Ordinary Meeting of Council

Nellie Ibbott Chambers, Ivanhoe Library and Cultural Hub, 275 Upper Heidelberg Road, 3079

27 February 2023 7pm

ATTACHMENTS

Draft Council Motions – MAV

1. Urban Food Strategy

Motion Topic	Urban Food Strategy
Background and context	With appropriate long-term planning controls, protecting important farmland in our food bowl areas, together with policy supports, procurement standards and fiscal incentives to build and strengthen local and regional food economies, Melbourne can embrace the challenge to transition to sustainable, regenerative and highly productive agriculture and horticulture that will be capable of mitigating and adapting to climate change as well as guaranteeing our present and future food security.
	The development of water processing and transport infrastructure to support the local food economy is overdue in the peri-urban regions and will require significant financial commitment from government. This would contribute to the long -term food security of Melbourne.
	With respect to the identified values of agriculture, these should encompass:

	i) a strong local economy.
	    ii) tourism and recreation opportunities.
	    iii) environmental and biodiversity features.
	    iv) rural landscapes and open space.
	    v) recognition of shifting community values in which food production and farming are toward becoming acknowledged for their nourishment, social and cultural values, the links they create between people, and their deep connectedness with ecosystems, ecosystem services and natural resources

	Considering shifts in cultural and market trends, it is important for Council to advocate to the State Government regarding reforms to the State planning provisions to provide local government planners with the tools to make nuanced decisions – facilitating an expansion of the array of food produced and available to consumers, supporting new agriculture-related businesses on farms, and taking a flexible and scale-sensitive approach.
	The main intent of the motion is to advocate for and support the protection and enhancement of Melbourne's food bowl—to guard against future shocks associated with climate change and emergencies such as pandemics, and to future proof a resilient, sustainable local food system for Melbourne's population.
Submitted by	Cr Alida McKern Cr Alison Champion
Relevance to MAV Strategic Plan	Yes Strategic Objectives:

	2. Healthy, diverse and thriving communities
	4. Changing climate and a circular economy
Motion	*That the MAV:*
	1. *Advocates to the State Government the need to prioritise the conclusion of the Green Wedge and Agricultural Land review in a manner consistent with the vision and goals of a food-secure Melbourne.*
	2. *Call on the State government to take all appropriate measures in a timely manner to ensure long-term protection of Melbourne's Green Wedge areas as Melbourne's food bowl, with an accompanying commitment to development a state-wide Food System and Food Security Strategy and Action Plan as called for in the Consensus Statement; and*
	3. *Advocate and support for the protection and enhancement of Melbourne's food bowl, to guard against future shocks associated with climate change and emergencies such as pandemics, and to future proof a resilient, sustainable local food system for Melbourne's population.*

2. Affordable Housing

Motion Topic	Affordable Housing
Background and context	It is important that Council advocate to the State Government to recognise the need for affordable housing planning while also protecting our Neighbourhood Character and Heritage, by encouraging best practice urban design. These objectives are considered mutually concordant rather than mutually exclusive.
Submitted by	Cr Alida McKern
Relevance to MAV Strategic Plan	Yes Strategic Objective 3.Well planned, connected and resilient built environment
Motion	*That the MAV calls on the Victorian Government to create an integrated planning framework across State and Local Government Departments for delivery of sufficient affordable housing that achieves best practice urban design whilst protecting existing neighbourhood character and heritage values.*

3. Protection & enhancement of biodiversity

Motion Topic	Protection & enhancement of biodiversity
Background and context	No Local Species Extinction will be a priority direction for Banyule City Council through its Biodiversity Plan. This is based on a background investigation into species decline, which identified six key indicator species that are at risk in Banyule due to habitat loss and other pressures. The six species are: - Powerful owl Ninox strenua - Eltham copper butterfly Paralucia pyrodiscus lucida - Swift parrot Lathamus discolor - Platypus Ornithorhynchus anatinus - Krefft's glider Petaurus notatus (previously sugar glider P. breviceps) - Growling grass frog Litoria raniformis The use of these species as flagship species allows Council to: - Highlight key habitats to improve and enhance to support these 6 species as well as others within surrounding ecosystems - Provide clear evidence-based knowledge on key habitat locations to allow for more targeted revegetation and habitat enhancement projects - Educate the community in how they can support threatened species in their local area. It is important to note that Banyule City Council is setting this as a key policy direction to preserve species at risk in Banyule, including the Powerful Owl, Eltham Copper Butterfly, Swift Parrot, Platypus, Krefft's Glider and Growling Grass Frog.
Submitted by	Cr Alida McKern
Relevance to MAV Strategic Plan	Yes Strategic Objectives: 3.Well-planned, connected, and resilient built environment 4.Changing climate and a circular economy
Motion	*That the MAV:* 1. Advocate to the State Government to provide support to the local government sector to achieve 'No Local Species Extinction' which will support the national response to ongoing biodiversity decline; and

4. Safe active transport

Motion Topic	Safe active transport
Background and context	With increasing densification of Melbourne's activity centres, active transport modes (such as walking and cycling) are under increasing pressure from greater vehicular traffic—this is causing heightened concerns in our local communities for safer access to our street networks.
	For example, numerous residents have become more vocal for safer road crossings, with recent incidents involving collisions between cyclists/pedestrians and motorists on main roads in or near the municipality s activity centres
	The proposed motion aims to address the increase in complaints from residents and incidents regarding insufficient safe access within major activity centres—especially for more vulnerable sectors of our community such as older adults, people with a disability and youth.
	This is a call out for advocacy to design for safer pedestrian and cyclist access to and within Banyule activity centres where there is a concentration of traffic congestion and increased likelihood of accidents.
	With increasing densification, it is important to understand and explore what is being done to alleviate traffic congestion and make affected areas safer for walking and cycling.
	It is important that the Government considers the changing world and impact of micro mobility machines in the context of pedestrians and motorised vehicles.
	It is important that we have a clear way forward on which devices belong where – for example whether scooter and other devices belong on the roads, shared paths or footpaths or not; and that we encourage the most efficient forms of transparent and the various methods in a safely.
Submitted by	Cr Alida McKern
Relevance to MAV Strategic Plan	Yes Strategic Objective: 3.Well-planned, connected, and resilient built environment
Motion	*That the MAV advocates to the State Government to plan and fund safer pedestrian and cycling access along the arterial road network within activity centres to reduce incidents involving collisions between cyclists/pedestrians and motorists.*

5. Electrification of swimming pools and community facilities

Motion Topic	Electrification of swimming pools and community facilities
Background and context	Banyule City Council recognises that we are in a state of climate emergency, which requires urgent action by all levels of government including local councils. We are part of a joint climate emergency movement and need to continue to act to ensure a safe and sustainable world for future generations. Electrifying leisure centres and community facilities will remove emissions from onsite operations, and the electric replacement heat pumps. 10 years ago, natural gas produced six times less CO_2 emissions than Victorian grid electricity and was therefore considered a far cleaner source of energy. However, grid electricity has become 30% cleaner since then, and with the options of offsetting electricity consumption through solar system generation or green power schemes, it can produce zero net emission. Natural gas on the other hand still produces the same amount of CO_2 emissions, making it a far worse power source for the future. Banyule's electricity comes from renewable sources through the VECO program, and therefore doesn't emit any emissions at all. To achieve our net zero emission target by 2028, it is imperative that all gas consuming equipment be upgraded to efficient electrical equipment.
Submitted by	Cr Peter Castaldo

Relevance to MAV Strategic Plan	Yes Strategic Objective: 4.Changing climate and circular economy
Motion	*That the MAV calls on the State and Federal Government provide for an ongoing funding allocation to retrofit existing leisure centres and community facilities to be carbon neutral.*

6. Review of gas, water and electricity service providers

Motion Topic	Review of gas, water and electricity service providers
Background and context	Service authorities often place requirements on builders to place service infrastructure, such as meter boxes, fire pumps, substations and other infrastructure in such a way that there is an entirely detrimental visual impact to the streetscape.
	There are several instances where almost the entire frontage of sites ends up being occupied by service cupboards, with only the front door left facing the street. Not all of these services have a safety element that would require such a prominent location.
	Decisions regarding future efficiency for servicing of the asset by the service authority seems to be the main focus of their guidelines for installation and location, rather than their appearance for the very limited times that these in fact need to be accessed
Submitted by	Cr Peter Castaldo
Relevance to MAV Strategic Plan	Yes Strategic Objective: 2. Well planned, connected and resilient built environment
Motion	*That the MAV advocates to the Victorian State Government to:* 1. *Undertake a review of the requirements of gas, water and electricity service providers with respect to the placement of infrastructure within front setbacks of new developments to ensure that objectives in relation to access and safety are balanced with impacts on neighbourhood character and streetscape.* 2. *Require that the current and future requirements of gas, water and electricity service providers with respect to the placement of infrastructure within front setbacks of new developments are published and made available to enable for the orderly planning of new developments and an integrated approach to landscaping and the placement of service infrastructure.* 3. *Recognise that progressing the State Government's ESD Roadmap Project can eliminate the need for gas servicing which will directly contribute to the outcomes sought in point 1 above.*

7. Circular Economy (Waste Reduction and Recycling Act 2021) – Proposal to Amend Kerbside Glass Collection Methodology

Motion Topic	Circular Economy (Waste Reduction & Recycling Act 2021) Proposal to Amend Kerbside Glass Collection Methodology
Background and context	The NSW EPA has just released an analysis paper (Cost-benefit analysis of options to improve resource recovery in NSW, 13 October 2022) that found while a kerbside glass-only bin would remove more glass from the comingled recycling bin, the costs would be "significantly greater than expanding the CDS, with the costs being almost equal to the benefit, leaving a marginal net benefit overall".
	The analysis concludes that the preferred option is to expand the NSW CDS. It is our understanding that the South Australian Government also published similar findings.
	As the 4th bin is a Victorian Government driven requirement, it is requested that the business case of the service be shared in order to assist councils with their change management narrative as the community are certain to draw comparison between different states.
	To further emphasise the importance of sharing this business case the cost of rolling out this service is likely to be in the region of $4m in terms of capital investment with annual operational costs in the region of $1 – 2m.
	Banyule has an inhouse workforce, therefore the introduction of a new service will require the purchase of new trucks in addition to increasing staffing numbers.
	This cost will be passed onto the community via the Waste Rate and the community will be expecting to see a return on investment i.e., the Victorian State's business case for the introduction of a glass service.
Submitted by	Cr Peter Castaldo
Relevance to MAV Strategic Plan	Yes Strategic Objective: 4.Changing climate and circular economy
Motion	*That the MAV:* 1. Advocate to the State Government to collaborate with other local government agencies to investigate options to provide alternatives to the 4th Glass Bin Collection Service. 2. Advocate to the State Government to review and comment upon the NSW business case to expand the CDS service rather than provide a 4th bin to the kerbside service. 3. Advocate to the State Government to ensure that the Container Deposit Scheme equipment and locations allow for future expansion.

Draft Council Motions – ALGA NGA

1. Electrification of swimming pools and community facilities

Motion Topic	Electrification of swimming pools and community facilities
Background and context	Banyule City Council recognises that we are in a state of climate emergency, which requires urgent action by all levels of government including local councils.
	We are part of a joint climate emergency movement and need to continue to act to ensure a safe and sustainable world for future generations.
	Electrifying leisure centres and community facilities will remove emissions from onsite operations, and the electric replacement heat pumps.
	10 years ago, natural gas produced six times less CO2 emissions than Victorian grid electricity and was therefore considered a far cleaner source of energy.
	However, grid electricity has become 30% cleaner since then, and with the options of offsetting electricity consumption through solar system generation or green power schemes, it can produce zero net emission. Natural gas on the other hand still produces the same amount of CO2 emissions, making it a far worse power source for the future.
	Banyule's electricity comes from renewable sources through the VECO program, and therefore doesn't emit any emissions at all. To achieve our net zero emission target by 2028, it is imperative that all gas consuming equipment be upgraded to efficient electrical equipment.
Submitted by	Cr Peter Castaldo
Alignment to ALGA Motion Criteria	Yes Appears to meet criteria (1-10) set out in the Discussion Paper
Motion	*That this National General Assembly calls on the Australian Government provide for an ongoing funding allocation to retrofit existing leisure centres and community facilities to be carbon neutral.*

AUSTRALIAN
LOCAL GOVERNMENT
ASSOCIATION

**2023
NGA**

OUR COMMUNITIES
OUR FUTURE ▷ ▷ ▷

DISCUSSION PAPER

Call for Motions

JUNE 2023

NATIONAL CONVENTION CENTRE

CANBERRA
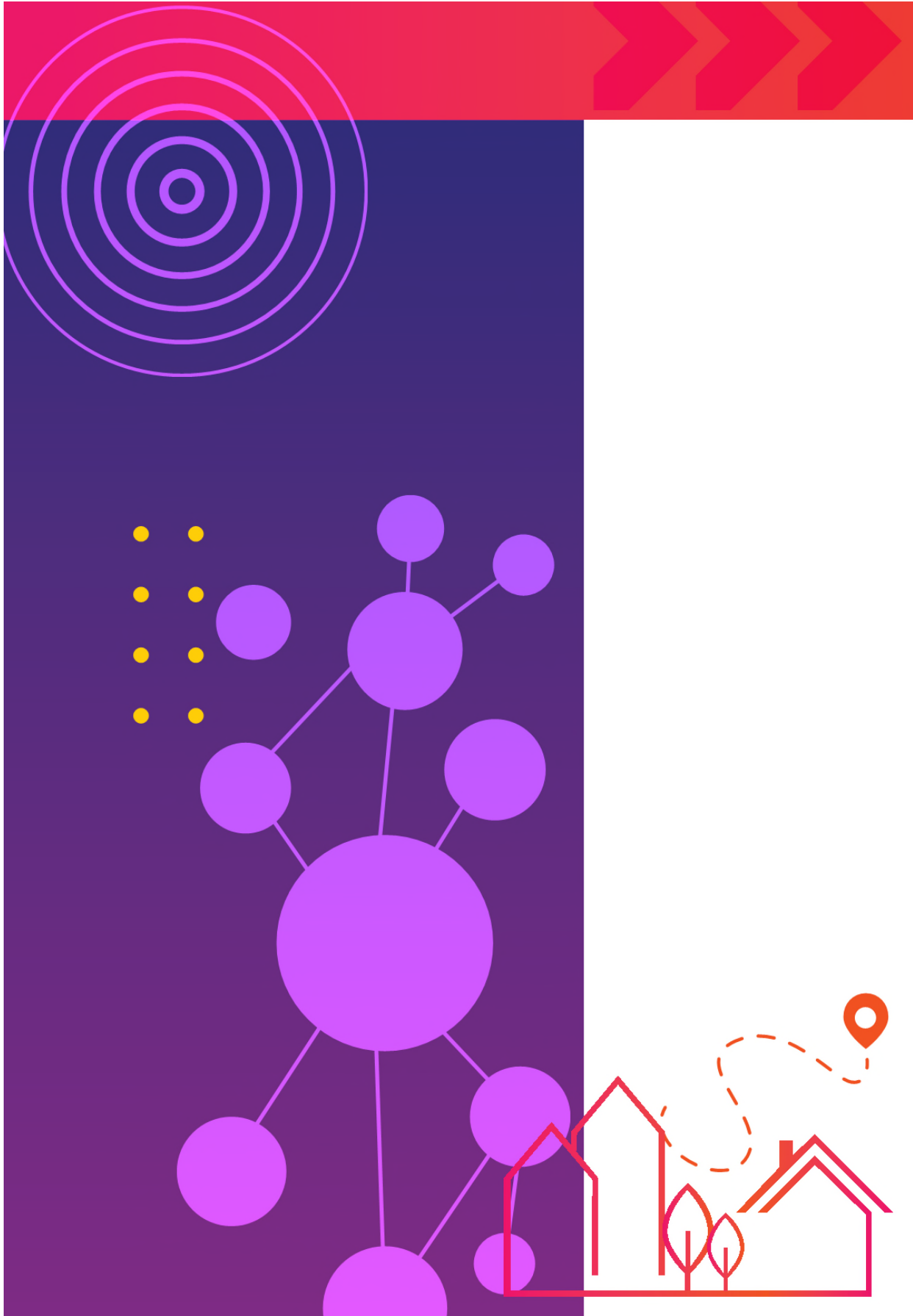
The Australian Local Government Association (ALGA) is pleased to convene the 29th National General Assembly of Local Government (NGA), to be held in Canberra mid June 2023.

This discussion paper contains essential information for Australian councils considering submitting motions for debate at the 2023 NGA.

It is recommended that all councils and delegates intending to attend this event familiarise themselves with the guidelines for motions contained in this paper.

Key Dates

December 2022	24 March 2023	June 2023 *	June 2023 *
Opening of Call for Motions	Acceptance of Motions	Regional Cooperation & Development Forum	National General Assembly

* Dates are subject to change depending on timing of Australian Council of Local Government

To submit your motion, visit: alga.com.au

3
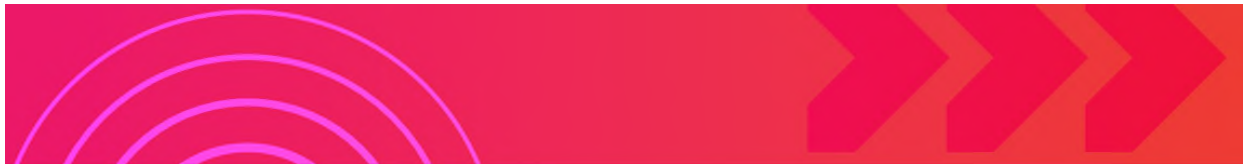
Background to ALGA and the NGA

ALGA was established in 1947, and its structure is a federation of member state and territory local government associations.

Its mission is to champion and strengthen Australian councils by representing the agreed position of ALGA members, the seven local government associations from around Australia, who represent 537 Australian councils.

In 1994, the ALGA Board, in consultation with its member associations, established the NGA as a unique forum to engage with councils directly at the national level.

The purpose of the NGA was to build the profile of local government on the national stage and demonstrate to the Australian Government the strength and value of working with local government nationally.

As part of the NGA, debate on motions was introduced as a vehicle for councils from across the nation to canvas ideas, and solutions to the challenges facing Australia's councils and communities.

Outcomes of debate on motions (NGA Resolutions) could then be used by participating councils to inform their own policies and priorities, as well as their own advocacy to the Federal Government and Federal MPs.

At the same time, they assist ALGA, and its member state and territory associations to gain valuable insight into council priorities, emerging national issues, and gauge the level of need and support for emerging policy and program initiatives and advocacy.

Changes for 2023

The ALGA Board has undertaken a comprehensive review of the motions process.

As a result, ALGA has allocated additional time for debate on motions at the 2023 NGA and amended the criteria with a view to improving the quality and relevance of motions included in the Business Papers.

The updated criteria for motions is listed on page 6.

ALGA's policies and priorities will continue to be informed by motions and determined by the ALGA Board and based on the positions of its member associations.

ALGA's Board thanks all councils for attending the NGA, and those that will take the time to submit motions for debate at this event.

4

Submitting Motions

The theme of the 2023 NGA: Our Communities, Our Future.

This theme conveys the critical importance of our communities, how they are the focus of our attention, and how they are at the centre of all our work.

Our communities are the reason that local governments exist, and it is the health and wellbeing of our communities that will shape Australia's future.

This discussion paper is a call for councils to submit motions for debate at the 2023 NGA, to be held in Canberra mid June 2023.

A notice of motion to this year's NGA should either:

- Focus on practical and deliverable programs and policies that the Australian Government can support and work directly with the local government sector to build our communities; or

- New program ideas that would help the local government sector to deliver national objectives.

Motions should be concise, practical and able to be implemented.

They must also meet the guidelines for motions outlined in this paper.

You are encouraged to read all the sections of the paper but are not expected to respond to every issue or question. Your council's motion/s should address one or more of the issues identified in the discussion paper.

Motions must be lodged electronically using the online form available at www.alga.com.au and be received no later than 11:59pm on Friday 24 March 2023.

All notices of motions will be reviewed by the NGA Subcommittee to ensure that they meet the criteria included in this paper.

The Subcommittee reserves the right to select, edit or amend notices of motions to facilitate the efficient and effective management of debate on motions at the NGA.

All NGA resolutions will be published on www.nationalgeneralassembly.com.au.

As the convenor of the NGA, the ALGA Board will communicate resolutions to the relevant Australian Government Minister and publish Ministerial responses as they are received on this website.

If your council does submit a motion, there is an expectation that a council representative will be present at the NGA to move and speak to that motion if required.

We look forward to hearing from you and seeing you at the 2023 NGA.

5

Criteria for motions

To be eligible for inclusion in the NGA Business Papers, and subsequent debate on the floor of the NGA, motions must meet the following criteria:

1. Be relevant to the work of local government nationally.

2. Not be focused on a specific jurisdiction, location or region – unless the project or issue has national implications.

3. Be consistent with the themes of the NGA.

4. Complement or build on the policy objectives of ALGA and your state or territory local government association.

5. Be submitted by a council which is a financial member of their state or territory local government association.

6. Propose a clear action and outcome ie call on the Australian Government to act on something.

7. Not be advanced on behalf of external third parties that may seek to use the NGA to apply pressure to Board members, or to gain national political exposure for positions that are not directly relevant to the work of, or in the national interests of, local government.

8. Address issues that will directly improve the capacity of local government to deliver services and infrastructure for the benefit of all Australian communities.

9. Not seek to advance an outcome that would result in a benefit to one group of councils to the detriment of another.

10. Be supported by sufficient evidence to support the outcome being sought and demonstrate the relevance and significance of the matter to local government nationally.

Motions must commence with the following wording:

> *This National General Assembly calls on the Australian Government to ...*

Other things to consider

Please note that it is important to complete the background section on the form. Submitters of motions should not assume that NGA delegates will have background knowledge of the proposal.

The background section helps all delegates, including those with no previous knowledge of the issue, in their consideration of the motion.

Motions should not be prescriptive in directing how the matter should be pursued.

Try to keep motions practical, focussed, relatively simple and capable of being implemented to ensure that relevant Australian Government Ministers provide considered, thoughtful and timely responses.

Multi-point motions that require cross portfolio coordination have not historically received meaningful responses from the Government.

All motions submitted will be reviewed by the NGA Subcommittee, in consultation with state and territory local government associations, to determine their eligibility for inclusion in the NGA Business Papers.

When reviewing motions, the Subcommittee will consider the motions criteria, clarity of the motion and the importance and relevance of the issue to local government.

If there are any questions about the substance or intent of a motion, ALGA will raise these with the nominated contact officer. With the agreement of the submitting council, these motions may be edited before inclusion in the NGA Business Papers.

To ensure an efficient and effective debate where there are numerous motions on a similar issue, the Subcommittee will group motions together under an overarching strategic motion.

The strategic motions will have either been drafted by ALGA or will be based on a motion submitted by a council which best summarises the subject matter.

Debate will occur in accordance with the rules for debate on motions published in the Business Papers and will focus on the strategic motions.

Associated sub-motions will be debated by exception only or in accordance with the debating rules.

Any motion deemed to be primarily concerned with local or state issues will be referred to the relevant state or territory local government association and will not be included in the NGA Business Papers.

Motions should be lodged electronically using the online form available on the NGA website at: www.alga.com.au.

All motions require, among other things, a contact officer, a clear national objective, a summary of the key arguments in support of the motion, and endorsement of your council.

> **Motions should be received no later than 11:59pm on Friday 24 March 2023.**

7

Setting the scene

'Through a devastating pandemic, through a succession of dangerous and damaging natural disasters, through global uncertainty and painful price rises – The Australian people have demonstrated the best of our national character. Resolute and resilient in hard times. Practical and pragmatic about the challenges we confront. Optimistic and confident in a better future. And ready to work together to build it.'

The Hon Jim Chalmer MP, Federal Treasurer Budget Speech 2022-23

The opening statement of the Federal Treasurer's first Budget Speech describes the backdrop against which the 2023 NGA will be held.

The 2022 NGA was held just weeks after the change in the Federal Government on 21 May 2022. On 25 October 2022, the new Government handed down its first Budget which updated the economic outlook, realigned priorities and outlined how the Government was to meet its election promises.

The Budget update foreshadows deteriorating economic conditions, citing global challenges, slowing growth, high inflation and higher interest rates, and acknowledges the mounting cost of living pressures on individuals, families and communities.

Key updates include:

- The economy is expected to grow solidly this financial year, by 3 ¼ percent – before slowing to 1 ½ percent growth for 2023/24, a full percentage point lower than what was forecast in March;

- That slowing growth will have an effect on employment, but jobs will continue to be created, and unemployment is expected to stay low by historical standards – at 4 ½ percent in 2023/24 and 2024/25;

- Inflation is expected to peak at 7 ¾ percent late in 2022, before moderating over time to 3 ½ percent through 2023/24, and returning to the Reserve Bank's target range in 2024/25; and that

- When that inflation moderates, real wages are expected to start growing again in 2024.

8

The Government is also committed to repairing the Budget in a 'measured and responsible' manner consistent with the objective of maintaining full employment and the delivery of essential services. It foreshadows that this will be achieved through spending restraint, with new spending focused on high-quality and targeted investments and building on the capability of the Australian people, expanding the productive capacity of the economy, and supporting action on climate change.

The Budget also included a focus on measuring and improving community wellbeing.

By the time of the 2023 NGA, the Government will have delivered its second Budget, which will provide further updates to the economic outlook and also refine its economic strategy going forward.

The 2023 NGA provides you – the elected representatives of Australia's local councils and communities – with the opportunity to engage with the Federal Government and key Ministers.

Further, it is your opportunity to advocate for new or extended programs and policy initiatives that could strengthen local governments' capacity to deliver services and infrastructure to communities across the nation.

This year's call for motions focusses on eight priority areas:

- Productivity;
- Local Government Infrastructure;
- Community Wellbeing;
- Local Government Workforce;
- Data, Digital Technology and Cyber Security;
- Climate Change and Renewable Energy;
- Natural Disasters; and
- Housing.

9

1. Productivity

In February 2022, the then Federal Treasurer asked the Productivity Commission to undertake an inquiry into Australia's productivity performance and provide recommendations on productivity enhancing reform.

This inquiry was the second of a regular series, undertaken at five-yearly intervals, and recognises that productivity growth is vital for Australia's future. Drawing on the Intergenerational Report the Treasurer notes that '... future growth in income and living standards will be driven from productivity growth as the participation effects of young migration are offset by an ageing population.'

ALGA engaged SGS Economics and Planning to undertake research to support its submissions to this inquiry.

SGS Principal and Partner Dr Marcus Spiller presented on some of the findings of this research at the 2022 NGA. In his presentation he identified that local governments generate local economic activity through employment, payment of wages and expenditure on goods and services in the local economy. In addition, SGS identified nine ways local government supports the productive capacity of the broader economy.

Figure 1 – Nine ways local governments contribute to the productive capacity of the broader economy

Providing Urban Infrastructure	**Mitigating externalities in urban development**	**Place making & Visitor economy**
Arterial roads Major cycleways Green space networks Clean streets	Development approvals Building controls Separation of incompatible uses	Tourism infrastructure Culture and arts Place quality/attractions Safe streets
Providing land for housing	**Better local labour markets**	**Climate mitigation & adaptation**
Strategic planning for housing development Infrastructure coordination to support housing development	Provision/ facilitation of child care services Facilitating access to training Supporting social enterprises as skill accumulators Supporting key worker housing	Mapping & management of climate change hazards Emergency management and recovery Regulated retreat Renewable energy networks
Providing land for business	**Business clusters & innovation**	**Circular economy**
Strategic planning for employment areas Infrastructure coordination to support employment lands	Promotion of local business districts Business incubators Business angels	Resource recovery and reuse Management of landfill

Sources: Adapted from SGS Research for ALGA's Submission to Productivity Commission (2022)

Are there programs and initiatives that the Commonwealth Government could implement to improve local government's capacity to support productivity growth?

Are there programs that could support one, or all of the identified ways local government contributes to productivity in the broader economy?

10
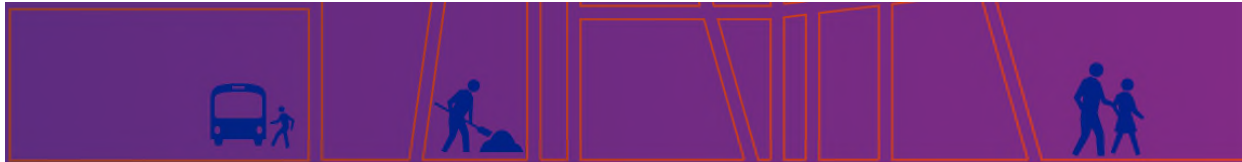
2. Local Government Infrastructure

The 2021 National State of the Assets Report (NSoA) shone a spotlight on local government infrastructure assets. While the technical report shows that local government assets such as roads, bridges, buildings, parks and recreation, stormwater, water and wastewater and airports and aerodromes are generally in good to very good condition, around 10 percent are not fit for purpose, and around 20 - 25 percent are only fair and over time will need attention.

Over the past 12 months this situation has further deteriorated as a result of natural disasters, and particularly flooding across the eastern seaboard.

The technical report shows that in 2019/20 non-financial infrastructure assets were valued at $342 billion and were depreciating at $7.7 billion per year. Replacement costs of these infrastructure assets were in the order of $533 billion.

While 86 percent of councils have adopted long term financial plans, one third of councils do not have asset management plans for their major assets, or if they do, they are out-of-date. Of the councils that do have asset management plans only 66 percent included financial projections in their financial plan.

Asset management and long-term financial planning are essential tools for councils to manage community assets now and into the future.

Are there programs or initiatives that the Commonwealth Government could adopt to improve the long-term sustainability of council's infrastructure?

Are there programs or initiatives that the Commonwealth Government could provide to improve the sector's capacity to manage local government infrastructure and to integrate these plans into long-term financial plans?

11

3. Community Wellbeing

While the NSoA focuses attention on physical assets, local governments also provide a wide range of important community services that improve local wellbeing. These services are provided at the discretion of councils based on local characteristics, needs, priorities and resources of the local community.

Australian Bureau of Statistics (ABS) data shows that local government annual expenditure in 2020/21 was $43 billion. It is important to note that nationally local government is 83 percent self-sufficient. That is, the vast majority of local government services and infrastructure are funded at the local level either through rates, fees and charges, sale of goods and services, and interest, and only 17 percent comes from grants and subsidies from other levels of government. Unfortunately, many of these grants and subsidies are tied, and often require matching funding which restricts the ability to address local priorities in the way the council and community might like.

Local government community services are broadly defined and may include but not limited to:
- environmental health including food safety;
- childcare, early childhood education;
- aged care, senior citizens;
- services to the disabled;
- programs to address disadvantage, to reduce poverty and homelessness;
- sporting and recreational programs;
- arts and cultural activities, program and festivals;
- tourism and economic development activities; and
- library services.

Councils also play a key role making places that are attractive and liveable for current and future workers, and closing the gap between Indigenous and non-Indigenous Australians.

ALGA's research shows that almost one in four councils are heavily reliant on federal Financial Assistance Grants, which make up at least 20 percent of their annual operating revenue. Financial sustainability of local governments remains an ongoing issue which threatens local service provision and community wellbeing.

Noting the funding arrangements for the provision of local government community services in your area and across the country, are there programs and initiatives that the Commonwealth Government could implement to improve the delivery of these services?

Are there changes to existing programs, including to administrative arrangements, that would significantly improve local government human service planning and provision of services and infrastructure across Australia?

Are there new programs the Australian Government could develop that would support councils to close the gap between Indigenous and non-Indigenous Australians?

What are the actions the Australian Government could take to support councils to improve their ongoing financial sustainability, and their capacity to deliver the services their communities need?

12

4. Local Government Workforce

Local government is a major employer in Australia providing employment, career advancement and training opportunities for more than 190,800 Australians, across an estimated 400 occupations. In many communities, the council is one of the largest employers.

There are 537 local councils in Australia. Importantly, they are geographically dispersed and provide essential public administration to every corner of the nation.

According to the 2022 National Local Government Workforce Skills and Capability Survey, more than 90 percent of local governments are experiencing skills shortages, resulting in around two thirds of councils having their projects impacted or delayed.

Skills shortages occur for a variety of reasons including an inability to compete against the private sector, worker accommodation, support services for families, ageing of the workforce and geographic isolation. The attrition rate (or rate of turnover) of local government staff is estimated to be between 15 – 20 percent per annum.

The most cited skills shortages include engineers, urban planners, building surveyors, environmental officers and human resources professionals.

ALGA's submission to the Productivity Commission's Productivity Inquiry called on all levels of government to work together to improve training pathways and address skills and labour shortages for the benefit of councils, communities, and businesses right across Australia.

While local government must face its immediate workforce challenges, it must also anticipate the changing nature of work, and future skills needed to meet the changing needs of our communities.

Are there programs or initiatives that the Commonwealth Government could implement that would enhance local government's capacity to attract and retain appropriately skilled staff now and into the future?

Are there programs or changes to existing programs that would increase local government's ability to employ apprentices and trainees?

Are there other initiatives that the Commonwealth Government could provide to improve the sector's ability to plan and develop skills fit for the future?

13

5. Data, Digital Technology and Cyber Security

Provision of information technology to all Australians is vital for innovation, economic growth and social equity. However, it is potentially even more important to regional Australia where the tyranny of distance increases the inequity of services available – including education, health, economic and social.

Innovative technology is becoming more broadly available and has the ability to boost productivity and economic growth.

Councils around Australia continue to embrace new technologies to improve their service delivery standards and broaden consultation and engagement with their local communities. However, many councils lack basic technological infrastructure and have a shortage of necessary skills and resources.

In October 2022, cyber-attacks on major Australian corporate organisations including Optus and Medibank Private highlighted the critical importance of cyber security. It is a timely reminder as digital information, services and products become an increasing feature of modern business operation including in local government.

Like all risks, local government must manage the risk of cyber-attack and address cyber security. At a national level, there is a poor understanding of local government's vulnerability to cyber-attacks and a lack or inadequacy of risk management strategies and business continuity planning within the sector. While this is primarily a responsibility of the sector itself, governments at all levels must work together to ensure that the public have confidence in government information management systems and its security.

Drawing upon your own council experience, and your knowledge of other councils within your state, or territory, are there programs and initiatives that the Commonwealth Government could implement to help local government develop its digital technology services and infrastructure and/or to improve cyber security within the sector?

14

6. Climate Change and Renewable Energy

Local governments are playing an important leadership role in addressing climate change, supporting a wide range of programs to lower the carbon footprint of their own business operations and in their local communities.

As a sector, local government is leading the debate for lowering carbon emissions, sourcing renewable energy, responding creatively to reduce greenhouse gas emissions from landfills, and facilitating the construction of green buildings and water sensitive design of cities and towns.

Councils also have a role to play supporting communities in transition, moving away from fossil fuels to new industries.

Pragmatically, local government has been at the forefront of addressing the impacts of climate change and adapting to reduce its environmental footprint. These impacts include an increased number of days with high temperatures, less rainfall and more droughts in southern Australia, less snow, more intense rainfall and fire weather, stronger cyclones, and sea level rise. These changes will increase stress on Australia's infrastructure and physical assets and natural ecosystems that are already threatened, and significantly affect agriculture, forestry, fisheries, transport, health, tourism, finance and disaster risk management.

At the 2022 NGA, there were five Strategic Motions and 15 associated motions debated concerning this issue. Councils are encouraged to review these motions on ALGA's website prior to developing new motions for debate at the 2023 NGA.

Noting the Government's commitment to reducing emissions, are there programs and initiatives that the Commonwealth Government could develop to assist councils in their work to address climate change and reduce emissions?

15

7. Natural Disasters

Over the past five years, Australian communities have experienced unprecedented natural disasters. At the time of writing, almost every community in Australia, particularly those on the East Coast, had been adversely affected by wet weather conditions associated with the La Nina weather pattern.

Councils in Western Australia are still recovering from a cyclone in 2021, and the Black Summer bushfires in 2019/20 burned approximately 250,000 square kilometres across the country.

The impacts of heavy rainfall, record breaking floods and associated social disruption and damage to infrastructure have exposed weaknesses as well as the strength of current emergency management systems.

There have been numerous NGA motions in the past regarding natural disasters. This year, councils are encouraged to draw on their practical experience of the improvements that could be made to managing emergencies.

Please note, however, that many aspects of emergency management are state or territory responsibilities, and your motions should focus on how the Commonwealth Government could assist.

What new programs could the Australian Government develop to partner with local government to improve the current natural disaster management systems to further assist in recovery and build resilience?

16

8. Housing

A lack of affordable housing remains one of the biggest issues for Australian councils and communities.

There is less social and affordable housing stock available than there was a decade ago, and more low-income Australians are experiencing housing stress.

The shortage and rising costs of rental properties and affordable home ownership are having significant social and economic impacts in cities and towns across Australia, including rural and regional communities.

This is due to a range of factors including changes to recent migration patterns, cheap finance and labour and material shortages in the construction sector.

While the provision of affordable housing is not a local government responsibility, councils often facilitate affordable housing within their communities, operating within state/territory planning, financial and other legislation requirements.

Some councils are going further, addressing thin markets and developing land and housing themselves, delivering local solutions to meet the needs of their communities.

Local government also plays an important role addressing some of the causes of homelessness, including social inclusion programs that can assist mental health and family violence issues, as well as providing support for people currently experiencing homelessness.

What new programs and policies could the Australian Government develop to partner with local government to support the provision of more affordable housing?

How can the Australian Government work with councils to address the causes and impacts of homelessness?

17

Conclusion

Thank you for taking the time to read this discussion paper and your support for the 2023 National General Assembly of Local Government.

A FINAL REMINDER:

»   Motions should be lodged electronically at www.alga.com.au and received no later than 11.59pm on Friday 24 March 2023.

»   Motions must meet the criteria published in this paper.

»   Motions should commence with the following wording: 'This National General Assembly calls on the Australian Government to...'

»   Motions should not be prescriptive in directing how the matter should be pursued

»   Motions should be practical, focussed and relatively simple.

»   It is important to complete the background section on the form.

»   Motions must not seek to advance an outcome that would result in a benefit to one group of councils to the detriment of another.

»   When your council submits a motion there is an expectation that a council representative will be present at the 2023 National General Assembly to move and speak to that motion if required.

We look forward to hearing from you and seeing you at the 2023 National General Assembly in Canberra.

18

**AUSTRALIAN
LOCAL GOVERNMENT
ASSOCIATION**

8 Geils Court | 02 6122 9400
Deakin, ACT, 2600 | alga@alga.asn.au

www.alga.com.au

2023-2024
Pre-budget
Submission to Federal
Government

Advocacy projects at a glance

The project	What we are seeking
The environment	
100 per cent renewable energy to fuel the Ivanhoe Aquatic Centre	A $4.8 million Federal Government investment for electrification of the Ivanhoe Aquatic Centre in 2023/24 to enable the facility to run on 100% renewable energy.
100 per cent renewable energy to power WaterMarc Aquatic Centre	A $3 million Federal Government investment for the electrification of WaterMarc Aquatic Centre in 2023/24, enabling the facility to run on 100% renewable energy.
Reducing carbon emissions from our community facilities	A Federal Government investment of $2.6 million over four years to convert 31 community buildings to operate on 100 per cent renewable energy. An investment of $180,000 from the Federal Government to install solar equipment at 6 sporting pavilions and community centres.
Achieving a target of zero emissions for our local government fleet	Investing in research and development projects to pilot zero emission alternatives for Councils' heavy vehicle fleet and support the introduction of new technologies in Australia. Partnering with Banyule City Council to financially support Council's EV fleet conversion (e.g. power upgrades, charging station installations). Partnering with local government to find solutions for different fleet and plant and financially support the pilot of new zero emission heavy machinery such as waste collection trucks and street sweepers. Exploring ways to incentivise the use of zero or low emission transport modes, including the elimination of the luxury car tax.
100 per cent renewable energy to power Heidelberg West Business Park	A $150,000 Federal Government investment over two years to plan for the Heidelberg West Business Park to operate on 100% renewable energy and explore the potential to power new developments as part of the La Trobe NEIC development. Funding is sought to: • Undertake a detailed feasibility study in 2023/24 • Develop detailed plans to undertake a renewable energy project in, or for, the Business Park

---

Banyule
City Council

PO Box 94
Greensborough VIC 3088

T 03 9490 4222
ABN 16 456 814 549

banyule.vic.gov.au

enquiries@banyule.vic.gov.au

18 January 2023

The Hon Dr Jim Chambers MP
Federal Treasurer
Office of Treasury
Langton Cres
Parkes ACT 2600

Sent via email: **PreBudgetSubmissions@treasury.gov.au**

Dear Treasurer

Re: 2023-24 Federal Pre-Budget Submission

Banyule Council welcomes the opportunity to present our priorities for Federal Government consideration in the 2023-24 Federal Budget.

Banyule recognises that we are in a state of climate emergency which requires urgent action by all levels of government, including local councils.

We are proud to join a global climate emergency movement and will continue to act to ensure a safe and sustainable world for future generations. This means assuming a leadership position by reducing the impact and emissions arising from our own activities and services.

Collectively, these will place us on a pathway to achieving our target of carbon neutrality by 2028.

We are also committed to working alongside our community to help them to reduce their carbon footprint, with the aim of being a carbon neutral city by 2040.

Locally, emissions from transport and commercial business operations are responsible for producing about three quarters of greenhouse gases. Banyule has an ambitious target to massively reduce these emissions and is keen to partner with the Federal Government to enable cleaner and greener options.

Our budget submission has identified five projects which we would like to achieve and that will have a significant impact on local greenhouse emissions.

The projects include:

• Electrification of pool heating at Ivanhoe Aquatic Centre
• Electrification of pool heating and WaterMarc Pool in Greensborough

• Installation of solar panels at the Heidelberg West Business Park
• Trialing more sustainable heavy fleet options that could be rolled out across the nation
• Installation of solar panels on community buildings.

We are seeking funding in the Federal Budget to ensure our leisure centres, business park and community buildings are operating on 100 per cent renewable energy and we are keen to explore new heavy vehicle technologies that are a cleaner alternative to our current fleet.

Working in partnership to achieve these priorities also helps the Federal Government to meet its target for a 43% reduction of greenhouse gas emissions by 2030 below 2005 levels, and a target for net zero emissions by 2050.

At Banyule, we believe that taking action creates opportunities to build a better Banyule and a better world. We look forward to achieving this together and appreciate your financial support in this further and working together to ensure a greener, cleaner future for our future generations.

Yours sincerely

Cr Peter Castaldo

Mayor
Banyule City Council

2023-2024 **Pre-budget Submission to Federal Government** | 3

100 per cent renewable energy to fuel the Ivanhoe Aquatic Centre

Ivanhoe Aquatic Centre is destined to become one of the first aquatic facilities in Melbourne to be retrofitted to achieve net zero emissions and run on 100 per cent renewable energy through an all-electric, 5 Star Green Star accredited facility.

The centre relies on two gas boilers to maintain a constant temperature of its pool water and pool hall. They consume about 8,000,000 MJ/yr and cost in excess of $100,000 to operate.

This CO₂ emissions from this is the same as a car driving 2.5 million kilometres which is driving 170 times around Australia's Highway 1 or 195 semi-trailers making a round trip from Melbourne to Sydney.

Electrifying the site will remove all emissions from onsite operations, and the electric replacement heat pumps will be three to five times more energy efficient than the boilers.

4 | Banyule City Council

We are seeking:

1. A $4.8 million Federal Government investment for electrification of the Ivanhoe Aquatic Centre in 2023/24 to enable the facility to run on 100% renewable energy.

Overview

10 years ago, natural gas produced six times less CO₂ emissions than Victorian grid electricity, and was therefore considered a far cleaner source of energy.

However, grid electricity has become 30% cleaner since then, and with the options of offsetting electricity consumption through solar system generation or green power schemes, it can produce zero net emission. Natural gas on the other hand still produces the same amount of CO₂ emissions, making it a far worse power source for the future.

Banyule's electricity comes through the VECO program, from renewable sources and therefore doesn't emit any emissions at all. In order to achieve our net zero emission target by 2028, it is imperative that all gas consuming equipment be upgraded to efficient electrical equipment.

Ivanhoe Aquatic and Fitness Centre upgrade

Banyule City Council has committed to upgrading the Ivanhoe Aquatic and Fitness Centre in 2023/2024.

The $28 million upgrade of the centre will provide a key recreational facility for the residents of the City of Banyule.

In 2012 a master plan was developed to address the ageing infrastructure which was insufficient in size and programmable areas.

The first stage of the proposed redevelopment was completed in 2015 which addressed the most significant demands at that time, being: increasing the size and layout of the gymnasium, group fitness spaces, changerooms, toilets and reception areas.

Stage two will focus on expanding the aquatics offer with upgrade of existing 25m pool and additional program pool for learn to swim, aqua classes and warm water therapy activities.

A new Spa and sauna and new change facilities will also accompany these aquatics additions.

The refurbishment also includes significant plant upgrades and repairs to existing aquatic spaces and is the ideal time to upgrade the plant to install green initiatives, in line with Council's commitment to having net greenhouse gas emissions.

Environmental benefits

A concept plan for Stage 2 has been developed and includes full electrification of the centre, additional program and leisure water spaces (including spa and sauna) and associated amenities.

Stage 2 scope once implemented will deliver on Council's commitment to net zero through an all-electric, 5 Star Green Star accredited facility outcome.

The current budget allocation over three financial years is $12.7m. It is anticipated that the project will cost around $21.6m.

Council will be advocating for funding opportunities from external bodies throughout the design development process and refer any shortfall to future budget processes.

As one of Council's major projects to be delivered, this project will contribute short and long term sustainable procurement outcomes through its commitment to environmental sustainable principles and local job creation.

Key project objective is to provide a zero net emission facility that meets identified community need and contemporary aquatic design standards.

Council's commitment to carbon neutrality

Banyule Council is committed to achieving carbon neutrality by 2028.

Carbon neutrality means that the net greenhouse gas emissions arising from Council operations will be zero.

This will be achieved by transitioning away from fossil fuel reliant technology (such as gas, diesel and petrol) to renewables forms of energy, reducing energy consumption and improving energy efficiency.

Council recognises that human activities such as burning fossil fuels (coal, gas, petrol and diesel) and clearing vegetation are causing global climate change.

We acknowledge that while the earth's climate has gradually changed throughout history, scientists have agreed that the substantial and very rapid changes we've seen over the past hundred years or so are caused by human activities.

Unless we take significant action now, we are on track for a rise in temperature of between 4-6°C in this short period.

For more information

Michele Purtle, Advocacy Lead
Banyule City Council

Michele.Purtle@banyule.vic.gov.au

0419 397 290

banyule.vic.gov.au

100 per cent renewable energy to power WaterMarc Aquatic Centre

We are seeking:

A $3 million Federal Government investment for the electrification of WaterMarc Aquatic Centre in 2023/24, enabling the facility to run on 100% renewable energy.

WaterMarc Aquatic Centre is planned to be fully electrified by 2026 to achieve net zero emissions and run on 100 per cent renewable energy.

The centre relies on four gas boilers to maintain a constant temperature of its pool water, pool hall and office area. They consume about 38,000,000 MJ/yr and cost in excess of $400,000 to operate. Electrifying the site will remove all emissions from onsite operations, and the electric replacement heat pumps will be three to five times more energy efficient than the boilers.

Overview

10 years ago, natural gas produced six times less CO₂ emissions than Victorian grid electricity, and was therefore considered a far cleaner source of energy.

However, grid electricity has become 30% cleaner since then, and with the options of offsetting electricity consumption through solar system generation or green power schemes, it can produce zero net emission.

Natural gas on the other hand still produces the same amount of CO₂ emissions, making it a far worse power source for the future.

Banyule's electricity comes from renewable sources through the VEEO program, and therefore doesn't emit any emissions at all.

In order to achieve our net zero emission target by 2028, it is imperative that all gas consuming equipment be upgraded to efficient electrical equipment.

6 | Banyule City Council

WaterMarc Aquatic Centre upgrade

Banyule City Council has committed to upgrading the WaterMarc Aquatic Centre.

The $3 million upgrade of the plantroom equipment will provide a net zero emission recreational facility for the residents of the City of Banyule.

WaterMarc Aquatic Centre in Greensborough is the largest aquatic and leisure facility in Victoria's northern region, offering the best in swimming, fitness and fun for kids.

This multi-activity regional facility serves the Greensborough community and surrounding suburbs.

Visitors can experience advanced aquatic and leisure programs and facilities which caters for the inclusion of people of all ages and abilities.

A state-of-the-art leisure facility, WaterMarc provides a range of amenities for the community, including an indoor 50-metre Olympic swimming pool.

The little ones become confident in and around the water whilst enjoying our leisure and toddler pools. The warm water program pool, spa, sauna and steam room facilities provide health benefits to users. And for those seeking adrenaline rush, the Tantrum Alley waterslide and swimming pool inflatable is the place to go.

Environmental benefits

Banyule City Council is investing in a greener environment, and that includes the upgrade of Council's facilities for more efficient use of its energy and water use. This is a necessary aspect to achieve Council's net zero carbon target.

Council has already spent $1.5million on initiatives that will reduced the current energy usage at WaterMarc.

These include:

- Installation of pool blankets
- Installation of monitoring sensors
- Improvements to building controls
- Upgrade of pool pumps and filtration controls
- Replacement of air conditioning
- Installation of cafe auto door to reduce heat loss
- lighting controls

These works ensure our electricity consumption is reduced to as little as possible to ensure in preparation for the transfer to full electricity.

Additionally, electrification of the facility will provide environment savings for the civic and government offices above WaterMarc.

As the majority of the building's total gas usage relates to the pool water and pool hall, a precinct wide electrification would see electrification of the upstairs office spaces for an additional small cost.

More than $1.2 million would be saved than if undertaking these projects separately.

Council's commitment to carbon neutrality

Banyule Council is committed to achieving carbon neutrality by 2028.

Carbon neutrality means that the net greenhouse gas emissions arising from Council operations will be zero.

This will be achieved by transitioning away from fossil fuel reliant technology (such as gas, diesel and petrol) to renewables forms of energy, reducing energy consumption and improving energy efficiency.

Council recognises that human activities such as burning fossil fuels (coal, gas, petrol and diesel) and clearing vegetation are causing global climate change.

We acknowledge that while the earth's climate has gradually changed throughout history, scientists have agreed that the substantial and very rapid changes we've seen over the past hundred years or so are caused by human activities.

Unless we take significant action now, we are on track for a rise in temperature of between 4–6°C in this short period.

For more information

Michele Purtle, Advocacy Lead
Banyule City Council

Michele.Purtle@banyule.vic.gov.au
0419 397 290
banyule.vic.gov.au

Reducing carbon emissions from our community facilities

Introduction

Utilisation of community facilities is more important than ever as our residents continue their recovery from COVID and re-establish networks within the community.

Our sporting pavilions, community halls, kindergartens and libraries are critical in bringing people together to reconnect and restore liveable neighbourhoods.

Council's is taking responsibility for its carbon footprint and reducing emissions to net zero through the use of renewable technologies at these venues. We want our community to be able to continue enjoying our facilities for many years to come and we want to ensure our buildings don't have a detrimental affect on our environment during those years.

8 | **Banyule City Council**

We are seeking:

1. A Federal Government investment of $2.6 million over four years to convert 31 community buildings to operate on 100 per cent renewable energy.

2. An investment of $180,000 from the Federal Government to install solar equipment at 6 sporting pavilions and community centres.

Background

Banyule City Council declared a climate emergency in October 2019, joining a global movement to ensure safe and sustainable environments for future generations. This means leading by reducing the impact of emissions from activities and services, while also supporting the community in positive climate actions.

Corporate environmental priorities have been defined, including net zero emissions for buildings, and will place Council on a pathway to carbon neutrality by 2028. Some of the key emission reduction actions for buildings include their electrification, improved controls and monitoring, and energy efficient building operation.

Electrification

Council is proceeding with the electrification of a number of community buildings through the upgrade of gas assets to electrical equipment and decommissioning of gas infrastructures. These include childcare centres, pavilions, community halls, adult day care centres and community sport pavilions.

An audit of local facilities identified 31 community venues suitable for electrification over the next four years. The cost to convert these facilities includes:

Ivanhoe Aquatic Centre (other gas services outside pool)	$91,650
Ivanhoe Library & Cultural Hub	$1,320,800
Warringal Parklands Pavilion	$111,800
Heidelberg United Soccer Club	$143,000
Olympic Village Child and Family Centre	$22,750
Shelley Park Pavilion	$33,800
Watsonia Occasional Child Care Centre	$15,600
Simms Road Oval Pavilion	$11,700
Noahs Ark Intervention Centre	$40,300
Parks & Buildings Depot	$84,500
Heidelberg Occasional Care Centre	$2,000
Morobe St Child Care Centre	$22,100
Greensborough Senior Citizens Club and Meals On Wheels Kitchen	$111,800
Lower Plenty Neighbourhood House	$61,100
Briar Hill Hall	$3,900
Watsonia Community Hall	$9,750
The Centre Ivanhoe/Heidelberg Town Hall	$84,500
Montmorency Childrens centre	$32,500
Bond St Adult Day Centre	$46,150
NETS Stadium	$6,500
Macorna Street Community Hall	$13,000
Ivanhoe Aquatic Centre - Offices and other areas	$21,500
Elder St Cricket Pavilion	$42,900
St Hellier St Child Care Centre	$12,350
Bundoora Hall	$2,000
Ivanhoe Cricket Club	$97,500
Girl Guides Hall	$19,500
Cartledge Reserve	$68,900
A K Lines Sport Pavilion	$91,000
Petrie Park Hall	$2,000

The works include an upgrade of all equipment that uses natural gas including the heating systems, hot water services and kitchen appliances (ovens, fryers). New systems will be all electric, and as this increases the site electrical demand, the site's electrical infrastructure often needs to be upgraded as well. Gas meters are physically removed to ensure that the sites won't go back to it in the future.

Council's contract with VECO renewable energy will ensure these sites have a net zero emission after their upgrade.

Solar installation

Since 2020, Council has resolved to increase the amount of green energy, not only for Council's operations but also to feed into the electricity grid. Budget constraints restrict us from maximise the opportunity to include solar on all our community buildings.

Council has identified six sites that are currently being redeveloped, refurbished or extended which are ideal for the installation of solar panels.

The cost is based on solar system sizing estimate from the roof area.

Installation of solar on these buildings would fully cover the site's energy consumption, and further assist with Council's electrification strategy.

The sites include:

- **Heidelberg Theatre** $30,000
- **East Ivanhoe Pre School** $15,000
- **Yallambie Pavilion** $20,000
- **Montmorency North Pavilion** $30,000
- **Macleod Park Pavilion** $50,000
- **Anthony Beale Reserve extension** $35,000

For more information

Michele Purtle, Advocacy Lead
Banyule City Council

Michele.Purtle@banyule.vic.gov.au

0419 397 290

banyule.vic.gov.au

Banyule City Council

Achieving a target of zero emissions for our local government fleet

We are seeking the Federal Government to achieve a greener transport sector by:

1. Investing in research and development projects to pilot zero emission alternatives for Councils' heavy vehicle fleet and support the introduction of new technologies in Australia.

2. Partnering with Banyule City Council to financially support Council's EV fleet conversion (e.g. power upgrades, charging station installations).

3. Partnering with local government to find solutions for different fleet and plant and financially support the pilot of new zero emission heavy machinery such as waste collection trucks and street sweepers.

4. Exploring ways to incentivise the use of zero or low emission transport modes, including the elimination of the luxury car tax.

Council's fleet attributes to 14 per cent of the carbon emissions created from all of Council's activities.

Our fleet is responsible for producing 1400 tonnes of CO_2 emissions, which is equivalent to the average energy consumption of 120 Australian homes.

Despite a commitment to be carbon neutral by 2028, technology is not sufficiently advanced to support Council in achieving this goal and requires government leadership to facilitate the research and development of low emission transport modes, and provide the policy to support the market conditions for the profitable sale of Zero & Low emissions vehicles in Australia.

Banyule commits to carbon neutrality by 2028

In December 2019, Banyule City Council passed a resolution establishing a target to achieve carbon neutrality by 2028, without the purchase of carbon offsets.

It also required the Council Executive to establish a pathway to carbon neutrality.

With Council's fleet generating about 14% of corporate greenhouse gas emissions, a specific plan or roadmap for transitioning the fleet to zero emissions by 2028 is required.

Banyule City Council

10 | **Banyule City Council**

Council's Fleet

Council's fleet comprises 234 items of mobile plant, trucks and light commercial and passenger vehicles. It includes out-front mowers and motorised rollers, but it does not include tools and equipment such as brushcutters, chainsaws, jack hammers and other hand-held equipment.

The current replacement value of the fleet is $23.49M. The approach for transitioning to low emission will vary depending on the vehicle.

Some are suited to technologies already available while others will need more investigation, development and testing to determine the appropriate solution.

Although diesel generates about 19% more CO2 emissions per litre than unleaded petrol, high torque is needed to move heavy loads. Diesel engines have a higher power to weight ratio and the torque required to drive trucks and heavy plant.

With 48% of the fleet being made up of trucks, tractors and machines, the largest proportion of the annual fuel use, and therefore the emissions generated by Council's fleet, is from diesel.

Source of Corporate Emissions

52% Recreation & Leisure Centres
21% Street Lighting
14% Fleet
7% Municipal Buildings
4% Other
1% Car Parks; Sporting Clubs

Banyule's Fleet Mix

70 Trucks
42 Tractors & Machines
121 Cars, Buses, Vans & Utes

Fuel Use (Litres)

4% LPG (32,057L)
14% Unleaded (128,040L)
82% Diesel (752,996L)

2023-2024 **Pre-budget Submission to Federal Government** | 11
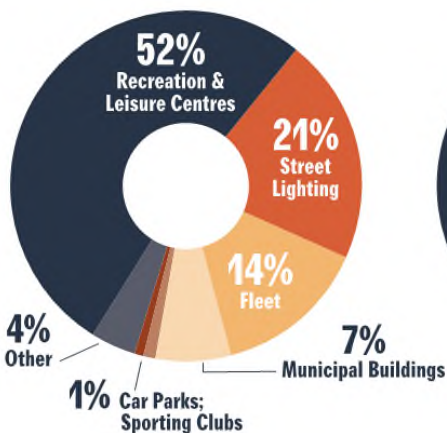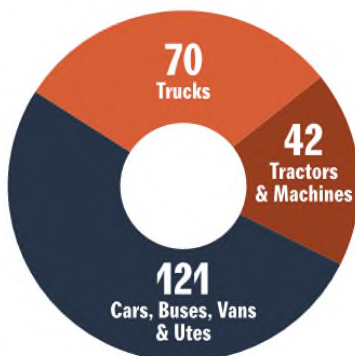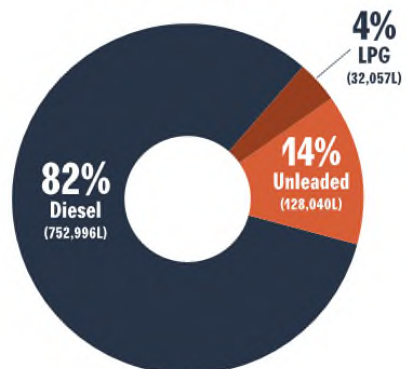
1. We are seeking the Federal Government to achieve a greener transport sector by investing in research and development projects to pilot zero emission alternatives for Councils' heavy vehicle fleet and support the introduction of new technologies in Australia.

Current fuel options to achieve zero emissions

For many years, manufacturers have been developing engine technologies that will reduce emissions from vehicles. Diesel engines were seen as preferable to petrol because of their better fuel economy and LPG generated less greenhouse gas emissions. Biofuels were seen as being preferable to diesel because they were not being created from fossil fuels. However, each of these technologies still generates CO_2 emissions, and so are not considered suitable options for a zero emissions fleet.

Currently the only technology options available for zero emissions are electric vehicle variants:

- with battery packs (BEVs), where charging power is generated or purchased from green power sources (wind, wave, hydro and solar), or
- by using "green" hydrogen power and fuel cells combined with electric drive trains (FCEVs), to be able to certify zero emissions.

Barriers to achieving zero emissions

Light Commercial and passenger vehicles

With increasing availability of electric passenger vehicles on the Australian market including SUVs there is not expected to be any barrier to running a fully electric passenger vehicle fleet by 2028.

Medium trucks

Energy use is the greatest barrier to effectively using fully electric technology in trucks. Trucks that have high energy use will drain batteries much quicker and so range is a large factor in whether fully electric technology will be effective in the medium and heavy trucks in our fleet. Trucks that need to be stopped during the day to be connected to a charging point for a period of time until sufficient charge is available to finish the day will be inefficient from a productivity perspective.

Trucks that have auxiliary equipment attached could have energy demands that outweigh the capacity of the batteries. Also, trucks that tow other equipment, particularly

through the hilly terrain found throughout Banyule. While battery technology is rapidly improving, certain service applications will not be suited to BEV technology in the short to medium term.

Heavy Trucks and Plant

Mass produced electric trucks are not yet available. They need to be specially ordered and are individually built in Melbourne from imported parts. Electric drivetrains in trucks are most successful with lightly loaded trucks that travel short distances, due to limitations imposed by the weight of the batteries required to move heavy loads for long distances. Ancillary vehicle systems such as hydraulic accessories draw intensive power loads, especially if they are operating continuously as they do in vocational vehicles (such as garbage trucks and sweepers).

There are currently not many OEMs providing commercial options for electric mobile plant and machinery in Australia. Mowers, utility vehicles and footpath sweepers are starting to emerge with full electric drivetrains, and shall be be trialled at the next available opportunity.

A component of Council's fleet requires the use of heavy plant due to their high ongoing daily workload. These trucks, tractors and backhoes use far more energy than would be available with any battery technology currently available. Trying to use fully electric battery technology would mean that they would regularly need to stop to recharge, which would have a massive impact on the efficiency of the services they are required to provide.

An alternative technology solution is required that will allow for zero emissions and easy, fast refuelling when required. Currently only hydrogen fuel would meet this need, as it only emits water vapour and could be easily and quickly refuelled, similar to other gas fuels in the past.

With the limited zero emissions fuel options presently available in Australia, the Federal Government must take a leadership role to facilitate the market conditions required to make Australia an attractive commercial option for the newest Low and Zero emissions vehicle technologies.

2. We are seeking the Federal Government to achieve a greener transport sector by partnering with Banyule City Council to financially support Council's EV fleet conversion (e.g. power upgrades, charging station installations).

For Banyule to meet its target of a zero emissions fleet by 2028, it is critical for the government to investigate opportunities for escalating the development or availability in Australia of current or emerging technologies in high energy use heavy trucks and plant.

As this technology is not yet mainstream, the cost of converting to a new fleet of zero emission vehicles is expected to cost $43.59 million, more than $7.5 million than the cost of replacing our existing petrol/diesel fleet.

3. We are seeking the Federal Government to achieve a greener transport sector by partnering with local government to find solutions for different fleet and plant and financially support the pilot of new zero emission heavy machinery such as waste collection trucks and street sweepers.

With no suitable zero emissions technology currently available, it will be necessary for council to escalate the development or availability of emerging zero emissions technologies in order to meet its 2028 target.

It is essential that the Federal Government takes on a leadership role to advocate for OEMs to develop and export to Australia the appropriate technologies and facilitate with procurement, as the promise of the purchase of only a few of the developed product by an individual council may not be enough to convince manufacturers to develop the prototypes. If the development cost is borne by the individual council, it would potentially make the cost of procuring the final product prohibitive.

The likelihood of the technology being developed and/or brought to Australia will be increased if manufacturers believe that they will have a sizeable market when the development is complete. This can be achieved through quantities of scale which can be co-ordinated via a partnership between the Federal Government, Local Government and businesses that provide services to councils. The size of the combined Australian market would then be greater, and a far more attractive export market to the foreign OEMs.

With the need to source solutions for some medium and heavy trucks including side loaders and street sweepers and heavy plant such as tractors and backhoes, an individual council will not have the resources to undertake all this before the 2028 deadline.

Partnering with the Federal Government would provide economy of scale for the procurement of EV fleets, and more resources to drive the second stage manufacture of commercial plant and equipment.

. We are seeking the Federal Government to achieve a greener transport sector by exploring ways to incentivise the use of zero or low emission transport modes, including the elimination of the luxury car tax.

