

# A STRATEGIC CONTEXT

Document	Summary	Relevance
<b>Banyule Strategies</b>		
<b>DRAFT Banyule Bicycle Strategy 2021</b>	<p>This strategy provides a numbers of recommendations to improve the quality of the bicycle network, increase connectivity to the surrounding network and encourage bicycle participation by:</p> <ul style="list-style-type: none"> <li>Establishing a framework for investment that follows a regional and corridor based approach;</li> <li>Prioritising actions to improve the provision of cycling infrastructure;</li> <li>Encouraging investment in advocacy, education and building a strong cycling culture;</li> <li>Providing measurable benchmarking tools for goal setting and measuring cycling trends;</li> <li>Considering constraints to cycling including topography, scale and demand; and</li> <li>Advocating for cycling infrastructure in all state government projects.</li> </ul>	<p>Key recommendations in relation to the Northern Trails Strategy include:</p> <ul style="list-style-type: none"> <li>Work with Major Projects to upgrade bicycle connections including Level Crossing Removal and North East Link and Hurstbridge rail line duplication from Greensborough to Montmorency.</li> </ul> <p><b>Main Yarra Trail/ Plenty River Trail</b></p> <ul style="list-style-type: none"> <li>Develop a wayfinding signage plan in conjunction with neighboring municipalities.</li> <li>Realign the Main Yarra Trail at the Banyule Flats to Plenty River Trail by via a direct and paved route.</li> <li>Investigate environmentally appropriate lighting options in order to promote and allow for safe commuting at night.</li> <li>SUP crossing of the Yarra River from Heidelberg to Banksia Park, Birrung Park and Bulleen Park.</li> <li>Explore improvements to avoid steep sections of the Plenty River Trail and to bring the trail up to Aus Standards.</li> </ul> <p><b>Banyule Shared Trail</b></p> <ul style="list-style-type: none"> <li>Complete the Strategic Cycling Corridor connection from Lower Plenty Road to Greensborough.</li> <li>Improve the underpass at Banksia Street (Noting also the Main Yarra Trail).</li> <li>Extend the Banyule Shared Trail south of Banksia Street to connect to Bourke Road North adjacent to The Boulevard in East Ivanhoe.</li> </ul> <p><b>Darebin Creek Trail</b></p> <ul style="list-style-type: none"> <li>Complete the upgrade of the trail including stages 1 to 5 as part of the Northern Regional Trails Strategy 2016 and Banyule Open Space Plan 2016.</li> <li>Develop a wayfinding signage plan in conjunction with neighboring municipalities.</li> </ul> <p><b>Power Easement Trail</b></p> <ul style="list-style-type: none"> <li>Complete missing links including connections to Greensborough and to Lower Plenty Road. Consider installation of wayfinding signage.</li> <li>Include wayfinding signage and cycling priority treatments to facilitate access between Dilkara Ave and Morwell Ave.</li> <li>Provision of a grade separated crossing at Watsonia Station across Greensborough Hwy/ NEL to make the trail continuous.</li> </ul>
<b>Banyule Walking Strategy 2018-2028</b>	<p>The strategic direction of this plan is to create a consistent and strategic approach to managing walking throughout the municipality and creating a culture where people choose to walk. The key objectives of the strategy are:</p> <ul style="list-style-type: none"> <li>Create a Comprehensive Walking Network;</li> <li>Make it Safer, Easier &amp; More Comfortable to Walk throughout</li> </ul>	<p>The following are actions are outlined that should be considered in this study:</p> <ul style="list-style-type: none"> <li>Prioritise the delivery of the recreational paths identified in the Northern Regional Trails Strategy, (2016)</li> <li>Continue to advocate for the identified shared path connections as part of the North East Link including: <ul style="list-style-type: none"> <li>The three new sections in the Banyule Shared Trail including the southern portion of</li> </ul> </li> </ul>

	<p>Banyule; and</p> <ul style="list-style-type: none"> <li>• Support a Walking Culture in Banyule.</li> </ul> <p>In order to achieve these objectives, the strategy sets out to:</p> <ul style="list-style-type: none"> <li>• Create a high quality, integrated walking network that connects people to activity centres, parks, transport, and schools</li> <li>• Provide safe routes to schools and improved pedestrian environments at rail and transport interchange stations</li> <li>• Remove the barriers that prevent people from choosing to walk as the preferred mode of transport for local trips</li> <li>• Raise the public's awareness of local walking opportunities.</li> </ul>	<p>the trail between Yallambie Rd north to the northern end of Service Road, the northern portion of the trail between Elder St north and Grimshaw St and south of Banksia St to the north of MacArthur Rd</p> <ul style="list-style-type: none"> <li>• The two sections of the East-West Power Easement Trail including extending the trail on the west side from Plenty Rd to Watsonia Rd / Railway Station / Greensborough Highway precinct and on the eastern side from the Greensborough Highway to the Plenty River Trail</li> <li>• Improvements to the Main Yarra Trail including the realignment at Banyule Flat, upgrading the trail between the Chandler Highway and Hoddle Street, a new shared user bridge Banksia Street to link Heide to the trail, and a new shared user path along the rail corridor between Greensborough and Eltham</li> <li>• Improvements to the Plenty River Trail at the Greensborough Bypass intersection</li> <li>• Provide connections to the Diamond Creek Trail in Nillumbik via the Northern Arterial Reservation</li> <li>• Where possible, implement all abilities access throughout the walking network</li> <li>• Develop a wayfinding and signage strategy including directional signage</li> </ul>
<p><b>Banyule Integrated Transport Plan 2015-2035</b></p>	<p>The Banyule Integrated Transport Plan is centered around the following objectives, with strategic directions and actions to support them:</p> <ul style="list-style-type: none"> <li>• Accessibility and mobility - a transport network that allows all abilities to travel without relying on a car</li> <li>• Land use and development - concentrating development around activity centres and along public transport routes to promote sustainability and to reduce the distances people have to travel</li> <li>• Walking and cycling - improving connections and navigation across Banyule to promote active travel, reduce demand on roads and parking, and to keep the environment healthy</li> <li>• Public transport - work with the State Government and public transport providers to ensure the system is reliable, frequent, safe and connects people with where they want to go</li> <li>• Streets and public spaces - manage roads to promote sustainable transport, reduce congestion and improve parking opportunities with a safe environment</li> <li>• Advocacy and leadership - advocate on the community's behalf to provide a comprehensive transport network and raise awareness on transport choice and safety</li> </ul>	<p>This transport plan outlines a number of specific strategic directions and actions in relation to the six objectives.</p> <p>In regard to trails, the strategy recognises that shared trails are a great way to experience the parklands in the municipality. It also recognises that the off-road trail network help to provide the connections required to cycle safely within and beyond Banyule.</p> <p>As such, the key strategic direction within the strategy in relation to regional trails is to '<i>support the implementation of the Northern Regional Trails Strategy to improve links through and beyond Banyule</i>'.</p>

<p><b>Public Open Space Plan 2016-2031</b></p>	<p>The guiding vision of Banyule's Open Space Plan is '<i>a green City that provides high quality, sustainable, accessible and well maintained public open space within 5 minutes walk of residents</i>'. Supporting this vision is the following objectives:</p> <ul style="list-style-type: none"> <li>• Quantity- is there enough?</li> <li>• Quality - how good is it?</li> <li>• Access and connectivity - can I get there to use it?</li> <li>• Equitable distribution - is it available throughout the municipality?</li> <li>• Diversity - will it provide different experiences?</li> <li>• Sustainability - will it affect the environment and will it last?</li> </ul> <p>The strategy also aims to provide a range of experiences within Banyule's open space including playgrounds, formal sport, informal and passive recreation, as well as more nature based environmental recreational experiences.</p>	<p>Key trail related recommendations outlined in the Open Space Plan include:</p> <ul style="list-style-type: none"> <li>• Continue to work with Manningham City Council and the State Government to establish pedestrian and cycling connectivity between the Warringal Parklands, the Main Yarra Trail on the western side of the Yarra River with Banksia Park and Heide on the eastern side of the River</li> <li>• Upgrade the sections of the Darebin Creek Trail which don't comply with current shared trail standards</li> <li>• Link the Plenty River Trail with a shared path via the East-West Power Easement to commercial and community facilities in Yallambie Rd</li> <li>• Investigate the feasibility of providing a horse riding trail to connect Lower Plenty and the community horse riding facilities in View Bank, Manningham and Nillumbik</li> <li>• Improve access through the Banyule Flats by realigning the Main Yarra Trail and providing an environmental walk adjacent to the wetlands</li> <li>• Upgrade the sections of the Plenty River Trail within the Eastern Precinct which still don't comply with current shared trail standards</li> <li>• Upgrade pedestrian bridges on the Plenty River Trail where required and improve sight lines where appropriate</li> <li>• Investigate options for overcoming the steep section of Plenty River Trail between Willinda Park and Poulter Ave</li> <li>• Further strengthen pedestrian and cyclist connection between the Greensborough Activity Centre, public open space and the Principle Bicycle Network, particularly the proposed northern extension of the Banyule Trail in the vicinity of the Greensborough Highway and the Western Ring Rd Trail</li> <li>• Provide an accessible connection between St Helena Rd and the Plenty River Trail, through Pioneer Reserve.</li> <li>• Better utilise the East-West Power Easement for public open space purposes; e.g. BMX or skate facilities, outdoor gym equipment, shared trail etc.</li> <li>• Explore opportunities to improve access across Plenty Rd to allow for better connectivity to regional open space in Darebin, including Bundoora Park and the Darebin Creek corridor and trail</li> <li>• Develop on-going maintenance and renewal programs for all parks and gardens asset classes; e.g. provision and on going maintenance of trail side furniture on Banyule's trail network.</li> <li>• Include the recommendations of the Northern Region Trails Strategy in Council's 10 year Capital plan.</li> <li>• Work with other Councils in the region to prepare a joint submission to both State and Commonwealth governments to help fund the implementation of the Northern Region Trails Strategy</li> <li>• Investigate the feasibility of enabling access to open space suitable for horse riding by providing safe rideable links such as shared trails, wide road side verges, etc.</li> </ul>
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<p><b>Banyule Safe Travel Plan 2016-2026</b></p>	<p>The Banyule Safe Travel Plan compliments the Integrated Transport Plan and aims to make Banyule's transport network safer. In particular, the plan seeks to reduce deaths and serious injuries towards zero over the ten year period of the plan. The safe travel themes outlined in the document are:</p> <ul style="list-style-type: none"> <li>• Safer Walking, Cycling and Travelling by Public Transport;</li> <li>• Reduce Vehicle Impacts;</li> <li>• Think Safe Travel;</li> <li>• Encourage safe behaviour by all road users; and</li> <li>• Support the community to take action on safe travel issues.</li> </ul>	<p>The following are specific actions recommended in the plan in relation to trails:</p> <ul style="list-style-type: none"> <li>• Build confidence among local people to walk or ride instead of traveling by car</li> <li>• Advocate to Parks Victoria for improvements to connections between paths and improved amenity along trails</li> <li>• Progressively upgrade key pedestrian routes, providing shelter, drinking fountains, seating, to assist people of all abilities to utilise these routes</li> <li>• Continue to provide wayfinding signage to destinations for walkers or cyclists.</li> <li>• Continue to implement the Bicycle Strategy Action Plan with a strong focus on safe cycling routes to schools to establish lifelong safe travel habits among young people</li> </ul>
<p><b>Feasibility Study for Multi-purpose Trail Lower Plenty to View Bank May 2019</b></p>	<p>This feasibility study has been prepared to generate information, responses and opinions from community groups, individuals and stakeholders in relation to a possible multi-purpose trail along the existing pipeline reserve between Lower Plenty and Viewbank. The study examines the proposed trail against five criteria: response to identified community need, future use potential, project cost, risk and funding potential.</p>	<p>On the basis of the five criteria the potential trail was assessed against, the trail is considered highly feasible and therefore should be considered as part of this study.</p> <p>The proposed trail alignment is to start at the intersection of Rosehill Rd and Bonds Rd in Lower Plenty and continue along the Melbourne Water Pipeline Reserve in a westerly direction to Martins Ln where it connects with the Plenty River Trail and the North Eastern Horse and Pony Club.</p>

Document	Summary	Relevance
<b>Darebin Strategies</b>		
<p><b>Darebin Cycling Strategy 2013-2018</b></p>	<p>The Darebin Cycling Strategy is a five-year plan to create a culture of cycling by making riding enjoyable, relaxing and safe. It aims to create a municipality where using a bicycle is the best travel option for short and medium trips that can't be made on foot and to build on the already comprehensive on-road and shared trail network within Darebin. The strategy also aspires to provide improved cycling facilities and infrastructure to encourage new and less confident riders as well as people passing through the municipality to cycle.</p> <p>The cycling strategy aims to address the barriers to cycling, such as safety concerns, increased residential density and gentrification.</p>	<p>The key objectives outlined in this strategy should be considered in this study:</p> <ul style="list-style-type: none"> <li>• Foster a culture of cycling where the bicycle is the first choice for trips between 2 and 7km.</li> <li>• Create a cohesive high quality network of cycle friendly routes accessing popular destinations both within Darebin and the larger Metropolitan network that are suitable for use by those of all abilities, ages and backgrounds.</li> <li>• Express a long-term commitment to building a culture of cycling and engage key partners and stakeholders in prioritising investment in cycling.</li> <li>• Continue to improve the safety of cycling.</li> </ul> <p>From these objectives a number of relevant key actions are proposed:</p> <ul style="list-style-type: none"> <li>• Develop and evaluate innovative design standards for high-quality cycle provision, prioritising bike riders over higher impact modes when on bike routes and managing conflict between pedestrians and bike riders on shared paths.</li> <li>• Work with neighbouring councils to increase connectivity and level of service, and where possible ensure it is consistent across municipal boundaries.</li> </ul> <p>The strategy also outlines the following areas located on the regional trails for improvements:</p> <ul style="list-style-type: none"> <li>• Merri Creek Trail at Moreland Road</li> <li>• St Georges Rd/ High St/ Cheddar St Trail at Merri Parade, Separation St, Hutton St, Cramer St, Murray Rd, Tyler St and Edwardes St</li> </ul>

<p><b>Streets for People Feasibility Report 2018</b></p>	<p>The Streets for People document aims to restore a balance in the role of streets between their functional modal requirements and their role in defining places and spaces for people. The study, among other goals, seeks to provide a integrated approach in which improvements to the public realm can improve sustainable transport options including pedestrian and cyclist connections to public transport, and neighbourhood destinations. The study also outlines the typical design treatments in delivering pedestrian/ cyclist priority infrastructure, including 2 way cycle lanes, separated from pedestrian and vehicle movement, and the guiding principals in delivery this infrastructure (prioritising people, minimise conflict and increase cycling confidence).</p>	<p>The study, whilst focusing on streets and 'on-road' infrastructure outlines design responses and recommendations in order to achieve its aim, some of which are relevant to this study:</p> <ul style="list-style-type: none"> <li>• Improvement of the urban condition through new infrastructure and asset upgrades to increase pedestrian/ cyclist safety and amenity.</li> <li>• Minimising conflict between varying modes of transport, with higher priority given to pedestrian and cyclists.</li> <li>• Increasing cycling confidence by providing high-quality cycling infrastructure that is well connected, easily navigated with varying degrees of separation and safety from moving traffic.</li> <li>• Prioritise east- west corridors to achieve cross connections to existing key cycle routes along Darebin Creek, Merri Creek, St Georges corridor and key destinations</li> <li>• Well connected cycling and walking infrastructure.</li> <li>• A 50% increase in length of cycle infrastructure connecting key destinations and activity nodes.</li> <li>• Capacity to support a significant increase in volume of cyclist per house through additional and improved cycling infrastructure.</li> <li>• Unique branding and identity for each corridor to assist with wayfinding.</li> </ul>
<p><b>Streets for People: Northcote - Thornbury Corridor 2018</b></p>	<p>This strategy focuses on improving the existing 'shimmy' route (an informal bicycle path) that runs parallel to the train in Thornbury, Croxton and Northcote. This corridor is the first project to be delivered as part of the <i>Streets for People</i> program. The document aims to capture the community concerns, aspirations and vision for the streets and neighbourhood within the study area in order to improve the value of place and the pedestrian and cycling community.</p>	<p>Whilst this strategy focuses on the local scale and on-road infrastructure for pedestrians and cyclists, it is in close proximity to the northern trail network and provides key connections to and between the trails and should be considered as part of this study. It also presents an example of the <i>Streets for People</i> program which will be rolled out across the municipality in line with the 2018 Feasibility study.</p>
<p><b>Safe Travel Strategy 2018-2028</b></p>	<p>The Darebin Safe Travel Strategy aims to protect vulnerable road users whilst supporting low impact modes of travel, such as walking, wheeling, and riding, to ensure the municipality is a safe and more sustainable place to travel. The study focuses on improving road safety by:</p> <ul style="list-style-type: none"> <li>• Reducing the number of vehicle trips by encouraging more people to cycle, walk and use public transport through the implementation of programs and infrastructure;</li> <li>• Reducing vehicle speeds and speed limits, particularly in areas where high volumes of people choose to walk and cycle;</li> <li>• Encouraging safer driving through a combination of education, enforcement and infrastructure;</li> <li>• Advocating for better systems for the collation of data and evidence.</li> </ul>	<p>Specific action items relevant to this study include:</p> <ul style="list-style-type: none"> <li>• Encourage more people to adopt active and sustainable modes of transport.</li> <li>• Improving walking, cycling and wheeling infrastructure to promote active travel (including improving shared paths and removing hazards).</li> <li>• Supporting and delivering cycling skills and education to schools and the community.</li> </ul>

<p><b>Going Places: Darebin Transport Strategy 2007-2027</b></p>	<p>The Darebin Transport Strategy aims to guide the future decision of transport within Darebin in order for transport to play a positive role in connecting residents, visitors and employers to ensure that social networks are strong, opportunities are easily accessed and the local economy prospers. The objectives outlined include:</p> <ul style="list-style-type: none"> <li>• To improve local and metropolitan accessibility</li> <li>• To increase the role of sustainable transport modes</li> <li>• To build new developments that reduce transport demands</li> <li>• To increase social inclusion for residents</li> <li>• To improve health and environmental outcomes</li> <li>• To improve community safety</li> <li>• To integrate quality urban design, economic development and access</li> <li>• To engage stakeholders through effective communication</li> </ul>	<p>This strategy notes walking and cycling as a fundamental ingredient to a healthier, more inclusive and more sustainable future for the municipality. The strategy recognises the well connected street network and complimentary recreation trails existing within Darebin however notes that more can be done to improve the safety, attractiveness, ease of use and awareness of this network. It also recognises the importance of shared trails in catering to all abilities. In order to improve sustainable transport infrastructure and increase the rates of walking and cycling, the following objectives are outlined:</p> <ul style="list-style-type: none"> <li>• Enhancing the actual and perceived safety or walking and cycling routes.</li> <li>• Completing 'missing links' throughout the network.</li> <li>• Increasing the priority of walking and cycling at activity centres.</li> <li>• Promoting and advertising sustainable transport modes.</li> </ul> <p>In addition the following specific actions are relevant to this study:</p> <ul style="list-style-type: none"> <li>• Develop high quality key pedestrian and cycle links.</li> <li>• Develop pedestrian-friendly design and maintenance standards.</li> <li>• Better understand walking and cyclist issues and needs.</li> </ul> <p>Note: The review undertaken in 2015 of this study noted that implementation of these action items is still ongoing.</p>
<p><b>Walking Strategy 2018-2028</b></p>	<p>This strategy aims to provide the infrastructure, amenity and education to support and encourage walking as a safe and attractive mode of transport for all. This overarching aim is to be achieved through the following goals:</p> <ul style="list-style-type: none"> <li>• Upgrade the walking network and enhance connectivity across the municipality.</li> <li>• Improve community health, safety and equity of access by reducing barriers to walking.</li> <li>• Increase the community's awareness of walking opportunities and the benefits of walking.</li> </ul>	<p>In order to achieve the goals set in this strategy, the following actions, relevant to this study, are outlined:</p> <ul style="list-style-type: none"> <li>• Provide high quality connections to important destinations (using the PPN to prioritise sections within the network).</li> <li>• Improve connections to support local business and services.</li> <li>• Provide safe and accessible routes to public transport.</li> <li>• Improve safety for people that walk</li> <li>• Promote the benefits of walking.</li> <li>• Support environmentally sustainable transport choices.</li> </ul>

Document	Summary	Relevance
<b>Hume Strategies</b>		
<b>Hume Bicycle Network Plan 2015</b>	<p>The aim of the Hume Bicycle Network Plan is to define a comprehensive cycling network of off-road and on-road paths that provides a range of routes to suit different cycling needs.</p> <p>This plan has the following objectives:</p> <ul style="list-style-type: none"> <li>Identify and develop a comprehensive municipal wide Bicycle Network Plan that connects residential areas with key destinations and the wider regional network</li> <li>Identify the priority cycling routes to inform Council's capital works program and future grant applications in order to deliver bicycle infrastructure</li> <li>Provide an update to the Walking and Cycling Strategy Implementation Plan. The outcomes of this project will inform the prioritisation of the construction or upgrade of the cycling paths that are part of this plan.</li> <li>Inform the designation of an on-road bicycle network in areas to be redeveloped and subject to future road construction works.</li> <li>Identify the required locations for cycling support facilities.</li> </ul>	<p>The Bicycle Network Plan identifies the following 'target project's that should be considered in this study:</p> <ul style="list-style-type: none"> <li>Gap in the Yuroke Creek trail from the Broadmeadows Valley Park Trail to Somerton Rd</li> <li>Gap in the Aitken Creek Trail from Craigieburn Rd to the Merri Creek</li> <li>Upgrade of the on the Western Ring Road at Merlynston Creek</li> <li>Signage to be installed along the Western Ring Road Nth in Jacana</li> <li>Gap in the Greenvale Reservoir Park Trail from Venezia Promenade to Somerton Road</li> <li>Extension of the Blind Creek Trail from UGB West to the Sunbury Train line</li> <li>New trail along the Blind Creek from the Sunbury Train line to Jacksons Creek</li> <li>Gap in the Moonee Pond Creek Trail and an upgrade required from the Western Ring Road to the Woodland Historic Park</li> <li>New and extended shared path on the Merri Creek Trail from the Western Ring Road to Cooper Street</li> </ul>
<b>Walking and Cycling Strategy 2010-2015 + Walking and Cycling Strategy Action Plan 2010</b>	<p>This Walking and Cycling Strategy aims to guide the development of the Hume's path network to encourage residents, workers and visitors to become more involved in walking and cycling. The principles for achieving this include:</p> <ul style="list-style-type: none"> <li>Routes will be planned and developed on a whole-of network basis</li> <li>All paths are well connected and linked with key points of interest</li> <li>Paths will be to prescribed standards and in consideration of the primary function or use of the path</li> <li>Opportunities to increase walking and cycling will be incorporated in all urban and town planning projects</li> <li>Paths will be managed to ensure safe, clean and attractive environments and usage reviewed regularly to ensure community needs are addressed</li> <li>Promote and develop paths to optimise community use and benefits</li> <li>Partnerships will be sought and to develop the path network</li> <li>Advocate for the provision of diverse and accessible walking and cycling opportunities</li> </ul> <p>The accompanying Action Plan proposes a five-year program to develop the path network by addressing barriers in the existing network and ensures barriers are minimised in new path networks (i.e. gaps, indirect routes, lack of facilities and</p>	<p>Trail related recommendations outlined in the Action Plan include:</p> <ul style="list-style-type: none"> <li>Signage installation across the network - direction and interpretive</li> <li>Missing links from Elizabeth Dr to Sunbury Town Centre via Salesian College, and upgrades to existing path on the Blind Creek Trail</li> <li>Link corner of North Circular Dr and Broadmeadows Rd to Moonee Ponds Creek Trail</li> <li>Extend sealed path from Limpopa Square to Craigieburn Station on the Craigieburn Railway</li> <li>Extend Aitken Creek Trail from rear of 24 Eastgate Road to Melbourne Water Pipe Track</li> <li>Missing link from west side of Hume Fwy on Malcolm Creek Trail to Amaroo Rd and Hume Freeway Trail</li> <li>Connect Roxburgh Park and the Aitken Creek Trail to the Merri Creek</li> <li>Create a shared path along the Maribyrnong River and Jackson's Creek between Brimbank path and Sunbury</li> <li>Extend Merri Creek Trail from Mahoneys Rd and Craigieburn Rd</li> <li>Extend Moonee Ponds Creek Trail to Woodlands and then onto Bulla</li> <li>Trail along Aitken Boulevard from Somerton Rd to Mt Ridley Rd</li> <li>Extend Aitken Creek Trail from Craigieburn Rd to Mt Ridley Rd</li> <li>Extend the Upfield Bike Path all the way along the railway line</li> <li>Extend Merylnston Creek Trail from Seabrook Reserve to Barry Rd</li> </ul>

	amenities, poor surfaces, conflicts of use).	The strategy also outlines the preferred design characteristics of shared use paths within Hume as being 2.5 - 4.5m wide with either a medium degree of separation between cyclists and pedestrians (i.e. linemarking) or a high degree of separation (i.e. pedestrians on one side of the path and bicycles on the other, either single or bi-directional).
<b>Hume Integrated Land Use and Transport Strategy 2011-2020</b>	<p>This strategy outlines land use and transport initiatives aimed at improving transport options for residents, works and visitors in Hume. It aims to create more accessible, liveable and sustainable communities, with full access to jobs, education, shopping and community facilities by expanding the range of transport choices. The six policy objectives to guide future decision making include:</p> <ul style="list-style-type: none"> <li>• Leadership and partnerships - promote collaborative and sustainable integrated planning to ensure land use and transport are planned, funded and implemented to offer a range of choice</li> <li>• Land use and development - plan and build an urban form which increases opportunities for walking and cycling, supports effective operation of public transport, and encourages development that minimises travel needs.</li> <li>• Walking and cycling - encourage walking and cycling by providing safe, connected and enjoyable pedestrian and cycling environments</li> <li>• Public transport - plan and advocate for the development of a high quality public transport network</li> <li>• Road Network and Freight - plan and maintain a safe and efficient road system to accommodate all road users. Deliver safe and efficient operations to support industry and economic development.</li> <li>• Education, information and marketing - plan and promote an environmentally sustainable and socially just transport system that offers a range of choices</li> </ul>	<p>In relation to trails, the strategy notes the following:</p> <ul style="list-style-type: none"> <li>• Many of the off-road shared paths were built for recreation but now are used for commuting and/ or to access local services. The most significant recreation cycling paths are located along Moonee Ponds Creek and Broadmeadows Valley Park. The meandering nature of these paths means they are less suitable for commuter cycling and this highlights the need to identify, prioritise and create a more direct cycling network for commuter and utility cycling purposes.</li> <li>• Develop a comprehensive bicycle and pedestrian network plan that identifies priority pedestrian and cyclist routes, and ensures bicycle and pedestrian networks are connected and co-ordinated with neighbouring municipalities.</li> <li>• Work with Moonee Valley, Moreland, and Melbourne Councils to develop plans for a cycling route along the Craigieburn rail-line.</li> <li>• Establish standards for walking and cycling infrastructure</li> </ul>
<b>Open Space Strategy 2010-2015</b>	<p>This Strategy was prepared to provide a framework for the future planning and provision of open space across the municipality. It aims to provide equitable distribution of a diverse range of open space opportunities and facilities for all people who live and work in Hume with the following guiding principles:</p> <ul style="list-style-type: none"> <li>• Environmental sustainability and social well being will be considered in all aspects of open space delivery</li> <li>• Open space corridors and shared use paths will be provided wherever possible to link key activity areas</li> <li>• Protect and enhance significant natural features and landscapes,</li> </ul>	<p>In relation to trails, the strategy outlines the following directions and recommendations:</p> <ul style="list-style-type: none"> <li>• Open Space corridors will be provided wherever possible to link open space areas and along waterways to protect their natural features</li> <li>• High standard shared pathways will be provided in open space wherever possible to encourage physical activities such as walking and cycling, and these pathways will be linked along roadways where appropriate to selected key community destinations</li> <li>• Liaison will be maintained with Melbourne Water and Parks Victoria in relation to the responsibilities of these agencies for managing open space along waterways</li> <li>• Key trails along waterways lack supporting</li> </ul>



