, Committee meetings and the Banyule Festival. The postcard was also posted to the Shaping Banyule website. The community was invited to talk about walking and cycling journeys that they enjoyed and what Council could do to improve walking in Banyule. Although the response rate was low, many residents particularly enjoyed walking in their local parks, and being surrounded by the local flora and fauna.

2.5 Shaping Banyule

The proposal for the Walking Strategy was also advertised on Council's Shaping Banyule website and through The Banner. The Community was invited to share their experiences of walking in Banyule and also to raise any issues and opportunities to Council. 36 residents responded with a summary of their responses included in the Phase One feedback summary on Pages 5 and 6. Shaping Banyule also gave details of the upcoming draft Banyule Walking Strategy and timelines, and outlined ways for the community to become involved

3 Phase Two Consultation - draft Banyule Walking Strategy

3.1 Feedback Summary

In Phase Two of the Banyule Walking Strategy consultation, feedback was sought on the draft Banyule Walking Strategy from 6 August 2018 to 17 September 2018. The consultation period was extended to 25 September to allow access to more feedback.

Issues raised at all phase two consultation events have been recorded and collated under main walking and pedestrian themes. These are summarized in the table below.

Category	Issue
Shared Paths	More education for cyclists and walkers about sharing off-road paths Off –street trails can be difficult to share with cyclists and dogs. Need to improve behaviour of cyclists.
	Concern with the Darebin Shared Trail – mix of cyclists, pedestrians and dogs.
	Clarification of use of scooters/ebikes on trails.
	Banyule's parks and reserves are regarded as very pleasant places to walk.
	Darebin Creek is a popular walking destination, although many sections of parkland are quite empty of walkers.
	Current surface of the Yarra Flats walking track is not good for walkers or joggers, need a more cushioned surface.
	Need a bridge over the Yarra river at Banyule Flats into Banksia Street and Birrarung Park and at Warringal Park into Banksia Street and Heide.
	Very young, very old, and disabled people need to be able to walk or ride safely in a relaxed manner, without being harassed by impatient cyclist.
Walking Connections	Walking connectivity is a priority for residents.
	Walking is sometimes the only transport mode for community members to use, so it needs to be considered carefully.
	Interested in walking groups, particularly on local roads and local parks.
	Incorporate a walking program to the Mosque in Heidelberg.
	Important to have pram ramps at all intersections not just formal crossings
	Pedestrian lights at many pedestrian crossings are too slow to call up, and do not give enough walk time for an ageing population.
Topography and Gradient	Issues with gradients and the need for a flat level surface to walk on.
	Not pleasant to walk around Rosanna shops due to gradients.
Walking in Activity Centres and Main Roads	Safety of mobility scooters and having sufficient width on footpaths in Activity Centres and Shopping Strips.
	Safe footpaths with seats as resting spots are important.
	Infrastructure should not restrict mobility or safety.