Incentives for plug-in electric vehicles have been established by multiple national governments and local authorities around the world to support the adoption of plug-in electric vehicles. These policy driven incentives mainly include purchase rebates, tax exemptions and tax credits. Presently 12 EU countries offer purchase incentives for electrically-chargeable vehicles.

The government actually imposes a substantial financial disincentive by way of a Luxury Car Tax that is applied on new vehicles valued over a certain threshold which can be triggered when purchasing a more expensive electric vehicle.

The Victorian Government provides a $3,000 subsidy to Victorian residents or businesses purchasing an electric vehicle. It also offers a $100 discount on their annual registration.

Research on improvements in attitude towards EVs in Australia encourages tax credits from the Australian government, or perhaps a rebate system for EV purchases.[1] It also suggests a reduction or elimination of the luxury car tax for electric vehicles. Consumers were subjected to this tax to assist the now defunct local vehicle manufacturing industry.

By reducing the price of EVs to consumers, more of these vehicles will be purchased in Australia. The law of supply and demand says that should demand increase, supply will then increase and the cost of EVs in Australia will continue to drop further developing the market which in turn will provide more options for consumers.

It is imperative therefore that the Federal Government eliminates the luxury car tax and implements incentives for the purchase of electric vehicles.

[1] *ClimateWorks Australia Report, 2016*

Heidelberg West Business Park

Switching over to 100 per cent renewable energy

We are seeking:

1. A $150,000 Federal Government investment over two years to plan for the Heidelberg West Business Park to operate on 100% renewable energy and explore the potential to power new developments as part of the La Trobe NEIC development. Funding is sought to:
   - Undertake a detailed feasibility study in 2023/24
   - Develop detailed plans to undertake a renewable energy project in, or for, the Business Park

Banyule City Council has a goal to be a carbon neutral municipality by 2040. Gas and electricity consumption by industrial and commercial businesses in Banyule account for almost 50% of the municipality's carbon emissions. Emissions would be cut significantly if Banyule's largest commercial and industrial precinct (Heidelberg West Business Park) operated on 100% renewable energy.

Heidelberg West Business Park

Heidelberg West Business Park is Banyule's largest industrial hub, hosting approximately 600 businesses that employ over 4,500 people. The precinct accounts for approximately 10% of all jobs in the municipality.

Positioned between the Austin Hospital and La Trobe University, the estate has evolved to accommodate a diverse range of industry and business.

Whilst it continues to provide manufacturing and warehouse in a traditional industrial form, it is evolving to provide higher technology production and service and has the potential to become an even greater magnet for investment, jobs services and business.

The site is spread out over 97 hectares and houses 703 factories, many of which were built between 1940 and 1970 during the post war industrial boom. This period coincided with the peak use of asbestos cement roofing which is prevalent in the business park.

> 'The price of electricity is crippling!! There is no respite in sight for power costs, any support for solar installations and government (state and federal) rebates or subsidies is warmly welcomed.'

While the use of renewable energy in the form of Solar PV is starting to occur within the business park, further investigation is needed to unlock renewable energy opportunities.

Reducing Carbon Emissions

Banyule City Council declared a Climate Emergency and endorsed a Community Climate Action Plan in 2019. This plan has a target for a carbon neutral municipality by 2040.

As part of achieving this goal, Banyule is looking to explore options for the Heidelberg West Business Park, and has the support of the HWBP Association committee, to understand opportunities and constraints in pursuing opportunities for a renewable energy project on (or for) the site.

Banyule City Council

14 | **Banyule City Council**

Banyule's municipal emissions are broken down into Waste, Transport, Gas and Electricity with commercial and industrial gas and electricity representing 49% of emissions. As the HWBP is Banyule's largest commercial and industrial area, it represents a significant portion of carbon emissions. Addressing these emissions presents an opportunity to affect positive and significant outcomes.

Gas
Residential 12%
Commercial   5%
Industrial   3%

20%

Electricity
Residential 20%
Commercial   26%
Industrial   15%

16%

Transport
Automotive 13%
Motorcycle   1%
Bus   1%
Rail   1%

61%

Waste 3%
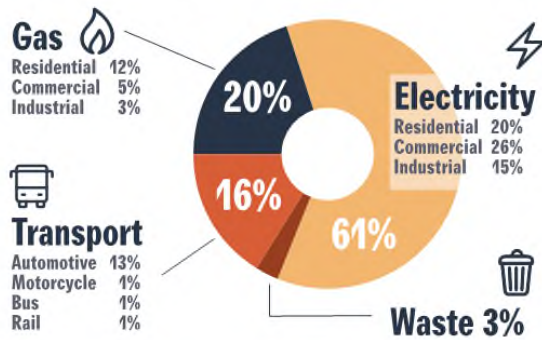
Total municipal emissions – 1 218 000 CO₂e

Banyule is currently undertaking a study to explore the opportunities and constraints of the site and to understand the options available for further investigation, advocacy or partnership on the road to transitioning this site to 100% renewable powered. The study includes:

- A whole of site assessment;
- Energy use profile, processes and energy use across businesses;
- Building conditions and constraints (i.e. asbestos, structural integrity of roofs);
- Electrification infrastructure including phase power, substation and switchboard capacity;
- Identification of renewable energy and storage opportunities.

This information will be provided to inform a feasibility study by the State Government.

La Trobe University is also keen to learn more from our study and explore potential partnership opportunities that may arise from this project.

'We definitely require a collaborative approach towards solar investment along with an initiative to install batteries.'

Timeline

The Heidelberg West Business Park Trader's Association has been looking to pursue options for renewable energy on site to ensure energy security, reduce energy cost and contribute to the lowering of emissions.

In **April 2021**, the Association committee commenced discussions with local MPs in an advocacy bid to gain funding for the removal of asbestos in factory rooves in the HWBP. Asbestos is a significant barrier to the safe installation of Solar PV.

In **April 2022**, Banyule Council surveyed business owners in the HWBP to gain a better understanding of their thoughts on a number of topics, including solar energy.

In **May 2022**, The Heidelberg West Business Park Association Committee wrote to Council expressing its collective interest in exploring solar energy as a potential renewable energy source for businesses in the park. The committee was particularly interested in a feasibility study that explored opportunities in the area.

In **July 2022** Council conducted a study into renewable energy in the HWBP to further inform a feasibility study if funded by the State Government. The findings are due in October 2022.

What our business operators told us?

In April 2022, Banyule Council surveyed 180 business owners in the Heidelberg West Business Park to gain a better understanding of their thoughts on a number of topics, including solar energy.

Would you like Council to progress discussions for Solar Panel investment?

12% No

21% Unsure

63% Yes
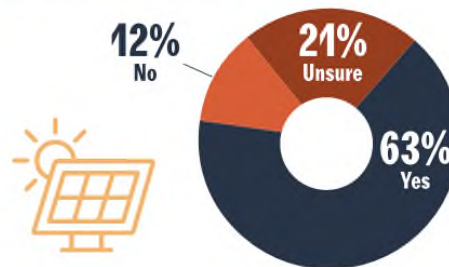
Of the respondents, 63% stated they would like Council to progress discussions with the State Government into Solar Panel investment. 21% were unsure and 12% said that they were not interested in learning more about solar panels for businesses in the Park. It is believed the latter responses may be from business who have already funded their own solar installation.

Interestingly, 86% of respondents provided commentary to their response with some indicating that asbestos in their rooves was a significant barrier to solar installation and these business owners may account for some respondents who were 'unsure' about solar.

For more information   Michele Purtle, Advocacy Lead
                            Banyule City Council

✉ Michele.Purtle@banyule.vic.gov.au
📞 0419 397 290
🌐 banyule.vic.gov.au

FOR MORE INFORMATION

Michele Purtle, Advocacy Lead
Banyule City Council

✉ Michele.Purtle@banyule.vic.gov.au

☎ 0403 159 388

🌐 banyule.vic.gov.au

Banyule
City Council

Advocacy Quarterly Report
July 1, 2022 - September 30, 2022

Attachment 1

Banyule Council endorsed its first ever Advocacy Framework and Action Plan in May 2022. The Framework provides the groundwork to inform our future advocacy and outlines the key initiatives that we are seeking an investment from the State and Federal Government to deliver.

It includes essential infrastructure that Banyule Council provides, infrastructure that the State and Federal Government are responsible for and regional priorities that Council has partnered with key stakeholders to advocate on.

An action of the Advocacy Framework is that a quarterly report be provided to EMT and Council on the status of our

advocacy work and the progress being made on each of our endorsed priorities.

A four-year Advocacy Action Plan was included within the Advocacy Framework and listed four key directions, each with a number of actions to be undertaken.

(See Attachment 3 – Four year action plan report)

Q1 - Advocacy at a Glance
Our Advocacy Priorities

Sustainable environment

- Green Council Fleet
- Monty to Eltham shared path
- Bicycle Trail Rosanna-Heidelberg
- Solar@ Business Park
- Bicycle Strategy
- 7 star rating for new homes
- Safer climate events
- Electric vehicle charging policy
- Green fleet

Connected Communities

- Watsonia Station DDA
- Ivanhoe Station DDA & Marshall St Level Crossing removal
- Supported Playgroup
- Diverse communities
- Housing Outreach service
- Regional Mental Health Services
- Regional Bus Services

Well-built City

- La Trobe NEIC
- Greensborough Bus Interchange
- NEL tunnel & land bridges
- NEL surrounding roads
- Odenwald Road Bridge
- West Heidelberg re-imagined
- Precincts and regions

Our Trusted and Responsive Leadership

Our Inclusive and Connected Community

Our Sustainable Environment

Banyule Community Vision 2041

Our Thriving Local Economy

Our Well-Built City

Our Valued Community Assets and Facilities

Local Economy

- Watsonia Shops Capital Investment fund
- Inclusive Employment

Community facilities

- Electrification of Ivanhoe Aquatic Centre

Banyule
City Council

Council endorsed 25 advocacy priorities at its May 30 meeting.
Priorities align with all of the Priority Themes in the Community Vision.

Top 5 achievements for the quarter

✓ Launched the *Put A Lid On It Campaign* to inform the community of the State's proposal for the northern section of the North East Link and determine their support for Council's alternative proposal.

An online website, postcards, facebook messages etc have seen more than 1500 people back Banyule's proposal.

✓ Secured an interview for the Mayor on ABC radio with Virginia Trioli to highlight Council's proposal for a better design outcome for North East Link.

✓ Met with the Department Secretary and the Executive Director to discuss future-proofing the Greensborough Transport Interchange for an integrated future development of the site as a gateway to Greensborough.

✓ Council's advocacy priority to achieve seven star compliance (NatHERS thermal performance) for all new homes has been achieved with Building Ministers throughout Australia agreeing to improve the energy efficiency of new homes through the National Construction Code (NCC).

As of 2022, new residential dwellings will need to achieve the equivalent of seven stars.

✓ Banyule is leading the advocacy for its highly successful Federal and State award winning Inclusive Employment Program to be rolled out in Councils throughout Melbourne's North.

A $12.5 million investment is being sought from the State Government as part of the Northern Councils Alliance priority pitch.

If successful, the program (which provides jobs for local people experiencing barriers to employment) would enable 70 plus local people to receive paid employment in seven Councils in Melbourne's North for six months. The three year funding pitch will enable 700+ inclusive employment outcomes.

Our Partnerships

Council has added its support to a number of regional and statewide bodies to support advocacy and influence government on more regional issues. These have included:

- **NCA – Advocacy Priorities**
Partipated in monthly meetings, supported the development of the priorities and assisted with the relevant fact sheets to support our ask for the region. Banyule CEO and Mayor performed the role of Chair of the Alliance.

- **MAV – Vote for Communities**
Participated in the launch of the campaign

- **NAGA Safe Climate and 7 Star Rating campaigns**
Joined with NAGA to participate in meetings with Members of Parliament and were co-signatories to letters sent to Government Ministers.

Communicating our advocacy messages

There have been 17 opportunities to update the community on our advocacy work including:

- Advocacy Priorities Banner centre-page spread
- Advocacy update in *News From Your Neighbourhood*
- Banyule Council Website advocacy section
- *Put A Lid On It* Postcards, Posters, Bus Shelter Advertising
- *Put A Lid On It* Banyule Banner wrap
- *Put A Lid On It* Facebook posts x 4
- Lid the Link website
- *Unlocking Greensborough* postcards and social media
- Shaping Banyule – Unlocking Greensborough site
- PVFM interview on North East Link and Safer Communities

Other Advocacy Projects

Cemetery Trust

Council wrote to Colin Brooks in August seeking his support on ways to reduce the financial burden that managing the cemetery trust has on Banyule ratepayers now that there are few plots available for sale at the existing cemeteries to fund ongoing maintenance. The letter asked for Mr Brooks support to:

1. explore the opportunities to amalgamate the Banyule Cemeteries Trust (Class B) with the Greater Metropolitan Cemeteries Trust (Class A); and

2. advocate for legislative reform of the *Cemeteries & Crematoria Act 2003.*

Our Working Groups

To ensure that Banyule Council continues to advance discussions in regard to its major priorities, the Advocacy Framework identifies the need to establish internal working groups in the areas of:

- Sustainability
- Strategic Transport and Planning
- Community Wellbeing
- Job Creation and Investment
- Community Infrastructure

Working Groups

- First meeting of the Community Wellbeing Advocacy Group held in September. Six weekly meetings established

- An informal strategic planning / property group was formed to discuss Greensborough Transport Interchange and Activity Centre. The group has been formalised and expanded to meet six weekly as a Job Creation and Investment Advocacy Working Group.

- It was decided that rather than a separate Transport Working Group, that Advocacy would be an Agenda item on the existing Strategic Transport Group. The Advocacy Team presented at the August and September meetings.

- Rather than establish a Sustainability Working Group, Advocacy has been included on the agenda of the existing Climate Action Group. The Advocacy Team will present at the November meeting.

- The Community Infrastructure Advocacy Working Group is still being established.

Stakeholder Engagement

Banyule Council continues to meet and engage with State and Federal Government politicians and officials to share our advocacy priorities. Meetings held and correspondence shared in the past three months have included:

- Meetings with local MPs Vicki Ward, Colin Brooks and Anthony Carbines
- Meetings with North East Link Authority CEO, Duncan Elliott
- Meetings with Members of Parliament, Samantha Ratnam (Greens Leader) and Fiona Patten
- Meeting with Matthew Bach, Opposition transport spokesperson on climate resilliant councils
- Correspondence with Roads Minister Ben Carroll and meetings with the Department Secretery and the Executive Officer of the Network Pipeline and Projects team of the Department of Infrastructure
- Correspondence to Minister Lily D'Ambrosio regarding support for the safe climate campaign
- Correspondence to all local upper and lower house MPs on funding for resilient Councils

Our Community

North East Link

More than 1500 people have supported Council's *Put A Lid on It* Campaign. Over three quarters left a comment as to why a lid on North East Link was important.

(See page four of this report)

Greensborough Transport Interchange

More than 350 people participated in a survey detailing the need for better access between Greensborough Railway Station and the Activity Centre.

Solar power at Heidelberg West Business Park

180 businesses were surveyed regarding their interest in Council advocating to the State Government for solar panel investment. A total of 43 responses were received stating the following:
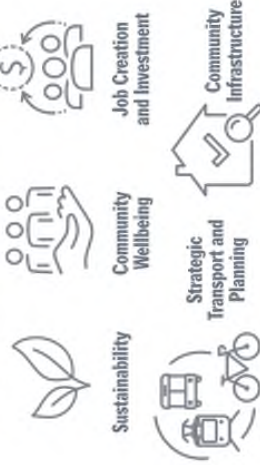
Would you like to see council progress discussions on solar power with the State Government?

Yes (27)
No (5)
Unsure (9)

Evidence based fact sheets have been developed for 24 of the 25 priorities.*

Advocacy has been advanced on 24 of the 25 priorities.

(See Attachment 2 – How our priorities are tracking)

* Housing priority has been paused, hence the omission of a fact sheet

1500+
PUT A LID ON IT
BUILD GREEN BRIDGES OVER NORTH EAST LINK
BACK BANYULE AT LIDTHELINK.COM

Unlocking Greensborough
350+

What our community is saying...

PUT A LID ON IT

BUILD GREEN BRIDGES OVER NORTH EAST LINK
BACK BANYULE AT **LIDTHELINK.COM**

> Climate change. We need to increase green areas so they can sequester carbon and also cool areas down with green leafy plants. We have an obligation to improve things, not go for the cheapest option. (It isn't the cheapest in the long run.) If we decrease (or not increase when we have the chance to) green areas, we are adding greenhouse gases to the environment and heating our planet. If we don't sequester the carbon, the temperature in Australia could rise to a point where trees will not survive, we will be in a desert.

> I'm a local environmental science teacher and understand the importance of wildlife corridors.

> Banyule are already going to have an unsightly multiple lane road in our neighbourhood. The very least the North East Link could do is reduce this problem as much as possible.

> I support putting a lid on it to preserve the green environment and wildlife corridor.

> We can't get rid of nature and keep replacing it with concrete and asphalt. A balance must be struck.

> Keeping the area green is important. It's one of the reasons I chose to live in Macleod.

> Ideally road upgrades for the principal purpose of through traffic should not take the local community backwards.

> Keeping the community together is key.

> We need to keep the green areas as much as possible. Going past the construction at the moment looks so bare and disgusting.

> I'm a local environmental science teacher and understand the importance of wildlife corridors.

> I care about the planet and the community aesthetic.

> Increasing park land and reducing traffic and noise.

> We can't get rid of nature and keep replacing it with concrete and asphalt. A balance must be struck.

> Less impact, environmentally better. More green spaces.

> To keep the Watsonia community thriving and create a better aesthetic than a concrete trench.

> Social mobility depends on physical mobility. Creating pockets that are not easily connected/ traversed discourages diversity and encourages isolate communities. It might seem I'm over inflating the situation but the concept still applies. Also I'm in Greensborough and I have family in Watsonia so that's another (more selfish) reason.

> I have lived in Watsonia for almost my whole life (I am 46). I am very upset to see the environment being destroyed for the sake of a new road. The loss of trees and habitat for wildlife that you can see already near the Army Barracks is very sad. The trench will be an eyesore that divides Watsonia in half if it does not have "lid" on which green space can be created.

> We need green space, not a hole in the ground separating communities.

Banyule
City Council

FOR MORE INFORMATION

Michele Purtle, Advocacy Lead
Banyule City Council

✉ Michele.Purtle@banyule.vic.gov.au
☎ 0403 159 388
🌐 banyule.vic.gov.au

Advocacy Quarterly Report

Attachment 2

July 1, 2022 - September 30, 2022

How our advocacy priorities are tracking

Many of our Council's advocacy priorities will not be achieved in the short term and may require long term advocating and development of evidence to secure State and Federal Government funding. It is important that Council continually advances what it is asking for.

Below is a snapshot of the work undertaken and the resourcing allocated to each of our advocacy priorities during the first quarter.

Status key
1. Identified funding commitment sought and developed evidence to support ask
2. Fact Sheet written and information included on Council's website in priorities booklet
3. Priority shared with local MPs
4. Campaign launched, letter to Minister, formal meeting

Priority	What have we done	Status key 1	2	3	4
La Trobe NEIC	• Co-ordinated stakeholders for La Trobe NEIC meeting • Developed stakeholder communique • Drafted letter to Minister	✓	✓	✓	
Greensborough Bus Interchange	• Developed renders of a draft mixed-use development • Wrote to Local MPs and Minister Ben Carroll • Met with Department Secretary and Executive Officer of Network Pipeline and Program team within Department of Infrastructure and shared cost estimations for future proofing • Undertook the Unlocking Greensborough community engagement survey • Shared findings report with residents • Sent letter to Kate Thwaites outlying importance of project	✓	✓	✓	✓
Extension of North East Link Tunnel and land bridges	• Developed and rolled out Put A Lid On It campaign • Undertook an Economic Analysis of preferred design option • Created postcards, posters etc • Mayoral interview on ABC radio with Virginia Trioli • Developed renders for the preferred design option • Met with MPs and Opposition Transport Spokesperson	✓	✓	✓	✓
North East Link Greensborough Gateway and road upgrades	• List of priorities for northern section of NEL being updated by Council's transport team	✓			
Odenwald Pedestrian Bridge	• Developed fact sheet for Odenwald Road Bridge	✓			
West Heidelberg Reimagined	• Stakeholder meeting for supported accommodation in Hansa Walk • Letter to Associate Secretary, Director of Housing, Ben Rimmer providing evidence to support selling land to Council for reduced cost	✓	✓		
Northern Precincts and Regions	• Priority Project in Northern Councils Advocacy package • Fact sheet developed and included on website	✓	✓	✓	

Priority	What have we done	Status key 1	2	3	4
Greensborough to Hurstbridge Shared User Path	• Funding announced for path between Greensborough and Montmorency • State Government commitment to plan for funding to extend path from Montmorency to Eltham • Discussion with LXRP on potential path routes • Letter written to Vicki Ward MP on preferred path option for a pedestrian bridge over the Plenty River to connect Briar Hill into Greensborough	✓	✓	✓	
West Heidelberg Business Park Solar sustainability	• Information collated to support solar sustainability opportunity at Heidelberg West Business Park • Allocated $50,000 for preliminary study into what is needed from a State funded feasibility study • Survey of West Heidelberg businesses to gauge support	✓	✓	✓	✓
Bicycle Strategy	• Fact sheet developed • Information uploaded on website and included in Banyule Banner • Priorities identified (and sorted per electorate)	✓	✓		
7 star rating for construction of new homes	• We were an active partner of the CASBE and Climate Emergency Australia successful campaign seeking changes to the State Government's National Construction Code. • Co-ordinated Councillor information session on Plenty Valley FM • Councillors and Director of Building and Planning attended meeting with Samantha Ratnam MP and Fiona Patten MP alongside representatives from NAGA • Sent letter to Minister for Environment Lily D'Ambrosio MP	✓	✓	✓	✓
Safer communities from climate events	• Partnered with the seven Victorian Greenhouse Alliances and the Council Alliance for a Sustainable Built Environment (CASBE) in support of their State election campaign for resilient communities • Sent a letter to all lower and upper house MPs asking them ensure delivery of a safe climate and resilient communities by mandating to tackle climate change as a priority at all levels of the planning system.	✓	✓	✓	
Electric vehicle charging policy for Melbourne's North	• Priority Project in Northern Councils Advocacy package • Fact sheet developed and included on website	✓	✓	✓	
Ivanhoe Aquatic Centre Electrification	• Fact Sheet developed • Information sent to Labor MP, Kate Thwaites prior to Federal election	✓	✓	✓	
Watsonia Station DDA	• Fact Sheet developed • Meeting with Matthew Bach, Opposition Transport Spokesperson and fact sheet provided	✓	✓		
Ivanhoe Station DDA compliance and Marshall Street Level Crossing removal	• Meeting with Matthew Bach, Opposition Transport Spokesperson and fact sheet provided	✓	✓		
Supported Playgroup	• Fact Sheet developed • Correspondence with State Government on funding stream options	✓			
Diverse Communities	• Fact Sheet developed • Former Minister for crime prevention, Natalie Hutchens attended Diverse Communities Event • Minister Hutchins provided with copy of Council's fact sheet	✓	✓	✓	
Housing services	• Insufficient evidence available from Council to justify our ask. Advocacy on this has been paused				
Regional Mental Health Services	• Priority Project in Northern Councils Advocacy package • Fact sheet developed and included on website	✓	✓	✓	
Regional Bus Services	• Priority Project in Northern Councils Advocacy package • Fact sheet developed and included on website	✓	✓	✓	
Watsonia Shops Capital Investment and Activation Fund	• Met with Colin Brooks onsite • Provided pamphlets for traders to send to local MP • Fact Sheet developed	✓	✓	✓	
Inclusive Employment	• Priority Project in Northern Councils Advocacy package • Fact sheet developed and included on website • Developed the 'ask' and provided the evidence for the fact sheet	✓	✓	✓	✓

Reporting on the four-year action plan

To assist our community and partners in better advocacy outcomes, Council acknowledges its role in building the community's capacity to advocate. Additionally, there is a need to better increase partnerships among community groups and service agencies for a united voice on issues of importance. A four-year advocacy action plan was developed with four key directions to equip council and the community with more opportunities for positive outcomes to their advocacy. These key directions include:

- **Key Direction 1** – Building the community's capacity to advocate
- **Key Direction 2** – Building the organisation's capacity to advocate
- **Key Direction 3** – Develop partnerships for joint advocacy
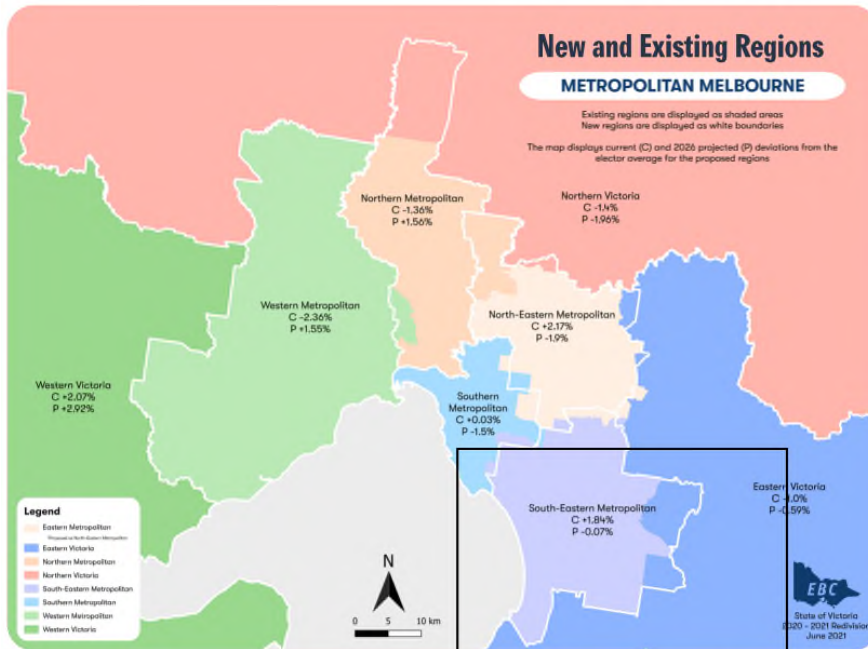- **Key Direction 4** – Communicating with our community

The following table identifies the Actions to be achieved in the first year and their status.

Key Direction 1: Build Community Capacity to Advocate

Objectives	Actions	Timeframe / Output	Impact Indicators – How we will measure success	Status
1.1 Identify advocacy opportunities in partnership with the local community	Facilitate and support community discussions on advocacy issues, actions and opportunities	Year 1 – Community engagement plan developed	Number of community members and stakeholders involved in advocacy activity	**In progress** More than 1600+ residents supported Council's preferred design option for North East Link, 350 people informed our survey on accessibility from Greensborough Station to Activity Centre and 23 per cent of businesses in Heidelberg West Business Park indicated support for Council to advocate for solar installation
1.2 Build community capacity to advocate on matters that are important to them	Provide information to support community advocacy efforts and promote the availability of Council's Advocacy Toolkit	Year 1 – Resources developed and promoted	Annual number of community members and stakeholders accessing information and resources	**In progress** North East Link collateral shared and weekly meetings held with community. Community members distributed postcards, displayed posters and emailed collateral to networks
	Provide opportunities for councillors to regularly engage with community on advocacy issues	Year 1 – Councillor engagement opportunities identified and resources prepared	Number of Councillors attending community meetings around advocacy and sharing advocacy updates in newsletters	**In progress** Councillor interviews on PVFM to discuss Put A Lid On It campaign and the need for seven star ratings for new housing Various advocacy updates in *News From Your Neighbourhood* newsletters

Key Direction 2: Build Organisational Capacity to Advocate

Objectives	Actions	Timeframe / Output	Impact Indicators – How we will measure success	Status
2.1 Strengthen cross-departmental advocacy efforts and enhance workforce capacity in advocacy	Establish internal working groups to co-ordinate Council's advocacy efforts	Year 1 – Internal working groups established Year 1 – Reporting framework introduced	Number of internal working group meetings held and reports back to EMT	**In progress** Four working groups established or expanded to include advocacy component
	Develop Council's advocacy priorities and review annually to ensure they reflect community priorities and identify emerging advocacy opportunities	Year 1 - priorities identified and endorsed by council Year 1 and 2 – advocacy plans developed for each priority	Advocacy plans developed	**Completed** 2022/23 Advocacy Priorities identified and endorsed by Council in May 2022
2.2 Be proactive influencing government policy and taking advantage of funding opportunities	Develop a coordinated and proactive process for making submissions to government inquiries, policy developments and funding opportunities	Year 1 – capture dates of submissions and grants	Number of submissions made Preparation of State and Federal government budget submissions	**Not yet started**
	Prepare feasibility studies and/or business cases for priority projects	Business cases/ feasibility studies presented to Council annually for consideration in budget	Number of business cases/feasibility studies developed	**In progress** Economic Analysis completed for preferred design option for North East Link to inform *Put A Lid On It Campaign*

Key Direction 3: Develop partnerships for joint advocacy

3.1	Establish and maintain strategic partnerships to identify and advance advocacy priorities	Facilitate the development of advocacy priorities with Inclusive Banyule Advisory Committee	Inclusive Banyule advocacy priorities established annually and reviewed based on the evidence provided by Council	Inclusive Banyule advocacy priorities established and action plans developed	**Not yet started**
		Explore opportunities for joint delegations and submissions with businesses, service agencies and/or community groups to government and decision makers	Year 1 – identify stakeholders as part of the establishment of advocacy plans developed for each priority	Number of stakeholders engaged in advocating for council's priorities	✓ **In progress** NCA campaign – four of Council's advocacy priorities included in NCA advocacy priorities • Bus networks • Inclusive Employment • Precincts planning • Electric vehicle charging Banyule CEO and Mayor undertook role of chair of the NCA Hosted La Trobe NEIC stakeholder meeting to discuss advocacy opportunities for State investment in the precinct
3.2	Collaborate with State and Federal MPs to ensure Banyule's Advocacy Priorities are considered for government investment	Develop an annual engagement plan with local State and Federal MPs, Ministers and opposition party members	Year 1 - Annual MP engagement strategy developed and implemented Year 1 – 4 – Strategy to collaborate with MPs on pre-budget bids developed and implemented	Opportunities to provide information to local MPs, Ministers to advocate	✓ **In progress** Monthly meetings organised with local MPs in July and September
		Deliver briefing papers and presentations on major advocacy priorities	Year 1 – Develop template for advocacy briefing papers	No of briefing papers prepared	✓ **In progress** Briefing Paper template developed
3.3	Participate in advocacy networks and ensure Banyule priorities are included in regional advocacy material	Attend meetings of regional and state advocacy groups (National Councils Alliance and Municipal Association of Victoria) and provide input into advocacy plans	Year 1-4 – Participate in network meetings and circulate information accordingly	Number of Banyule's advocacy priorities included in regional advocacy documents	✓ **In progress** 4 priorities included in NCA advocacy priorities document 2 priorities included in NAGA documents Council also supported MAV with their Don't Forget Council's election campaign
		Ensure Banyule's social and physical infrastructure priorities are included in regional and state advocacy documents	Year 1 – Identify when strategic documents are due to be updated ie: Northern Horizons, Plan Melbourne, Victoria Infrastructure Plan Year 1-4 ensure Banyule's social and physical infrastructure priorities included in regional and state advocacy materials	% of submissions where content is visible in regional advocacy material	✓ **In progress** Banyule Advocacy Priorities included in NCA Advocacy prospectus

Key Direction 4: Communicating with our Community

4.1	Deliver advocacy messages that are clear and consistent with the voice of community and stakeholders	Develop advocacy fact sheets for all priorities that articulate the investment sought or policy reform needed	Year 1 and 2 – Advocacy Plan and fact sheets developed for each advocacy priority and reviewed as required	% of advocacy priorities with associated advocacy plans and factsheets	✓ **Completed** Fact sheets developed for all priorities, except Housing ask which has been paused as an advocacy priority • Banyule fact sheets = 17 • NCA fact sheets = 5 • CASBE fact sheets = 2
		Utilise Council's communications channels to raise awareness of Council's priorities	Year 1-4 Develop an advocacy communications plan to deliver advocacy updates, and continually review	Number of communications promoting Council's advocacy	✓ **In progress** 17 opportunities promoting Council's Advocacy Priorities

Advocacy Quarterly Report

October 1, 2022 – December 31, 2022

Attachment 1

New and Existing Regions

METROPOLITAN MELBOURNE

Existing regions are displayed as shaded areas
New regions are displayed as white boundaries

The map displays current (C) and 2026 projected (P) deviations from the elector average for the proposed regions

Northern Metropolitan
C -1.36%
P +1.56%

Northern Victoria
C -1.1%%
P -1.96%

Western Metropolitan
C -2.36%
P +1.55%

North-Eastern Metropolitan
C +2.17%
P -1.9%

Western Victoria
C +2.07%
P +2.92%

Southern Metropolitan
C +0.03%
P -1.5%

South-Eastern Metropolitan
C +1.84%
P -0.07%

Eastern Victoria
C -1.0%
P -0.59%

N

0   5   10 km

EBC
State of Victoria
2020 - 2021 Redivision
June 2021

Legend
- Eastern Metropolitan
- Eastern Victoria
- Northern Metropolitan
- Northern Victoria
- South-Eastern Metropolitan
- Southern Metropolitan
- Western Metropolitan
- Western Victoria

The focus of the quarter was primarily around the Victorian State Election. Council produced its own State Election advocacy package, hosted a community forum and supported the campaign launches held by our advocacy partners.

The State Election saw the return of lower house MPs Anthony Carbines (Ivanhoe), Colin Brooks (Bundoora) and Vicki Ward (Eltham).

A redistribution of electoral boundaries moved Banyule into the North Eastern Metropolitan district. Matthew Bach (Liberal), Shaun Leane (Labor) and Sonja Terpstra (Labor) were returned to parliament and were joined by newly elected Nick McGowan (Liberal) and Aiv Puglialli (Greens).

Letters of congratulations have been sent to all upper and lower house MPs and a request to meet with them to discuss Council's priorities.

A number of election commitments were made by the elected representatives and Council has thanked them for the funding they have promised and will continue to follow the progress of these projects.

Ivanhoe Electorate

- ✓ **$1.23M** to upgrade **new kindergarten and outdoor learning spaces** that support local families including:
  - **$335,000** at Winston Hills Pre-school
  - **$500,000** at Ivanhoe Children's Community Co-operative
  - **$198,000** at Morobe St Child Day Care Centre
  - **$198,000** at St Hellier St Child Day Care.

- ✓ **$350,000** to upgrade changerooms at the **Ivanhoe Bowling Club**.

- ✓ **$14.07M** redevelopment of **Heidelberg Primary School** to include new classrooms and a gymnasium.

- ✓ **$250-300 million** expansion of **Austin Health emergency department**.

- ✓ **Build and run 50 new low cost early childhood education and care services** across the state, including one in Heidelberg West to be operational by 2028.

Eltham Electorate

- ✓ **$32.8 million** to deliver a new **shared user path** between Montmorency and Eltham.

- ✓ **$500,000** for renovations at the **Montmorency Bowling Club**.

- ✓ **$100,000** to Diamond Valley Community Support Inc.

Bundoora Electorate

- ✓ **$400,000** for multi-purpose training nets at the Greensborough War Memorial Reserve.

- ✓ **Removal of level crossing** at Ruthven St, Macleod.

- ✓ **$100,000** to the Bundoora Scout Group.

- ✓ **$100,000** to **Big Group Hug**.

Banyule
City Council

Our Community

Transport Forum

Council hosted the Banyule Traffic Forum in the lead up to the State Election in partnership with the MTF. Speakers included Matthew Bach (Liberal MLC and candidate for North Eastern Metro) and Aiv Puglielli (Greens candidate for North-Eastern Metropolitan). Sonja Terpstra (Labor MLC and candidate for North Eastern Metropolitan) withdrew the week prior.

70 people attended in person (Despite the worst weather forecast for the year) and 70 people livestreamed from home. The forum provided an opportunity for candidates to provide an overview of their transport policies and for the community to ask questions directly of the candidates.

Large two metre corflutes were erected around the room showing the community comments that Council had received from the *Lid the Link* campaign, which is our largest road advocacy priority.

Stakeholder Engagement

Banyule Council continues to meet and engage with State and Federal Government politicians and officials to share our advocacy priorities. Meetings held and correspondence shared in the past three months have included:

- Congratulatory letters sent to local upper and lower house local MPs after being elected to Parliament to represent Banyule residents.
- Correspondence to Ben Rimmer, Director of Housing, CEO Homes Victoria reaffirming Council's interest in purchasing Hansa Walk for provision of permanent supported accommodation for women and young families who have experienced family violence.
- Correspondence with Minister Ben Carroll to reaffirm Council's position for the Greensborough Transport Interchange to be future proofed to allow future development and providing an inventory of the communique that Council has had with the State to try and secure this outcome.
- Correspondence sent to Vicki Ward MP asking for improved pedestrian access between Briar Hill and Greensborough Station via a separate pedestrian bridge across Plenty River from the Plenty River Trail to Railway Road as part of the Shared User Path construction. Provision of the missing footpath needed along Railway Road (adjacent to Para Road to connect it with the new Shared User Path was also raised.
- Correspondence with Kate Thwaites MP to fund the electrification of Ivanhoe Aquatic Centre. Kate's office has reached out to Minister Bowen's office (Minister for Climate Change and Energy) and the CEFC about Council's advocacy for investment for the electrification of the Ivanhoe Aquatic Centre and have reached out to Council for a follow up discussion.

North East Link presentation

Residents met with Council to share their concerns for the North East Link works and to suggest alternative design options for the northern section of the road project that they would like Council to advocate to NELP on their behalf.

Additionally, the voice of residents and traders was included in a five minute video which will be presented to the executive of NELP and the alliance who will be constructing the northern section of North East Link.
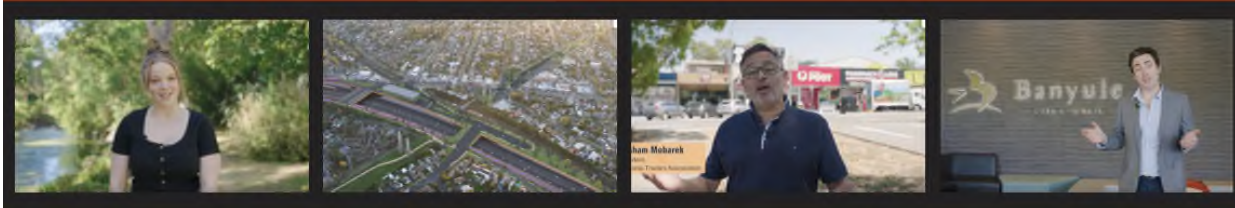
Our Partnerships

Northern Councils Alliance

Northern Councils Alliance launched its Strategic Plan 2022-2026, a five-year blueprint for regional advocacy across four strategic priority areas.

The NCA is made up of seven councils from Melbourne's north - Banyule, Darebin, Hume, Merri-bek, Mitchell, Nillumbik and Whittlesea – which is home to one million people, or one in six Victorians.

The strategic plan identifies the necessary investment in infrastructure and strategic projects that is needed to improve access to jobs, health services and education in the region.

Cr Elizabeth Nealy presented at the NCA launch in her former role as the Chair of the Northern Councils Alliance.

La Trobe NEIC

Council partnered with Darebin Council and NORTHLink to host a meeting with the precincts group within the Department of Jobs, Precincts and Regions (now known as DRSIR) to work on forming a whole of government position regarding the intent and aspirations for the La Trobe National Employment and Innovation Cluster. Other key stakeholders were also in attendance at the meeting.

The meeting was followed by a bus tour of the precinct to familiarise the DJPR team with key features of the area and the opportunities they provide for job growth.

DJPR representatives included:

· Damian Dewar, Director Business Precincts;
· John Casey, Manager Business Precincts;
· Marie Claire O'Hare, Manager Urban Design
· Frances Nolan, Senior Project Officer

Following the meeting, Banyule and Darebin councils are working together to develop a strategic benefits review for the precinct.

The next steps for DJPR to seek Cabinet endorsement of a draft La Trobe NEIC Vision and Opportunities Statement, which is proposed to take placed in June 2023. The work that Banyule and Darebin are undertaking will inform this briefing.

Federal Electric Vehicle Strategy

In October 2022 the Victorian Greenhouse Alliances collaborated to write a submission to the Federal Electric Vehicle Strategy consultation by the Department of Infrastructure, Transport, Regional Development, and Local Government.

Council supported the submission through its membership of the Northern Areas Greenhouse Alliance (NAGA).

The submission focussed on 11 recommendations:

1. Set a national target for when all new vehicles sold will need to be zero emissions

2. Use government purchasing power to drive the market and transition government fleet to all electric

3. Rapidly raise Australian vehicle fuel efficiency standards to be on par with international jurisdictions

4. Focus on geographic and social equity in the transition to EVs

5. Develop nationally recognised accessibility standards to ensure a coordinated transition

6. Develop a National Network Charging and Refuelling Strategy

7. A strategic mix of grid management approaches is required to ensure grid capacity

8. Adjust road user charges to ensure a fair distribution of revenue to local government

9. Urgently undertake a National Transport Emissions Reduction Strategy to strategically identify other modes of transport and adjacent pathways to address transport emissions

10. Rapidly roll out national training and development programs to upskill workers to manufacture, install, repair, service and maintain the new generation of vehicles (EVs and hydrogen fuel cell EVs) and supporting infrastructure

11. Develop a circular economy policy and whole-of-life product stewardship schemes to manage waste from EVs and associated infrastructure.

Top 5 achievements for the quarter

☑ **Secured a date to present to NELP and the Alliance they have chosen as their preferred bidder to construct the northern section of North East Link.**

A presentation, video and advocacy document are being prepared to articulate the changes needed to the current reference design that will provide a better design outcome for the Banyule community.

☑ **Hosted the Banyule Transport Forum and provided the community with an opportunity to hear from local candidates about their government's transport policies and ask questions in relation to transport issues affecting them.**

Relationships with Matthew Bach MP and Aiv Puglielli MP – both our upper house representatives after being elected – were forged on the night.

☑ **Developed our 24 page Advocacy Priorities booklet which provides a summary of each of our endorsed priorities.**

The document will support our pre-budget submissions to the State and Federal Government and discussions with local MPs.

☑ **Banyule joined with the other six northern Melbourne councils at the Northern Council Alliance's launch of its regional advocacy priorities – a blue print to securing funding from the State Government for Melbourne's northern region over the next four years.**

Banyule showcased its own advocacy work with a impressive information booth of fact sheets at the event.

☑ **Advocacy success was achieved with the Federal Government introducing the Electric Car Discount Bill to make electric vehicles more affordable for more Australians and the State Government announcing a $32.8 million commitment to deliver a new shared user path between Montmorency and Eltham.**

Communicating our advocacy messages

- Council produced a 24 page Advocacy Priorities prospectus summarising the funding ask for each of our priorities and the evidence supporting the need for each of these. The document is available for public viewing on Council's website.
- More than three opportunities to promote MTF Forum including news brief in Banyule Banner, letterbox distribution and social media posts.
- Continued roll-out of *Lid the Link* communications including posters, postcards, social media posts and bus shelter advertising.
- September edition of Banyule Banner included four page *Lid the Link* wrap and a Mayor's message on the campaign.
- October edition of Banyule Banner included double page spread on *Lid the Link* campaign.
- October edition of Banyule Banner included story on advocacy for seven star ratings for new residential development.
- The November /December edition of the Banyule Banner included full page spread on North East Link, outlining Council's opportunity to influence NELNA (North East Link Northern Alliance) and NELA (North East Link Authority).
- The November /December edition of the Banyule Banner also included a full page spread on cycling infrastructure that Council is advocating for, including the shared user trail between Greensborough and Montmorency and the Northern Trail rail corridor between Rosanna and Heidelberg.
- Our advocacy success in achieving seven star rating requirements for all new residential developments was reported in the November/December edition of the Banyule Banner.
- Cr Peter Castaldo joined with Mayors/Administrators of the other northern Melbourne councils to issue a statement to all media outlets reaffirming their Council's commitment to working collaboratively to advocate for key significant priorities such as:
  - A regional transport strategy
  - Large scale transport infrastructure
  - Improved bus networks
  - Pilot funding for electric vehicles
  - Liveability funding for northern trails
  - Development of precincts
  - Expansion of Banyule's successful Inclusive Employment Program
  - Mental health and wellbeing support
  - Increased access to health service
  - Ending family violence
  - Support for a greener north

Banyule City Council

FOR MORE INFORMATION

Michele Purtle, Advocacy Lead
Banyule City Council

✉ Michele.Purtle@banyule.vic.gov.au
☎ 0403 159 388
🌐 banyule.vic.gov.au

Advocacy Quarterly Report
October - December 2022

Banyule City Council

How our advocacy priorities are tracking

Many of our Council's advocacy priorities will not be achieved in the short term and may require long term advocating and development of evidence to secure State and Federal Government funding. It is important that Council continually advances what it is asking for.

Below is a snapshot of the work undertaken and the resourcing allocated to each of our advocacy priorities during from October to Decmber 2022.

Status key

- New/emerging priority - material to be developed
- Ask and advocacy materials developed and shared
- Active campaign/ advocacy underway
- Outcome acheived

PRIORITY THEME
Our Well-Built City

Priority	What have we done	Next steps	Status key
La Trobe NEIC	• Co-hosted meeting with DJPR (now DRSIR) executives to identify opportunities for job growth in the precinct • Co-ordinated bus tour of key tertiary, health and industry facilities within the precinct • Funded a La Trobe NEIC Opportunities Paper that will inform a briefing to the Minister by DRSIR in June	• Finalise Strategic Opportunities Paper and send to DRSIR. • Seek meeting with DRSIR to discuss briefing to Minister. • Include in State Pre-budget submission	🟢
Greensborough Bus Interchange	• Responded to a letter by Minister Carroll stating that future-proofing the site was not feasible • Prepared a report to Council discussing potential financial negotiations that could be considered with the state to make future-proofing more palatable Next steps are to write back to Minister Carroll following Council decision on cost negotiations.	• Report going to Council to discuss financial negotiations that Council could have with DoT and Minister Carroll • Include in State Pre-budget submission	🟢
Extension of North East Link Tunnel and land bridges	• Continued to provide updates and receive feedback from residents regarding the *Put A Lid On It* campaign • Invited residents to attend Council and share their concerns with councillors • Prepared a five minute video featuring the voice of our community for presentation to NELP and NELNA • Co-ordinated meeting with NELP and NELNA to be held on January 25 • Wrote to local MPs (upper and lower house) in regards to our proposal for North East Link • Prepared a presentation and advocacy pack to present to NELP and NELNA	• Meet with NELA and NELNA to present Council's alternative design proposal • Finalise video, presentation and advocacy pack for presentation to NELA and NELNA • Pending report to Council, determine next steps • Include in State Pre-budget submission	🟢
North East Link Greensborough Gateway and road upgrades	• Articulated improvements needed to roads further afield in Greensborough which will become feeder roads to NEL and need upgrading • Included our asks in presentation to NELP and NELNA • Presented a fact sheet on the road improvements neededs	• Meet with NELA and NELNA to present Council's alternative design proposal • Finalise video, presentation and advocacy pack for presentation to NELA and NELNA • Pending report to Council, determine next steps • Include in State Pre-budget submission	🟢

Priority	What have we done	Next steps	Status key
Odenwald Pedestrian Bridge	• Developed fact sheet for Odenwald Road Bridge	• Request meeting with Anthony Carbines to discuss in more detail as a budget item • Include in State Pre-budget submission	🔴
West Heidelberg Reimagined	• Received a response from Associate Secretary, Director of Housing, Ben Rimmer indicating they would like to work with council to identify affordable housing opportunities in West Heidelberg (a backflip on their previous position) • Council undertook a review of its properties in West Heidelberg and organised meeting with Homes Vic to discuss a better future outcome in the provision of affordable housing.	• Await council meeting to learn what we are proposing to construct • Update and finalise fact sheet • Workshop advocacy plan on who and how to influence • Include in State Pre-budget submission	🟠
Northern Precincts and Regions	• Launch of the NCAs priorities • Re affirmation from Banyule Mayor to work with Mayors/Administrators of the other 6 northern region councils for advocacy priorities	• Advocacy workshop with NCA	🔴

PRIORITY THEME
Our Sustainable Environment

Priority	What have we done	Next steps	Status key
Greensborough to Hurstbridge Shared User Path	• Email sent to Vicki Ward highlighting need for pedestrian bridge over Plenty River to connect Briar Hill with station precinct and to consider connecting new shared path along Para Road to the existing shared user path	• Follow up on correspondence with Vicki Ward • Include in State Pre-budget submission	🔴
Northern Bicycle Trail Rosanna to Heidelberg	• Drafted story in November/December edition of the Banyule Banner	• Correspondence with Anthony Carbines • Include as a Corporate Plan priority • Include in State Pre-budget submission	🔴
West Heidelberg Business Park Solar sustainability	• Allocated $50,000 for a preliminary study into what is needed from a State funded feasibility study	• Council feasibility study findings are due • Re-draft fact sheet and tailor the 'ask' • Include in State and Federal Pre-budget submission • Liaise with CEFC • Advocate to Kate Thwaites for funding	🟢
Bicycle Strategy	• Feature on bicycle trail advocacy in November/December edition of Banyule Banner • Identified bicycle advocacy as a key area of focus in 2023-24 Corporate Plan actions • Inlcuded bike path connectivity in presentation to NELP and NELNA	• Include as key Corporate Plan action item • Include in State Pre Budget submission • Advocate as part of NEL/NELNA presentation	🔴
7 star rating for construction of new homes	• Achieved	• Achieved	✅
Safer communities from climate events	• Partnered with the seven Victorian Greenhouse Alliances and the Council Alliance for a Sustainable Built Environment (CASBE) in support of their State election campaign for resilient communities. • Sent a letter to all lower and upper house MPs asking them ensure delivery of a safe climate and resilient communities by mandating to tackle climate change as a priority at all levels of the planning system. • Participated in feedback session with NAGA on success of campaign and future campaigns	• Collaborate with NAGA, who are currently preparing their strategic plan for the next four years	🔴
Electric vehicle charging policy for Melbourne's North	• Supported NAGA submission to State Government • Supported the inclusion of electric vehicle feasibility study in NCAs regional advocacy priorities document.	• Advocacy workshop with NCA • Advocate to Kate Thwaites MP • Include in Federal Pre-Budget Submission	🟢

Priority	What have we done	Next steps	Status key
Ivanhoe Aquatic Centre Electrification	• Identified electrification as a key area of focus in 2023-24 Corporate Plan actions • Gathered evidence to support true financial investment needed for environmental initiatives and 'ask' updated	• Strong advocacy discussions with Anthony Carbines MP and Kate Thwaites MP • Include in state and federal pre-budget submissions	🟢

PRIORITY THEME
Our Inclusive and Connected Community

Priority	What have we done	Next steps	Status key
Watsonia Station DDA	• Included Watsonia Station ask as part of our submission to NELP and NELNA to suggest it be considered during construction of NEL • Meeting with Matthew Bach, Opposition Transport Spokesperson and fact sheet provided	• Include in state pre-budget submissions • Story in February Banyule Banner	🔴
Ivanhoe Station DDA compliance and Marshall Street Level Crossing removal	• Fact Sheet developed	• Include in state pre-budget submissions • Story in February Banyule Banner • Write to Anthony Carbines	🟢
Supported Playgroup	• Fact Sheet developed	• Advocacy Meeting with MCH co-ordinator and program co-ordinator • Include in State Pre-Budget submission	🔴
Diverse Communities	• Fact Sheet developed	• Include in State Pre-Budget submission	🔴
Housing services	• Insufficient evidence available from Council to justify our ask. Advocacy on this has been paused	• Onhold	🟠
Regional Mental Health Services	• Priority Project in Northern Councils Advocacy package • Fact sheet developed and included on website	• Advocacy workshop with NCA	🔴
Regional Bus Services	• Priority Project in Northern Councils Advocacy package • Fact sheet developed and included on website	• Advocacy workshop with NCA	🔴

PRIORITY THEME
Our Thriving Local Economy

Priority	What have we done	Next steps	Status key
Watsonia Shops Capital Investment and Activation Fund	• Fact Sheet developed	• Incorporated in NEL / NELNA presentation • Included in pre-budget submission	🔴
Inclusive Employment	• Priority Project in Northern Councils Advocacy package • Fact sheet developed and included on website	• Advocacy workshop with NCA	🟢

Reporting on the four-year action plan

Banyule
City Council

To assist our community and partners in better advocacy outcomes, Council acknowledges its role in building the community's capacity to advocate. Additionally, there is a need to better increase partnerships among community groups and service agencies for a united voice on issues of importance.

A four-year advocacy action plan was developed with four key directions to equip council and the community with more opportunities for positive outcomes to their advocacy. These key directions include:

- **Key Direction 1** – Building the community's capacity to advocate
- **Key Direction 2** – Building the organisation's capacity to advocate
- **Key Direction 3** – Develop partnerships for joint advocacy
- **Key Direction 4** – Communicating with our community

The following table identifies the Actions to be achieved in the first year and their status.

Key Direction 1: Build Community Capacity to Advocate

Objectives	Actions	Timeframe / Output	Impact Indicators – How we will measure success	Status
1.1 Identify advocacy opportunities in partnership with the local community	Facilitate and support community discussions on advocacy issues, actions and opportunities	Year 1 – Community engagement plan developed	Number of community members and stakeholders involved in advocacy activity	✓ **In progress** More than 1900 residents supported Council's preferred design option for North East Link The voice of the community (both residential and commercial) was included in a video that will be presented to NELP and NELNA seeking a better design option for North East Link Local residents made a presentation to Council to share their concerns for the current design options that the State is recommending for North East Link
1.2 Build community capacity to advocate on matters that are important to them	Provide information to support community advocacy efforts and promote the availability of Council's Advocacy Toolkit	Year 1 – Resources developed and promoted	Annual number of community members and stakeholders accessing information and resources	✓ **In progress** Met with Council's Infrastructure Planner who will promote toolkit to community groups wanting upgrades to their facilities
	Provide opportunities for councillors to regularly engage with community on advocacy issues	Year 1 – Councillor engagement opportunities identified and resources prepared	Number of Councillors attending community meetings around advocacy and sharing advocacy updates in newsletters	✓ **In progress** Councillors invited concerned Watsonia residents to present to them on their concerns with the North East Link proposal Councillors attended the Banyule Transport Forum Various advocacy updates in *News From Your Neighbourhood* newsletters The Mayor featured in the video presentation for NELP and NELNA highlighting a better design option for the northern section of North East Link

Key Direction 2: Build Organisational Capacity to Advocate

Objectives	Actions	Timeframe / Output	Impact Indicators – How we will measure success	Status
2.1 Strengthen cross-departmental advocacy efforts and enhance workforce capacity in advocacy	Establish internal working groups to co-ordinate Council's advocacy efforts	Year 1 – Internal working groups established Year 1 – Reporting framework introduced	Number of internal working group meetings held and reports back to EMT	✅ In progress Five working groups established or with advocacy as a standing agenda item and met during the quarter
	Develop Council's advocacy priorities and review annually to ensure they reflect community priorities and identify emerging advocacy opportunities	Year 1 - priorities identified and endorsed by council Year 1 and 2 – advocacy plans developed for each priority	Advocacy plans developed	✅ Completed 2022/23 Advocacy Priorities identified and endorsed by Council in May 2022
2.2 Be proactive influencing government policy and taking advantage of funding opportunities	Develop a coordinated and proactive process for making submissions to government inquiries, policy developments and funding opportunities	Year 1 – capture dates of submissions and grants	Number of submissions made Preparation of State and Federal government budget submissions	✅ In progress Draft State and Federal Government submissions developed
	Prepare feasibility studies and/or business cases for priority projects	Business cases/ feasibility studies presented to Council annually for consideration in budget	Number of business cases/feasibility studies developed	✅ In progress Strategic Review paper underway to feed into an opportunities Statement that DRSIR is preparing for La Trobe NEIC. The statement will form the basis of a discussion with the Minister on future development for the precinct

Key Direction 3: Develop partnerships for joint advocacy

Objectives	Actions	Timeframe / Output	Impact Indicators – How we will measure success	Status
3.1 Establish and maintain strategic partnerships to identify and advance advocacy priorities	Facilitate the development of advocacy priorities with Inclusive Banyule Advisory Committee	Inclusive Banyule advocacy priorities established annually and reviewed based on the evidence provided by Council	Inclusive Banyule advocacy priorities established and action plans developed	Not yet started
	Explore opportunities for joint delegations and submissions with businesses, service agencies and/or community groups to government and decision makers	Year 1 – identify stakeholders as part of the establishment of advocacy plans developed for each priority	Number of stakeholders engaged in advocating for council's priorities	✅ In progress NCA campaign – four of Council's advocacy priorities included in NCA advocacy priorities, which was launched in October to State Government. These included: • Bus networks • Inclusive Employment • Precincts planning • Electric vehicle charging Council's commitment to Electric vehicle charging was included in a joint submission to the Federal Government by NAGA Hosted meeting with executives from DRSIR to discuss future funding for the La Trobe NEIC

Key Direction 3: Develop partnerships for joint advocacy (cont.)

Objectives	Actions	Timeframe / Output	Impact Indicators – How we will measure success	Status
3.2 Collaborate with State and Federal MPs to ensure Banyule's Advocacy Priorities are considered for government investment	Develop an annual engagement plan with local State and Federal MPs, Ministers and opposition party members	Year 1 - Annual MP engagement strategy developed and implemented Year 1 – 4 – Strategy to collaborate with MPs on pre-budget bids developed and implemented	Opportunities to provide information to local MPs, Ministers to advocate	✔ In progress Letters sent to lower house MPs to acknowledge election commitments made for Banyule
	Deliver briefing papers and presentations on major advocacy priorities	Year 1 – Develop template for advocacy briefing papers	No of briefing papers prepared	✔ In progress Briefing Paper template developed
3.3 Participate in advocacy networks and ensure Banyule priorities are included in regional advocacy material	Attend meetings of regional and state advocacy groups (National Councils Alliance and Municipal Association of Victoria) and provide input into advocacy plans	Year 1-4 – Participate in network meetings and circulate information accordingly	Number of Banyule's advocacy priorities included in regional advocacy documents	✔ In progress Four of Council's priorities included in NCA strategic priorities document Two priorities included in NAGA documents La Trobe NEIC highlighted as a high priority by NORTH Link and in their Northern Horizons document
	Ensure Banyule's social and physical infrastructure priorities are included in regional and state advocacy documents	Year 1 – Identify when strategic documents are due to be updated ie: Northern Horizons, Plan Melbourne, Victoria Infrastructure Plan Year 1-4 ensure Banyule's social and physical infrastructure priorities included in regional and state advocacy materials	% of submissions where content is visible in regional advocacy material	✔ In progress Banyule Advocacy Priorities included at launch of NCA Strategic Advocacy Priorities

Key Direction 4: Communicating with our Community

Objectives	Actions	Timeframe / Output	Impact Indicators – How we will measure success	Status
4.1 Deliver advocacy messages that are clear and consistent with the voice of community and stakeholders	Develop advocacy fact sheets for all priorities that articulate the investment sought or policy reform needed	Year 1 and 2 – Advocacy Plan and fact sheets developed for each advocacy priority and reviewed as required	% of advocacy priorities with associated advocacy plans and factsheets	✔ Completed Completed and reported in first quarter
	Utilise Council's communications channels to raise awareness of Council's priorities	Year 1-4 Develop an advocacy communications plan to deliver advocacy updates, and continually review	Number of communications promoting Council's advocacy	✔ In progress More than 15 opportunities to communicate advocacy messages to the community including stories in the Banyule Banner, social media messaging and letterbox drops

Minutes
Inclusive
Banyule
Advisory
Committee

7 December 2022

Minutes | Inclusive Banyule Advisory Committee

Meeting details

Date of meeting	Wednesday, 7 December 2021
Time	11am to 1pm
Venue	*Wilim Ngarrgu* Community Meeting Room 2, Ivanhoe Library and Cultural Hub, 275 Upper Heidelberg Road Ivanhoe
Chair/Facilitator	Cr Peter Castaldo
Minutes	Sherryn Prinzi

Acknowledgement of the Traditional Custodians

"Banyule City Council is proud to acknowledge the Wurundjeri Woi-wurrung people as Traditional Custodians of the land and we pay respect to all Aboriginal and Torres Strait Islander Elders, past, present and emerging, who have resided in the area and have been an integral part of the region's history."

Inclusive Banyule Statement

"Our community is made up of diverse cultures, beliefs, abilities, bodies, sexualities, ages and genders. We are committed to access, equity, participation and rights for everyone: principles which empower, foster harmony and increase the wellbeing of an inclusive community."

Attendee

Attendee name	Affiliation/Organisation	Status
Cr Peter Castaldo	Mayor Banyule City Council	Accepted
Kath Brackett	Director, Community Wellbeing	Accepted
Jo Wilson	Manager, Resilient and Connected Communities	Accepted
Jane Cowell	Yarra Plenty Regional Libraries	Accepted
Owen Butler	RAP Committee	Accepted
Tom Conley	RAP Committee	Accepted
Angela Papoutsoglou	Department of Families, Fairness and Housing	Accepted
Tracey Colbert	Department of Education and Training	Accepted
Glen Swafford	Age Friendly Committee	Accepted
Ambereen Farouque	North East Public Health Unit	Accepted
Sherryn Prinzi	Banyule City Council- executive support	Accepted

Apologies

Name	Affiliation/Organisation
Vacant position	Local Jobs North East Melbourne (support.officer@localjobsnemelb.org.au)
Vacant position	LGBTIQA+ Committee representative

Minutes   Page **1** of 7

Kerryn Burgoyne	Disability and Inclusion committee representative
Brad Byrne	Workforce Australia- Local Jobs NE Melbourne
Josh Langelaan	Victoria Police
Anne Bauze	Department of Health
Helen Riseborough	Women's Health in the North
Meri Ivanoska	BNLLEN
Cr Tom Melican	Banyule City Council
Sebastian Zeta	Department of Justice
Mick Geary	Banyule Community Health Service
Julie Johnson	North East Neighbourhood House
Michael Graham	VAHS
Jill Gallagher	VACCHO

Items

1. Introduction 11:00– 11:10

Discussion

Acknowledgement of traditional custodians- Committee thanked Uncle Owen for the spoken acknowledgement
Diversity Statement - as read by Cr Castaldo.

Welcome, introductions and apologies as read.

2. Minutes from previous meeting 11:10 – 11:15

Membership to accept minutes of 20 September meeting. Moved: Angela, Seconded: Tom

Discussion

Population committee structure explained by Kath: four population committees include Age Friendly, LGBTIQA+, Multicultural and Disability and Inclusion and the RAP Advisory Committee inform the Inclusive Banyule Advisory Committee of lived experience and expertise, related to key community issues and opportunities. Inclusive Banyule Advisory Committee engage with committees to seek advice on priorities.

Action item	Action arising
Population committee representatives to request endorsement of action items with respective committees	Committee workplans which include actions featured in the Inclusive Banyule Integrated Action Plan are being trialled with the LGBTIQA+, Multicultural and Disability and Inclusion Committees. The Inclusive Banyule Advisory Committee briefing paper will routinely contain a summary of the key discussion points and progress collated from population committee minutes.
RAP Committee member or First Nations representative to conduct Acknowledgement or Welcome to Country at Inclusive Banyule Advisory Committee meetings	Ongoing
Acknowledged that committee members may send a delegate or provide a presentation if unable to attend a meeting	Ongoing
Population committees to be engaged in the discussion on how best to position Council's voice in advocacy and strategy on two priority issues	Priority issues are: Social & Affordable Housing and Mental Health. After ratification of outcomes related to these issues, population committees will be engaged in discussion (Feb 2022).
Bellfield Community Hub and Residential Development Strategy to be discussed at December meeting	In agenda
Build an advocacy campaign around priority issues, to assist with positioning and partnerships with State and Federal governments	To be developed
Working groups to unpack issue and opportunities related to priority areas to be convened	Working group occurred 15 November, thanks to members who participated. Results of discussion outlined in Committee briefing paper.