	<p>and Indigenous and post settlement cultural heritage sites.</p> <ul style="list-style-type: none"> <li>• Open space will be located, designed and developed in a manner which contributes to the local character</li> <li>• Open space will be planned and designed to maximise safety</li> <li>• A diverse range of opportunities for passive recreation, play, informal and organised sport will be provided</li> <li>• Open space will be planned and designed to provide accessible, high quality spaces</li> </ul>	<p>infrastructure such as signage</p> <ul style="list-style-type: none"> <li>• Potential connection between Broadmeadows Valley Park and Craigieburn</li> <li>• Missing link along Merri Creek Trail from Mahoneys Road to Craigieburn</li> <li>• Missing link along the Melbourne Water pipe track through Attwood and through to the Broadmeadows Valley Park</li> <li>• Opportunity for an east – west link extending from Seabrook Reserve and Merlynston Creek in the east, across the Craigieburn rail line and through the Broadmeadows activities centre to the Broadmeadows Valley Park in the west</li> <li>• Council will work with Parks Victoria, Melbourne Water and the City of Whittlesea to ensure that the development of the Galada Tamboore (Merri Creek) parkland occurs as soon as possible and that the trail links along Merri Creek are completed.</li> <li>• A future corridor and trail along Jacksons Creek to link to the Maribyrnong Metropolitan Trail - in partnership with Western Water, Parks Victoria and the Department of Sustainability and Environment (not all this land is currently in public ownership)</li> </ul>
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Document	Summary	Relevance
<b>Moreland Strategies</b>		
<b>Moreland Bicycle Strategy 2011-2021</b>	<p>The Moreland Bicycle Strategy seeks to make the City of Moreland a great place to ride a bicycle – a place that is attractive and inviting for people riding for the first time and offers a riding experience superior to driving a car. This vision is underpinned by the following goals:</p> <ul style="list-style-type: none"> <li>• More people riding</li> <li>• Greater diversity of cyclists</li> <li>• Improved cycling safety</li> <li>• More people happy with the municipality's cycling facilities</li> <li>• A vibrant cycling community</li> <li>• A healthier more sustainable city</li> </ul>	<p>This strategy identifies the following trails as key priority routes within Moreland:</p> <ul style="list-style-type: none"> <li>• Upfield Bike Path (existing)</li> <li>• Moonee Ponds Creek Trail (existing)</li> <li>• Craigieburn Express Trail (proposed)</li> <li>• Western Ring Road Trail (existing)</li> <li>• Merri Creek Trail (existing)</li> <li>• Edgars Creek and Elizabeth St Trail (existing)</li> <li>• Merlynston Creek Trail (existing)</li> </ul> <p>A key recommendation of the strategy is to ensure that the bicycle network is easy to navigate with directional signage, information signage alerting the users of difficult terrain, flooding, etc., and network maps.</p> <p>The strategy also defines recommended path widths (from 2.5 - 5m.5) and separation based on the number of pedestrians and cyclists using the paths at peak hour.</p>
<b>Moreland Integrated Transport Strategy 2019</b>	<p>This strategy aims to facilitate a demonstrable mode shift to more sustainable modes of transport that also targets a long-term reduction in car use. This vision is supported by the following key directions:</p> <ul style="list-style-type: none"> <li>• Make changes to car parking to contribute to better transport, land use, economic and community outcomes.</li> <li>• Reallocating road space for greener more pleasant streets and to allow for walking, cycling and public transport</li> <li>• Advocate for better public transport</li> </ul>	<p>Whilst there are no regional trail specific recommendations outlined in the document, the following overarching strategies could be considered in this study</p> <ul style="list-style-type: none"> <li>• Prioritise access by walking, cycling and public transport over car-based travel.</li> <li>• Establish high-quality pedestrian routes and places that are safe, comfortable and accessible</li> <li>• Make cycling safe, comfortable and a preferred mode of travel in Moreland</li> <li>• Design the pedestrian network to accommodate transport users of all abilities.</li> <li>• Prioritise pedestrian access, safety and amenity at transport interchanges</li> </ul>

	<ul style="list-style-type: none"> <li>• Creating safer, quieter streets with more pedestrian crossings, lower speed limits and closing some locals roads to through traffic</li> <li>• Fostering partnerships for sustainable transport (i.e. schools, communities, traders and businesses).</li> </ul>	<ul style="list-style-type: none"> <li>• Encourage local trips to jobs, services and facilities by walking and cycling</li> <li>• Seek best possible walking and cycling access, safety and amenity in state government transport projects</li> <li>• Encourage zero emissions transport modes</li> <li>• Encourage new development to incorporate sustainable transport into its design</li> <li>• Encourage and educate the community to achieve a shift towards sustainable transport modes</li> </ul>
<b>Open Space Strategy 2012-2022</b>	<p>The Moreland Open Space Strategy sets a direction of the future provision, planning, design and management of open space (including open space for recreation and leisure, and conservation). The central purpose of the Strategy is to:</p> <ul style="list-style-type: none"> <li>• Understand supply and demand for open spaces;</li> <li>• To identify deficiencies of open space and access to open space;</li> <li>• To secure appropriate additional open space where possible;</li> <li>• To protect existing open space and its values; and</li> <li>• To improve its quality through better planning and management.</li> </ul>	<p>In regard to trails, the strategy outlines the following goals and considerations:</p> <ul style="list-style-type: none"> <li>• Additional shared trails to service the east-west direction;</li> <li>• Implement Moreland's Lighting Strategy focusing on paths through parks and on shared trails at intersecting paths</li> <li>• Develop pedestrian/cycle link between Moonee Ponds Creek trail and Karin Court, Glenroy</li> <li>• Develop a network of shared trails to include: perimeter shared paths around large parks; trail circuits throughout each suburb connecting community facilities and parks; and access along key waterways and to regional trails</li> <li>• Provide safe and convenient access between open spaces, with connections to residential areas, civic institutions, schools, activity centres and businesses</li> <li>• Address gaps in access to shared trails on the Merri and Moonee Ponds Creek</li> <li>• Implement recommendations from the Merri Creek Shared Trail Review</li> <li>• Address gaps in access along the eastern side of Moonee Ponds Creek</li> <li>• Investigate further means of improving the Upfield Railway Line shared path as a key trail through the centre of the municipality</li> <li>• Review the location of shared trail amenities on Merri Creek and Moonee Ponds Creek trails</li> <li>• Investigate land ownership, and work with owners to establish a shared trail along the Merlynston Creek alignment, from John Street Glenroy to Merri Creek, Coburg North</li> <li>• Identify additional areas where creeks can be traversed by shared trails</li> <li>• Enhance directional and informational signage along trails. Work with neighbouring local authorities to provide consistent signage</li> <li>• Develop east / west routes to connect the Upfield Rail shared path, and identified habitat corridors to the trails along the Merri and Moonee Ponds Creeks, and other waterways.</li> </ul>
<b>Merri Creek Trail Review 2007</b>	<p>The intent of the Draft Merri Creek Trail Review is to ultimately guide future works, management and priorities for upgrade of the trail to cope with existing and future use. It seeks to review the trail according to established Australian standards for shared paths and according to recent guidelines developed by Melbourne Water for paths near waterways. It recommends innovative solutions to create a safer, more environmentally</p>	<p>The Trail review outlines the following recommendations:</p> <ul style="list-style-type: none"> <li>• Develop and install consistent warning and directional signage and remove redundant signage.</li> <li>• Implement signed on road bypass routes for areas subject to regular flooding to retain continuous public access in all conditions.</li> <li>• Upgrade path to min 2.5m wide with 0.5m clearance either side</li> <li>• Investigate options for secondary walking routes</li> </ul>

	<p>sympathetic and user-friendly trail while catering for user numbers.</p>	<p>to improve looped tracks and reduce congestion on the main trail while protecting environmental values.</p> <ul style="list-style-type: none"> <li>• Undertake staged replacement/upgrade of bridges, boardwalks and underpasses to meet Australian Standards and Melb. Water Guidelines</li> <li>• Replace low level bridges at Broadhurst Ave and Hammersley Ct</li> <li>• Establish new sealed path along the upper escarpment at Moomba Park retaining the low level path</li> <li>• New path link at Lorne St</li> <li>• Resurface and extend unsealed path on west bank to enable loop track and bypass of Brex Ct and Lakeside SC bridges during floods</li> <li>• Upgrade local path drainage and establish on road flood bypass route</li> <li>• Replace path at Coburg Lake</li> <li>• Investigate new path on east bank upstream of Coburg Lake to Bakers Rd and longer term Queens Pde.</li> <li>• Upgrade Newlands Rd underpass and establish flood bypass route via Golf Rd</li> <li>• Replace De Chene Reserve bridge</li> <li>• Establish flood bypass route via Nicholson St and install hydraulic flood gate at Harding St to warn of flooding at Bell St underpass</li> <li>• Upgrade Harding St bridge</li> <li>• Replace the Bowden Res. boardwalk to improve grades and sightlines</li> <li>• Upgrade on road crossing at Moreland Rd providing pedestrian refuge and new path link down Clara St</li> <li>• Upgrade Blyth St underpass</li> <li>• Replace narrow path at Roberts Res.</li> <li>• Widen path at Brunswick Velodrome</li> <li>• Replace and realign narrow path upstream of CERES</li> <li>• Realign path to upper bank downstream of Willowbank Rd to reduce flooding</li> <li>• Widen path at Sumner Park</li> <li>• Replace the steep boardwalk at the Brunswick Electricity Terminal</li> <li>• Construct path on north bank under St. Georges Rd to provide improved off road link to St Georges Rd trail</li> <li>• Investigate new high level bridge near Elizabeth St to enable bypass of on road section St. Georges Rd</li> <li>• Upgrade on road route and footpath from Rushall Station to Merri Pde installing a new pedestrian refuge at Walker St end of bridge</li> <li>• Investigate a new bridge on the existing pipe crossing downstream St. Georges Rd to improve off road links to the Capital City Trail</li> <li>• Investigate an off road link on the west bank above the cliffs from Rushall Station to the existing path and proposed pipe bridge crossing near Holden St</li> <li>• Liase with Dept. Infrastructure to establish new high level path from Heidelberg Rd to High St along south bank bypassing underpasses and low level bridges and retaining off road cycle access during proposed upgrade of Clifton Hill-Westgarth Rail bridge</li> </ul>
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Document	Summary	Relevance
<b>Nillumbik Strategies</b>		
<b>Nillumbik Trails Strategy 2011</b>	<p>The Nillumbik Trails Strategy guides the planning and decision making in the provision of the 25km of urban recreational trails and 18km of rural recreational trails. The vision for the strategy is for the municipality to “<i>be recognised for the quality and diversity of its trail network. The network will be developed and managed sustainably while ensuring economic, health and wellbeing benefits are provided to the community</i>”.</p> <p>It outlines the following key objectives for the expansion of the trail network:</p> <ul style="list-style-type: none"> <li>To efficiently develop the trail network.</li> <li>Identify and address barriers to the trail network’s growth.</li> <li>Realise the social, economic and environmental potential of each trail.</li> </ul>	<p>The following recommendations for capital investment and planning are outlined in the strategy and should be considered in this study:</p> <ul style="list-style-type: none"> <li>Extend the Diamond Creek Trail from Diamond Creek to Hurstbridge.</li> <li>Determine development options for the Aquaduct Trail following the establishment of land owner status, from Eltham to Christmas Hills.</li> <li>Formalise the Green Wedge Trail from Wattle Glen to Kinglake.</li> <li>Establish a trail from Hurstbridge to Arthurs Creek (Kinglake Way Trail).</li> </ul> <p>The strategy also outlines specific actions items required to deliver the above recommendations.</p>
<b>Walk, Cycle, Ride on the Wild Side 2021</b>	<p>This strategy is a holistic assessment of the trail network within the municipality including an audit that considers the performance and functionality of 18 trails and a gap analysis. The trails were assessed on location, inclusive access, compliance, safety, signage, supporting amenities and experience. This assessment was then used to identify strengths and weaknesses and the potential of each trail which allowed a list of projects and action items to be developed to guide future development and investment in the trail network.</p>	<p>The document provides an in-depth analysis and audit of each of the trails within the network including trail descriptions, issues and opportunities, performance and potential ratings, levels of service and capital works projects required to improve the individual trails. Specific actions items relevant to this study include:</p> <ul style="list-style-type: none"> <li>Diamond Creek Trail <ul style="list-style-type: none"> <li>Relign/enhance the Eltham Lower Park car park link, the Main Rd underpass, Pitt Street car park, Gastons Rd underpass, sharp bend between Laurel Hill Dr and Allendale Rd, and the Chute St underpass.</li> <li>Widening of trail north of Allendale Rd</li> <li>Railway line crossing at Allendale Rd</li> <li>Signage</li> <li>New trail construction from St Helena to Plenty River Pipe Track Trail</li> <li>Diamond Creek Trail extension</li> </ul> </li> <li>Aqueduct Trail <ul style="list-style-type: none"> <li>New trail construction along the Transmission Line linear reserve</li> <li>Trail extension to Kangaroo Ground and Research</li> </ul> </li> <li>Kinglake Way Trail</li> </ul>
<b>Equine in Nillumbik 2019</b>	<p>This Strategy outlines opportunities around Nillumbik’s history and participation in equine activities including:</p> <ul style="list-style-type: none"> <li>Responding to infrastructure needs</li> <li>The importance of safe, off-road, shared trails</li> <li>Promoting support for equine economic development</li> <li>Encouraging informed land management and emergency preparedness.</li> </ul>	<p>Key actions identified in the strategy include:</p> <ul style="list-style-type: none"> <li>Collaborate with shared trail users to understand and document synergies and common needs</li> <li>Identify and formalise access to trails for horse riders</li> <li>Conduct a trails audit to ensure that existing and planned trails are fit for purpose.</li> </ul>

<p><b>Open Space Strategy 2005</b></p>	<p>Nillumbik's Open Space Strategy aims to coordinate actions arising from State, regional and local policies that impact on Council's open space and to provide a strategic direction for the development and management of open space with a focus on passive recreation and conservation. The strategy outlines the following vision:</p> <ul style="list-style-type: none"> <li>• Nillumbik will provide a diversity of open space with a range of high quality regional and neighbourhood parks linked by a network of trails.</li> <li>• Nillumbik's open space network will be easily accessible and provide all residents and visitors with a range of passive and active recreation opportunities.</li> <li>• Nillumbik will ensure its open space is developed and managed on a sustainable basis to meet the needs of the community and protect environmental values for present and future generations.</li> </ul>	<p>The Open Space Strategy identifies a number of action items relating to trails:</p> <ul style="list-style-type: none"> <li>• Improving access along the Plenty and Yarra Rivers</li> <li>• Extending the Diamond Creek trail to Hurstbridge</li> <li>• Improving and substantially extending the Maroondah Aqueduct Trail to Sugarloaf Reservoir</li> <li>• Improving overall signage and condition of the Diamond Creek Trail</li> <li>• Upgrade the Diamond Creek Trail connection across Main Road in Diamond Creek</li> <li>• Connect the Maroondah Aqueduct Trail to Diamond Creek Trail at Allendale Rd along the old Maroondah Aqueduct</li> <li>• Investigate utilising the decommissioned Maroondah Aqueduct Siphon Bridge across the Plenty River to connect into new paths within the City of Whittlesea</li> <li>• Investigate a walking path along the Stony Creek from the Maroondah Aqueduct to the Yarra River in North Warrandyte and Kangaroo Ground that includes providing better public access to Chase Reserve in North Warrandyte</li> <li>• Extend the trail network along the Yarra River by creating links along the length</li> <li>• Investigate the feasibility of constructing a pedestrian bridge across the Yarra River at Glynn's Road parkland to Pound Bend, Warrandyte State Park</li> <li>• Encourage the extension of the trail network along the Plenty River from Greensborough to Yarrambat Park, through the Plenty Gorge Parklands</li> <li>• Extend the Metropolitan Ring Road Trail by ensuring the proposed widening of the Greensborough bypass bridge includes a bicycle/pedestrian lane that connects to the existing Northern Ring Road Bicycle path and to the Plenty River shared path</li> <li>• Investigate the extension of the Metropolitan Ring Road Trail by utilising VicRoads land from the Nillumbik Shire Office precinct to the Challenger Street Wetlands Reserve</li> <li>• Investigate using the existing Melbourne Water Pipe Tracks for shared paths. Key shared paths could occur from the Plenty River in Greensborough to the St Helena Shopping Centre and to the Diamond Creek at Allendale Rd and utilising the pipe track to improve access and entrances to the Maroondah Aqueduct Trail</li> <li>• Investigate ways of providing a link from the Maroondah Aqueduct Trail in Research to the former Kangaroo Ground Waste Disposal Site.</li> </ul>
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Document	Summary	Relevance
<b>Whittlesea Strategies</b>		
<b>DRAFT Whittlesea Bicycle Plan 2021-2025</b>	<p>This plan builds on the 2016-2020 plan to prioritise the network of bicycle lanes and paths and responds to the opportunities and challenges that have been presented and identified by the community, including bicycle safety and promotion and engagement of cycling. The principles to guide this plan include:</p> <ul style="list-style-type: none"> <li>• Cycling should provide a highly efficient transport options for short and medium trips (up to seven kms)</li> <li>• Cycling should contribute to health, economic and environmental outcomes</li> <li>• Cycling infrastructure should be focused on facilities suitable for novice or young riders</li> <li>• Supporting infrastructure should be provided in key locations</li> <li>• Cycling networks should extend the catchment of public transport hubs</li> <li>• Work with communities and stakeholders to achieve positive outcomes</li> <li>• We are committed to delivering accessible information, facilities, programs and services that encourage people to build social connections and participate in community life.</li> </ul>	<p>Specific actions outlined in the strategy, relevant to this study, include:</p> <ul style="list-style-type: none"> <li>• Engage and collaborate with DOT to address safety issues on our bicycle paths and lanes, such as addressing safety and flooding issues at Darebin Creek Trail under the M80 Freeway</li> <li>• Continue progressive removal of swing gates on shared user paths and trails</li> <li>• Provide wayfinding signage to bicycle parking at Council buildings, community facilities and along trails</li> </ul> <p>The following priorities from the plan are also listed in the strategy:</p> <ul style="list-style-type: none"> <li>• Yan Yean Pipe Track: <ul style="list-style-type: none"> <li>• Childs Rd to McDonalds Rd</li> <li>• Darebin Creek Trail to Childs Rd</li> <li>• Bridge Inn Rd to Hazel Glen Dr</li> </ul> </li> <li>• Edgars Creek Trail: <ul style="list-style-type: none"> <li>• German Ln to Deveny Rd</li> <li>• Main St to German Ln</li> </ul> </li> <li>• Darebin Creek Trail: <ul style="list-style-type: none"> <li>• Underpass at McKimmies Rd bridge and widening of footpath on bridge</li> </ul> </li> <li>• Plenty Rd Shared Trail: <ul style="list-style-type: none"> <li>• Municipal boundary to M80 Ring Rd</li> <li>• Enterprise Dr to M80 Ring Rd Path</li> </ul> </li> </ul>
<b>Open Space Strategy 2016</b>	<p>The Whittlesea Open Space Strategy sets out the strategic direction for the future planning, provision, design and management of open space in the municipality through to 2026. The following are the principles that guide the development of the strategy and open space:</p> <ul style="list-style-type: none"> <li>• Access to open space</li> <li>• Open space that is supportive of community health and wellbeing</li> <li>• Diversity of open space</li> <li>• Equitable network of open space</li> <li>• Open spaces that are sustainable</li> <li>• A connected network of open space</li> <li>• Culturally celebratory</li> </ul>	<p>This strategy recommends construction of additional shared trail and walking path links to significantly improve the connectivity and accessibility within, to and between open space. Specifically, the strategy recommends the construction some key routes in order to improve the open space network:</p> <ul style="list-style-type: none"> <li>• Merri Creek Trail - north and south of Galada Tamboore</li> <li>• Edgars Creek Trail - fill in gaps north and south of Cooper St and the Metropolitan Ring Rd to create a continuous shared trail</li> <li>• Development of the Yan Yean Pipe Track</li> <li>• Plenty River Trail within the Plenty Gorge Parklands north from RMIT Bundoora</li> <li>• Construct a linear path along Maroondah Aqueduct</li> <li>• Darebin Creek Trail around the Quarry north of the Metropolitan Ring Rd</li> </ul>

<p><b>Whittlesea Rail Trail Master Plan Review 2018</b></p>	<p>This document is a review of the 2010 Whittlesea Rail Trail. It concludes that the features are all still relevant in 2018 vindicating design objectives and actions proposed in 2010 as essential in establishing a rail trail fit for community use.</p> <p>The proposed trail begins at Laurel St and continues south along the rail reserve to Bridge Inn Road.</p>	<p>This document outlines the following design objectives and actions:</p> <ul style="list-style-type: none"> <li>• Provision of a path and access for pedestrians, cyclists and horse riders;</li> <li>• Provision of rest points along the trail at regular intervals with seats and picnic tables of consistent design style;</li> <li>• Avoiding the removal of significant trees and understorey vegetation along the trail alignment;</li> <li>• Retaining and incorporating remnant railway relics for interpretation;</li> <li>• Provision of interpretation signage;</li> <li>• Provision of directional, etiquette and risk management signage;</li> <li>• Provision of a seated and observatory rest point at Staglanos Lake;</li> <li>• New bridge over Barbers Creek;</li> <li>• Provision of maintenance and emergency access at each road crossing;</li> <li>• Establishing licence to access/ stock crossings where landholders own land on both sides of the reserve; and</li> <li>• Re-establishing fencing between private land and VicTrack land to define future Council management and maintenance areas and keep the trail safe.</li> </ul>
<p><b>Quarry Hills Regional Parkland Landscape Master Plan 2019</b></p>	<p>This Master Plan aims to guide the development of Quarry Hill Regional Parkland from its current size of 220 ha to its ultimate size, 1100 ha. Key objectives include:</p> <ul style="list-style-type: none"> <li>• Improving public access into the park, including all ability access if possible.</li> <li>• Increase local public use of the park.</li> <li>• Increase the regional role of the park.</li> <li>• Staged establishment of new local and regional visitor areas.</li> <li>• Protection and enhancement of existing park biodiversity and cultural heritage values.</li> <li>• Minimising park operational and land management costs.</li> </ul>	<p>Key trail-related design objectives outlined in the Master Plan include:</p> <ul style="list-style-type: none"> <li>• Establish a linear open space corridor and trail to link the northern and southern sections of the park including: <ul style="list-style-type: none"> <li>• from Granite Hills Park to Simons Creek Wetland, from McArthurs Road to Simons Creek Wetland</li> <li>• from Granite Hills Park to the western end of Regent Street</li> <li>• from the western end of Regent Street to Bridge Inn Road</li> <li>• trail link through to Eagle Shelter and Granite Hills Park from Darebin Creek all through leased grazing land.</li> </ul> </li> </ul>