	Use of mobility scooters and other mobility devices at the Heidelberg Mall and along Darebin Creek.
	Speed in often a barrier on busy main roads and prevents walking ie Rosanna Road, Lower Heidelberg Road and Diamond Creek Road. Need to think about the placement of pedestrian crossing.
	Need a footbridge to provide a safe accessible means of crossing between Studley and Alandale Roads at Odenwald Street.
	Should consider facilities for dog ie water taps, many walkers walk due to their dog and may not walk otherwise.
Signage and maps	Need for maps that map out walking routes and circuits across municipal boundaries.
	Should have inspirational messages on walking signage.
Maintenance	Issues with brick footpaths and falls as a result of tree roots and poor maintenance.
	Need to fix up pavements so that able and disabled people can use them properly. The infrastructure is there is many cases, it just needs to be properly maintained.
	Plant trees for shade on both sides of road and maintain them.
	Uneven footpaths, poor signage and other impediments should be reported directly by walkers to Council.
	Footpaths in disrepair makes walking difficult.
Footpath Requests	Maltravers Road, Ivanhoe intersections are unsafe for pedestrians and cyclists.
	Love to see a walking meditation labyrinth in Banyule.
Accessibility	Accessibility of pedestrian bridge at Ivanhoe Rail Station, which is also an issue at many rail stations.
	Different suburbs have differing levels of accessibility/impacts on mobility.
	Walkway to One Flintoff is not pedestrian friendly to access from Greensborough Rail Station.
	Safe paths ways around public transport.
Lighting and Seats	Need to consider lighting and seating placement to ensure walker safety
	Seating needs to be considered in all routes to Activity Centres, Shopping Centres. Seating in the middle of gradients not just at the top and bottom.
	Douglas Street needs better lighting as it is the main commuter walking route from Rosanna Rail Station.
Walker Safety	Need a focus on pedestrian safety and behavioural programs.
	Safety of walking routes between school and community facilities. Walking and cycling are the main independent transport options for children and youths.
	Many Somali and Muslim women will only walk after sunset due to a fear of anti-social behaviour based on the way they dress.
	Many women do not have a companion to walk with.
	Phobia of dogs leads to many people not walking either on footpaths or in parks/reserves.
Walking	Role of change management and culture in getting residents to walk.

Culture	Cultural opportunities to encourage walking: Awards/Competitions for landscaped gardens to encourage walking Digital Tours – points of historical importance. Ghost tours of Banyule Flats Spirit Walks – Aboriginal meeting places. Develop a series of walks with a common theme to attract and interest people to walk.
	Important to get people walking for health, wellbeing and environmental reasons.
	Behaviour change needs to be the focus of the plan.
	Some resourcing to Family Walk Days, Competition Days, create activities to encourage walking.
	Prioritise Olympia 3081 region.
	Should not have to drive somewhere in order to walk. Should be opportunities to walk from home and get access to a recreational walk.

3.2 Reference Group Submissions

The following agencies formed part of the wider Reference Group:

- Adjacent municipalities – Boroondara City Council, Darebin City Council, Manningham City Council, Shire of Nillumbik, Whittlesea City Council and Yarra City Council.
- Austin Health
- LaTrobe University
- Public Transport Victoria
- Shopping Centre Coordinators
- State Government – DEDJTR
- VicRoads
- Victoria Police
- Victoria Walks

Feedback included:

- Generally happy with the key directions, objectives and actions.
- Different suburbs have differing levels of accessibility/impacts on mobility.
- Need to ensure that infrastructure does not restrict mobility or safety.
- Need to consider walker's safety
- Population growth needs to be directed toward activity centres and pedestrian infrastructure should be improved there first.
- Need to think about and cater for pedestrian safety for seniors.
- Issues with brick footpaths and falls as a result of tree roots.
- A focus on pedestrian safety and behavioural programs.
- More education for cyclists and walkers about sharing off-road paths.

3.3 Disability and Inclusion Advisory Group Consultation

A presentation was made to the Disability and Inclusion Advisory Group Committee on Wednesday 12 September. The group made the following observations about walking:

- Walking Connectivity is a priority identified by the group.
- Safe footpaths with seats as resting spots are important.
- Safety of Mobility Scooters and having sufficient width on footpaths in Activity Centres and Shopping Strips.
- Accessibility of Ivanhoe Rail Station – particularly the pedestrian bridge across the rail platforms.
- This is an issue at many of our rail stations.
- Issues with gradients and the need for flat level surfaces to walk on.

3.4 Age Friendly City Advisory Committee Consultation

A presentation was made to the Age Friendly City Advisory Committee on Monday 27 August. The Committee had the opportunity to discuss the draft Strategy and raised items about maps needing to cross the municipal boundaries, the role of change management and culture in getting residents will to walk was mentioned as a challenge. The culture of Council staff and walking habits was raised. The Committee requested details of the walking habits of Council staff and if this could be considered as part of progressing the walking strategy.