Minutes   Page **3** of **7**

Population committees Contact Officers will provide updates for each meeting	Updates in Committee Briefing Paper

3. Meeting Purpose and Business Arising 11:15-11.20

Cr Castaldo provided an overview of the agenda items to be discussed.

- Update on Council and population committee progress on Inclusive Banyule Integration Action Plan 2022/23
- Update on working group outcomes and discussion regarding immediate steps that will be taken to progress action
- Banyule's interim Social Housing Policy draft and progress on Bellfield housing projects
- Discussion to inform year 2 Inclusive Banyule Actions
- Update on Banyule's Municipal Public Health and Wellbeing priorities and key statistical trends
- Update on Bellfield Community Hub
- Meeting dates 2023

4. Standing Agenda Items 11:20-12:20

4.1 Inclusive Banyule Plan (10 minutes)

- Jo Wilson provided an overview of the progress towards achieving the agreed Inclusive Banyule Actions.

Discussion
Does Council have specific grants for Aboriginal and Torres Strait Islander communities? Council have not but plans to offer grants to specifically benefit the Aboriginal and Torres Strait Islander community in line with the RAP.
Days of significance calendar was not provided to members as part of the briefing.
Council works with a range of organisations to provide resources and supports others to adopt an inclusive employment program and invites organisations to make contact if interested. The Inclusive Employment and Local Jobs team can be contacted or visit https://www.banyule.vic.gov.au/About-us/Helping-improve-the-sector/Introduction-to-the-Inclusive-Employment-Program
Glenn asks if Council could make the inclusive resource guides accessible to a range of community groups who continue to grapple within inclusion issues.

Action
Action Item - 1 Sherryn to share days of significance calendar with minutes and ask Communications to host calendar on website.
Action item - 2 Council to report back to committee on progress in providing specific grants for Aboriginal and Torres Strait Islander community.
Action Item - 3 Year 2 Inclusive Banyule Action Plan inclusion - share Council's inclusive practice guides.

4.2 Priority issues work group

- Jo Wilson to lead discussion on the stretch goals identified in the working group and committee will be invited to help plan feasible next steps

Mental wellbeing

Discussion
Committee discussed the use of easy English and avoid use of jargons to make conversations accessible for all people.
Social prescribing - How can Council provide information to GP networks to share information on social opportunities available in Banyule City Council? Is there a possibility of tapping into the NEPHU to share information through networks?

Minutes   Page **4** of 7

Where is government investment in mental health supports going in Banyule? Mental health not under NEPHU remit. Anna might be able to provide an update at Feb meeting.

Emotional health is another term to consider, to address the stigma associated with mental health.

What do the most disadvantaged communities need to uplift mental health - what stops people accessing supports in Banyule. Census data can be used to elevate understanding and identify opportunities.

Aboriginal community meeting with Somali community to share experiences and storytelling - key message is finding culturally safe places for communities to gather.

Action
Action Item 4 - Consider attracting a representative from Centrelink to committee.
Action Item 5 - Cross tabulate Census data to identify population that are more likely to experience mental health issues.
Action Item 6 - Invite population committees to provide feedback on which opportunities they would like to prioritise.
Action Item 7 - Ambereen to discuss the role of NEPHU to discuss role in Banyule City Council.
Action Item 8 - Invite Anna to share an overview of where government mental health investments will be delivered in Banyule.

Social housing priorities discussion

Discussion
The West Heidelberg Key Partners Collaborative Working Group - discusses key advocacy outcomes for 3081 population. Working on the re-opening of the Olympic Leisure Centre and OLC community vision. Council is going to be asked to refrain from closing the Olympic Leisure Centre pool in February and use the next 2 years to activate the pool and to unpack the opportunities moving forward.
Many housing assets in the 3081 precinct - Council are exploring a partnership approach to opportunities for housing developments in this area. Trying to make best use of Council's resources to target investments.
Council has a Community Infrastructure Plan available for consultation and committee members are invited to comment via Shaping Banyule.
Wrap around services need to be available and local with a dispersal of social housing throughout the communities.
What is the expectation of the committee in relation Council's social housing policy position?
Department DFFH committed to housing rough sleepers in public housing, housing people coming out of the justice system. Council to consider practical work to progress better outcomes. Council could consider committing to educating the public (community engagement) and advocacy to discuss the issues.

Action
Action Item 9 - Council to bring back results from 3081 housing discussion to Inclusive Banyule Committee.
Action Item 10 - Send link to Community Infrastructure Plan consultation to committee members with minutes.
Action item 11- Engage population committees in the discussion on priorities.

4.3 Social & Affordable Housing

- Jo Wilson to provide an update on the development of a Social Housing Policy and its purpose. Committee invited to provide feedback to shape policy position.
- Kath Brackett will share an update on the Bellfield housing strategy and progress – a brief update- intergenerational interactions occurring already as all services are operational

Action
Action Item 12 - Next meeting to be held at Bellfield Community Hub.

Minutes   Page **5** of 7

4.4 Bellfield Community Hub

- Ellen Kessler, Community Partnerships Coordinator at Banyule Council, will discuss the launch and operations of Bellfield Community Hub, and the range of strategies Council has adopted to respond to the needs of priority demographics.

5. New Business 12:20- 12:45

5.1 Inclusive Banyule Plan- Year 2 (23-24) Actions

Action
Action Item 13 - Raise the profile of the ward councillors to invite connection and participation of a broader range of residents in consultation activities.
Discussion
The Committee discussed the alignment of advisory and population committee terms with the mayoral term to allow the Committee additional time to complete projects.
Recommendation
Recommendation item 1 Align the terms of the advisory and population committees to align with Councillor mayoral term.

- Kath Bracket to lead committee to discuss key actions that should be as part of Year 2 Inclusive Banyule Actions

Discussion
Inclusion of racism and link to positive mental health.
Memorandum of understanding with Aboriginal Victoria.
Uncle Owen thanks Council for endorsing the Uluru Statement from the Heart - encourages committee members to consider the referendum conversations in 2023 - how can community services support community education and conversations - educate staff on how to have conversations. Funding and information sharing required. Predict the conversation will be challenging. Can libraries be used for community engagement on the referendum?
Jane reports that there is a plan to educate all staff members on the Uluru oration before displaying imagery in every library.
Disability and Inclusion committee recommends Mental Health First Aid training for organisations to support appropriate responses. Victorian Public Library Network is exploring this over the next two years.
Disability and Inclusion Committee recommendation to focus on carer supports locally.
Recommendation
Recommendation item 2 The Council notes the Inclusive Banyule Advisory Committee congratulates and supports Council's endorsement of the Uluru Statement from the Heart.
Action
Action Item 14 - Including in year 2 action to investigate local supports for carers of people with living with disability and offering mental health first aid training to community organisations.

Close and date of next meeting 12:45- 1pm

Action
Action Item 15 - Hold over Municipal Public Health and Wellbeing priorities and trends to next meeting.
Action item 16 - Kate Thwaites volunteer awards - sharing this opportunity across networks.

2023 meetings

- Wednesday mornings - first Wednesday of the month quarterly 8th February 9.30 -11.30pm
- Hybrid meeting options by exception

Minutes   Page **6** of 7

- Rotating to different venues across Banyule, aligned with planning theme
- Bellfield (8th February), Barrbunin Beek (May 3rd) Shop 48 (2nd August), TBA (1st November)
- Meeting closed: 1.03pm

Banyule City Council

Minutes
RAP
Advisory
Committee
14 December 2022

RAP Advisory Committee | Minutes

Meeting details

Date of meeting	Wednesday, 14 December 2022
Time	5.00pm – 6.30pm
Venue	Hybrid options – Microsoft Teams or Barrbunin Beek Aboriginal Gathering Place
Chair/Facilitator	Cr Peter Dimarelos
Minutes	Zali Mifsud

Acknowledgement of the Traditional Custodians

"Banyule City Council is proud to acknowledge the Wurundjeri Woi-wurrung people as Traditional Custodians of the land and we pay respect to all Aboriginal and Torres Strait Islander Elders, past, present and emerging, who have resided in the area and have been an integral part of the region's history."

Inclusive Banyule Statement

"Our community is made up of diverse cultures, beliefs, abilities, bodies, sexualities, ages and genders. We are committed to access, equity, participation and rights for everyone: principles which empower, foster harmony and increase the wellbeing of an inclusive community."

Attendee

Attendee name	Affiliation/Organisation
Maddi Miller	Chair Banyule RAP Advisory Group Committee Member
Uncle Charles Pakana	Banyule RAP Advisory Group Committee Member
Tom Conley	Banyule RAP Advisory Group Committee Member
Wally Johnson	Banyule RAP Advisory Group Committee Member
Cr. Peter Dimarelos	Banyule City Council Councillor
Cr Elizabeth Nealy	Banyule City Council Councillor
Kath Bracket	Banyule Council Director Community Wellbeing
Cr Peter Castaldo	Banyule Council Mayor
Con Matsamakis	RAP Advisory Committee Member
Shelley Ware	Banyule RAP Advisory Group Committee Member
Catherine Bradley	Banyule RAP Advisory Group Committee Member
Sue Harris	Banyule RAP Advisory Group Committee Member
Zali Mifsud	Banyule Council First Nations Lead
Kristen Munro	Banyule Council Barrbunin Beek Coordinator
Cheree Hunter	Banyule City Council
Owen Butler	Banyule RAP Advisory Group Committee Member

RAP Advisory Committee   Page **1** of **8**

Apologies

Name	Affiliation/Organisation
Michael Geary	Banyule Community Health Service Representative
Shane Grigg	Banyule RAP Advisory Group Committee Member

Items

1. Introduction 5:00pm-5.05pm

- Acknowledgement of traditional custodians
- Inclusive Banyule Statement
- Welcome to members
- Apologies
- Housekeeping

2. Confirmation of Minutes and Actions from previous meeting 5:05pm – 5:15pm

Banyule Officer reported on the status of Actions from previous minutes.

Action	Outcome or Update	Status
Action 1: Establish a volunteer working group from members of the RAP Advisory Committee to work with Council and Marketing and Communication to establish a comprehensive and consistent communication plan.	Update: Due to Blair commencing long service leave this is being postponed until early 2023	Ongoing
Action 2: Banyule Council's representation at the next DEWLP Indigenous naming workshop	Update: Complete as there are no longer workshops	Complete
Action 3: Council Officer to identify to Council in a report the RAP Advisory Committee recommendation to develop an Aboriginal Action Plan using the Victorian Aboriginal Government Strategy as the new strategic way forward for reconciliation.	Update: Council report is being tabled at the 06 February 2023 Council meeting	Ongoing
Action 4: New Strategy sub-working group to meet with Community Wellbeing Director to discuss potential concerns surrounding the new strategic proposal.	Update: No longer required due to the entire nature of the Councillor briefing session being positive	Complete
Action 5: Emma Joyce and the Enterprise and Local Jobs Team to provide a draft project plan for consultation with the RAP Advisory Committee. Council Officer to send draft project plan to committee for feedback.	Update: Complete	Complete
Action 6: RAP Advisory Committee to consider issues or matters of mutual concern for collaboration with the Inclusive Banyule Committee.	Update: Continuous Action	Ongoing
Action 7: RAP and Barrbunin Beek to look at culturally appropriate opportunities to partner with Inclusive Banyule Committee.	Update: Continuous Action	Ongoing

3. First Year Annual RAP Report Questions 5:15pm – 5:40pm

- Council Officer, Zali Mifsud to present responses to First Year Annual RAP questions.

Discussion

Zali identified that the first year annual RAP report questions response was sent in early November. She acknowledged that there are outstanding questions to be answered however due to the lack of information available that was the best response possible for the committee. It was highlighted that no committee members sent through prior questions to speak through therefore no tabled discussion is required for the meeting

Tom and Uncle Charles showcased their appreciation to respond to the questions in lieu of the lack of information available and the extensive time it had been on the agenda as an action.

Zali identified that the final report for the Innovate RAP is being tabled next year therefore she will be co-designing the report with the committee early next you to ensure that there is transparency in the response.

Action

None.

4. Future Waiving of rates for AHV tenants 5:40pm – 5:50pm

- Uncle Charles provide context.

Discussion

Uncle Charles provided update that Darebin Council has just developed and signed an MOU with Aboriginal Housing Victoria through a Council report. MOU is a 10-year commitment between Council and AHV to reduce Ab original homelessness by 10% over the 10-year period. One-way Darebin is addressing this removal is by waiving all AHV rates in the municipality. Uncle Charles identified that this goal that Darebin has committed to is something Banyule should aspire to achieve as well.

Uncle Owen identified that Darebin are the first Council ever to sign an MOU with AHV. As well as Darebin are currently looking into purchasing greater housing stock in their municipality to free up properties for occupation for First Nations.

Kath identified that there are two processes to undertake with tabling the recommendations. The first is for the committee to gain further information independently to get ahead of what is required from an AHV perspective. The second option is for the committee to submit a recommendation without the research and Council undertake the research required to table a report.

Uncle Charles suggested AHV be invited to the next RAP committee meeting to discuss the topic in favour.

Mover: Uncle Charles
Seconder: Maddi Miller

Action

Council Officer to send Darebin Council Report and MOU to committee.

Council Officer to send AHV data to committee surrounding how many AHV houses Banyule Council has in the municipality.

RAP Advisory Committee   Page **4** of **8**

Council Officer to invite AHV representative to next RAP Advisory meeting.

5. Plaque Commission for First Nations service personnel 5:50pm – 6:00pm

- Uncle Charles to provide context.

Discussion

Uncle Charles attended the Remembrance Day at the Repat Hospital and was moved by the commitment the Repat has with First Nations serviceman and women. Repat has had several plaques installed recognising First Nations service men and women. Therefore, suggested the Council invest in a plaque to recognise the local First Nations service men and women in time for next Remembrance Day.

Tom endorsed the idea as the RSL on Bell Street has not Council inclusion to identify any service men and women. It is a notion that both the State and Federal government have begun committing to as well.

Uncle Charles identified the liaison officer, Michael Bell who could support Council in identifying the names of service men and women who fought in many different wars.

Shelley extended the idea of including the service men and women in the frontier wars as well as they are forgotten soldiers of that time of colonisation. Shelley identified that the wording on the plaque would be generalised to "the forgotten soldiers and warriors of the frontier wars" or something of similar.

Whole committee showcased support to invest in the plaque.

Cath identified that there is currently a mosaic at the Austin to showcase the Gundjitmara warriors however there needs to be more significant work done. Additionally, Rob, the liaison officer is very supportive of Council investing in the plaque and is able to support the committee through navigating conversations and relationships with the RSL.

Sue shared that she recently had experience in the Western District of Victoria that the storytelling process of the warriors and soldiers is an important part of the education and learning.

Discussion around if the plaque can not be implemented by ANZAC Day 2023, Council can identify their commitment to implementing the plaque if not completed by that day.

Tom reconfirmed that the sub-working group would not be liaising with the RSL initially. This will be decided upon with Rob from the Austin in discussions with the sub-working group.

Mover: Cathy
Seconder: Tom

Action

Sub-working group including Uncle Owen, Tom and Shelley to meet with the Repat hospital and then report back to RAP committee on discussions on how to progress the plaque.

6. Sorry Day Protocols Update 6:05pm – 6:10pm

. Councillor Officer, Zali Mifsud to provide update of Sorry Day Flag Protocols

Discussion

RAP Advisory Committee   Page **5** of **8**

Zali highlighted that there was an agenda item mistake and informed the committee the report to table the two strategic ways forward for Reconciliation in Banyule is now going to Council in February. This was due to process delays of taking up the committee's recommendation to undergo a new way forward.

Zali identified that Council's, Executive Management Team, endorsed the recommendation to amend the "Flying of Flags" policy to allow for the Aboriginal and Torres Strait Islander flags to be flown at half-mast on National Sorry Day.

Kath explained that the Executive team was able to make such decisions as it is an administrative decision for Council as additional flag policies are not State and Federal guided.

Any changes to the flags policy in relationship to other significant dates such as Jan 26 will have to be tabled as a Councillor report.

Action

None.

7. General Business 6:10pm – 6:25pm

.   Call for any general business items.

Discussion

Tom requested clarification on Council's current stance on Jan 26 including if they hold Citizenship awards on the day.

Walley informed the committee that the Uniting Church is producing information on the Sunday before Jan 26 to inform the community surrounding what it means to celebrate Australia Day on Jan 26.

Mayor identified that the Citizenship ceremonies hosted on Jan 26 does not mention "Australia Day" at that event. Banyule does not host any event to celebrate Australia Day currently. The 26th citizenship ceremony does not have "Australia day" written on any of the printed material or advertising.

Kath highlighted that the Federal Government is currently the decision maker on if Council's are having to host citizenship ceremonies on that specific date moving forward.

Zali mentioned learning from Geelong City Council's 6-month review and community consultation to provide a recommendation to Council surrounding what to do on Jan 26. Uncle Charles has led the comms of that consultation therefore there is great expertise on the RAP committee to table this discussion moving forward.

Uncle Charles provided an update that he is conducting a "Welcome to Community" at the Citizenship ceremony hosted on Jan 26 to educate new citizens of First Nations peoples and culture.

Action

Councillor Officer to check and confirm that there is no use of "Australia Day" on Jan 26, Citizenship ceremony and broader Council communications.

Discussion

Confirmation of meeting dates for next year include:

1.   January Planning Day – to plan strategic discussions to not miss opportunities
2.   February
3.   April
4.   June
5.   September
6.   November
7.   December

Peter highlighted that the RAP Advisory Committee has the highest attendance of all Council Advisory committees.

Whole committee endorsed changing the meeting time to 5:30pm-7pm in 2023.

Action

None.

Discussion

Zali raised that Shaping Banyule is currently doing a review and have highlighted an opportunity for the Banyule Banner on the platform to be a First Nations artwork to make the platform more culturally safe.

The communications team requested endorsement from the committee that this is an appropriate way forward and Council Officer, First Nations Lead will be a part of the process to ensure it is being culturally appropriate.

Uncle Charles applauded the communication team for raising the request with the RAP Advisory committee.

Maddi raised that recent Shaping Banyule surveys have no opportunity to say First Nation inclusions is a priority. Maddi requested that we table a discussion at a committee meeting surrounding if it is appropriate to always go to the general public surrounding art opportunities or if it could just be consulted with the RAP committee.

Cheree shared that the Creative Banyule strategy is about to undergo consultation and a key theme of the strategy is to elevate First Nations culture.

Action

None.

Discussion

Zali raised that the artist from the 2022 NRW art exhibition at ILCH would like to develop an additional exhibition for NRW 2023. Steph Neoh requested that this be raised and then endorsed by the RAP Advisory committee.

Maddi identified that the artist must consult with Wurundjeri as well if they are a non TO for the area.

Tom requested information surrounding if post exhibition Council purchase the artworks that have been developed for the Banyule community. Kath identified that there is a Council acquisition policy and budget to purchase artwork.

Action

Council Officer to organise for Hannes from Arts & Culture to discuss the exhibition and the acquisition of art.

Discussion

Zali informed the committee that Council on 05 December became the third Council in Victoria to commit to formally adopting the Uluru Statement in full.

RAP Advisory Committee   Page **7** of **8**

The RAP Advisory committee will now advise on how to best approach the 2023 Referendum and all of the tangible actions required in the commitment from Council.

Mayor Castaldo highlighted that Council are ready to make significant decisions now with guidance from the committee in the Reconciliation space. He additionally highlighted that his own personal learning has recently increased, this seen through his inclusion of the commitment to the Uluru Statement in conducting Acknowledgment of Countries.

Cr Nealy spoke to the commitment only being the first step in a long journey of learning and understanding.
Uncle Charles acknowledged Reconciliation Banyule's ongoing advocacy to Council to make such brave decisions and commitments to the community.

Uncle Owen shared that he made statement of Councils commitment to the Uluru Statement at the Inclusive Banyule meeting. This then led to an action that Inclusive Banyule will be sharing a statement congratulating the Council of making the courageous decision.

Action

None.

Discussion

Tom raised that the current term of the Advisory committee is until June of 2023 however Inclusive Banyule are proposing to Council to change this to November 2023 to align with the Mayor term.

The RAP Advisory committee supports the notion to extend the committees term to align with the Mayoral term.

Action

None.

Discussion

Cr Dimarelos explained that Banyule Council voted no to a public holiday proposal during NAIDOC week at a recent MAV meeting as Council had no internal policy stance on the request.

Uncle Charles showed support for this decision as it was not brought to the RAP committee.

Action

None.

Close and date of next meeting 6.25pm – 6.30pm

- Confirm Actions arising
- Close meeting
- Next meeting: TBC via email

RAP Advisory Committee   Page **8** of **8**

Minutes
Banyule Arts &
Culture
Advisory
Committee
2 February 2022

Arts & Culture Advisory Committee | Minutes

Meeting details

Date of meeting	Thursday, 2 February 2023
Time	6pm – 7.30pm
Venue	Ivanhoe Library & Cultural Hub (Wilim Ngarrgu Community Meeting Room 2)
	275 Upper Heidelberg Road, Ivanhoe 3079
Chair/Facilitator	Cr. Elizabeth Nealy
Minutes	Hiroki Kobayashi

Acknowledgement of the Traditional Custodians

"Banyule City Council is proud to acknowledge the Wurundjeri Woi-wurrung people as Traditional Custodians of the land and we pay respect to all Aboriginal and Torres Strait Islander Elders, past, present and emerging, who have resided in the area and have been an integral part of the region's history."

Diversity Statement

"Our community is made up of diverse cultures, beliefs, abilities, bodies, sexualities, ages and genders. We are committed to access, equity, participation and rights for everyone: principles which empower, foster harmony and increase the wellbeing of an inclusive community."

Attendee

Attendee name	Affiliation/Organisation
Joanne O'Hara	Community Member
Genelle Ryan	Community Member
Amy Stephenson	Community Member
June Gassin	Community Member
Janelle Dunstan	Greenhills Neighbourhood House
Deb Lemcke	Community Member
Craig Eloranta	Community Member
Kevin Ritchie	Community Member
Paul Higgins	Empire Studios
Cr Elizabeth Nealy	Banyule City Council Councillor & Mayor
Kath Brackett	Director Community Wellbeing
Hannes Berger	Arts & Culture Coordinator, Banyule Council
Jo Wilson	Manager, Resilient & Connected Communities
Hiroki Kobayashi	Arts & Cultural Development Officer, Banyule Council
Jade Lillie	Creative Industries Consultant

Arts & Culture Advisory Committee

Page **1** of 4

Apologies

Name	Affiliation/Organisation
Kate Hansen	YPRL
Leah Crossman	Bundoora Homestead Arts Centre
Caroline Wall	Community Member
Cr Peter Dimarelos	Banyule City Council Councillor

Agenda Items

1. Welcome & Apologies (Cr Nealy)   6.00pm – 6.05pm

- Acknowledgement of Traditional Custodians
- Diversity Statement
- Apologies
- Actions from previous meeting:
    - Hannes & Jade to incorporate BACAC touchpoints into project roadmap and distribute to BACAC once confirmed – work in progress.
- Jo Wilson in acting role for Cheree Hunter (Manager Inclusive and Creative Communities)

2. Creative Banyule 2030 (Hannes Berger & Jade Lillie)   6.05pm – 7.20pm

- Project overview to date:

    - Shaping Banyule now live – community will have chance to provide feedback via online survey and in person workshops.
    - Community workshops for strategy coming up in Feb/March.
    - Council Report tabled for Monday 6 February – Council to recognise achievements of previous strategy & endorse development of Creative Banyule.
    - Draft Vision Statement proposed Strategic Focus Areas and potential outcomes now to be tested through consultation.

Discussion

Banyule Demographics

- Who are we reaching – who should this strategy be targeted to? Local vs wider demographic? Further discussion to be explored on this topic.
- How many First Nations artists and artists of diverse nationalities are in Banyule? Who lives here?
- Census data link on Banyule demographic is available.

Actions

Hannes to send Census data to Committee.

Discussion

Draft Vision -

- Like the use of the word 'Creative' as arts can sound high-brow – people don't necessarily consider themselves artists, but they enjoy being creative.
    - Importance of appealing to people who don't necessarily see themselves as artists.

Arts & Culture Advisory Committee   Page 2 of 4

- Mention of people and place is really important – driven by creative outcomes and creative content.
- Like that the draft vision is all compassing – people don't have to be ingrained in the arts to connect with the statement.
- Like the work thriving – lots going on, lots of energy, draws you in as it's an active word.
- Like the words/sentiment, but the challenge is we all go to other places for events/activities, does this vision encompass a sense of leadership – bringing people in? Should there be a sense of leadership/ a focus that brings people to Banyule and make it a 'destination'?
    o Does the word – Value – encompass that?
    o If you get too specific, it can be limiting.
    o How does/can the work of Economic Development department at Council feed into it this?
    o Don't need to be overt about the sense of 'destination' as this will happen naturally if the goals are achieved.
    o Whether Council wants to target people from outside the municipality or focusing/promoting on local Banyule community? Does it have bigger picture agenda or localised?
    o Council generally focuses on local community, business, etc.
    o Doesn't necessarily sit with Arts and Culture – but if so, would be part of broader Council strategy.
- Like the word valued – we should value arts/creative sector.
- What are the actions that achieve a sense of 'value'?
- Making sure different/other elements are underscored under broader statement in Vision.

Discussion
Draft Focus Areas

- Question around use of the term 'Urban' – could alternatives be explored - Public space? Public realm? Suburb? As 'Urban' reads as very built-up area.
    o Use of terms 'Spaces and Places' take out urban and use 'places' and 'spaces' instead?
- Statement around 'Increase engagement......' - could this be used as an avenue to explore ideas around the sense of making Banyule a 'destination'? Emphasis on audiences, participation, visitors?
    o By increasing artist opportunities, investing in spaces and places, Banyule will naturally become an artistic hub/destination.
- Struggle with term 'Elevate First Nations'
    o What does that mean? What does 'elevate culture' mean?
    o Which First Nations groups is this focus area referring to? Local, national, etc? E.g. Bringing in artwork from WA to a local gallery?
- What are the specific strengths of Banyule? What is our persona? Could there be some focuses/traits that are unique to Banyule added/expressed?
- Audit: What is the demographic that make up artists in the local area?
- Fostering social connection – would be achieved if all the other points are achieved.
- Nice that health and wellbeing is being recognised.
- Reword? 'Activate creative potentials of Banyule's artists (add), spaces and places'
    o Do we include people/artists into statement?
- Some wording around visibility or profile for second point? Developing the creative sectors and builds it's resilience.

Discussion
Outcomes

- Cultural/Social – how much are we thinking about the future? Adapting to future change? And building on the people that will move into the area/make up the demographic in the future.
- It is covering the focus areas.
- What are we doing in terms of archiving/documenting/preserving?
- The points are a framework.

Arts & Culture Advisory Committee   Page **3** of 4

- • What do we want to have achieved? What are the outcomes that will tell us how we have done it?
- - When you get to governance - outcome – heightened investment in arts and culture? How can we ensure that there is evaluation of how much has bene invested over the next 7 years?
- • The term 'Education' should be more evident/present.

Consolidate & next steps:

- • Please come along to workshops/do survey if you can and share with your community/networks.
    - o Hannes to send Shaping Banyule page for Creative Banyule 2030 webpage.
- • Thursday 2 March 6-8pm, there will be a Creative Banyule 2030 Arts Community in person workshop to gather feedback from local arts/creative community.
- • Public exhibition – May 2023
- • Next Meeting might be brought forward to ensure it can be endorsed before going to Council. It will potentially be in April instead - date is TBC.

3. Other Business (Cr. Nealy)   7.20pm – 7.25pm

- • Joint Advisory Committee Event – 7pm-9pm, Thurs 9 February at ILCH
See attached flyer – RSVP

4. What's On (Hannes Berger)   7.25pm – 7.30pm

- • Twilight Sounds – 11 February, Heidelberg Park (BACAC invited as FOTF))
- • ILCH programming:
    - • Exhibitions Launch (6pm, Fri 3 Feb)
        - ▪ Naked Force: the art of Edward Heffernan
        - ▪ The Gender Garden
    - • Artists in Residence – Mucky Puppy Collective (theatre maker workshops during Feb)

Close and date of next meeting (Cr Nealy)   7:30pm

- • Next meeting – scheduled Thursday 4 May 2023 at Ivanhoe Library & Cultural Hub.

        This may need to be rescheduled to late April to align with Council meeting timelines around adoption of Creative Banyule Draft

Minutes
Banyule Environment and Climate Action Advisory Committee
8 December 2022

Banyule
City Council

Banyule Environment and Climate Action Advisory Committee | Minutes

Meeting details

Date of meeting	Thursday, 8 December 2022
Time	6pm – 8:30pm
Venue	Room 4.06, Level 4, 1 Flintoff Street Greensborough
Chair/Facilitator	Cr Alida McKern
Minutes	Ellie Hall

Acknowledgement of the Traditional Custodians

"Our meeting is being held on the Traditional Land of the Wurundjeri Woi-wurrung people and, on behalf of Banyule City Council, I wish to acknowledge them as the Traditional Custodians. I would also like to pay my respects to the Wurundjeri Woi-wurrung Elders, past, present and emerging, and to acknowledge other Aboriginal and Torres Strait Elders joining us today."

Inclusive Banyule Statement

"Our community is made up of diverse cultures, beliefs, abilities, bodies, sexualities, ages and genders. We are committed to access, equity, participation, and rights for everyone: principles which empower, foster harmony and increase the wellbeing of an inclusive community."

Attendee

Attendee name
Denise Fernando - BECAAC Member
Jacinta Humphrey – BECAAC Member
Lynne Siejka - BECAAC Member
Paul Gale Baker - BECAAC Member
Michelle Giovas - BECAAC Member
Cr Alida McKern - Chair
Cr Peter Castaldo
Cr Tom Melican
Jonathan Risby – Environment & Transport Manager
Damien Harrison – Environment Coordinator
Ellie Hall – BECAAC Contact Officer
Paul Davis – Biodiversity Advisor
David Moon – Development Planning Coordinator
Tom Crawshaw – Park Ranger

Apologies

Name

Banyule Environment and Climate Action Advisory Committee   Page **1** of **5**

| Alex Del Brocco |
| Alex Tzikas |
| Kellie Watson |
| Sarah Bandey |
| Trivess Moore |
| Vicky Rowe |
| Jack Ellis |

Items

1. Introduction

Acknowledgement of traditional custodians
Diversity Statement

2. New Items

Bushland Management Update

- Krefft's Gliders on Darebin Creek – monitoring program from 2017. Nest box program with FO Darebin Ck. Numbers peak over summer and have risen consistently over the past five years. Current population estimate is 50-60 individuals.
- Community plantings – 6,000 plants planted with volunteers in 2022. FO Darebin Ck project along Darebin Ck corridor.
- Northern Grassland Reserve – restoration project from scratch. Direct seeding program has transitioned a significant degraded area into 100% native ground cover.
- Robert Bender microbat program in Ivanhoe.
- Montmorency Environment Group – nest box program. Collecting data on boxes to monitor wildlife over time.
- Ensuring we gather community / citizen science data is important.

Green Factor Tool and Tree Controls

- Designed by the City of Melbourne
- Being applied on a voluntary basis by inner city Councils
- Sets a target score of 0.55 for most developments, and 0.25 for industrial sites.
- Trial included a range of permit applications across eight res and one industrial typology.
- In high density environments elevated scores rely on planter boxes and green roofs.
- In core residential areas scores are meeting the mark and no improvements are required.
- Multi-townhouse developments tend to be moderately below the target score, and medium trees and shrubs are often required to achieve target.
- Industrial are significantly below target and greater interventions are needed.
- BESS & Green Factor not mandatory at present.
- Other option is to Improve Neighbourhood Character Policy
- Encourage use of Greenfactor tool – we do this through pre-app process and repeat this at public notice. Question raised about how we better incentivise use of the tool (i.e. faster processing, or reduced fees).
- Encourage green roof/walls/facades for high density
- More understorey planting in townhouse developments
- % garden cover requirement (30%) introduced recently.
- Vegetation protection controls – native protection in NE. Native and exotic along Yarra River corridor.
- Planning investigations – 74 tree-related in 2022.
- How can we better inform the community and developers about tree protection guidelines? Need to ensure the information is pitched appropriately to each distinct geographic area.
- Need to tailor Green Factor to Banyule if continued use as it currently has City of Melp priorities in the back end.

Biodiversity Working Group

- Denise, Michelle, Vicky & Lynne are current nominated reps. One councillor rep sought to chair the working group.
- WG term will commence in March for a three-month period, meeting three times for a maximum of 1.5hr each meeting.

Banyule Environment and Climate Action Advisory Committee   Page **3** of **5**

- The Chair will follow up with the Mayor and CEO to secure a suitable Councillor rep for the WG.

ACTION: Send the ToR out to the broader BECAAC group and confirm these by 18 Dec

ICLEI

- The Chair promoted the benefits of Council becoming a member of ICLEI.
- Holistic approach to supporting government progress sustainability in Oceania.
- Given we are strongly committed to climate action, biodiversity and the urban forest (key priorities for ICLEI), it might be worthwhile becoming a member.
- Neighbouring councils are members.
- Cost of $3,600 incl. GST per annum.
- Supports Cities with Nature, Circular Food Systems Program. Global Covenant of Mayors for Climate Action.
- BECAAC members encouraged to read background information on ICLEI ahead of a possible motion at the next meeting.

ACTION: Briefing on ICLEI Membership to come to BECAAC in March

State of the Environment Report

- Ellie presented the key messages and findings.
- Biodiversity – 13,994 indigenous plants planted, introduced G4W program and reported on the continued increase in the Krefft's Glider population. G4W program widespread, with 155 applicants to date.
- Water – tracking under target with our water use. 1300 tonnes of silt removed from waterbodies in the year, which is significantly above the 180-tonne target. This is due to the Alan Noy Wetland project. 300,000L pumped into Alan Noy wetland.

ACTION: Find out what happens with the silt? How long does it stay on-site and how is it stored?

- Corporate emissions – PPA came online on 1 July triggering a significant drop in our emissions footprint. Cogen turned off at Watermarc in March 2022.
- Community emissions – incentivising through Solar Savers, Better Score and Better Energy, HWBP
- Waste – FOGO trail led to the introduction of the program earlier in 2022. Successful nappy workshops.
- Community engagement – upskilling workshops, enviro grants, BECAAC, Change Makers, Nature Mystery Maps
- Data on canopy cover important for future reporting / monitoring – to be include in the next SOE

ACTION: Ensure the SoE comes back to BECAAC before being taken to Council for adoption?
ACTION: Follow up on permeable surfaces data.

3. Standing Items

Northeast Link Update

- Funeral for the trees on 19 November to recognise the significant loss and raise political awareness of the impact of the development.
- More protests planned in 2023.
- 5 storey car park at Watsonia Station – will create a large visual barrier.

Urban Food Strategy Update

- Big hurdle is that people engaged in the discussion at present are already well informed and supportive of urban food.
- Resident feedback – local food economy is currently retracting. Barriers to healthy eating include that it is harder to access local food, economic disparity with cost of living stress, food groups would like to collaborate more (i.e. community gardens). Gardens provide an opportunity to showcase what is possible in urban gardening in the local area.

Banyule Environment and Climate Action Advisory Committee   Page **4** of **5**

- Urban farm movement
- More ops to buy local food
- More comm initiatives like food swaps, pop-up market
- 54% of Banyule residents shop for food outside of the area.
- People want more diversity of small food retailers in their local area.
- People being time-poor a barrier (i.e. time to cook, time to shop).
- Lack of understanding for a proportion of the community about where their food comes from / how it is produced.
- Members encouraged to contact Paul or email any suggestions to him.

Council Reports & Updates

- SOE
- Urban Forest – will be a 12-week consultation finishing in March 2023.
- Election of Cr Peter Castaldo as Mayor and Cr Alida McKern as Deputy Mayor.
- Uluru Statement of the Heart was supported. An emotive decision and moving for attendees.
- Budget preparations for 2023-24. 13 December consultation.

Banyule
City Council

Minutes
Multicultural
Committee
7 December 2022

Multicultural Committee | Minutes

Meeting details

Date of meeting	Wednesday, 7 December 2022
Time	6.00 – 7.30pm
Venue	1 Flintoff Street, Greensborough
	Level 4, Griffin Meeting Room
	MS Teams
Chair/Facilitator	Cr Fiona Mitsinikos
Minutes	Lisa King

Acknowledgement of the Traditional Custodians

"Banyule City Council is proud to acknowledge the Wurundjeri Woi-wurrung people as Traditional Custodians of the land and we pay respect to all Aboriginal and Torres Strait Islander Elders, past, present and emerging, who have resided in the area and have been an integral part of the region's history."

Inclusive Banyule Statement

"Our community is made up of diverse cultures, beliefs, abilities, bodies, sexualities, ages and genders. We are committed to access, equity, participation and rights for everyone: principles which empower, foster harmony and increase the wellbeing of an inclusive community."

Attendee

Attendee name	Affiliation/Organisation
Cr Fiona Mitsinikos	Banyule Councillor
Jo Wilson	Banyule City Council
Susan Zhou	Community member
Baljit Singh	Community member
Mandira Panday	Community member
Ansum Sadik	Victoria Police
Alaa Elzokm	Heidelberg Mosque
Lisa King	Banyule City Council

Apologies

Name	Affiliation/Organisation
Linda Liwewe	Community member
Jeyarajah (Raj) Ramanathan	Community member
Louisa Ong	Community member
Naaz Fahmida	Community member
Ginger (Lan) Jiang	Community member

Multicultural Committee   Page **1** of **6**

Samira Liban	Community member
Albert Fatileh	Victoria Police

Samira Liban   Community member

Albert Fatileh   Victoria Police

Items

1. Introduction
Acknowledgement of traditional custodians
Diversity Statement

2. Minutes from previous meeting

Agenda Item	Action Arising	Progress
Inclusive Banyule Advisory Committee	Committee members invited to express interested in joining the Inclusive Banyule Committee as a representative of the Multicultural Committee	Information provided in the October Briefing Paper and minutes. Expressions of interest welcome.
Racism and discrimination	Environmental scan to identify local actions to address racism and discrimination	Not yet complete
International Campaign to Abolish Nuclear Weapons	Committee members invited to provide feedback to determine if Council should join the ICAN campaign	Discussed during meeting

3. Urban Food Strategy Consultation
Jo Wilson led a discussion around the development of Banyule City Council's first Urban Food Strategy. The following is a summary of the discussion.

Discussion
Where people shop:
- Grocery stores like Coles, Woolworths and Aldi. The major supermarkets are one stop shops that are easy and convenient and can access the food they require.
- The Chinese community purchase from Asian grocery store. They organise a group purchase and place an order each week to buy what they want.
- Farmers Markets are not used as often.
Challenges identified:
- Urban food poverty exists in Banyule.
- Identifying who in the community is experiencing food insecurity can be challenging but is very important.
- There are supply chain issues which make availability of some foods challenging. This has been happening often recently due to the pandemic and weather.
- Busy lifestyles make it more difficult to find time to shop around at different places.
- People will cut items from their shopping list if they cannot access them from the supermarket.
Opportunities:
- Seed sharing - seed banks are available at some local libraries for people to grow food at home.
- Opportunities to learn how to grow food could be helpful – short videos, workshops explaining how this can be done, what season things grow best.
- Opportunities to learn how to use and cook the produce that is grown at home.

Multicultural Committee   Page **3** of **6**

- Volunteer programs with young people to help older residents with established fruit trees harvest and share with the community.
- Community food swaps – community members bring food to swap with others.
- Volunteers cooking meals for seniors in the community who need support. This has occurred in the Mosque and Churches.
- Information and education on how to grow food – workshops and events to show people how they can grow food. School holiday events and programs.
- Local community gardens.

Partnership opportunities:

- In the past, the Mosque has had food deliveries through organisations like Second Bite.
- The Somali community will come to the mosque and ask for support when needed.
- Neighbourhood Houses – have done food swaps in the past.

4. Community Infrastructure Plan Consultation

The consultation was cancelled due to staff illness.

To access the consultation survey or participate in one of the drop-in sessions visit:
https://shaping.banyule.vic.gov.au/CIP

5. Standing Agenda Items

Harmony Week 2023

A time to celebrate Australian multiculturalism, and the successful integration of migrants into our community. Harmony Week celebrates Australia's cultural diversity. The week focuses on inclusiveness, respect and a sense of belonging for everyone.

Harmony Day is 21st March and Harmony Week is celebrated around that period.

Discussion
Project proposal for celebrating Harmony Week:

- Create a video project which captures stories of members of the community and provide opportunities for them to tell stories in their own voice. This idea builds on the idea from 2022.
- The video project could capture community members cooking, preparing and sharing food that is important to their family.
- The project could be filmed at the Bellfield Hub which has a commercial kitchen on site.
- The Bellfield Kindergarten and older adults groups who use the space could be part of the project.
- The Harmony Day opportunity should invite members of the community to come together. A diverse cross section of the community all coming together to share stories and food.
- There can be opportunities for members of the Multicultural Committee to share their stories along with the Harmony Week event.
- Recipes and stories relating to the food could be shared more broadly with the community and Harmony Week events.
- Kitchen table talks – why this food or dish is important. Members of the community could be invited to come in and cook for each other and share food.
- Members of the committee felt it was important to make a statement as part of the recognition of Harmony Week that acknowledges the current world issues that have an impact on members of Australia's multicultural community.
- Investigate the possibility of the event becoming a fundraiser.

Action

Lisa King to follow up about other Harmony Week events planned locally.

Lisa King to continue planning the event and send updates to committee members.

Welcome pack for refugees

Discussion

Information is often only provided in English, this can be a barrier to many refugees accessing information.

Visa officers are often the first contact for many people arriving in Australia. They regularly provide help, advice and information about accessing services, enrolling school, childcare, renting etc.

Furniture and material aid is required by many people arriving in Australia.

Action

Lisa King to make contact with Spectrum Migrant Resource and Migrant Resource Centre to understand the services and information currently available and identify gaps in information available.

Days of significance calendar

Action

Lisa King to speak to the team developing the days of significant calendar and ask for Eid Al-Adha to be added.

6. Other business

Update from Council

Mayoral elections were held in November and the new Mayor is Cr Peter Castaldo and the Deputy Mayor is Alida McKern.

Advisory Committee survey

Committee members are invited to complete a short survey to help us gain insight into your experience on the Multicultural Committee to date.

https://forms.office.com/r/V3GjXAnueD

Meeting dates for 2023

- 15 February 2023
- 19 April 2023
- 21 June 2023

The International Campaign to Abolish Nuclear Weapons (ICAN)

The International Campaign to Abolish Nuclear Weapons (ICAN) is a coalition of non-governmental organizations in more than one hundred countries promoting adherence to and implementation of the United Nations Treaty on the Prohibition of Nuclear Weapons.

ICAN outline that nuclear weapons pose an unacceptable threat to people everywhere. They invite governments to sign and ratify the United Nations Treaty on the Prohibition of Nuclear Weapons. This agreement prohibits the use, production, possession, threat of use and stockpiling of nuclear weapons and lays the foundations for their total elimination.

Multicultural Committee

The ICAN Cities Appeal is the mechanism by which councils can participate in the nuclear weapons debate. The ICAN Cities Appeal is a global call from cities and towns in support of the UN Treaty on the Prohibition of Nuclear Weapons.

Recommendation

The Multicultural Committee supports Banyule City Council to become a signatory of ICAN.

7. Close and date of next meeting

15 February 2023

Minutes
Banyule Disability
& Inclusion
Committee
6 December 2022

Banyule Disability and Inclusion Population Committee | Minutes

Meeting details

Date of meeting	Tuesday, 6 December 2022
Time	5.30 – 7.00pm
Venue	Room 4.06 – Griffin Room, 1 Flintoff Street Greensborough
Chair/Facilitator	Cr Peter Castaldo, Cr Alison Champion
Minutes	Xenia Taunt-Rivers

Acknowledgement of the Traditional Custodians

Banyule City Council is proud to acknowledge the Wurundjeri Woi-wurrung people as traditional custodians of the land and we pay respect to all Aboriginal and Torres Strait Islanders, Elders, past, present and emerging, who have resided in the area and have been an integral part of the region's history.

Inclusive Banyule Statement

"Our community is made up of diverse cultures, beliefs, abilities, bodies, sexualities, ages and genders. We are committed to access, equity, participation and rights for everyone: principles which empower, foster harmony and increase the wellbeing of an inclusive community."

Attendee

Attendee name	Affiliation/Organisation
Cr Peter Castaldo	Councillor, Banyule City Council
Cr Alison Champion	Councillor, Banyule City Council
Sarah Hockey	Banyule Disability and Inclusion Population Committee member
Parvin Ahadi	Banyule Disability and Inclusion Population Committee member
Emma Lowe	Banyule Disability and Inclusion Population Committee member
Ros Melling	Banyule Disability and Inclusion Population Committee member
Sherryn Prinzi	Banyule City Council
Jo Wilson	Banyule City Council
Xenia Taunt Rivers	Banyule City Council

Apologies

Name	Affiliation/Organisation
Danielle Clarke	Banyule City Council
Kerryn Burgoyne	Banyule Disability and Inclusion Population Committee member
Dani Stramandinoli	Banyule Disability and Inclusion Population Committee member
Laila Fernandez	Banyule Disability and Inclusion Population Committee member

Nick Bamford	Banyule Disability and Inclusion Population Committee member
Elizabeth Parry	Banyule Disability and Inclusion Population Committee member
Donna Prichard	Banyule Disability and Inclusion Population Committee member
Allan Leenaerts	Banyule Disability and Inclusion Population Committee member
Alicia Rotella	Banyule Disability and Inclusion Population Committee member

Items

1. Introduction (Cr Peter Castaldo - 5 minutes)

- Introduction of new Councillor Chair
- Acknowledgement of Traditional Custodians
- Inclusive Banyule Statement
  - Housekeeping

Attendees introduced themselves. Due to no quorum being reached, any recommendations will be revisited for future meetings.

2. Minutes from Previous Meeting (Cr Peter Castaldo – 5 minutes)

Action items noted as read.

Agenda Item	Action Arising	Progress
Community Bus	Vicki to send survey on the community bus to members of the committee	Completed.
Disability Inclusion Bill 2022	Council Officers to draft a response to the DFFH and bring back the members	Completed
	Vicki to send out information on intersectionality with the minutes	Completed
Inclusive Banyule Workplan for Disability	Agenda the website for consultation at the next meting	Included in agenda
Inclusive Banyule Funding	Parvin to connect with members for suggestions on Autism Day Event	Completed – Focus groups delivered.

3. New Business - Consultations

3.1 Urban Food Strategy – Jo Wilson (20 minutes)

The 'food system' is everything that happens from farm to fork - the web of people, processes and interactions involved in growing, processing, distributing, selling, and disposing of the food we eat. Banyule City Council is currently developing its first Urban Food Strategy in partnership with Sustain. This strategy will be a blueprint for creating, celebrating, and enhancing Banyule's food systems to ensure they are healthy, sustainable, equitable, inclusive and accessible. (More information and Survey - Shaping Banyule - https://shaping.banyule.vic.gov.au/UrbanFood)

Discussion

Jo introduced the Urban Food Strategy and positioned how this piece could improve outcomes for Banyule. She invited discussion on factors which influence buying and food security with the rising cost of living.

Consultation questions:

1. *What factors influence where you buy food?*
2. *What opportunities are there for creative solutions to accessibility of health eating options?*
3. *With the rising cost of living, is food security important?*

Member feedback:

- Committee members noted that accessibility and convenience are key factors in food shopping.
- Some members preferred open space to shop in such as Latrobe markets, while others found supermarkets the most convenient option. St Helena shopping mall was a preferred option, as it generally has less people and is a single level.
- It was noted that temperature, gradient levels, and availability of appropriate toilets were influential factors, particularly when shopping as a carer with a person with disability.
- For fresh food, it was discussed that it was important to have green grocers and bakeries, in conjunction with other services so to avoid multiple trips.
- Availability of disability parking was a key point for discussion. In East Ivanhoe, the options are extremely limited, with the primary school being one of the only options.
- Donation service at customer service could help with food security issues in the community.
- Green grocers and supermarkets could offer delivery services for healthy options/fresh food.
- An initiative to grow your own produce. One option could be an outreach service to a person's house to build capacity and share knowledge, or a buddy-mentoring program.
- Committee members noted the importance of how to cook with healthy ingredients.
- Local food trading to share excess produce.
- Furthering opportunities to connect with community gardens and groups were also shared as options.

Action

Action 1: Invite members to feedback on Banyule Residential Parking Permit Policy

4. Standing Agenda Items

4.1 Inclusive Banyule Workplan for Disability – Vicki Martinez (20 minutes)

Website Review and Development.

At the Council Meeting on the 5 September, Councillors endorsed the resolution "Establish a dedicated Banyule Website or landing page, that is specifically tailored to providing advice, information, and support to the people with disabilities and their carers. Officers are currently developing the project plan and feasibility study brief to inform the project (See Briefing Paper)

Discussion

Vicki provided an overview and background to the upcoming website review and development. Opened discussion to the Committee on the feasibility of what the new website would need to include and how this could be reviewed.

Feasibility study

Members were asked what the consultants should be investigating in reviewing the options for a new website.

Member Feedback:

- **Consultant Knowledge** - Recommended that the consultants should be aware of the sector, accessibility issues and engaging appropriately.
- **Social media and website relationship** – Members spoke of a dedicated D&I Facebook page in conjunction with a new website and have them linked. Limitations of just using an existing platform such as Facebook as many community members would not readily use this.
- **Integration Options** - Integrating sites and linking sites to the Council website, people tend to go to Council website first. Being aware of not duplicating efforts
- **Reliability of Information:** Importance of the website being Council owned, Quality of resources. Reputable and reliable; Vetting the right opportunities, making sure the services reflect the community need; Referral pathways for services which are trustworthy to be linked with Council
- **Importance of Interaction and exchange**; Importance of networking opportunities and relationship building in services; Noticeboard or interactive element integrated into the website; Newsfeed/monthly e-newsletter
- **Maintenance:** who will do this; whose responsibility to gather and put-up information; designated Council officer to maintain, check and make linkages for information
- **Inclusive and accessible to all Disability groups:** Options for each disability to be represented and included

Opportunities need to be credible and responsive to community needs. Platform needs to be reciprocal and consistent.

Interest in working group:

Ros, Parvin and Sarah highlighted their interest in participating in a working reference group.

Action
Action 2: Council officers to re-engage with the Committee as the feasibility piece moves forward.
Action 3: Vicki to invite other members to be involved in project working group via email

Existing Website

Committee to review the existing website page for People with Disability and provide comment on existing information and what improvements could be made in the interim https://www.banyule.vic.gov.au/Community-services/People-with-a-disability

Discussion
Vicki invited the Committee to review and audit the existing Council website, noting that this could be reviewed ahead of the feasibility of a new website being created. Committee members invited to provide feedback immediately or via email following the meeting by 30 December to Xenia.

Feedback from the Committee on where they access information on disability services:

- Council, Facebook, Google, Support groups, Royal Children's/Hospitals

Things to add to existing website

- Local advocacy
- Contact/Liaison officer who is across availability of different services to the community – across the age groups.
- Social Activities
- Information by age clusters
- Carers Tab
- Gated Playgrounds

Days of Significance

List of days of significance has been developed along with fact sheets for a number of days. Members to review list and identify any gaps from Disability perspective. (See Attached list)

Discussion
Vicki invited feedback from the Committee on any days of significance are missing or not accurately represented.   - Carers day could be added

Action
Action 4: Vicki to seek information on outstanding days of significance from members via email. Comments by 30 December.

5. Council Updates (10 minutes)

Inclusive Banyule Advisory Committee (Sherryn Prinzi)

Discussion
Sherryn provided an update on the Committee's membership and the key projects progressed by that committee. She acknowledged that mental health and social and affordable housing are two key areas for that committee to move forward with and highlighted the importance of service connectivity in relation to both key areas.   Committee were invited to express interest in joining the Inclusive Banyule Advisory Committee, joining Kerryn as the only current representative.   It was noted that the role of local government in the mental health sector is in prevention, particularly in social connections.   **Member Feedback:**   - Outreach services could be a valuable tool to improve outcomes.   - Explore micro-boarding as an option that could be investigated.   - Access to mental health services is difficult for carers.   - Mental health trained officers in Council buildings and in local service settings to widen opportunities for mental health support.   - Advance training in Mental Health First Aid   - Strengthen relationships between hospitals and Council.

Action
Action 5: Future agenda discussion on mental health prevention and the difficulties faced by the community, in particular Carers.

Vicki provided an overview and led discussion on the below items.

- **International Day of People with Disability Events and Activities** -3 events were delivered recognising the day. One led by Council targeting inclusion in sport and the others received funding through the Inclusive Banyule Grant Program: Waratah Special School delivered an Arts Program and Watsonia Neighbourhood House delivered an anthology of People with Disability.
- **Autism Day Event** – Parvin Ahadi is currently planning an event for Autism Day on the 1st or 2nd of April. Conversation centred on potential ideas for location and program.

Action
Action 6: Council Officers to look at options for hosting the event at a sporting pavilion and share these with Parvin.   Action 7: Parvin to put a call out to members to help form a subcommittee to work on project

- **Changing Places Funding** -Provided brief overview of successful grant of $180,000 for a new changing places for WaterMarc. Members suggested that we roll out this project across all buildings owned
- **Inclusion@Sport Forum and Project** – Forum delivered on the 30 November promoting inclusion in sport and included 3 time Paralympian Ahmed Kelly Speaking and Sport 4 All. Provided overview of status of

project with all pilot clubs being trained in Disability Awareness and undergoing a self-assessment of their inclusion practices.   Also discussed potential future partnership with Sports4All being explored.
- **Change of Officer** – Vicki's role will be changing slightly with the committee. Xenia will be providing the committee with more of the administrative and project support.
- **Committee Mid Term Check In Survey**.- Committee Feedback is highly sought to ensure we are meeting expectations and to identify improvements. Please complete by 30 December https://forms.microsoft.com/r/V3GjXAnueD

- Action
- Action 8: Vicki to send out survey link to all members post meeting.

6. Close and date of next meeting – 22 February 2023 5.30 – 7.00pm

Meeting closed 7pm but was followed by refreshments and networking.

Discussion
Ros to email fellow committee members to highlight the value in meeting in person.
Action
Action 9: Council Officers to determine the value in hosting the next meeting in person or in a hybrid setting.

Minutes Banyule LGBTIQA+ Advisory Committee

December 2022

Banyule
City Council

Minutes Banyule LGBTIQA+ Advisory Committee

Meeting details

Date of meeting	Thursday, 1 December 2022
Time	5.30 – 7.00pm
Venue	Ivanhoe Library and Cultural Hub, Southern Clara Meeting Room, Level 2
Chair/Facilitator	Cr Alison Champion
Minutes	Sherryn Prinzi

Acknowledgement of the Traditional Custodians

Banyule City Council is proud to acknowledge the Wurundjeri Woi-wurrung people as traditional custodians of the land and we pay respect to all Aboriginal and Torres Strait Elders, past, present and emerging, who have resided in the area and have been an integral part of the region's history.

Diversity Statement

Our community is made up of diverse cultures, beliefs, abilities, bodies, sexualities, ages and genders. We are committed to access, equity, participation and rights for everyone: principles which empower, foster harmony and increase the wellbeing of an inclusive community.

Attendees

Attendee name	Affiliation/Organisation
Cr Alison Champion	Meeting Chair
Paul	Community Member
Tommy Christopolous	Banyule Community Health Service
Sage Moorhen	Community Member
Richard Peterson	Community member
David Landis-Morse	Community member
Nathan S.	Community member
Sherryn Prinzi	Community Impact Coordinator
Xenia Taunt-Rivers	Banyule Council
Maddi Cooper	Banyule Council
Prof. Ada Cheung	University of Melbourne/Austin Health
Dr. Sav Zwickl	University of Melbourne/Austin Health

Apologies

Name	Affiliation/Organisatio

Kath Brackett	Director Community Wellbeing
Jo Wilson	Manager Resilient and Connected Communities
Lara Hunter	Community member
Cr Peter Castaldo	Committee Chair
Will Delaney	Community member
Ilias Katis	Community member
Harper Figliomeni (resigned)	Community member
Fleassy Malay	Community member
Michelle McNamara	Transgender Vic; GLBTIQ Multicultural Council
Bridget (Jet) Hayes	Community member
Morganne Blackburn	Community member

Items

1. Introduction (15 minutes)

- Acknowledgement of traditional custodians and Diversity Statement
- Welcome and introductions

Discussion

Resignation received from Harper Figliomeni.

Apologies from Cr Castaldo who is overseas.

- World Aids Day acknowledgement by Richard (10 minutes)

Discussion

Committee watched World AIDs Day video prepared by Council and reflected on the impact of this day for the community.

2. Minutes from Previous Meeting (5 minutes)

Agenda Item	Action Arising
Council to invite resigning members to undertake exit surveys	Noted and ongoing
Distribute Inclusive Banyule Advisory Committee information to members with minutes	Complete
Committee members to contact Sherryn to join Inclusive Banyule committee	No members made contact, Inclusive Banyule committee positions remain vacant
LGBTIQA+ committee workplan actions to be reviewed each meeting	See committee briefing paper for update.
Council to re-advertise the Finding the Rainbow in the North project & table Inclusive Business Guides	Sherryn investigating process for updating Rainbow in North See committee briefing paper for update.

	Inclusive Business Guides are included on Banyule Business webpage https://banyulebusiness.com.au/resources/
Memorial to LGBTIQA+ community members lost to discrimination.	A feasibility study will be undertaken in 2023. Committee invited to help scope the study.
Michelle to arrange Austin Health to speak with committee	Complete
Youth Services Rainbow Space lead to speak at meeting	Complete- invited Maddi Cooper

Minutes taken as read.

3. Standing Agenda Items

3.1 Update from Council (as tabled)

- Please refer to Committee Briefing paper December 2022 for reports against Committee Action Plan; update on Rainbow Tick re-accreditation; Memorial in the North Feasibility Study; Pride in the North membership; IDAHOBIT day planning updates; Pride March 2023.

Discussion
Sherryn invited Committee members to join the Banyule Pride March 2023.

Action
Action Item 1: Sherryn to share information on Pride March to committee members interested in joining. Note WWCC requirement to take the bus with the Rainbow Space group.

3.2 Presentations (30 minutes)

- Associate Professor Ada Cheung, Head Trans Health Research Group. Ada will be providing an overview of the work Austin Health is leading to support the trans community.

Discussion
Committee discussed the importance of the research done by Professor Ada and their colleague Dr Sav, their research is available freely via the Medical Journal of Australia.
Interest from the Committee on the Gender Euphoria Scale.
Contact: gender-research@unimelb.edu.au , transform-research@unimelb.edu.au , transresearch.org.au

- Maddi Cooper, Banyule Youth Services. Maddi will discuss with the committee the ways in which the Rainbow Space Group welcomes and supports young LGBTIQA+ community members across Banyule.

Discussion
Committee discussed importance of safe spaces for young LBGTIQA+ communities and the different priorities dependent on age groups.
Maddi shared contact information for the Rainbow Space group and encouraged those who know young people in the community to get involved.
David to let Maddi know about upcoming events at the Sycamore Tree which may be of interest to the Rainbow Space group.
Paul volunteered to be a guest speaker for the group on challenges faced by the intersex community.

3.3 Other business (5 minutes)

- Tommy provided brief update on Banyule Community Health's progress towards achieving Rainbow Tick Accreditation.
- No other updates.

4. Close and date of next meeting (5 minutes)

Meeting closed 7pm.

Next meeting: Thursday 9th February 2022, 5.30-7pm with an invitation to view the ILCH Gender Garden exhibition with nibbles and drinks from 7pm.

Minutes
Age Friendly
Advisory
Committee
24 November 2022

Banyule
City Council

Age Friendly Committee | Minutes

Meeting details

Date of meeting	Thursday, 24 November 2022
Time	10.00 am – 12.00 pm
Venue	Microsoft Teams & Room 3.16 -1 Flintoff St, Greensborough
Chair/Facilitator	Cr Tom Melican
Minutes	Laura Cattapan Coordinator Community Connections

Acknowledgement of the Traditional Custodians

"Banyule City Council is proud to acknowledge the Wurundjeri Woi-wurrung people as Traditional Custodians of the land and we pay respect to all Aboriginal and Torres Strait Islander Elders, past, present and emerging, who have resided in the area and have been an integral part of the region's history."

Inclusive Banyule Statement

"Our community is made up of diverse cultures, beliefs, abilities, bodies, sexualities, ages and genders. We are committed to access, equity, participation and rights for everyone: principles which empower, foster harmony and increase the wellbeing of an inclusive community."

Attendees

Attendee name	Affiliation/Organisation
Cr Tom Melican	Banyule City Council - Councillor
Glenn Swafford	Age Friendly Committee Member
Mary Stringer	Age Friendly Committee Member
Dianne Williamson	Age Friendly Committee Member
Stewart Morritt	Banyule Leisure
Karlene Lang	Emergency Care Coordinator, Austin Health
Jo Wilson	Banyule City Council - Manager Resilient and Connected Communities
Laura Cattapan	Banyule City Council - Coordinator Community Connections
Kim Phu	Banyule City Council – Age Friendly Community Development Officer
Ian Wedlock	Yarra Plenty Regional Library Services (YPRLS) – Senior Manager Engagement & Operations

Apologies

Name	Affiliation/Organisation
Kath Brackett	Banyule City Council - Director Community Wellbeing
Marcello D'Amico	Age Friendly Committee Member
Jim Brewer	Age Friendly Committee Member

Age Friendly Committee   Page **1** of **7**

A member of the Committee raised concerns about the current size of the Committee and the need to increase the number of members to enable the Committee to be more effective and share the workload.

Coordinator Community Connections mentioned that a recruitment process was currently taking place with Banyule Population Committees. Council has received one application for the Age Friendly Committee. Coordinator Community Connections said that she wasn't involved in implementing this process, which is an online process only, and will make sure she is involved in the next recruitment process to ensure it is accessible, particularly for those who are not digitally literate.

Items

1. Actions from Previous Meeting

2.1 Request for installation of Shade Sails Ivanhoe Park Seniors Exercise Park

Previous Action: The Community Connections Coordinator is scheduled to do a site visit on Friday 30 September with both the Open Space Planning and Design Coordinator and Landscape Architect to discuss options and solutions.

Outcome

Coordinator Community Connections attended a site meeting at the Seniors Exercise Park with members of the Open Space Planning and Design Team. The A/Coordinator Open Space Planning and Design Coordinator who has now left the organisation listed this as an unfunded project that deserves further consideration, however, will not be considered this financial year. They also suggested consideration should be made for applying for a Shade Grants Program through the Cancer Council in 2023.

A Committee Member who has participated at the Seniors Exercise Park is concerned that if shade sails were installed it may run the risk of making the park cold in the winter. Another Committee Member was concerned that the park was too exposed to the sun.

Coordinator Community Connections said one of the solutions that Open Space Planners suggested was that shade be installed at one end of the Seniors Exercise Park where people can sit and rest between exercises. The Committee were open to this solution.

Work with Environment Team to support them to work with Seniors clubs

Previous Action: Community Connections Team to progress this initiative.

Outcome

The Age Friendly Team is in the process of connecting Council's Community Energy Officer with local senior's community groups.

Air quality in buildings

Previous Action: Coordinator Community Connections said that the Community Connections team is looking into this topic and will be able to report back at the next Committee meeting.

Outcome

Council's Major Facilities Coordinator provided information on this topic which was emailed out to Committee members on 25 October 2022.
A Committee Member said that this information needs to be communicated to the community.

Action

The Committee agreed that it would be good for this information to be included in Age In Focus newsletter.

3.1.1 Councillor Update

Age Friendly Committee   Page **2** of **7**

Previous Action: Coordinator Community Connection said that she would contact relevant Council Officers overseeing 'Put a lid on it' project and ask if there are any additional actions that can be undertaken by the Committee to support and promote this issue.

Outcome

Coordinator Community Connections has emailed Banyule's Advocacy Lead officer regarding what the Committee can do to support the 'Put a lid on it' project.

3.2.1 Update on Age Care Reforms

Previous Action: When applicable Coordinator Community Connection will forward any Government feedback opportunities to the AFC for consideration and distribution through your networks.