Document	Summary	Relevance
<b>Regional and State Level Strategies, Policies and Plans</b>		
<b><i>Open Space for Everyone, DELWP 2021</i></b>	<p>Open Space for Everyone puts in place the strategic framework to guide the planning, acquisition, design, management, use and maintenance of the Melbourne metropolitan open space network. It also proposes how to put that framework into action. The goals of the strategy include:</p> <ul style="list-style-type: none"> <li>• Improved community health and wellbeing</li> <li>• Healthier biodiversity</li> <li>• Enhanced climate change resilience</li> <li>• Maxmised economic and social benefits</li> </ul> <p>To achieve these goals, the strategy aims to protect and optimise existing open space and grow the existing open space network.</p>	<p>This strategy identifies trails as an important part of the metropolitan open space network and as such outlines the following considerations relevant to this study:</p> <ul style="list-style-type: none"> <li>• Identifying parks, trails and waterway corridors that improve radial and cross-radial connectivity;</li> <li>• Progressively acquire parcels of priority Public Acquisition Overlay (PAO) land to connect trails;</li> <li>• Consider railway corridors for the potential to create or enhance linear parks and trails.</li> <li>• Complete planning and construction of new cycling and walking trails in municipalities including Nillumbik, Moreland, Banyule, Darebin, Hume and Whittlesea</li> </ul>
<b><i>Cycling into the Future, Department of Transport, Planning and Local Infrastructure 2013-2023</i></b>	<p>This report aims to increase trips take by bike and to encourage more people to consider cycling. The directions to achieve this include:</p> <ul style="list-style-type: none"> <li>• Provide evidence to the State Government to make more informed decisions around cycling;</li> <li>• Provide effective governance to improve the co-ordination, planning and delivery of projects;</li> <li>• Reduce safety risks and user conflicts;</li> <li>• Encourage cycling by helping riders to feel more confident about cycling ;</li> <li>• Support opportunities to grow and diversify Victoria's economy through cycling; and</li> <li>• Provide urban cycling networks to improve connectivity and better target investment in trail networks and associated infrastructure.</li> </ul>	<p>The report is relevant to the Northern Trails study as it provides a framework for increasing instances of cycling for a range of benefits, such as health, tourism and economy, which aligns with this project objectives. Other relevant objectives are:</p> <ul style="list-style-type: none"> <li>• Reduce user conflicts;</li> <li>• Increase investment in regional trails; and</li> <li>• Increase visitor numbers on regional trails.</li> </ul> <p>Implementation of this strategy is currently underway with \$30 million being committed each financial year by the State Government to improve cycling paths, construct new trails and provide end of trip facilities. The department is also investing in safety, education and awareness campaigns to increase the number of cyclists (both locals and tourists) as well as improving conditions for existing cyclists.</p>
<b><i>Victoria's Trails Strategy, Tourism Victoria 2014-2024</i></b>	<p>The vision for this strategy is to position Victoria as a leading trail-based destination that provides a range of trail experiences while strengthening the State's economy and improving the health, wellbeing and lifestyle of the community. The key initiatives outlined in the strategy are:</p> <ul style="list-style-type: none"> <li>• improve the quality of trail experiences</li> <li>• increase awareness and visitation</li> <li>• support complementary tourism and retail businesses</li> <li>• understand trail-users, the market and the target demographic</li> </ul>	<p>The actions below are relevant to this study as they aim to raise the profile of the trails by:</p> <ul style="list-style-type: none"> <li>• increasing attraction of cycling trails by marketing the trails in conjunction with other commercial opportunities that the area has to offer</li> <li>• building recognition of Victoria as a premier cycling destination to increase visitation</li> </ul>



Document	Summary	Relevance
<b>Guidelines for developing Principal Pedestrian Networks, Department of Economic Development, Jobs, Transport and Resources 2015</b>	This document aims to identify routes within the built environment that are likely and have the potential to carry more pedestrians walking to key destinations and improve the quality of these routes to encourage more walking. These guidelines present a step by step process for LGAs to follow which include delineating the PPN, validating it and then implementing it.	The PPN guidelines provide local governments with a framework to develop principle pedestrian networks within their municipalities by defining the required catchment area, current and future land use, prioritising pedestrian links and the quality of the pedestrian environment. This framework and methodology could be considered in the Northern Trails Study in regards to identifying regional trails.
<b>Plan Melbourne, Victoria State Government 2017-2050</b>	Plan Melbourne is a 35 year plan to ensure Melbourne grows more sustainable, productive and liveable as its population grows. The strategy aims to achieve the following outcomes: <ul style="list-style-type: none"> <li>• a productive city that attracts investment, supports innovation and creates jobs;</li> <li>• provides housing choice in locations close to jobs and services;</li> <li>• an integrated transport system that connects people to jobs and services and goods to market;</li> <li>• a distinctive and liveable city with quality design and amenity;</li> <li>• Melbourne is a city of inclusive, vibrant and healthy neighbourhoods</li> <li>• a sustainable and resilient city; and</li> <li>• Regional Victoria is productive, sustainable and supports jobs and economic growth.</li> </ul>	The key objective relevant to this study is in relation to providing an integrated transport system. In particular, the strategy aims to <ul style="list-style-type: none"> <li>• support cycling for commuting by providing Strategic cycling corridors that link metropolitan Melbourne;</li> <li>• create a network of cycling links for local trips;</li> <li>• providing safe cycling and walking routes to schools and other regional facilities;</li> <li>• the creation of 20 minute neighbourhoods - i.e. the ability to meet most everyday needs locally within a 20-minute journey from home by walking, cycling, riding or local public transport.</li> <li>• improve neighbourhoods to enable walking and cycling as a part of daily life;</li> </ul>
<b>Northern Horizons, 50 year Infrastructure Strategy for Melbourne's North 2016 update</b>	This report comprises an update of the original Northern Horizons – 50 Year Infrastructure Strategy for Melbourne's North report (2014). This update outlines the latest data and priorities of relevance for transport, social, economic, utilities, environment and economic infrastructure within the seven councils of Melbourne's North, Northern Melbourne RDA Committee, La Trobe University, Melbourne Polytechnic and NORTH Link. Specifically, it consists of two parts: <ol style="list-style-type: none"> <li>1. an Infrastructure Report Card (Report Card) that defines the current level of infrastructure provision and performance in Melbourne's North; and</li> <li>2. a Future Directions section that identifies the short (to 2021), medium (to 2033) and long term (beyond 2033) priorities for the region.</li> </ol>	The Northern Horizons report identifies the Northern Regional Trails Strategy as a short term priority stating that future additions and modifications to the bicycle network in Melbourne's North should be developed in accordance with the framework laid out in the Northern Trails Strategy. It goes on to state that implementing the actions in the Northern Trails Strategy is a transport priority for the region in order to achieve an effective bicycle network.

<p><b>North East Link Project: Improving Melbourne for Wheels, Paws and Feet 2018</b></p>	<p>This document outlines the 25kms of new and improve paths and trails for riders and pedestrians including:</p> <ul style="list-style-type: none"> <li>• Completing the eastern bike corridor - a new commuter bike riding route to the inner city along the Eastern Freeway between Chandler Highway and Merri Creek.</li> <li>• Two new crossings of the Yarra River (at Yarra Street, Heidelberg and next to the Eastern Freeway, Kew/ Fairfield).</li> <li>• Completing the missing link in the Greensborough bypass path between Grimshaw Street and Yallambie Road.</li> <li>• New paths along Bulleen Road to improve access to schools and sporting facilities.</li> <li>• Improved bike riding connections to access places where people work, shop and spend time in the northeast.</li> </ul>	<p>The proposed cycling and walking infrastructure proposed as part of the North East Link is to be included in this study.</p>
<p><b>Northern Metro Region: Five Year Plan for Jobs, Services and Infrastructure, Victoria State Government 2018-2022</b></p>	<p>The Northern Metro Region Five Year Plan provides an update on the northern region's growing population and economy, and outlines the Government's investments from the Victorian Budget 2018/19 to support jobs and deliver infrastructure and services in the region over the next five years including:</p> <ul style="list-style-type: none"> <li>• a report on the advice provided by the newly formed Northern Metropolitan Partnership on priorities for enhancing the northern region's economy and liveability</li> <li>• the Government's response to the Partnership's advice</li> <li>• a report on the joint development of the Northern Metro Region's Land Use Framework Plan by the Government and northern region councils, creating a shared understanding across all levels of government and the community about future population and employment growth, and housing and land use needs</li> <li>• details on new government initiatives designed to strengthen regional development and engage with communities in identifying and delivering infrastructure and services.</li> </ul>	<p>The relevant key priorities outlined by the Partnership include:</p> <ul style="list-style-type: none"> <li>• Improve connection to the natural environment through recreational trails and increased use of cycling and walking.</li> <li>• Construction of priority trails from the Northern Regional Trails Strategy including the Blind Creek Trail, Diamond Creek Trail, Main Yarra Trail realignment and the East-West Power Easement Trail.</li> </ul> <p>This was met by the State Government with:</p> <ul style="list-style-type: none"> <li>• \$1M for cycling and hiking trails priority projects identified in the Northern Regional Trails Strategy (2016)</li> <li>• \$22.7 million for priority active transport projects to promote safety and increased use of Victoria's cycling and walking network including the Upfield Bike Path and Diamond Creek to Hurstbridge.</li> <li>• A budget commitment to upgrade and improvement to Diamond Creek Trail.</li> <li>• A budget commitment to complete 17 km of the Plenty River Trail, and new bike and walking trails across Nillumbik, Moreland, Banyule, Darebin, Hume and Whittlesea.</li> </ul>
<p><b>Yarra Strategic Plan (Burndap Birrarung burndap umarkoo) 2022-32</b></p>	<p>This plan was developed under the <i>Yarra River Protection (Willip-gin Birrarung Murrong) Act 2017</i>, and creates a long term vision for the protection of the Yarra River, Birrarung, and associated parklands and environments. Melbourne Water is the lead agency for implementing the Plan.</p>	<p>There are a number of trails located within, or intersecting with the river corridor covered by this strategy.</p>

<p><b>Co-designed Catchment Program for the Maribryngong Catchment Region, Melbourne Water</b></p>	<p>This report outlines the objectives formed through collaboration between Melbourne Water and community members, organisations and agencies. The aims of this process included providing waterways across the Catchment are places that provide continuous, connected and accessible open spaces for public enjoyment and recreation.</p>	<p>One of the key objectives outlined in this document is to increase access to and along waterways through regional projects and by additional paths and access points in new urban areas, townships (i.e. Sunbury) and larger parks.</p>
<p><b>Co-designed Catchment Program for the Yarra Catchment Region, Melbourne Water</b></p>	<p>This report outlines the objectives formed through collaboration between Melbourne Water and community members, organisations and agencies. The aims of this process included:</p> <ul style="list-style-type: none"> <li>• Providing waterway corridors are used appropriately for places of solitude, enjoyment of nature, and active and passive recreation that support mental and physical wellbeing; and</li> <li>• Protecting and improving the cultural, historical, amenity values and landscape settings of all modified waterways.</li> </ul>	<p>One of the key objectives outlined in this document is to increase access to and along waterways including the Merri Creek, Darebin Creek, Diamond Creek, Plenty River, and the Yarra River.</p>
<p><b>Eastern Regional Trails Strategy 2018</b></p>	<p>The Eastern Regional Trails Strategy provides the Eastern Metropolitan LGAs and other land management authorities with strategic direction to work together towards an interconnected and well-used trail network. The strategy:</p> <ul style="list-style-type: none"> <li>• Identifies and defines the regional trails.</li> <li>• Encourages and provides recommendations for regional cooperation regarding the provision, management and promotion of regional trails.</li> <li>• Provides information regarding the use of the regional trail network.</li> <li>• Provides standards and guidelines for future trail development.</li> <li>• Identifies and prioritise potential trail improvement projects.</li> </ul>	<p>The boundary of the eastern region is shared with the northern region. As such connections between the two regions should be considered as part of this study, particularly in relation to the Main Yarra Trail.</p>
<p><b>Western Metropolitan Regional Trails Strategic Plan 2017</b></p>	<p>The Western Metropolitan Regional Trails Strategic Plan ('West Trails') is a strategic project seeking to improve the quality and usage of regional trails in Western Metropolitan Melbourne.</p> <p>The purpose of the plan was to undertake a planning exercise that reviews the status of regional trails and to ascertain gaps in provision within the identified trail network. The objectives of the project are to:</p> <ul style="list-style-type: none"> <li>• Establish an action plan to address the identified gaps in provision;</li> <li>• Determine key strategic trail links and obtain an understanding required for feasibility, planning, capital works and staging; and</li> <li>• Establish consistency in maintenance, trail quality, marketing and management.</li> </ul>	<p>The boundary of the western region is shared with the northern region. As such connections between the two regions should be considered as part of this study, particularly in relation to the Moonee Pond Creek Trail and the M80 Trail:</p> <p><b>Moonee Ponds Creek Trail</b></p> <ul style="list-style-type: none"> <li>• Refresh and install line marking along entire path</li> <li>• Implement a regular maintenance schedule to entire trail (with Moreland, Hume and Melbourne City Councils)</li> <li>• Provide wayfinding and user etiquette signage to the length of Moonee Ponds Creek Trail, including distance</li> <li>• indicators, particularly at junction with other trails (i.e. the M80 Trail)</li> </ul> <p><b>M80 Trail</b></p> <ul style="list-style-type: none"> <li>• Repair sections of the M80 trail where needed</li> <li>• Provide consistent wayfinding and distance signage along the length of the M80 trail, particularly at connections to other trails</li> </ul>

<p><b>La Trobe National Employment and Innovation Cluster - Draft Framework Plan, 2017</b></p>	<p>This draft framework was prepared by the VPA and seeks to Victorian Government is establish clear objectives for the precinct's future. This includes coordination of place-based policy, planning, design, investment and delivery across multiple levels of government and state government departments</p>	<p>Principles established in the framework document include:</p> <ul style="list-style-type: none"> <li>• supporting sustainable and active modes of transport</li> <li>• connectivity to the Darebin Creek corridor</li> </ul> <p>The Darebin Creek Trail, Hurstbridge Rail Trail and Banyule Shared Path run through the precinct.</p>
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# **B TRAIL IMPROVEMENT PROJECTS**

TRAIL IMPROVEMENT PROJECTS												
PROJECT BASE INFORMATION						FILTERS						
ID	Project Description	Status	Project identification	Significant prerequisites and considerations	Location: Trail Name	Location:				Additional stakeholder (Land owner/ manager)	Indicative cost	
						Banyule	Darebin	Hume	Merri-beak	Nilumbik	Whittlesea	
AitkenBoulevard_01	Provide wayfinding signage along the length of the trail		Audit		Aitken Boulevard Shared Trail			Y				S
AitkenBoulevard_02	Construct new section of trail on the eastern side of Aitken Boulevard from the Aitken Creek to Craigieburn Road		Hume		Aitken Boulevard Shared Trail			Y				M
AitkenBoulevard_03	Construct new section of trail from Brookfield Boulevard to Highlands Shopping Centre	Design is underway	Audit	Surrounding developments	Aitken Boulevard Shared Trail			Y				L
AitkenBoulevard_04	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		Audit		Aitken Boulevard Shared Trail			Y				L
AmarooPipeTrack_01	Advocate for a new trail along the sewer easement from Craigieburn Station heading north toward Beveridge (with Hume).		Hume	Opportunity for developers to deliver/ fund. Lockerbie PSP Alternative to the Merri Creek Trail in sections of high sensitivity/ construction difficulty	Amaroo Pipe Track			Y			Whittlesea, Mitchell Shire, Yarra Valley Water	L
AmarooPipeTrack_02	Advocate for a new trail along the sewer easement north to Beveridge (within Whittlesea)			Opportunity for developers to deliver/ fund. Lockerbie PSP Alternative to the Merri Creek Trail in sections of high sensitivity/ construction difficulty						Y	Hume, Mitchell Shire, Yarra Valley Water	L

BanyuleShared_01	Construct new section of trail from Wattle Drive north to Watsonia Station	Anticipated design included in the NEL Urban Design Strategy	Northern Trails Strategy 2016, Draft Banyule Bicycle Strategy, Banyule Walking Strategy, Audit																L
BanyuleShared_02	Construct new section of trail from Watsonia Station north to Grimshaw Street	Anticipated design included in the NEL Urban Design Strategy	Northern Trails Strategy 2016, Draft Banyule Bicycle Strategy, Banyule Walking Strategy, Audit	Proposed off-road walking cycling connection anticipated between Watsonia Station and Grimshaw Street part of NE Link.. See page 36 and 38 of the NEL Urban Design Strategy 2020.	Banyule Shared Trail	Y													L
BanyuleShared_03	Construct new section of the trail from Banksia Street south to the Yarra Trail just north of McArthur Road	Concept design is completed	Northern Trails Strategy 2016, Draft Banyule Bicycle Strategy, Banyule Walking Strategy	NE Link, funding (\$100,000) provided to develop a concept design for a sealed bicycle path from Banksia Street to Burke Road North via The Boulevard to connect to the Eastern Freeway. The concept design for these works is to include a grade separated crossing near the intersection of Banksia and Jika/Dora Streets. See agreement dated 30 October 2020. Needs input from VicRoads/Department of Transport.	Banyule Shared Trail	Y												Department of Transport, ParksVic, VicRoads	L
BanyuleShared_04	Realign trail at playground on River Gum Walk to reduce incline		Audit	NE Link, design to consider potential conflicts between playground and shared trail	Banyule Shared Trail	Y													M
BanyuleShared_05	Provide wayfinding signage along the length of the trail		Audit	NE Link	Banyule Shared Trail	Y												Melbourne Water, ParksVic, VicRoads	S

BanyuleShared_06	Provide a grade separated north-south walking and cycling link across Grimshaw Street at the Greensborough Bypass	Anticipated design included in the NEL Urban Design Strategy	Audit	NE Link	Banyule Shared Trail	Y				VicRoads	XL
BlindCreekTrail_01	Advocate and plan for a new section of trail from the rail line in Sunbury east to Jacksons Creek and The Nook/ Bicentennial Park	Partial detailed design completed	Northern Trails Strategy 2016, Hume Bicycle Network Plan, Hume Walking and Cycling Strategy, Audit, Community Consultation	Jacksons Creek Regional Parkland Plan	Blind Creek Trail		Y			Melbourne Water, Salesians College, Private landowners	L
BlindCreekTrail_02	Provide wayfinding signage along the length of the trail	Partially complete	Audit		Blind Creek Trail		Y			Melbourne Water	S
BlindCreekTrail_03	Investigate the feasibility of realigning the underpass at Riddell Road to cater to all users (cyclists) and improve access and safety		Audit		Blind Creek Trail		Y			Melbourne Water, VicRoads, Major Road Projects	XL
BlindCreekTrail_04	Investigate a pedestrian priority crossing with wayfinding signage at Phillip Drive		Audit		Blind Creek Trail		Y			Melbourne Water, VicRoads	L
BlindCreekTrail_05	Investigate a pedestrian priority crossing at Elizabeth Drive		Audit		Blind Creek Trail		Y			VicRoads	L
BlindCreekTrail_06	Investigate a pedestrian priority crossing with wayfinding signage at Racecourse Road		Audit		Blind Creek Trail		Y			VicRoads	L
BlindCreekTrail_07	In partnership with Salesian College construct trail on southwest side of the Dam to connect with Ardcloney Drive.		Hume Walking and Cycling Strategy, Audit		Blind Creek Trail		Y			Melbourne Water, Salesian College Sunbury	M
CraigieburnSharedPath_01	Construct new section of trail from the Moonee Ponds Creek Trail to Gaffney Street	Strategic Plan	Northern Trails Strategy 2016, Moreland feedback	Require Train Station building to be reconstructed	Craigieburn Shared Path			Y		VicTrack	M



CraigieburnSharedPath_02	Construct a new section of trail, on the western side of the train line, from Gaffney Street to Bothwell Street including fencing and lighting	Funded for construction	Northern Trails Strategy 2016, Moreland feedback								VicTrack	XL
CraigieburnSharedPath_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	Design is underway	Northern Trails Strategy 2016, Moreland feedback								VicTrack	L
CraigieburnSharedPath_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	Design is underway	Northern Trails Strategy 2016, Moreland feedback	Link into LXP works at Glenroy Station							VicTrack	L
CraigieburnSharedPath_05	Construct a new section of trail form Glenroy Road to Glenroy Station	Construction is underway	Northern Trails Strategy 2016, Moreland feedback								VicTrack	M
CraigieburnSharedPath_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	Strategic Plan	Northern Trails Strategy 2016, Moreland feedback	Link into LXP works at Glenroy Station							VicTrack	L
CraigieburnSharedPath_07	Advocate for a feasibility study for a new continuous shared path from Jacana Station to McConnell Crescent (north of Roxburgh Park Station)	No design undertaken to date	Northern Trails Strategy 2016, Desktop analysis	Feasibility study to be undertaken					Y		VicTrack	XL
CraigieburnSharedPath_08	Widen the existing section of trail from McConnell Crescent to Zambezi Court Reserve									Y	VicTrack	L

CraigieburnSharedPath_09	Advocate for a feasibility study for a new continuous shared path from Zambezi Court Reserve to Craigieburn Station	No design undertaken to date	Northern Trails Strategy 2016, Desktop analysis	Feasibility study to be undertaken	Craigieburn Shared Path	Y				VicTrack	L
DarebinCreek_01	Construct new section of trail on the western side of the creek from the train underpass east of Epping Station to Greenbrook Drive		Northern Trails Strategy 2016, Draft Banyule Bicycle Strategy, Audit		Darebin Creek Trail	Y				Melbourne Water	M
DarebinCreek_02	Upgrade section of trail between Gona Street and Southern Road	Under construction	Banyule Public Open Space Plan, Audit	All trail works in Banyule along the Darebin Creek anticipated to be complete in 2021.	Darebin Creek Trail		Y			Melbourne Water	M
DarebinCreek_03	Investigate the feasibility of an underpass or bridge crossing Plenty Road intersection to avoid section of trail on Plenty Road footpath		Audit	Opportunity to explore provide an alternative route through La Trobe University, if trail is realigned to the east side of the Darebin Creek. LTU have indicated interest in exploring this in their Master Plan	Darebin Creek Trail		Y			Melbourne Water, VicRoads, La Trobe University	XL
DarebinCreek_04	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		Audit		Darebin Creek Trail		Y			Melbourne Water, VicRoads	XL
DarebinCreek_05	Investigate the feasibility of an underpass or signalised pedestrian crossing at Settlement Road to improve trail continuity		Audit		Darebin Creek Trail				Y	Melbourne Water, VicRoads	XL

DarebinCreek_06	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		Whittlesea Open Space Strategy, Audit	An existing section of trail exists alongside the Metropolitan Ring Road that connects the Darebin Creek Trail and the Metropolitan Ring Road Trail, therefore, this action item is a low priority	Darebin Creek Trail						Y	Melbourne Water, VicRoads	L
DarebinCreek_07	Elevate the section of the Darebin Creek Trail where it passes beneath the Western Ring Road to avoid flooding		Whittlesea		Darebin Creek Trail						Y	Melbourne Water, VicRoads	L
DarebinCreek_08	Investigate the feasibility of an underpass and bridge crossing at McKimmies Road to avoid section of trail on McKimmies Road bridge	No design undertaken to date	Whittlesea Bicycle Plan, Audit		Darebin Creek Trail						Y	Melbourne Water, VicRoads	XL
DarebinCreek_09	Investigate the feasibility of an underpass and bridge crossing at Childs Road to avoid section of trail on Childs Road bridge	Under construction	Audit		Darebin Creek Trail						Y	Melbourne Water, VicRoads, Major Road Projects	XL
DarebinCreek_10	Investigate the feasibility of an underpass and bridge crossing at Findon Road to avoid section of trail on Findon Road	No design undertaken to date	Audit		Darebin Creek Trail						Y	Melbourne Water, VicRoads	XL
DarebinCreek_11	Provide a pedestrian priority crossing at McDonalds Road roundabout	No design undertaken to date	Community consultation	Opportunity to implement when roundabout is signalised	Darebin Creek Trail						Y	Melbourne Water, VicRoads	S
DiamondCreek_01	Construct new section of trail from Wilson Road to Graysharps Road, Hursbridge.	Under construction	Northern Trails Strategy 2016, Nilumbik Trails Strategy, Nilumbik Open Space Strategy, Audit, Community Consultation	This is funded under the Northern Metropolitan Trails Program as the Diamond Creek Trail Extension - Stage 2	Diamond Creek Trail					Y		Melbourne Water	XL

DiamondCreek_02	Construct new section of trail from Graysharps Road to Fergusons Paddock	Northern Trails Strategy 2016, Nilumbik Trails Strategy, Nilumbik Open Space Strategy, Audit, Community Consultation	Diamond Creek Trail								Melbourne Water	L
DiamondCreek_03	Construct an underpass at Main Hurstbridge Road, Diamond Creek to avoid busy traffic crossing	Audit, Nilumbik Walk, Cycle Ride on the Wild Side	Diamond Creek Trail								Melbourne Water, VicRoads	XL
DiamondCreek_04	Widen trail surface from Allendale Road north to Main Hurstbridge Road	Nilumbik Open Space Strategy, Audit, Nilumbik Walk, Cycle Ride on the Wild Side	Diamond Creek Trail								Melbourne Water	L
DiamondCreek_05	Install a signalised/ pedestrian priority crossing at Allendale Road	Audit	Diamond Creek Trail								Melbourne Water, VicRoads	L
DiamondCreek_06	Maintain/ upgrade sections of bitumen trail surface through Eltham North Reserve, Research Gully, Eltham North Playground, and Edendale Community Farm	Nilumbik Open Space Strategy, Audit	Diamond Creek Trail								Melbourne Water	L
DiamondCreek_07	Realign the section of trail at the Wattletree Road underpass to create a gentler grade and wider trail surface	Audit, Nilumbik Walk, Cycle Ride on the Wild Side	Diamond Creek Trail								Melbourne Water, VicRoads	L
DiamondCreek_08	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	Audit	Diamond Creek Trail								Melbourne Water	L