The Walking Strategy was regarded as a very important document and many people mentioned that Banyule's parks and reserves are regarded as very pleasant places to walk, particularly after the morning rush, they are a valuable asset to Council. Walking was regarded as the number one fitness tool for seniors. The Strategy was also encouraged to take note of the concerns of long distance hiking/walking groups.

3.5 Community Safety Working Group Consultation

A presentation was made to the Community Safety Working Group on Monday 3 September. The working group made the following observations:

- Walking is sometimes the only transport mode for community members so needs to be considered carefully.
- Safety of Mobility Scooters and having sufficient width on footpaths in Activity Centres and Shopping Strips
- Use of mobility scooters and other mobility devices at the Heidelberg Mall and on shared paths.
- Need to have seats and good lighting along shared trails and also at convenient locations to shopping centre strips.
- Seating should be place in the middle of steep gradients, not just top or bottom.
- Concern with shared trail in Darebin Parklands – mix of cyclists, pedestrians and dogs.
- Clarification of use of scooters/ebikes on trails.

3.6 Child, Youth and Family Committee Consultation

A presentation was made to the Child, Youth and Family Committee on Wednesday 12 September. Issues included safety of walking routes between school and community facilities. Walking and cycling are the main transport modes for children and youths, particularly from an independence point of view.

3.7 Somali Womens Group Submissions

A presentation was made to the Somali Womens Group on Wednesday 26 September. The group had many different observations about walking as follows:

- Many Somali and Muslim women will only walk after sunset due to a fear of anti-social behavior based on the way they dress. Issue of safety as a muslim woman.
- This obviously limits the extent of walking that can be undertaken.
- Many women did not have a companion to walk with.
- Gradients were an issue in certain streets.
- A phobia of dogs was a common reason not to walk – in Somalia there is no such thing as pets, dogs are used as guard dogs and viewed as aggressive even when on a leash.
- Would be interested in walking groups, particularly on local roads and local parks.
- Darebin Creek was a popular walking location.
- Could incorporate a walking program to the Mosque in Heidelberg as part of Ramadan.

3.8 Community Drop-In Consultation Session

A community drop-in consultation session was held on Tuesday 11 September between 5pm and 7pm. Although the session was not well attended many issues were raised:

- Seating needed at the following locations – Bond Street, Ivanhoe, Shopping Centres, outside Ivanhoe Primary School, Upper Heidelberg Road, roads leading to Rosanna Shopping Centre.
- Livingstone Street path behind Oriel Road – need to be careful of cyclists.
- Off-road walking trails can be difficult to share with cyclists.
- Need to improve the behavior of cyclists.
- It is ok for children to cycle on footpaths.
- Our shared paths are not wide enough for pedestrians and cyclists to share.
- Should encourage pedestrians to stick to the left side of the shared path.
- Important to have pram ramps at every intersection and need to consider as sometimes the gradients are too steep and a pram/mobility scooter/wheelchair could tip over.
- Pram ramps at all intersections, especially at schools, childcare centres and shopping streets, not just at formal crossings.
- Crossing Ruthven Street between Mountain View Parade and Macleod Parade is very difficult due to volume and speed of traffic. Need more opportunities to cross.
- Cultural Opportunities to encourage walking –
    - Awards/Competitions for landscaped gardens in streets to encourage walking.
    - Digital tours – points of historical importance, submit to a digital program.
    - Ghost tours of Banyule Flats
    - Spirit Walks – Aboriginal meeting places.

    - Develop a series of walks with a common theme to attract and interest people to walk.
- Issue with Maltravers Road, Ivanhoe intersections – unsafe for pedestrians and cyclists.
- Walking up from Greensborough Rail Station..the walkway to Council's multi storey carparks, lifts and One Flintoff is not pedestrian friendly, no footpaths.
- Not pleasant to walk around Rosanna shops due to gradients – better to walk around Macleod or Watsonia due to flatter gradients.
- Pedestrian lights at East Ivanhoe shops are too slow.
- Signage needs to be addressed – should follow the example of the City of Darebin signs which have inspirational message included in the street signs.