Outcome

On Friday 18 November Committee members were emailed information from the Commonwealth Department of Health requesting feedback on their 'New program for in-home aged care'. This topic will be discussed by the Committee under Agenda Item 2.2.2.

3.2.2 Advisory Committee Review and Inclusive Banyule

Previous Action: Coordinator Community Connections to investigate the possibility of setting up an Age Friendly Committee What's App or another accessible option.

Outcome

Coordinator Community Connections has applied internally to set up an Age Friendly Committee MsTeams group for Committee members to be able to communicate with each other.

3.3.2 EveryAGE Counts Campaign

Previous Action: The Committee would like the opportunity to further discuss any additional actions that Council could deliver in relation to Ageism Awareness at the next Age Friendly Committee meeting.

Cr Melican voiced his intent to move the EveryAGE Counts Notice of Motion (NoM).

Outcome

The EveryAGE Counts NoM is currently in draft. The Committee will discuss actions to be included in the content under Agenda Item 2.3.1.

2. Standing Agenda Items

2.1 Update from Council

2.1.1 Councillor Update

Cr Melican reported on the following:
- Banyule now has a new Mayor Cr Peter Castaldo and Deputy Mayor Cr Alida McKern.
- The State Election has been problematic for Banyule in relation to getting any movement with the 'Put a lid on it' campaign.
- Cr Melican attended the 95-year birthday celebration for Kelvin at Ivanhoe Library who was featured on the 'Age is Just a number' video.
- There is still some anxiety around the vaccination process and participation.

2.1.2 Community Connection Age Friendly Program Update:

Banyule Seniors Festival Wrap up

Kim Phu Aged Friendly Community Development Officer introduced herself to the Committee and provided the Committee with an update on the Banyule Seniors Festival.

Age Friendly Committee   Page **3** of **7**

Age Friendly – Community Connecti

Age Friendly Champions Update

The last slide in the Age Friendly Community Development Officer's presentation was a draft framework on how to reengage Age Friendly Champions framework.

The Coordinator Community Connections outlined that the Community Connections team are wanting to codesign all their work with the Age Friendly Committee and Age Friendly Champions. The Team came up with the framework to engage the Champions through a series of working groups and for Champions to also have the opportunity to provide direct program support.

A Committee Member felt that the piece missing in the framework presented is the role of the Age Friendly Committee. He felt that the current framework would potentially disempower the Age Friendly Committee and couldn't see the strategic connection between the Committee and role of the Champions. He asked how the work of the Committee related to the framework.

The Coordinator Community Connections explained that it was important for Committee Members to drive and participate on the strategic working groups particularly the Age Friendly Strategy working group as the strategy should support and guide the work of the Age Friendly Committee.

The Committee Member provided the example of the previous Coffee Connections program which came out of Age Friendly Committee and was driven and supported by the Committee. He expressed that the Champions haven't been communicated since before COVIID-19 and that many people may not be interested in being involved again.

The Coordinator Community Connections said the Age Friendly Committee is a strategic committee. If the Committee wanted to take on a more driving role with the Age Friendly Champions', they would need to look at the structure of the current Committee Agenda and prioritise their work. She suggested that the Committee could have a planning meeting early next year to discuss the structure and work priorities.

A Committee Member mentioned the impact of COVID-19 and do policies/issues such as vaccinations affect the Age Friendly Champions program. The Manager Resilient and Connected Communities said that at present there is no requirements that people need to be vaccinated to participate, however Council is currently having conversations about our internal volunteers and vaccination status.

Cr Melican suggested that when current Champions are reengaged, if there isn't a positive response, we should try to engage new champions.

Manager Resilient and Connected Community asked if officers could estimate how much time each working group would take up to ensure that it is clear what commitment would be required of Committee Members and Champions.

A Committee Member said that the finer details of the each working group would need to be determined and the Age Friendly Advisory Committee membership would need to increase as the current membership wouldn't have the stretch to be able participate in all working groups outlined in the framework.

A Committee Member said that we need to define what an Age Friendly Champion is and what would be their responsibilities.

Committee Members agreed to participate in a planning session in early January 2023. A Committee Member said that the meeting should focus on:
- Current Terms of Reference to increase membership and define the role of the Committee.
- Look at the original brief of the Age Friendly Champions and reimagine what would work now.
- Refine the framework presented so that this can be presented to the existing Age Friendly Champions.

Age Friendly Committee   Page **4** of **7**

Action

Coordinator Community Connections said that she would send out dates and times for a planning session in February. A draft agenda for the planning session will also be provided.

Community Transport Project Update

Coordinator Community Connections provided an update on the Community Bus Project and said that currently both her and the Age Friendly Project Officer have been mapping out the bus route with Council Transport Engineers and the Spatial and Property Systems Analyst and are hoping for the bus route to be finalised in December. She will keep the Committee updated.

2.2 Presentations/Consultations/Information

2.2.1 Ivanhoe Library – Seniors Takeover Night

Coordinator Community Connections introduced Ian Wedlock Yarra Plenty Regional Library Service (YPRLS) Manager Engagement & Operations. Ian provided some background regarding a new Seniors Takeover Night program that they would like to trial in partnership with Banyule's Age Friendly team. They are proposing that the program take place once a month on a Friday evening at 6 pm. Participants would be given access to the all the public spaces and would be able to design how they would like to use the spaces. Ian mentioned that there is currently a similar program happening with young people.

Ian asked the Committee feedback on whether they think this program would work for older persons. The Committees responses included:

- A Committee Member said that she would rather go to the younger persons session and has concern about it being focussed on older persons.
- Coordinator Community Connections mentioned that some more socially isolated older people have expressed that they feel lonelier in the evening, and this could address this experience.
- A Committee Member said that some older people would not be interested in going out at night due to safety concerns and restricted public transport. Sunday afternoon was suggested as an alternative option.
- It was agreed transport would need to be made available.
- A Committee Member said that the library would be a good place for older people to go in the evening during a heatwave.
- A Committee Member feels that early evening would be a better option.
- Ian said that the library was interested in the benefits the program would provide for older people including providing an opportunity for social connections and participation.
- Committee Members suggested that the program be trialled and to survey the community. YPRLS and Council could look at surveying the community through Age in Focus and the Library mailing list to gauge whether older persons would be interested in attending the program.
- Ian suggested that YPRLS could also run consultations.
- Council could also send this out to their Seniors Group Network.
- A Committee Member is concerned about the number of surveys people are asked to complete and felt that a consultation process through an activated one-off event would work better.
- Coordinator Community Connections said the idea was to activate the library. Activities such as choirs, music groups, movie nights, book clubs etc were suggested.
- A Committee Member said that what is it that the older people would be doing on a Friday that they couldn't do on a weekday, if they are not connected during a weekday what makes Friday different. He also mentioned that the program could look at engaging artists and using art spaces as part of the programming. He would like consideration for it to be a broad span community event.
- Ian said the youth takeover night was about young people having ownership of the space as opposed to during the week which is open to the general community.
- The Committee said that they are not interested in older people as the label for this initiative.
- Ian thanked the Committee for their feedback and said that he would be interested in attending the meeting again in the future and to continue to consult with the Committee.

Age Friendly Committee   Page **5** of **7**

2.2.2 Update Aged Care Reforms

This item was not discussed given time constraint due to longer discussions taking place in other items that were prioritised.

2.2.3 Banyule Age is Just a Number Video

The Age is Just a Number film clip was not shown given time constraint due to longer discussions taking place in other items that were prioritised.

The Coordinator Community Connections said the link to the video will be included with the minutes for Committee Members to watch independently.

Age is Just Number Film Clip

A Committee Member said that she had seen the film clip and asked what is going to happen with the film clip now.

The Coordinator Community Connections mentioned that the clip could be included as part of the Ageism Awareness workshops.

Cr Melican mentioned that the clip was played at all the Seniors Festival High Teas and displayed in the foyer at 1 Flintoff St, Greensborough. He also said that it was played to Councillors at a Council meeting.

2.3 Other Business

2.3.1 EveryAGE Counts Campaign

Coordinator Community Connections asked Committee Members about the actions emailed that are currently being included in the draft NoM. She asked the Committee about what date/occasion should the Mayor sign the pledge. Cr Melican said that it would be good to get as many Councillors as possible to attend.

A Committee Member suggested that the Mayor could sign the pledge at the Age Friendly Champions event in March. The Committee felt that this would be a good occasion. A Committee Member suggested that the Champions could also be encouraged to sign the pledge as individuals. He also suggested that Council could encourage individuals and organisations to sign up, and Age Friendly Champions could be championing ageism awareness.

The Committee felt that Ageism Awareness Workshops could be done with both Council and external organisations. Committee members said that they would like this to be more generic and that the title of the workshop should be changed to something like 'Every Age Counts' as would be more relatable.

Coordinator Community Connections said that many councils across Melbourne particularly in the eastern region have delivered on many of the actions outlined in the draft Notice of Motion.

A Committee Member said that he was pleased that the Mayor recommended the Committee advise on this campaign and that this is exactly the sort of actions that the Committee should be consulted/working on and driving. He felt that this is the path that the Committee should taking.

Action

Coordinator Community Connections will update the draft NoM to reflect the intent of what the Committee had advised.

2.3.2   Community Updates

This item was not discussed given time constraint due to longer discussions taking place in other items that were prioritised.

Age Friendly Committee   Page **6** of **7**

3. Committee Recommendations to Council

1. The Committee would like for the Terms of Reference to be changed to enable the current number of community members to be increased from 12 to 15 members, to align with the other population committee membership numbers.

4. Meeting Dates for 2023

2023 Meeting dates will be deliberated at the Age Friendly Champions planning session in early in 2022/2023

5. Close

Age Friendly Committee   Page **7** of **7**

Attachment 1: NJ Telfer Reserve Map and Electrical Connection Plan

ATTACHMENT 1A: Location of Community Buildings at NJ Telfer Reserve.

Sports Club
Facilities

Building C:
Gem Club

Building D:
Bundoora
Scout Hall

Building B:
Bundoora
Preschool

Building A:
Maternal
Child Health

Building E:
Bundoora
Community
Hall

NOORONG AVENUE
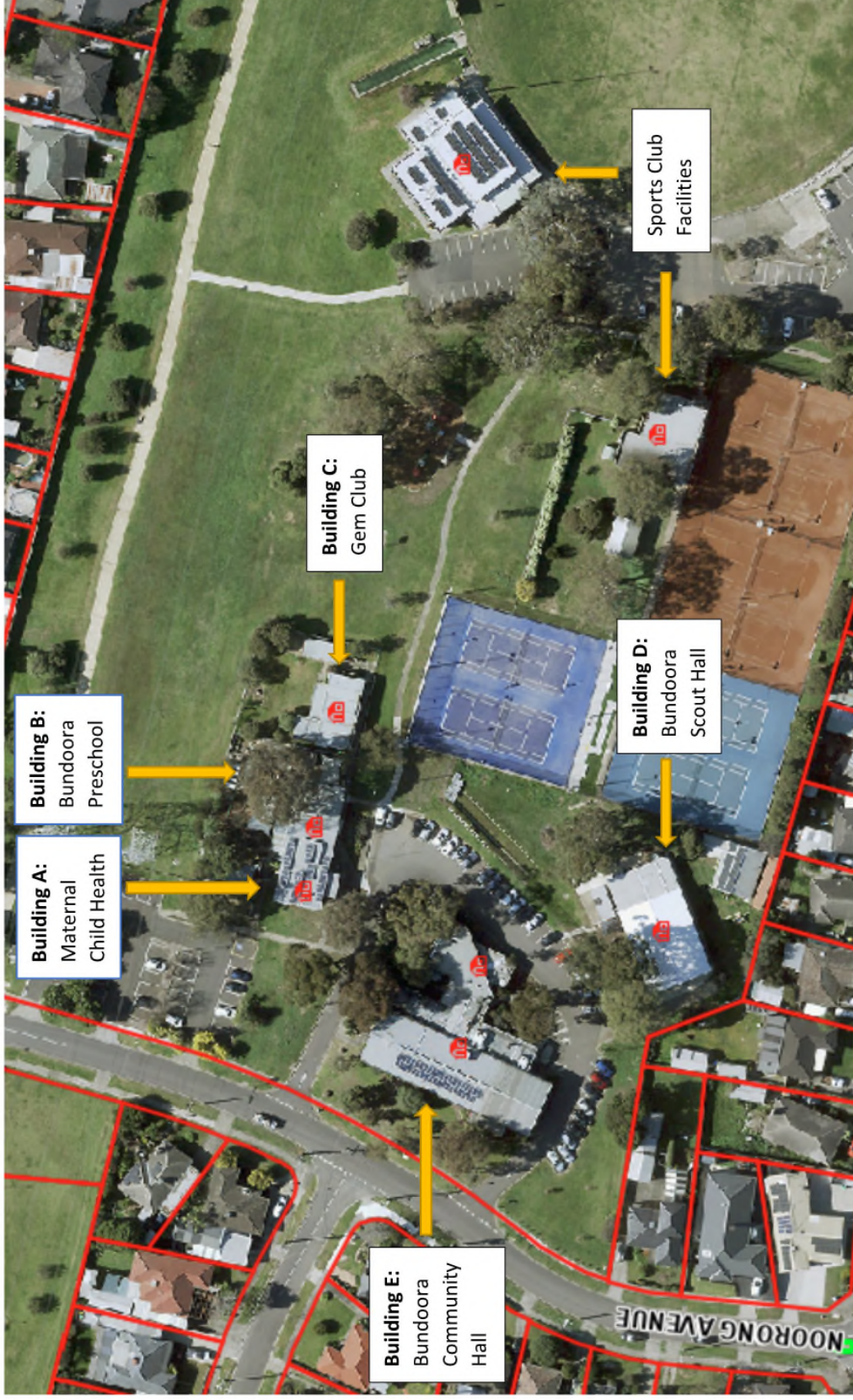
ATTACHMENT 1B: AusNet proposed works

Department of Transport

Greater Metro Region
12 Clarke Street
SUNSHINE VIC 3020

Mr Gourav Mongia
Traffic and Transport Team Leader
Banyule City Council
1 Flintoff St,
GREENSBOROUGH VIC 3088   Ref: 22762312

Dear Gourav,

PROPOSED PERMANENT CLOSURE OF IBBOTTSON STREET, WATSONIA

I refer to Council's email of 19 August 2022, requesting our office to consider Council's proposal to permanently close Ibbottson Street at the roundabout with Watsonia Road, Morewell Avenue, and Grace Street in Watsonia. It is understood that:

- Ibbottson Street, Watsonia Road, Morewell Avenue and Grace Street are classified as local roads under the care and management of the City of Banyule

- The proposed closure was identified as part of the Watsonia Town Square Project to create an active and vibrant town square that will enhance the public realm, provide for positive community outcomes and mitigate the impacts of the North East Link Project.

- Council has undertaken extensive community consultation for the Watsonia Town Square Project 2021, with majority of the feedback received supporting the concept designs involving the Ibbottson Street closure.

- The permanent closure is not expected to cause long-term or significant impact to the movement of people or goods through the area, including along nearby roads such as Watsonia Road, Morewell Avenue and Grace Street. Furthermore, it is noted that public transport services do not operate along Ibbottson Street.

- Council will soon prepare designs that are likely to comprise civil works (e.g. new kerb and footpath along Watsonia Road) to facilitate the permanent closure.

- Council has undertaken an appropriate level of community engagement (including via https://shaping.banyule.vic.gov.au/WatsoniaTownSquare), It is expected that Council will respond to objections raised by stakeholders (and consider the need for further engagement, and identify and implement any actions to address concerns).

Subject to Council confirming that there is no objection from all emergency service providers, I have no objection to the proposed permanent closure of Ibbottson Street by Council in accordance with schedule 11 of the Local Government Act 1989.

If you have any queries, Mr Shaarang Bandekar, Traffic Engineer (Tel: 9881 8078), would be pleased to assist.

Yours sincerely

FATIMA MOHAMED
Acting Executive Director – Inner Metro Region
 14   /   11   / 2022

VICTORIA
State
Government
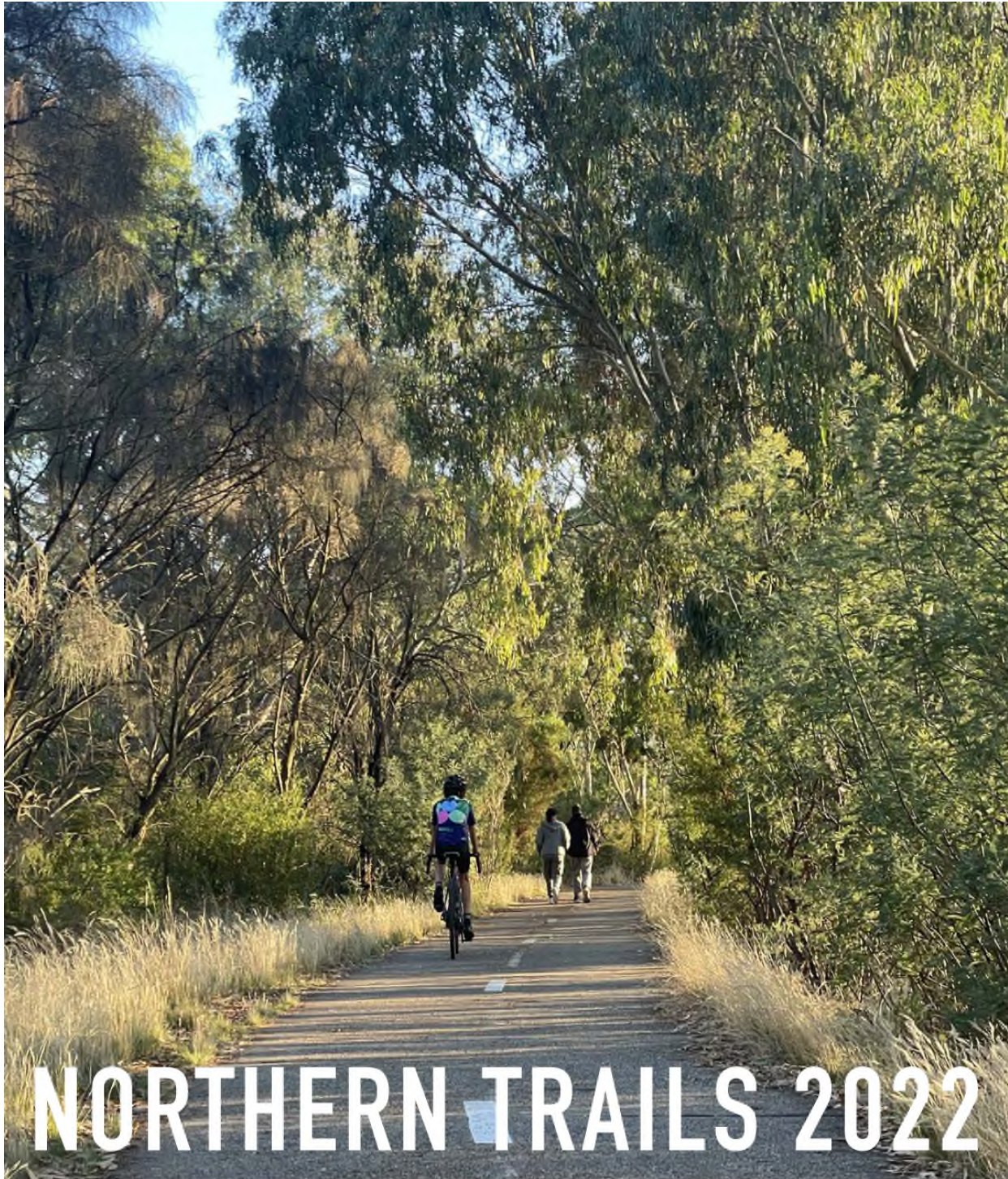
NORTHERN TRAILS 2022

Northern Regional Trails Strategy Review and Update

October 2022 v.2

1.1 ABOUT THE PROJECT

In 2016 the original *Northern Regional Trails Strategy* was developed by the Councils in the Northern Region (Banyule City Council, Darebin City Council, Hume City Council, Merri-bek (formerly Moreland) City Council, Nillumbik Shire Council, City of Whittlesea, plus Yarra City Council), to establish a framework for the planning and development of trails to support the increasingly dense urban footprint and population, while providing accessible recreation and active travel opportunities and economic benefits to the communities in Melbourne's north.

The 2016 strategy has successfully leveraged approximately $11 million of State Government Funding to deliver the key priorities identified in the strategy as well as focusing individual Council's budget allocations into the planning and delivery of priority trail projects. However, since the adoption of the strategy, significant State Government infrastructure projects have changed and will continue to change the physical landscape of the northern region necessitating the review and update of the strategy to reflect the impact these have had and the changing priorities.

This study reviews the 2016 strategy and provides an updated framework for the next ten years and beyond in order to deliver a comprehensive trail network taking into consideration projects already completed, changed Council priorities and the changed landscape as a result of significant state infrastructure projects.

This project provides an in-depth strategic analysis of the network that has been created and seeks to determine the key trails of regional importance, who and why people use these regional trails and how to encourage greater use of the regional trail network. The study will also provide the strategic direction required to allow local government and other land management authorities to work together towards an interconnected and well-used trail network that prioritises accessibility and promotes healthy and active communities.

This is a high-level strategy covering a large study area and many recommended actions dealing with complex sites. Many of the trail action items will require further investigations prior to being realised, including to ensure that any proposed construction works are in alignment with all relevant authority and land manager acts, strategies, plans and policies.

EXECUTIVE SUMMARY

Northern Trails 2022 is a regional trails strategy that has been prepared to establish a framework for the planning and development of regional trails in Northern Melbourne for the next 10 years and beyond. This document is an updated version of a strategy completed in 2016. The original strategy successfully leveraged approximately $11 million of State Government funding to deliver key priority projects. The delivery of projects and recent significant State Government infrastructure projects have necessitated the review and update of the strategy to reflect the changing circumstances and priorities.

The study area
The study area includes six local government areas (Banyule City Council, Darebin City Council, Hume City Council, Merri-bek City Council, Nillumbik Shire Council and the City of Whittlesea) on the traditional lands of the Wurundjeri – Woi wurrung and Taungurung people of the Kulin Nation.

The study area covers approximately 159,100 hectares and includes a mix of urban, suburban and rural areas. The current population of the area is a little over one million, stretching from the inner-city suburbs of Brunswick, Northcote, Alphington and Ivanhoe, to the outer areas of Craigieburn and Sunbury, and to the Kinglake National Park and rural and interface communities of Whittlesea and St Andrews.
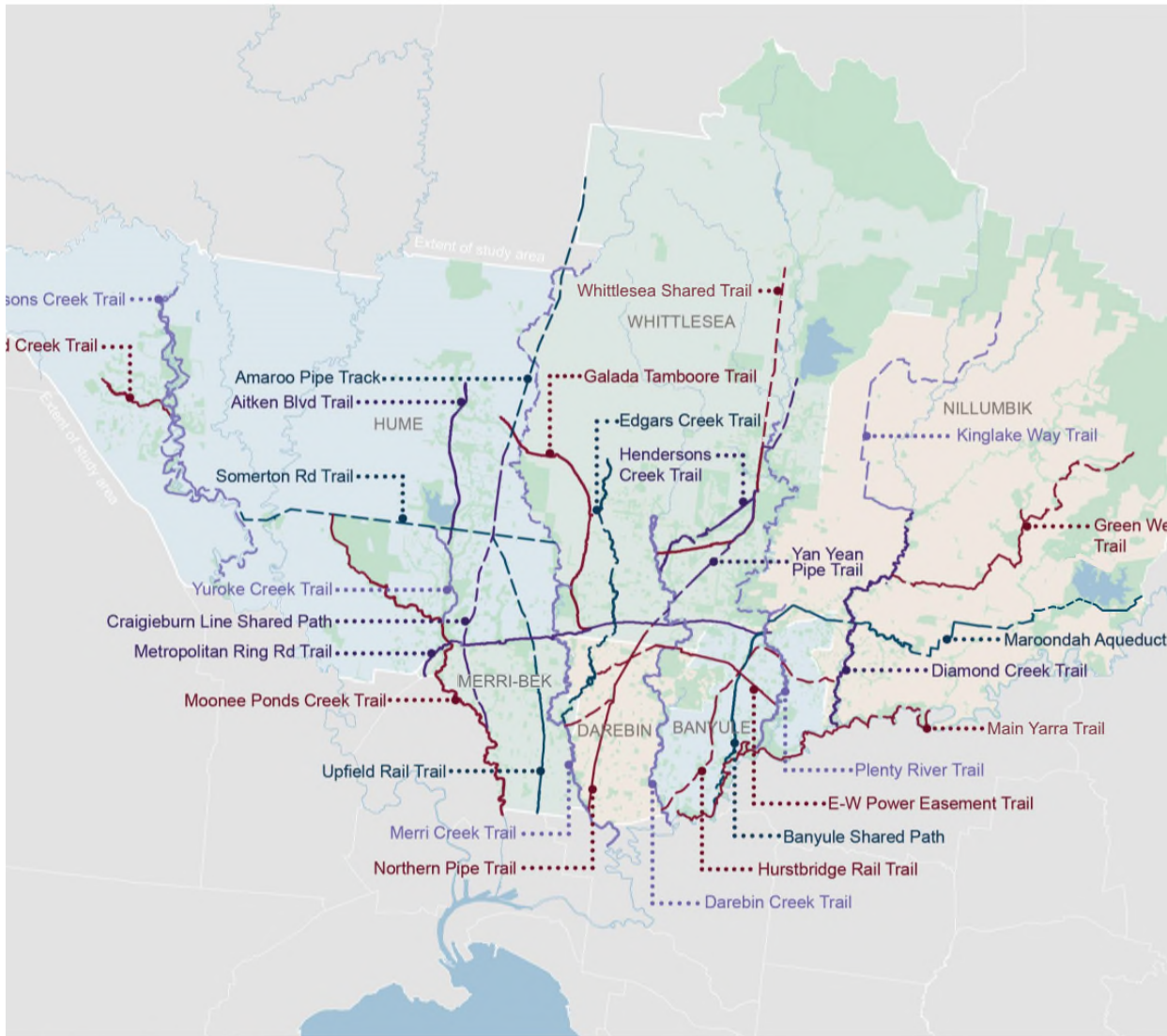
Regional trails
For the purposes of this study, trails have been defined as having the following characteristics:
- multiple potential user groups
- an off-road location
- a relatively long and continuous length.

This study focusses upon 'regional trails', which are defined as being higher order trails that have a regional scale, purpose and/or impact.

Twenty seven existing and potential regional trails have been identified within the study area. They are listed below in alphabetical order, and are located on the accompanying map.

- Aitken Boulevard Shared Trail
- Amaroo Pipe Track
- Banyule Shared Trail
- Blind Creek Trail
- Craigieburn Line Shared Trail
- Darebin Creek Trail
- Diamond Creek Trail
- East-West Power Easement Trail
- Edgars Creek Trail
- Galada Tamboore Trail
- Green Wedge Trail
- Hendersons Creek Trail
- Hurstbridge Rail Trail
- Jacksons Creek Trail
- Kinglake Way Trail
- Maroondah Aqueduct Trail
- Merri Creek Trail
- Metropolitan Ring Road Trail
- Moonee Ponds Creek Trail
- Northern Pipe/ St Georges Rd/ Cheddar Rd Trail
- Plenty River Trail
- Somerton Road Trail
- Upfield Rail Trail
- Whittlesea Shared Trail
- Yan Yean Pipe Track
- Main Yarra Trail
- Yuroke Creek Trail

The Northern Melbourne regional trail network

As a part of this project, each of the identified regional trails have been assessed (including a trail auditor riding all of the existing trails) and individually mapped. Investigations into the trails and the auditing process identified recommended trail improvement projects for each trail.

The benefits of regional trails

Regional trails provide a range of benefits to the community that can be broadly grouped into four categories.

- *Social*

  Trails provide cost-free locations where planned and unplanned social interaction occurs. People use trails to exercise together and also have chance interactions with people with shared interests (e.g.. dog walkers). The state government strategy *Plan Melbourne 2017-2050* identifies a goal of creating '20 minute neighbourhoods' (where most everyday needs are within a 20 minute walk, ride or public transport trip from a person's home) as a way to improve the quality of life for residents of the city.

Central to this plan is the infrastructure, including trails, that allow people to safely and conveniently move around their 20 minute neighbourhood.

- *Health*
  The most common physical activities that people undertake (walking, jogging and cycling) are activities that are highly suited to trails. Trails provide safe, convenient, attractive and cost-free ways for people to exercise, either as a recreational activity, or integrated with their day-to-day life (e.g.. riding to the shops).
- *Environmental*
  A high quality regional trail network encourages people to choose to walk or cycle to destinations, rather than using motorised transport modes. This results in reduced vehicle numbers on roads, and the resulting reductions in air pollutants, noise pollution and congestion issues. Trails can also provide access to natural environments which can assist in fostering an appreciation of the environment and help to develop awareness of environmental issues.
- *Economic*
  A Cost Benefit Analysis (CBA) has been undertaken as a part of this study in order to quantify the economic benefits of regional trail investment. The CBA highlights that the Northern Regional Trails upgrade is expected to generate a net present value of around $114 million and a benefit cost ratio of 1.6. This indicates that benefits directly attributable to the project will be around 1.6 times that of the investment.

Findings

This strategy makes recommendations regarding a range of factors, grouped into four categories.

- *Trail infrastructure*
  Standards and guidelines are provided relating to physical trail infrastructure, including the trails themselves (incorporating width, surface material, and intersection design), signs, facilities (such as drinking fountains and toilets), and trail-side vegetation.
- *Trail management*
  Regional trails often cross municipal boundaries, regularly traverse land managed by multiple different organisations and are funded from a range of sources. This document identifies the current management bodies and challenges, and identifies opportunities for improving management processes across organisations for the betterment of the regional trail network.
- *Trail marketing*
  While individual regional trails are quite well-known by residents of Northern Melbourne, few know about the extent of the regional trail network. The trail network also provides potential opportunities for greater use by visitors to the region (and the associated potential economic benefits that this can bring). The existing marketing activities and target audiences are examined here, and recommendations made about the most effective ways to communicate to different groups about the trail network.
- *Trail improvement projects*
  Trail improvement projects have been identified for all of the 27 regional trails within the study area, ranging from major trail construction works to small-scale improvements to intersections or signage (the list of trail improvement projects are itemised into a schedule which can be found in Appendix B and/or cross referenced to the trail maps in chapter 6).
- *Prioritising trail improvement projects*
  Following the identification of trail improvement projects, each action item was assessed using a multi-criteria analysis in order to identify priority projects that provide the most benefit to the region and most closely align with the objectives of this study. The top ten priority projects were determined to be:

| No.	Trail action item	Project description	LGA
1	MaroondahAqueduct_01	Construct new section of trail connecting the Plenty River Trail near Lear Court, east along the aqueduct across Diamond Creek Road to the Diamond Creek Trail at Allendale Road.	Nillumbik
2	MerriCreekTrail_08	Complete missing section of trail from the Metropolitan Ring Road to existing section of trail south of Horne Street.	Hume
3	MaroondahAqueduct_02	Construct a new section of trail from Carters Lane joining Ashmore Road onto Skyline Road, while ensuring minimal impact to the Warrandyte - Kinglake Nature Conservation Reserve.	Nillumbik
4	EdgarsCreekTrail_01	Construct new section of trail from the Merri Creek Trail to Ronald Street on the west bank.	Merri-bek
5	MerriCreekTrail_02	Partner with Parks Victoria and DELWP to extend the Merri Creek Trail from Merri Concourse (north) to Cooper Street.	Hume
6	UpfieldRail_02	Advocate to Department of Transport to construct a new section of trail from the Metropolitan Ring Road to Somerton Road.	Hume
7	WhittleseaShared_01	Construct a new trail from Mernda station to Whittlesea. Ensure there is provision for horse riders on parts of the trail.	Whittlesea
8	MerriCreekTrail_03	Advocate for and investigate the staged extension of the Merri Creek Trail from Cooper Street Somerton/Epping north to OHerns Road as a part of the Upper Merri Creek Regional Parkland Plan.	Hume & Whittlesea
9	MerriCreekTrail_04	Advocate for and investigate the staged extension of the Merri Creek Trail from OHerns Road to Craigieburn Road as a part of the Upper Merri Creek Regional Parkland Plan.	Hume & Whittlesea
10	KinglakeWay_01	Establish a new trail from Hurstbridge to Arthurs Creek.	Nillumbik

Schedule of top ten unfunded trail action items

In order to undertake the multi-criteria analysis, a series of qualitative and quantitative criteria were developed and assigned a weighting in collaboration with the Project Steering Group. The criteria and the relative weighting used are as follows:

1. Contribution to an integrated and connected network (26%)
2. Encouraging use by spatial location (18%)
3. Potential economic benefits (5%)
4. Contribution to community health and well-being (5%)
5. Contribution to uniqueness and the quality of the natural environment (18%)
6. Encouraging diversity of use through facility quality and maximising usability (5%)
7. Strategic alignment (18%)
8. Ease of implementation (5%)

This criteria, assessment process and the priority action items outline the priorities for the Northern Region and the whole regional trail network, as opposed to individual Councils.

Refer to chapter 10 for more detail on the assessment method and implementation.

Northern Trails 2022   v
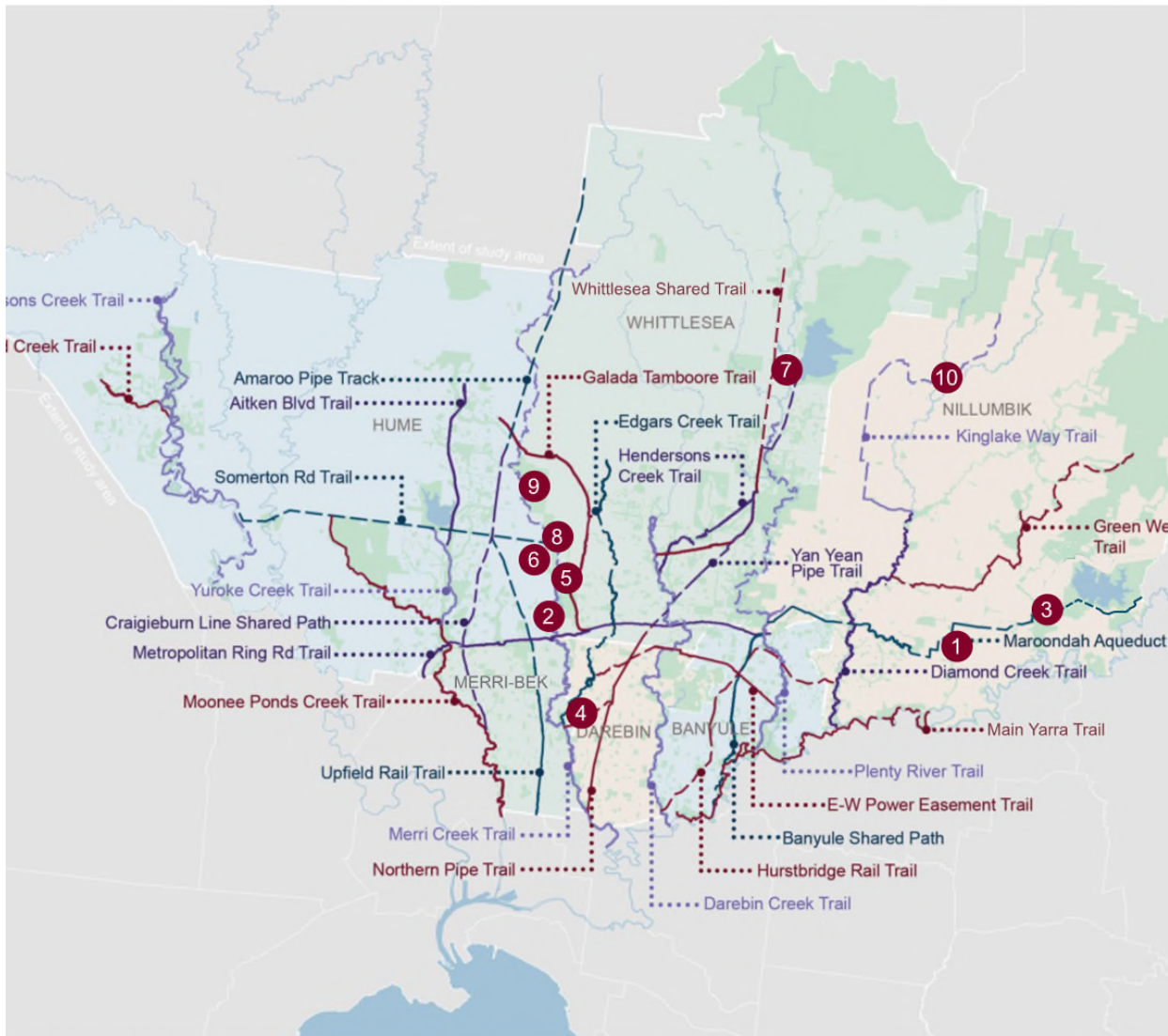
Top ten trail action items

- *Trail improvement filters*
  Due to the wide variety in project types, and to allow project types to be easily sorted, a series of 'filters' were also developed. Using these filters, a project based on specific requirements regarding the filter categories can be identified.

  The top ten projects identified during the multi-criteria analysis process outline the priority projects for the Northern Region however there may be instances where a grant or funding opportunity arises that is suited to an improvement project that is not highly ranked. In these instances, projects can be sorted using the filters to identify suitable projects for implementation or funding applications.

It is important to note that this strategy is high level and as such many of the trail action items require further investigation in order to determine their feasibility and alignment, and to ensure they are in alignment with all relevant authority and land manager acts, strategies, plans and policies. Many of the action items are significant in complexity, i.e. involve multiple land owners or managers or include kilometres of new trail construction, and therefore may present barriers for implementation and take longer than the life of this study to be realised.

CONTENTS

1.THE PROJECT

Merri Creek Trail

1.1 ABOUT THE PROJECT

In 2016 the original *Northern Regional Trails Strategy* was developed by the Councils in the Northern Region (Banyule City Council, Darebin City Council, Hume City Council, Moreland City Council, Nillumbik Shire Council, City of Whittlesea, plus Yarra City Council), to establish a framework for the planning and development of trails to support the increasingly dense urban footprint and population, while providing accessible recreation and active travel opportunities and economic benefits to the communities in Melbourne's north.

The 2016 strategy has successfully leveraged approximately $11 million of State Government Funding to deliver the key priorities identified in the strategy as well as focusing individual Council's budget allocations into the planning and delivery of priority trail projects. However, since the adoption of the strategy, significant State Government infrastructure projects have changed and will continue to change the physical landscape of the northern region necessitating the review and update of the strategy to reflect the impact these have had and the changing priorities.

This study reviews the 2016 strategy and provides an updated framework for the next ten years and beyond in order to deliver a comprehensive trail network taking into consideration projects already completed, changed Council priorities and the changed landscape as a result of significant state infrastructure projects.

This project provides an in-depth strategic analysis of the network that has been created and seeks to determine the key trails of regional importance, who and why people use these regional trails and how to encourage greater use of the regional trail network. The study will also provide the strategic direction required to allow local government and other land management authorities to work together towards an interconnected and well-used trail network that prioritises accessibility and promotes healthy and active communities.

1.2 STUDY AREA

Melbourne's Northern Metropolitan Region stretches from the inner-city suburbs of Brunswick, Northcote, Alphington and Ivanhoe, to the outer areas of Craigieburn and Sunbury, and to the Kinglake National Park and rural and interface communities of Whittlesea and St Andrews. It is a diverse and vibrant region, featuring Melbourne's Tullamarine Airport, arts and cultural precincts, the National Employment and Innovation Cluster in La Trobe and new growth communities on the northern fringe of the city.

The total area of the Northern Region is approximately 159,100 hectares and includes a mix of urban, suburban and rural areas. Much of the study area lies within the Yarra River catchment, including Diamond Creek, Plenty River, Darebin Creek, Merri Creek and the Moonee Ponds Creek. Areas in the north-west of the study area are within the Maribyrnong River catchment.

The Wurundjeri – Woi wurrung and Taungurung people of the Kulin Nation are the traditional custodians of the land in the Northern region of Metropolitan Melbourne.

The region's population is estimated at approximately 938,000 people and includes a diverse range of communities in terms of age groups, cultural backgrounds and socio-economics. The geography and topography are varied as is the nature of township and urban development.

The six Local Government Authorities in the Northern Region of Metropolitan Melbourne and included in this project are: Banyule City Council, Darebin City Council, Hume City Council, Merri-bek City Council, Nillumbik Shire Council, and the City of Whittlesea.

To the north of the study area lie municipalities that are predominantly rural in nature (the Shires of Macedon Ranges, Mitchell and Murrundindi) and currently have no regional trails that link to the regional trail network within the study area. This is likely to change in the future as the southern parts of the Shire of Mitchell, for instance, become more urban. Future strategies should consider extending the study area to accommodate this. The areas to the west and east of the study area are covered by separate regional trail strategies.
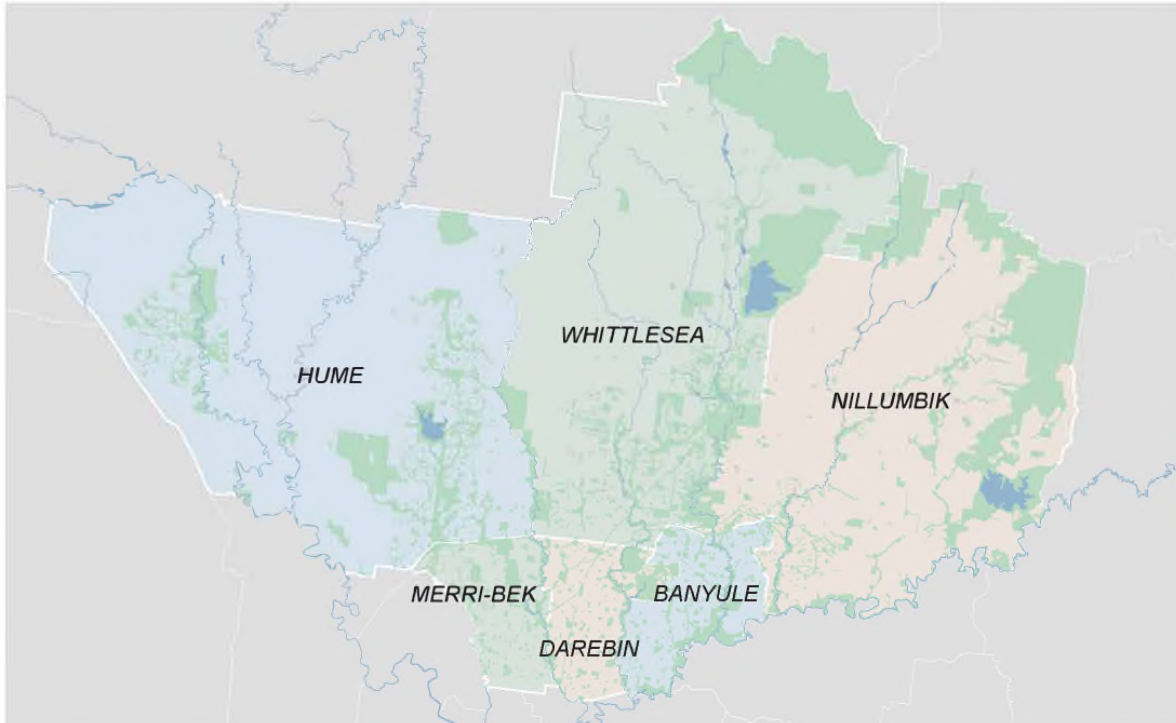

Figure 1.1: Project study area

1.3 PROJECT OBJECTIVES

The 2016 Northern Regional Trails Strategy was developed by the Councils listed above (plus Yarra City Council) in recognition of the need to plan and deliver appropriate infrastructure to support urban development and population growth while providing accessible recreation facilities, active transport opportunities and economic benefits in Northern Metropolitan Melbourne. The strategy was endorsed by all participating councils (with the exception of Yarra City Council) and whilst considered successful, the development of State Government Infrastructure has impacted the landscape of the region necessitating a review and update of the trails strategy.

The key objectives for this new and revised strategy include:
- Consideration of the recommendations of the existing strategies prepared by each of the participating Councils in the Region, the *Victorian Cycling Strategy 2018-28*, *Victoria's Trails Strategy 2014-24*, *Northern Regional Trails Strategy 2016* and other relevant state and local strategic plans including State Government's Strategic Cycling Corridors.
- Identification of gaps and opportunities in the provision of an integrated and linked network of trails.
- Development of a strategic framework for establishing, upgrading and maintaining trails across the network.
- Recognition of the changing physical landscape of the Northern Region and the impact and opportunities significant infrastructure projects may have.
- Definition and quantification (where possible) of the economic, social, health and commuter benefits of developing the regional trail network.
- Consideration of the recent impact of COVID-19 on travel patterns and active transport demand.
- Positioning the strategy as a key advocacy document to attract funding to deliver the Northern Region Trail Network.

1.4 PROJECT APPROACH

There have been a number of key steps undertaken in the completion of this project, as briefly outlined below.
- *Trail desktop assessment*
  Identifying the locations of key existing and proposed trails from maps and relevant Council strategies.
- *Trail audit*
  Riding each of the existing trails on a bicycle, providing an accurate map of the existing trails and an understanding of the network, including trail surfaces, navigational signs and trail character.
- *Initial community engagement*
  Including an on-line questionnaire prior to the preparation of the strategy, promoted by the Councils as well as through a wide range of organisations with a potential interest in regional trails. The questionnaire was open for five weeks over July and August 2021 and received 923 responses.
- *Strategic context review*
  Strategic documents relevant to regional trail provision at a local, regional and state level were reviewed. The information from these, particularly the recommendations from local government strategies, provided a starting point for trail improvement measures assessed in the Action Plan.
- *Action plan*
  Potential trail improvements were identified through various phases of the project and were assessed against a set of criteria allowing them to be prioritised.
- *Community review of draft*
  An additional engagement process ran between 26th July and 26th September 2022 allowing people to provide feedback on a draft version of this document. There were 371 individual contributors to this engagement process, with a strong alignment evident between the region wide strategy priorities with those of the community.

1.5 ACKNOWLEDGMENTS

This project was undertaken by a consultant team lead by *Fitzgerald Frisby Landscape Architecture*, with specialist inputs from *Quentin Frayne*, who undertook the trail auditing and *SGS Economics & Planning* who prepared the Cost Benefit Analysis.

This study was undertaken with extensive and invaluable input from the Project Working Group, led by Banyule City Council, and with representatives from (in alphabetical order):

- Banyule City Council
- Darebin City Council
- Hume City Council
- Merri-bek City Council
- Nillumbik Shire Council
- City of Whittlesea

This project also benefited greatly from the input of a very broad range of people and organisations including government departments, authorities, advocacy groups, clubs and the hundreds of individuals who responded to the questionnaire undertaken as a part of this project.

2.VISION

Edgars Creek Trail.

2.1 PROJECT VISION

The Northern Trails: Connecting People, Places and Spaces

The Northern Trails Strategy will document a realistic planning framework and implementable action plan to establish a high quality network of integrated and connected shared trails sensitively linking communities, destinations and a diverse range of urban and natural environments.

The regional trail network will provide desirable, safe and accessible transport and recreation opportunities for residents and collectively reinforce the region as a world class trails destination for visitors.

2.2 GUIDING PRINCIPLES

Complementing the project vision, this Strategy is guided by the following principles:

1. Connected:
The trail network must create useful and convenient routes that link communities, destinations and environments.

2. Integrated:
Individual regional trails must link with other trails to create a continuous network, and also link to other networks and transport modes where possible.

3. Multi-use:
The trail network must be designed to cater for the widest possible range of user modes and types, including commuting and recreational use, and including consideration of equestrian where appropriate.

4. Universal access:
The trail network must be designed to ensure that it is accessible and usable by as many people as possible, including the young, old, people with limited mobility and people from diverse cultural and social backgrounds.

5. User safety:
The trail network must be safe to use, including compliance with standards and the appropriate application of guidelines relating to trail design, construction and management.

6. User experience:
The trail network must provide appropriate facilities and settings, and be managed in a way that facilitates usage, including the provision of navigational signs, shade, trail-side vegetation, drinking fountains and toilets where possible.

7. Longevity/robustness:
The trail network must be constructed and managed in a sustainable way to ensure that it continues to provide appropriate standards of safety, usability and presentation into the future.

8. Environment:
The trail network must be designed and constructed to minimise negative environmental impacts from both construction and ongoing use.

9. Cultural Heritage:
The trail network must be designed and constructed to ensure cultural heritage values are retained and protected.

3. REGIONAL TRAILS

Yuroke Creek Trail

3.1 WHAT ARE TRAILS?

The *Victorian Trails Strategy 2014-2024* defines a trail as:
> *'an established path, route or track which often traverses natural areas and is used by people for non-motorised recreation, such as walking, running, cycling, mountain biking and horse riding.'*

Key characteristics of a trail include:
- multiple potential user groups, but with a recreational and restorative focus
- an off-road location
- a relatively long and continuous length.

These definitions, with a focus on off-road routes and connections to nature, fit comfortably with many trails within the study area. However, trails in urban areas may also be used to provide links to schools and shopping centres, rather than connections to nature. Similarly, the establishment of long and continuous trails in densely-developed urban areas very often requires the incorporation of routes of a more urban nature, including road-side shared paths and on-road bicycle lanes. To accommodate the full range of conditions found across the study area, the term 'trails' in this document incorporates these kinds of urban trail characteristics.

The *Victorian Trails Strategy* definition notes horse riders as a trail user group. While equestrian use of urban trails is not as common as other use modes, consideration of equestrian trail use is included within this study.

3.2 WHAT ARE REGIONAL TRAILS?

'Regional trails' fit the definition of trails developed above, and also have a regional scale, purpose and/or impact. Other key defining characteristics of regional trails are:

- ***Connecting regionally important locations:*** the provision of routes accessing and linking key civic/commercial destinations, activities and natural/cultural features of regional importance.

- ***Integrated:*** Regional trails in a metropolitan context do not exist in isolation, and must be integrated with a network of other regional and local trails.

- ***Recreation***: the provision of recreation opportunities that are both accessible and attractive to a group of users of a regional scale and/or distribution.

- ***Economic benefit***: the potential to deliver economic benefits of regional importance (including promoting economic development and/or tourism)

- ***Ease of access***: the ability to be readily accessed by the community living and working within the region, as well as by visitors. Trails that require special skills or equipment to access (e.g. trails only accessible by mountain bikes) are not defined as regional trails for the purposes of this study.

Therefore, the kinds of facilities not defined as regional trails for the purposes of this study include local footpaths (i.e. roadside pedestrian-only paths that serve a very local function), on-road cycling opportunities, and informal mountain biking routes.

3.3 THE BENEFITS OF REGIONAL TRAILS

Regional trails provide a range of benefits to the community that can be grouped into four categories:
- Social
- Health (including active transport)
- Environmental, and
- Economic.

There are strong inter-relationships between these categories, as can be seen in the discussion of these benefits below.

3.3.1 Social
Regional trails create spaces for people to exercise with others, facilitating community connection and health benefits. Approximately half of the respondents to a questionnaire undertaken as a part this study indicated that they regularly use the regional trail network with friends and family.

These project-specific findings about the prevalence of people exercising in groups are backed up by broader analysis. The Victorian Government health promotion foundation, VicHealth, undertakes regular analyses of public health in the state. The *VicHealth Indicators Survey 2015* that found that;

> *just under a third (31.8%) of all Victorians (45.1% of those who participated in non-organised activities) reported that they participated in non-organised activities with someone else.*

Unplanned social interactions also occur, particularly where there is a shared interest (such as dog walkers, families, or neighbours). These chance encounters provide opportunities for social interaction for people who may otherwise be socially isolated. Importantly, these opportunities for social interaction are available to all members of the community, regardless of social or economic standing.

The state government strategy *Plan Melbourne 2017-2050* identifies a goal of creating '20 minute neighbourhoods' (where most everyday needs are within a 20 minute walk, ride or public transport trip from a person's home) as a way to improve the quality of life for residents of the city. Trails can play an important role in realising this goal, by providing infrastructure to facilitate active transport modes.

3.3.2 Health
The *VicHealth Indicators Survey 2015* identifies 'physical activity and sedentary behaviour' as one of five key public health indicators. The top non-organised physical activities that Victorians participate in are all activities highly suited to regional trails: walking (51.2%), jogging/running (14%), and cycling (11.8%).

The *VicHealth Indicators Survey 2011* identified three key reasons for lack of physical activity and sedentary behaviour within the population:
- an increased reliance on cars for transportation
- leisure activities have become more sedentary in nature
- many workplaces require people to sit for long periods
  (*VicHealth Indicators Survey 2011, Selected Findings, page 55*)

A high-quality trail network in an urban environment has the potential to strongly influence the choices people make regarding two out of three of these reasons for inactivity.

- Trails can make active transport options more attractive, by providing locations for safe, convenient and desirable alternatives to vehicles for personal transport.
- Trails can stimulate participation in active recreation activities, by providing allocation for a range of cost-free, convenient and attractive leisure opportunities.

The COVID-19 pandemic has highlighted the health and well-being benefits derived from visiting green and blue spaces (i.e.. open space and spaces in proximity to water bodies), enabling not only exercise but also opportunities for respite and connection. In *Time for 'Green' during COVID-19? Inequities in Green and Blue Space Access, Visitation and Felt Benefits* (Burt & Feng, 2021) Australian residents surveyed reported greater levels of green and/or blue space visitation and felt benefits during the pandemic. However, these benefits were not equally distributed. People with greater socio-economic disadvantage reported lower levels of visitation and felt benefits. This highlights the value of strengthening our trail network as a strategy to equalise access to green/blue spaces and their associated health and wellness benefits.

Trails also often provide shady routes, often in vegetated areas and along waterways, that provide valuable refuges from the 'urban heat island' (i.e.. higher temperatures in urban areas caused by high densities of hard-paved surfaces).

3.3.3 Environmental
A high quality regional trail network encourages people to choose to walk or cycle to destinations, rather than using motorised transport modes. This results in reduced vehicle numbers on roads, and the resulting reductions in air pollutants, noise pollution and congestion issues.

Trails can also provide access to natural environments which can assist in fostering an appreciation of the environment and help to develop awareness of environmental issues. The 2017 State Government strategy *Protecting Victoria's Environment – Biodiversity 2037* identifies increasing opportunities for all Victorians to have daily connections with nature as a priority action.

Trails are regularly located in sensitive environments (e.g. along waterways). Care needs to be taken in developing trails in sensitive locations to limit negative environmental and cultural heritage impacts. It should also be noted that creating trail access into such spaces can drive positive environmental outcomes by making problems (such as weed infestations) more visible. Trails can also make these areas easier to access for weed control and native vegetation management activities.

3.3.4 Economic
Some aspects of economic and tourism benefits of regional trails are closely linked, especially if a relatively broad definition of tourism is applied. Most of the visitors to the regional trails in Northern Melbourne live in Melbourne themselves. These local tourists have the same potential to provide economic advantage as those travelling greater distances before arrival.

There are also strong relationships between economic benefits of trails and the two previous categories (social and health benefits). The cost to the community of ill health is very large, and a portion of this can be attributed to physical inactivity. Mental illness also has an associated economic cost, which includes the costs from loss of productivity and absence from the workforce. Regular participation in physical activity has been shown to improve mental and physical health, and regional trails are a direct way to invest in improving that participation.

In addition to providing a healthy transport alternative, regional trails can also prove to be time-efficient, reducing costs such as lost productivity associated with transport congestion. Commuting time is also associated with negative health effects. The *VicHealth Indicators Survey 2015* noted that 'perceived stress during or immediately after commuting increases with commute time, lack of predictability or control associated with commuting, and crowding during the commute journey'. It also noted that commuting is also linked with negative health outcomes not directly related to the commute itself, such as time spent commuting resulting in less time available for health-promoting behaviours such as physical activity and relaxation.

4. STRATEGIC CONTEXT

Edgars Creek Trail

4.1 EXISTING STRATEGIC AND POLICIES

Given the large geographical size of the study area and the multitude of benefits associated with regional trails, there are a large number of existing strategies and policies that are relevant to this study. Relevant documents have been reviewed as a part of this study and are summarised in Appendix A.

The documents reviewed can be broadly grouped into the following categories.
- Municipal cycling and walking strategies
- Municipal open space strategies
- Municipal integrated transport strategies
- Municipal road management plan/ safe travel strategies
- Miscellaneous municipal strategies
  (including feasibility studies and Master Plans for trails).
- Northern Melbourne regional strategies
  (including the *Northern Horizons – 50 Year Infrastructure Strategy for Melbourne's North 2016, Northern Metro Region Five Year Plan for Jobs, Services and Infrastructure 2018–2022,* and the *Northern Regional Trails Strategy* completed in 2016, which is a significant precursor to this study).
- Higher-level strategic documents
  (typically state government strategies relating to particular issues, including open space provision, waterways, cycling, trails, infrastructure plans and tourism).

4.2 STRATEGIC CONTEXT OVERVIEW

The review of existing strategies and policies highlights the strong alignment between the objectives of this study and broader strategic directions at all levels of government. These strategic directions include:
- Identification of cycling and walking infrastructure as an important part of an integrated transport network for Melbourne in state government plans and strategies (including *Open Space for Everyone 2021, Plan Melbourne 2017-2050*, the *Victorian Cycling Action Plan 2013-2023* and the *Victorian Cycling Strategy 2018-28*).
- Strong support for trail infrastructure development in local government strategies across the study area, including relating to transport, recreation, and health and wellbeing.
- The identification of regional trails as key recreational facilities for the region in the *Northern Horizons – 50 Year Infrastructure Strategy for Melbourne's North 2016* and the *Northern Regional Trails Strategy 2016*.

4.3 NORTHERN REGIONAL TRAILS STRATEGY 2016

Completed in 2016, the *Northern Regional Trails Strategy* was undertaken to facilitate the implementation of an effective and integrated trail network to support an expanding, increasingly dense urban footprint and population, provide accessible recreation opportunities and promote and support a diverse range of employment and economic opportunities for the residents of Melbourne's north and beyond.

The aim of the 2016 strategy was to develop a trail network that is a highly connected, functional off-road network with regional-scale economic, social and environmental value. To date, the strategy has been effective in leveraging approximately $11 million of State Government funding to deliver key priorities identified in the strategy as well as focusing individual Councils' budget allocations into the planning and delivery of priority trail projects.

The following table outlines the recommendations and key priorities identified in the 2016 strategy and their current status.

Trail	Project description	Status
Banyule Shared Trail	Two sections of new trail construction (2km) adjacent to the Greensborough Highway: 1. Wattle Drive north to Watsonia Station 2. Watsonia Station north to Grimshaw Street	High level concept design completed. Funded
East-West Power Easement Trail	Two sections of new trail construction (1.7km): 1. From Plenty Road to Watsonia Road / Railway Station / Greensborough Highway precinct 2. From the Greensborough Highway to the Plenty River Trail	Concept design partially completed. Partially funded
Main Yarra Trail	Bridge crossing over the Yarra River to Banksia Park at Vine Street, Heidelberg	Feasibility study is required. Funded
Main Yarra Trail	Realignment of the Main Yarra Trail through the Banyule Flats	On hold, pending further investigations and consultation. Not funded
Banyule Shared Trail	New trail construction (2.1km) from Banksia Street south to the Yarra Trail just north of McArthur Road	Concept design
Darebin Creek Trail	Bridge Crossing over the Darebin Creek at Tee Street providing a link between the existing Darebin Creek Trail and Beenak/ McMahon Reserve Path	Constructed
La Trobe University Shared Path	New trail construction (1.97km) from the La Trobe University at Plenty Road/ Main Drive to the existing Shared Path at Kingsbury Drive	Construction commenced
Plenty Road Shared Path	New trail construction (1.61km) along Plenty Road from Drive Road north to Arthur Street	No design undertaken to date
Aitken Boulevard Trail	Three sections of new trail construction (2.97km): 1. Along Kirkham Drive from the Yuroke Creek north to Kirkham Drive Reserve 2. Along Aitken Boulevard from Somerton Road to James Mirams Drive 3. From Fairways Boulevard north to Aitken Creek	1. Concept design 2. Constructed 3. Constructed
Aitken Creek Trail	New trail construction (0.58km) from Hothlyn Drive east to join the proposed Merri Creek Shared Trail.	Concept design developed for Stage 1
Blind Creek Trail	New trail construction (0.6km) from the rail line in Sunbury, east to the Jacksons Creek	Partial detailed design
Greenvale Reservoir Park Trail	New trail construction (1.2km) from Mickleham Road/ Garibaldi Road, east along Venezia Promenade to the Greenvale Reservoir Park	No design undertaken to date
Meadowlink Shared Pathway	Two sections of new trail construction (2.55km): 1. Through Rotary Park/ Johnstone Street Reserve to Johnstone Street 2. From Dimboola Road, along Tanderrum Way, Pascoe Vale Road then east to Merlynston Creek	1. Detailed design 2. Constructed
Yuroke Creek Trail	New trail construction (0.55km) along the Melbourne Water Pipe Track from Greenvale Reservoir Park south to the existing Yuroke Creek Trail	No design undertaken to date
Merri Creek Trail	Major trail extension (24.51km) from the north side of Barry Road to the far northern border of Hume.	Concept Design between Barry Road and Cooper Street
Upfield Rail Trail	New trail construction (1.4km) from Box Forest Road north to Metropolitan Ring Road	Funded - Construction commencing

Trail	Project description	Status
Upfield Rail Trail	Six sections of new trail construction (1.16km): 1. Missing section at Jewell Station 2. From Reynard Street to Munro Street 3. Missing section south of Gaffney Street 4. Missing section at Batman Station 5. Missing section at Ararat Avenue 6. Missing section at Merlynston Station	1. Constructed 2. Under construction 3. Constructed 4. Concept Design 5. No design 6. Some sections planned via car park upgrade.
Edgars Creek Trail	Three sections of new trail construction (2.19km): 1. From the Merri Creek Trail to Ronald Street 2. From Ronald Street to Photography Drive 3. From Photography Drive to Carrington Road	1. Partially constructed 2. No design undertaken to date 3. No design undertaken to date
Diamond Creek Trail	New trail construction (7.34km) along the Diamond Creek from Luscombe Drive to Ferguson's Paddock	Partially constructed
Aqueduct Trail	Three sections of new trail construction (20.63km): 1. From the Plenty River Trail, over the Metropolitan Ring Road to the existing Banyule Diamond Creek Trail 2. Eltham-Yarra Glen Road to Henley Road 3. From Warrandyte Kinglake Road, north along Westering, Ridge and Muir Roads to Skyline Road	Concept design, partial detailed design
Green Wedge Trail	Four sections of new trail construction (8.22km): 1. From the proposed Diamond Creek Trail (Wattle Glen Station) to existing trail on Watery Gully Road 2. Missing section at Alma Road and Eltham-Yarra Glen Road 3. Missing section at Motschalls Road 4. Missing section from Spanish Gully Road to Kinglake	No design undertaken to date
Edgars Creek Trail	Four sections of new trail construction (7.98km): 1. North of Metropolitan Ring Road, from Spring Street to Main Street 2. Between Cooper Street and Tramoo Street 3. From Willandra Drive to Rockfield Street 4. From Gammage Boulevard to Craigieburn Road	1. Constructed 2. No design 3. Constructed 4. Partially constructed
Merri Creek Trail	New trail construction (0.34km) from the Merri Creek Trail to the Whittlesea Public Gardens.	Constructed
Whittlesea Rail Trail (also known as the Whittlesea Shared Trail)	New trail construction (16.8km) along the train line from Mernda Station to Whittlesea.	No design undertaken to date
Yan Yean Pipe Track	Three sections of new trail construction (6.88km): 1. From the Western Ring Road north to Childs Road 2. From Moorhead Drive to Williamson Road 3. From Vincent Drive to Gordons Road	Partially constructed
Plenty Road Shared Path	New Trail Construction (0.43km) from Centenary Drive, Mill Park to the proposed Yan Yean Pipe Track at Hickey Court	No design undertaken to date
Darebin Creek Trail	Upgrade existing trail from M80 to Childs Road and Childs Road to Findon Road from granitic sand to concrete	Partially constructed
Merri Creek Trail	Upgrade existing trail in the City of Whittlesea from granitic sand to concrete	
Hendersons Road Drain Trail	Upgrade existing trail in the City of Whittlesea from granitic sand to concrete	Partially constructed

South Morang Pipe Trail	Upgrade existing trail in the City of Whittlesea from granitic sand to concrete	Detailed design
Craigieburn Line Shared Path	Construct 8 new sections of trail (15.65km): 1. From Moonee Ponds Creek Trail to Gaffney Street 2. From Gaffney Street to Bothwell Street, on the western side 3. From Bothwell Street to Devon Road, on the western side 4. From Devon Road to Cartwright Street, on the western side 5. From Cartwright Street to Glenroy Road, on the western side 6. From Glenroy Road to Glenroy Station 7. From Glenroy Station to Jacana Station, on the eastern side 8. From Jacana Station to Craigieburn Station	1. Strategic Plan 2. Funded for constuction 3. Design underway 4. Completed 5. Design underway 6. Construction underway 7. Strategic Plan 8. No design undertaken to date

Since the adoption of the *Northern Regional Trails Strategy (2016)*, significant State Government infrastructure projects have changed and will continue to change the physical landscape of the northern region necessitating the review and update of the 2016 strategy to reflect the impact these have had and the changing priorities. This updated strategy considers the recommendations and priorities outlined in the table above and establish an updated framework for the future development, prioritisation and maintenance for off road trails in the Northern Region of Metropolitan Melbourne.