DiamondCreek_09	Upgrade surface of existing trail between Susan Street Oval and Ely St. with wayfinding or line marking to create a consistent and legible trail		Audit		Diamond Creek Trail											Melbourne Water	L
DiamondCreek_10	Provide wayfinding signage along the length of the trail		Nilumbik Open Space Strategy, Audit		Diamond Creek Trail											Melbourne Water, VicRoads	M
DiamondCreek_11	Maintain/ upgrade sections of bitumen trail surface through Eltham Bushland Reserve alongside Main Road		Audit		Diamond Creek Trail												L
DiamondCreek_12	Realign/ enhance the section of trail through the Eltham Lower Park.		Nilumbik Walk, Cycle Ride on the Wild Side		Diamond Creek Trail												M
DiamondCreek_13	Realign the sharp bend in the trail between Laurel Hill Drive and Allendale Road		Nilumbik Walk, Cycle Ride on the Wild Side		Diamond Creek Trail												M
EastWestPower_01	Provide wayfinding signage along the length of the trail		Draft Banyule Bicycle Strategy, Audit	AusNet to be consulted on signage within the electrical transmission easement	East West Power Easement Trail				Y							AusNet	S
EastWestPower_02	Construct a section of trail from the Northern Pipe/ St Georges Rd/ Cheddar Road Trail north east along the vacant pipe reserve		Audit, Darebin		East West Power Easement Trail					Y						Melbourne Water	L
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		Darebin	Would require a new rail crossing north of Ruthven Station - unknown if the LXP rail elevation will make way for this	East West Power Easement Trail					Y						Melbourne Water	L
EastWestPower_04	Construct a section of trail along Hoyt Parade to connect to the Darebin Creek Trail (at Valley Road)		Banyule Walking Strategy, Audit	NE Link	East West Power Easement Trail											Melbourne Water	M

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		Banyule Walking Strategy, Audit	Darebin City Council have commenced plans for a new path network in Bundoora Park.	East West Power Easement Trail													XL
EastWestPower_06	Construct a section of trail from Reedy Rise to Plenty Road including a new pedestrian priority crossing at Plenty Road		Draft Banyule Bicycle Strategy, Banyule Walking Strategy, Audit	Private land ownership	East West Power Easement Trail	Y	Y											XL
EastWestPower_07	Investigate options for providing a new section of trail from Dilkara Avenue to Gleeson Drive		Northern Trails Strategy 2016, Draft Banyule Bicycle Strategy, Audit	NE Link, land acquisition. On-road alternative route is now in place utilising Greenwood Drive and Lea Crescent.	East West Power Easement Trail	Y												L
EastWestPower_08	Construct a section of trail from the existing trail on Morwell Avenue to Watsonia Station	Concept design and community consultation underway	Northern Trails Strategy 2016, Draft Banyule Bicycle Strategy, Banyule Walking Strategy, Audit	NE Link, NELP funding has been provided by design and construction of Watsonia Town Square including trail alignment	East West Power Easement Trail	Y												L
EastWestPower_09	Upgrade existing footbridge over the rail line at Watsonia Station including an underpass/ overpass at Greensborough Road to avoid footpath and multiple road crossings		Draft Banyule Bicycle Strategy, Audit	Upgrade to existing footbridge across railway line at Watsonia station not currently included in the NE Link	East West Power Easement Trail	Y												XL

EastWestPower_10	Construct a new section of trail along Wendover Place and Yallambie Road, along the easement to the Plenty River Trail	Concept design underway. Design and construction of trail between Frensham Rd and Plenty River Trail funded	Northern Trails Strategy 2016, Banyule Walking Strategy, Banyule Public Open Space Plan, Audit	NELP funding (\$3M) provided in 2023 for planning, design and construction for the trail between Frensham Road Watsonia to the Plenty River Trail Yallambie. Transmission easement is partially in private ownership so acquisition or deviation of the trail required	East West Power Easement Trail	Y					Private landowners	XL
EdgarsCreekTrail_01	Construct new section of trail from the Merri Creek Trail to Ronald Street on the west bank	No design undertaken to date	Northern Trails Strategy 2016, community Consultation, Edgars Creek Conservation and Development Plan		Edgars Creek Trail	Y					Melbourne Water	L
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	No design undertaken to date	Northern Trails Strategy 2016, community Consultation, Edgars Creek Conservation and Development Plan		Edgars Creek Trail	Y					Melbourne Water	L
EdgarsCreekTrail_03	Construct new section of trail from Stralbyn Chase to Contempo Boulevard		Northern Trails Strategy 2016, Whittlesea Open Space Strategy, Audit	To be installed by Developer	Edgars Creek Trail				Y		Melbourne Water	M
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.		community Consultation, Edgars Creek Conservation and Development Plan	Requires construction of action items 01 and 02 to be completed	Edgars Creek Trail		Y				Melbourne Water	L

EdgarsCreekTrail_05	Construct a separate cycling only trail through Edwardes Lake Park		Audit, community Consultation		Edgars Creek Trail	Y				Melbourne Water	L
EdgarsCreekTrail_06	Construct a dedicated shared trail from the public toilets in Edwardes Lake Park, around the car park and over Leanington Street		Audit, community Consultation		Edgars Creek Trail	Y				Melbourne Water	L
EdgarsCreekTrail_07	Investigate the feasibility of an underpass and bridge crossing at Broadhurst Avenue		Audit		Edgars Creek Trail	Y				Melbourne Water, VicRoads	XL
EdgarsCreekTrail_08	Construct a section of trail along the creek from Glasgow Avenue to the Metropolitan Ring Road		Northern Trails Strategy 2016, Audit, community Consultation		Edgars Creek Trail	Y				Melbourne Water	XL
EdgarsCreekTrail_10	Construct section of trail between German Lane and Kingsway Drive, Lalor		Whittlesea Bicycle Plan, Audit		Edgars Creek Trail				Y	Melbourne Water	L
EdgarsCreekTrail_11	Construct section of trail along the street from Deveny Road to Cooper Street, Epping		Whittlesea Bicycle Plan, Whittlesea Open Space Strategy, Audit	To be installed by Developer	Edgars Creek Trail				Y	Melbourne Water	L
EdgarsCreekTrail_12	Construct a section of trail along the creek from Jersey Drive to Rockfield Street		Whittlesea Open Space Strategy, Audit	To be installed by Developer	Edgars Creek Trail				Y	Melbourne Water	L
EdgarsCreekTrail_13	Construct section of trail along the creek from Sheba Way to Snowy Place		Audit	To be installed by Developer	Edgars Creek Trail				Y	Melbourne Water	L
EdgarsCreekTrail_14	Provide wayfinding signage along the length of the trail		Audit		Edgars Creek Trail	Y		Y		Melbourne Water, VicRoads	M
EdgarsCreekTrail_09	Upgrade surface of trail between Main Street and Melaleuca Drive	Under construction	Audit	Funded as Edgars Creek Trail - Stage 1 under the Northern Metropolitan Trails Program	Edgars Creek Trail				Y	Melbourne Water	M



GaladaCraigieburn_01	Provide wayfinding signage along the length of the trail		Audit	Upper Merri Creek Parklands	Galada Tamboore Pathway/ Craigieburn Shared Path						Y				VicRoads, Merri Creek Management Committee	S
GaladaCraigieburn_02	Reinstate centre line marking along the trail		Audit	Need to identify who the path asset belongs to	Galada Tamboore Pathway/ Craigieburn Shared Path						Y				VicRoads	S
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		Nilumbik Walk, Cycle Ride on the Wild Side								Y					XL
GreenWedge_02	Construct a new section of trail from Couties Road to Alma Road		Nilumbik Walk, Cycle Ride on the Wild Side								Y					L
GreenWedge_03	Construct a new section of trail along Long Gully Road from Alma Road to Turnung Road		Nilumbik Walk, Cycle Ride on the Wild Side								Y					L
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		Nilumbik Walk, Cycle Ride on the Wild Side								Y				ParksVic	XL
GreenWedge_05	Upgrade existing sections of the trail surface to match width and material treatment of new sections		Nilumbik Walk, Cycle Ride on the Wild Side								Y					XL
GreenWedge_06	Provide wayfinding signage along the length of the trail		Nilumbik Walk, Cycle Ride on the Wild Side								Y					M
HendersonsCreek_01	Provide wayfinding signage along the length of the trail		Audit		Hendersons Creek Trail										Melbourne Water, VicRoads	S

HendersonsCreek_02	Provide a signalised/ pedestrian priority crossing over The Lakes Boulevard and Glenorchy Way		Audit		Hendersons Creek Trail							Y	VicRoads	L
HendersonsCreek_03	Upgrade trail surface from Gordons Road to Darius Terrace		Audit		Hendersons Creek Trail							Y		L
HendersonsCreek_04	Construct a section of trail from Darius Terrace to The Lakes Boulevard (at Findon Road) including a bridge crossing to connect to existing trail		Audit		Hendersons Creek Trail							Y	Melbourne Water	M
HendersonsCreek_05	Provide a signalised/ pedestrian priority crossing over The Great Eastern Way		Audit		Hendersons Creek Trail							Y	VicRoads	L
HendersonsCreek_06	Provide a signalised/ pedestrian priority crossing at Findon Road		Audit, community Consultation		Hendersons Creek Trail							Y	VicRoads	L
HendersonsCreek_07	Upgrade trail surface from Findon Road to McDonalds Road	Detailed design is completed	Audit, Northern Trails Strategy 2016		Hendersons Creek Trail							Y	Melbourne Water	L
HendersonsCreek_08	Provide a signalised/ pedestrian priority crossing at McDonalds Road		Audit		Hendersons Creek Trail	Location of Smartbus routes and bus stops to be considered						Y	VicRoads	L
HendersonsCreek_09	Provide a signalised/ pedestrian priority crossing or Underpass at Childs Road to connect to the Darebin Creek Trail	Under construction	Audit		Hendersons Creek Trail							Y	Melbourne Water, VicRoads, Major Road Projects	XL
HurstbridgeRailTrail_01	Construct a new section of trail along the Hurstbridge rail line from the Darebin Creek Trail north to Macleod Station	Functional design is completed for some sections	Northern Trails Strategy 2016, Banyule Bicycle Strategy		Hurstbridge Rail Trail	Discussions underway between Banyule City Council, VicTrack and Metro Trains. To be installed as part of the 2021/22 Capital Works Program					Y		VicTrack	XL

HurstbridgeRailTrail_02	Construct a new section of trail along the Hurstbridge rail line from Macleod Station to Elder Street	Feasibility study underway	Northern Trails Strategy 2016, Banyule Bicycle Strategy	Feasibility study covers section of trail between Greensborough and Montmorency. DOT is currently funded to deliver early works for Greensborough-Eitham section, including Plenty River to Diamond Creek Trail	Hurstbridge Rail Trail	Y					VicTrack	L
HurstbridgeRailTrail_03	Construct a new section of trail along the Hurstbridge rail line from Elder Street to the Plenty River Trail	Feasibility study underway	Desktop analysis, Banyule Bicycle Strategy	Feasibility study covers section of trail between Greensborough and Montmorency. DOT is currently funded to deliver early works for Greensborough-Eitham section, including Plenty River to Diamond Creek Trail	Hurstbridge Rail Trail	Y					VicTrack	XL
HurstbridgeRailTrail_04	Construct a new section of trail along the Hurstbridge rail line from the Plenty River Trail to the Diamond Creek Trail		Desktop analysis, Banyule Bicycle Strategy	Likelihood that this will be partially delivered by LXRP	Hurstbridge Rail Trail	Y		Y			VicTrack	XL
JacksonsCreek_01	Construct new section of trail from Harker Street to Hammersmith Court	Concept design is completed	Hume	Jacksons Creek Regional Parkland Plan	Jacksons Creek Trail				Y		Greater Western Water	L
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 bik wurdha Regional Parklands Plan	Parkland Plan is underway - trail will be incrementally constructed as land comes over to the Parklands	Hume	Jacksons Creek Regional Parkland Plan, Alignment feasibility required to assess land acquisition, proposed development, topography, cultural heritage and ecological studies. May be partially covered by the PSP.	Jacksons Creek Trail				Y		Greater Western Water, Parks Vic, Melbourne Water, Wurundjeri Land Council, DELWP	XL

JacksonsCreek_03	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		Hume	Alignment feasibility required to assess land acquisition, proposed development, topography, cultural heritage and ecological studies.	Jacksons Creek Trail				Y			ParksVic	XL
JacksonsCreek_04	Construct a new section of trail from Duncans Lane to Glencoe Reserve along the south side of the creek		Hume	CHMP required	Jacksons Creek Trail				Y			Melbourne Water	L
KinglakeWay_01	Establish a new trail from Hurstbridge to Arthurs Creek		Northern Trails Strategy 2016, Nillumbik Trails Strategy		Kinglake Way Trail				Y			ParksVic	XL
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.	Concept design, partial detailed design	Northern Trails Strategy 2016, community Consultation	This is a high priority trail for Nillumbik City Council	Maroondah Aqueduct Trail				Y			Melbourne Water, ParksVic	XL
MaroondahAqueduct_02	Construct new section of trail from Main Road Diamond Creek, along Eltham-Yarra Glen Road, Creek Road, Eitham Road, and Carters Lane while ensuring minimal impact to the Warrandyte - Kinglake Nature Conservation Reserve	Concept design, partial detailed design	Northern Trails Strategy 2016, community Consultation	This is a high priority trail for Nillumbik City Council	Maroondah Aqueduct Trail				Y			Melbourne Water, ParksVic, VicRoads	XL

MaroondahAqueeduct_03	Construct new section of trail from Warrandyte Kinglake Road, north along Westering, Ridge and Muir Roads to Skyline Road	Concept design, partial detailed design	Northern Trails Strategy 2016, Nilumbik Trails Strategy, Nilumbik Open Space Strategy, Community Consultation	This is a high priority trail for Nilumbik City Council	Maroondah Aqueeduct Trail					Y	Melbourne Water, ParksVic, VicRoads	XL
MaroondahAqueeduct_04	Extend the trail west from Godber Road to connect to the Diamond Creek Trail		Nilumbik Open Space Strategy, Audit, community Consultation	This is a high priority trail for Nilumbik City Council	Maroondah Aqueeduct Trail					Y	Melbourne Water	M
MaroondahAqueeduct_05	Provide wayfinding signage along the length of the trail		Audit	Only a small section of trail is anticipated to run through Banyule (St Helena) This is a high priority trail for Nilumbik City Council	Maroondah Aqueeduct Trail	Y				Y	Melbourne Water, ParksVic, VicRoads	M
MaroondahAqueeduct_06	Realign section of trail either side of Alton Street to reduce grade		Audit	This is a high priority trail for Nilumbik City Council	Maroondah Aqueeduct Trail					Y	Melbourne Water	L
MerriCreekTrail_01	Extend the Merri Creek Trail from the south end of Merri Concourse to Premier Drive	Funded	Northern Trails Strategy 2016, Hume Bicycle Network Plan, Hume Walking and Cycling Strategy, Hume Open Space Strategy, Whittlesea Open Space Strategy	Upper Merri Creek Parklands Plan If trail alignment goes through the nature conservation reserve planning assessments and approvals processes will be required to assess potential impacts on natural and cultural heritage values	Merri Creek Trail		Y			Y	Melbourne Water, ParksVic, DELWP, MCMC	L

MerriCreekTrail_02	Partner with Parks Victoria and DELWP to extend the Merri Creek Trail from Merri Concourse (north) to Cooper Street	Project scoped and under investigation	Northern Trails Strategy 2016, Hume Bicycle Network Plan, Hume Walking and Cycling Strategy, Hume Open Space Strategy, Whittlesea Open Space Strategy	Upper Merri Creek Parklands Plan If trail alignment goes through the nature conservation reserve planning assessments and approvals processes will be required to assess potential impacts on natural and cultural heritage values. Delivery will be lead by Parks Victoria but could be longer term than originally anticipated	Merri Creek Trail	Y					Melbourne Water, ParksVic, DELWP, MCMC	XL
MerriCreekTrail_03	Advocate for and investigate the staged extension of the Merri Creek Trail from Cooper Street Somerton/Epping north to and along Oherns Road both east and west as part of the Upper Merri Creek Regional Parkland Plan	No design undertaken to date	Northern Trails Strategy 2016, Hume Bicycle Network Plan, Hume Walking and Cycling Strategy, Hume Open Space Strategy, Whittlesea Open Space Strategy	Upper Merri Creek Parklands Plan If trail alignment goes through the nature conservation reserve planning assessments and approvals processes will be required to assess potential impacts on natural and cultural heritage values. Connections into the road reserve of O'Herns Road is required on both sides of the creek	Merri Creek Trail	Y					Melbourne Water, ParksVic, DELWP, MCMC, DoT	XL
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	No design undertaken to date	Northern Trails Strategy 2016, Hume Bicycle Network Plan, Hume Walking and Cycling Strategy, Hume Open Space Strategy, Whittlesea Open Space Strategy	Upper Merri Creek Parklands Plan If trail alignment goes through the nature conservation reserve planning assessments and approvals processes will be required to assess potential impacts on natural and cultural heritage values	Merri Creek Trail	Y					Melbourne Water, ParksVic, DELWP, MCMC	XL

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	No design undertaken to date	Northern Trails Strategy 2016, Hume Bicycle Network Plan, Hume Walking and Cycling Strategy, Hume Open Space Strategy, Whittlesea Open Space Strategy	Upper Merri Creek Parklands Plan, Potential future development	Merri Creek Trail				Y				Y	Melbourne Water, ParksVic, DELWP, MCMC	XL
MerriCreekTrail_06	Extend the Merri Creek Trail from Summerhill Road to Donnybrook Road	No design undertaken to date	Northern Trails Strategy 2016, Hume Bicycle Network Plan, Hume Walking and Cycling Strategy, Hume Open Space Strategy, Whittlesea Open Space Strategy	Upper Merri Creek Parklands Plan, Potential future development. Parts of this section may be delivered via the Craigieburn North Employment PSP in 5-10 years time	Merri Creek Trail				Y				Y	Melbourne Water, ParksVic, DELWP, MCMC	XL
MerriCreekTrail_07	Extend the Merri Creek Trail from Donnybrook Road to the Northern End of Moxham Drive	Partially complete	Northern Trails Strategy 2016, Hume Bicycle Network Plan, Hume Walking and Cycling Strategy, Hume Open Space Strategy, Whittlesea Open Space Strategy, PSP	Upper Merri Creek Parklands Plan, Potential future development	Merri Creek Trail				Y				Y	Melbourne Water, ParksVic, DELWP, MCMC, developers	XL
MerriCreekTrail_08	Complete missing section of trail from the Metropolitan Ring Road to existing section of trail south of Horne Street		Hume Bicycle Network Plan, Hume Walking and Cycling Strategy, Hume Open Space Strategy, Audit, Community Consultation	Land ownership and topography and space limitations	Merri Creek Trail				Y				Y	Melbourne Water	L
MerriCreekTrail_09	Provide and upgrade line-marking to ensure continuous white lines indicating trail flow/ direction in high traffic areas		Audit		Merri Creek Trail				Y	Y	Y		Y	Melbourne Water, ParksVic, VicRoads	S

MerriCreekTrail_10	Realign section of trail south of Heidelberg Road to reduce steep grade		Audit		Merri Creek Trail								City of Yarra, Melbourne Water, ParksVic	M
MerriCreekTrail_11	Provide a bridge crossing over the creek near the St Georges Road Bridge	Proposal by Council underway	Audit, Moreland	City of Moreland has a proposal to deliver this bridge near St Georges Rd	Merri Creek Trail								City of Yarra, Melbourne Water	XL
MerriCreekTrail_12	Relocate and widen trail from Merri Creek Primary School to Summer Park outside of the flood zone		Audit, community Consultation		Merri Creek Trail			Y					City of Yarra, Melbourne Water	L
MerriCreekTrail_13	Realign and widen trail north and south of Moreland Road		Darebin Cycling Strategy, Merri creek Trail Review, Audit, community consultation	Due to constrained environment, feasibility and alignment options to be explored	Merri Creek Trail		Y						Melbourne Water	M
MerriCreekTrail_14	Modify existing bridge alongside Moreland Road vehicular bridge to better serve pedestrians and cyclists		Audit, community Consultation		Merri Creek Trail			Y					VicRoads	XL
MerriCreekTrail_15	Replace the Harding Street Bridge to cater for shared use	Design is underway	Merri creek Trail Review, Audit, Community consultation		Merri Creek Trail		Y						Melbourne Water	XL
MerriCreekTrail_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	Design is underway	Merri creek Trail Review, Audit, Community consultation		Merri Creek Trail			Y					Melbourne Water	M
MerriCreekTrail_17	Widen and realign path outside of flood zone between Basil Nursing Home and Parker Reserve		Merri creek Trail Review, Audit, Community consultation		Merri Creek Trail			Y					Melbourne Water	M



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	Currently out for consultation as part of the Fawkner Merri Parklands	Audit												Melbourne Water	M
MerriCreekTrail_19	Provide wayfinding signage for Fawkner section of the Merri Creek (as per Moreland's Merri Creek Action Plan)	Currently out for consultation as part of the Fawkner Merri Parklands	Audit			Y									Melbourne Water	S
MerriCreekTrail_20	Provide wayfinding signage along the length of the trail		Audit	Branding and signage for wayfinding and interpretation funded through Upper Merri Creek Parklands Planning		Y	Y	Y	Y						Melbourne Water, ParksVic, VicRoads	M
MetroRingRdTrail_01	Provide wayfinding signage along the length of the trail		Hume Bicycle Network Plan, Audit			Y	Y	Y	Y						Melbourne Water, VicRoads, Major Road Projects	S
MetroRingRdTrail_02	Investigate the feasibility of realigning the section of trail east of the Moonee Ponds Creek towards Jacana to reduce the incline		Audit	Feasibility study to be undertaken, West Trails Strategy			Y	Y	Y						Melbourne Water, VicRoads	M
MetroRingRdTrail_03	Advocate for an upgrade to the existing overpass at Jacana Station with wayfinding signage to improve connectivity and continuity		Audit	Consider plans by Australian Rail Track Corporation to rebuild the Melbourne – Sydney – Brisbane Freight line to support trains with "double stacked" shipping containers				Y							VicRoads, VicTrack	XL
MetroRingRdTrail_04	Upgrade section of trail between High Street and Dalton Road		Audit												VicRoads	L

MooneePondsCreek_01	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		Audit	land ownership	Moonee Ponds Creek Trail					Y		Melbourne Water, Parks Vic, Crown land, Melbourne Airport	L
MooneePondsCreek_02	Upgrade surface and width of trail from Marker Road to and around Willowbrook Reserve to regional trail standard		Hume Bicycle Network Plan, Hume Walking and Cycling Strategy. Audit	Cultural Heritage and conservation considerations/constraints with regards to path surfacing and alignment.	Moonee Ponds Creek Trail					Y		Melbourne Water	XL
MooneePondsCreek_03	Upgrade surface and width of trail from Willowbrook Reserve to Westmeadows Reserve to regional trail standard		Hume Bicycle Network Plan, Hume Walking and Cycling Strategy. Audit	Cultural Heritage and conservation considerations/constraints with regards to path surfacing and alignment.	Moonee Ponds Creek Trail					Y		Melbourne Water	L
MooneePondsCreek_04	Construct a new section of trail from Marker Road to Living Legends/Woodlands Historic Park		Hume Walking and Cycling Strategy	Private land ownership	Moonee Ponds Creek Trail					Y		Melbourne Water, ParksVic, Private landowners	XL
MooneePondsCreek_05	Upgrade existing trail from Living Legends/Woodlands Historic connecting to Somerton Road Woodlands entrance		Hume Walking and Cycling Strategy	Trails to Woodlands Park are proposed as regional trail standard - trails within the park fall outside the scope of this study. Alignment to be confirmed	Moonee Ponds Creek Trail					Y		Melbourne Water, ParksVic, Private landowners	L
MooneePondsCreek_06	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		Audit	Further audit required. Mix of M80 signage and HCC wayfinding installed in 2017	Moonee Ponds Creek Trail					Y		Melbourne Water, ParksVic, The City of Moonee Valley, VicRoads	M
MooneePondsCreek_07	Upgrade surface of trail from the rail line south to the Essendon Baseball Club		Audit		Moonee Ponds Creek Trail						Y	Melbourne Water, The City of Moonee Valley	L