3.9 Shaping Banyule Submissions including survey responses

Twenty responses were received to the survey on the online Shaping Banyule website and hard copy. All responses supported the strategic direction of the draft Banyule Walking Strategy and also agreed with the key objectives and strategies to support the key objectives. The following responses were received as comments.

- Need to fix up pavements so that able and disable people can use them safely. The infrastructure is there in most cases, it just needs to be properly maintained.
- All cement/asphalt footpaths should be maintained in good order, particularly for older people with "walkers" or disabled people in wheelchairs. Putting in pedestrian crossings on busy road would be very helpful in creating the walking culture.
- Speed on Diamond Creek Road needs to be reduced from 80km/hr to 60km/hr to allow some hope of crossing the road, given the lack of pedestrian crossings.
- Important that we get people walking for health and environmental reasons.
- Should plant trees on each side of the footpath to provide shade, but when this happens they need to be cared for and maintained.
- More people walking is more likely to address the level of crime and make people safer.
- Walking to and from school is not viable for time poor parents. We no longer have safety houses for children to access if they feel unsafe.
- Uneven footpaths, poor signage, other impediments should be reported by walkers directly to Council.
- You need something to walk to if you want to encourage incidental walking ie nothing to walk to in Viewbank.
- Behaviour change should be the focus of the plan. Are Council staff and Councillor modelling walking and public transport use when it is possible.
- Some resourcing – ie Family walk days, competition days, creative activities would encourage walking.
- The current surface of the Yarra Flats walking track is not good for walkers or joggers, the original surface had a slightly cushioned surfaced which was ideal.
- Need to think more about placing pedestrian crossings across busy main roads in shopping strips and activity centres, given the amount of medium and high density development taking place. Need for an additional pedestrian crossing across Lower Heidelberg Road in East Ivanhoe. Issue with drivers not keeping to the 40km/hr speed limit.
- The Strategy has very limited plans to increase the number of walking circuits for residents. The following are needed:
    - Bridge over the Yarra river at Banyule Flats into Banksia Street and Birrarung Park.

  - Bridge over the Yarra river at Warringal Park into Banksia Street and Heide.
- Support creating a culture that enhances both fitness and wellbeing that is inclusive to all ages and capabilities. Need to enforce dog owners to have their dogs on leashes when they are sharing these spaces.
- Darebin Creek between Dougharty Road and Southern Road is not well used by walkers. Some research to determine what is preventing residents using the parkland so little.
- Very young, very old or disabled walkers need to be able to walk or ride safely, in a relaxed manner, without being harassed by impatient cyclists.
- A footbridge would provide a safe accessible means of crossing between Studley and Alandale Roads at Odenwald Street and thereby increasing community connectivity.
- Footpaths are often in disrepair making walking difficult. When walking around streets, there's often obstacles such are trees and shrubs over hanging or growing over the paths.
- Please priortise the Olympia region. The 3081 postcode hosts higher crime rates, is less developed and is growing substantially. We need better paths, better park facilities, significantly more trees/scenery and better lighting.
- There is serious safety issue with crossing Rosanna Road at both Station Street and Banyule Road. Many people cross Rosanna Road to access schools, Rosanna shops and the rail station. Need to raise its profile with the State Government.
- Many commuters walk up Douglas Street from Rosanna Station towards Rosanna Road to then cross the road to head further east. Douglas Street is poorly lit and feel unsafe although it is the most direct route to Rosanna Road.
- Need to look at the small, open space pockets and linear reserves that are often used as informal pathways and access points. If there is an opportunity to link these localized open space 'pathways' into the formal pedestrian network that would be fantastic.
- Need safe pathways around public transport and good lighting around public transport.
- Traffic lights need to have a pedestrian friendly time, particularly with an ageing population, need to make allowance for slow walkers. Footpaths in shopping strips need to be walkable, no items on the footpaths to impeded walkers and mobility scooters.
- Need seating, lighting, water taps and shade to rest in. Also areas with water taps for dogs.
- Should also consider facilities for dogs..many people walk primarily because of their dogs and may not walk otherwise.
- One of the most important points made is that we shouldn't have to drive somewhere in order to walk. There should be opportunities to walk from home and get access to a recreational walk.
- Some form of incentive to encourage people to walk to shops and then have some form of voucher system for a number of free deliveries per year.
- Need to consider underfoot surfaces to reduce the heat island effect of our crowded municipality.
- More lighting at night to encourage walkers and improve personal safety.
- Would love to see walking meditation labyrinths in Banyule. Well placed and designed meditation labyrinths in Banyule would provide a destination for walkers.