5. TRAIL USERS

Merri Creek Trail

5.1 DEMOGRAPHICS

The study area for this project is very diverse ranging from established inner-suburban areas to rural townships. The population of Northern Melbourne is similarly diverse. Figures 5.1 to 5.5 illustrate the key population characteristics of the study area, including land area, population numbers, population change and population density. These figures demonstrate that:

• The municipalities that make up the Northern Melbourne study area range in population size (from approximately 65,000 to 241,000 residents).
• The density of the population is heavily weighted to the south of the study area
• The area to the north of the region has the highest population, but low population densities. The growth areas have the fastest growing populations with their population densities projected to increase.
• The far eastern side of the study are has the lowest population and lowest density and due to the green wedge and larger rural lots.
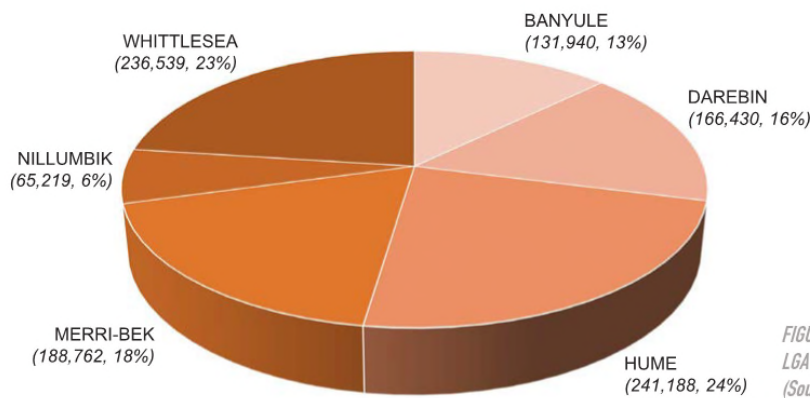
FIGURE 5.1:
LGA ABS Estimated Resident Population 2020
(Source: www.profile.id.com.au)
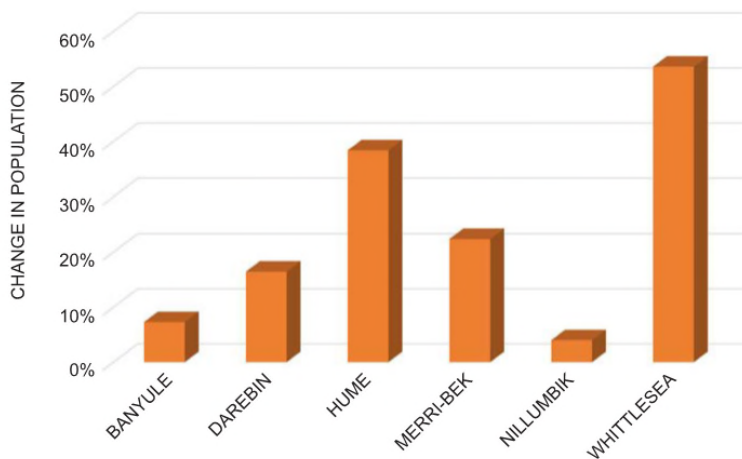
FIGURE 5.2:
Change in Estimated Resident Population from
2011 to 2020 by Local Government Area
(Source: www.profile.id.com.au)
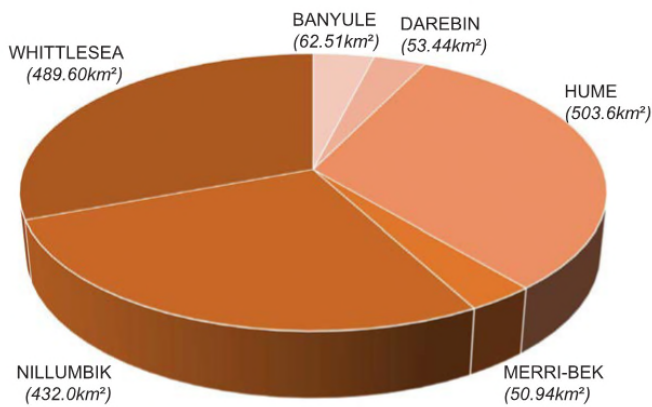
FIGURE 5.3:
LGA Land Area
(Source: www.profile.id.com.au)
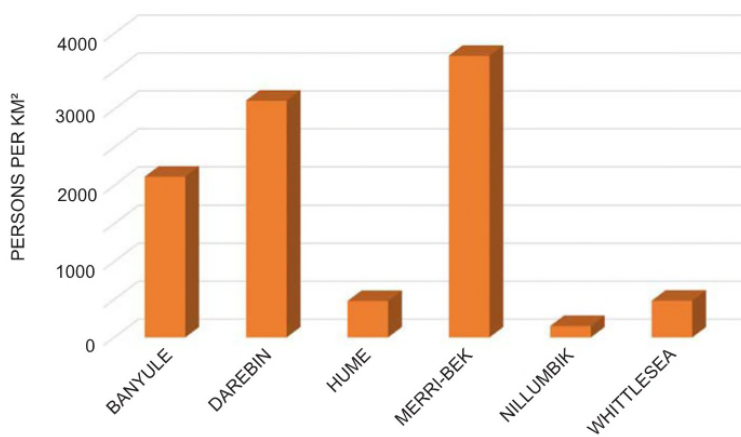
FIGURE 5.4:
Population Density by Local Government Area 2020
(Source: www.profile.id.com.au)

Approximate population per square kilometre

8,000 or more
5,000 to 7,999
2,000 to 4,999
500 to 1,999
Less than 500
No population
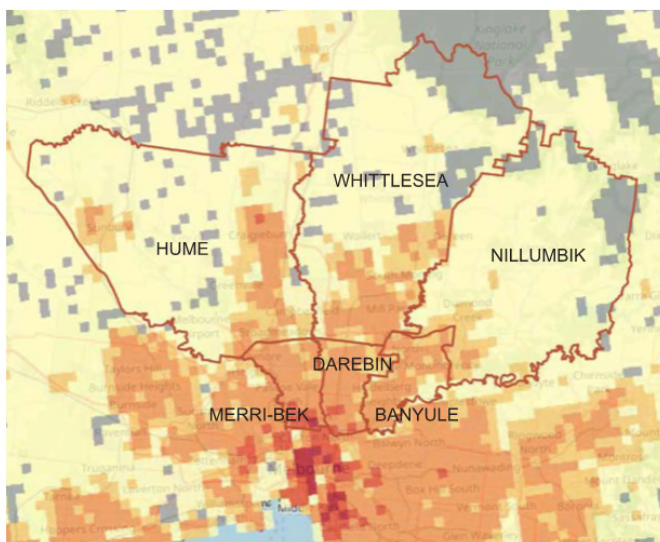
FIGURE 5.5:
Study area population density map grid (2020)
(Source: Australian Bureau of Statistics,
Population Grid, 2020)

It can also be seen that all of the Councils within the study area are recording population growth and that this is projected to continue over the coming decades, particularly within the growth areas.

Figure 5.6 shows the age distribution for each of the Councils within the study area and a comparison to the Greater Melbourne average. The study area as a whole has high numbers of residents in the 35-49 year age bracket.
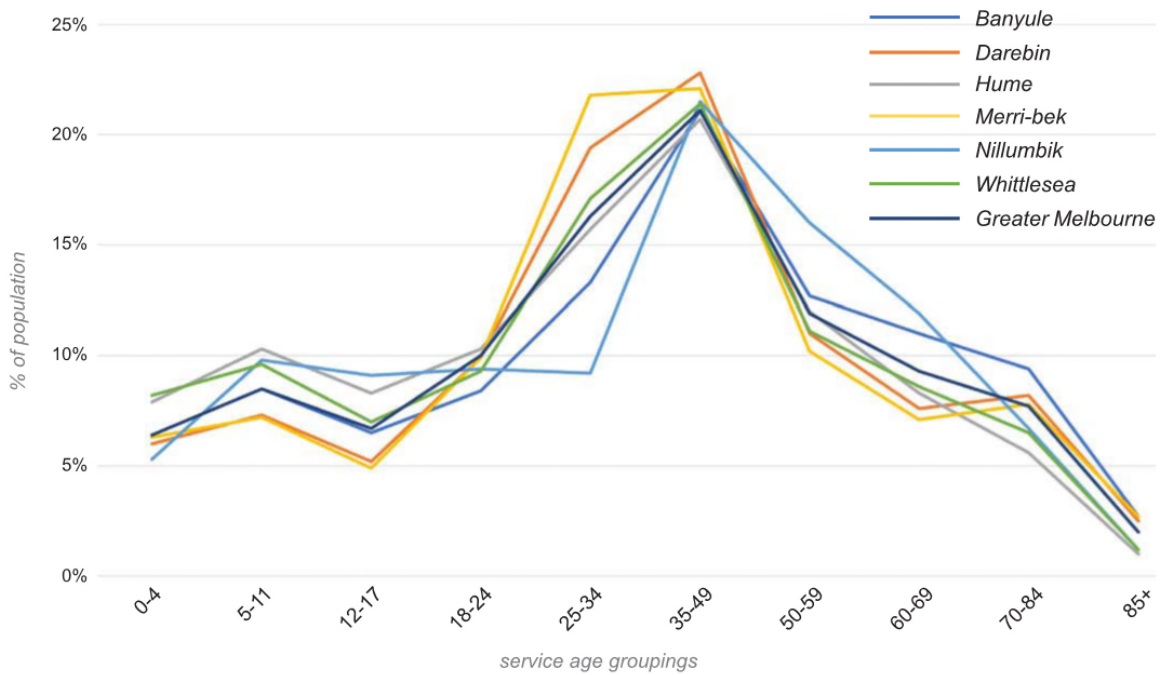
FIGURE 5.6:
Service age group distribution by Council within study area, compared to the Greater Melbourne population (2016)
(Source: www.profile.id.com.au)

Figure 5.7 shows the relative socio-economic disadvantage by suburb measured against the Australian Bureau of Statistics Socio-economic indexes for areas (SEIFA) measures. This dataset broadly defines socio-economic advantage and disadvantage through an assessment of people's access to material and social resources, and their ability to participate in society.

Within our study area the majority of the key population centres within the study area are ranked as having low levels of disadvantage. The areas of disadvantage identified are predominantly in the centre of the study area.

Index of relative socio-economic disadvantage (IRSD), 2016

- 5 (most disadvantaged)
- 4
- 3
- 2
- 1 (least disadvantaged)
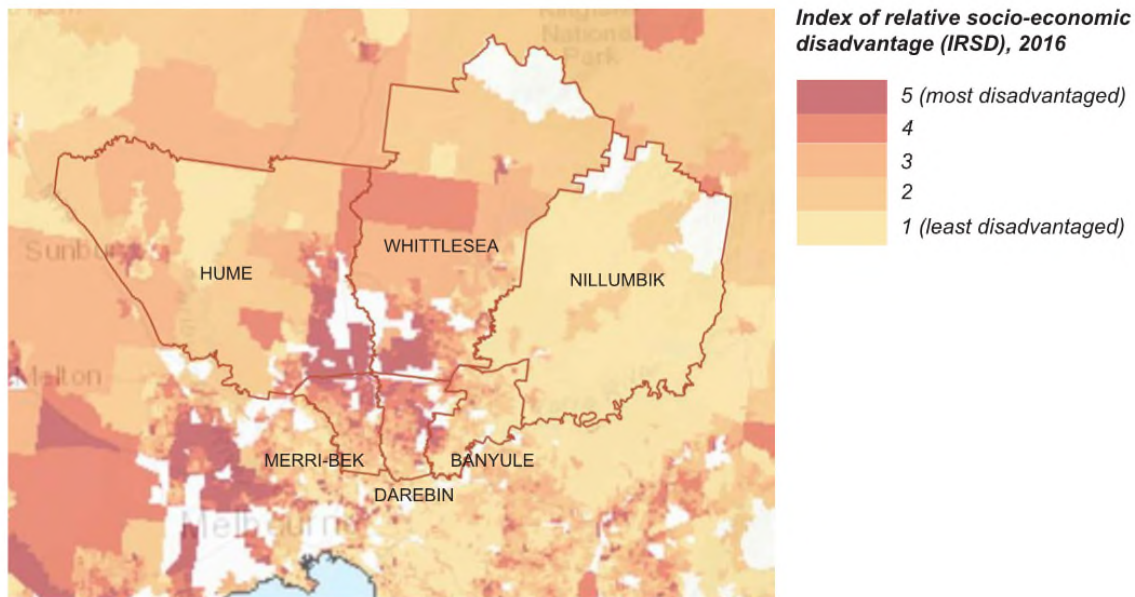
FIGURE 5.7:
Relative socio-economic disadvantage by suburb (2016)
(Source: Australian Bureau of Statistics, Socio-economic indexes for areas, SEIFA, 2016)

The implications of this demographic data on regional trail provision in the study area include:

- Population growth in the study area is inconsistent, with growth areas experiencing major growth in past decade, a trend that is likely to continue. There is potential to take advantage of new trail projects being delivered as a part of growth corridor planning and broad-scale land development activities.
- Increasing populations across the study area create a strong argument for investment in community infrastructure, including regional trails.
- The high densities of population in the southern part of the study area create demand for regional trails, but also make the construction of new regional trails very difficult (due to the constraints that come with density).
- There are currently no regional trails within the far-eastern and northern portions of the study area due to the low population densities. These areas are unlikely to become a priority for regional trail construction, with the exception of tourism-focused, nature based trails.
- Consideration should be given to prioritising regional trail improvement in areas identified as being socio-economically disadvantaged. Regional trails provide a free and accessible recreation resource, and also contribute to the feasibility and attractiveness of low-cost transport options.

5.2 EXISTING TRAIL USERS

There is no comprehensive information available about regional trail network use and users in the Northern Melbourne study area. In this section, information has been compiled from a number of sources in order to build a picture of regional trail use:
- The *Super Tuesday Commuter Bike Count* (undertaken annually by the bicycle advocacy organisation *Bicycle Network*).
- The *Super Sunday Recreational Count* (also undertaken annually by *Bicycle Network*).
- Individual count data provided by some Councils.
- The on-line questionnaire undertaken as a part of this project. Please note that this open questionnaire went out to Bicycle Network members, which may weight results towards this interest group.

The purpose of understanding existing trail use is to determine:
- Who is using the regional trail network, and why? This provides a framework for trail planning, management and focuses potential improvements to meet their needs of these users.
- Who isn't using the regional trail network, and why? This provides a framework for improvements that appeal to a broader demographic and increase usage.

Regional trail network use and users were established through three key questions:
- Quantity/location - how many people are using the regional trails, and which trails are they using?
- Mode - how are people using the trails?
- Function - why are people using the trails?

5.2.1 Quantity/location
How many people use the regional trails of Northern Melbourne, and which trails are they using?

An indication hierarchy of use is provided via the questionnaire undertaken as a part of this study in which we asked people to identify which of the regional trails in the study area they had used, and how often (see figure 5.8).

The Merri Creek Trail recorded the highest level of use with over 13% of respondents indicating that they use the Merri Creek Trail 'daily or several times a week'. This trail is located within the most densely populated areas of the northern region. Its north-south alignment and position within a creek corridor supports both commuter and recreational use. Bicycle Network Victoria's Super Tuesday count data from 2019 recorded over 300 trips per hour on the Merri Creek Trail. The impact on commuter traffic from the COVID-19 lock downs is demonstrated in the 2020 count data which recorded only 125 trips per hour.

The Darebin Creek Trail, another north-south trail with both commuter and recreational appeal, recorded the second highest level of usage with almost 10% of respondents indicating they use the trail 'daily or several times a week'. Bicycle Network Victoria's Super Tuesday count data from 2020 saw an increase of usage of up to 60% for the section of trail located within Whittlesea. Due to its relative distance from the CBD this section is more commonly used for its recreational benefits. It could be inferred that this spike in usage during the COVID-19 lock downs demonstrates an increase in residents turning to trails for exercise, socialising and relaxation.

Lack of name recognition of the Northern Trails network is demonstrated by over one third of respondents reporting that they have 'never heard of' 11 of the 19 listed trails. This indicates a need to broaden public awareness of the Northern Trails network to increase user diversity and frequency of use.

An indication of trail use frequency is provided by the on-line questionnaire. Figure 5.9 illustrates how often respondents indicated they use the regional trails. Close to three quarters of the respondents indicated they used the regional trails at least weekly ('several times a week', 36%, 'weekly' 21% and 'daily',17%).

Percentage of respondents

Regional Trail

Nominated knowledge/use of the trails

- DAILY/ SEVERAL TIMES A WEEK
- WEEKLY
- MONTHLY
- OCCASIONALLY
- HAVE HEARD OF THE TRAIL
- NEVER HEARD OF THE TRAIL
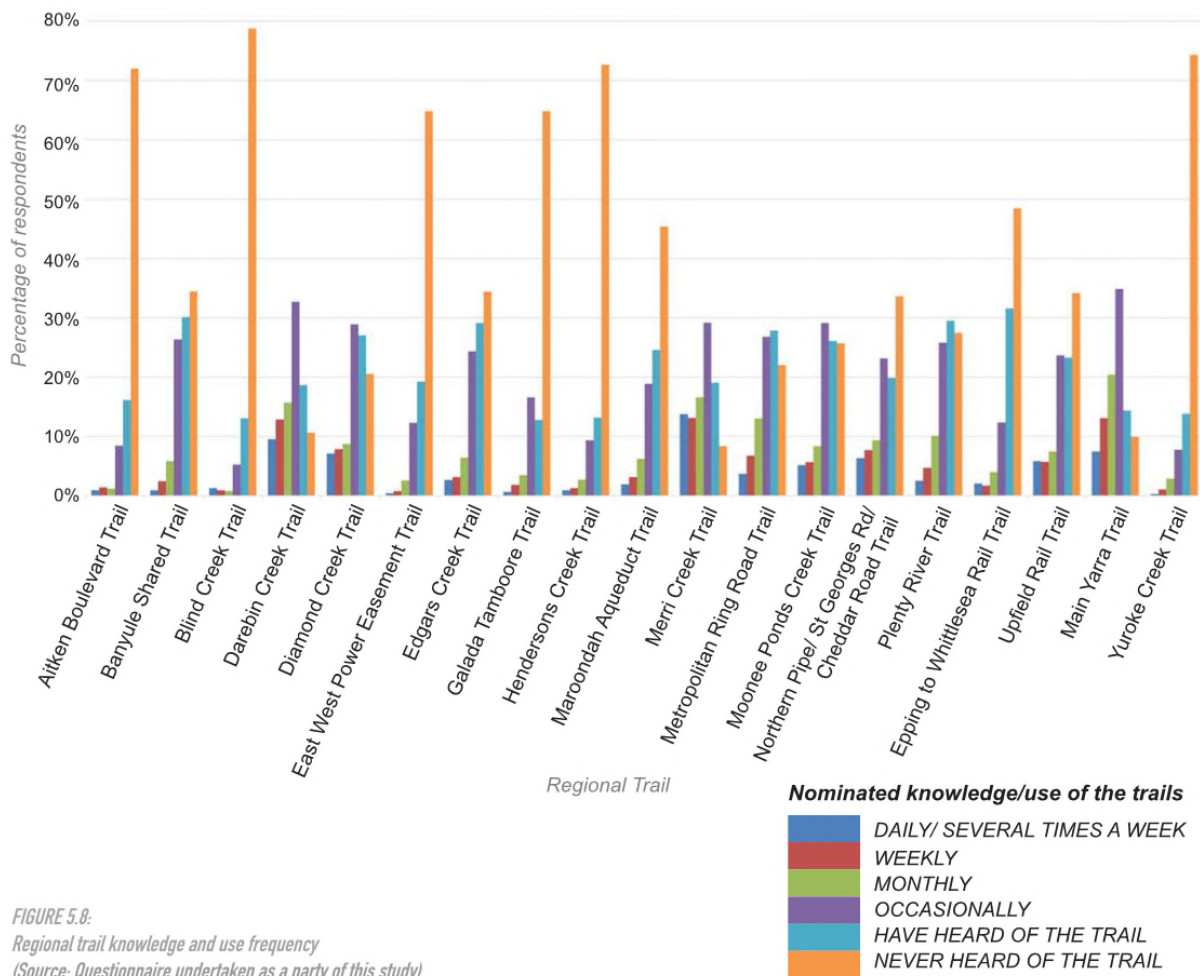
FIGURE 5.8:
Regional trail knowledge and use frequency
(Source: Questionnaire undertaken as a party of this study)

5.2.2 Mode and function

Why are people using the regional trails of Northern Melbourne?

The questionnaire undertaken as a part of this project asked people to identify how they most often used regional trails in the study area (see figure 5.10). Bike riding was the most common response, being selected by over 52% of respondents, followed by walking (23%) and walking with a dog (almost 10%). It is recognised that there is often significant cross-over in reasons for trails use. Being able to use trails for multiple purposes is one of their key benefits.

Regarding the dominant recreation and exercise categories, supporting this are the findings of the *VicHealth Indicators Survey 2015* that notes at a state-wide level, walking (51%), jogging/running (14%) and cycling (12%) are the highest participation non-organised physical activities.
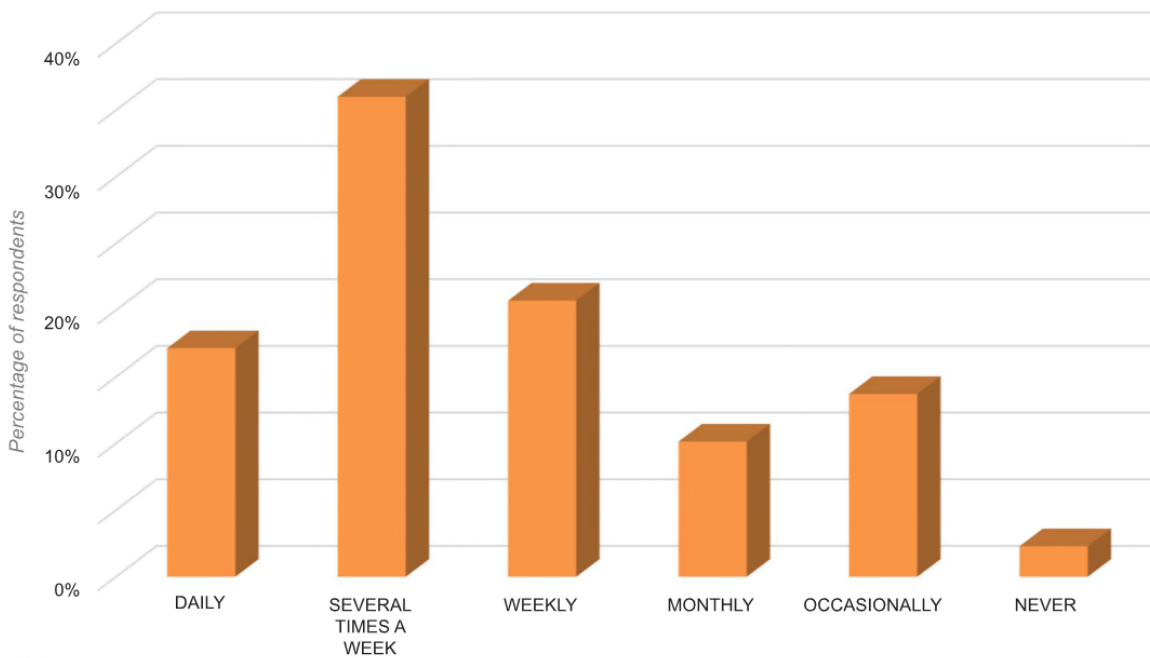
FIGURE 5.9:
Regional trail use frequency: 'How often do you currently use the regional trails in Northern Melbourne?'
(Source: Questionnaire undertaken as a party of this study)
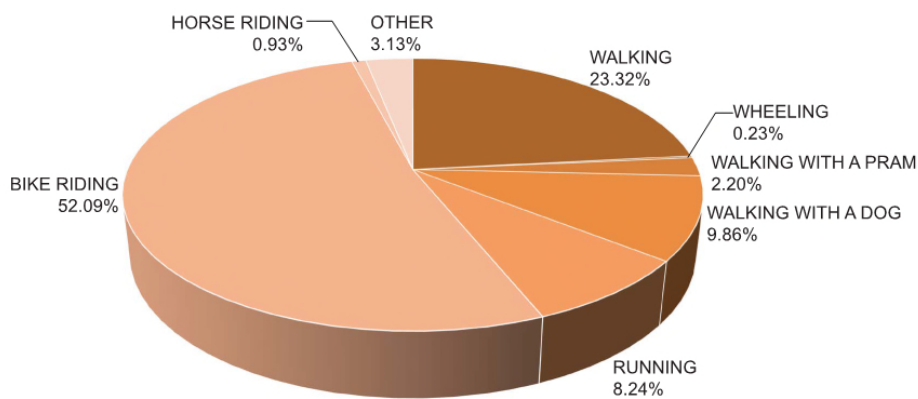
FIGURE 5.10:
Primary use mode of the regional trails: 'How do you most often use the regional trails in Northern Melbourne?'
Source: Questionnaire undertaken as a party of this study)

Cycling for transport is an important function of many regional trails in Northern Melbourne. The questionnaire was undertaken during the COVID-19 pandemic. The increase in people working from home and the reduced movement experienced under lock down conditions may mean that this use is not accurately represented in the findings (figure 5.11). At a population level the *Victorian Cycling Strategy 2018-28* reports that cycling makes up just 2% of daily trips to work in Melbourne (compared to 4% walking, 18% public transport, and 74% private vehicle).

Trails are traditionally perceived as rural or natural in setting. This perception is reflected in the alignment of many existing urban trails, which are more likely to connect to parkland and natural reserves than to centres of activity and employment. This may also impact the prevalence of cycling for transport as a reason for using regional trails. As active transport routes, regional trails have room for improvement.

The questionnaire identified that many respondents used trails with family and/or friends (refer to figure 5.12) indicating that the trails play an important role in facilitating social engagement and interaction. Anecdotal evidence suggests that COVID-19 restrictions amplified the importance of trails as a public and locally accessible facility where the community can gather and interact with family and friends.

Reason for using the regional trails
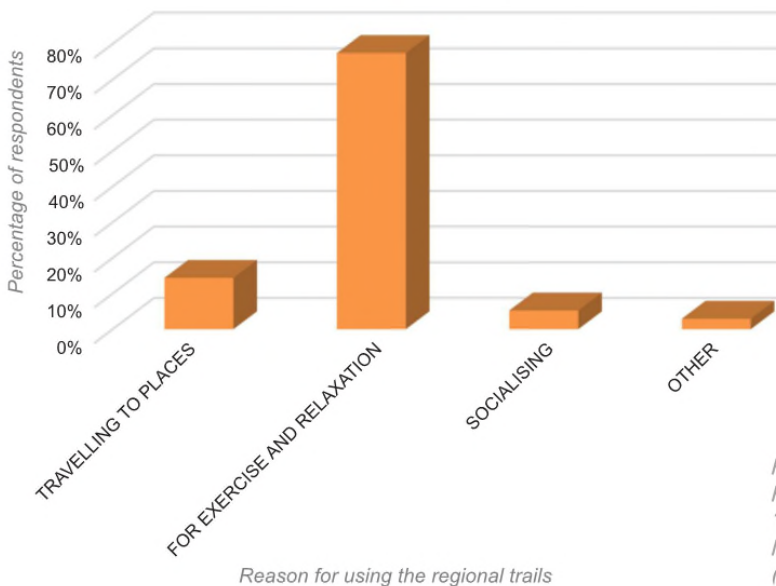
FIGURE 5.11:
Reason for trail use:
'Why do you most often use regional trails in Northern Melbourne? '
(Source: Questionnaire undertaken as a party of this study)

Who
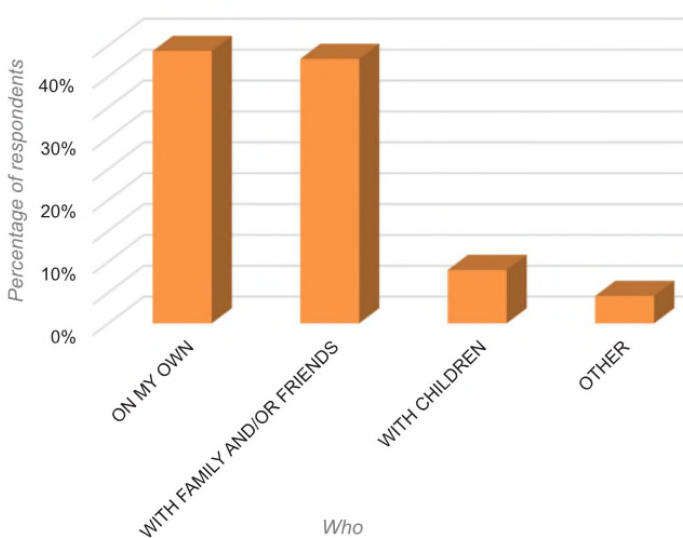
FIGURE 5.12:
Who do you use the regional trails with?
'Who do you most often use the regional trails in Northern Melbourne with?'
(Source: Questionnaire undertaken as a party of this study)

5.3 POTENTIAL TRAIL USERS

One of the key measures of success for a regional trail network is the number of users. A growing regional trail network should prioritise attracting additional users.

External factors that are likely to effect regional trail usage include:
- Population growth within the region (as identified within the demographics section earlier in this chapter), and in Melbourne as a whole.
- Usage trends relating to exercise and active transport.
- Increase in the use of electric bikes which allow broader access to trails, where route length or gradient may be prohibitive for standard cycling.
- The growth of dockless share bike schemes.

Trail improvements impact usage. A key focus of this project is to identify and examine which improvements are most valued among current and potential users. Within our on-line questionnaire the most valued preference to 'increase your usage of the trails' was 'improved connectivity between the trails,' with 77% of respondants citing it as a preference (see figure 5.13).

The popular support for improved connectivity between trails reflects the broad user benefits this would have. For recreational users, connecting trails create the potential for circuits and loops, which provide a more interesting and varied user experience, and allows users to set goals and challenges relating to circuits of a particular length. For people using regional trails for transport, inter-connecting trails open up a larger range of destinations which increases the likelihood of frequent use.
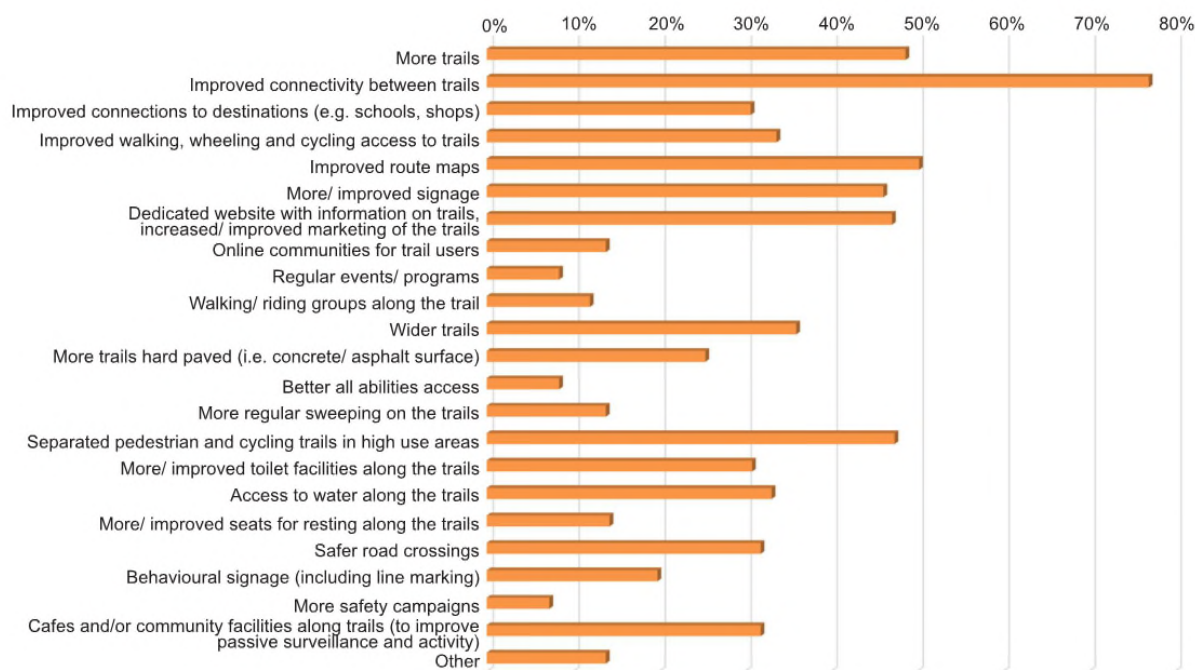
FIGURE 5.13:
Trail improvement preferences:
'Which of the following could increase your usage of the trails? (Tick all that apply)'
(Source: Questionnaire undertaken as a part of this study)

'Separated pedestrian and cycling trails in high use areas' also had popular support. This reflects the concern for conflicts that arise on shared-use trails. A key issue here is the difference in speed between cyclists and pedestrians using the trails. This is discussed in more detail in Chapter 7: Trail Infrastructure.

The responses regarding trail improvements provide useful insights into user perceptions of the existing trail network. The respondents to the questionnaire are, in general, people who already use the regional trails. How can new users be attracted to use regional trails?

The *Victorian Cycling Strategy 2018-28* identifies four groups of people relating to their propensity to cycle:
- *'Strong and fearless' cyclists will cycle regardless of road conditions and are ready to mix with traffic.*
- *'Enthused and confident' cyclists are already riding, but they could ride more and their riding experience could be better*
- *'Interested but concerned' cyclists are the largest group, and they vary in age and cycling ability. They are curious about cycling and like to ride but are afraid to do so and put off by the need to ride close to motor vehicles and pedestrians, especially on higher-speed, higher-volume roads or where conflicts are more likely.*
- *'No way, no how' people will not cycle because they can't, because the terrain is unsuitable or because they have no interest whatsoever in it.*

The 'interested but concerned' category are estimated to make up 60% of the population (compared to only 1% who are 'strong and fearless', and 7% 'enthused and confident'). The off-road condition of regional trails make them an attractive option for this safety conscious group. To increase regional trail usage within the 'interested but concerned' category, a focus should be placed on improvements that make trails more convenient, safe, and easy to navigate.

Tourism-related use has strong potential to introduce new users to regional trails. While not all regional trails are scenic or adjacent to tourist-attracting destinations, an interconnecting network means that visitors can utilise the network to access the more scenic trails and destinations.
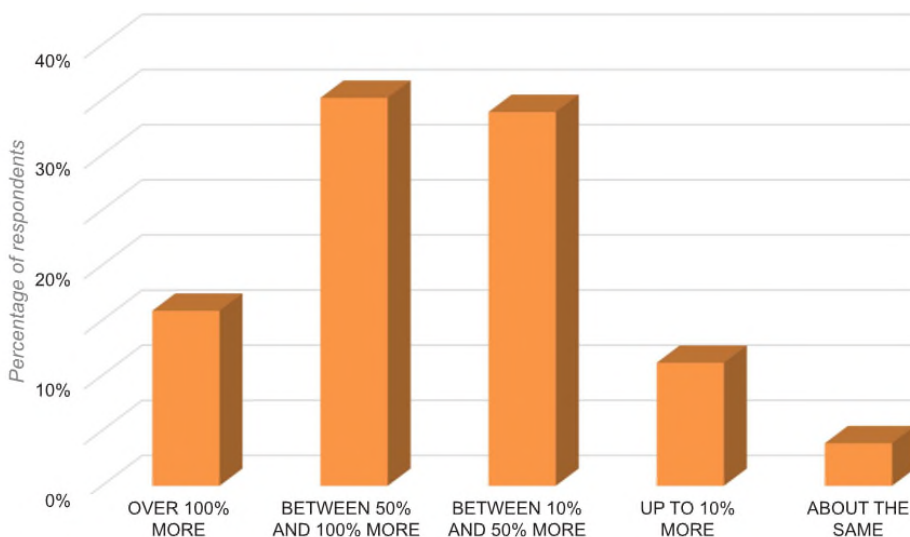
FIGURE 5.14:

Regional trail use frequency if improvements undertaken:

'If the improvements that you identified (listed above) were implemented, how much more often do you think you would use the trails?'

(Source: Questionnaire undertaken as a party of this study)

5.4 EQUESTRIAN USE

For the purposes of this study, regional trails have been defined as trails providing opportunities for multiple user types. However, there are challenges in accommodating all potential trail users, and these challenges are perhaps most pronounced with equestrian use.

Whilst horse riding on the northern regional trails is relatively limited at present, the feasibility of equestrian use of the entire trail network should be considered. Should trail users be able to ride horses from the rural fringes to the city centre on off-road trails? This level of equestrian use of regional trails in Northern Melbourne is hindered by a number of factors including:

- **Suitability of surfaces:** many urban shared trails are hard paved (for all-weather access, accessibility for people of all abilities, and the minimisation of ongoing maintenance requirements) which makes many trails unsuitable for equestrian use.
- **Width of trail corridors:** many trails within the network are highly constrained due to adjacent waterways, rail lines or sensitive environments and cannot accommodate the additional width required for a second parallel path for equestrian use.
- **External stakeholders:** many trail corridors are owned or managed by external stakeholders who may not be supportive of equestrian use on their land due to increased risk to trail users (which as land owners, they share some responsibility for), and the potential for environmental damage.
- **Low demand:** the numbers of regular horse riders are very low compared to pedestrian and cycling numbers. The 2017 Equestrian Victoria *State Facility Plan* estimates that there are 53,246 participants in equestrian sport in Victoria. This equates to less than 1% of the total population. Of these participants, many are involved in the competitive aspects of horse riding, including dressage, show jumping and eventing. These activities are undertaken at purpose-built facilities, not on trails.
- **Conflict of use:** Shared-use trails can create issues for horse riders, including the potential for horses to be troubled by other trail users and dogs. This makes shared trail use less desirable than riding on private land (such as at the many commercial equestrian facilities within the region) or on quieter bushland trails.

For these reasons, equestrian use of trails needs to be targeted rather than broadly applied. There are three types of equestrian use of trails that seem most likely to be attractive to riders and compatible with broader regional trail planning objectives.

- *Off-road horse riding opportunities*, particularly in rural areas. As the population of Melbourne has grown, once-rural areas have become more developed and quiet roads have been progressively upgraded to accommodate increased populations. The quiet country roads that used to be ideal for horse-riding (either on unmade roads, or on the grassy verges of made roads) are becoming busier and less suited to equestrian use. Regional trails that are more rural in nature have the potential to provide the kind of riding opportunities being lost through road upgrades.
- *Trail connections to equestrian facilities*. As noted previously, many horse riders prefer experiences other than riding on shared use trails. However, there is the potential for them to access these experiences via a shared trail network. The potential benefits to riders is that they can ride between equestrian facilities and places of agistment, rather than needing to transport riders and horses by vehicle.
- *Tourism use*. Trails with a tourism focus can benefit from accommodating equestrian use. The presence of horses on a trail can add to the rural experience being sought by other users. There is also the potential for economic benefit through commercial operators providing tourism experiences based around horse riding on the trails.

If equestrian use is to be accommodated on the regional trails, which trails should be targeted? One method for targeting regional trails for equestrian use is to identify existing trails that are aligned closely to the areas of existing equestrian activity. The 2017 Equestrian Victoria *State Facility Plan* identifies five key venues for equestrian events within the study area (out of 55 venues identified state-wide). These, along with other equestrian facilities identified as a part of this project, are mapped in figure 5.15 with the regional trail network. It can be seen that there are many equestrian facilities that are located in close proximity to regional trails, providing the potential for a relationship between them.

Trails where equestrian use and tourism activities could be mutually beneficial are those concentrated in the northern and more rural parts of the study area. Consideration should be given to the following trails in terms of accommodating equestrian use:
- the proposed extension of the Moonee Ponds Creek Trail within Hume on Parks Victoria land
- the Main Yarra Trail within Banyule
- the proposed extension of the Maroondah Aqueduct Trail
- the Green Wedge Trail
- the Diamond Creek Trail
- the Kinglake Way Trail

🟠 Key equestrian facilities*

1. Greenvale Equestrian Centre
2. Victorian Showjumping Stables
3. Whittlesea Agricultural Society
4. Yarrambat Horse & Pony Club
* as identified in the *2017 Equestrian Victoria State Facility Plan*

🔴 Other equestrian facilities with proximity to regional trails

1. Elle Equestrian Centre
2. Wildwood Equestrian Park
3. Woodlands Trail Riding
4. Ripawood Equestrian Park
5. Findon Pony Club
6. Fursan Farm

7. North Eastern Horse & Pony Club
8. Riding for the Disabled, Viewbank
9. Eltham Horse & Pony Club
10. Unicorn Valley Equestrian Centre
11. Barratta Equine Agistment
12. St Andrews Pony Club
13. Yarra Valley Trails

FIGURE 5.15:
Location of key equestrian facilities in relation to the regional trail network
(Source: key equestrian facilities are as identified in the 2017 Equestrian Victoria State Facility Plan)

6. THE TRAIL NETWORK

Edgars Creek Trail

A number of steps were undertaken to determine which of the many paths that exist in the study area should be incorporated in this study as regional trails:

- **Northern Trails Strategy (2016) review** - a review of the 2016 study identified the major trails within the study area.
- **Desktop review** - a review of available local government, regional level and State Government strategic documents
- **Trail audit** - the major trails identified were audited, including riding all of the identified trails with a GPS device to map the trail extent and characteristics.
- **Action Plan** - potential trail improvements for each of the major trails were identified through various phases of the project. Because of the strategic nature and proposed lifespan of this study, trails were assessed not just on their existing condition, but also taking into account the proposed and potential future development of the trails.

Of the trails identified as a part of the desktop review, 27 were assessed to be, or have the potential to be, regional trails. These trails are shown in figure 6.1, and individually mapped in this chapter, along with descriptions of the trails and the recommended trail improvement projects for each.

Of the 27 regional trails, eight were either non-existent or have a substantial potential for expansion. They are:

- **Jacksons Creek Trail -** The Jacksons Creek Trail is proposed to run along the length of the Jacksons Creek in Sunbury to eventually connect with the Organ Pipes National Park (outside the study area).
- **Somerton Road Trail -** this proposed trail is expected to be implemented with the Somerton Road Duplication Project and will connect the Jacksons Creek Trail in the west to the Merri Creek Trail in the east.
- **Merri Creek Trail -** Whilst a substantial length of this trail exists, mostly within Darebin, plans to extend the trail north along the creek corridor will more than double it's length.
- **Plenty River Trail -** The proposed extension of the Plenty River Trail will provide a connection from the southern end of the region to Mernda. It will also provide connections in to Nillumbik from Greensborough in the south and Mernda in the north
- **Maroondah Aqueduct Trail -** Whilst sections of this trail exists, the proposed extension east would provide a route to the Sugarloaf Reservoir.
- **Kinglake Way Trail -** This proposed trail of approximately 20km in length provides a connection from the existing Diamond Creek Trail to Kinglake National Park.
- **Craigieburn Line Shared Path -** With construction having already commenced, the completed Craigieburn Line Shared Path will run from the Moonee Ponds Creek Trail in the south to Craigieburn Station in the north, providing over 15km of new trail along the rail corridor.
- **Amaroo Pipe Track -** The Amaroo Pipe Track, once realised, will provide a direct trail from Craigieburn Station in the south through to the proposed train station in Beveridge

Any summary of regional trails will always be a snapshot in time and a work in progress. Priorities will change over time, new opportunities will arise, and the planning and management of regional trails will need to respond to these changes.
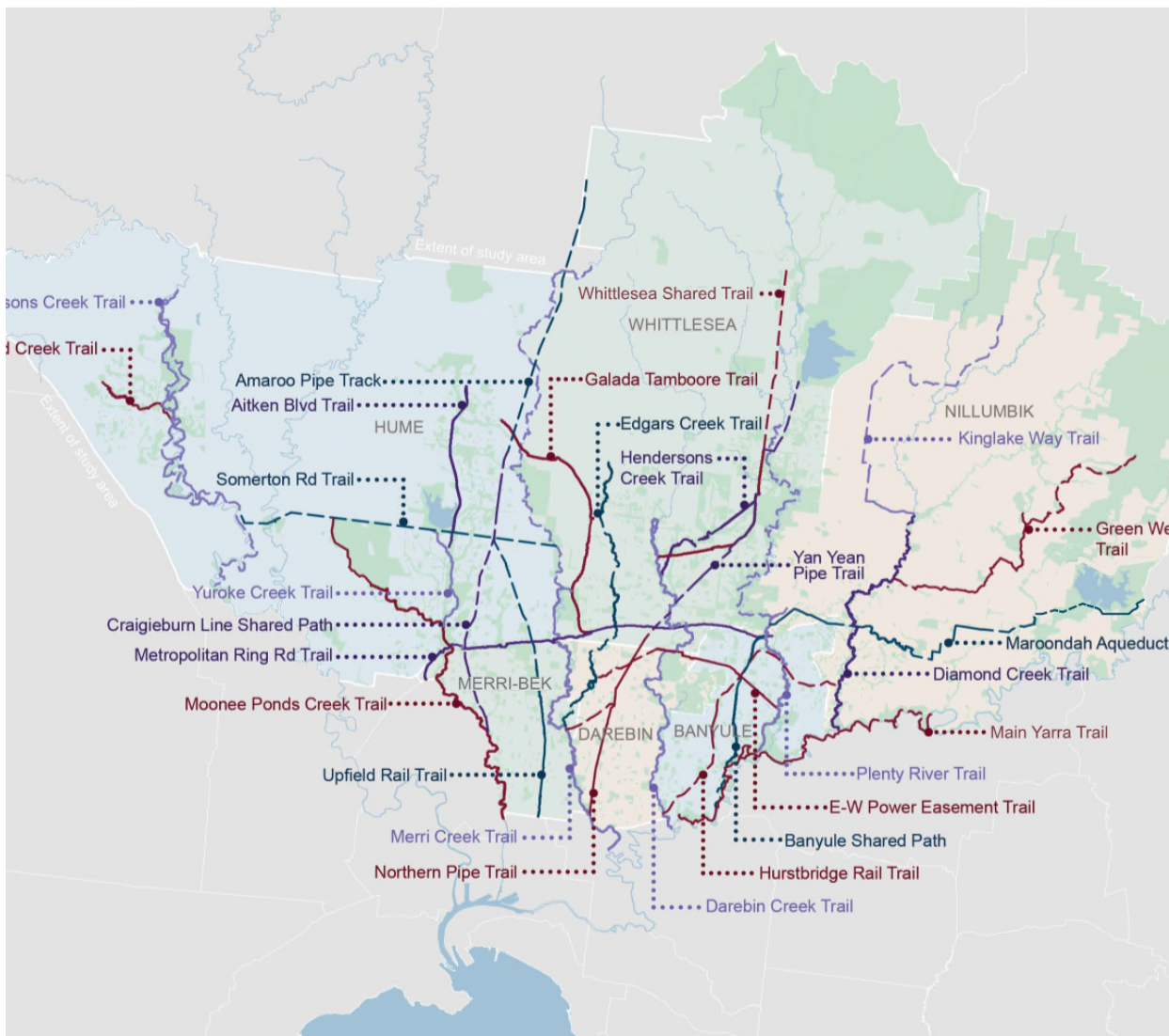
FIGURE 6.1:
The Northern Melbourne regional trail network

6.1 AITKEN BOULEVARD SHARED TRAIL

Trail information

Length: **SCC:**
9.6km   Yes

Location:
The Aitken Boulevard Trail follows
Aitken Boulevard from the Yuroke
Creek Trail through Roxburgh Park
and Craigieburn, to Mt Ridley Road

Local Government Area:
Hume

Additional Stakeholders:
-

Auditor comments:
"Basically a wide footpath with
access issues at the south end and
major gaps in the northern sections"

Legend

○ Town centre/ commercial hub
○ Park/ recreation reserve
○ Destination/ tourist attraction
○ Train station
— Existing length of trail
– – Proposed length of trail
— Existing other regional trail
– – Proposed other regional trail

1:75,000
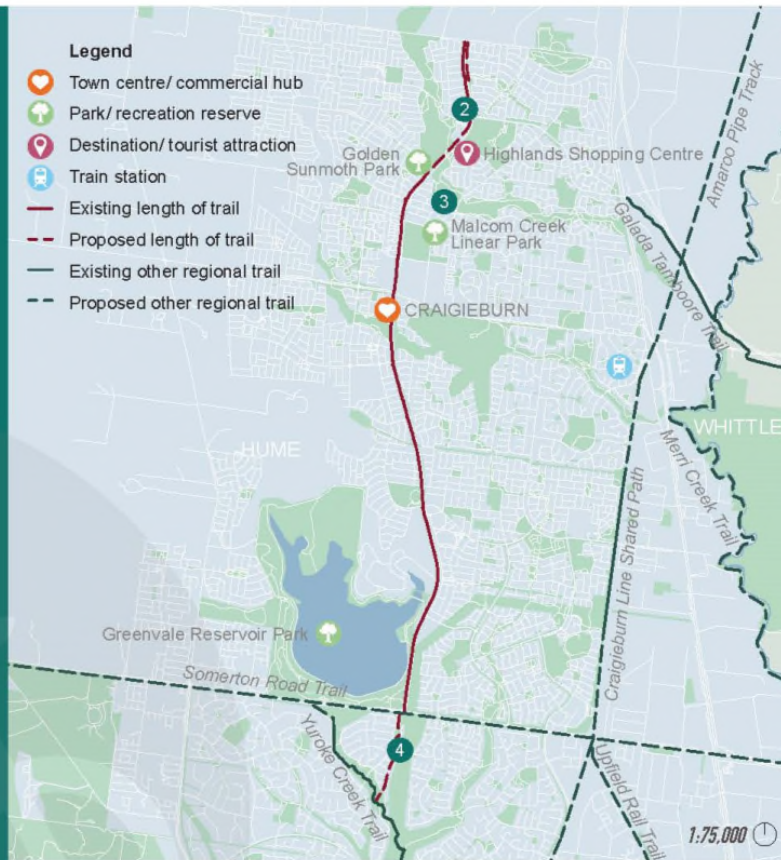
Priority Actions

1 Provide wayfinding signage along the length of the trail

2 Construct new section of trail on the eastern side of Aitken
   Boulevard from the Aitken Creek to Craigieburn Road

3 Construct new section of trail from Brookfield Boulevard to
   Highlands Shopping Centre

4 Construct new section of trail from the Yuroke Creek Trail to
   Somerton Road following duplication of Somerton Road and a
   safe crossing point being constructed

6.2 AMAROO PIPE TRACK

Trail information

Length:
14.5km

SCC:
Yes

Location:
The Amaroo Pipe Track is a direct trail from Craigieburn Station in the south through to the City of Whittlesea and beyond the study area to Mitchell Shire

Local Government Area:
Hume & Whittlesea

Additional Stakeholders:
Mitchell Shire and Yarra Valley Water
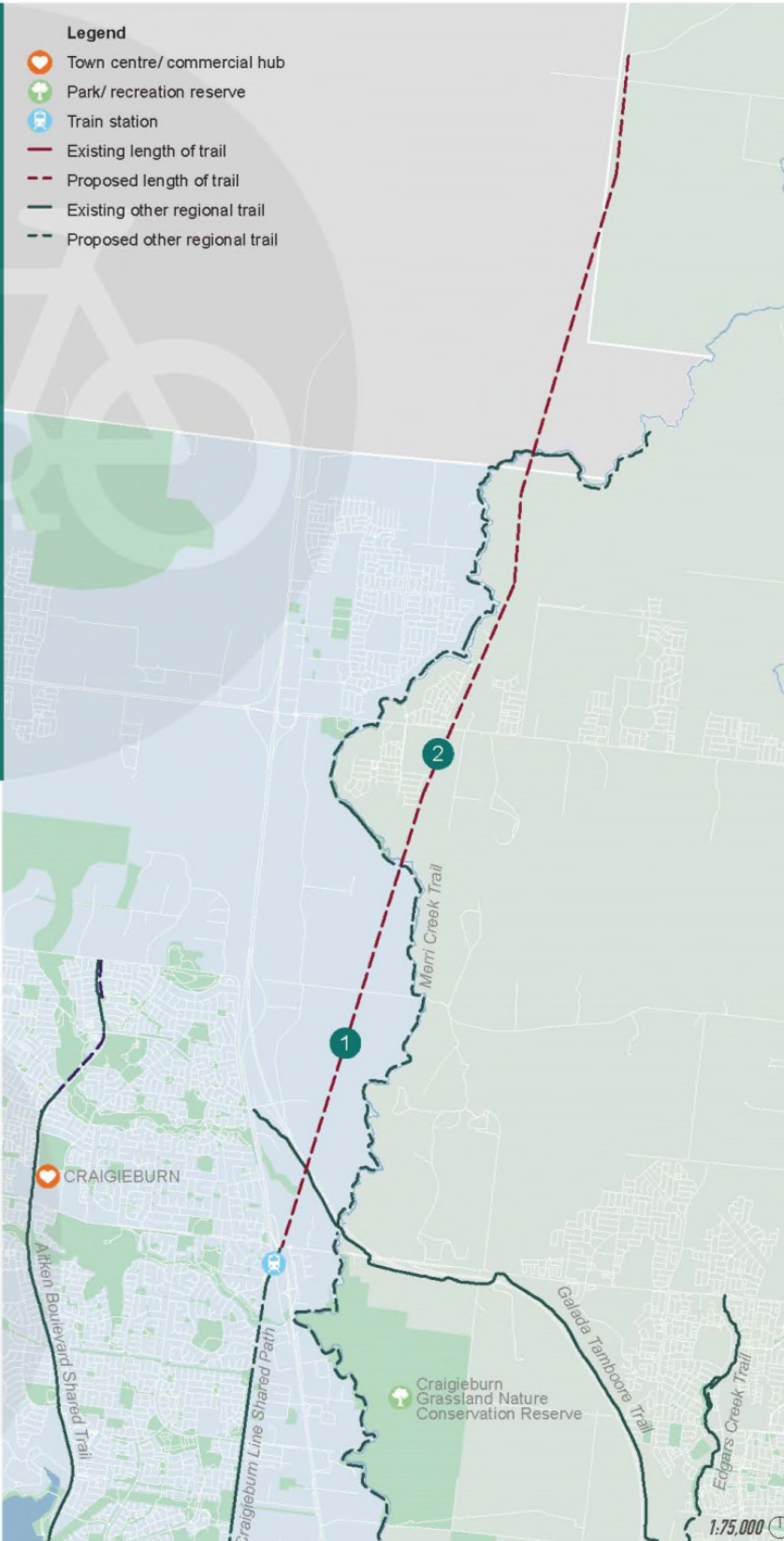
Priority Actions

1 Advocate for a new trail along the sewer easement from Craigieburn Station north toward Beveridge (within Hume)

2 Advocate for a new trail along the sewer easement north to Beveridge (within Whittlesea)

Legend

⬭ Town centre/ commercial hub
⬤ Park/ recreation reserve
⬤ Train station
— Existing length of trail
– – Proposed length of trail
— Existing other regional trail
– – Proposed other regional trail

CRAIGIEBURN

Merri Creek Trail

Aitken Boulevard Shared Trail

Craigieburn Line Shared Path

Craigieburn Grassland Nature Conservation Reserve

Galada Tamboore Trail

Edgars Creek Trail

1:75,000

6.3 BANYULE SHARED TRAIL
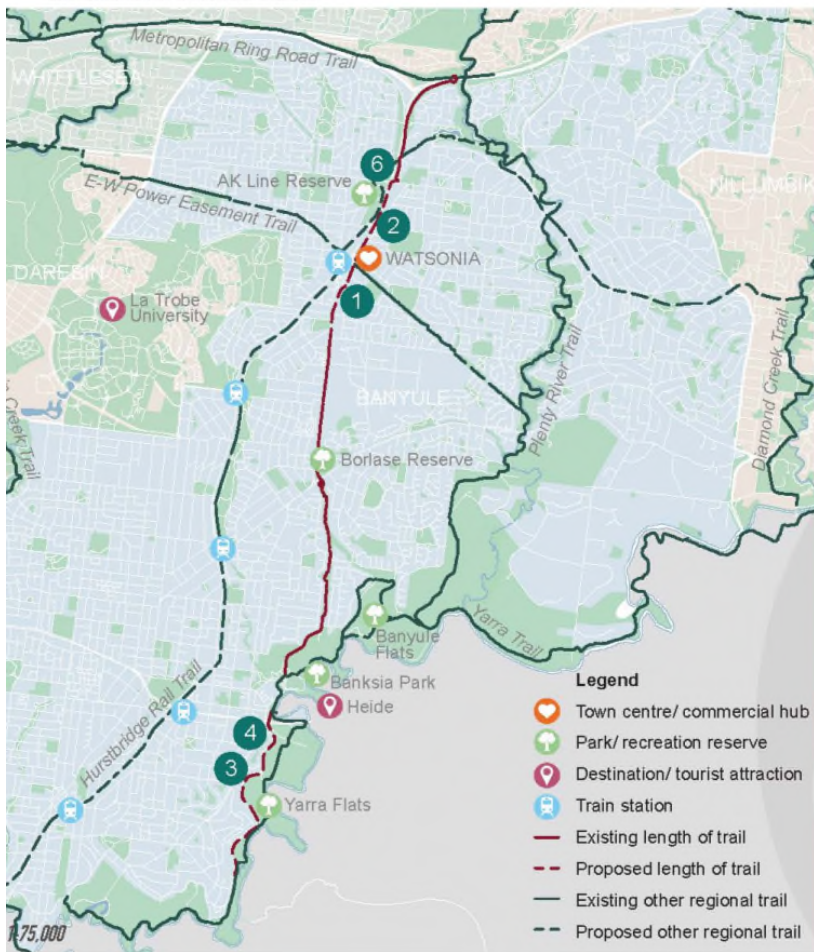
Trail information

Length: SCC:
10.6km   Yes

Location:
The Banyule Shared Path runs
in a north-south direction through
Watsonia and Rosanna from the
Metropolitan Ring Road Trail to the
Yarra Trail

Local Government Area:
Banyule

Additional Stakeholders:
Melbourne Water, Parks Victoria,
VicRoads

Auditor comments:
"A potentially effective commuter
trail if some major improvements
are made to address the gaps in
continuity"

Legend
- Town centre/ commercial hub
- Park/ recreation reserve
- Destination/ tourist attraction
- Train station
- — Existing length of trail
- - - Proposed length of trail
- — Existing other regional trail
- - - Proposed other regional trail

Priority Actions

1. Construct new section of trail from Wattle Drive north to Watsonia Station

2. Construct new section of trail from Watsonia Station north to Grimshaw Street

3. Construct new section of the trail from Banksia Street south to the Yarra Trail just north of McArthur Road

4. Realign trail at playground on River Gum Walk to reduce incline

5. Provide wayfinding signage along the length of the trail

6. Provide a grade separated north-south walking and cycling link across Grimshaw Street at the Greensborough Bypass

6.4 BLIND CREEK TRAIL

Trail information

Length: **SCC:**
7km   No

Location:
The Blind Creek Trail follows the creek through parkland across Sunbury and will connect with the future Jacksons Creek biik wurrdha Regional Parklands in the east (in accordance with the *Jacksons Creek biik wurrdha Regional Parklands Plan*)

Local Government Area:
Hume

Additional Stakeholders:
Major Road Projects Victoria, Melbourne Water, private landowners, Salesian College Sunbury, VicRoads

Auditor comments:
"Pleasant trail of good quality marred by lack of signage and general waymarking."