MooneePondsCreek_08	Construct section of new trail between Primrose Street and Vanberg Road (within Moonee Valley)	In Moonee Valley. Will need to be delivered by them.	Moreland Open Space Strategy, Audit	Community consultation	Moonee Ponds Creek Trail				Y		Melbourne Water, The City of Moonee Valley	L
MooneePondsCreek_09	Upgrade trail surface from Boeing Reserve, Strathmore, to Brunswick Road to improve safety and cross grade		Community consultation		Moonee Ponds Creek Trail				Y		Melbourne Water, The City of Moonee Valley, VicRoads	XL
MooneePondsCreek_10	Resurface trail connection from Gladstone Park down the hill to main trail		Hume		Moonee Ponds Creek Trail			Y			Melbourne Water	L
MooneePondsCreek_11	Construct a new section of trail from Hope Street to the pedestrian bridge. Consider a new bridge using former off ramp to Denzil Don Reserve to Victoria St as an alternative if required		Moreland feedback		Moonee Ponds Creek Trail				Y		Melbourne Water	L
NorthernPipeTrail_01	Extend the Northern Pipe/ St Georges Rd/ Cheddar Road Trail north to the Metropolitan Ring Road	Concept Design	Audit, community Consultation	DOT has intent to upgrade roundabouts along Dalton Rd, which will assist path in this section.	Northern Pipe/ St Georges Rd/ Cheddar Road Trail					Y	VicRoads	L
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		Darebin Cycling Strategy, Audit	Due to complexity of action item, feasibility and alignment options to be explored	Northern Pipe/ St Georges Rd/ Cheddar Road Trail			Y			VicRoads	M

NorthernPipeTrail_03	Widen and resurface the section of trail between Clarke Street and Arthurton Road to align with newly constructed sections of trail		Darebin Cycling Strategy, Audit		Northern Pipe/ St Georges Rd/ Cheddar Road Trail	Y				VicRoads	L
NorthernPipeTrail_04	Advocate for trail alignment alongside the train line from Garden Street to Cheddar Road to replace section of trail on the footpath	Audit			Northern Pipe/ St Georges Rd/ Cheddar Road Trail	Y				VicRoads, VicTrack, Melbourne Water	XL
NorthernPipeTrail_05	Widen trail surface in the Cheddar Road central median from High Street to Hickford Street	Audit			Northern Pipe/ St Georges Rd/ Cheddar Road Trail	Y				VicRoads	L
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.	Darebin	This section of vacant pipe reserve has 19 road crossings, which would likely make it unfeasible to construct or unattractive to users.		Northern Pipe/ St Georges Rd/ Cheddar Road Trail	Y				Melbourne Water	XL
PlentyRiver_01	Extend trail east to McLaughlans Lane	Audit			Plenty River Trail			Y		Melbourne Water, ParksVic	M
PlentyRiver_02	Upgrade and widen section of trail from Punkerri Circuit to Booyan Crescent	Audit	Indicative trail alignment only. Refer to Parks Victoria's Plenty Gorge River Trail design.		Plenty River Trail			Y		Melbourne Water, ParksVic	L
PlentyRiver_03	Realign section of trail to reduce grade and provide an underpass at Booyan Crescent	Audit			Plenty River Trail			Y		Melbourne Water, ParksVic	XL
PlentyRiver_04	Widen section of trail under the Greensborough Bypass	Banyule Walking Strategy, Audit	CHMP and planning permits are required	Initial review of trail undertaken	Plenty River Trail	Y		Y		Melbourne Water, ParksVic, VicRoads	M

PlentyRiver_05	Upgrade and widen section of trail at Main Street		Banyule Public Open Space Plan, Banyule Public Open Space Plan, Audit		Plenty River Trail	Y					Melbourne Water	M
PlentyRiver_06	Improve wayfinding signage at Pouller Reserve to direct users to the wider trail network west of the reserve		Audit		Plenty River Trail	Y					Melbourne Water	S
PlentyRiver_07	Construct a new section of trail at Bickton Street		Audit	Difficult to deliver as there is no spare road reserve. Consider on road trail	Plenty River Trail	Y					Melbourne Water	M
PlentyRiver_08	Upgrade and widen section of trail with wayfinding signage at Montmorency Park		Banyule Public Open Space Plan, Banyule Public Open Space Plan, Audit, Community Consultation		Plenty River Trail	Y					Melbourne Water	M
PlentyRiver_09	Upgrade surface and realign trail to reduce grade south of Old Lower Plenty Road and through Banyule Flats		Draft Banyule Bicycle Strategy, Banyule Public Open Space Plan, Banyule Public Open Space Plan, Audit		Plenty River Trail	Y					Melbourne Water	L
PlentyRiver_10	Improve wayfinding signage along the length of the trail		Audit		Plenty River Trail	Y		Y	Y		Melbourne Water, Parks Vic, VicRoads	M
PlentyRiver_11	Upgrade pedestrian bridges on the Plenty River Trail where required and improve sight lines where appropriate		Banyule Public Open Space Plan	This is very high priority to Banyule City Council	Plenty River Trail	Y		Y	Y		Melbourne Water, Parks Vic, VicRoads	XL

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		Banyule Public Open Space Plan	Consider realigning trail to the opposite side of the river south of the Hurstbridge Rail like if feasible. Note that this would require land acquisition.	Plenty River Trail	Y					Melbourne Water	M
PlentyRiver_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 Mornag to Hawkestone picnic area to Yarrambat Park.	Funded	Nilumbik Open Space Strategy, Whittlesea Open Space Strategy, Community consultation	Indicative trail alignment only. Refer to Parks Victoria's Plenty Gorge River Trail design. Opportunity to align with Melbourne Water's exploration of recreation opportunities at Yan Yean.	Plenty River Trail		Y	Y			Melbourne Water, ParksVic	XL
PlentyRiver_14	Extend the trail from Bridge Inn Road north to Hazel Glen Drive	Funded	Nilumbik Open Space Strategy, Whittlesea Open Space Strategy, Community consultation	Indicative trail alignment only. Refer to Parks Victoria's Plenty Gorge River Trail design. Opportunity to align with Melbourne Water's exploration of recreation opportunities at Yan Yean.	Plenty River Trail		Y	Y			Melbourne Water	L
SomertonRoad_01	Advocate for the construction of a new trail along Somerton Road from Jacksons Creek to the Merri Creek Trail		Hume	Somerton Road duplication. Bulla reserve might prefer a new alignment at Bulla via Green St and the Moonee Ponds Creek Trail instead of the potential Bulla Bypass	Somerton Road Trail			Y			Major Road Projects Victoria, ParksVic	XL
UpfieldRail_01	Construct new section of trail from Box Forest Road north to Metropolitan Ring Road	Under construction	Northern Trails Strategy 2016, Audit, community Consultation	DOT is funded to deliver this	Upfield Rail Trail				Y		VicRoads, VicTrack, Department of Transport	L

UpfieldRail_02	Advocate to Department of Transport to construct a new section of trail from the Metropolitan Ring Road to Somerton Road	Hume Walking and Cycling Strategy. Community consultation	Not currently supported as a priority for DoT. Some sections existing, planned or designed: Maygar Grey Box Woodland Reserve section, including a section connecting to Northcorp Blvd is being designed as part of a subdivision application	Upfield Rail Trail						VicRoads, VicTrack, Developer	XL
UpfieldRail_03	Create a signalised pedestrian crossing over the road and train line at Boundary Road	Audit		Upfield Rail Trail			Y			VicRoads, VicTrack	L
UpfieldRail_04	Construct an off-road shared path along Bain Avenue	Audit, community Consultation	Concept design is completed	Upfield Rail Trail			Y				M
UpfieldRail_05	Widen section of trail between Plaisted Street and Shorts Road	Audit	Concept design is completed	Upfield Rail Trail			Y			VicTrack	M
UpfieldRail_06	Construct an off-road shared path along Ararat Avenue	Audit, community Consultation		Upfield Rail Trail			Y				M
UpfieldRail_07	Provide a signalised/ pedestrian priority crossing over Bakers Road	Audit		Upfield Rail Trail			Y			VicRoads	L
UpfieldRail_08	Construct an off-road shared path along Renown Street	Audit, community Consultation		Upfield Rail Trail			Y				M
UpfieldRail_09	Construct an off-road shared path along Batman Avenue	Audit, community Consultation	Currently being designed as a shared zone	Upfield Rail Trail			Y				M
UpfieldRail_10	Upgrade and widen trail from Victoria Street to Jewell Station	Audit, community Consultation	Designed/ partially constructed	Upfield Rail Trail			Y			VicTrack	L
UpfieldRail_11	Provide a signalised/ pedestrian priority crossing over Albert Street	Audit		Upfield Rail Trail			Y			VicRoads	L

UpfieldRail_12	Consider long term feasibility of separated cycle path between Park Street and Tinning Street						Upfield Rail Trail				Y							XL
UpfieldRail_13	Create a signalised pedestrian crossing over Box Forest Road			Moreland feedback			Upfield Rail Trail				Y				VicRoads, VicTrack			L
UpfieldRail_14	Create a signalised pedestrian crossing over O'Hea Street			Moreland feedback			Upfield Rail Trail				Y				VicRoads, VicTrack			L
UpfieldRail_15	Create a signalised pedestrian crossing over Albion Street			Moreland feedback			Upfield Rail Trail				Y				VicRoads, VicTrack			L
UpfieldRail_16	Create a signalised pedestrian crossing over Victoria Street			Moreland feedback			Upfield Rail Trail				Y				VicRoads, VicTrack			L
WhittleseaRail_01	Construct a new trail from Memda Station to Whittlesea. Ensure there is provision for horse riders on parts of the trail	No design undertaken to date		Northern Trails Strategy 2016, Whittlesea Rail Trail Master Plan Review, Community consultation		Due to public sentiment, possibility to consider trail alignment along Plenty Road for parts of the trail as an alternative.	Whittlesea Shared Trail						Y					XL
WhittleseaRail_02	Provide a pedestrian priority crossing at the Lakes Boulevard			Audit			Whittlesea Shared Trail							Y		VicRoads		L
WhittleseaRail_03	Provide wayfinding signage along the length of the trail			Whittlesea Rail Trail Master Plan Review, Audit			Whittlesea Shared Trail							Y		VicRoads, VicTrack		S
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	No design undertaken to date		Northern Trails Strategy 2016, Whittlesea City Council			Yan Yean Pipe Track							Y				L
YanYeanPipeTrack_02	Construct a new section of trail from the Darebin Creek Trail to Childs Road	Funded		Northern Trails Strategy 2016, Whittlesea City Council		Funded under the Northern Metropolitan Trails Program	Yan Yean Pipe Track							Y				XL
YanYeanPipeTrack_03	Construct a new section of trail from Childs Road to McDonalds Road and the Plenty Valley Activity Centre	No design undertaken to date		Northern Trails Strategy 2016, Whittlesea City Council			Yan Yean Pipe Track							Y				XL



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	No design undertaken to date	Whittlesea City Council	Melbourne Water looking to align with councils on exploration of recreation opportunities at Yan Yean.	Yan Yean Pipe Track						Melbourne Water	XL
YarraTrail_01	Construct a bridge crossing over the Yarra River to Banksia Park at the eastern end of Yarra Street, Heidelberg	Design is underway	Northern Trails Strategy 2016, Draft Banyule Bicycle Strategy	NE Link, Manningham City Council have received funding to deliver this. Ongoing management of asset to be considered	Main Yarra Trail	Y					Melbourne Water, ParksVic, Manningham City Council	XL
YarraTrail_02	Undertake improvements to the Main Yarra Trail at Banyule Flats	Detailed design is completed	Northern Trails Strategy 2016, Draft Banyule Bicycle Strategy, Banyule Walking Strategy, Banyule Public Open Space Plan, Audit	NE Link, concerns and issues around CHMP and community support to be further resolved	Main Yarra Trail	Y					Melbourne Water	L
YarraTrail_03	Realign the section of trail at the Banksia Street underpass to create a gentler grade and wider trail surface		Draft Banyule Bicycle Strategy, Banyule Walking Strategy, Audit	NE Link, concept design (funded by NELP) to be developed for a sealed bicycle path from Banksia Street to Burke Road North via The Boulevard to connect to the Eastern Freeway including a grade separated crossing near the intersection of Banksia and Jika/Dora Streets	Main Yarra Trail	Y					Melbourne Water, ParksVic	M
YarraTrail_04	Upgrade surface and width of existing trail from Banksia Street to Yarra Street		Audit	This will need approval from Parks Victoria and the Department of Transport	Main Yarra Trail	Y					Melbourne Water, ParksVic	M

YarraTrail_05	Upgrade surface and width of existing trail from junction with Plenty River Trail to Fitzsimmons Lane Reserve		Audit, community Consultation		Main Yarra Trail	Y					Melbourne Water, ParksVic	XL
YarraTrail_06	Provide wayfinding signage along the length of the trail		Draft Banyule Bicycle Strategy, Audit		Main Yarra Trail	Y			Y		City of Manningham, City of Boroondara, Melbourne Water, ParksVic	M
YarraTrail_07	Construct shared use trail from the Mullum Mullum Creek Trail to the Warrandyte State Park		Audit	Trail alignment to be developed in consultation with relevant stakeholders with an emphasis on environmental and cultural heritage protection	Main Yarra Trail				Y		City of Manningham, Melbourne Water, ParksVic	XL
YarraTrail_08	Construct a bridge crossing over the Yarra River to Birrarung Park		Northern Trails Strategy 2016	Coordinate with Manningham Council and the Eastern Regional Trails Strategy.	Main Yarra Trail	Y					City of Manningham, Melbourne Water, ParksVic	XL
YarraTrail_09	Construct a bridge crossing over the Yarra River to Bulleen Park		Northern Trails Strategy 2016	This section of trail is part of the Strategic Cycling Corridor (SCC) Coordinate with Manningham Council and the Eastern Regional Trails Strategy. Ongoing management of asset to be considered	Main Yarra Trail	Y					City of Manningham, Melbourne Water, ParksVic	XL

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	No design undertaken to date	Northern Trails Strategy 2016, Hume Bicycle Network Plan, Audit	Not feasible until safe crossing point at Somerton Road is constructed as part of Somerton Road duplication Melbourne Water not previously supportive of additional connections adjacent to the reservoir. Greenvale Reservoir Park has been closed to public for approximately two years due to lack of funding to improve basic facilities (ParksVic).	Yuroke Creek Trail					Y	Melbourne Water, ParksVic	L
YurokeCreek_02	Provide wayfinding signage along the length of the trail		Audit		Yuroke Creek Trail					Y	Melbourne Water, ParksVic, VicRoads	S
YurokeCreek_03	Investigate the provision of a pedestrian priority crossing at Dimboola Road, remove bicycle chicanes, from either side and improve the path intersection treatment		Audit		Yuroke Creek Trail					Y	VicRoads	S
YurokeCreek_04	Provide a pedestrian priority crossing at Somerton Road to connect trail to Greenvale Reservoir	No design undertaken to date	Audit	To be undertaken as part of future Somerton Road duplication	Yuroke Creek Trail					Y	VicRoads, Major Road Projects Victoria	S
YurokeCreek_05	Undertake a staged upgrade of the trail to a regional standard width with line marking	No design undertaken to date	Hume		Yuroke Creek Trail					Y	VicRoads, Major Road Projects Victoria	XL



# C COST BENEFIT ANALYSIS

Northern Trails 2022



# Northern Regional Trails CBA – Final Report

Prepared for Fitzgerald Frisby Landscape Architecture on behalf of the Northern Regional Trails Strategy Collaboration (Banyule, Darebin, Hume, Moreland, Nillumbik & Whittlesea)

28 February 2022





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## Executive summary

The Northern Regional Trails upgrade project is assessed to establish the merit of the project. SGS modelled the social, economic and environmental costs and benefits. 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.

SGS Economics and Planning was engaged by Fitzgerald Frisby Landscape Architecture (FFLA) on behalf of the Northern Regional Trails Strategy Collaboration to undertake cost-benefit analysis (CBA) to assess the merit of expanding the Northern Regional Trail Network. The purpose of this report is to inform due diligence and investment decision making processes by the Northern Regional Trails Strategy Collaboration local government areas (LGAs).

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.

The study area – comprising the LGAs of Banyule, Darebin, Hume, Moreland, Nillumbik and Whittlesea – 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.

### Incremental costs of the project case

Project capital expenditure (CAPEX) data was provided to SGS by FFLA. CAPEX has been evenly allocated across the 10-year construction rollout period within the CBA model (from FY2023 to FY2032). Project operating expenditure (OPEX) has been assumed at two per cent of CAPEX per year. OPEX ramps up in line with CAPEX over a 10-year period. Undiscounted and present value (PV) CAPEX and OPEX values are shown in Table 1.

**TABLE 1: CAPITAL AND OPERATING COSTS**

Cost type	Undiscounted value (\$m)	Present value (7% discount rate) (\$m)
CAPEX	\$189.8	\$142.6
OPEX	\$96.8	\$33.6
<b>Total</b>	<b>\$286.6</b>	<b>\$176.2</b>

No other costs were identified and quantified.

### Incremental monetised benefits of the project case

Three benefits have been monetised within the CBA. These are:

- **Benefit 1.** Health benefits of increased walking and cycling
- **Benefit 2.** Transport network benefits due to a shift in mode share from private vehicle to active transport modes
- **Benefit 3.** 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.

Undiscounted and PV incremental project benefits are shown in Table 2. Health benefits associated with increased walking and cycling has been modelled to generate the largest share of benefits.

**TABLE 2: PROJECT BENEFITS**

Benefit component	Undiscounted value (\$m)	PV (7% discount rate) (\$m)	% of total benefits (PV) (\$m)
PV of health benefit	\$541.7	\$180.2	62%
PV of transport network benefits	\$34.9	\$11.6	4%
PV of leisure and recreation benefits	\$296.5	\$98.6	34%
<b>Total</b>	<b>\$873.2</b>	<b>\$290.5</b>	<b>100%</b>

### Economic appraisal of the project case

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, refer to Table 3.

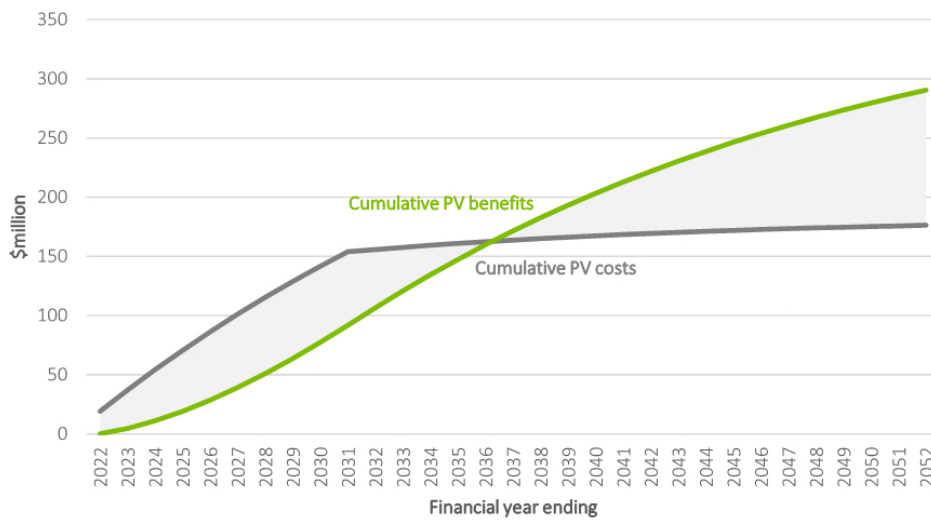
Costs exceed benefits until FY2037, at which point costs increase marginally as per OPEX assumptions, while benefits increase rapidly as users enjoy and gain value from an improved and expanded network. This is illustrated in Figure 1.

**TABLE 3: CBA STANDARD OUTPUTS**

Cost component	Project case
Total PV cost (\$m)	\$176.2
Total PV benefit (\$m)	\$290.5
NPV (benefits minus costs) (\$m)	\$114.2
BCR	1.6

Source: SGS, 2021

**FIGURE 1: CUMULATIVE NPV**



Source: SGS, 2021

**Conclusion**

The analysis 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.

# 1. Introduction

SGS Economics and Planning was engaged by Fitzgerald Frisby Landscape Architecture on behalf of the Northern Regional Trails Strategy Collaboration to undertake cost-benefit analysis to assess the economic merit of expanding the Northern Regional Trail Network. This report contributed to the formulation of the Northern Regional Trails Strategy Review and Update report, which provides an actionable set of recommendations to inform staged investment in expansion of the Northern Regional Trails Network.

## 1.1 Project background and context

The northern region of Melbourne, encompassing the local government areas of Banyule, Darebin, Hume, Moreland, Nillumbik and Whittlesea, is approximately 1,590 square kilometres and includes a mix of urban, suburban and rural areas. It 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 region, featuring Melbourne's Tullamarine Airport, arts and cultural precincts, the National Employment and Innovation Cluster in La Trobe and new growth communities within the northern peri-urban area.

The Northern Regional Trails Strategy was developed in 2016 by the Northern Regional Trails Strategy Collaboration in recognition of the need to plan and deliver appropriate infrastructure to support an 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 assisted in securing around \$11 million of State Government funding in the last three years to deliver key priorities identified in the strategy. It has also assisted in focusing individual council budget allocations into the planning and delivery of priority trail projects.

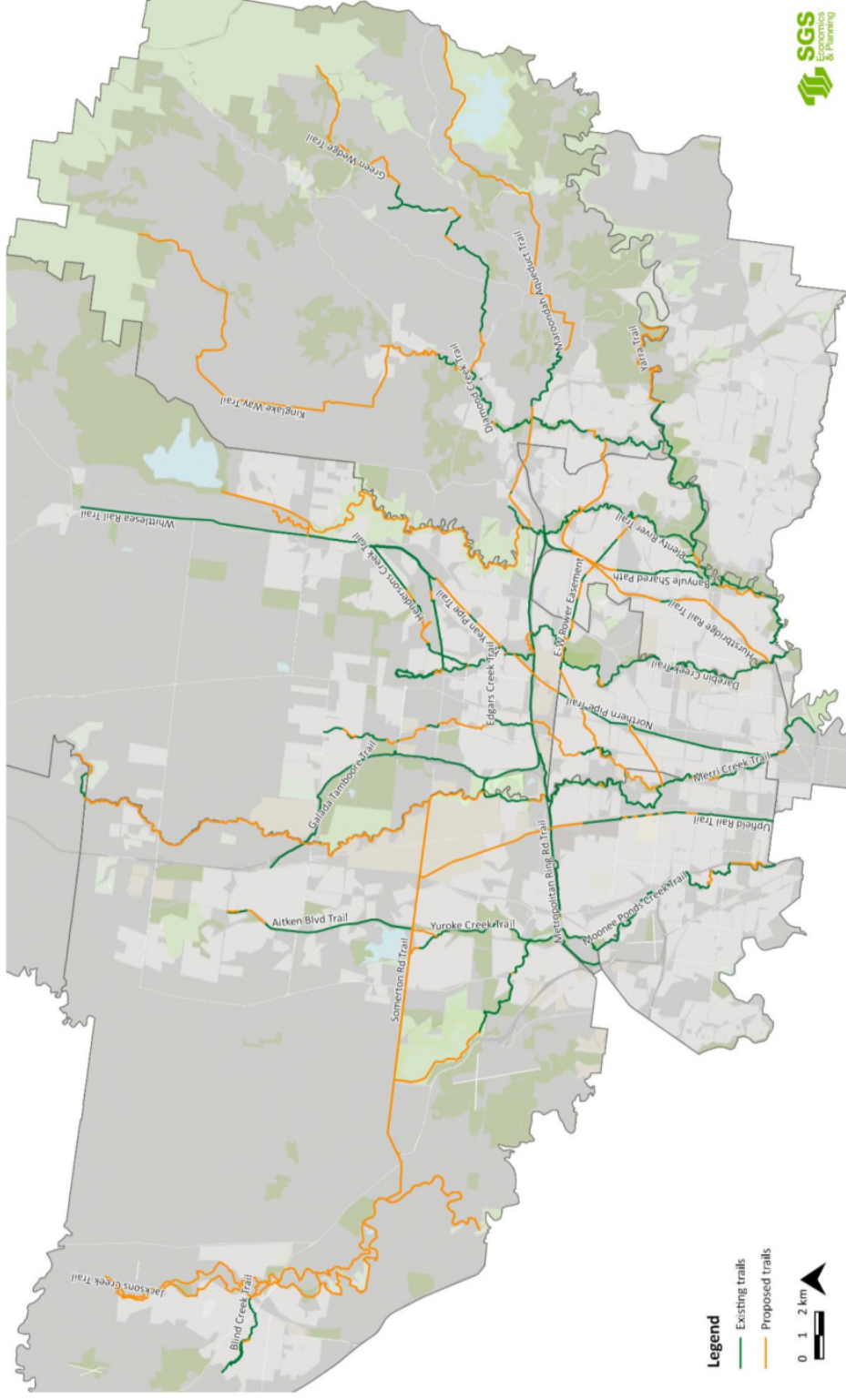
In 2020, the Northern Regional Trails Strategy Collaboration appointed Fitzgerald Frisby Landscape Architecture (FFLA) to lead development of the Northern Regional Trails Strategy Review and Update report which considers changes to the network over the previous four to five years, as well as changes to trail demand and council priorities. Realigning the Northern Regional Trails Strategy has the potential to serve a wider population of commuters and recreational users, providing for enhanced health, transport network functionality, and recreation benefits.