4. Conclusion

Banyule's first Walking Strategy has been developed to deliver three key objectives –

- Create a comprehensive walking network,
- Make it safer, easier and more comfortable to walk throughout Banyule, and
- Support a walking culture in Banyule.

The community was invited to provide feedback on the draft Banyule Walking Community through a wide variety of methods – approximately 100 individual feedback responses were received. These responses have been analysed and it has been found that there is a consistency in the overall feedback.

There has been strong support for the draft Walking Strategy with overall support for the direction and key objectives of the Strategy. Positive feedback was obtained in relation to the condition of footpaths and shared paths in the municipality, and encouragement of walking.

The most contentious issue revolves around the sharing of shared paths between walkers, cyclists and dog owners; and the surface materials used to construct shared paths.

Other issues raised by residents included: lack of walking circuits, lack of seating and lighting along footpaths to shopping strips and Activity Centres, maintenance of footpaths and shared trails and the difficulty in crossing busy main roads.

This feedback will inform the development of the final Banyule Walking Strategy.

Appendix

DRAFT BANYULE WALKING STRATEGY

Public Exhibition – How can I have my Say?

Council at its meeting of 6 August 2018 approved the *draft Banyule Walking Strategy* for community consultation for a six (6) week period to Monday 17 September 2018.

Residents and community are invited to provide feedback on the draft document through:

- Hard copies of the draft Banyule Walking Strategy and Survey are available at Council's customer service centres and libraries.
- There will be a drop in information session to be held on Tuesday 11 September 2018, between 5pm and 7pm at the Bakewell Room, Level 4, 1 Flintoff Street, Greensborough. RSVP to transport@banyule.vic.gov.au or by phone 9457 9824.

Feedback will assist in the preparation of a final Banyule Walking Strategy for future Council adoption. It is expected that this document will be considered by Council on 29 October 2018.

Survey Questions

1. Do you support the strategic direction of the draft Banyule Walking Strategy?

"To create a consistent and strategic approach to managing walking throughout the municipality and creating a culture where people choose to walk"

2. Do you have any comments in relation to the three key objectives and six strategies to support the key objectives:

Three key objectives set out how Council will assist the community in participating in more walking activity. These objectives are:

- *Create a comprehensive walking network*
- *Make it safer, easier and more comfortable to walk throughout Banyule*
- *Support a walking culture in Banyule*

Six strategies support the key objectives –

- *Increase the opportunities for recreational walking in Banyule.*
- *Develop a Principal Pedestrian Network to support walking as a preferred mode of transport for short trips.*
  - *Prioritise improvements to the pedestrian environment within a 1km walking catchment.*
  - *Continue to support and expand the Safe Routes to School program.*
  - *Improve the walking experience throughout Banyule.*
  - *Promote a walking culture throughout Banyule.*

3. Any other comments?

Thank You!

Your Details (if you wish)

Name:

Contact Details:

Please return to Transport Planning, PO Box 94, Greensborough 3088

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