Legend

- Town centre/ commercial hub
- Park/ recreation reserve
- Destination/ tourist attraction
- Train station
— Existing length of trail
- - Proposed length of trail
— Existing other regional trail
- - Proposed other regional trail

1:55,00
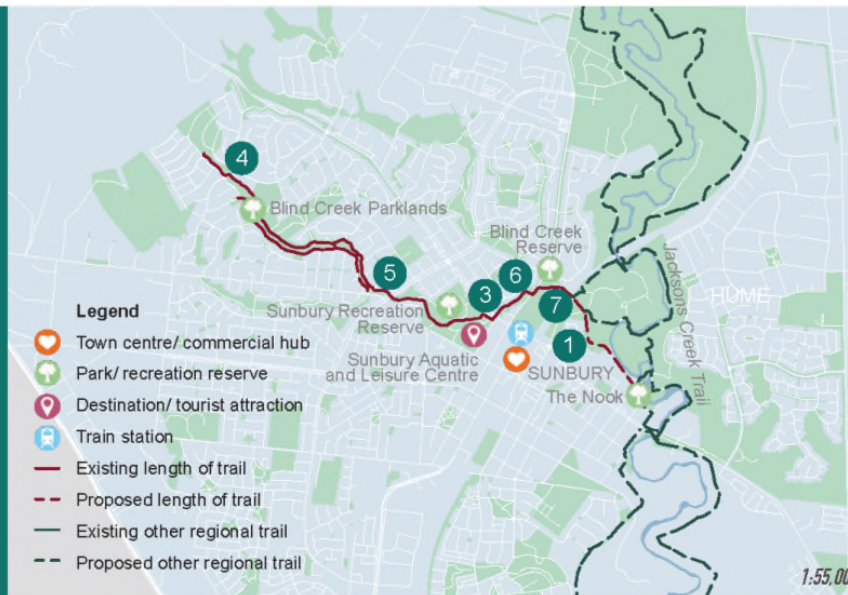
Priority Actions

1. Advocate and plan for a new section of trail from the rail line in Sunbury eas to Jacksons Creek and The Nook/Bicentennial Park

2. Provide wayfinding signage along the length of the trail

3. Investigate the feasibility of realigning the underpass at Riddell Road to cate to all users (cyclists) and improve access and safety

4. Investigate a pedestrian priority crossing with wayfinding signage at Phillip Drive

5. Investigate a pedestrian priority crossing at Elizabeth Drive

6. Investigate a pedestrian priority crossing with wayfinding signage at Racecourse Road

7. In partnership with Salesian College construct trail on southwest side of the Dam to connect with Ardcloney Drive.
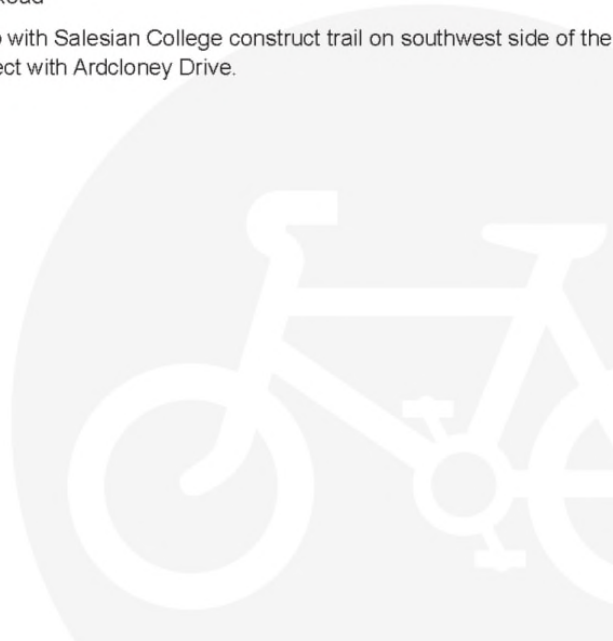
6.5 CRAIGIEBURN LINE SHARED PATH

Trail information

Length:
15.65km

SCC:
Yes

Location:
The Craigieburn Line Shared Path runs along the rail corridor from the Moonee Ponds Creek in the South through to Craigieburn Station

Local Government Area:
Hume & Merri-bek

Additional Stakeholders:
VicTrack

Priority Actions

1. Construct new section of trail from the Moonee Ponds Creek Trail to Gaffney Street

2. Construct a new section of trail, on the western side of the train line, from Gaffney Street to Bothwell Street including fencing and lighting

3. Construct a new section of trail, on the western side of the train line, from Bothwell Street to Devon Road including retaining, fencing and lighting

4. Construct a new section of trail, on the western side of the train line, from Cartwright Street to Glenroy Road including fencing and lighting

5. Construct a new section of trail form Glenroy Road to Glenroy Station

6. Construct a new section of trail, on the eastern side of the train line, from Glenroy Station to Jacana Station including fencing and lighting

7. Advocate for a feasibility study for a new continuous shared path from Jacana Station to McConnell Crescent (north of Roxburgh Park Station)

8. Widen the existing section of trail from McConnell Crescent to Zambezi Court Reserve

9. Advocate for a feasibility study for a new continuous shared path from Zambezi Court Reserve to Craigieburn Station

Legend
- ⬤ Town centre/ commercial hub
- ⬤ Park/ recreation reserve
- ⬤ Destination/ tourist attraction
- ⬤ Train station
- —— Existing length of trail
- - - Proposed length of trail
- —— Existing other regional trail
- - - Proposed other regional trail

1:75,000
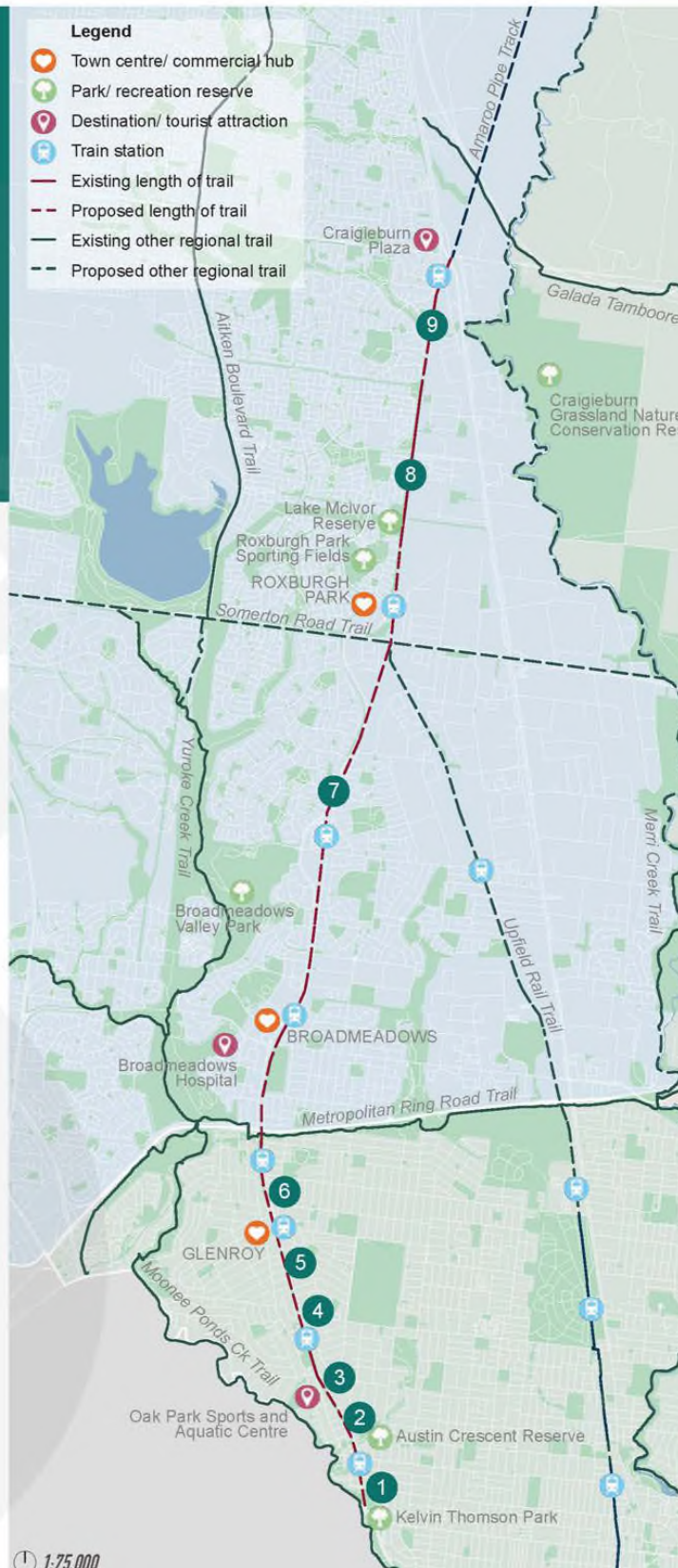
6.6 DAREBIN CREEK TRAIL

Trail information

Length:
30km (extends beyond study area)

SCC:
No

Location:
This trail runs along the Darebin Creek Trail from Ivanhoe in the south to Epping in the north.

Local Government Area:
Banyule, Darebin, Whittlesea

Additional Stakeholders:
La Trobe University, Major Road Projects Victoria, Melbourne Water, VicRoads

Auditor comments:
"A generally first class trail that utilises the creek's green margins to excellent effect, with only a few minor sections that require upgrading/attention"

Priority Actions

1. Construct new section of trail on the western side of the creek from the train underpass east of Epping Station to Greenbrook Drive

2. Upgrade section of trail between Gona Street and Southern Road

3. Investigate the feasibility of an underpass or bridge crossing Plenty Road intersection to avoid section of trail on Plenty Road footpath

4. Construct a new section of trail on the eastern side of the Darebin Creek from Dunne Street to Chenies Street including an underpass at Dunne Street and Chenies Street

5. Investigate the feasibility of an underpass or signalised pedestrian crossing at Settlement Road to improve trail continuity

6. Construct a new section of trail that follows the creek from the Metropolitan Ring Road through the Darebin Creek Linear Reserve to connect to the new section of trail

7. Elevate the section of the Darebin Creek Trail where it passes beneath the Western Ring Road to avoid flooding

8. Investigate the feasibility of an underpass and bridge crossing at McKimmies Road to avoid section of trail on McKimmies Road bridge

9. Investigate the feasibility of an underpass and bridge crossing at Childs Road to avoid section of trail on Childs Road bridge

10. Investigate the feasibility of an underpass and bridge crossing at Findon Road to avoid section of trail on Findon Road

11. Provide a pedestrian priority crossing at McDonalds Road roundabout

Legend

- Town centre/ commercial hub
- Park/ recreation reserve
- Destination/ tourist attraction
- Train station
- Existing length of trail
- - - Proposed length of trail
- Existing other regional trail
- - - Proposed other regional trail
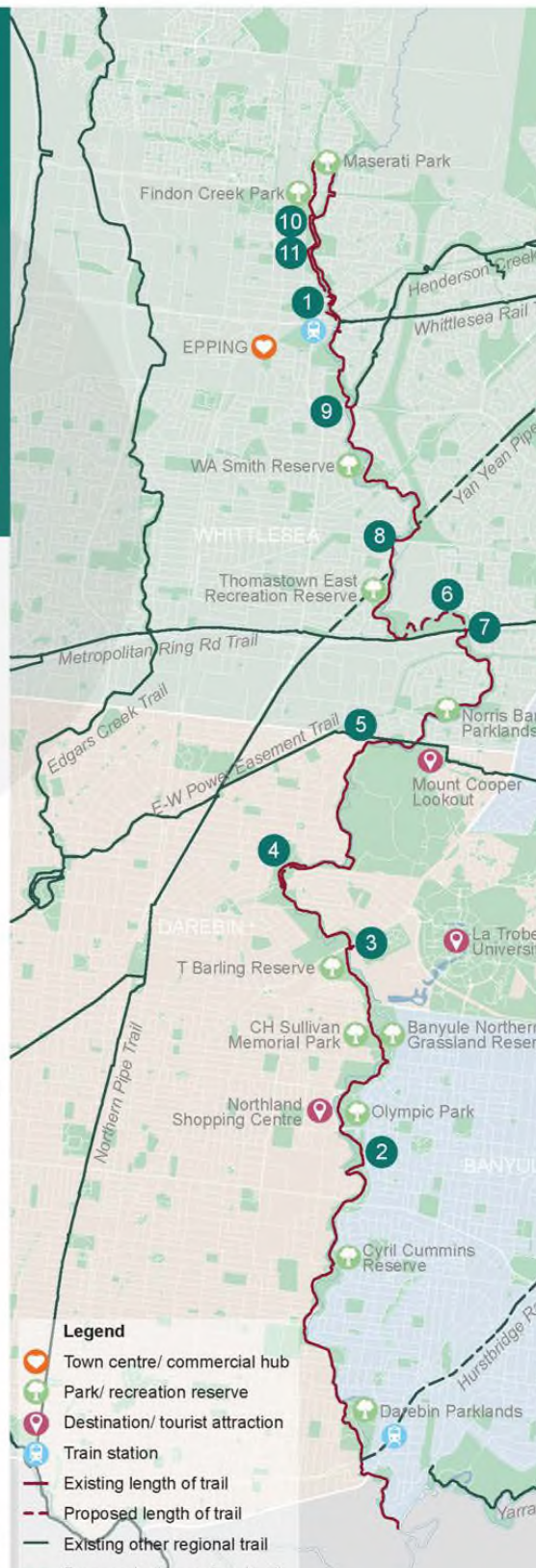
6.7 DIAMOND CREEK TRAIL

Trail information

Length:
20.2km

SCC:
Yes

Location:
Following the creek corridor, the trail begins at the Yarra Trail in Lower Eltham and continues north to Hurstbridge

Local Government Area:
Nillumbik

Additional Stakeholders:
Melbourne Water, VicRoads

Auditor comments:
"A reasonably complete trail through some quite scenic areas, with a superb new extension to Wattle Glen but marred badly by a gaping hole in Eltham."

Priority Actions

1. Construct new section of trail from Wilson Road to Graysharps Road, Hurstbridge.

2. Construct new section of trail from Graysharps Road to Fergusons Paddock

3. Construct an underpass at Main Hurstbridge Road, Diamond Creek to avoid busy traffic crossing

4. Widen trail surface from Allendale Road north to Main Hurstbridge Road

5. Install a signalised/ pedestrian priority crossing at Allendale Road

6. Maintain/ upgrade sections of bitumen trail surface through Eltham North Reserve, Research Gully, Eltham North Playground, and Edendale Community Farm

7. Realign the section of trail at the Wattletree Road and Gastons Road underpass to create a gentler grade and wider trail surface

8. Construct new section of trail with wayfinding signage along Main Road and Diamond Street, Eltham to fill the gap in the trail and direct users to the continuation of the trail

9. Upgrade surface of existing trail between Susan Street Oval and Ely St, with wayfinding or linemarking to create a consistent and legible trail

10. Provide wayfinding signage along the length of the trail

11. Maintain/ upgrade sections of bitumen trail surface through Eltham Bushland Reserve alongside Main Road

12. Realign/ enhance the section of trail through the Eltham Lower Park.

13. Realign the sharp bend in the trail between Laurel Hill Drive and Allendale Road

Legend

- Town centre/ commercial hub
- Park/ recreation reserve
- Destination/ tourist attraction
- Train station
- Existing length of trail
- Proposed length of trail
- Existing other regional trail
- Proposed other regional trail

6.8 EAST WEST POWER EASEMENT TRAIL

Legend

- Town centre/ commercial hub
- Park/ recreation reserve
- Destination/ tourist attraction
- Train station
- Existing length of trail
- Proposed length of trail
- Existing other regional trail
- Proposed other regional trail

Trail information

Length:
11.6km

SCC:
No

Location:
This trail runs from the Edgars Creek Trail in the west to the Plenty River Trail in the east, following an existing power easement through Reservoir, Bundoora and Watsonia.

Local Government Area:
Banyule, Darebin, Whittlesea

Additional Stakeholders:
AusNet, Melbourne Water, Private landowners, VicRoads

Auditor comments:
"A somewhat odd amalgamation of sections, ranging in quality from poor to excellent, and several glaring gaps that seem to make an effective and enjoyable trail an impossibility."

Priority Actions

1. Provide wayfinding signage along the length of the trail

2. Construct a section of trail from the Northern Pipe/ St Georges Rd/ Cheddar Road Trail north west along the vacant pipe reserve

3. Construct a section of trail from the Northern Pipe/ St Georges Rd/ Cheddar Road Trail south east along the vacant pipe reserve to Edwardes Lake Park

4. Construct a section of trail along Holt Parade to connect to the Darebin Creek Trail (at Valley Road)

5. Investigate the feasibility of a new section of trail, including a new bridge crossing, from the Darebin Creek Trail, at Holt Parade, around Mount Cooper to connect to the existing section of trail at Snake Gully Drive

6. Construct a section of trail from Reedy Rise to Plenty Road including a new pedestrian priority crossing at Plenty Road

7. Investigate options for providing a new section of trail from Dilkara Avenue to Gleeson Drive

8. Construct a section of trail from the existing trail on Morwell Avenue to Watsonia Station

9. Upgrade existing footbridge over the rail line at Watsonia Station including an underpass/ overpass at Greensborough Road to avoid footpath and multiple road crossings

10. Construct a new section of trail along Wendover Place and Yallambie Road, along the easement to the Plenty River Trail

6.9 EDGARS CREEK TRAIL

Trail information

Length: **SCC:**
20.9km   No

Location:
Beginning in Coburg at the Merri Creek Trail, this trail follows the creek north through Thomastown and Epping.

Local Government Area:
Darebin, Merri-bek, Whittlesea

Additional Stakeholders:
Melbourne Water, VicRoads

Auditor comments:
"A potentially useful and rewarding trail along Edgars Creek that is at this time, a long way short of that."

Priority Actions

1. Construct new section of trail from the Merri Creek Trail to Ronald Street on the west bank

2. Construct new section of trail from Ronald Street to Carrington Road. Consider keeping the trail away from the creek and along development frontages

3. Construct new section of trail from Strahalbyn Chase to Contempo Boulevard

4. Investigate a new section of trail along the creek from Carrington Road to Edwardes Lake. Explore the feasibility of a trail between Kia Ora Road and Henty Street on the east bank.

5. Construct a separate cycling only trail through Edwardes Lake Park

6. Construct a dedicated shared trail from the public toilets in Edwardes Lake Park, around the car park and over Leamington Street

7. Investigate the feasibility of an underpass and bridge crossing at Broadhurst Avenue

8. Construct a section of trail along the creek from Glasgow Avenue to the Metropolitan Ring Road

9. Upgrade surface of trail between Main Street and Melaleuca Drive

10. Construct section of trail between German Lane and Kingsway Drive, Lalor

11. Construct section of trail along the street from Deveny Road to Cooper Street, Epping

12. Construct a section of trail along the creek from Jersey Drive to Rockfield Street

13. Construct section of trail along the creek from Sheba Way to Snowy Place

14. Provide wayfinding signage along the length of the

Legend
- ⬤ Town centre/ commercial hub
- ⬤ Park/ recreation reserve
- ⬤ Destination/ tourist attraction
- ⬤ Train station
- — Existing length of trail
- -- Proposed length of trail
- — Existing other regional trail
- -- Proposed other regional trail

Item: 6.2 Attachment 1: Northern Trails 2022

Northern Trails 2022 42
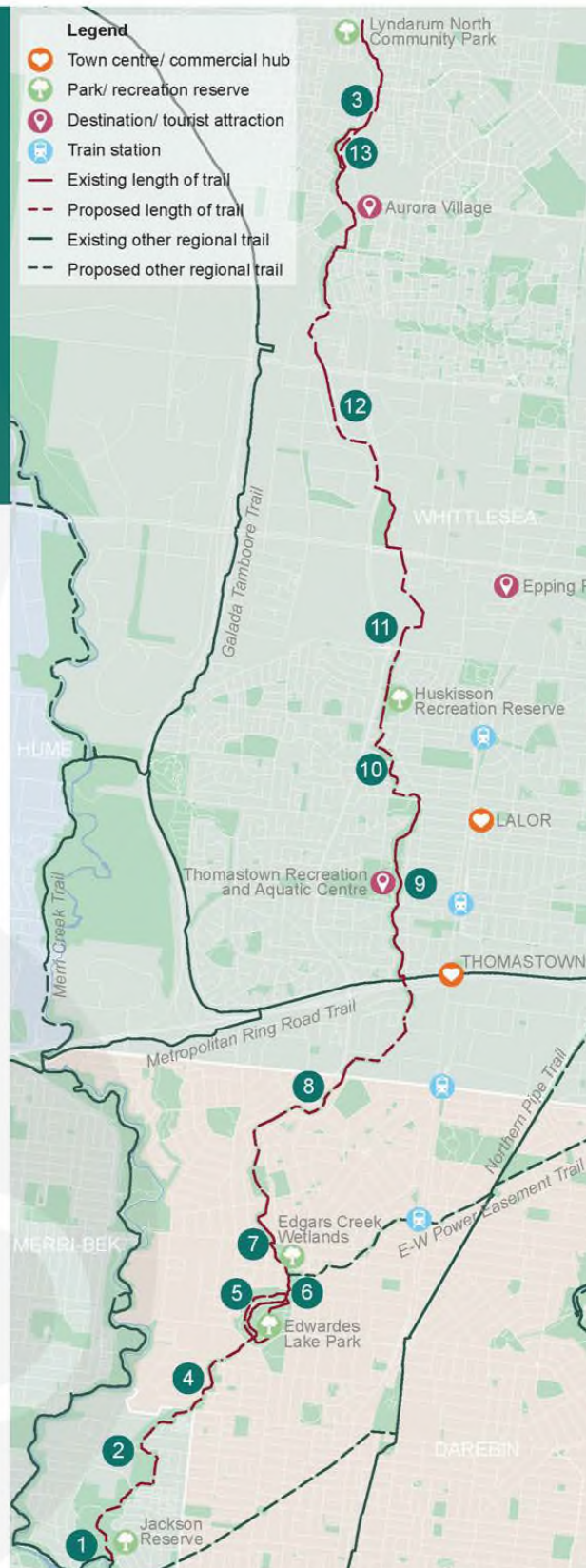
6.10 GALADA TAMBOORE TRAIL
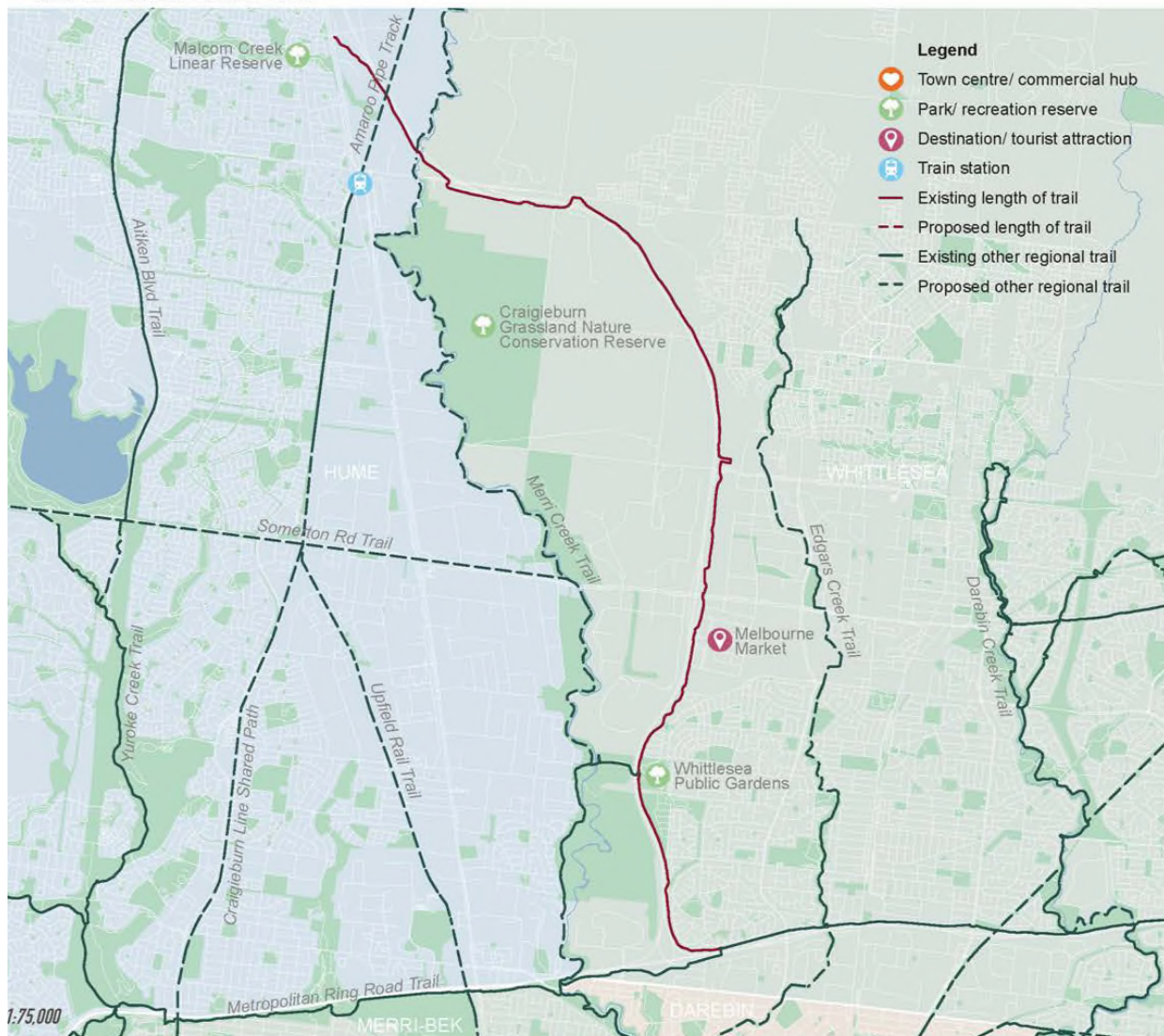
Trail information

Length: 15.5km
SCC: No

Location:
Running along the Hume Freeway/ Craigieburn Bypass, this trail begins at the Metropolitan Ring Road Trail in the south and continues north to Craigieburn.

Local Government Area:
Hume, Whittlesea

Additional Stakeholders:
Merri Creek Management Committee, VicRoads

Auditor comments:
"An effective path that offers reasonable off-road bicycle exercise options or, for the hearty long-range cycle commuter, a direct route from Melbourne's northern urban reaches to the city-access trails."

Priority Actions

1. Provide wayfinding signage along the length of the trail
2. Reinstate centre linemarking along the trail

6.11 GREEN WEDGE TRAIL

Legend

- ⊃ Town centre/ commercial hub
- ⊃ Park/ recreation reserve
- ⊃ Destination/ tourist attraction
- ⊃ Train station
- — Existing length of trail
- -- Proposed length of trail
- — Existing other regional trail
- -- Proposed other regional trail

Context Plan

1:55,000
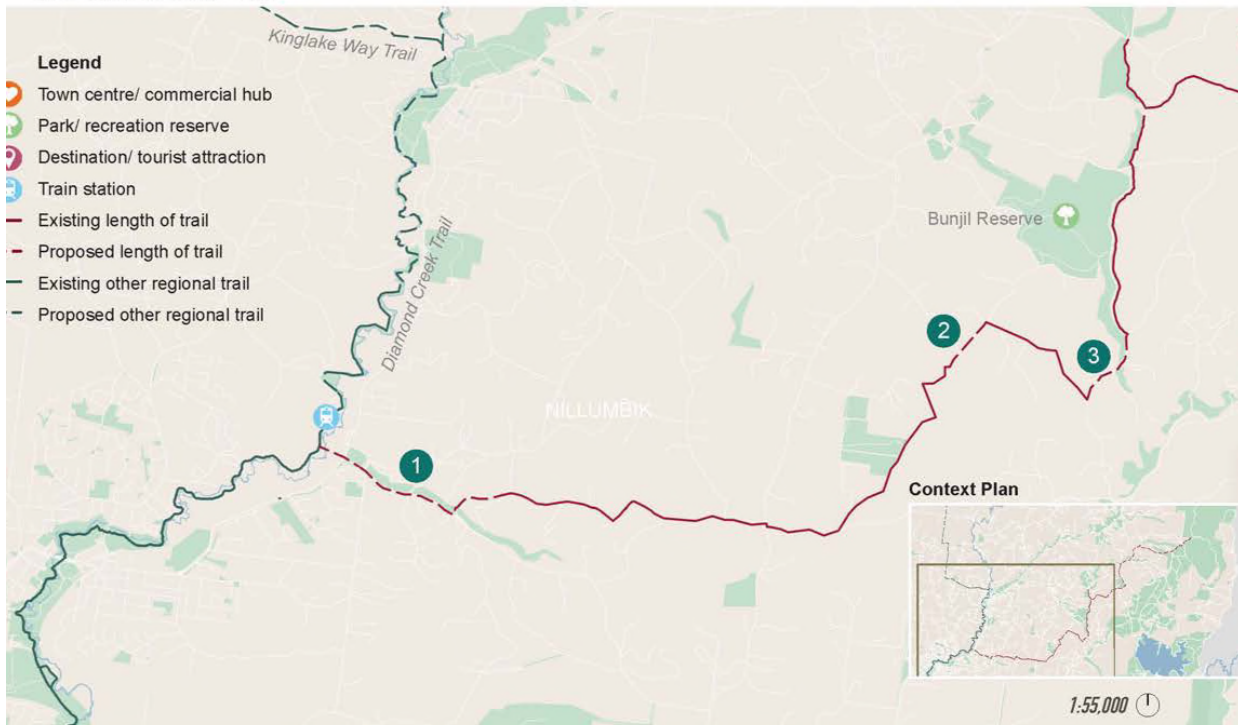
Trail information

Length:
21.5km

SCC:
No

Location:
Located entirely with Nillumbik, this trail begins at the Diamond Creek Trail in Wattle Glen to Kinglake National Park

Local Government Area:
Nillumbik

Additional Stakeholders:
Parks Victoria
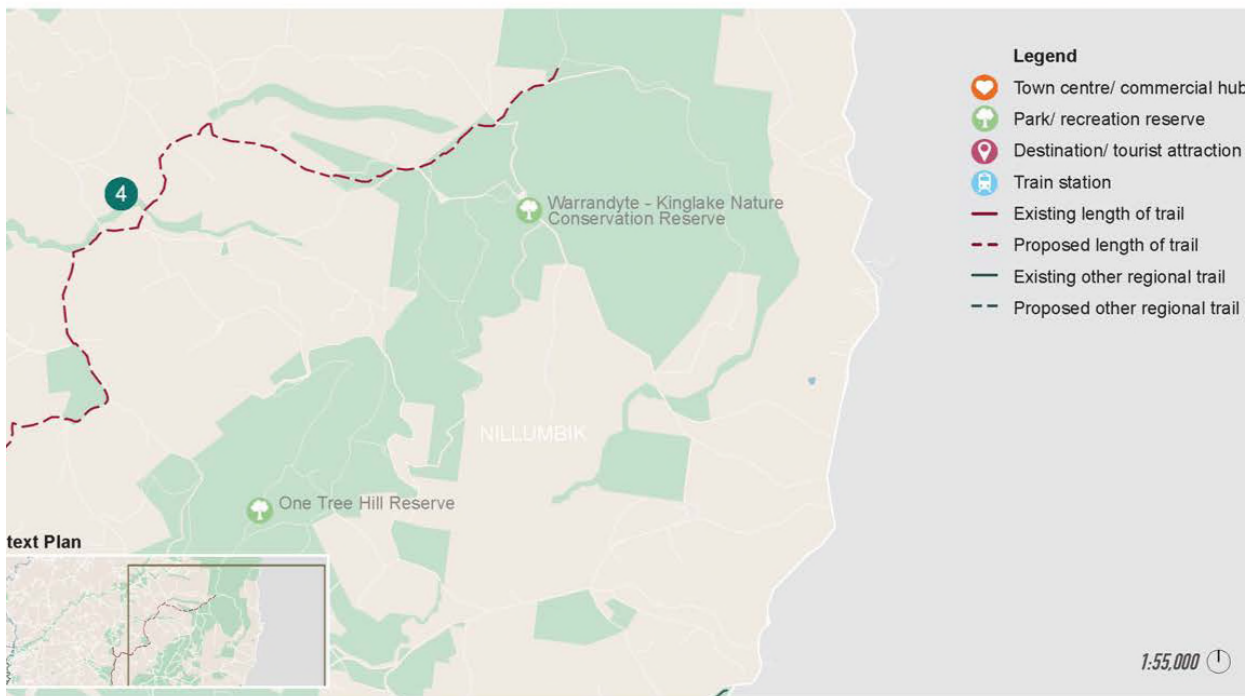
Legend

- ♥ Town centre/ commercial hub
- 🌳 Park/ recreation reserve
- 📍 Destination/ tourist attraction
- 🚉 Train station
- —— Existing length of trail
- – – Proposed length of trail
- —— Existing other regional trail
- – – Proposed other regional trail

1:55,000

Priority Actions

1 Construct a new section of trail east from the Diamond Creek Trail at Wattle Glen Station along Watery Gully Creek to existing trail on Watery Gully Road

2 Construct a new section of trail from Couties Road to Alma Road

3 Construct a new section of trail along Long Gully Road from Alma Road to Turnung Road

4 Construct an extension of the trail from the intersection of Clintons Road and Spanish Gully Road to the Marshalls Road car park within the Kinglake National Park

5 Upgrade existing sections of the trail surface to match width and material treatment of new sections

6 Provide wayfinding signage along the length of the trail

6.12 HENDERSONS CREEK TRAIL

Legend

- 🔶 Town centre/ commercial hub
- 🟢 Park/ recreation reserve
- 🔴 Destination/ tourist attraction
- 🔵 Train station
- ▬ Existing length of trail
- ▪ ▪ Proposed length of trail
- ▬ Existing other regional trail
- ▪ ▪ Proposed other regional trail

Map markers: 2, 3, 5, 4, 8, 7, 6, 9; The Lakes Reserve; Plenty Ranges Arts and Convention Centre; South Morang Farmers and Markers Market; Meadow Glen Athletics; Whittlesea Shared Trail; Darebin Creek Trail; Yan Yean Pipe Trail; Plenty River Trail; Morang Wetlands; WHITTLESEA; NILLUMBIK; 1:55,000

Trail information

Length: 8.6km   **SCC:** No

Location:
Following the Henderson Road Drain and The Henderson Creek, this trail begins at the Darebin Creek Trail in Lalor and heads in a north-east direction to Yan Yean Trail in South Morang.

Local Government Area:
Whittlesea

Additional Stakeholders:
Major Road Projects Victoria, Melbourne Water, VicRoads

Auditor comments:
"A trail of two parts where the southern half makes sense and is easy to follow, and the northern half, where virtually nothing makes sense."

Priority Actions

1. Provide wayfinding signage along the length of the trail
2. Provide a signalised/ pedestrian priority crossing over The Lakes Boulevard and Glenorchy Way
3. Upgrade trail surface from Gordons Road to Darius Terrace
4. Construct a section of trail from Darius Terrace to The Lakes Boulevard (at Findon Road) including a bridge crossing to connect to existing trail
5. Provide a signalised/ pedestrian priority crossing over The Great Eastern Way
6. Provide a signalised/ pedestrian priority crossing at Findon Road
7. Upgrade trail surface from Findon Road to McDonalds Road
8. Provide a signalised/ pedestrian priority crossing at McDonalds Road
9. Provide a signalised/ pedestrian priority crossing or Underpass at Childs Road to connect to the Darebin Creek Trail

6.13 HURSTBRIDGE RAIL TRAIL

Legend

- ⬤ Town centre/ commercial hu
- ⬤ Park/ recreation reserve
- ⬤ Destination/ tourist attractio
- ⬤ Train station
- — Existing length of trail
- -- Proposed length of trail
- — Existing other regional trail
- -- Proposed other regional tra

1:55,000
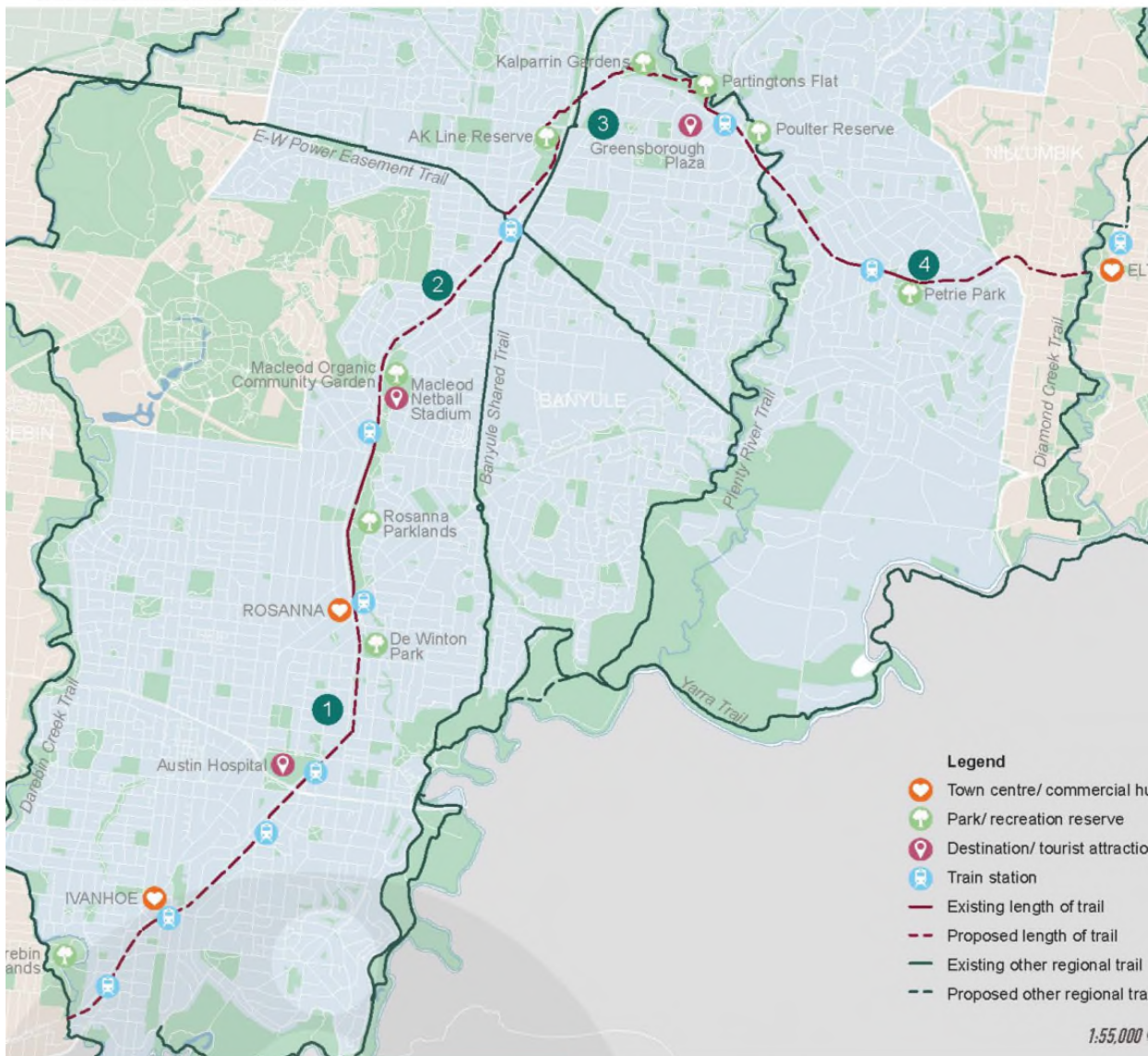
Trail information

Length: 16.1km

SCC: Yes

Location:
This trail begins at the Darebin Creek Trail in Ivanhoe follows the Hurstbridge rail line to the Diamond Creek Trail in Eltham.

Local Government Area:
Banyule and Nillumbik

Additional Stakeholders:
Metro Trains, VicTrack

Auditor comments:

Priority Actions

1. Construct a new section of trail along the Hurstbridge rail line from the Darebin Creek Trail north to Macleod Station

2. Construct a new section of trail along the Hurstbridge rail line from Macleod Station to Elder Street

3. Construct a new section of trail along the Hurstbridge rail line from Elder Street to the Plenty River Trail

4. Construct a new section of trail along the Hurstbridge rail line from the Plenty River Trail to the Diamond Creek Trail

6.14 JACKSONS CREEK TRAIL

Trail information

Length: *SCC:*
50.3km (potential   No
to extend beyond
study area)

Location:
This proposed trail runs through
the Jacksons Creek corridor in
Sunbury and continues south
to the border of Hume and the
Organ Pipes National Park

Local Government Area:
Hume

Additional Stakeholders:
DELWP, Greater Western Water,
Melbourne Water, Parks Victoria,
Wurundjeri Land Council

Legend
- Town centre/ commercial hu
- Park/ recreation reserve
- Destination/ tourist attractio
- Train station
- Existing length of trail
- Proposed length of trail
- Existing other regional trail
- Proposed other regional tra

Emu Bottom Homestead

Emu Bottom Wetlands

Blind Creek Trail

SUNBURY

HUME

Jacksons Hill Reserve

Holden Flora
and Reserve

Glencoe
Reserve

Context Plan
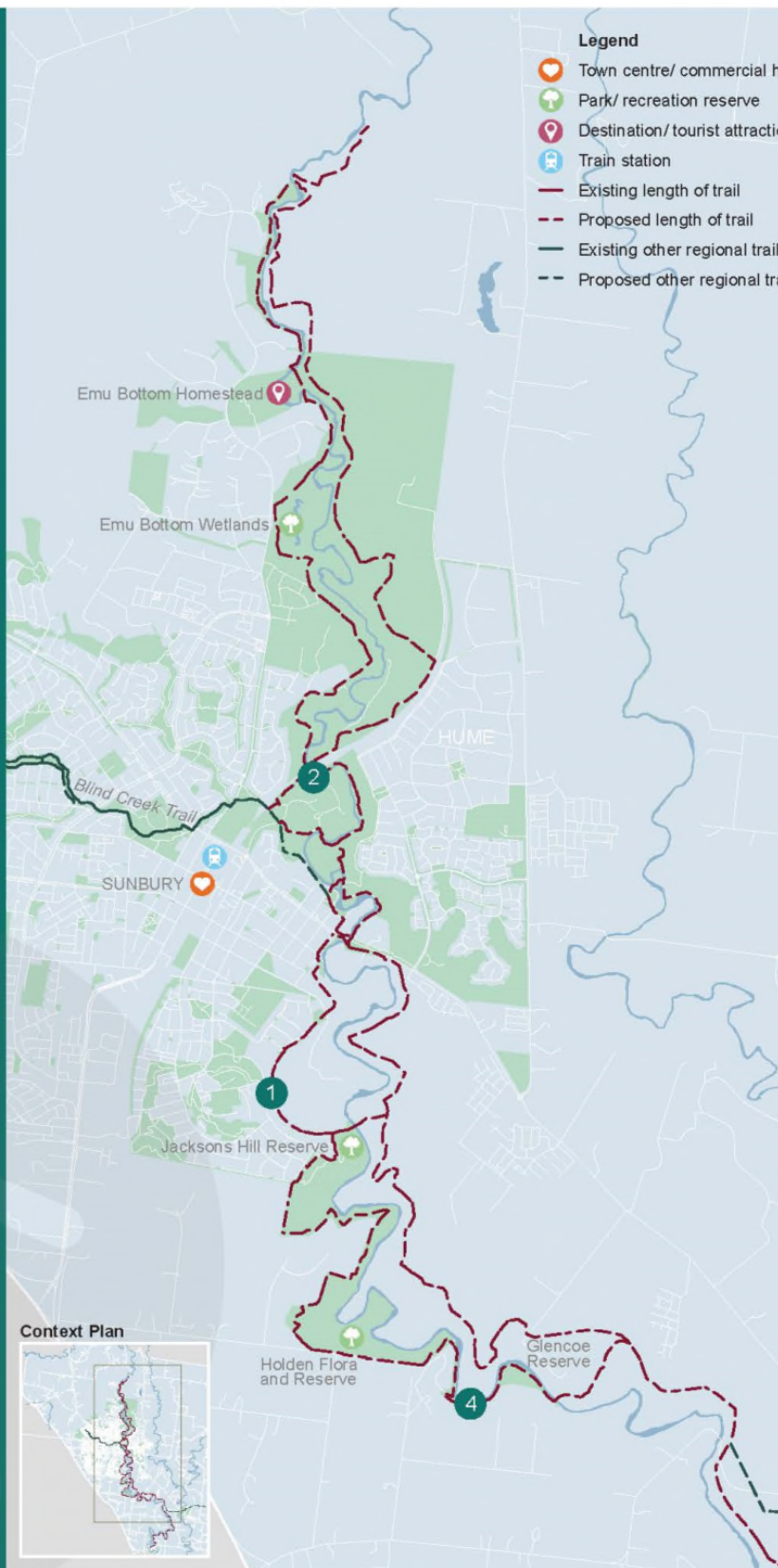
Priority Actions

1 Construct new section of trail from Harker Street to Hammersmith Court

2 Plan and investigate the staged construction of trails on both sides of the Jacksons Creek with project partners and other landholders in line with the priorities of the Jacksons Creek biik wurrdha Regional Parklands Plan

3 Investigate opportunities to construct a new section of trail from Bulla-Diggers Rest Road to Organ Pipes National Park in partnership with Parks Victoria and Brimbank City Council

4 Construct a new section of trail from Duncans Lane to Glencoe Reserve along the south side of the creek

Legend

- Town centre/ commercial hu
- Park/ recreation reserve
- Destination/ tourist attraction
- Train station
- Existing length of trail
- Proposed length of trail
- Existing other regional trail
- Proposed other regional trai

HUME

Somerton Road

Moonee Ponds Creek Trai

Organ Pipes National Park

Context Plan

6.15 KINGLAKE WAY TRAIL

Legend

- Town centre/ commercial hub
- Park/ recreation reserve
- Destination/ tourist attraction
- Train station
- —— Existing length of trail
- - - - Proposed length of trail
- —— Existing other regional trail
- - - - Proposed other regional trail

Trail information

Length: **SCC:**
20.8km   No

Location:
Located entirely with Nillumbik, this trail begins at the Diamond Creek Trail in Hurstbridge and heads north to Arthurs Creek

Local Government Area:
Nillumbik

Additional Stakeholders:
ParksVic

Priority Actions

1. Establish a new trail from Hurstbridge to Arthurs Creek

6.16 MAROONDAH AQUEDUCT TRAIL

Trail information

Length: SCC:
24.1km   No
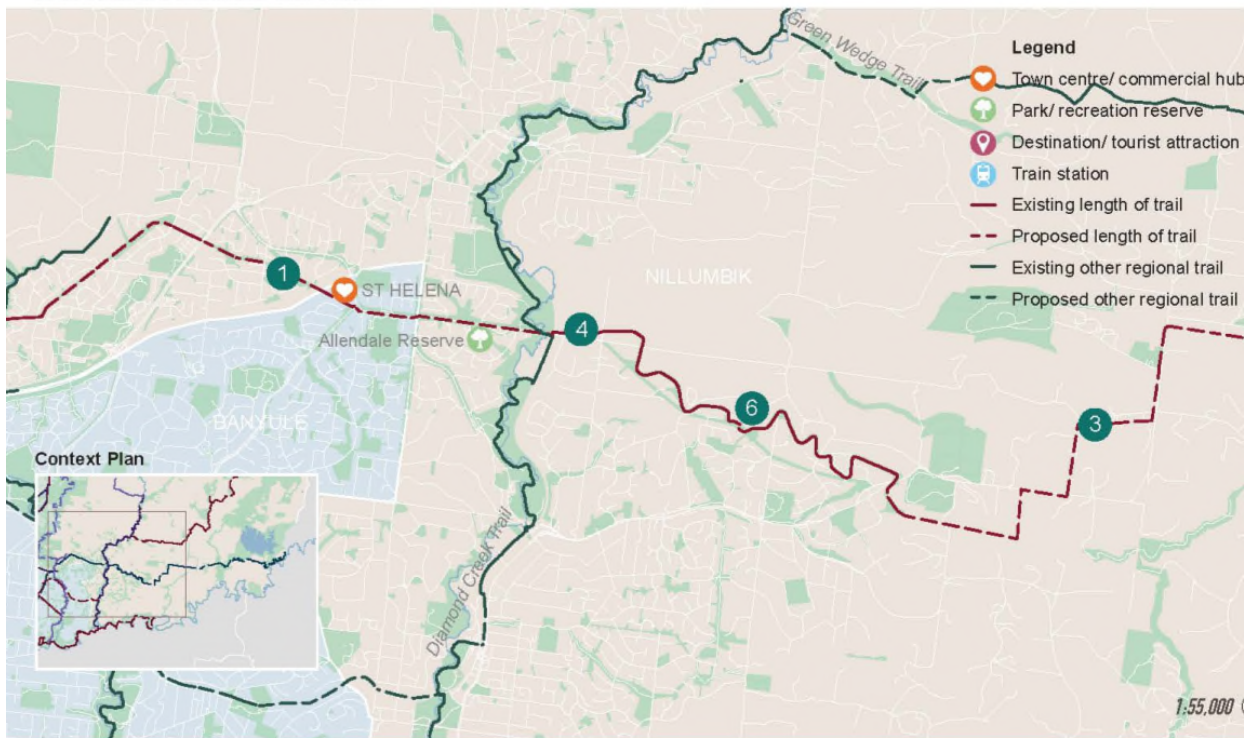
Location:
This trail runs in an east west direction from the Diamond Creek Trail in Greensborough in the west to the Sugarloaf Reservoir in the east.

Local Government Area:
Banyule, Nillumbik

Additional Stakeholders:
Melbourne Water, Parks Victoria, VicRoads

Auditor comments:
"A very pleasant trail that has mostly a neutral gradient, marred only by very steep access at the west end and a busy main road at the east end."
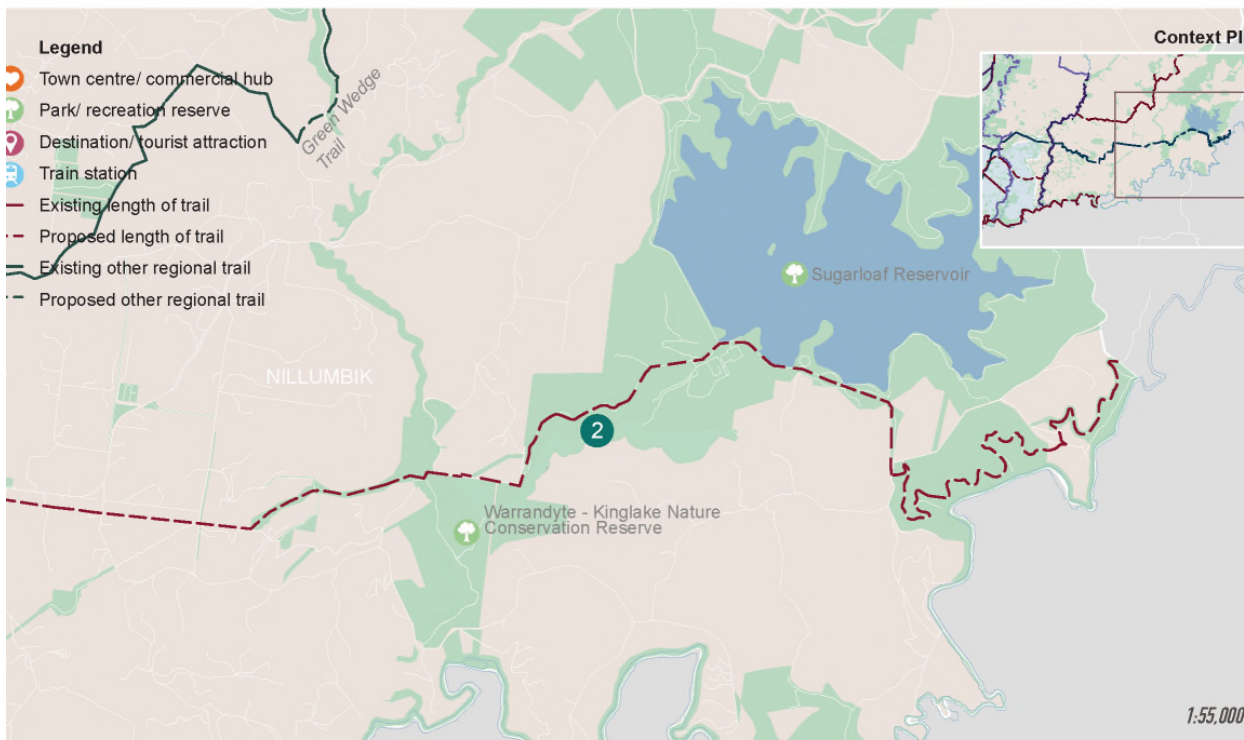
Legend

- Town centre/ commercial hub
- Park/ recreation reserve
- Destination/ tourist attraction
- Train station
- Existing length of trail
- Proposed length of trail
- Existing other regional trail
- Proposed other regional trail

Context Pl

1:55,000

Priority Actions

1. Construct new section of trail connecting the Plenty River Trail near Lear Court, east along the aqueduct across Diamond Creek Road to the Diamond Creek Trail at Allendale Road.

2. Construct a new section of trail from Carters Lane joining Ashmore Road onto Skyline Road, while ensuring minimal impact to the Warrandyte - Kinglake Nature Conservation Reserve

3. Construct new section of trail from Warrandyte Kinglake Road, north along Westering, Ridge and Muir Roads to Skyline Road

4. Extend the trail west from Godber Road to connect to the Diamond Creek Trail

5. Provide wayfinding signage along the length of the trail

6. Realign section of trail either side of Afton Street to reduce grade
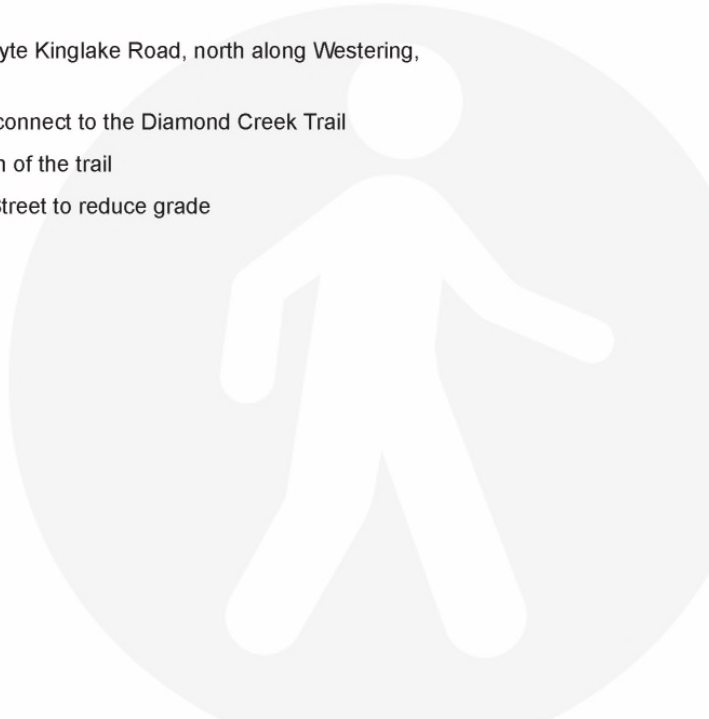
6.17 MERRI CREEK TRAIL

Trail information

Length:
35.1km (extends
beyond study area)

SCC:
No

Location:
The Merri Creek Trail follows the creek corridor
from Northcote in the south through Coburg,
Thomastown, Craigieburn and onto Donnybrook in
the north (in accordance with the future *Merri Creek
Regional Parklands Plan*).

Local Government Area:
Darebin, Hume, Merri-bek, Whittlesea

Additional Stakeholders:
City of Yarra, Mitchell Shire, Developers, Melbourne
Water, Parks Victoria, VicRoads, DELWP, MCMC

Auditor comments:
"An excellent off-road trail that serves both local and
commuter cycle traffic and walkers, with fundamental
continuity issues."

Notes:
Whilst sitting outside the study area in the City of Yarra,
it should be noted that an additional section of trail is
required at Rushall Station to improve the continuity in
this area.

Context Plan

Legend

- Town centre/ commercial hub
- Park/ recreation reserve
- Destination/ tourist attraction
- Train station
- Existing length of trail
- Proposed length of trail
- Existing other regional trail
- Proposed other regional trail
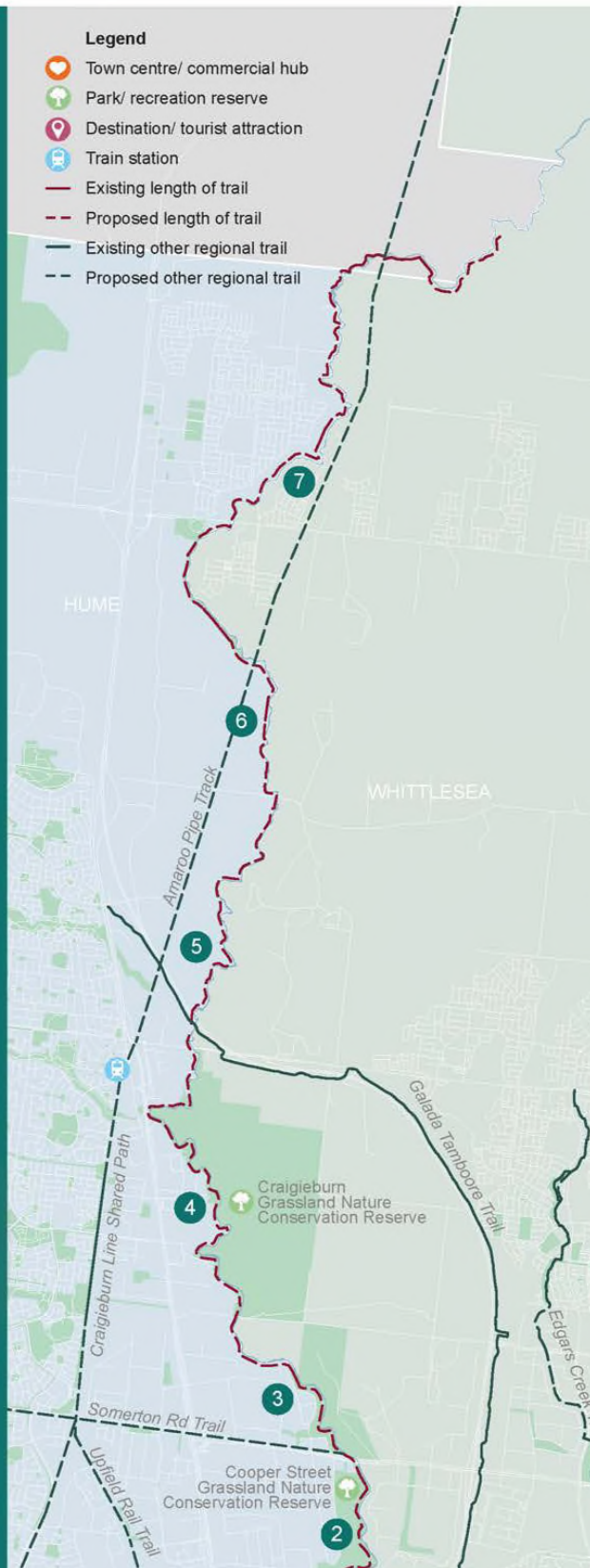
Priority Actions

1. Extend the Merri Creek Trail from the south end of Merri Concourse to Premier Drive

2. Partner with Parks Victoria and DELWP to extend the Merri Creek Trail from Merri Concourse (north) to Cooper Street

3. Advocate for and investigate the staged extension of the Merri Creek Trail from Coopers Street Somerton/Epping north to OHerns Road as part of the Upper Merri Creek Regional Parkland Plan

4. Advocate for and investigate the staged extension of the Merri Creek Trail from Oherns Road to Craigieburn Road as part of the Upper Merri Creek Regional Parkland Plan

5. Advocate for and investigate the extension of the Merri Creek Trail from Craigieburn Road to Summerhill Road as part of the Upper Merri Creek Regional Parkland Plan

6. Extend the Merri Creek Trail from Summerhill Road to Donnybrook Road

7. Extend the Merri Creek Trail from Donnybrook Road to the Northern End of Moxham Drive

8. Complete missing section of trail from the Metropolitan Ring Rd to existing section of trail south of Horne Street

9. Provide and upgrade line-marking to ensure continuous white lines indicating trail flow/ direction in high traffic areas

10. Realign section of trail south of Heidelberg Road to reduce steep grade

11. Provide a bridge crossing over the creek near the St Georges Road Bridge

12. Relocate and widen trail from Merri Creek Primary School to Sumner Park outside of the flood zone

13. Realign and widen trail north and south of Moreland Road

14. Modify existing bridge alongside Moreland Road vehicular bridge to better serve pedestrians and cyclists

15. Replace the Harding Street Bridge to cater for shared use

16. Widen and reduce the steepness of the boardwalk section of trail from Edna Grove to Bell Street and create a new connection at Bell Street

17. Widen and realign path outside of flood zone between Basil Nursing Home and Parker Reserve

18. Construct a new section of trail from Vervale Avenue to the bridge crossing to the north to provide an alternative route with a gentler grade

19. Provide wayfinding signage for Fawkner section of the Merri Creek (as per Moreland's Merri Creek Action Plan)

20. Provide wayfinding signage along the length of the trail
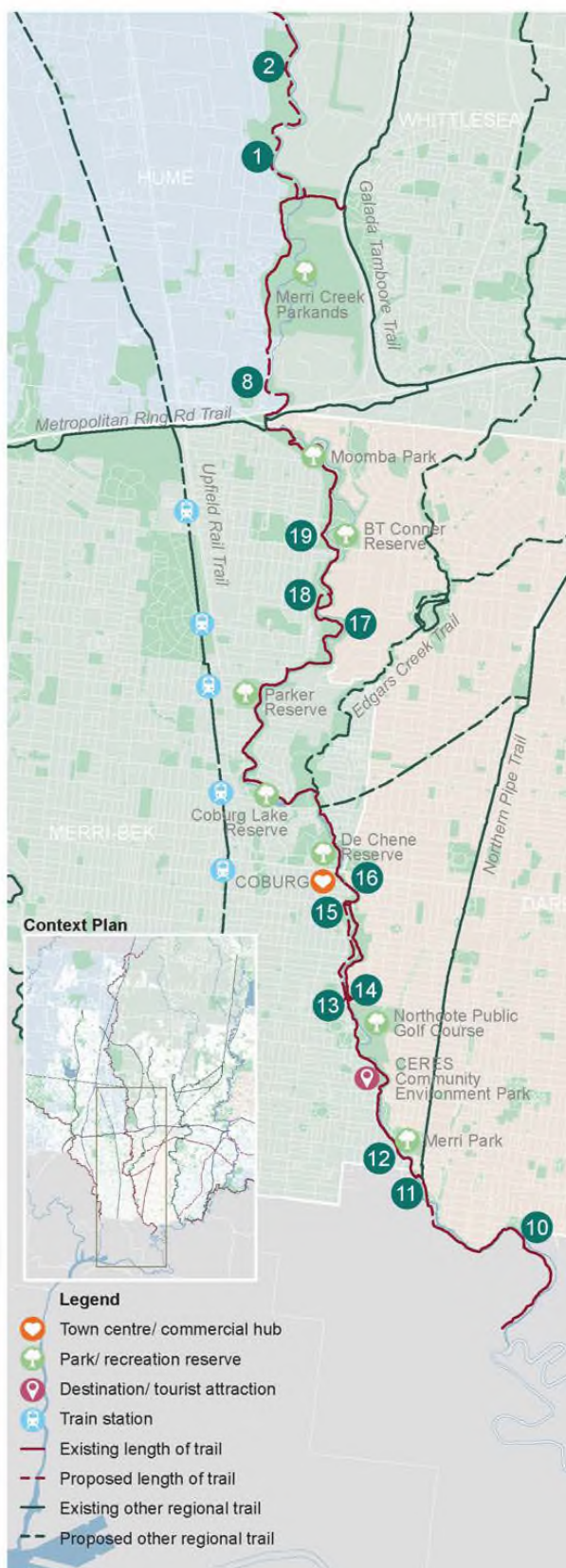
Context Plan

Legend

- Town centre/ commercial hub
- Park/ recreation reserve
- Destination/ tourist attraction
- Train station
- — Existing length of trail
- -- Proposed length of trail
- — Existing other regional trail
- -- Proposed other regional trail

6.18 METROPOLITAN RING ROAD TRAIL

Legend

- Town centre/ commercial hub
- Park/ recreation reserve
- Destination/ tourist attraction
- Train station
- Existing length of trail
- Proposed length of trail
- Existing other regional trail
- Proposed other regional trail

1:55,000

Trail information

Length: *SCC:*
11.3km (extends   No
beyond study area)
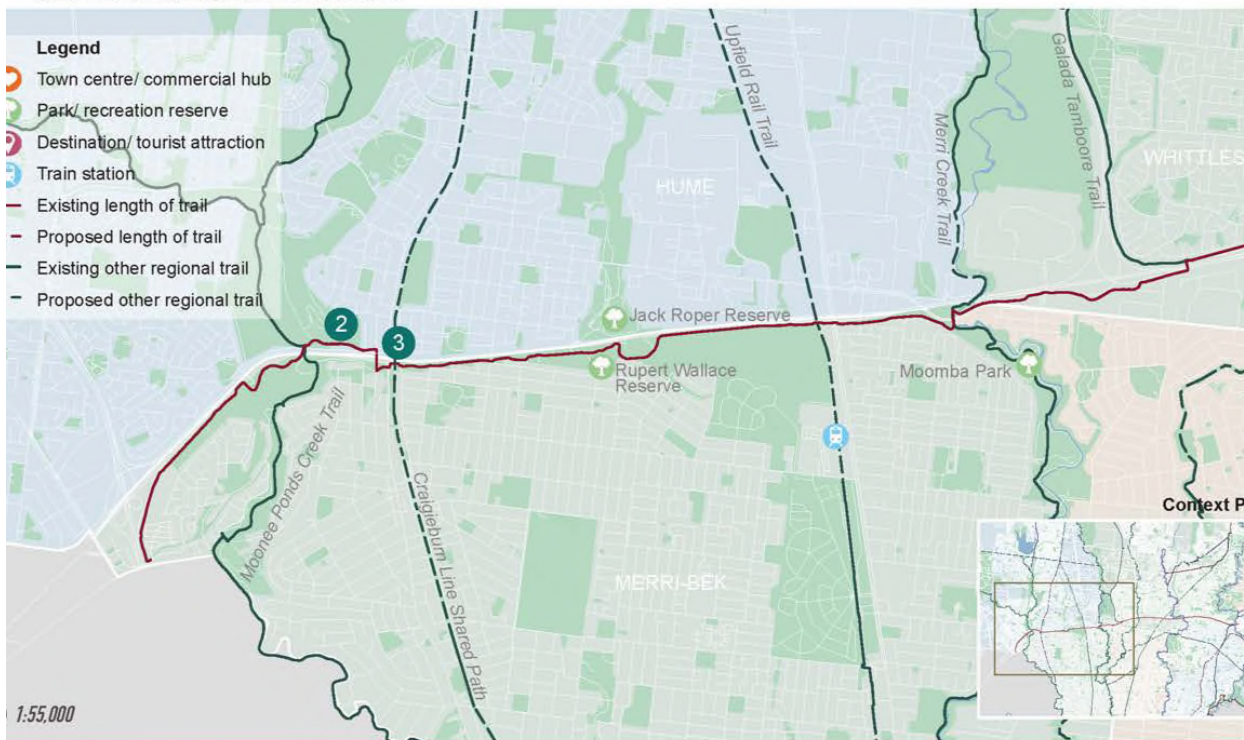
Location:
Following the Metropolitan Ring Road, this trail connects a number of
regional trails as it runs east-west from Greensborough to Gowanbrae
within the Northern Region. Beyond the study area, the trail extends
further west to Altona North.