Figure 2 shows the existing trail network in green and the proposed extensions in orange. Within inner and middle suburban areas, the strategy focusses on closing gaps to deliver a more integrated network, while in outer suburban areas the strategy focusses on network extensions. The existing network contains around 241 kilometres of trail, and the proposed trail extensions will increase this by 68 per cent, to around 406 kilometres.<sup>1</sup>

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<sup>1</sup> GIS analysis undertaken by SGS, based on the network shown in Figure 1

FIGURE 2: MAP OF EXISTING AND PROPOSED TRAIL NETWORK



Source: SGS, 2021

SGS ECONOMICS AND PLANNING: NORTHERN REGIONAL TRAILS CBA

Cycling and walking are important to the broader economic and environmental context in Australia. In 2020, the industry output of the Australian cycling economy was estimated at \$6.3 billion, generating \$3.4 billion as direct value add, and indirectly a further \$5.1 billion in value add. Here in Victoria, the economic contribution is \$1.93 billion in direct output and nearly 11,000 jobs, increasing to \$5.23 billion and over 20,000 jobs when including indirect contributions.<sup>2</sup>

Another recent study places the economic cost to the community of maintaining our current approach to road transport at \$865 billion resulting from air pollution, greenhouse gas emissions, noise, and water pollution.<sup>3</sup> Whether one considers the direct and indirect personal health benefits, the transport benefits, the environmental benefits, the economic benefits, the impact of a greater share of the population using active transport for work or for fun is significant. An extended and better integrated and connected trails network is key to this, as “growing cycling engagement and participation relies heavily on the built environment”.<sup>4</sup>

## 1.2 Report structure

The remainder of this report is structured as follows:

- **Section 2** sets out the cost-benefit analysis framework
- **Section 3** sets out model parameters that were provided by FFLA, sourced from Australian standard economic appraisal guidelines, and developed by SGS through desktop analysis and research
- **Section 4** presents the results and findings of the economic appraisal
- **Section 5** summarises the analysis and concludes the report

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<sup>2</sup> We Ride Australia (2020), The Australian Cycling Economy, Ernst & Young

<sup>3</sup> Australian Conservation Foundation (2021), Local community benefit of zero emission vehicles in Australia, Deloitte Access Economics Pty Ltd

<sup>4</sup> We Ride Australia (2020), The Australian Cycling Economy, Ernst & Young, p. 3

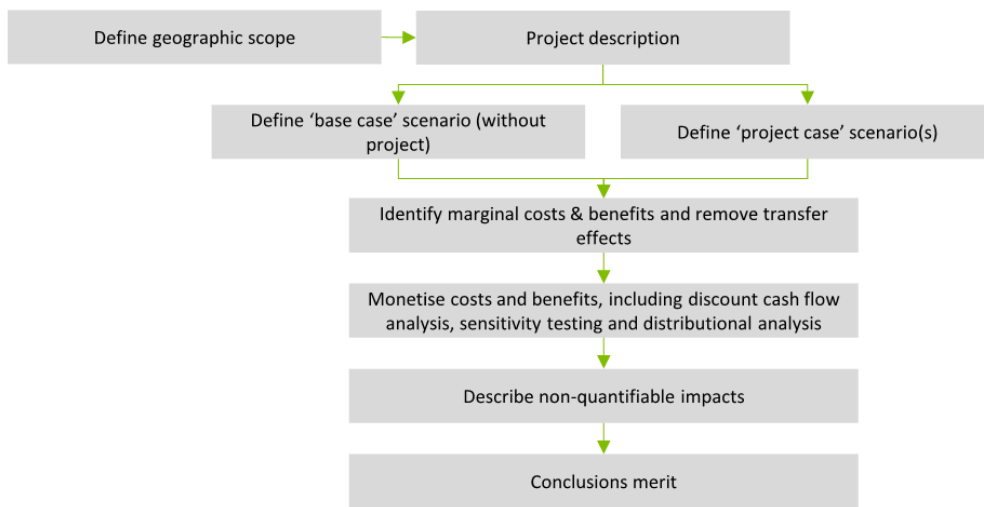
## 2. Cost-benefit analysis framework

### 2.1 Overview

Cost-benefit analysis (CBA) provides a framework for assessing projects from the perspective of society as a whole. It considers all impacts on community welfare, whether priced or unpriced in a market. CBA is an effective tool to assess the merit of proposed projects, investment decisions, or management approaches.

The general methodology of CBA is shown in Figure 3.

**FIGURE 3: DIAGRAM OF CBA METHODOLOGY (GENERAL)**



Source: SGS, 2021

Notes for Figure 3:

- Marginal costs and benefits – CBA is forward looking in scope, and it only models the incremental change between the ‘base case’ and ‘project case’ scenario. That is, the change that is directly generated through a particular investment or intervention
- Transfer effects – if a project merely transfers a benefit from one area or group of people to another, there is no net gain or loss. These effects have no bearing on the overall efficiency of resource allocation
- Monetising costs and benefits – not all effects will be traded, and there may not be direct evidence about the value of costs and benefits
- Discount cash flow analysis – a benefit promised in the future generally has a lower value than the same benefit delivered today. Future effects must be expressed in ‘present value terms’ (PV) to enable direct comparison.

## 2.2 Quantitative costs and benefits

SGS’s analysis takes a high-level approach in that it considers the network as a whole and does not capture discrete current use and future demand on individual trails, or indeed on trails and cycling paths that connect in adjacent local government areas, such as City of Yarra or City of Melbourne. As such, the outputs show the likely social, economic and environmental return on investment within an approximate order of magnitude. Sensitivity testing is conducted to illustrate other potential outcomes.

Within this report, CBA findings are presented through two key economic indicators:

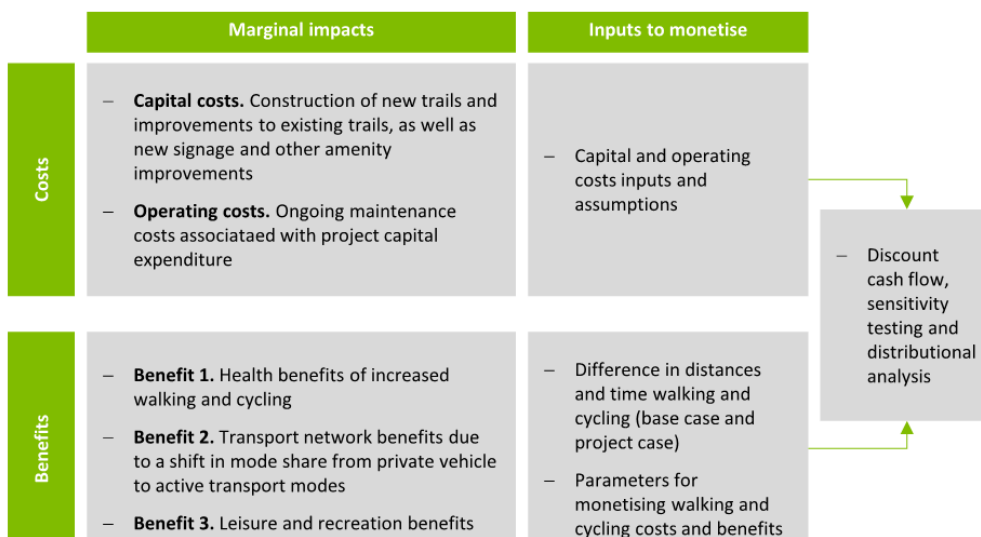
- **Net Present Value (NPV)** - measures the difference between benefits and costs, while accounting for their varying timing. A project with an NPV greater than zero indicates the PV of benefits exceeds the PV of costs and is considered economically viable.
- **Benefit-cost ratio (BCR)** - measures the benefits received per dollar of project costs and is used to indicate value for money. BCR is calculated by dividing the PV of all benefits with the PV of all costs (including recurring maintenance). A project with a BCR greater than one means the PV of benefits exceeds the PV of costs and is considered economically viable.

As shown in Figure 3, a project is considered against a counterfactual, or ‘base case’ scenario. The base case and project case scenarios are defined below:

- **Base Case.** The base case reflects a business-as-usual scenario; whereby no additional capital works are undertaken to extend or improve the Northern Regional Trails Network.
- **Project Case.** As shown in Figure 2, the project case involves extending and filling gaps in the existing network. This will enable the Northern Regional Trails Network to cater to more people and/or create a more pleasant and safer trail environment.

Costs and benefits modelled for the Northern Regional Trails Upgrade project are listed in Figure 4.

**FIGURE 4: DIAGRAM OF CBA METHODOLOGY (NORTHERN REGIONAL TRAILS UPGRADE PROJECT)**



Source: SGS, 2021



### Sensitivity testing

This assessment depends on a range of assumptions, both in terms of financial parameters, such as discount rates and cost estimates, as well as demand assumptions and benefit parameters.

The following sensitivity analysis has been undertaken to test potential impacts on economic viability should certain assumptions not eventuate:

- A discount rate of seven per cent will be used as the basis of the assessment, with sensitivity testing conducted with discount rates of 4 and 10 per cent
- Capital expenditure (CAPEX) estimate +/-20 per cent
- Benefits +/-20 per cent
- Optimistic case/pessimistic case scenarios i.e. +20 per cent benefits and -20 per cent costs; -20 per cent benefits and +20 per cent costs

### 2.3 Qualitative benefits

Other benefits discussed qualitatively within this report include:

- Economic value added derived from additional tourism expenditure
- Stimulation and growth of local businesses
- Increased community use and enjoyment, including from improved social capital and cohesion, and enhanced education outcomes
- Environmental benefit derived from any mode shift from private vehicles to active transport.

## 3. Modelling parameters

### 3.1 General appraisal parameters

All costs and benefits are subject to general economic and timing appraisal parameters. These general parameters are shown in Table 4.

**TABLE 4: GENERAL APPRAISAL PARAMETERS**

Parameter	Value	Comment
Discount rate	7%	Default rate for evaluation (sensitivity tests 4% and 10%)
Appraisal period	30 years of benefits	Standard recommended appraisal period (AustRoads and Infrastructure Australia)
Base year	FY2022	Year zero of project evaluation and cost estimate pricing.
Construction starts	FY2023	First year of construction
Project construction period	10 years	Assumes project works are rolled out over a 10-year period
Benefits ramp up period	10 years	Assumes benefits are delivered incrementally in line with construction. 100% of benefits are delivered only in the first year following the 10-year construction period

Source: SGS, 2021

### 3.2 Capital and operating cost parameters

Project CAPEX data was provided to SGS by FFLA. A summary of this data is provided in Appendix A. SGS did not undertake a review of CAPEX data.

The undiscounted capital cost of all works sums to \$189,795,000. CAPEX has been evenly allocated across the 10-year construction rollout period within the CBA model (from FY2023 to FY2032).

Project operating expenditure (OPEX) has not been modelled in detail. OPEX costs have been assumed at two per cent of CAPEX per year. OPEX ramps up in line with CAPEX over a 10-year period.

### 3.3 Demand forecast parameters

As outlined in Figure 4, three benefits were monetised via the Northern Regional Trails Upgrade CBA. The benefits are:

1. Health benefits of increased walking and cycling
2. Transport network benefits due to a shift in mode share from private vehicle to active transport modes
3. Leisure and recreation benefits

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. As a starting point for modelling these benefits, SGS has, therefore, undertaken demand forecasting to understand:

- The distance, in kilometres, that people walk and cycle each year in the base case and project case
- The time, in hours, that people walk and cycle each year in the base case and project case

Increased trail usage stems from two user groups:

- Increased use from **existing users** of the Northern Regional Trails network, due to improved connections and amenity
- **New users** of the Northern Regional Trails network, whose use is facilitated by improved connections associated with an expended network and/or improved amenity.

The steps undertaken to forecast demand for these user groups are summarised in Table 5, and detailed further below.

**TABLE 5: DEMAND FORECASTING METHOD**

Step	Overview
1. Model population within proximity of existing and future trail network	This was undertaken via geographic information system (GIS) analysis.
2. Review survey data	Survey data was analysed to understand: <ul style="list-style-type: none"> <li>– Cycling and pedestrian mode share/split</li> <li>– User issues with the current network, and how use may change if issues are addressed</li> </ul>
3. Review/model existing users of the Northern Regional Trails network	Survey and trail count data was reviewed. This included data provided by Councils and publicly available data (e.g. Bicycle Network Super Tuesday and Super Sunday data, as well as VicRoads and State Government data).
4. Research and develop assumptions relating to cycling and walking time and average walking and cycling speeds	The hours and kilometres that an average user cycles and walks was calculated
5. Model walking and cycling distance and time	Using the findings from steps 1-4, model the distance (in kilometres) and time (in hours) that people walk and cycle by year in the base case and project case

Source: SGS, 2021

### Step 1. Model population within proximity of existing and future trail network

GIS analysis was undertaken to determine the population that is currently and forecast to be within 400 metres of the existing and future Northern Regional Trails network. 400 metres was chosen as the buffer distance as this is within a moderate paced five-minute walk and is deemed to be conveniently accessible. This buffer distance aligns with Victorian transport planning practice<sup>5</sup>, as well the Victorian Planning Authority regarding open space provision. While this approach and use of this buffer distance does have limitations – in particular, SGS recognises that many people within the 400 metre buffer may never use the trails, and many beyond the distance may – it is suitable in light of limited count data and lack of other suitable data. This is a conservative approach to estimating existing and future users.

Small Area Land Use Project (SALUP) data, prepared by SGS for the Victorian Government, was used to model population growth over the project timeframe.

Outputs of the analysis is shown in Table 6.

**TABLE 6: POPULATION WITHIN 400 METRES OF CURRENT AND FUTURE TRAIL NETWORK**

Area	2021	2031	2041	2051
Population within 400 metres of existing trail network	373,728	431,722	489,386	555,823
Population within 400 metres of existing and future trail network	455,604	531,493	609,849	695,760
Proportionate population increase within 400 metres of future trail network	21.9%	23.1%	24.6%	25.2%

Source: SGS, 2021

Trail use in the base case and project cases has been modelled to increase in line with population within the 400 metre catchment of the relevant trails network. Although this is an imperfect forecast (not all people within the catchment may use the trails, and others outside the catchment may use the trails), it is considered an appropriate representation of how trail use may change over the appraisal period, all other things being equal.

The population within 400 metres of the existing and future trail network is around 22 to 25 per cent greater than the population that is currently and forecast to be within 400 metres of the existing network only. This suggests that network extensions, without works to fill in small network gaps and amenity improvements, would be likely to generate around a 22 to 25 per cent increase in trail use, assuming the new trails provide similar amenity and connections as existing trails.

### Step 2. Review survey data

In addition to changes to trail demand associated with population growth, trail demand will increase if the project case capital works lead to improved connections and/or enhanced network amenity.

<sup>5</sup> For example, provision of car parking differs within 400 metres of the Principal Public Transport Network. Similarly, the Victorian Transport Guidelines for Land Use and Development recommend that dwellings should be within 400 metres of a bus route, as this distance is deemed convenient.

A survey was conducted to understand the community's current use of the trail network as well as their views on how it can be improved to encourage further use. A total of 923 responses were received with the vast majority (91 per cent) being residents of Northern Metropolitan Melbourne. Relevant survey data and SGS analysis of data is provided in Appendix B.

Survey findings that have informed the demand forecasts are detailed in Table 7.

**TABLE 7: DEMAND PARAMETERS INFORMED BY SURVEY DATA**

Parameter	Value	Comment
Trail use uplift for existing users due to network improvements	12.15% increase	This value was sourced from survey data, however, SGS has applied a significant reduction. Survey findings indicate that existing users would, on average, use the trail network around 53% more if a range of improvements were made. The improvements were comprehensive and included things such as delivery of cafes and community facilities along the trails, safety campaigns, more toilets along the trails, separation of pedestrian paths from cycling paths, and others. These elements, and many others, have not been included/costed within the Northern Regional Trails Strategy (at least not across the full network). Therefore, adoption of the full 53% uplift indicated by survey participants would overestimate impacts. SGS has instead applied an uplift of 12.15%, which is 23% of the 53%. This assumes that three of the core interventions are delivered across the network: more trails, improved connectivity between trails and improved connectivity to destinations. The adoption of this proportion reflects that not all treatments that may lead to increased participation will be delivered but it is known that approximately 23% of indicated behaviour change is likely to occur as part of the Northern Regional Trails project.
Proportion of trail users that walk or undertake a comparative exercise (including running)	47.9%	These values were sourced from survey data. Understanding the mode split on the trail network is necessary to appropriately monetise the benefits associated with each mode.
Proportion of trail users that cycle	52.1%	

Source: SGS, 2021

### Step 3. Review/model existing users of the Northern Regional Trails network

Data for the existing trail network was difficult to source, and available data was often incomplete. Available data for the Northern Regional Trails network may not be representative of the entire network due to the following reasons:

- Trail count data is often only undertaken at a single point, and it may omit users who access other parts of the trail
- Bicycle Network Super Tuesday and Super Sunday cyclist counts only capture around two and three hours of the day, respectively
- Count data is often only collected on a single day, and does not account for weekly and seasonal trail use patterns

Due to the above limitations, SGS has taken an alternative approach and assumed that 2.5 per cent of residents within 400 metres of the existing trail network (373,728 people, as per Table 6) use the trails each day. The assumed 2.5 per cent equates to 9,343 users across the entire Northern Regional Trails network each day, or around 3.4 million users each year (see details in Table 8).

**TABLE 8: ESTIMATE OF ANNUAL TRAIL USE (EXISTING)**

Parameter	Value	Comment
Annual use of the existing trail network per year (2021)	3,410,268 trips per year	This is a daily value of 9,343, multiplied by 365 days (days in year)

Source: SGS, 2021

The use of 2.5 per cent can be considered a conservative estimate, based on the following factors:

- The Capital City Trail, one of Melbourne’s most used trails, accommodates more than one million users each year.<sup>6</sup> The Northern Regional Trails Network consists of more than 20 trails, albeit none with uses as heavily as the Capital City Trail, or that connects the same destinations through a highly populated corridor.
- Around six per cent of Melbournians walk or cycle to work each day, and 19 per cent walk or cycle for weekday recreational use/trips.<sup>7</sup> Adoption of these values would over state benefits significantly, as most of these trips are likely to use the road network and footpaths.
- On Census date in 2016, around 8,700 residents within the study area LGAs cycled to work, and 6,800 walked to work. This sums to around 15,500 active transport commuters on a given day within the study area, many of which would use the trails network.
- According to the 2019 AustRoads cycling Participation Survey, around 12 per cent of Melbournians cycled at least once over a one-week period.
- There are around 20 trails as part of the current Northern Regional Trails network<sup>8</sup>, and count data across four of those trails sums to around 3,800 users per day:
  - Diamond Creek Trail – daily count: 663 pedestrians and cyclists.<sup>9</sup> This was an average count across two count points, which collected data throughout a 12-month period)
  - Upfield Rail Trail (along the rail line from Parkville to Gowrie) – daily count: 2,096 pedestrians and cyclists.<sup>10</sup> This was an average count across three count points, taken on 5 February 2019 (a Tuesday). This may overstate average daily benefit due to relative warm weather in February
  - Merri Creek Trail and Moonee Ponds daily cyclist count: 626 and 411 cyclists, respectively (this does not capture pedestrians).<sup>11</sup>

<sup>6</sup> Streets Alive Yarra website, accessed February 2022

<sup>7</sup> Department of Transport, Victorian Cycling Strategy 2018-2028

<sup>8</sup> The survey conducted as part of the project lists 19 trails

<sup>9</sup> Count data provided by Nillumbuk Shire, 2021

<sup>10</sup> Count data sourced from City of Moreland website: Upfield Corridor Study, accessed 2021

<sup>11</sup> Count data sourced from The Age: Car parks out, footpaths and cycling lanes in as city prepares for post-COVID commuters, accessed 2021

It is expected that daily use on the remaining trails would elevate network use above the assumed daily volume of 9,343 users per day.

#### Step 4. Develop assumptions relating to cycling and walking time and average walking and cycling speeds

There was limited data for the time that people spend walking and cycling, and the distance they travel. SGS has, therefore, developed the assumptions outlined in Table 9.

**TABLE 9: TRAVEL TIME AND DISTANCE PARAMETERS**

Parameter	Value	Comment
Average time walked per person recreationally (base case and project case)	25 minutes	This is based on ABS Physical Activity report.
Average time walked per person commuting (base case and project case)	65 minutes	This is based on ABS commuting to work average walking distance of 5.4 kilometres (two way) considering an average travel time of 5 kilometres per hour
Average time cycled per person recreationally (base case and project case)	27 minutes	This is based on data from the Victorian Integrated Survey of Travel and Activity (VISTA)
Average time cycled per person commuting (base case and project case)	32 minutes	This is based on ABS commuting to work average cycling distance of 11 kilometres, considering an average travel time of 20 kilometres per hour
Average distance walked per person recreationally (base case and project case)	2.1 kilometres	This is based on ABS Physical Activity report which indicates 25 minutes of recreationally walking at an average walking pace of 5 kilometres per hour.
Average distance walked per person commuting (base case and project case)	5.4 kilometres	This is based on ABS commuting to work average walking distance.
Average distance cycled per person recreationally (base case and project case)	9 kilometres	This is based on VISTA recreationally cycling time at an average pace of 20 kilometres per hour.
Average distance cycled per person commuting (base case and project case)	11 kilometres	This is based on ABS commuting to work average cycling distance.

#### Step 5. Model walking and cycling distance and time

Based on parameters outlined in step 1 through to step 4, the distance and time that people spend walking and cycling on the Northern Regional Trails network in the base case and project case was modelled. Refer to Table 10 for distance data and Table 11 for time data. It has been assumed that the increased use in the project case is a true increase, and not associated with any transfer effects.

**TABLE 10: ESTIMATE OF TOTAL KILOMETRES WALKED AND CYCLED ANNUALLY**

Mode	Scenario	2021	2031	2041	2051
Walking	Base case	4,138,214	4,780,369	5,418,871	6,154,514
	Project case (existing users existing users due to improvements)	4,641,007	5,361,184	6,077,264	6,902,288
	Project case (new trail use)	1,016,748	1,251,187	1,529,147	1,784,351
	Project case (total)	5,657,754	6,612,372	7,606,411	8,686,639
	Incremental difference (project case minus base case)	1,519,541	1,832,002	2,187,539	2,532,124
Cycling	Base case	16,414,571	18,961,736	21,494,406	24,412,397
	Project case (increased trail use from existing users due to improvements)	18,408,942	21,265,587	24,105,977	27,378,503
	Project case (new trail use)	4,033,015	4,962,940	6,065,488	7,077,776
	Project case (total)	22,441,957	26,228,526	30,171,465	34,456,279
	Incremental difference (project case minus base case)	6,027,385	7,266,791	8,677,058	10,043,882

Source: SGS, 2021

**TABLE 11: ESTIMATE OF HOURS WALKED AND CYCLED ANNUALLY**

Mode	Scenario	2021	2031	2041	2051
Walking	Base case	827,643	956,074	1,083,774	1,230,903
	Project case (increased trail use from existing users due to improvements)	928,201	1,072,237	1,215,453	1,380,458
	Project case (new trail use)	203,350	250,237	305,829	356,870
	Project case (total)	1,131,551	1,322,474	1,521,282	1,737,328
	Incremental difference (project case minus base case)	303,908	366,400	437,508	506,425
Cycling	Base case	820,729	948,087	1,074,720	1,220,620
	Project case (increased trail use from existing users due to improvements)	920,447	1,063,279	1,205,299	1,368,925
	Project case (new trail use)	201,651	248,147	303,274	353,889
	Project case (total)	1,122,098	1,311,426	1,508,573	1,722,814
	Incremental difference (project case minus base case)	301,369	363,340	433,853	502,194

Source: SGS, 2021



### 3.4 Benefit parameters

Economic valuation parameters for the benefits have been sourced from Australian Transport Assessment and Planning (ATAP) documentation and survey data.

#### Benefit 1. Health benefits of walking and cycling

The 2007-2008 National Health Survey identified that physical inactivity is related to chronic health conditions including ischaemic heart disease, stroke, Type 2 diabetes, kidney disease, osteoarthritis, osteoporosis, colorectal cancer and depression. Active travellers, including walkers and cyclists, tend to be healthier than people who are relatively inactive or sedentary and suffer less from medical conditions that reduce their life expectancy. Healthy individuals place less demand on the health system for diagnosis, surgery and recovery.

The types of health-related benefits attributable to active travel which have been quantified as part of the CBA are:<sup>12</sup>

- Morbidity and mortality benefits: people who are active get sick less often and have a longer life expectancy than people who are inactive
- Reduction in health system costs: active people are less likely to need medical and hospital care.

Improved mental health is recognised as a positive impact associated with active travel, however, this benefit is not quantified within the CBA.

As outlined earlier in the report, the project case is expected to lead to greater use of the Northern Regional Trail network, though increased use from existing users and attraction of new users. This will lead to increased kilometres walked and cycled, thus generating important health benefits for the community.

Health benefit parameters are outlined in Table 12.

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<sup>12</sup> ATAP M4 Active Travel, 2016

**TABLE 12: HEALTH BENEFIT PARAMETERS**

Parameter	Value	Comment
Kilometres walked and cycled per year	As per demand forecasts. Refer to Table 10	
Health benefit of one kilometre walked	\$3.26	These values are derived from ATAP M4 Active Travel document. Data is from FY2013, and has been indexed to the current financial year using consumer price index (CPI) data sourced from the Reserve Bank of Australia (RBA).
Health benefit of one kilometre cycled	\$1.65	

Source: SGS, 2021; ATAP M4 Active Travel, 2016

### Benefit 2. Transport network benefits

Active travel initiatives, such as the Northern Regional Trail Upgrade project, have the potential to lead to a mode shift from private vehicle to active travel modes. Closing gaps in the inner and middle-ring suburban areas of Melbourne would improve the speed and safety at which people may be able to travel between their place of residence and their place of work via active modes.

This benefit is only applicable to the proportion of users that use the trail network as a means to get from one place to another. That is, the benefit is not applicable to recreational users.

Transport network benefit parameters are detailed in Table 13.

**TABLE 13: TRANSPORT NETWORK BENEFIT PARAMETERS**

Parameter	Value	Comment
Kilometres walked and cycled per year	As per demand forecasts. Refer to Table 10	
Proportion of commuter trail users	14.39%	This value was sourced from survey data (see Appendix B). While the proportion is expected to change slightly in the project case, 14.39% has been adopted and is considered suitable for the analysis. While the figure is likely to be high for the users in the northern part of the region, it is considered low for the more urbanised parts of the region closer to the CBD.
Value of one kilometre travelled	\$0.66	This is derived from ATAP M4 Active Travel document. It comprises decongestion, savings in car user costs, parking saving costs, air pollution reduction, noise reduction and greenhouse gas reduction. Data is from FY2010, and has been indexed to the current financial year using CPI data sourced from the RBA.

Source: SGS, 2021

### Benefit 3. Leisure and recreation benefits

The utility derived from using the trails presents a benefit to users of the trail. In terms of the benefit provided to the regional community, this can be calculated through summing the utility derived from all local users of a trail.

As access to the trails are free of charge, the utility provided to resident users has been quantified using the Travel Cost Method (TCM). Under the TCM, the time taken to travel to and from the trail, as well as the time using the trail, are used to place a value on the benefit derived. SGS has modelled the leisure and recreation benefits using an adapted version of the TCM where only the time spent using the trail has been used to model the benefit. This is conservative, as it excludes additional travel time associated with accessing the trails. Additionally, the TCM has only been modelled for the recreation proportion of trail users, and it excludes those who commute. This is also a conservative approach, as commuters are also likely to place a recreation benefit on their commute, rather than viewing their trip purely a means of transport.

Leisure and recreation benefit parameters are detailed in Table 14.

**TABLE 14: LEISURE AND RECREATION BENEFIT PARAMETERS**

Parameter	Value	Comment
Hours walked and cycled per year	As per demand forecasts. Refer to Table 11.	
Proportion of recreation trail users	85.6%	This value was sourced from survey data
Value of leisure time (per hour)	\$17.32	This is derived from ATAP PV2 Road Parameter Values document. Private travel time was valued at 40% of seasonally adjusted full time average weekly earnings. The parameter value within the ATAP document is \$14.99 and is from FY2013. This has been indexed to a current financial year value using wage price index (WPI) data sourced from the Australian Bureau of Statistics (ABS)

Source: SGS, 2021

## 4. Cost-benefit analysis results

### 4.1 Capital and operating costs

There is no CAPEX in the base case as the existing network is retained in its current state. CAPEX in the project case sums to \$95,911,000 and has been evenly allocated across a 10-year construction period. The PV of CAPEX in the project case is around \$72 million.

OPEX has been assumed to be the same for the elements of the base case that are retained in the project case. Incremental OPEX in the project case has been assumed at two per cent of CAPEX per year. The PV of OPEX in the project case is around \$17 million.

Refer to Table 15.

**TABLE 15: PRESENT VALUE OF COSTS (7% DISCOUNT RATE)**

Cost component	Base case	Project case
CAPEX (\$m)	\$0	\$142.6
OPEX (\$m)	\$0	\$33.6
<b>Total (\$m)</b>	<b>\$0</b>	<b>\$176.3</b>

Source: SGS, 2021

### 4.2 Quantitative benefits

The quantified present value of benefits associated with the Northern Regional Trails project is outlined in Table 16.

**TABLE 16: PRESENT VALUE OF BENEFITS (7% DISCOUNT RATE)**

Benefit component	Project case	Proportion of total benefits
PV of health benefit (\$m)	\$180.2	62%
PV of transport network benefits (\$m)	\$11.6	4%
PV of leisure and recreation benefits (\$m)	\$98.6	32%
<b>Total (\$m)</b>	<b>\$290.5</b>	<b>100%</b>

Source: SGS, 2021

These benefits stem from a 33 per cent uplift in trail use, compared to the base case. Around two thirds of this uplift stems from increased use by existing users, while one third is due to new users.

The 33 per cent uplift in use has been modelled to be a direct result of amenity and network connectivity improvements, as well as extending the entire trail network by around 68 per cent. The growth in use by new users has been modelled in line with the population that is within 400 metres of the existing and future network, rather than the degree to which the network is extended. That is, much of the trail network extensions will service lower density areas than the existing network.

Health benefits generate the greatest share of benefits, at just over 60 per cent of total benefits.

### 4.3 Economic appraisal of results

#### Standard outputs

Under a seven per cent discount rate, the project results in a net present value (NPV) of around -\$1.99 million and a benefit cost ratio (BCR) of 1.6. This means that for each \$1 invested, \$1.60 of benefits is generated, indicating that the Northern Regional Trails Upgrade project constitutes an economically warranted investment.

The NPV of \$114 million is for a 30-year appraisal period and translates to an average annual net benefit of around \$3.8 million. For the 2051 population within 400 metres of the existing and future trail network, this equates to net present welfare benefit of around \$5.5 per person per year over the 30-year period.<sup>13</sup>

Refer to Table 17 for standard CBA outputs.

**TABLE 17: CBA STANDARD OUTPUTS**

Cost component	Project case
Total PV cost (\$m)	\$176.6
Total PV benefit (\$m)	\$290.5
NPV (\$m)	\$114.2
BCR (\$m)	1.6

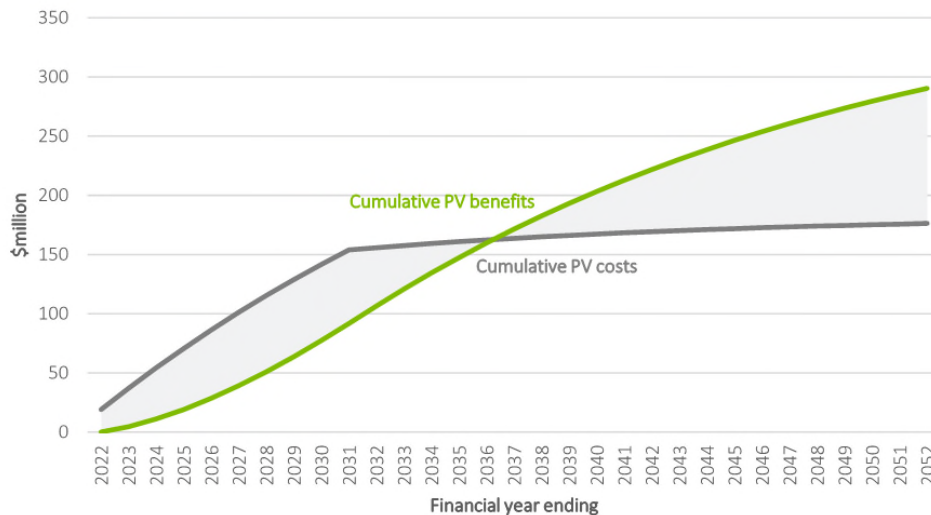
Source: SGS, 2021

As previously detailed within this report, the CAPEX has been modelled to be evenly distributed across a 10-year period. Benefits ramp up accordingly. The cumulative PV of costs and benefits is shown in Figure 5.

<sup>13</sup> This is not an exact value as the benefits are not evenly distributed across the appraisal period, and the 2051 population is not reflective of population throughout the entire appraisal period. The \$6 per year has been modelled to illustrate order of magnitude annual benefits for members of the community who may use the network.

Costs exceed benefits until approximately 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.

**FIGURE 5: CUMULATIVE NPV**



Source: SGS, 2021

### Sensitivity testing

Standard outputs are based on CAPEX data provided by FFLA, demand forecasts, survey data, assumptions made by SGS about annual OPEX and current trail use, benefit parameters, and financial parameters. There is uncertainty with all parameters used and sensitivity testing has been undertaken to assess how the economic viability of the project may change should certain parameters and assumptions not hold true throughout the period.

The sensitivity tests undertaken are detailed below:

- Discount rates of 4 and 10 per cent (standard testing used a discount rate of seven per cent)
- Capital expenditure (CAPEX) estimate +/-20 per cent
- Benefits +/-20 per cent
- Optimistic/pessimistic case scenarios i.e. +20 per cent benefits and -20 per cent costs; -20 per cent benefits and +20 per cent costs

Sensitivity test outputs are shown in Table 18. All outputs generate positive BCRs, with the pessimistic case scenario resulting in a BCR of 1.1, and the optimistic case scenario resulting in a BCR of 2.5. It is important to note that the sensitivity tests undertaken do not illustrate the bounds of possible outcomes. In particular, project costs and benefits may vary by greater than 20 per cent of what was modelled as part of standard outputs.

**TABLE 18: CBA SENSITIVITY TESTING OUTPUTS**

Sensitivity test	NPV (\$m)	BCR
Varying discount rate		
4%	235.1	2.1
10%	48.5	1.3
Varying benefits		
+20%	172.2	2.0
-20%	56.1	1.3
Varying costs		
+20%	78.9	1.4
-20%	149.4	2.1
Optimistic/pessimistic case scenarios		
Optimistic case (+20% benefits & -20% costs)	207.5	2.5
Pessimistic case (-20% benefits & +20% costs)	20.8	1.1

Source: SGS, 2021

#### 4.4 Qualitative benefits

The Northern Regional Trails Upgrade project is likely to generate a range of wider socio-economic benefits that have not been included in the CBA, due in part to difficulty in monetising these benefits. While these benefits are discussed qualitatively only, their impact may have real economic value to community members and visitors to the northern region. Application of CBA techniques or development of assumptions to assess these benefits within the CBA would strengthen the economic merit of investing in the Northern Regional Trails Upgrade project.

Qualitative benefits include, but are not limited to:

- Economic value added derived from additional tourism expenditure
- Stimulation and growth of local businesses
- Increased community use and enjoyment, including from improved social capital and cohesion, improved heritage and historical outcomes, and enhanced education outcomes

These benefits are described further below.

### **Economic value derived from additional tourism expenditure**

Some trail projects have potential to facilitate an increase in visitors and the economic yield that the surrounding area receives from tourism. Within Victoria, these trails are generally iconic regional trails, such as old rail trails or trails within Victoria's high environmental amenity areas.

Increased economic value added derived from additional tourism expenditure is generally only a monetisable benefit when the additional tourism expenditure is from interstate or international visitors, as Victorian expenditure would be viewed as a transfer effect; i.e. it would offset spending elsewhere in Victoria.

Upgrading the Northern Regional Trails network is unlikely to generate significant additional tourism to Victoria, however, there may be some minor benefits from interstate and international visitors who may spend more money in Victoria due to the trails, either due to spending greater money each day, or extending their stay beyond what they otherwise would have without the project.

Not upgrading the Northern Regional Trail Network would mean that Victoria, and in particular the northern LGAs of Melbourne, would miss out on an opportunity to attract more visitors and to capitalise on the growth of tourism to the State.

### **Stimulation and growth of local businesses**

An increase in people walking and cycling can attract a larger pool of customers to businesses. Combine this with the fact that people who walk and cycle spend more overall than those who drive<sup>14</sup>, and this can lead to increased business confidence and increased investment in the areas serviced by the trail network. Further opportunities for businesses can include bike hire sales and servicing, pop up cafes and other mobile food and beverage businesses.

Improved cycling and walking facilities can support locations that vie for tourism activity<sup>15</sup> which may benefit the more regional areas of the trail network, while the more built-up areas of the metropolitan area will benefit from the higher spend and increased foot traffic that accompanies improvements to active transport infrastructure and amenity.

### **Increased community use and enjoyment**

#### *Improved social capital and cohesion*

An improved trail network can support anchor points for the northern LGAs of Melbourne, creating an enhanced sense of community pride. Having more social interactions along the pathway would also aid in social cohesion, with connections developed on the pathway being reinforced as time goes on.

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<sup>14</sup> Transport for London (2018) walking & cycling - the economic benefits; Lee and March (2010), Recognising the economic role of bikes - sharing parking in Lygon Street, Carlton, *Australian Planner*, vol 47, no. 2, pp. 85-93; Angelopoulos S., Boymal J, de Silva A., (2019) Economic benefits of 20-minute neighbourhoods, RMIT Placemaking Economics Group, Melbourne

<sup>15</sup> Town of Gawler (2019), Visitor Economy + Cycle Tourism Situation Analysis, Tourism e-school.



*Enhanced education outcomes*

Walking and cycling paths present a unique opportunity for education. People of all ages can learn more about nature, culture or history. They can give people a sense of place and an understanding of the enormity of past events and an understanding of what is at stake if the environment is not properly cared for.

The increased awareness of immersion in nature leads to more respect for the environment, and a desire to protect it, across a wide range of cohorts.

## 5. Conclusion

The Northern Regional Trails Network serves a valuable function for the surrounding community and its continued development is important to capitalise on the benefits of walking and cycling, particularly in response to an increasingly dense urban footprint and population. An expanded trail network can provide accessible recreation, active travel opportunities, and economic benefits not only to the communities in Melbourne's north, but to a wider population of commuters and recreational users.

While the economic impact of cycling and walking is repeatedly and widely demonstrated both across Australia and around the world, the cost benefit analysis for this network program is shown to offer potentially significant gains to Melbourne's population. Through a combination of health benefits, transport network benefits, and leisure and recreation benefits, the benefit-cost score delivers a BCR of 1.6, offering 1.6 times the economic payout over time than the costs.

This is significant for a number of reasons. First, assumptions about future demand are conservative. It seems very likely that demand for walking and cycling will continue to increase.

Second, there are a host of additional economic, social, health, and environmental benefits to society and individuals resulting from an increase in walking and cycling that have not been monetised within the CBA, such as increased tourism, the stimulation and growth of local businesses, the increased social capital and cohesion of the local community and increased educational outcomes. Beyond these benefits, there are further significant financial savings to individuals and society from improved mental and physical health<sup>16</sup>, improvements to workplace productivity<sup>17</sup>, and a range of further environmental benefits.<sup>18</sup>

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<sup>16</sup> Garrard J. (2009), *Active Transport: Adults – An overview of recent evidence*, VicHealth; Claris S & Scopelliti D (2016), *Cities Alive – Towards a walking world*, Arup

<sup>17</sup> Leyden 2003; Claris S & Scopelliti D (2016), *Cities Alive – Towards a walking world*, Arup

<sup>18</sup> Massink R, Zuidgeest M, Rijnsburger J, Sarmiento O, & van Maarseveen M (2011), *The Climate Value of Cycling*, *Natural Resources Forum*, vol. 35

## Appendix A: Project capital costs

Project Description	Location: Trail Name	Cost estimate
Provide wayfinding signage along the length of the trail	Aitken Boulevard Shared Trail	\$50,000
Construct new section of trail on the eastern side of Aitken Boulevard from the Aitken Creek to Craigieburn Road	Aitken Boulevard Shared Trail	\$215,000
Construct new section of trail from Brookfield Boulevard to Highlands Shopping Centre	Aitken Boulevard Shared Trail	\$315,000
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	Aitken Boulevard Shared Trail	\$430,000
Construct new section of trail from Wattle Drive north to Watsonia Station	Banyule Shared Trail	\$250,000
Construct new section of trail from Watsonia Station north to Grimshaw Street	Banyule Shared Trail	\$335,000
Construct new section of the trail from Banksia Street south to the Yarra Trail just north of McArthur Road	Banyule Shared Trail	\$660,000
Realign trail at playground on River Gum Walk to reduce incline	Banyule Shared Trail	\$75,000
Provide wayfinding signage along the length of the trail	Banyule Shared Trail	\$50,000
Provide a grade separated north-south walking and cycling link across Grimshaw Street at the Greensborough Bypass	Banyule Shared Trail	\$1,700,000
Plan for a new section of trail from the rail line in Sunbury east to Jacksons Creek and The Nook/Bicentennial Park	Blind Creek Trail	\$310,000
Provide wayfinding signage along the length of the trail	Blind Creek Trail	\$50,000
Investigate the feasibility of realigning the underpass at Riddell Road to cater to all users (cyclists) and improve access and safety	Blind Creek Trail	\$1,700,000
Investigate a pedestrian priority crossing with wayfinding signage at Phillip Drive	Blind Creek Trail	\$450,000
Investigate a pedestrian priority crossing at Elizabeth Drive	Blind Creek Trail	\$450,000
Investigate a pedestrian priority crossing with wayfinding signage at Racecourse Road	Blind Creek Trail	\$450,000
Upgrade section of trail at lake adjacent to Salesian College Sunbury	Blind Creek Trail	\$110,000
Construct new section of trail on the western side of the creek from the train underpass east of Epping Station to Greenbrook Drive	Darebin Creek Trail	\$150,000
Upgrade section of trail between Gona Street and Southern Road	Darebin Creek Trail	\$200,000
Investigate the feasibility of an underpass or bridge crossing Plenty Road intersection to avoid section of trail on Plenty Road footpath	Darebin Creek Trail	\$1,700,000
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	Darebin Creek Trail	\$1,900,000
Investigate the feasibility of an underpass or signalised pedestrian crossing at Settlement Road to improve trail continuity	Darebin Creek Trail	\$1,700,000
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	Darebin Creek Trail	\$510,000
Elevate the section of the Darebin Creek Trail where it passes beneath the Western Ring Road to avoid flooding	Darebin Creek Trail	\$250,000
Investigate the feasibility of an underpass and bridge crossing at McKimmies Road to avoid section of trail on McKimmies Road bridge	Darebin Creek Trail	\$1,700,000

Project Description	Location: Trail Name	Cost estimate
Investigate the feasibility of an underpass and bridge crossing at Childs Road to avoid section of trail on Childs Road bridge	Darebin Creek Trail	\$1,700,000
Investigate the feasibility of an underpass and bridge crossing at Findon Road to avoid section of trail on Findon Road	Darebin Creek Trail	\$1,700,000
Provide a pedestrian priority crossing at McDonalds Road roundabout	Darebin Creek Trail	\$50,000
Construct new section of trail from Wilson Road to Graysharps Road, Hurstbridge.	Diamond Creek Trail	\$1,650,000
Construct new section of trail from Graysharps Road to Fergusons Paddock	Diamond Creek Trail	\$450,000
Construct an underpass at Main Hurstbridge Road, Diamond Creek to avoid busy traffic crossing	Diamond Creek Trail	\$1,700,000
Widen trail surface from Allendale Road north to Main Hurstbridge Road	Diamond Creek Trail	\$850,000
Install a signalised/ pedestrian priority crossing at Allendale Road	Diamond Creek Trail	\$450,000
Maintain/ upgrade sections of bitumen trail surface through Eltham North Reserve, Research Gully, Eltham North Playground, and Edendale Community Farm	Diamond Creek Trail	\$550,000
Realign the section of trail at the Wattletree Road underpass to create a gentler grade and wider trail surface	Diamond Creek Trail	\$270,000
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	Diamond Creek Trail	\$600,000
Upgrade surface of existing trail between Susan Street Oval and Ely St, with wayfinding or line marking to create a consistent and legible trail	Diamond Creek Trail	\$290,000
Provide wayfinding signage along the length of the trail	Diamond Creek Trail	\$75,000
Maintain/ upgrade sections of bitumen trail surface through Eltham Bushland Reserve alongside Main Road	Diamond Creek Trail	\$260,000
Realign/ enhance the section of trail through the Eltham Lower Park.	Diamond Creek Trail	\$245,000
Realign/ enhance the existing underpass beneath Gastons Rd	Diamond Creek Trail	\$270,000
Realign the sharp bend in the trail between Laurel Hill Drive and Allendale Road	Diamond Creek Trail	\$120,000
Provide wayfinding signage along the length of the trail	East West Power Easement Trail	\$50,000
Construct a section of trail from the Northern Pipe/ St Georges Rd/ Cheddar Road Trail north west along the vacant pipe reserve	East West Power Easement Trail	\$865,000
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	East West Power Easement Trail	\$750,000
Construct a section of trail along Holt Parade to connect to the Darebin Creek Trail (at Valley Road)	East West Power Easement Trail	\$100,000
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	East West Power Easement Trail	\$1,900,000
Construct a section of trail from Reedy Rise to Plenty Road including a new pedestrian priority crossing at Plenty Road	East West Power Easement Trail	\$1,100,000
Investigate options for providing a new section of trail from Dilkara Avenue to Gleeson Drive	East West Power Easement Trail	\$300,000
Construct a section of trail from the existing trail on Morwell Avenue to Watsonia Station	East West Power Easement Trail	\$600,000

Project Description	Location: Trail Name	Cost estimate
Upgrade existing footbridge over the rail line at Watsonia Station including an underpass/ overpass at Greensborough Road to avoid footpath and multiple road crossings	East West Power Easement Trail	\$1,700,000
Construct a new section of trail along Wendover Place and Yallambie Road, along the easement to the Plenty River Trail	East West Power Easement Trail	\$3,000,000
Construct new section of trail from the Merri Creek Trail to Ronald Street on the west bank	Edgars Creek Trail	\$250,000
Construct new section of trail from Ronald Street to Carrington Road. Consider keeping the trail away from the creek and along development frontages	Edgars Creek Trail	\$520,000
Construct new section of trail from Strahalbyn Chase to Contempo Boulevard	Edgars Creek Trail	\$160,000
Construct 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.	Edgars Creek Trail	\$830,000
Construct a separate cycling only trail through Edwardes Lake Park	Edgars Creek Trail	\$270,000
Construct a dedicated shared trail from the public toilets in Edwardes Lake Park, around the car park and over Leamington Street	Edgars Creek Trail	\$575,000
Investigate the feasibility of an underpass and bridge crossing at Broadhurst Avenue	Edgars Creek Trail	\$1,700,000
Construct a section of trail along the creek from Glasgow Avenue to the Metropolitan Ring Road	Edgars Creek Trail	\$4,600,000
Upgrade surface of trail between Main Street and Melaleuca Drive	Edgars Creek Trail	\$145,000
Construct section of trail between German Lane and Kingsway Drive, Lalor	Edgars Creek Trail	\$360,000
Construct section of trail along the street from Deveny Road to Cooper Street, Epping	Edgars Creek Trail	\$360,000
Construct a section of trail along the creek from Jersey Drive to Rockfield Street	Edgars Creek Trail	\$600,000
Construct section of trail along the creek from Sheba Way to Snowy Place	Edgars Creek Trail	\$685,000
Provide wayfinding signage along the length of the trail	Edgars Creek Trail	\$75,000
Provide wayfinding signage along the length of the trail	Galada Tamboore Pathway/ Craigieburn Shared Path	\$50,000
Reinstate centre line marking along the trail	Galada Tamboore Pathway/ Craigieburn Shared Path	\$50,000
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		\$2,200,000
Construct a new section of trail from Couties Road to Alma Road		\$720,000
Construct a new section of trail along Long Gully Road from Alma Road to Turnung Road		\$260,000
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		\$2,000,000
Upgrade existing sections of to match width and material treatment of new sections		\$3,600,000

Project Description	Location: Trail Name	Cost estimate
Provide wayfinding signage along the length of the trail		\$75,000
Provide wayfinding signage along the length of the trail	Hendersons Creek Trail	\$50,000
Provide a signalised/ pedestrian priority crossing over The Lakes Boulevard and Glenorchy Way	Hendersons Creek Trail	\$450,000
Upgrade trail surface from Gordons Road to Darius Terrace	Hendersons Creek Trail	\$350,000
Construct a section of trail from Darius Terrace to The Lakes Boulevard (at Findon Road) including a bridge crossing to connect to existing trail	Hendersons Creek Trail	\$180,000
Provide a signalised/ pedestrian priority crossing over The Great Eastern Way	Hendersons Creek Trail	\$450,000
Provide a signalised/ pedestrian priority crossing at Findon Road	Hendersons Creek Trail	\$450,000
Upgrade trail surface from Findon Road to McDonalds Road	Hendersons Creek Trail	\$470,000
Provide a signalised/ pedestrian priority crossing at McDonalds Road	Hendersons Creek Trail	\$450,000
Provide a signalised/ pedestrian priority crossing or Underpass at Childs Road to connect to the Darebin Creek Trail	Hendersons Creek Trail	\$1,700,000
Construct a new section of trail along the Hurstbridge rail line from the Darebin Creek Trail north to Rosanna Station	Hurstbridge Rail Trail	\$1,800,000
Construct a new section of trail along the Hurstbridge rail line north of Davies Street to Ruthven Street	Hurstbridge Rail Trail	\$250,000
Construct a new section of trail along McNamara Street from Ruthven Street to Macleod Station	Hurstbridge Rail Trail	\$180,000
Construct a new section of trail along the Hurstbridge rail line from Macleod Station to Elder Street	Hurstbridge Rail Trail	\$850,000
Construct a new section of trail along the Hurstbridge rail line from Elder Street to the Plenty River Trail	Hurstbridge Rail Trail	\$1,300,000
Construct a new section of trail along the Hurstbridge rail line from the Plenty River Trail to the Diamond Creek Trail	Hurstbridge Rail Trail	\$1,300,000
Construct new section of trail from Harker Street to Hammersmith Court	Jacksons Creek Trail	\$580,000
Construct a new section of trail on both sides of the Jacksons Creek Corridor from Childs Road south to Bulla Diggers Rest Road	Jacksons Creek Trail	\$22,000,000
Construct a new section of trail Bulla Diggers Rest Road to Organ Pipes National Park	Jacksons Creek Trail	\$4,200,000
Establish a new trail from Hurstbridge to Arthurs Creek	Kinglake Way Trail	\$7,500,000
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.	Maroondah Aqueduct Trail	\$1,800,000
Construct new section of trail from Main Road Diamond Creek, along Eltham-Yarra Glen Road, Creek Road, Eltham Road, Carters Lane and along Fryers Gully Drain while ensuring minimal impact to the Warrandyte - Kinglake Nature Conservation Reserve	Maroondah Aqueduct Trail	\$3,600,000
Construct new section of trail from Warrandyte Kinglake Road, north along Westering, Ridge and Muir Roads to Skyline Road	Maroondah Aqueduct Trail	\$3,250,000
Extend the trail west from Godber Road to connect to the Diamond Creek Trail	Maroondah Aqueduct Trail	\$165,000