Local Government Area:
Banyule, Hume, Merri-bek, Nillumbik, Whittlesea

Additional Stakeholders:
Major Road Projects Victoria, Melbourne Water, Metro Trains, VicRoads,
VicTrack

Auditor comments:
"A highly effective transportation/ commuting route with excellent capacity
for direct passage east-west, where few or no alternatives are available"
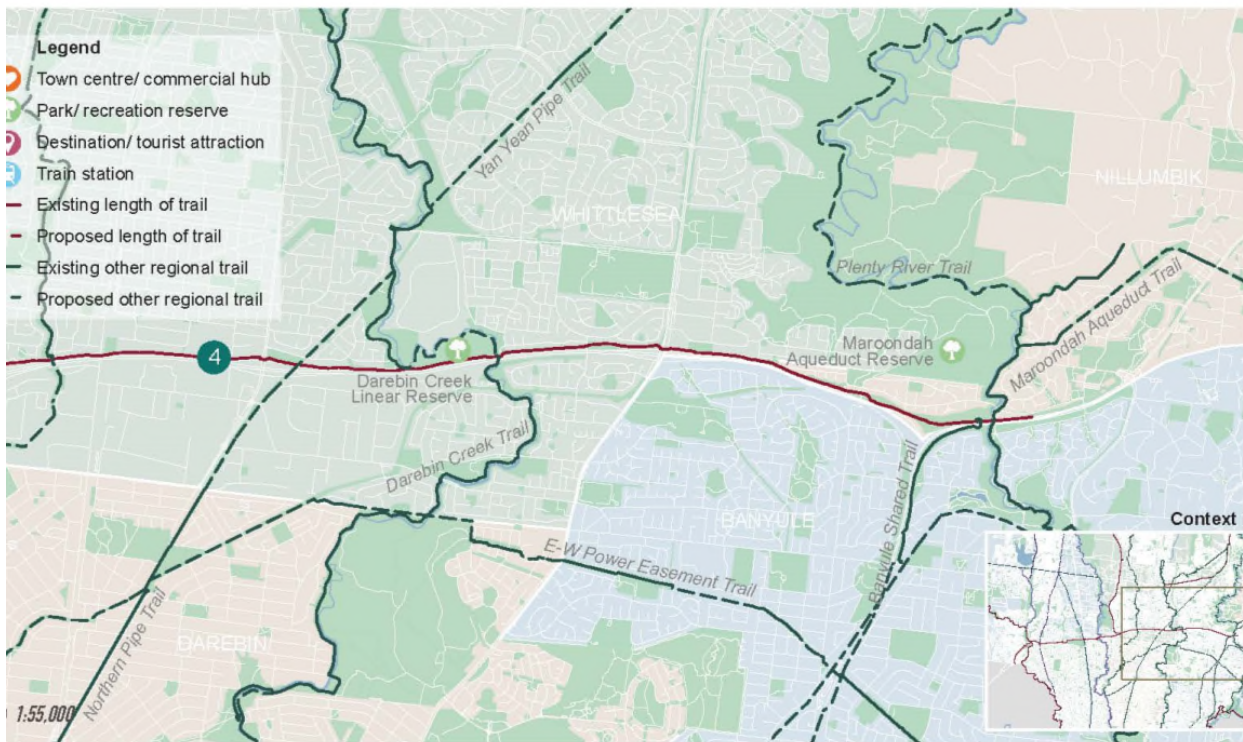
Priority Actions

1. Provide wayfinding signage along the length of the trail

2. Investigate the feasibility of realigning the section of trail east of the section of trail east of the Moonee Ponds Creek towards Jacana to reduce the incline

3. Advocate for an upgrade to the existing overpass at Jacana Station with wayfinding signage to improve connectivity and continuity

4. Upgrade section of trail between High Street and Dalton Road

6.19 MOONEE PONDS CREEK TRAIL

Trail information

Length:
29.8km (extends
beyond study area)

SCC:
Yes

Location:
The Moonee Ponds Creek Trail follows the creek corridor from
Woodlands Historic Park in Greenvale, in the north, to Brunswick West
in the south. The trail extends beyond the study area in the south to
Docklands.

Local Government Area:
Hume, Merri-bek

Additional Stakeholders:
Crown Land, Melbourne Airport, Melbourne Water, Parks Victoria,
Private landowners, The City of Moonee Valley, VicRoads

Auditor comments:
"A super-highway from the NE fringes of the CBD offering excellent commuter
and intra urban off-road cycling options and potentially a wonderful mode of
accessing Woodlands Historic Park."

Legend
- Town centre/ commercial hub
- Park/ recreation reserve
- Destination/ tourist attraction
- Train station
- Existing length of trail
- Proposed length of trail
- Existing other regional trail
- Proposed other regional trail

1:75,000
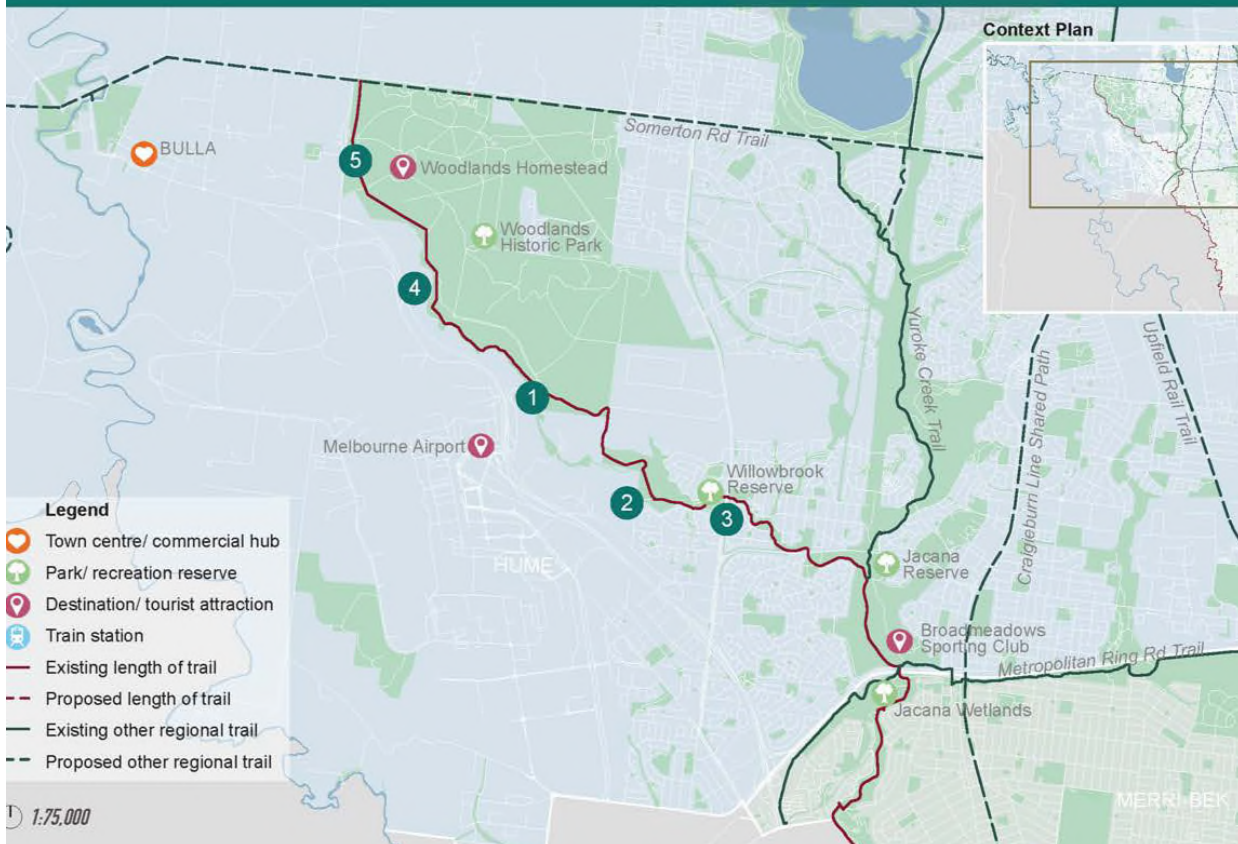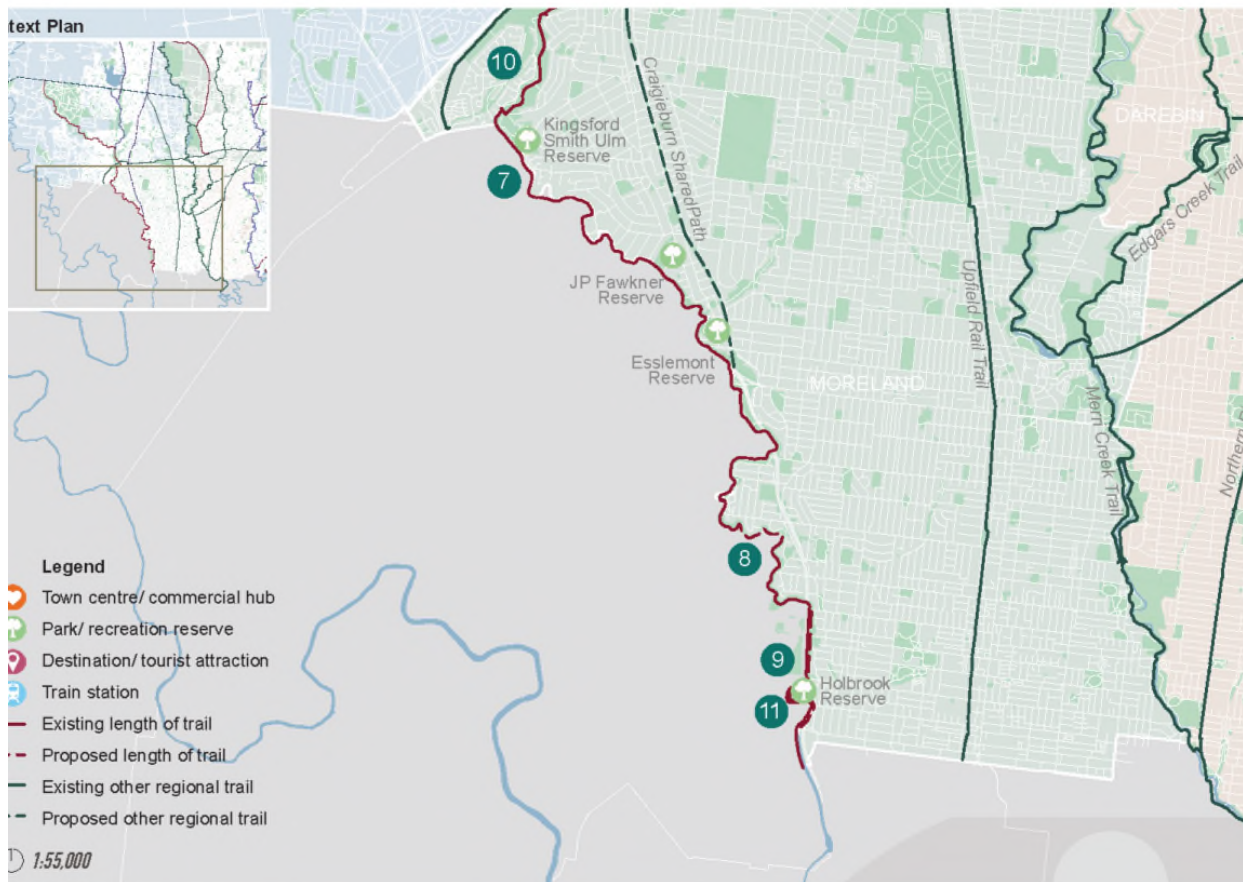
Priority Actions

1. Create a trail head at northern end of the trail at Marker Road ensuring alignment is outside federal airport boundary to avoid land access issues

2. Upgrade surface and width of trail from Marker Road to and around Willowbrook Reserve to regional trail standard

3. Upgrade surface and width of trail from Willowbrook Reserve to Westmeadows Reserve to regional trail standard

4. Construct a new section of trail from Marker Road to Living Legends/ Woodlands Historic Park

5. Upgrade existing trail from Living Legends/ Woodlands Historic connecting to Somerton Road Woodlands entrance

6. Provide wayfinding signage along the length of the trail include at crossing points, connections to other trails and where appropriate to direct users to optimal trail route where alternatives occur

7. Upgrade surface of trail from the rail line south to the Essendon Baseball Club

8. Construct section of new trail between Primrose Street and Vanberg Road (within Moonee Valley)

9. Upgrade trail surface from Boeing Reserve, Strathmore, to Brunswick Road to improve safety and cross grade

10. Resurface trail connection from Gladstone Park down the hill to main trail

11. Construct a new section of trail from Union Street to the Hope Street pedestrian bridge. Consider a new bridge using former off ramp to Denzil Don Reserve to Victoria St as an alternative if required

6.20 NORTHERN PIPE/ ST GEORGES RD/ CHEDDAR RD TRAIL

Trail information

Length:
14.1km

SCC:
Partial (south of Reservoir Station)

Location:
This trail runs relatively north-south through Darebin from Northcote to Thomastown. An additional section of trail is proposed along a series of linear reserves in Preston to connect the trail to Coburg and the Merri Creek and Edgars Creek Trails.

Local Government Area:
Darebin, Merri-bek and Whittlesea

Additional Stakeholders:
Melbourne Water, Metro Trains, VicRoads, VicTrack

Auditor comments:
"A highly effective commuting corridor with inherent issues where cyclists interact with traffic, and access impediments mar an otherwise excellent urban thoroughfare."

Legend
- Town centre/ commercial h
- Park/ recreation reserve
- Destination/ tourist attractic
- Train station
- Existing length of trail
- Proposed length of trail
- Existing other regional trail
- Proposed other regional tra

1:75,000
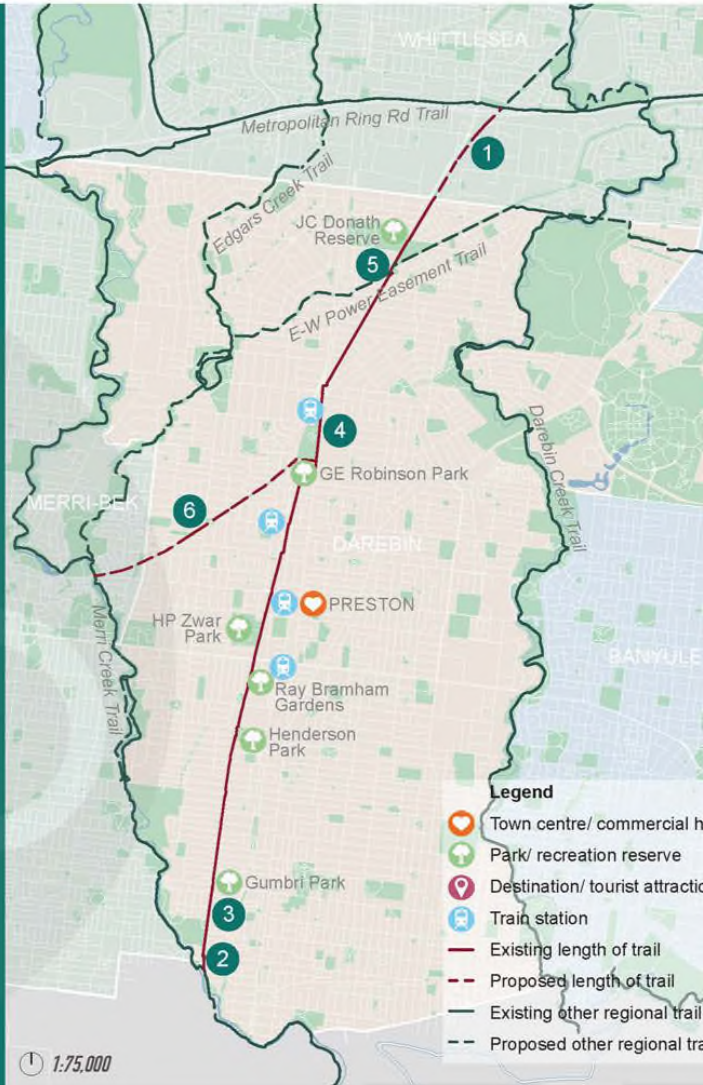
Priority Actions

1. Extend the Northern Pipe/ St Georges Rd/ Cheddar Road Trail north to the Metropolitan Ring Road

2. Improve access at the St Georges Rd/Merri Parade/ Charles St intersection to connect the Merri Creek Trail to the Northern Pipe Trail and create a direct access point to and from the trail with pedestrian and cyclist priority

3. Widen and resurface the section of trail between Clarke Street and Arthurton Road to align with newly constructed sections of trail

4. Advocate for trail alignment alongside the train line from Garden Street to Cheddar Road to replace section of trail on the footpath

5. Widen trail surface in the Cheddar Road central median from High Street to Hickford Street

6. Investigate a new section of trail from High Street (near the Melbourne Water Reservoirs) along the vacant pipe reserve to the Merri Creek Trail at Murray Road. Existing road crossings to be considered

6.21 PLENTY RIVER TRAIL

Trail information

Length:　　　　SCC:
43.5km　　　　No

Location:
Following the creek corridor, the Plenty River Trails begins at the Yarra Trail in Viewbank and continues north to Greensborough. The trail is then proposed to extend further to the Township of Whittlesea.

Note: Indicative trail alignment only. Refer to Parks Victoria's Plenty Gorge River Trail design

Local Government Area:
Banyule, Nillumbik, Whittlesea

Additional Stakeholders:
Melbourne Water, Parks Victoria, VicRoads

Auditor comments:
"A mostly very scenic trail through urban bushland with quite good flow and continuity, marred mainly by far too much variability in surface quality and width; lacks consistency"

Context Plan

Legend

- Town centre/ commercial h
- Park/ recreation reserve
- Destination/ tourist attracti
- Train station
- Existing length of trail
- Proposed length of trail
- Existing other regional trail
- Proposed other regional tr
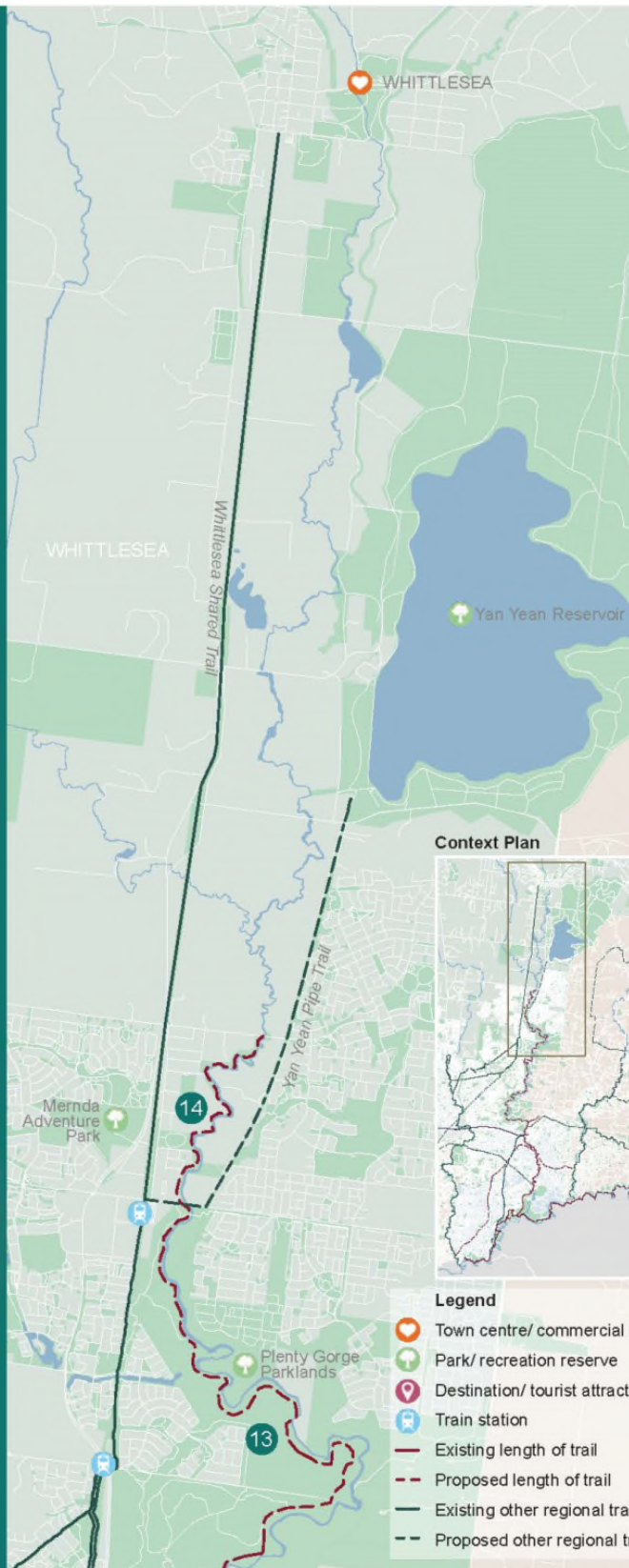
Priority Actions

1. Extend trail east to Mclaughlans Lane

2. Upgrade and widen section of trail from Punkerri Circuit to Booyan Crescent

3. Realign section of trail to reduce grade and provide an underpass at Booyan Crescent

4. Widen section of trail under the Greensborough Bypass

5. Upgrade and widen section of trail at Main Street

6. Improve wayfinding signage at Poulter Reserve to direct users to the wider trail network west of the reserve

7. Construct a new section of trail at Bicton Street

8. Upgrade and widen section of trail with wayfinding signage at Montmorency Park

9. Upgrade surface and realign trail to reduce grade south of Old Lower Plenty Road and through Banyule Flats

10. Improve wayfinding signage along the length of the trail

11. Upgrade pedestrian bridges on the Plenty River Trail where required and improve sight lines where appropriate

12. Investigate the feasibility of realigning the Plenty River Trail to the eastern bank of the Plenty River between George Court and Para Road in order to avoid the steep grade on the west bank

13. Construct a new section of trail along the creek through The Plenty Gorge Parklands to Bridge Inn Road. Support the proposal for a bridge connection from South Morang to Hawkestowe picnic area to Yarrambat Park

14. Extend the trail from Bridge Inn Road north to Hazel Glen Drive

Legend

Symbol	Description
●	Town centre/ commercial h
●	Park/ recreation reserve
●	Destination/ tourist attractic
●	Train station
——	Existing length of trail
– – –	Proposed length of trail
——	Existing other regional trail
– –	Proposed other regional tra

Context Plan

6.22 SOMERTON ROAD TRAIL

Context Plan

Legend

- ♥ Town centre/ commercial hub
- ♣ Park/ recreation reserve
- ♦ Destination/ tourist attraction
- 🚊 Train station
- ── Existing length of trail
- ─ ─ Proposed length of trail
- ── Existing other regional trail
- ─ ─ Proposed other regional trail

🕐 1:55,000

Trail information

Length: SCC:
17.8km   Yes

Location:
This potential future trail is proposed to run along Somerton Road in
Greenvale connecting the Jacksons Creek Trail in the west and the Merri
Creek Trail in the east.

Local Government Area:
Hume

Additional Stakeholders:
Major Road Projects Victoria, Parks Victoria

Northern Trails 2022   62

Legend

🔶 Town centre/ commercial hub

🟢 Park/ recreation reserve

🔴 Destination/ tourist attraction

🔵 Train station

— Existing length of trail

- - Proposed length of trail

— Existing other regional trail

-- Proposed other regional trail

1:55,000
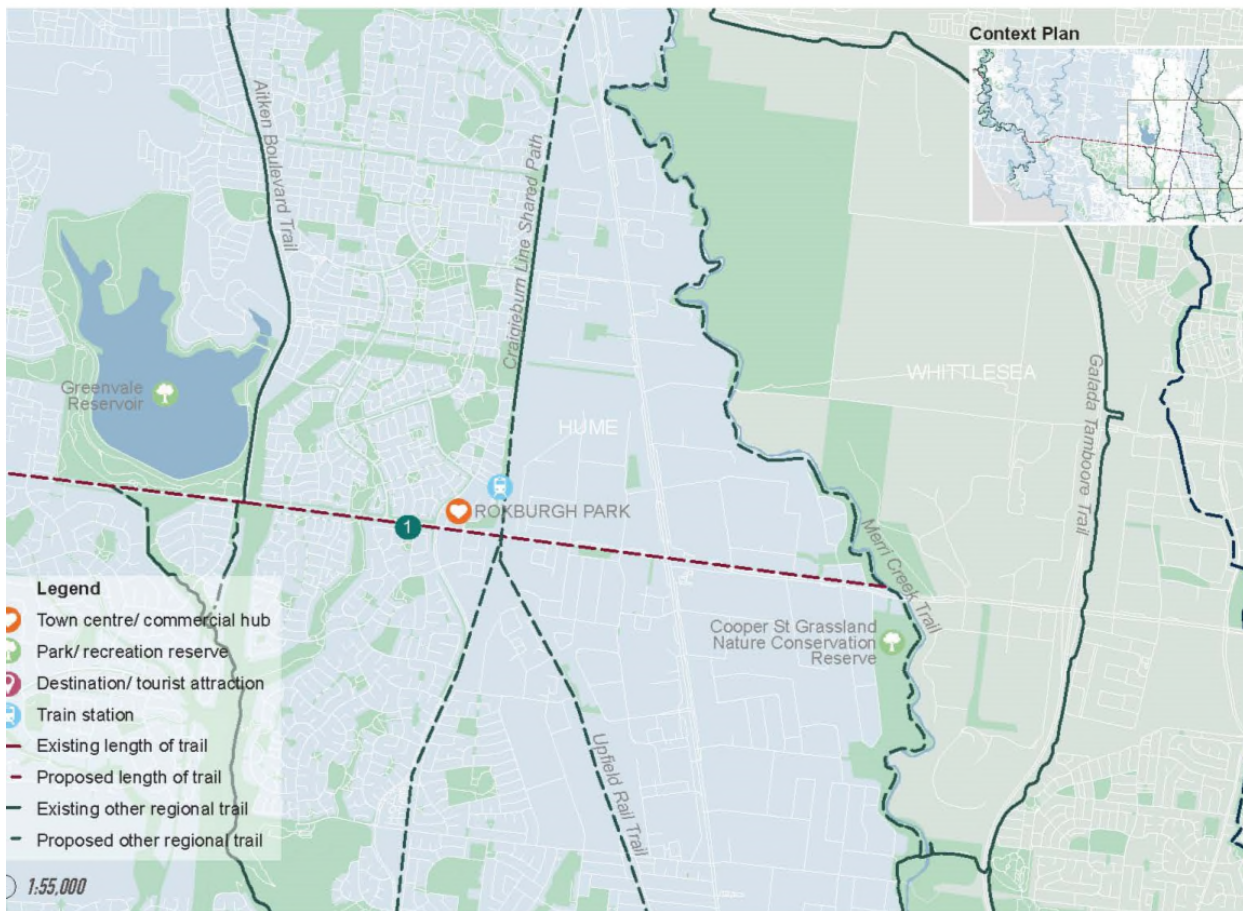
Priority Actions

1 Advocate for the construction of a new trail along Somerton Road from Jacksons Creek to the Merri Creek Trail
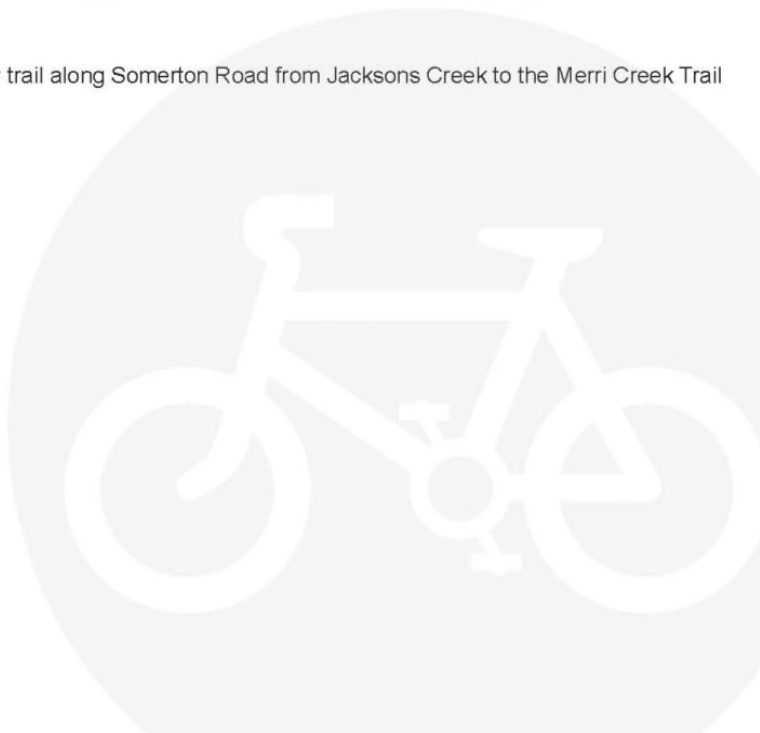
6.23 UPFIELD RAIL TRAIL

Trail information

Length: **SCC:**
11.6 (extends   Yes
beyond study area)

Location:
This trail follows the Upfield rail line from Brunswick to Fawkner with a proposed extension to Roxburgh Park.

Local Government Area:
Merri-bek and Hume

Additional Stakeholders:
Department of Transport, Metro Trains, VicRoads, VicTrack

Auditor comments:
"A potential cycling 'super highway' with enormous scope as the major north-south corridor through the densely populated suburbs from the inner north."

Priority Actions

1. Construct new section of trail from Box Forest Road north to Metropolitan Ring Road

2. Advocate to Dept. of Transport to construct a new section of trail from the Metropolitan Ring Road to Somerton Road

3. Create a signalised pedestrian crossing over Boundary Rd

4. Construct an off-road shared path along Bain Avenue

5. Widen section of trail between Plaisted St and Shorts Rd

6. Construct an off-road shared path along Ararat Avenue

7. Provide a signalised/ pedestrian priority crossing over Bakers Rd

8. Construct an off-road shared path along Renown St

9. Construct an off-road shared path along Batman Avenue

10. Upgrade and widen trail from Victoria St to Jewell Station

11. Provide a signalised/ pedestrian priority crossing over Albert St

12. Consider long term feasibility of separated cycle path between Park St and Tinning St

13. Create a signalised pedestrian crossing over Box Forest Rd

14. Create a signalised pedestrian crossing over O'Hea St

15. Create a signalised pedestrian crossing over Albion St

16. Create a signalised pedestrian crossing over Victoria St

Legend

- Town centre/ commercial hub
- Park/ recreation reserve
- Destination/ tourist attraction
- Train station
- Existing length of trail
- Proposed length of trail
- Existing other regional trail
- Proposed other regional trail

1:75,000
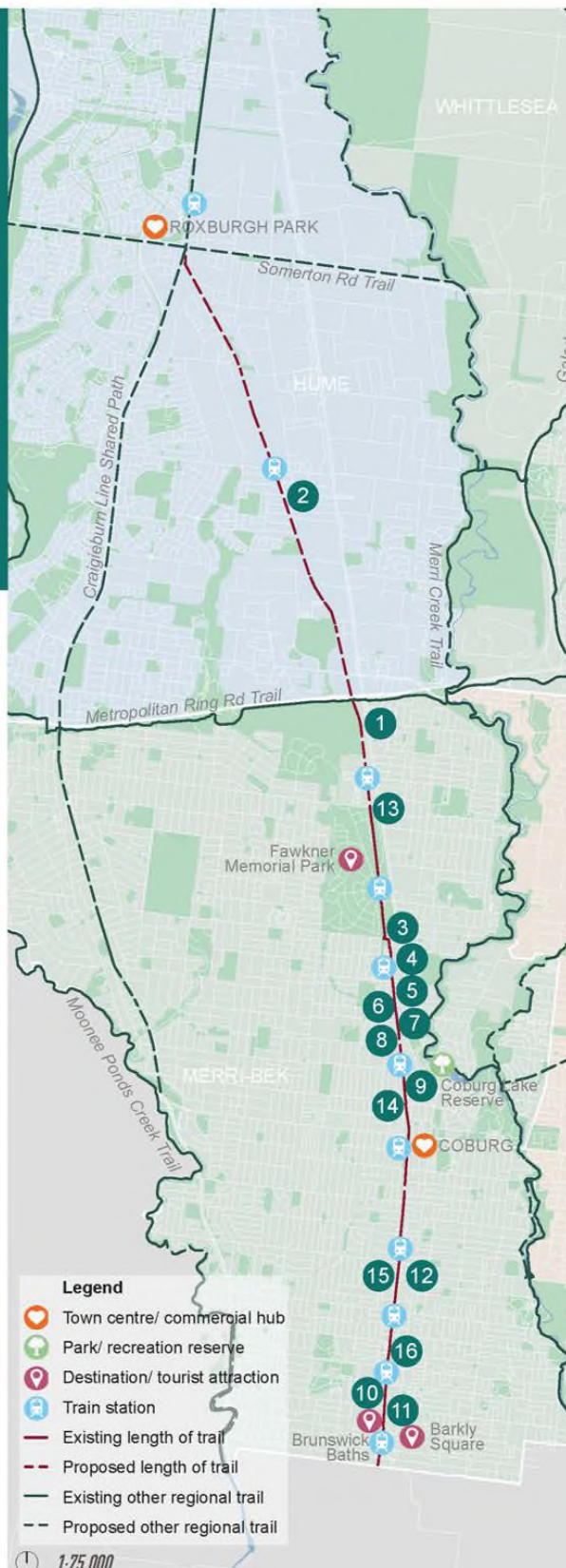
6.24 WHITTLESEA SHARED TRAIL

Trail information

Length: *SCC:*
13.5km   Yes

Location:
This trail connects Epping Station in the
south west to Mernda Station. The trail is
then proposed to continue to Whittlesea.

Local Government Area:
Whittlesea

Additional Stakeholders:
Metro Trains, VicRoads, VicTrack

Auditor comments:
"A fundamentally excellent trail that would only
benefit further with a bit more thought regarding
flow and continuity at a couple of points."

Priority Actions

1. Construct a new trail from Mernda Station
   to Whittlesea. Ensure there is provision for
   horse riders on parts of the trail

2. Provide a pedestrian priority crossing on the
   Pipe Track at the Lakes Boulevard

3. Provide wayfinding signage along the length
   of the trail

Legend

- Town centre/ commercial hub
- Park/ recreation reserve
- Destination/ tourist attraction
- Train station
- Existing length of trail
- Proposed length of trail
- Existing other regional trail
- Proposed other regional trail
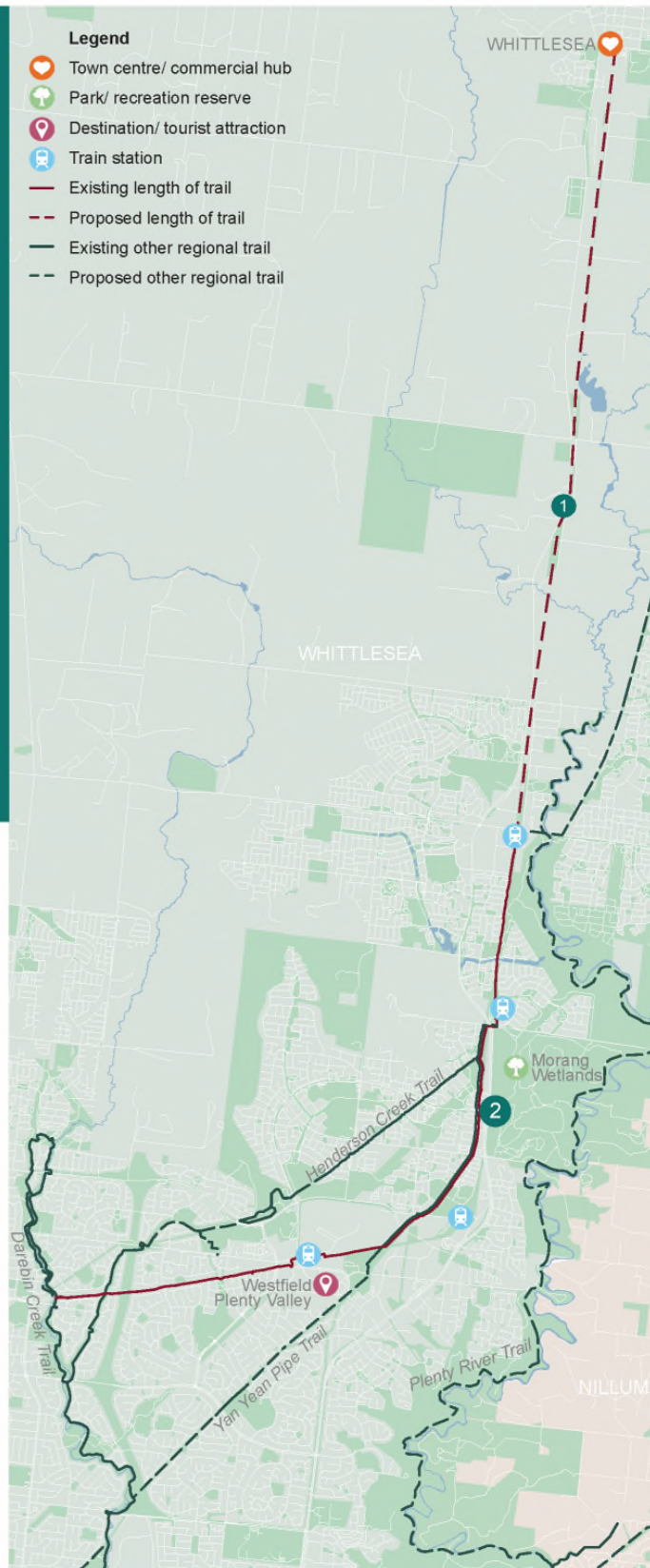
6.25 YAN YEAN PIPE TRACK

Trail information

Length:
13.5km

SCC:
No

Location:
The Yan Yean Trail begins at the Metropolitan Ring Road Trail in the south and continues in a north-east direction where it meets the Whittlesea Rail Trail. The Trail then continues from Mernda Station to the Yan Yean Reservoir.

Local Government Area:
Whittlesea

Additional Stakeholders:
-

Auditor comments:
-

Priority Actions

1. Construct a new section of trail from The Metropolitan Ring Road Trail and the Northern Pipe/ Cheddar Road Trail to the Darebin Creek Trail

2. Construct a new section of trail from the Darebin Creek Trail to Childs Road

3. Construct a new section of trail from Childs Road to McDonalds Road and the Plenty Valley Activity Centre

4. Construct a new section of trail from Bridge Inn Road to the Yan Yean Reservoir and creating a connection to the Plenty River Trail

Legend
- 🔶 Town centre/ commercial hub
- 🌳 Park/ recreation reserve
- 📍 Destination/ tourist attraction
- 🚉 Train station
- —— Existing length of trail
- – – Proposed length of trail
- —— Existing other regional trail
- – – Proposed other regional trail

6.26 MAIN YARRA TRAIL

Trail information

Length:
26.5km (extends
beyond study area)

SCC:
Partial

Location:
Following the Yarra River, the Yarra
Trail within the northern region begins in
Alphington in the west and is proposed to
continue to Warrandyte in the east.

Local Government Area:
Banyule, Nillumbik

Additional Stakeholders:
City of Boroondara, City of Manningham,
Melbourne Water, Parks Victoria

Auditor comments:
"A long, flowing trail through some beautiful
riverland countryside, with a combination of
surfaces and levels of quality (concrete, gravel,
bitumen) that would benefit greatly from an
extension to Warrandyte and beyond."

Priority Actions

1. Construct a bridge crossing over the Yarra River
to Banksia Park at the eastern end of Yarra Street,
Heidelberg

2. Undertake improvements to the Main Yarra Trail at
Banyule Flats

3. Realign the section of trail at the Banksia Street
underpass to create a gentler grade and wider trail
surface

4. Upgrade surface and width of existing trail from Banksia
Street to Yarra Street

5. Upgrade surface and width of existing trail from junction
with Plenty River Trail to Fitzsimons Lane Reserve

6. Provide wayfinding signage along the length of the trail

7. Construct shared use trail from the Mullum Mullum Creek
Trail to the Warrandyte State Park

8. Construct a bridge crossing over the Yarra River to
Birrarrung Park

9. Construct a bridge crossing over the Yarra River to
Bulleen Park

6.27 YUROKE CREEK TRAIL

Legend
- Town centre/ commercial hub
- Park/ recreation reserve
- Destination/ tourist attraction
- Train station
- Existing length of trail
- Proposed length of trail
- Existing other regional trail
- Proposed other regional trail
- 1:55,000
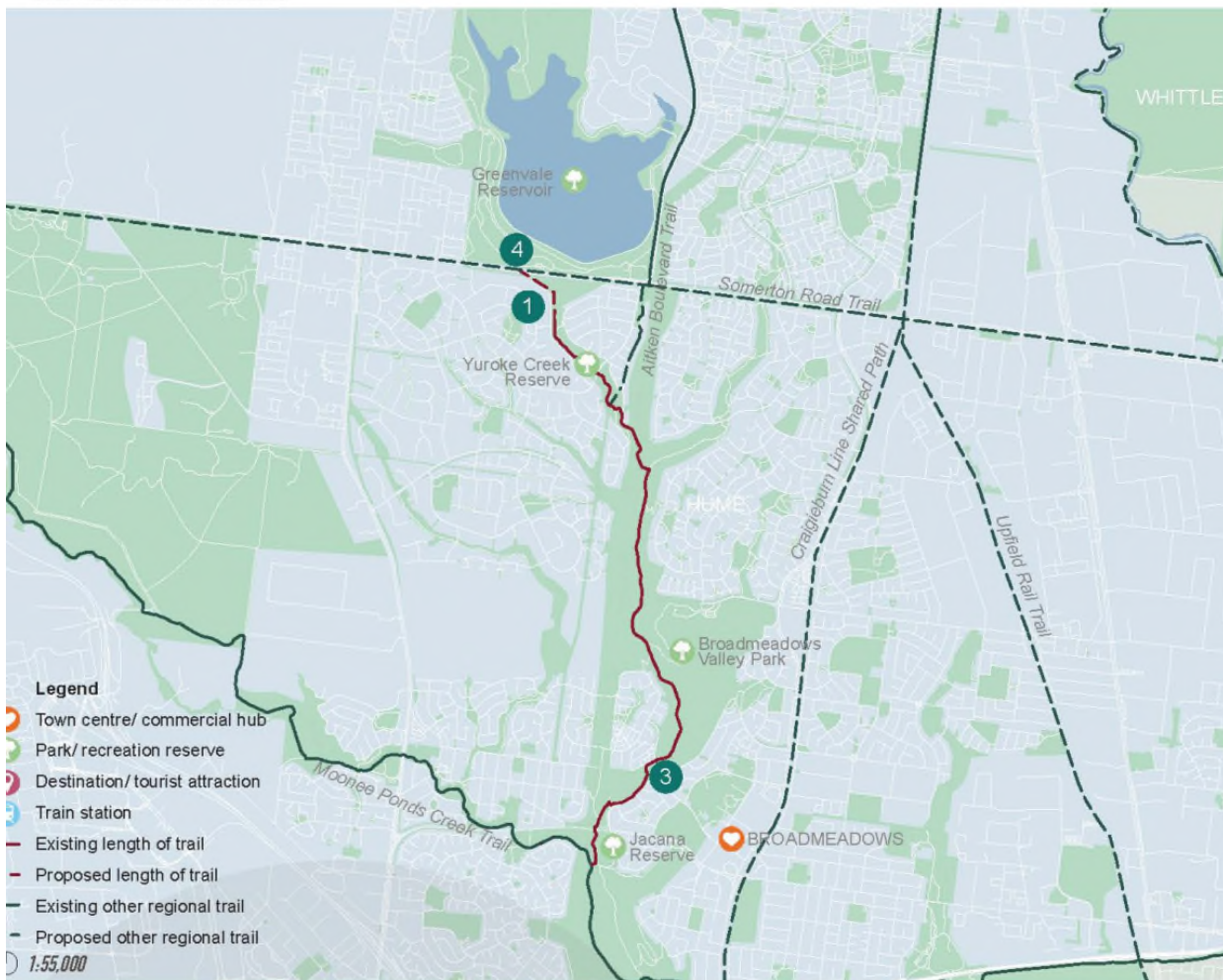
Trail information

Length:
6.5km

SCC:
Partial

Location:
The Yuroke Creek Trail runs along the creek corridor from Broadmeadows to Greenvale through the Broadmeadows Valley Park

Local Government Area:
Hume

Additional Stakeholders:
Major Road Projects Victoria, Melbourne Water, Parks Victoria, VicRoads

Auditor comments:
"A pleasant and meandering trail of adequate width quality, with good access at the southern end from Moonee Ponds Creek Trail, that could be improved with signage and a safe northern access point."

Priority Actions

1. Partner with Melbourne Water and MRPV to plan and construct new section of trail along the Melbourne Water Pipe Track from Greenvale Reservoir Park south to the existing section of the Yuroke Creek Trail, including a safe crossing option for Somerton Road

2. Provide wayfinding signage along the length of the trail

3. Investigate the provision of a pedestrian priority crossing at Dimboola Road, remove bicycle chicanes from either side and improve the path intersection treatment

4. Provide a pedestrian priority crossing at Somerton Road to connect trail to Greenvale Reservoir

5. Undertake a staged upgrade of the trail to a regional standard width with linemarking

7. TRAIL INFRASTRUCTURE

Blind Creek Trail

There are a wide variety of elements that make up a regional trail network. Firstly there is the trail surface itself, which can vary in width and construction material. Trails often also have a range of supporting infrastructure, including signs (both directional signs to tell people where the trails lead, as well as hazard and use-related signs), lights, seats, shelter, and drinking fountains. There are also functional benefits provided by non-built elements, such as trees providing shade and planted areas acting as buffers between different uses (e.g. creating a soft barrier between a trail and a play space). All of these elements play a role in the way a trail is used and influence the trail-use experience. The type and quality of facilities also have broader impacts upon the way trails present themselves and are perceived, impacting upon the character of a place and sense of community.

The different trail infrastructure components are addressed separately in this section. The key recommendations are then summarised at the end in two diagrams covering trail infrastructure standards and guidelines. The recommendations within this chapter generally outline the ideal outcomes. There are various factors involved in trail and infrastructure implementation that will require case by case consideration and the potential need for compromise.

7.1. TRAIL SURFACES

7.1.1 Materials
Regional trails within Northern Melbourne are made up of three main construction materials. The relative benefits and issues with each are summarised below.

Material	Positive attributes	Negative attributes
Concrete	• Durable - very little maintenance required once installed.	• Inflexible - if tree roots or subsurface conditions cause movement, this will result in cracking and abrupt level changes creating significant hazards. • Regular jointing required, which can create a bumpy ride for cyclists if tooled joints are used (alternative joints are now commonly used). • Runners often avoid using concrete surfaces because the inflexible surface can be harsh on joints. • More expensive than the other two options identified here.
Bitumen/ asphalt	• More flexible than concrete, meaning that they do not need regular joints, and any lifting of pavement tends to occur gradually, initially creating rises and falls within a surface rather than abrupt cracks and edges.	• Because of the flexibility of the material, it needs to be edged to prevent edges deteriorating. Timber edging is commonly used but deteriorates over time. • Problematic when installed on highly reactive subgrades such as clay. Shrink-swell behaviour of reactive subgrades can cause cracking to pavement.
Gravel	• Provides a more natural trail character than hard paved options. • Preferred surface for equestrian use. • The least expensive of the three options identified here. • Reduced speed of cyclists minimising trail conflict between cyclists and other users.	• Variable quality, dependent upon the material used, the quality of the installation and drainage conditions. • Susceptible to water damage (erosion from water flowing, and softening from pooling water). • Edge maintenance can be an issue if a hard edge is not provided. • Gravel surfaces are not particularly well-suited to narrow-tyred 'road' cycles. • Not suitable for users with mobility aids or physical ailments due to uneven surface. • More regular and intensive maintenance required.

FIGURE 7.1:
Regional trail construction material examples.
Top: Concrete trail construction (Merri Creek Trail)
Middle: Asphalt surface (Diamond Creek Trail)
Bottom: Gravel (Edgars Creek Trail)

The three options noted (examples pictured in figure 7.1) are ordered from most to least expensive. However it should be noted that the difference in upfront costs are relatively minor compared to the ongoing maintenance costs, i.e. decisions to use gravel surfaces based primarily upon installation costs should be very mindful of the ongoing maintenance costs. Other specialist surfaces (such as boardwalks) are used sparingly to address specific circumstances due to the high costs of construction, long-term maintenance costs and safety concerns.

There is a mix of trail surface materials used for the regional trail network within the study area, but there are some patterns that able to be observed:
•   Concrete appears to be the dominant surface material across the network, particularly within the more urban and populated areas.
•   Gravel surfaces appear to be preferred for trails within a rural environment or a more natural setting (i.e. sections of the Edgars Creek Trail).

Where compacted gravel surfaces are the preferred trail material, the following guidelines should be considered:
•   gravel surfacing should not be used if the trail has a focus upon commuter use
•   gravel surfacing should not be used if there is potential for flooding
•   gravel surfacing should be used where a trail targets equestrian use
•   gravel surfacing should be considered if the trail is in a rural setting.

7.1.2 Conditions
In the community questionnaire undertaken as a part of the project, only 5% of respondents identified trail condition as a reason preventing them for using the trail network. However a significant number of respondents identified the following as changes to the network that would increase their usage of the trails:
•   Wider trails - 36% of respondents
•   More trails hard paved (i.e. concrete or asphalt surface) - 25.43%
•   Better all abilities access - 8.43%
•   More regular sweeping of the trail - 13.86%

This indicates that while trail condition does not stop people from using the trails, usage rates would likely increase if the condition of the trail network was improved.

7.1.3 Trail width & trail separation
Regional trails within the study area vary in width, with the majority being between 1.5m and 2.5m wide. In general the narrower paths are older or exist within constrained corridors (i.e. creek or rail corridors), while recently-installed paths are 2.5m wide or more.

One standard available regarding trail width is that provided by Austroads (the peak organisation of Australasian road transport and traffic agencies). Austroad publish the *Guide to Road Design Part 6A: Paths for Walking and Cycling (Second edition, June 2017),* which lists suggested shared path widths for 'regional' and 'recreational' shared paths. For regional shared paths the suggested desirable minimum width is 3.0m, with an acceptable range from 2.5 to 4.0m. For recreational shared paths the suggested desirable minimum width is 3.5m, with an acceptable range from 3.0 to 4.0m. Building upon the Austroad guide is the *Traffic Engineering Manual Vol 3 Part 218 VicRoads Design Guidance for strategically important cycling corridors, 2016.* As the name suggests, this document focuses upon Strategic Cycling Corridors (SCCs) that are intended to improve cycling to and around major activity centres in metropolitan Melbourne, and to provide routes catering for high volumes of cyclists.

It is noted that the 2016 version of this strategy identified an aspiration for paths to be at the upper end of these width ranges (i.e. minimum 3m wide, and 4m wide where possible). Wide paths do provide benefits to users on busy trails, helping to minimise conflict between trail users, and is a worthy aspiration where space allows and usage expectations are high. However, space is very regularly an issue when retrofitting trails to developed urban areas and wider trails significantly exacerbate the issue.

The latest Austroads document also provides guidance relating to designing path widths based upon known peak hour cyclist and pedestrian volumes. Where known usage volumes are available (i.e. from Council installed counters or Bicycle Network Victoria's Super Saturday and Super Tuesday count data), the following recommendations for regional trails from Austroads should be applied:

Recommended trail type	Pedestrian volumes	Cyclist volumes
Minimum 2.5m wide shared path	0-50 per hour	0-550 per hour
Minimum 3.0m wide shared path	50-100 per hour	550-1000 per hour
Separated dedicated paths for pedestrians and cyclists (note: if separated paths are not feasible, a wider shared path of 3.5-4.5m should be considered instead)	Over 100 per hour	Over 1000 per hour

The Austroads *Guide to Road Design Part 6A: Paths for Walking and Cycling (Second edition, June 2017)* notes that;

> *a separated path is a path divided into separate sections, one of which is designed for the exclusive use of cyclists and the other for the exclusive use of pedestrians. A separated path may be appropriate where there are safety or conflict issues such as where there are a high number of pedestrians and/or cyclists, or the desired level of service on a shared path is not being met.*

While this kind of separated path is not a regular feature of the regional trail network in Northern Melbourne, the recently installed section of the Upfield Rail Trail between Moreland and Coburg Station is a good example to follow if being considered in other areas within the region (refer figure 7.2).

The idea of separated paths also has higher-level support. *Victoria's 30-year Infrastructure Strategy* (2016), prepared by Infrastructure Victoria, makes recommendations relating to walking and cycling infrastructure to 'increase walking and cycling for transport' and 'encourage people living along congested corridors and in higher density areas to shift to active travel to reduce the demand on other transport modes'. It specifically notes trail separation as a key part of this, under both recommendations 4.1 and 10.3:

> *improving standards for existing walking and cycling networks, in particular the separation of walking and cycling paths and also from other road users.*

FIGURE 7.2:
An example of a separated regional trail recently installed along the Upfield Rail Trail, Coburg

The idea of separated paths is also popular among trail users. In the questionnaire undertaken as a part of this project, respondents were asked which potential trail improvements, from a list of 23, would increase their usage of the trails (with multiple selections allowed). The item 'separated pedestrian and cycling trails in high use areas' was selected by just under half (47.43%) of the respondents, the fourth most popular response. By comparison, the item 'wider trails' was selected by 36% of the respondents. The popularity of the idea of separated paths arises from the conflicts between users, including pedestrians feeling unsafe sharing trails due to fast-moving bicycles and many cyclists feeling unsafe sharing trails with dogs that are off-lead and not under effective control.

Factors working against heavily-used regional trails in Northern Melbourne being separated include:
- **Space** - Many existing trails are located within relatively tight corridors, often also constrained by existing vegetation or infrastructure. Finding the space to build separated paths will not be possible in many locations. This is particularly true when talking about longer lengths of trail, rather than just individual sections. Separation of trails may not be particularly effective if separation is achieved for only short sections due to 'bottle-necks', therefore requiring regular merging.
- **Character** - Separated paths are the freeways of trail infrastructure, and inevitably have a larger footprint and more visual impact than shared paths.
- **Construction cost** - Providing separate trails for cycling and pedestrian use doubles the cost of providing the facility.

7.2 TRAIL SIGNAGE

Signs play a significant role in the experience of trails, whether they be behavioural, wayfinding or interpretive signs.
- Behavioural signs along trails are used to direct user behaviour in order to reduce user conflicts and to ensure comfort for users. Key examples include:
  - notification that paths are shared, which may include directions regarding shared trail etiquette (such as warning other users prior to passing, keeping left, and keeping dogs on leads).
  - directions for cyclists to slow down due to trail conditions ahead.
  - notification of potential hazards, including flood information, dog off-lead areas and playgrounds.
- Wayfinding (or directional) signs assist users in finding their way around the trail network and to reach destinations. This includes destinations along the trail, surrounding destinations, and connections to other paths and trails.
- Interpretive signs typically provide information and stories about the nature, culture and/or history of a place. This type of sign is not integral to the functioning of a trail network, and so is not a focus of this project. This kind of sign can provide interest and improve the user experience of a trail.

7.2.1 Sign types and styles
As is inevitable for a trail network developed by different parties over a long period of time, there is a wide variety of existing sign types and styles existing on the regional trails of Northern Melbourne.

It is recommended that a standard suite of directional signs be developed for regional trails in Northern Melbourne, and that these be used on all new regional trail construction projects and gradually replace signs on existing trails. The benefits of a standard suite are:
- Consistent quality. A standard suite of signs sets a minimum quality, both aesthetically and in the way information is being communicated.
- Ease of maintenance. A standard suite of signs streamlines repair and maintenance of signs.
- Marketing. A standard signage suite contributes to visual branding of the trails.

It is recommended that the standard suite of signs link with proposals for standard regional trail signs elsewhere across Melbourne and Victoria. The recommended sign type is based upon the outcomes of a workshop titled *Bicycle Wayfinding: The case for a metropolitan approach* held by Knox City Council in 2012, and the report *Finding Melbourne: Standardising Melbourne/Victorian Bicycle Wayfinding Systems* (2012) by Chris Hui and Winchelle Chuson. The aim of this workshop and resultant report is to have a standard suite of wayfinding signage across the shared trails within the Melbourne Metropolitan areas and across the state.

Key features of this signage suite include:
- **Legibility** - The signs are simple and legible.
- **Robustness** - The signs are robust, do not attract vandalism or graffiti, and are easily cleaned or replaced in the event of damage.
- **Simple and affordable** - Having many simple signs is more beneficial to users than fewer ornate ones.
- **Information hierarchy** - A hierarchy of information is established, with priority given to destinations, but also including distances and the route name, where applicable.

Figure 7.3 shows an example of the proposed signage suite recommended in *Finding Melbourne: Standardising Melbourne/Victorian Bicycle Wayfinding Systems* (2012). This suite is also a recommendation of the *Western Regional Trails Strategic Plan* (2017) and *Eastern Metropolitan Trails Strategy* (2018). Implementation of this suite across the study area will allow for a consistent approach to wayfinding across the eastern, western and northern regions of Metropolitan Melbourne.

Some customisation of this standard sign type may be appropriate to allow the branding of key regional trails with a strong tourism focus, but the key features of the standard sign suite should be retained.

As an alternative, a distinctive signage suite may be developed on a trail-by-trail basis. Whilst this would mean that each trail within the Northern Trails network would be different (and therefore potentially negate the benefits of a standardised signage suite as discussed above), it would allow for individual branding of each of the trails and a consistent suite along the length of the trail. Implementation of this type of suite may involve coordination and involvement from neighbouring Councils outside the northern region. The signage suite recently implemented along the Merri Creek Trail, as shown in figure 7.4, is a good example of a distinctive suite implemented along the length of the trail across multiple municipalities. The recently installed signage on the Darebin Creek Trail is another example of a successful cross-municipality signage suite.

7.2.2 Emergency markers

Emergency markers are signs that allow locations to be pinpointed for emergency services. They are of greatest use in locations, such as many of the trails, where other navigational aides such as street intersections and house numbers are not available. Emergency markers in Victoria are managed by the Emergency Services Telecommunications Authority (ESTA). They produce the *Emergency Marker Signage Guidelines* document that identifies the sign types required and location guidelines.

Emergency markers are recommended along regional trails every 500 to 1000 metres, as well as at trail heads, junctions, significant features, activity nodes, and where the level of risk is increased.

FIGURE 7.3:
An example of the proposed standard sign type for regional trails in Eastern Melbourne.

FIGURE 7.4:
An example of the existing signage suite along the Merri Creek Trail by Aspect Studios.
Source: www.aspect-studios.com/project/merri-creek-trail

7.3 TRAIL FACILITIES

Trail facilities such as seating, drinking fountains, toilets and lighting can play an important part in the regional trail usage experience. Where trails intersect with parks, activity centres and civic facilities, these functions can be provided separate from the trail. Toilets, shelters and barbecues, for instance, are better addressed as a part of a municipal open space strategy, keeping trail users in mind.

Commercial precincts and town centres can provide good opportunities for rest stops, food and drink, and toilet facilities. Indeed these locations, along with transport hubs such as train stations, are in many cases the destinations of trails users. In such cases, the 'trail head' infrastructure is being provided by these facilities.

Where facilities are provided on trails, they need to be designed to avoid interfering with the safe use of the trail by all users. For instance, seats should not be placed too close to the trail surface.

The following are types of trail infrastructure, with recommendations regarding their use associated with regional trails in Northern Melbourne. Recommendations regarding their provision are summarised in figure 7.5.

- *Seats* - Seats should be provided in locations where people may want to sit. This may apply to locations with attractive views or outlooks. It may also apply to locations where people may want to rest or wait for others, such as at destinations, trail heads, or in the vicinity of other facilities such as toilets. In general, seats with backs and arm rests provide more comfortable seating for people wishing to sit for a period of time, while benches are more suitable for short term seating.
- *Lights -* The majority of regional trail usage occurs during daylight hours. Lighting is therefore generally not considered as a standard requirement for regional trails, except in situations such as tunnels or underpasses where low levels of light are experienced during daylight hours. There are a number of potential disadvantages of providing lighting to trails, including disturbance of wildlife, the potential attraction of undesirable and antisocial night time activity, and the cost of operation. The kind of users who most benefit from lighting are people using sections of regional trails in a relatively local way over the winter months, such as recreational walkers, dog walkers, and commuters. Where there is evidence of strong potential benefits for these groups without the potential disadvantages noted above, lighting should be considered.
- *Drinking fountains -* Drinking fountains provide opportunities for trail users to rehydrate while using the trail. They are particularly popular with people undertaking exercise on trails during warmer weather. Walkers and joggers are more likely to use them than cyclists, who have more opportunity to carry their own water bottles. Drinking fountains are most efficiently provided associated with parks, where water connections are likely to already exist. Dog drinking bowls can also be associated with drinking fountains.
- *Rubbish bins -* Rubbish bins should be provided only at key activity nodes, destinations and in key dog off-lead/dog walking areas. In many cases these nodes and destinations will already have bins (e.g.. parks, railway stations, civic buildings). Bins should only be considered where there is easy access for rubbish trucks and the capacity to service them. Parks Victoria has a carry-in carry-out rubbish policy throughout its estate.
- *Bicycle parking -* Regional trails attract a lot of cycling users, so there is a strong demand for bicycle parking at key destinations and stopping points along the way. In most cases simple 'hoop' style parking is appropriate, but for destinations such as railway stations where people are likely to be regular users requiring secure longer-term parking, cage style parking should also be considered. E-bike charging stations should be considered at transport node connections or on higher use commuter trails.
- *Bicycle pump and repair stations -* Further to bicycle parking, maintenance stations allow cycling users to perform on-the-go repairs to allow safe and convenient travel along the trails. These should be considered for key activity nodes such as trail heads and transport hubs.

- *Shelter -* The length of the trail network means that the provision of shelter needs to be focussed upon points where it is most needed. These points logically include trail heads, key destinations and stopping points. Where shelters are provided, other facilities are also likely to be appropriate, including seating, drinking fountains and bins. Shelter types can vary depending upon the preferences of the relevant Council, but should provide both sun and rain protection. Shelters directed primarily at trail users do not need to be large (compared to those targeted at picnics and others gathering in larger numbers).
- *Other 'end of trip' facilities -* end of trip facilities such as showers and change rooms may be desirable for some regional trail users, especially commuters and tourists. Due to the construction cost and maintenance requirements associated with end-of-trip facilities, having them fulfil the needs of multiple user groups may assist in making them viable. Examples of where a shared approach may work include at beaches (where showers are commonly provided) and at civic buildings (where staff may also use these facilities).

Infrastructure element	Infrastructure provision			
	Regular (<500m spacing)	Occasional (500-1000m spacing)	At key activity nodes	Where required for safety reasons
Behavioural signs		o	o	
Bicycle parking		o	●	
Bicycle pump & repair stations			o	
Directional signs	●			
Drinking fountains		o	●	
Emergency markers (in accordance with ESTA requirements)		●		
End of trip facilities (e.g. showers)			o	
Interpretive signs		o	o	
Lights		o	o	●
Outdoor fitness equipment			o	
Public toilets			●	
Rubbish bins			●	
Seats		●	●	
Shelter			●	
Vegetation (including shade trees)	●			

● mandatory
● recommended
o to be considered

FIGURE 7.5:
Regional trail infrastructure provision recommendations

7.4 TRAIL-SIDE VEGETATION

Trail-side vegetation can provide a range of benefits, including:
- **Function** - including the provision of shade from trees, and the use of vegetation in creating a barrier/buffer between different uses. Shade is particularly important along active transport routes for the comfort of users.
- **Character** - vegetation can contribute strongly to the appeal of trail settings, by creating visual interest, contributing to a sense of respite from the urban environment, and by screening undesirable views.
- **Environmental** - linear trail corridors are in many cases ideal habitat corridors, and the management of trail-side vegetation can play an important role in their effectiveness.

For these reasons, vegetation should be incorporated into regional trails where possible. The incorporation of vegetation needs to be mindful of potential issues, including:
- **Existing vegetation impacts** - installing new trails may result in the need to remove existing vegetation, or create conditions that are detrimental to the health of existing vegetation.
- **View lines** - thick vegetation should be offset from trails to allow trail users to see other trail users and to minimise the presence of hiding places.
- **Collision risk** - there should be a buffer between the trail and tree trunks to prevent injury from people colliding with them.
- **Trip risk** - vegetation should be designed and managed in a way that minimises the risk of plants growing onto the trail surface to avoid potential trip hazards.
- **Maintenance burden** - the length of trails means that any maintenance-intensive activities required along trail edges can involve significant resources and cost.

The approach to trail-side vegetation needs to strike a balance on a case-by-case basis regarding the benefits and potential issues noted above. In some cases this may require compromises to the trail infrastructure.

7.5 INTERSECTION TREATMENTS

Especially in built-up urban environments, trail intersections with roads and other paths and trails can be numerous. There are a wide variety of intersection treatments to select from based upon the intersection type. The options range from line marking for trail intersections with paths, through to signalised intersections for busy roads. The options are detailed in the Austroads *Guide to Road Design Part 6A: Paths for Walking and Cycling*, and the recommendations of this document should be applied for all trail intersection treatments.

7.6 TRAIL INFRASTRUCTURE STANDARDS AND GUIDELINES

Standards and guidelines are provided here to guide the development of new regional trails, and regeneration/replacement works on existing regional trails within Northern Melbourne. The standards (items that must be addressed) are shown in figure 7.6, while the guidelines (items that should be considered) in figure 7.7. These standards and guidelines are intended to supplement the Austroads *Guide to Road Design Part 6A: Paths for Walking and Cycling*, which provides the over-arching standards for path and trail construction. Trail infrastructure standards and guidelines should be assessed to align with the existing guidelines and policies of relevant stakeholders.

STANDARD FOR TRAIL CLEARANCE
A clearance of one metre must be provided between the trail pavement edge and other elements, including furniture, signs, lights, and vegetation.

STANDARD FOR SIGNS
A standard suite of signs is to be used consistently for wayfinding and behavioural signage.

STANDARD FOR EMERGENCY MARKERS
Emergency markers complying with ESTA requirements to be installed every 500m-1km. Emergency markers can be incorporated into other trail signage. Bollards should be easily distinguishable from the trail with luminance contrast greater than 30%.

STANDARD FOR TRAIL PAVEMENTS
Surface material
*   Most trails to be either concrete or asphalt .
*   All pavements to be designed to accommodate maintenance vehicle access (i.e.. for concrete min. 150mm depth reinforced concrete)
*   Saw cuts (rather than ruled/tooled joints) to be used for concrete surfaces to reduce 'bumpiness' for cyclists.
*   Compacted gravel surfaces are only to be considered on trails that:
    - are not intended to be used for cycle commuting
    - have no flooding risk or drainage issues
    - are to accommodate equestrian use

Pavement width
*   Typically 3.0 metres wide to allow clear passing of oncoming trail users.
*   Min. 2.5 metres wide where physical constraints prevent greater width.
*   Segregated paths to be considered for high-use paths, in line with Austroads recommendations.

UNIVERSAL DESIGN
Regional trails must be designed to be accessible to as broad a section of the community as possible. This requirement infiltrates most aspects of trail infrastructure design. Though universal access is the ideal outcome, certain topographic conditions and/or ecological or cultural heritage sensitivities may inhibit feasibility in some cases.

FIGURE 7.6:
Regional trail infrastructure standards for Northern Melbourne.

LIGHTING GUIDELINES
Lighting should be considered in areas where there is a clear benefit such as in dark underpasses, and for providing a safe route in high use areas for commuters and recreational users. These benefits should be weighed against potential disturbance to habitat values along the trails.

VEGETATION GUIDELINES
Trees should be planted near trails to provide shade and amenity benefits, but far enough away to avoid interfering with the trail function (min. 1 metre from the trail edge and to ensure good sight lines). Appropriate shrubs and vegetation should be selected to avoid growth onto the trail surface. Vegetation should be kept under 1m high to maintain safe view lines and 1m from trail edge.

SEPARATED PATHS
Segregated walking/cycling surfaces should be considered for high-use trails in line with Austroads guidelines.

BICYCLE PARKING GUIDELINES
Bike parking should be provided at all key destinations and stopping points (and should be installed at least 1 metre from the path edge onto concrete or asphalt). Consider e-bike charging stations, particularly on commuter trails or at transport node connections.

FURNITURE GUIDELINES
- **Seats** with arm rests and backs should be provided on all trails, approximately every 500 metres, focused upon areas where people will want to sit (view points, trail heads, intersections, facilities and activity nodes).
- **Rubbish bins** should be provided only at key activity nodes, destinations and key dog off-lead/dog walking areas.
- **Drinking fountains** should be provided at key activity nodes, destinations and key dog off-lead/dog walking areas where these are existing water connections.
- **Shelters** should be provided at key activity nodes and destinations, providing shade and rain shelter for small groups.

PUBLIC TOILET GUIDELINES
Access to toilet facilities is important for busy trails. These facilities are most efficiently and effectively provided through adjoining reserves, activity centres and civic facilities.
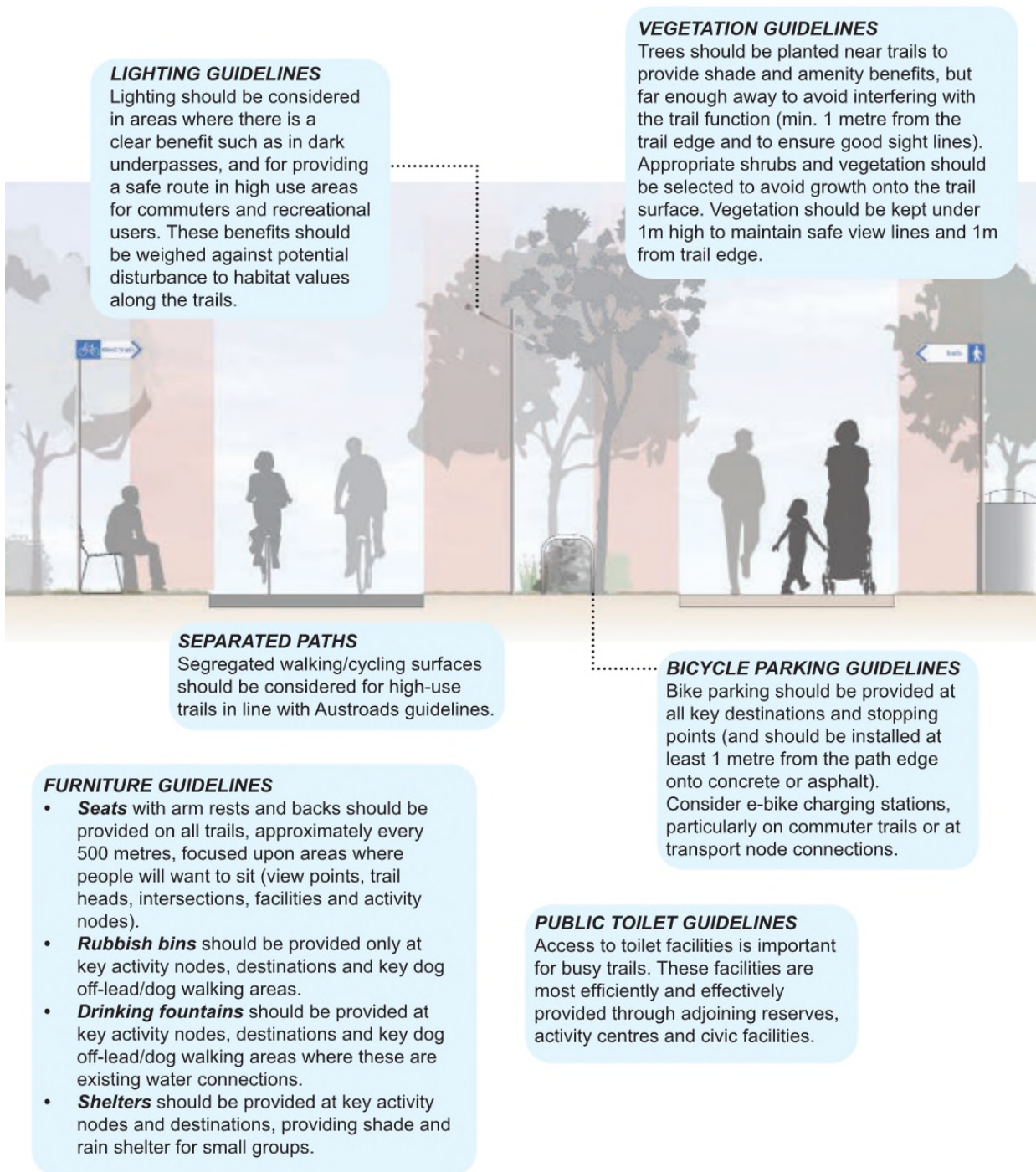
FIGURE 7.7:
Regional trail infrastructure guidelines for Northern Melbourne

8. TRAIL MANAGEMENT

Yarra River Trail

8.1 EXISTING MANAGEMENT STRUCTURE

The management of the regional trail network comprises a wide variety of activities, relationships and agreements that support trail planning, construction, funding, maintenance and promotion. The management structures of trails are often complex and responsibilities for trails are spread across many different organisations.

The three key types of organisations who have responsibilities and involvement in the management of regional trails are Local Government Authorities, State Government Departments, and Service Authorities/ Statutory Corporations. The involvement of these groups is summarised below.

8.1.1 Local Government Authorities

Local Government Authorities (LGAs, also referred to in this document as Councils) provide a wide range of services and facilities for their local community in accordance with the Local Government Act. This includes the planning, delivery, maintenance and promotion of regional trails within the local government area. The LGAs administer the State's responsibilities for the local government sector through collaboration and seeking input from State Government Departments and/or Service Authorities/Statutory Corporations. Though LGAs have little influence upon State legislation they are required to operate in accordance with it.

LGAs have been the key group involved in the development of this strategy. Each of the six LGAs within the study area are represented on the Project Working Group and have been heavily involved in shaping this report.

8.1.2 State Government Departments

Department of Environment, Land, Water and Planning (DELWP)
DELWP has a broad range of responsibilities relating to the management of Victorian land and natural resources, protection of the environment, responding to fire, flood and biosecurity emergencies, and primary industries. The relationship of these responsibilities and regional trail provision relates most strongly to the waterways along which many of the regional trails are located. DELWP oversees the water corporations constituted under the *Water Act 1989* that manage Victoria's state-owned water resources. This includes Melbourne Water Corporation whose responsibilities include the management of rivers, creeks and major drainage systems.

Department of Transport (DoT)
The Department of Transport is responsible for the planning, building and operation of integrated, sustainable and safe transport systems with Victoria. The DoT is currently investing in new cycling and pedestrian connections across metropolitan and regional Victoria to help relieve congestion and to provide an alternative to public transport. In the 2019/20 budget, the Victorian Government committed $15.3M towards Active Transport Victoria (see below) however, following recent lock downs relating to COVID-19, this investment has been more than doubled to improve existing and deliver new cycling routes and shared user paths in Metropolitan Melbourne.

Active Transport Victoria (ATV)
ATV is a unit within the Department of Transport and was formed in 2016 as a focal point for State Government pedestrian and cycling-related strategies and projects. ATV was responsible for the preparation of the *Victorian Cycling Strategy 2018-28*, which has the subtitle *'increasing cycling for transport'*.

Department of Jobs, Precincts and Regions (DJPR)
The DJPR is responsible for the economic recovery and growth of Victoria by creating more jobs for more people, building thriving places and regions, and supporting inclusive communities. In more recent times, the department has been focussed on the impacts of the COVID-19 pandemic and how it will help communities and businesses adapt, build resilience and recover from a strategic point of view. One of the key initiatives implemented by the DJPR is the Growing Suburbs Fund.

The *Growing Suburbs Fund* is a $375M investment over 7 years to assist local government in the task of delivering new local infrastructure. It is expected that a number of trail related projects will be delivered over the coming years due to this funding opportunity.

The DJPR also provides a series of programs and grants to support Victoria's sporting sector and visitor economy including Visit Victoria and Sport and Recreation Victoria

Visit Victoria is a statutory authority reporting to Minister for Tourism, Sport and Major Events who sits within DJPR. Visit Victoria works to develop and realise the local and global market potential for Victoria's tourism industry. It's strategy work relating to regional trails has included the preparation of a number of documents referred to in this report, being:

- Victoria's Trails Strategy (2014)
- Victoria's 2020 Tourism Strategy (2013)
- Victorian Visitor Economy Strategy (2016)

Sport and Recreation Victoria (SRV)
The role of the SRV is to support Victoria's sport and recreation sector and inspire Victorians to get active. SRV work collaboratively with local government to improve the health and well-being of all Victorians, build strong and more connected communities, deliver economic growth and jobs, and enhance liveability. These goals are closely aligned with this strategy. The work of SRV has a focus upon research, planning and design facilitation relating to sport and recreation facilities, rather than directly constructing or managing facilities.

Victorian Planning Authority (VPA)
The VPA is responsible for providing strategic planning and coordinated infrastructure for the future growth and transformation of Victoria's cities and regions.

Given that the study area includes designated growth corridors, the VPA will have had significant involvement in the planning or provision of regional trails in the study area through Precinct Structure Plans and may continue to do so. This document can be used a guide when working with the VPA to deliver trails within growth corridors.

8.1.3 Service Authorities/Statutory Corporations
VicRoads
VicRoads is the Victorian road and traffic authority. It is a statutory corporation which is responsible for a range of road and transport-related research, strategy, policy and licensing, as well the construction, management and maintenance of assets. While the majority of the activities undertaken by the authority relate to roads for motorised vehicles, VicRoads also has responsibilities relating to pedestrians and cyclists.

VicRoads constructs and maintain on-road cycling facilities as a part of their road construction and maintenance responsibilities. They also construct and manage off-road trails located within road reserves, such as within freeway corridors. Regional trails also frequently intersect with roads, and so the management of these roads (through VicRoads or local government Road Management Plans) can be critical to trail function.

As a part of their activities relating to pedestrian and cycling transport, VicRoads is the body responsible for planning for appropriate infrastructure using a number of planning tools. These include the Principal Bicycle Network (PBN), Strategic Cycling Corridors (SCC), Bicycle Priority Routes (BPR) and the Metropolitan Trail Network (MTN).

The Principal Bicycle Network (PBN) was originally established in 1994 as a bicycle infrastructure planning tool. In 2009 and 2010 VicRoads lead a major review of the PBN, working closely with LGAs and other organisations. The PBN includes both on and off road routes for cyclists, and as a planning tool, also includes both existing and proposed routes.

The 2009-2010 review of the PBN also established Bicycle Priority Routes (BPRs), which create a higher order subset of the PBN. BPRs are identified as 'providing priority access for cyclists into key destinations', and so are intended to act as discrete links rather than as an integrated network. To meet the criteria to be defined as a BPR the route needs to have:

- a high potential for separation from motorised modes of transport making routes more attractive to less experienced bike riders
- a sufficiently direct route
- a focus on varying catchments relative to the size of the activity areas.
  (source: Principal Bicycle Network Fact Sheet, VicRoads, August 2012)

With a focus on separation from motorised traffic, it is not surprising that there is a degree of overlap between BPRs and regional trails.

Strategic Cycling Corridors (SCCs) are also a higher-order subset of the PBN, developed to improve cycling to and around major activity centres in metropolitan Melbourne. These are intended to provide routes catering for high volumes of cyclists.

The Metropolitan Trail Network (MTN) focuses on recreational bicycle and walking routes in metropolitan Melbourne. The MTN was originally developed by Parks Victoria in their *Strategy for Melbourne's Open Space Network: Linking People and Spaces* report 2002, but planning responsibility for the MTN now lies with VicRoads. The MTN is made up primarily of off-road shared trails, often running beside rivers and creeks, but there are some short on-road sections that link off-road sections of trail.

Melbourne Water
Melbourne Water is a statutory corporation operating in accordance with the *Water Act 1989 (Vic)* to manage Victoria's water resources (including Melbourne's water supply and sewerage systems, waterways, drainage, stormwater and recycled water). The relationship that Melbourne Water has with regional trails relates to the ownership and/or management of large areas of land relating to their operations, which also form ideal locations for shared paths.

While Melbourne Water may own the land, their core business and legislative charter does not extend to path construction and maintenance. Instead, Melbourne Water enters into user agreements with LGAs to construct and maintain assets on their land. Typically, Melbourne Water and the local Council have joint maintenance responsibilities, with open space features (bench seats, playgrounds, barbeques, garden beds, etc.) that have a community function being maintained by Council, and elements that are part of the functioning Melbourne Water asset (waterbodies, hydraulic structures, aquatic and edge planting) are Melbourne Water's to maintain. User agreements also address issues such as risk and liability.

Melbourne Water seeks to facilitate the best use of Melbourne Water land and is generally supportive of the development of trails on Melbourne Water-owned land. They have also undertaken work relating to the construction and management of trail assets, such as their *Shared Pathways Guidelines* (Melbourne Water, 2009).

Parks Victoria
Parks Victoria is a statutory authority that operates under the Parks Victoria Act 2018, and is responsible for providing services to the state and its agencies for the management of parks, reserves and other land under the control of the state, including waterways land (within the meaning of the Water Industry Act 1994), for the purposes of conservation, recreation, leisure, tourism or water transport. It is as the manager of land through which trails pass that Parks Victoria is most engaged with regional trails. The minister responsible for administering the Parks Victoria Act is the Minister for Energy, Environment and Climate Change.

VicTrack
VicTrack is a state-owned business created to deliver transport infrastructure for Victoria, operating under the *Transport Integration Act 2010*. VicTrack is the custodial owner of Victoria's railway land and infrastructure.

Railway land is often seen as a desirable location for shared trails, due to the general directness of the route, the relatively flat grades, the opportunities for mixing transport modes. While 'rail trails' often refer to trails built on disused rail lines, there are also regional trails associated with operational rail lines, located within the land buffer either side of the tracks.

VicTrack has a number of personnel dedicated to Third Party Access and Licensing issues within their Property Group, who facilitate usage such as shared trails on VicTrack land. This facilitation usually requires VicTrack to negotiate with the core users of their infrastructure (e.g.. the rail operators).

In addition to these key organisations, management committees and local community groups such as Friends groups often assist with ongoing trial works and maintenance requirements.

8.2 MANAGEMENT ROLES

Of the organisations identified in Section 8.1, only the LGAs and Parks Victoria have roles and responsibilities that span trail planning, construction, management and maintenance.

Land ownership along regional trails is often fragmented. In many cases local government has maintenance responsibility for a trail, but does not own the land upon which it is built. There are many examples of regional trails being built on land owned by authorities such as Melbourne Water and VicTrack (who each own extensive tracts of land but have no trail construction charter). These partnerships, though sometimes complex, are central to the provision of many trails that would otherwise not exist.

The management bodies and scenarios presented here reflect the current situation. Many existing trails were built under different organisational configurations and changes in these structures will inevitably continue into the future.

With increased public demand, and pressure from lobby groups regarding trail provision, the authorities and organisations involved have begun to change. Traditionally, authorities such as Melbourne Water, VicTrack and their predecessors have been conservative organisations that have fulfilled their obligations relating to drainage, railway provision and the like, but have, in general, not supported the of use of their land for other purposes. The straightforward approach of restricting public access was preferred over the layered complexities and risk factors associated with allowing it. However this attitude has changed considerably in recent years. Both authorities now have staff responsible for facilitating the use of their land for trails and other purposes and are being more proactive in working through the issues and required agreements associated with this. This has required (and will continue to require) negotiation and compromise, but significant progress is being made to the benefit of trail provision.

There have also been recent changes in the way the state government deals with trail planning and provision. This change reflects a broad shift in thinking regarding trails. Where once they were seen as being primarily for recreation purposes and connecting people to nature, they are now increasingly being seen as also providing an important contribution to an integrated transport network, as well as community health and well-being benefits.

8.3 TRAIL MANAGEMENT OPPORTUNITIES

In reviewing the existing trail management structures, the following key issues have been identified:
- local government has the broadest responsibility for regional trails, but necessarily also has a local focus centred around their rate payers.
- there is a general lack of knowledge about the overall trail network, with information held at a local level being variable in detail and quality.
- there is a general lack of knowledge about trail users, and no existing government body with an interest or responsibility in collecting evidence and data to inform strategic decisions. Where members of the community have feedback on trails, it is directed at LGAs and is therefore is usually restricted to local issues.
- regional trails are regularly delivered as a secondary benefit to large infrastructure projects (e.g. freeway construction, level crossing removals and rail duplication). Large scale trail network improvement projects are therefore being implemented in locations convenient to the primary project, but not necessarily the best location for a trail.

Most of the issues identified above stem from the discrepancy between a management structure that is focussed upon the local, and a trail network that is regional. To address this issue, there is an opportunity for input from a group with a regional focus. This regional study is an example of the broader overview able to be taken from this management viewpoint.

The kind of outcomes that could result from a regional group that are difficult to achieve at an LGA level include:
- Lobbying for increased recognition and funding of the regional trail network (potentially including a metropolitan trail strategy to coordinate the regional strategies and the creation of regular state funding grants for trail projects).
- Collation of detailed mapping and data on the regional trail network via Geographic Information Systems (GIS), and shared data arrangements between Councils and other authorities (such as Melbourne Water and Vicroads).
- The negotiation of formal boundary agreements in relation to the management of boundary interfaces.
- Collection of data relating to trail use to help inform regional trail planning and management decisions.
- The development of the trail network in a way that is strategic and regionally-focussed.
- The development of regional marketing and communications approaches for trails, potentially including regional maps of the network.
- The establishment of events at a regional scale that take advantage of the broad trail network.
- The sharing of information and experience between LGAs, for the betterment of the regional trail network.
- The development of consistent infrastructure, including a standard directional signage suite.

To achieve these benefits, it is recommended that the existing Northern Melbourne regional trails working group be retained. The Northern Melbourne LGAs already have a history of working together on various issues including the previous trail strategy and successful funding applications. Working together collectively is seen as a way to respond to challenges posed to individual LGAs, by pooling resources and advocacy/promotion efforts between LGAs for a regional benefit.

9. TRAIL MARKETING

Yuroke Creek Trail

9.1 INTRODUCTION

Drawing the trail network to the attention of people has the potential to play an important role in increasing use of the trails. Many regional trails are located in places where many members of the community may not see them on a day to day basis (e.g.. alongside waterways).

In general, the marketing of the trails has two potential audiences: residents and visitors. However, the large size of the study area means that residents within the study area are also potential visitors within the region. As the motivations and needs of people who use trails as residents or as visitors can be quite different, it is valuable when considering trail marketing to clarify what is meant when referring to 'a resident' and 'a visitor'.

- **_Residents_** - refer to those who live within the study area using the trails in a way tied to their day to day life (primarily transport/commuting and recreation/exercise).
- **_Visitors/tourists_** - refer to people who have travelled from where they reside (which could be within the study area) for the purpose of travel including holiday, visiting friends and relatives, and business. Trail usage tends to be motivated by leisure, health and fitness. Within this grouping there are two key subgroups: overnight visitors and day trippers.

For an urban trail network the majority of users would normally be residents and the planning of the network is largely based around their transport and recreation needs. However, trails often provide leisure opportunities in scenic environments that can make them attractive destinations for visitors. The study area also includes a range of visitor destinations where access via trails could be a part of the visitor experience.

This section explores existing and potential marketing of the regional trails within the study area to both resident and visitor audiences.

9.2 CURRENT MARKETING ACTIVITIES

All of the municipalities across the study area provide communications and resources to encourage trail usage and provide information about trail facilities and etiquette of usage. The following table lists examples found on local government web pages within the study area (arranged alphabetically by local government area):

Local government authority	Trail marketing product	Description
Banyule City Council	'Banyule Travelsmart Map' (January 2019)	Downloadable map with some trail information, but also strongly focussed upon public transport.
Darebin City Council	'Darebin Travelsmart Map' (June 2018)	Downloadable map with some trail information, but also strongly focussed upon public transport.
	'Darebin Loves Bikes' community mailing list	Able to be subscribed to via the Darebin Council web page, informing subscribers of 'the City of Darebin's bike events, workshops and fun activities'.
Hume City Council	'Travel Smart Maps'	Covering walking, cycling, public transport routes, places of interest and information on clubs and user groups for Craigieburn/Broadmeadows/ Greeenvale, and Sunbury/Bulla. Downloadable PDFs from the council web page.

Merri-bek City Council	Cycle Moreland 'pocket map' (December 2013)	Downloadable map focussed upon cycling routes.
Nillumbik City Council	'Exploring Nillumbik Map' (June 2012)	Downloadable map including places of interest and walking/cycling trails/ routes.
Whittlesea City Council	'Explore Whittlesea' web page (www.explorewhittlesea.com.au)	Includes an online interactive map identifying key attractions, but the map does not locate trails. The site highlights two trails (The Metropolitan Ring Road Trail and Darebin Creek Trail) under a 'Sports & Recreation' heading.
Multiple	'The Merri Creek Trail Shared Pathway' map	Prepared collaboratively by multiple organisations, including Darebin, Merri-bek & Yarra City Councils. Accessed via the Merri-bek City Council web page.
Multiple	'Darebin Creek Trail Map' (www.northerntrails.melbourne/ DarebinCreek/map.html)	Interactive web-based map. (prepared collaboratively by multiple organisations, Banyule, Darebin, Whittlesea City Councils). Accessible via the Darebin Council web page.

The last two examples in the table above have a more regional approach, covering an area across multiple local government area boundaries. The remainder have a local focus.

At a broader scale, trail marketing does occur at a state level, but is concentrated on key branded nature-based walks (e.g.. Great South West Walk) and North-East Victoria as a cycle tourism destination (incorporating the Murray to Mountains Rail Trail). Tourism promotions relating to Melbourne have typically had a strong focus upon central Melbourne.

9.3 MARKETING TYPES

The following table summarises the kinds of existing and potential marketing types most applicable to regional trails in Northern Melbourne.

Communication method	Pros	Cons
Hard copy maps/brochures	• Maps allow route planning and encourage exploration • Meets the needs of a wide variety of users, including those who are not digitally-savvy. • Ideal marketing 'give aways' at events.	• Hard copies not always easy for users to access. • Distribution of hard copies to appropriate locations creates ongoing logistical issues. • Hard copy maps can become out of date very quickly, requiring regular reprints and re-distribution.
Downloadable maps/ brochures	• Maps allow route planning and encourage exploration • Accessible to most people any time • Can be readily accessed and printed by users who prefer hard copy maps	• Can become out of date very quickly if not updated.
Interactive online maps/ brochures	• Maps allow route planning and encourage exploration • Accessible to most people any time • Potential for information to be updated in real time	• An expectation by users that maps are always up to date, which is beyond the current capability of most Councils. This typically means a reliance upon third parties to provide mapping, which can limit the opportunity for controlling what is shown and how it is presented.
Social media	• Local government authorities have social media teams who are skilled at communicating via this media. • Opportunities to answer queries and interact in person. • Potential for information to be updated in real time.	• The broad scope of Council activities means that trail-related information will always be a very small proportion of communications. • A need to monitor activity and manage negative aspects of open public participation.
Email mailing lists	• Provides an opportunity to communicate directly with interested people.	• Communications targeted to already engaged parties, rather than reaching new users.
Events	• Create a focal point for communications • Can encourage people to overcome participation hurdles in order to participate, which can lead to ongoing use.	• Usually require a lot of organisation and resources to be well attended and effective.
On-trail signs/advertising	• A very targeted method of communication, talking directly to trail users.	• Communications targeted to already engaged parties, rather than reaching new users.
Commercial advertising	• Potential to reach large new audiences.	• Requires a well thought-out strategy to ensure it is targeted and effective. • Cost

9.4 TOURISM POTENTIAL

Trails that appeal to visitors can be broadly categorised into three types:
- **Scenic trails** – these are a destination in themselves and are enjoyed for their scenic features for example the Plenty River Trail.
- **Touring trails** – these provide connectivity to a range of facilities and services near the trails. The trail's major function is as a transport route, even though it may also have some scenic value, i.e. the Merri Creek Trail.
- **Experience trails** – these are themed to provide an experience along the trail, usually taking advantage of distinctive local features and themes. This kind of trail may also focus on linking the user to a range of complementary experiences located close to the trail e.g.. a local produce trail.

The definitions above are perhaps most closely associated with rural trails and trails through natural areas. The study area certainly has attractive rural and natural areas that have potential in relation to trails. The study area also has some very urban landscapes that may be equally valuable from a tourism perspective. The recent tourism focus on things like street art in central Melbourne laneways provides an example.

The challenge in developing a trail for tourism is differentiating it from the many kilometres of other trails that exist around the state that are also competing for users. Some potential points of differentiation include:
- **Proximity** - While trails in regional Victoria are very popular (i.e. Murray to Mountains or the Lilydale-Warburton Rail Trail), most users need to travel to access them. This often includes the need to transport bicycles, which can be logistically difficult. Trails with a similar rural character can be accessed by bicycle or public transport in Northern Melbourne by many Melbourne residents.
- **Urban character** - The urban areas of Northern Melbourne include a high density of cultural and commercial activities, including things like art galleries, cafes and breweries that are highly compatible with an urban trail experience.

9.5 GOALS AND POTENTIAL TARGET MARKETS

9.5.1 Marketing goals
Marketing Goals for Regional Trails include:
- To increase the number of residents who use the trails to improve their health and well-being, with a particular focus on resident groups who undertake the least physical activity, or for whom trail usage would address a particular social disadvantage.
- To increase trail usage by residents to commute to work, school and other leisure facilities.
- To increase visitor usage of the trails
- To increase length of stay and expenditure in the region by visitors and local residents associated with trail experiences.
- To create new and improved trail experiences that are enjoyed by residents and visitors.

9.5.2 Potential Target Markets
Residents
The target markets for trail development, communication and promotions continue to be all current resident markets, with a particular emphasis on those who will gain most from the mobility, health and social and benefits offered by trails.

Visitors
In terms of visitor origin, target markets for the trails should include those who are:
- Living in other parts of the project region,
- Living in greater Melbourne, and
- Visiting Friends and Relatives of those living in these areas.

These markets most closely align with current marketing activities, and are the most cost-effective use of promotional resources. The Visiting Friends and Relatives market can be reached through targeting Melbourne residents and encouraging them to take their visitors to the region's trails. This creates a visitor market benefit from resident-focussed marketing activities.

9.6 MARKETING OPPORTUNITIES

The marketing objectives for regional trails in Northern Melbourne are:
- To increase motivation to visit the trails
- To raise the profile of the trails
- To provide appropriate information about trail usage and associated services/ destinations so people can use the trails easily, safely and enjoyably.

Actions include:
Develop the regional trails product offering and branding
- Develop a series of themed trail-based itineraries across the region that are tailored to a variety of different trail users and their interests, e.g. trail experiences for families that can be undertaken over a weekend featuring low-risk, low impact activities, and the time it takes to do them; identify complementary leisure activities, hospitality and facilities, such as bike hire, etc.
- Encourage tourism operators in the relevant parts of the region to develop trail-themed packages which provide services that meet the needs of trail users, e.g. substantial nutritious food, bike storage, nearby accommodation, etc.

Provide additional information about trails
- Devise a suite of messages about each trail that is regularly refreshed, which is consistently communicated by all stakeholders, including regional tourism organisations.
- Increase the level of information about regional trails on visitor-focused websites, such as Visit Victoria's consumer website (visitvictoria.com.au), and websites appealing to trail users (e.g.. trail cycling, walking or running sites).
- Investigate the potential to develop a regional trails app or website which would be kept up-to-date with the latest trails information. The app or website could be maintained by an external contractor.
- Develop a social media strategy to build awareness about the region's trails.
- Develop an Events Calendar for the trails which can be promoted by all relevant stakeholders.

Trail management & funding
- Develop a formal collaborative structure between the region's councils to guide the development and promotion of regional trails. The collaboration should be adequately funded to outsource key marketing activities, with participating councils guiding the decision making.
- Secure additional funds to undertake more promotion of regional trails to visitor and resident markets, and to support a collaborative structure involving the region's councils for trail marketing and development purposes.

10. IMPLEMENTATION

Darebin Creek Trail

10.1 INTRODUCTION

Two kinds of action items associated with improving the regional trail network in Northern Melbourne have been identified:

- *Region-wide items* - these items are recommendations regarding the broader management and operation of the trail network. These are summarised below.
- *Trail-specific items* - these trail improvement projects have been assessed against criteria to determine their relative prioritisation.

10.2 REGION-WIDE ACTION ITEMS

The key region-wide action items are summarised below (based upon recommendations made throughout this document).

Category	Recommended actions
Trail infrastructure	• Develop and implement a standard suite of directional signs for regional trails in Northern Melbourne. • Implement the Trail infrastructure standards and guidelines as identified in this document (refer to Chapter 7).
Trail management	• Ensure the Northern Regional Trails working group continue to meet regularly, in order to: - Lobby for trail funding. - Undertake strategic planning of the regional trail network, informed by data collected and shared about the network and users. - Promote the regional trail network.
Trail marketing	• Develop the regional trails product offering and branding - Develop a series of themed trail-based itineraries across the region that are tailored to a variety of different trail users and their interests - Encourage tourism operators in the relevant parts of the region to develop trail-themed packages which provide services that meet the needs of trail users • Provide additional information about trails - Devise a suite of messages about each trail that is regularly refreshed, which is consistently communicated by all stakeholders, including regional tourism organisations. - Increase the level of information about regional trails on visitor-focused websites and websites appealing to trail users. - Investigate the potential to develop a regional trails app or website which would be kept up-to-date with the latest trails information. - Develop a social media strategy to build awareness about the region's trails. - Develop an Events Calendar for the trails which can be promoted by all relevant stakeholders. • Trail management & funding - Develop a formal collaborative structure between the region's councils to guide the development and promotion of regional trails. - Secure additional funds to undertake more promotion of regional trails to visitor and resident markets, and to support a collaborative structure involving the region's councils for trail marketing and development purposes.

10.3 TRAIL-SPECIFIC ACTION ITEMS

A number of trail-specific action items were identified through various phases of the project such as the desktop assessment, strategic document review, trail audit, and the community and stakeholder engagement. These action items, which range from signage projects which can potentially be undertaken by a single Council, to extensive lengths of new trail requiring coordination between Councils and other land owners/ managers, aim to provide a comprehensive and connected trail network.

This list of trail improvement projects are itemised into a schedule which can be found in Appendix B and/ or cross referenced to the trail maps in chapter 6.

Following the identification of the trail improvement projects, each action item was assessed using a multi-criteria analysis in order to identify priority projects that provide the most benefit to the region and most closely align with the objectives of this study. In order to undertake this process, a series of criteria was developed.

10.3.1 The Criteria
Following analysis of the multi-criteria analysis used in the 2016 Northern Trails Strategy, a new set of criteria is proposed based on the strategy's vision and the criteria from the previous strategy. This qualitative and quantitative criteria has been developed in collaboration with the Project Steering Group to assess potential trail improvement projects against the key objectives of the study.

It should be noted that the assessment method used has provided a useful prioritisation tool but it is not scientific. While the method used does rank projects in order, the accuracy of the method means that it is best used to provide only broad groupings regarding relative priorities.

The eight criteria and the relative weighting used are as follows:

1. **Contribution to an integrated and connected network** (26%)
    Including linking to other regional and local trails, not having 'missing links', and linking to key destinations such as regional parks and conservation areas, tourism destinations, regional leisure centres, tertiary institutions, activity centres and business parks, and recreational water bodies.

    Rationale: Trail improvement works that create an integrated and connected, network will be more useful and convenient for users, increasing the use of the trail.

2. **Encouraging use by spatial location** (18%)
    Including the proximity of trails to population centres and transport hubs.

    Rationale: Trail improvement works located close to dense population centres are more likely to attract higher numbers of users.

3. **Potential economic benefits** (5%)
    Including commercial opportunities for local communities as well as cost savings associated with reduced ongoing operational costs such as maintenance.

    Rationale: Trail improvement works that provide economic benefits potentially contribute to capital being available for additional trail improvement works. Works that can demonstrate a strong economic 'business case' also have a better chance of being implemented.

4. **Contribution to community health and well-being** (5%)
    Including trails maximising opportunities for the use of the trails for active transport, recreation and social interaction. This includes improvements that positively contribute to a trails recreation values and actions that actively encourage new users to the trails.

    Rationale: Trail improvement works that help to encourage health and well-being provide positive contributions the 'social' aspect of a triple bottom line assessment.

5. **Contribution to uniqueness and the quality of the natural environment** (18%)
Including trails that provide access to natural environments, features and other 'selling points' that make them more attractive to users, including tourists. Provision of trails should also minimise negative impacts on the natural environment.

Rationale: Trail improvement works that help to increase the attractiveness or positive uniqueness of a trail will make people more likely to use the trail, and also opens up potential economic benefits. This criteria will often relate to the enhancement of environmental values, providing positive contributions the 'environmental' aspect of a triple bottom line assessment.

6. **Encouraging diversity of use through facility quality and maximising usability** (5%)
Including improving accessibility, safety, legibility, facility diversity and the broader user experience of trails.

Rationale: Maximising the safety of trails is a non-negotiable principle of trail provision. People are also more likely to use trails if they appeal to a diverse range of users, are accessible, safe, legible and provide a positive user experience.

7. **Strategic alignment** (18%)
Level of support from and alignment with adopted strategies and plans and external stakeholder plans.

Rationale: Trail improvement works that fit with broader strategies, policies and plans help to ensure that works to improve the network are all 'pulling in the same direction'.

8. **Ease of implementation** (5%)
Including projects that are considered to be 'easy wins', are supported by all stakeholders, are easy to construct, are 'shovel ready' or are considered 'feasible', or are relatively low cost.

Rationale: Trails improvements works that are easy to implement are more likely to be implemented in a timely and efficient manner.

10.3.2 Priority trail improvement projects

The following schedules itemise the priority trail improvement projects identified by the multi-criteria analysis where each project was assessed against the criteria discussed above. These projects can be cross-referenced to the trail maps in chapter 6, using the trail name and identification number. It is important to note that the trail improvement projects that have been identified outline the priorities for the Northern Region and the whole regional trail network, as opposed to individual Councils.

Of the 190 trail improvement projects identified, 25 have already been funded or will be funded through interrelated projects and developments. These projects have been committed to and as such have not been included in the lists below.

The overall top ten priority trail improvement projects for the Northern Region are:

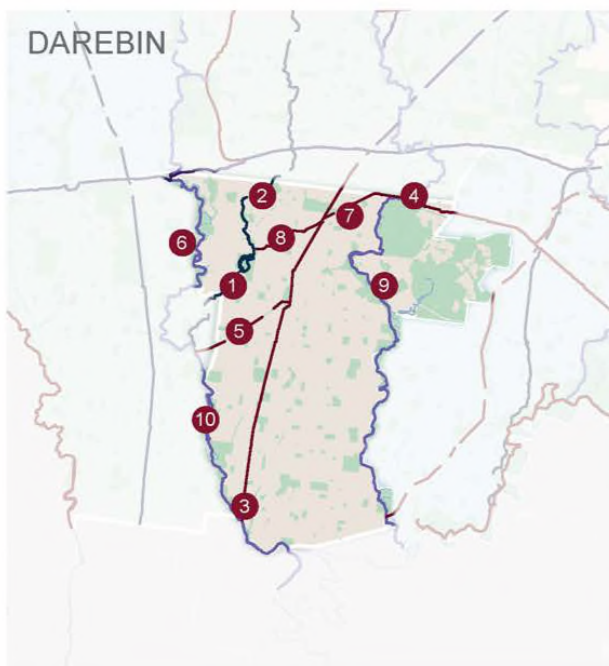| No.	Trail action item	Project description
1	Maroondah Aqueduct_01	Construct new section of trail connecting the Plenty River Trail near Lear Court, east along the aqueduct across Diamond Creek Road to the Diamond Creek Trail at Allendale Road.
2	MerriCreekTrail_08	Complete missing section of trail from the Metropolitan Ring Road to existing section of trail south of Horne Street
3	Maroondah Aqueduct_02	Construct a new section of trail from Carters Lane joining Ashmore Road onto Skyline Road, while ensuring minimal impact to the Warrandyte - Kinglake Nature Conservation Reserve
4	EdgarsCreekTrail_01	Construct new section of trail from the Merri Creek Trail to Ronald Street on the west bank
5	MerriCreekTrail_02	Partner with Parks Victoria and DELWP to extend the Merri Creek Trail from Merri Concourse (north) to Cooper Street
6	UpfieldRail_02	Advocate to Department of Transport to construct a new section of trail from the Metropolitan Ring Road to Somerton Road
7	WhittleseaShared_01	Construct a new trail from Mernda Station to Whittlesea. Ensure there is provision for horse riders on parts of the trail
8	MerriCreekTrail_03	Advocate for and investigate the staged extension of the Merri Creek Trail from Cooper Street Somerton/Epping north to OHerns Road as a part of the Upper Merri Creek Regional Parkland Plan.
9	MerriCreekTrail_04	Advocate for and investigate the staged extension of the Merri Creek Trail from OHerns Road to Craigieburn Road as a part of the Upper Merri Creek Regional Parkland Plan.
10	KinglakeWay_01	Establish a new trail from Hurstbridge to Arthurs Creek.

The top ten priority trail improvement projects within the municipality of Banyule are:

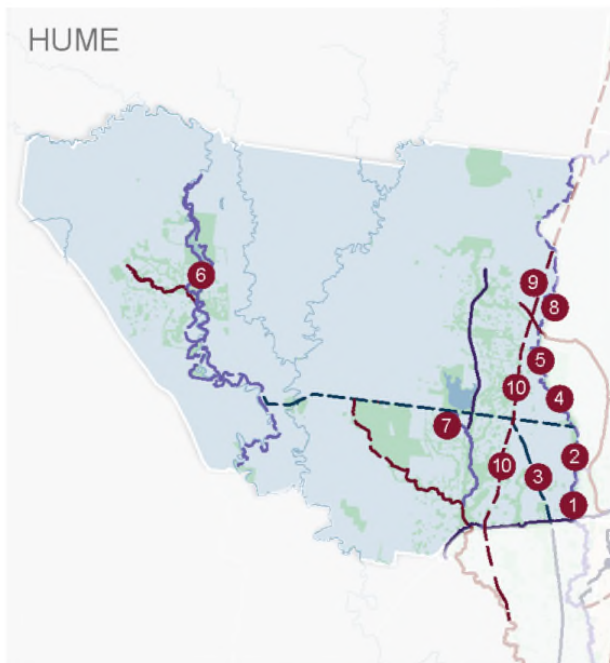| No.	Trail action item	Project description
1	Hurstbridge RailTrail_01	Construct a new section of trail along the Hurstbridge rail line from the Darebin Creek Trail north to Macleod Station
2	Hurstbridge RailTrail_04	Construct a new section of trail along the Hurstbridge rail line from the Plenty River Trail to the Diamond Creek Trail
3	PlentyRiver_07	Construct a new section of trail at Bicton Street
4	PlentyRiver_11	Upgrade pedestrian bridges on the Plenty River Trail where required and improve sight lines where appropriate
5	EastWestPower_07	Investigate options for providing a new section of trail from Dilkara Avenue to Gleeson Drive
6	PlentyRiver_06	Improve wayfinding signage at Poulter Reserve to direct users to the wider trail network west of the reserve
7	PlentyRiver_10	Improve wayfinding signage along the length of the trail
8	PlentyRiver_12	Investigate the feasibility of realigning the Plenty River Trail to the eastern bank of the Plenty River between George Court and Para Road in order to avoid the steep grade on the west bank
9	YarraTrail_08	Construct a bridge crossing over the Yarra River to Birrarrung Park
10	PlentyRiver_08	Upgrade and widen section of trail with wayfinding signage at Montmorency Park
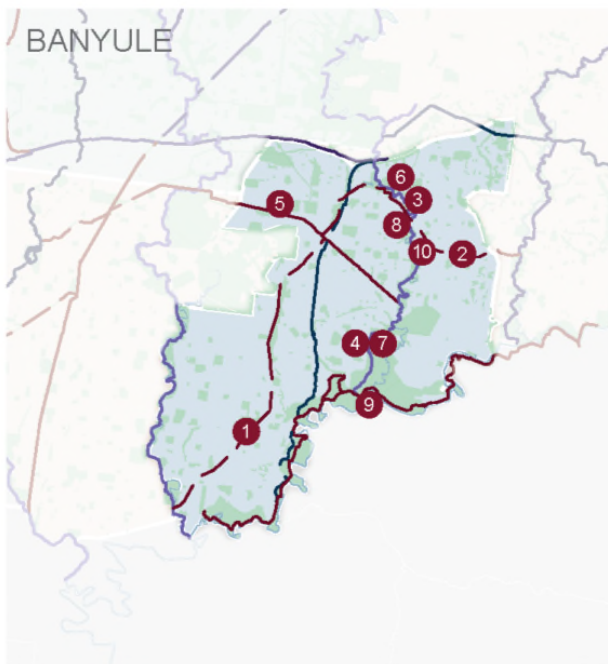
The top ten priority trail improvement projects within the municipality of Darebin are:

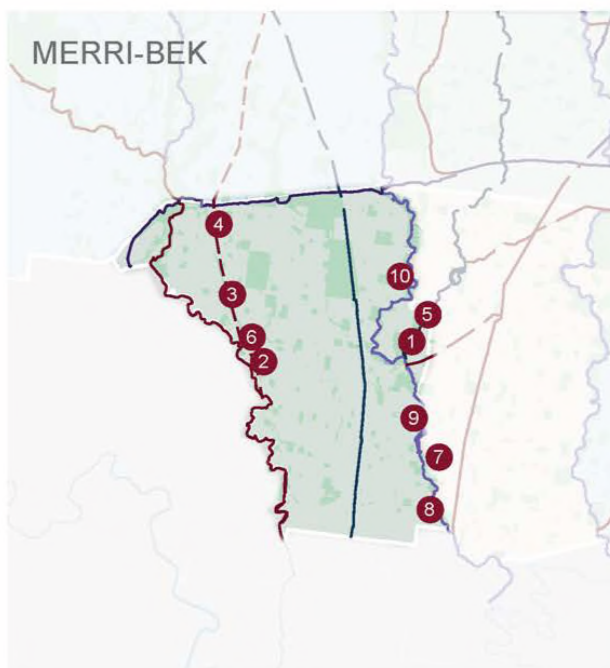| No.	Trail action item	Project description
1	EdgarsCreekTrail_04	Investigate a new section of trail along the creek from Carrington Road to Edwardes Lake. Explore the feasibility of a trail between Kia Ora Road and Henty Street on the east bank.
2	EdgarsCreekTrail_08	Construct a section of trail along the creek from Glasgow Avenue to the Metropolitan Ring Road
3	NorthernPipeTrail_02	Improve access at the St Georges Rd/Merri Parade/ Charles St intersection to connect the Merri Creek Trail to the Northern Pipe Trail and create a direct access point to and from the trail with pedestrian and cyclist priority
4	EastWestPower_05	Investigate the feasibility of a new section of trail, including a new bridge crossing, from the Darebin Creek Trail, at Holt Parade, around Mount Cooper to connect to the existing section of trail at Snake Gully Drive
5	NorthernPipeTrail_06	Investigate a new section of trail from High Street (near the Melbourne Water Reservoirs) along the vacant pipe reserve to the Merri Creek Trail at Murray Road. Existing road crossings to be considered.
6	MerriCreekTrail_20	Provide wayfinding signage along the length of the trail
7	EastWestPower_02	Construct a section of trail from the Northern Pipe/ St Georges Rd/ Cheddar Road Trail north east along the vacant pipe reserve
8	EastWestPower_03	Construct a section of trail from the Northern Pipe/ St Georges Rd/ Cheddar Road Trail south east along the vacant pipe reserve to Edwardes Lake Park
9	DarebinCreek_03	Investigate the feasibility of an underpass or bridge crossing Plenty Road intersection to avoid section of trail on Plenty Road footpath
10	MerriCreekTrail_15	Replace the Harding Street Bridge to cater for shared use

The top ten priority trail improvement projects within the municipality of Hume are:

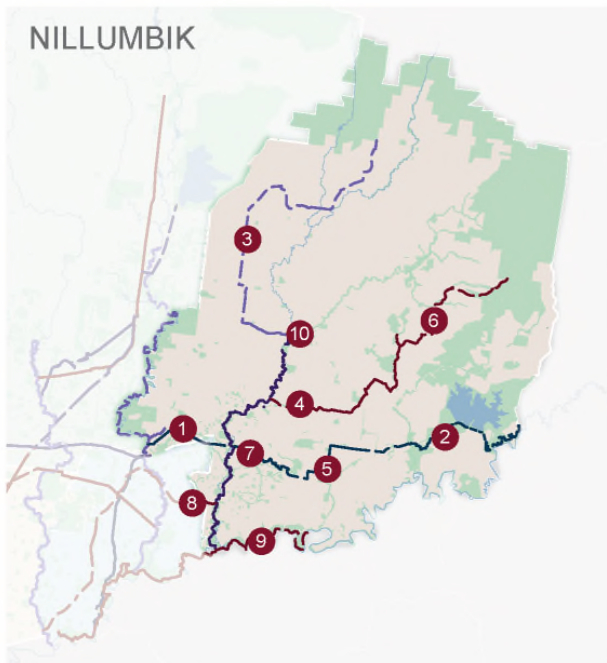| No.	Trail action item	Project description
1	MerriCreekTrail_08	Complete missing section of trail from the Metropolitan Ring Road to existing section of trail south of Horne Street
2	MerriCreekTrail_02	Partner with Parks Victoria and DELWP to extend the Merri Creek Trail from Merri Concourse (north) to Cooper Street
3	UpfieldRail_02	Advocate to Department of Transport to construct a new section of trail from the Metropolitan Ring Road to Somerton Road
4	MerriCreekTrail_03	Advocate for and investigate the staged extension of the Merri Creek Trail from Coopers Street Somerton/Epping north to and along Oherns Road both east and west as part of the Upper Merri Creek Regional Parkland Plan
5	MerriCreekTrail_04	Advocate for and investigate the staged extension of the Merri Creek Trail from Oherns Road to Craigieburn Road as part of the Upper Merri Creek Regional Parkland Plan
6	JacksonsCreek_02	Plan and investigate the staged construction of trails on both sides of the Jacksons Creek with project partners and other landholders in line with the priorities of the Jacksons Creek biik wurrdha Regional Parklands Plan
7	YurokeCreek_01	Partner with Melbourne Water and MRPV to plan and construct new section of trail along the Melbourne Water Pipe Track from Greenvale Reservoir Park south to the existing section of the Yuroke Creek Trail, including a safe crossing option for Somerton Road
8	MerriCreekTrail_05	Advocate for and investigate the extension of the Merri Creek Trail from Craigieburn Road to Summerhill Road as part of the Upper Merri Creek Regional Parkland Plan
9	AmarooPipeTrack_01	Investigate options for a new trail along the sewer easement from Craigieburn Station heading north (Hume)
10	Craigieburn SharedPath_07	Advocate for a feasibility study for a new continuous shared path from Jacana Station to McConnell Crescent (north of Roxburgh Park Station)
	Craigieburn SharedPath_09	Further investigate opportunities for a new continuous shared path from Zambezi Court Reserve to Craigieburn Station

The top ten priority trail improvement projects within the municipality of Merri-bek are:

No.	Trail action item	Project description
1	EdgarsCreekTrail_01	Construct new section of trail from the Merri Creek Trail to Ronald Street on the west bank
2	Craigieburn SharedPath_01	Construct new section of trail from the Moonee Ponds Creek Trail to Gaffney Street
3	Craigieburn SharedPath_04	Construct a new section of trail, on the western side of the train line, from Cartwright Street to Glenroy Road including fencing and lighting
4	Craigieburn SharedPath_06	Construct a new section of trail, on the eastern side of the train line, from Glenroy Station to Jacana Station including fencing and lighting
5	EdgarsCreekTrail_02	Construct new section of trail from Ronald Street to Carrington Road. Consider keeping the trail away from the creek and along development frontages
6	Craigieburn SharedPath_03	Construct a new section of trail, on the western side of the train line, from Bothwell Street to Devon Road including retaining, fencing and lighting
7	MerriCreekTrail_20	Provide wayfinding signage along the length of the trail
8	MerriCreekTrail_12	Relocate and widen trail from Merri Creek Primary School to Sumner Park outside of the flood zone
9	MerriCreekTrail_15	Replace the Harding Street Bridge to cater for shared use
10	MerriCreekTrail_18	Construct a new section of trail from Vervale Avenue to the bridge crossing to the north to provide an alternative route with a gentler grade.

The top ten priority trail improvement projects within the municipality of Nillumbik are:

No.	Trail action item	Project description
1	Maroondah Aqueduct_01	Construct new section of trail connecting the Plenty River Trail near Lear Court, east along the aqueduct across Diamond Creek Road to the Diamond Creek Trail at Allendale Road.
2	Maroondah Aqueduct_02	Construct a new section of trail from Carters Lane joining Ashmore Road onto Skyline Road, while ensuring minimal impact to the Warrandyte - Kinglake Nature Conservation Reserve
3	KinglakeWay_01	Establish a new trail from Hurstbridge to Arthurs Creek
4	GreenWedge_01	Construct a new section of trail east from the Diamond Creek Trail at Wattle Glen Station along Watery Gully Creek to existing trail on Watery Gully Road
5	Maroondah Aqueduct_03	Construct new section of trail from Warrandyte Kinglake Road, north along Westering, Ridge and Muir Roads to Skyline Road
6	GreenWedge_04	Construct an extension of the trail from the intersection of Clintons Road and Spanish Gully Road to the Marshalls Road car park within the Kinglake National Park
7	Maroondah Aqueduct_04	Extend the trail west from Godber Road to connect to the Diamond Creek Trail
8	Hurstbridge RailTrail_04	Construct a new section of trail along the Hurstbridge rail line from the Plenty River Trail to the Diamond Creek Trail
9	YarraTrail_07	Construct shared use trail from the Mullum Mullum Creek Trail to the Warrandyte State Park.
10	DiamondCreek_02	Construct new section of trail from Graysharps Road to Fergusons Paddock

NILLUMBIK

The top ten priority trail improvement projects within the municipality of Whittlesea are:

No.	Trail action item	Project description
1	WhittleseaShared_01	Construct a new trail from Mernda Station to Whittlesea. Ensure there is provision for horse riders on parts of the trail
2	MerriCreekTrail_03	Advocate for and investigate the staged extension of the Merri Creek Trail from Coopers Street Somerton/Epping north to and along Oherns Road both east and west as part of the Upper Merri Creek Regional Parkland Plan
3	MerriCreekTrail_04	Advocate for and investigate the staged extension of the Merri Creek Trail from Oherns Road to Craigieburn Road as part of the Upper Merri Creek Regional Parkland Plan
4	MerriCreekTrail_05	Advocate for and investigate the extension of the Merri Creek Trail from Craigieburn Road to Summerhill Road as part of the Upper Merri Creek Regional Parkland Plan
5	YanYeanPipeTrack_04	Construct a new section of trail from Bridge Inn Road to the Yan Yean Reservoir and creating a connection to the Plenty River Trail
6	MerriCreekTrail_06	Extend the Merri Creek Trail from Summerhill Road to Donnybrook Road
7	YanYeanPipeTrack_03	Construct a new section of trail from Childs Road to McDonalds Road and the Plenty Valley Activity Centre
8	DarebinCreek_01	Construct a new section of trail on the western side of creek from the train underpass east of Epping Station to Greenbrook Drive
9	EastWestPower_04	Construct a section of trail along Holt Parade to connect to the Darebin Creek Trail (at Valley Road)
10	YanYeanPipeTrack_01	Construct a new section of trail from The Metropolitan Ring Road Trail and the Northern Pipe/Cheddar Road Trail to the Darebin Creek Trail

10.3.3 Project filters

Due to the wide variety in project types, and to allow project types to be easily sorted for comparison, a series of 'filters' were also developed in collaboration with the Project Working Group. These filters, which can be found in Appendix B include:

- **Location** - relevant Council/s involved in the project.
- **Significant prerequisites and considerations** - including any additional information that may be relevant to the delivery of the action item such as development or major infrastructure that could be leveraged off, significant constraints such as topographical, ecological or cultural considerations, or other strategic work that may be underway.
- **Stakeholders -** identifies other relevant stakeholders and land owners (e.g. Melbourne Water, VicRoads and VicTrack).
- **Project cost** - broken down into broad groupings:
  Small (S) - $0-50,000
  Medium (M) - $50,000-250,000
  Large (L) - $250,000-1M
  Extra Large (XL) - $1M+

The intention behind these filters is to provide relevant information regarding each of the potential trail improvement projects, but also to enable the sorting of the projects by these categories. Using these filters Councils are able to identify a project based on specific requirements regarding the filter categories.

The top ten projects identified during the multi-criteria analysis process outline the priority projects for the Northern Region however there may be instances where a grant or funding opportunity arises that is suited to a trail improvement project that is not highly ranked according to the multi-criteria analysis. In these instances, projects can be sorted using the filters to identify suitable projects for implementation or funding applications. For example, a grant may become available for a project that is low cost and located in a growth area. Whilst none of the top ten priority projects fit the specifications for this grant, *WhittleseaRail_03 (Provide wayfinding signage along the length of the trail)* satisfies all the requirements.

10.4 COST BENEFIT ANALYSIS

A cost benefit analysis (CBA) was undertaken by SGS Economics and Planning in order to assess the merit of the proposed trail improvements and to inform due diligence and investment decision making processes by the Northern Regional Councils. SGS modelled the social, economic and environmental costs and benefits of delivering the trail improvements. It shows the project is expected to generate a net present value of around $114 million and a benefit cost ratio of 1.6. This indicates that benefits directly attributable to the project will be around 1.6 times that of the investment over the appraisal period.

The CBA considers the project case; 10-year staged expansion of the Northern Regional Trails Network, against a counterfactual base case, whereby no additional capital works are undertaken. Only the incremental change between the project case and base case scenario was modelled as a benefit/cost. That is, the change that is directly generated by project case. The assessment has modelled a 30-year benefit period, and standard economic outputs were calculated using a seven per cent discount rate.

Three benefits have been monetised within the CBA. These are:
- Health benefits of increased walking and cycling
- Transport network benefits due to a shift in mode share from private vehicle to active transport modes
- Leisure and recreation benefits associated with increased use of the trail network.

Realisation of these benefits is underpinned by an increase in trail demand associated with the project; in particular, an increase in the distance and time that people walk and/or cycle. Demand forecasts undertaken as part of the analysis indicate that use of the Northern Regional Trail Network will increase by around 33 per cent once the entire planned network is delivered. Around two thirds of this uplift would be associated with existing users using the trail more frequently, and one third of the uplift is associated with new users.

Benefit component	Undiscounted values ($m)	Present value (7%) discount rate ($m)	% Of total benefits (present value) ($m)
Present value of health benefit	$541.7	$180.2	62%
Present value of transport network benefits	$34.9	$11.6	4%
Present value of leisure and recreation benefits	$296.5	$98.6	34%
Total	$873.2	$290.5	100%

FIGURE 10.1:
Present benefit values

Under a seven per cent discount rate, the project results in a net present value (NPV) of around $114 million and a benefit cost ratio (BCR) of 1.6. This means that for each $1 invested, a welfare gain of $1.6 is realised.

Costs exceed benefits until FY2037, at which point costs increase marginally as per OPEX assumptions, while benefits increase rapidly as users enjoy and gain value from an improved and expanded network., (refer to Figure 10.2).
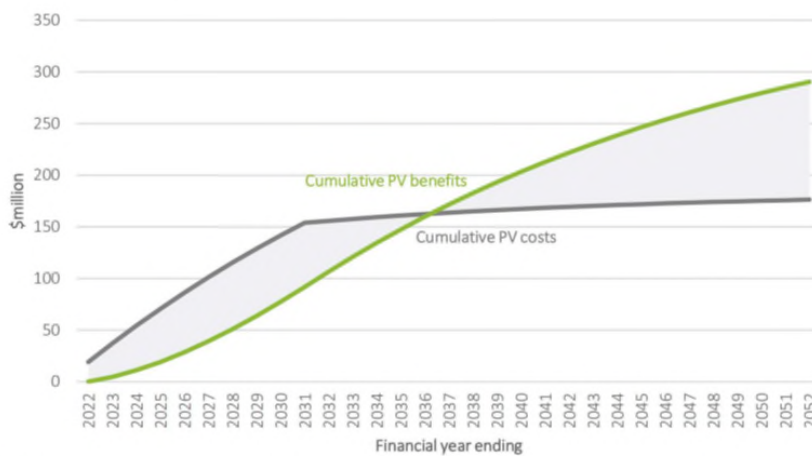

FIGURE 10.2:
Cumulative Net Present Value.
Source: SGS Economics and Planning, 2021

The analysis undertaken by SGS indicates that the Northern Regional Trails network project is economically warranted with consideration of monetised benefits. The case is strengthened when non-monetised benefits are considered. In particular, the upgrade and expansion of the Northern Regional Trails network has potential to lead to increased economic value added derived from additional tourism expenditure, stimulate local businesses, and enhance community cohesion and education opportunities.

For the full Cost Benefit Analysis Report, refer to Appendix C.

10.5 FUNDING THE TRAILS

The 2016 Northern Regional Trails Strategy successfully leveraged approximately $11 million of State Government funding in the last 3 years to deliver key priorities identified in the strategy. Budget allocations for Councils were also given a framework for the planning and delivery of priority trail projects within individual municipalities.

Since the endorsement of the previous plan, the physical landscape of the region has undergone significant change through the delivery of new and future major infrastructure projects. A global pandemic has also impacted the community's reliance on public recreation facilites and the frequency of which the trails are used. During lock downs in 2020 and 2021, regional trails across metropolitan Melbourne reported significant increases in use. As a result, the State Government (who has been the main funding body for the Northern Trails in recent years) has introduced some initiatives that will assist in funding and delivering the open space and trails across the metropolitan regions including the Northern Trails network:

The Growing Suburbs Fund:
The Growing Suburbs fund is a $375M investment by the State Government over 7 years to assist local government in the task of delivering new local infrastructure including trails. It's anticipated that this funding scheme will drive trail development of the coming years.

Suburban Parks Program:
The Victorian Government is investing $154 million to deliver 6,500 hectares of new and upgraded parks and trail as part of the Suburban Parks Program. This initiative has already assisted in securing funding via DELWP and will continue to assist in the funding and delivery of the following trails:
• Jacksons Creek Trail as part of the Jacksons Creek Parkland Plan
• Plenty River Trail, the program has committed to delivery the missing link between University Hill in Bundoora and Doreen to the north.
• Merri Creek Trail as part of the Upper Merri Creek Parkland Plan.
• Diamond Creek Trail

In addition to these initiatives, Victoria is undergoing significant changes due to major transport infrastructure changes such as:
• The level crossing removal project, such as those currently underway along the Upfield rail line;
• Major road widening and duplication projects including the potential future Somerton Road duplication;
• Rail line duplication such as the Hurstbridge rail line duplication; and
• New road construction, such as the North East Link.

The development of these large State Government funded projects provide the opportunity for trails to 'piggy-back' on new transport infrastructure by taking advantage of left-over land or ensuring the provision and financing of regional trails, in accordance with this study, are delivered alongside these projects. The large scale and budget of these projects also presents the opportunity to deliver larger, more strategic aspects of the trail network that cannot feasibly be delivered by regular grant cycles and capital works programs.

Growth areas and Precinct Structure Plans (PSPs):
A Precinct Structure Plan is a Master Plan for new communities within growth areas which guide development, land use and infrastructure of the area over time. Shared trails and regional trails are included within the PSPs which allow Councils to lobby developers for the development of trails within their land. This study along with the PSPs provide the Northern Regional Trails working group with information to ensure the trails are strategically aligned, funded and delivered in accordance with the region's plans.

APPENDICES

B TRAIL IMPROVEMENT PROJECTS

Northern Trails 2022   114

C COST BENEFIT
ANALYSIS