Project Description	Location: Trail Name	Cost estimate
Provide wayfinding signage along the length of the trail	Maroondah Aqueduct Trail	\$75,000
Realign section of trail either side of Afton Street to reduce grade	Maroondah Aqueduct Trail	\$475,000
Extend the Merri Creek Trail from the south end of Merri Concourse to Premier Drive	Merri Creek Trail	\$360,000
Extend the Merri Creek Trail from Premier Drive to Cooper Street	Merri Creek Trail	\$2,500,000
Extend the Merri Creek Trail from Cooper Street Epping to Oherns Road	Merri Creek Trail	\$1,500,000
Extend the Merri Creek Trail from Oherns Road to Craigieburn Road	Merri Creek Trail	\$3,700,000
Extend the Merri Creek Trail from Craigieburn Road to Summerhill Road	Merri Creek Trail	\$1,900,000
Extend the Merri Creek Trail from Summerhill Road to Donnybrook Road	Merri Creek Trail	\$3,700,000
Extend the Merri Creek Trail from Donnybrook Road to the Northern End of Moxham Drive	Merri Creek Trail	\$955,000
Complete section of trail from the Metropolitan Ring Road to existing section of trail south of Horne Street	Merri Creek Trail	\$415,000
Provide and upgrade line-marking to ensure continuous white lines indicating trail flow/ direction in high traffic areas	Merri Creek Trail	\$50,000
Realign section of trail south of Heidelberg Road to reduce steep grade	Merri Creek Trail	\$200,000
Provide a bridge crossing over the creek near the St Georges Road Bridge	Merri Creek Trail	\$1,700,000
Relocate and widen trail from Merri Creek Primary School to Sumner Park outside of the flood zone	Merri Creek Trail	\$540,000
Realign and widen trail north and south of Moreland Road	Merri Creek Trail	\$200,000
Modify existing bridge alongside Moreland Road vehicular bridge to better serve pedestrians and cyclists	Merri Creek Trail	\$1,700,000
Replace the Harding Street Bridge to cater for shared use	Merri Creek Trail	\$1,700,000
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	Merri Creek Trail	\$180,000
Widen and realign path outside of flood zone between Basil Nursing Home and Parker Reserve	Merri Creek Trail	\$240,000
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	Merri Creek Trail	\$110,000
Provide wayfinding signage for Fawkner section of the Merri Creek (as per Moreland's Merri Creek Action Plan)	Merri Creek Trail	\$50,000
Provide wayfinding signage along the length of the trail	Merri Creek Trail	\$75,000
Provide wayfinding signage along the length of the trail	Metropolitan Ring Road Trail	\$50,000
Investigate the feasibility of realigning the section of trail east of the Moonee Ponds Creek towards Jacana to reduce the incline	Metropolitan Ring Road Trail	\$240,000
Advocate for an upgrade to the existing overpass at overpass at Jacana Station with wayfinding signage to improve connectivity and continuity	Metropolitan Ring Road Trail	\$170,000
Upgrade section of trail between High Street and Dalton Road	Metropolitan Ring Road Trail	\$510,000
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	Moonee Ponds Creek Trail	\$600,000



Project Description	Location: Trail Name	Cost estimate
Upgrade surface and width of trail from Marker Road to and around Willowbrook Reserve to regional trail standard	Moonee Ponds Creek Trail	\$1,260,000
Upgrade surface and width of trail from Willowbrook Reserve to Westmeadows Reserve to regional trail standard	Moonee Ponds Creek Trail	\$720,000
Construct a new section of trail from Marker Road to Living Legends/ Woodlands Historic Park	Moonee Ponds Creek Trail	\$2,000,000
Construct a new section of trail from Living Legends/ Woodlands Historic connecting to Somerton Road Woodlands entrance	Moonee Ponds Creek Trail	\$600,000
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	Moonee Ponds Creek Trail	\$75,000
Upgrade surface of trail from the rail line south to the Essendon Baseball Club	Moonee Ponds Creek Trail	\$360,000
Construct section of new trail between Primrose Street and Vanberg Road	Moonee Ponds Creek Trail	\$360,000
Upgrade trail surface from Boeing Reserve, Strathmore, to Brunswick Road to improve safety and cross grade	Moonee Ponds Creek Trail	\$3,600,000
Resurface trail connection from Gladstone Park down the hill to main trail	Moonee Ponds Creek Trail	\$360,000
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	Moonee Ponds Creek Trail	\$540,000
Extend the Northern Pipe/ St Georges Rd/ Cheddar Road Trail north to the Metropolitan Ring Road	Northern Pipe/ St Georges Rd/ Cheddar Road Trail	\$820,000
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	Northern Pipe/ St Georges Rd/ Cheddar Road Trail	\$400,000
Widen and resurface the section of trail between Clarke Street and Arthurton Road to align with newly constructed sections of trail	Northern Pipe/ St Georges Rd/ Cheddar Road Trail	\$310,000
Advocate for trail alignment alongside the train line from Garden Street to Cheddar Road to replace section of trail on the footpath	Northern Pipe/ St Georges Rd/ Cheddar Road Trail	\$760,000
Widen trail surface in the Cheddar Road central median from High Street to Hickford Street	Northern Pipe/ St Georges Rd/ Cheddar Road Trail	\$540,000
Construct 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	Northern Pipe/ St Georges Rd/ Cheddar Road Trail	\$2,600,000
Extend trail east to Mclaughlans Lane	Plenty River Trail	\$220,000
Upgrade and widen section of trail from Punkerri Circuit to Booyan Crescent	Plenty River Trail	\$650,000
Realign section of trail to reduce grade and provide an underpass at Booyan Crescent	Plenty River Trail	\$1,700,000
Widen section of trail under the Greensborough Bypass	Plenty River Trail	\$250,000
Upgrade and widen section of trail at Main Street	Plenty River Trail	\$250,000
Provide wayfinding signage at Poulter Reserve to direct users to the wider trail on the western side	Plenty River Trail	\$50,000

Project Description	Location: Trail Name	Cost estimate
Construct a new section of trail at Bicton Street	Plenty River Trail	\$150,000
Upgrade and widen section of trail with wayfinding signage at Montmorency Park	Plenty River Trail	\$220,000
	Plenty River Trail	\$900,000
Provide wayfinding signage along the length of the trail	Plenty River Trail	\$75,000
Upgrade pedestrian bridges on the Plenty River Trail where required and improve sight lines where appropriate	Plenty River Trail	\$1,700,000
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	Plenty River Trail	\$165,000
Construct a new section of trail along the creek through The Plenty Gorge Parklands to Bridge Inn Road	Plenty River Trail	\$1,800,000
Extend the trail from Bridge Inn Road north to Hazel Glen Drive	Plenty River Trail	\$900,000
Advocate for the construction of a new trail along Somerton Road from Jacksons Creek to the Merri Creek Trail	Somerton Road Trail	\$1,500,000
Construct new section of trail from Box Forest Road north to Metropolitan Ring Road	Upfield Rail Trail	\$510,000
Advocate to Department of Transport to construct a new section of trail from the Metropolitan Ring Road to Upfield Station	Upfield Rail Trail	\$1,500,000
Create a signalised pedestrian crossing over the road and train line at Boundary Road	Upfield Rail Trail	\$400,000
Construct an off-road shared path along Bain Avenue	Upfield Rail Trail	\$125,000
Widen section of trail between Plaisted Street and Shorts Road	Upfield Rail Trail	\$150,000
Construct an off-road shared path along Ararat Avenue	Upfield Rail Trail	\$125,000
Provide a signalised/ pedestrian priority crossing over Bakers Road	Upfield Rail Trail	\$400,000
Construct an off-road shared path along Renown Street	Upfield Rail Trail	\$160,000
Construct an off-road shared path along Batman Avenue	Upfield Rail Trail	\$125,000
Upgrade and widen trail from Victoria Street to Jewell Station	Upfield Rail Trail	\$360,000
Provide a signalised/ pedestrian priority crossing over Albert Street	Upfield Rail Trail	\$400,000
Consider long term feasibility of separated cycle path between Park Street and Tinning Street		\$1,600,000
Create a signalised pedestrian crossing over the road and train line at Box Forest Road	Upfield Rail Trail	\$400,000
Create a signalised pedestrian crossing over the road and train line at O'Hea Street	Upfield Rail Trail	\$400,000
Create a signalised pedestrian crossing over the road and train line at Albion Street	Upfield Rail Trail	\$400,000
Create a signalised pedestrian crossing over the road and train line at Victoria Street	Upfield Rail Trail	\$400,000
Construct a new trail from Mernda Station to Whittlesea. Ensure there is provision to horse riders on parts of the trail.	Whittlesea Shared Trail	\$3,600,000
Provide a pedestrian priority crossing at the Lakes Boulevard	Whittlesea Shared Trail	\$400,000

Project Description	Location: Trail Name	Cost estimate
Provide wayfinding signage along the length of the trail	Whittlesea Shared Trail	\$50,000
Construct a new section of trail from The Metropolitan Ring Road Trail and the Northern Pipe/ Cheddar Road Trail to the Darebin Creek Trail	Yan Yean Pipe Track	\$540,000
Construct a new section of trail from the Darebin Creek Trail to Childs Road	Yan Yean Pipe Track	\$1,600,000
Construct a new section of trail from Childs Road to McDonalds Road and the Plenty Valley Activity Centre	Yan Yean Pipe Track	\$1,300,000
Construct a new section of trail from Bridge Inn Road to the Yan Yean Reservoir and creating a connection to the Plenty River Trail	Yan Yean Pipe Track	\$170,000
Construct a bridge crossing over the Yarra River to Banksia Park at the eastern end of Yarra Street, Heidelberg	Yarra Trail	\$1,700,000
Undertake improvements to the Main Yarra Trail at Banyule Flats	Yarra Trail	\$360,000
Realign the section of trail at the Banksia Street underpass to create a gentler grade and wider trail surface	Yarra Trail	\$150,000
Upgrade surface and width of existing trail from Banksia Street to Yarra Street	Yarra Trail	\$240,000
Upgrade surface and width of existing trail from junction with Plenty River Trail to Fitzsimmons Lane Reserve	Yarra Trail	\$2,200,000
Provide wayfinding signage along the length of the trail	Yarra Trail	\$75,000
Construct shared use trail from the Mullum Mullum Creek Trail to the Warrandyte State Park	Yarra Trail	\$2,400,000
Construct a bridge crossing over the Yarra River to Birrarrung Park	Yarra Trail	\$1,700,000
Construct a bridge crossing over the Yarra River to Bulleen Park	Yarra Trail	\$1,700,000
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	Yuroke Creek Trail	\$660,000
Provide wayfinding signage along the length of the trail	Yuroke Creek Trail	\$50,000
Investigate the provision of a pedestrian priority crossing at Dimboola Road and remove bicycle chicanes from either side. And improve the path intersection treatment	Yuroke Creek Trail	\$400,000
Provide a pedestrian priority crossing at Somerton Road to connect trail to Greenvale Reservoir	Yuroke Creek Trail	\$400,000
Undertake a staged upgrade of the trail to a regional standard width with line marking	Yuroke Creek Trail	\$2,200,000
<b>TOTAL</b>		<b>\$189,795,000</b>

Source: FFLA, 2021

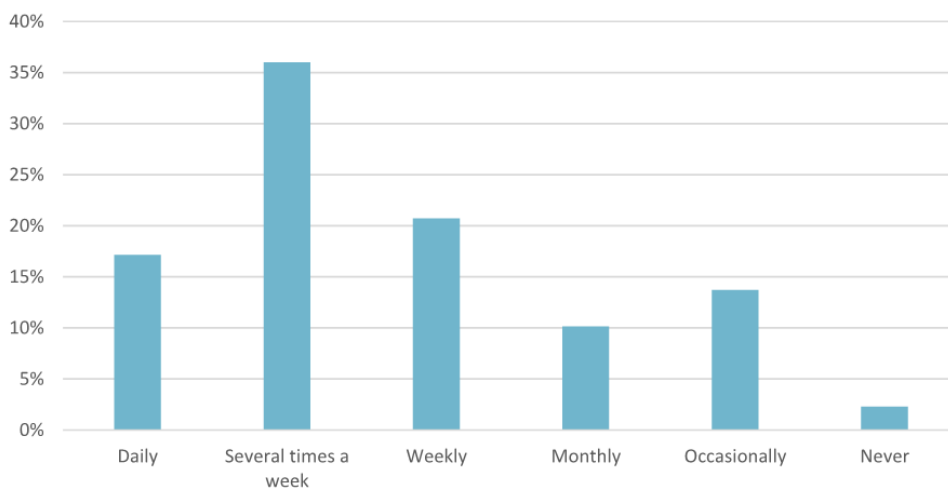
## Appendix B: Key survey results

A survey was conducted to understand the community’s current use of the trail network as well as their views on how it can be improved to encourage further use. There was a total of 923 responses, the vast majority of which (91%) were residents of Northern Metropolitan Melbourne.

**Current use**

Most survey respondents use the regional trails at least weekly (74%). 36% of respondents use the trails several times a week and 17% use them daily. The Merri Creek Trail was identified as having the most regular use, with 14% of respondents using the trail daily or several times a week. The next most used trails were Darebin Creek Trail and Yarra Trail with 9.5% and 7.5% respectively.

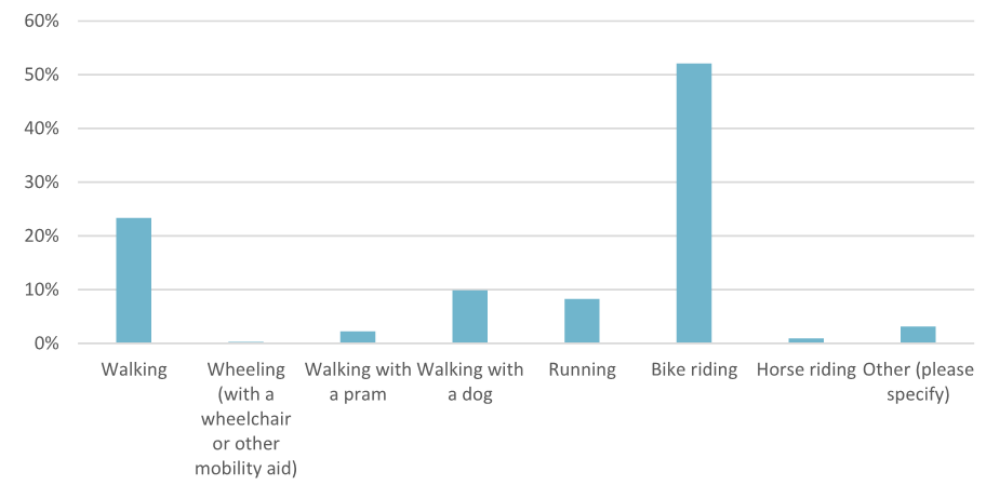
**FIGURE 6: RESPONSES TO: HOW OFTEN DO YOU CURRENTLY USE THE REGIONAL TRAILS IN NORTHERN MELBOURNE?**



Source: Survey results provided to SGS by FFLA, 2021

Approximately half of survey respondents predominantly use the existing trail network for bike riding (52%), followed by walking (23%). The distribution of other mode shares such as running is relatively even.

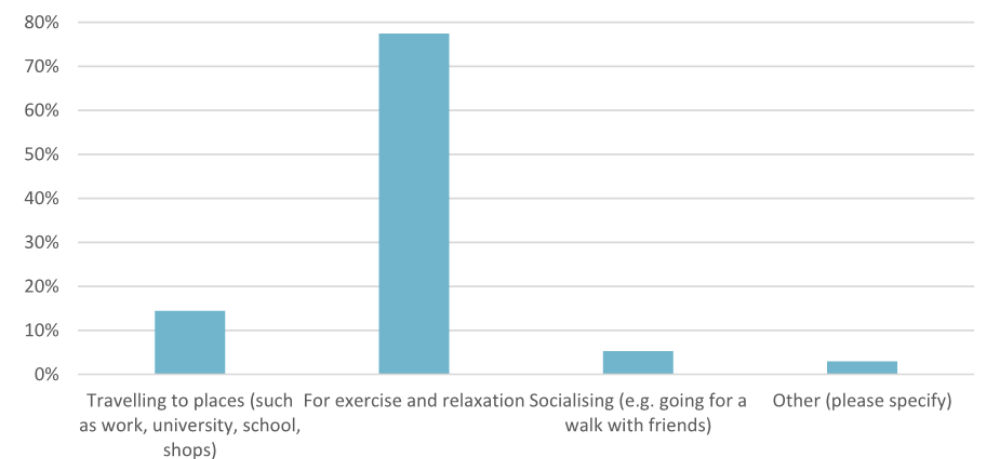
**FIGURE 7: RESPONSES TO: HOW DO YOU MOST OFTEN USE THE REGIONAL TRAILS IN NORTHERN MELBOURNE?**



Source: Survey results provided to SGS by FFLA, 2021

The most common driver of use of the regional trails is for exercise and relaxation with an overwhelming 77.5%. Use of trails as a means of travel from point A to point B accounts for 14% of use among survey respondents.

**FIGURE 8: RESPONSES TO: WHY DO YOU MOST OFTEN USE REGIONAL TRAILS IN NORTHERN MELBOURNE?**

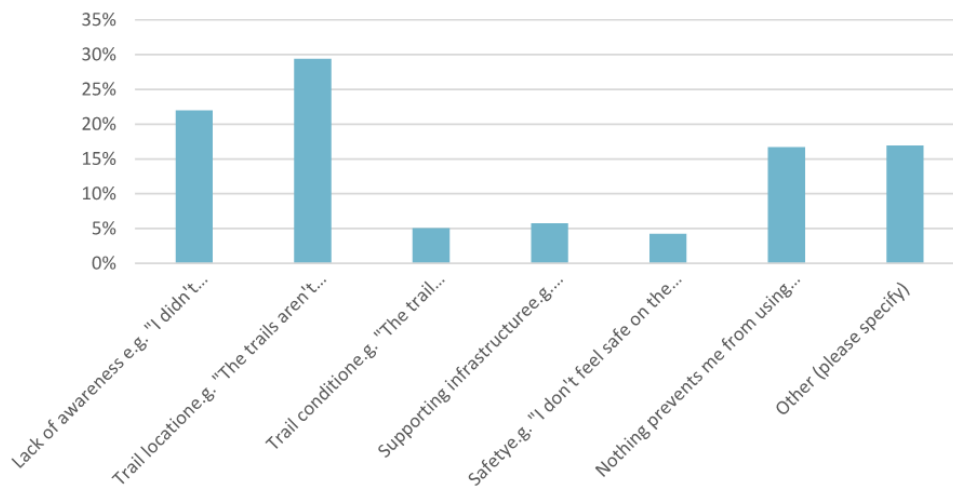


Source: Survey results provided to SGS by FFLA, 2021

**Improvements**

Nearly a third of respondents (29%) noted that the current location of trails prevents them from using the network more. This is likely contributing to why the trails are predominantly used for exercise and recreation rather than as a transport route. The other most common factor preventing further use is a lack of awareness about the trails (22%).

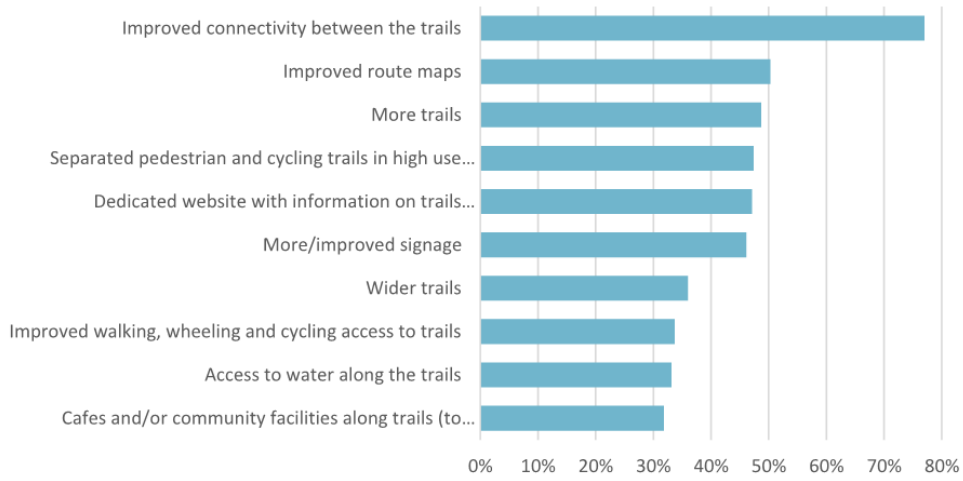
**FIGURE 9: RESPONSES TO: WHAT IS THE MAIN REASON PREVENTING YOU FROM USING THE REGIONAL TRAILS MORE?**



Source: Survey results provided to SGS by FFLA, 2021

Survey results indicate that increasing usage of trails is mostly dependent on physical changes to the trail network or improving information at varying capacities. The most common improvement identified was increasing the connectivity of the trail network, with support from 77% of respondents. Other desired physical changes to the network included adding more trails (49%), separating pedestrian and cycling trails in high use areas (47%), and widening trails (36%). Multiple improvements to information regarding the trails were also listed as having potential to increase usage. These included improved route maps (50%), a website dedicated to the trails and better marketing (47%), and more signage throughout the network (46%).

**FIGURE 10: RESPONSES TO: WHICH OF THE FOLLOWING COULD INCREASE YOUR USAGE OF THE TRAILS? (TICK ALL THAT APPLY) (GRAPH SHOWS TOP 10 RESPONSES ONLY)**



Source: Survey results provided to SGS by FFLA, 2021



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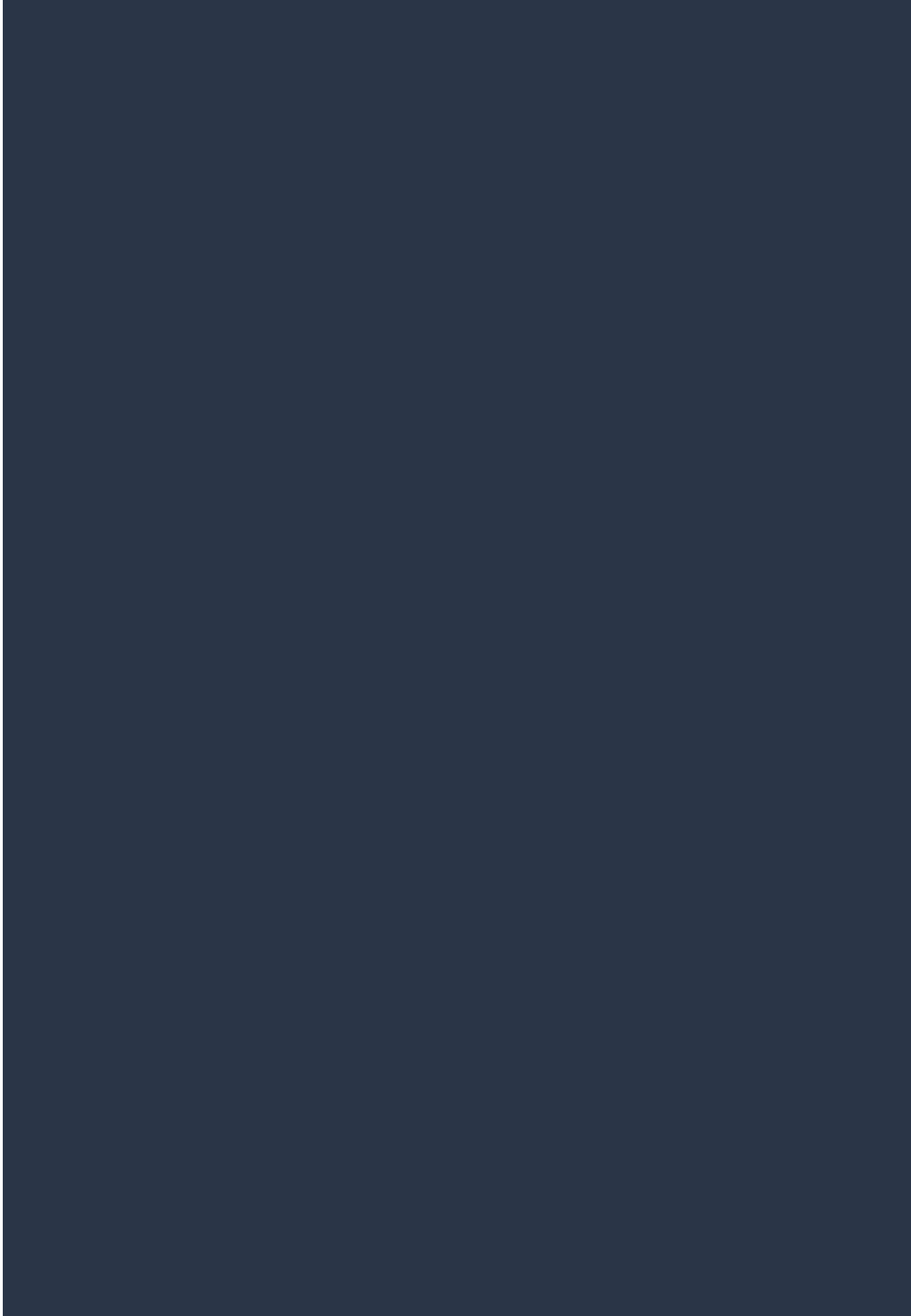
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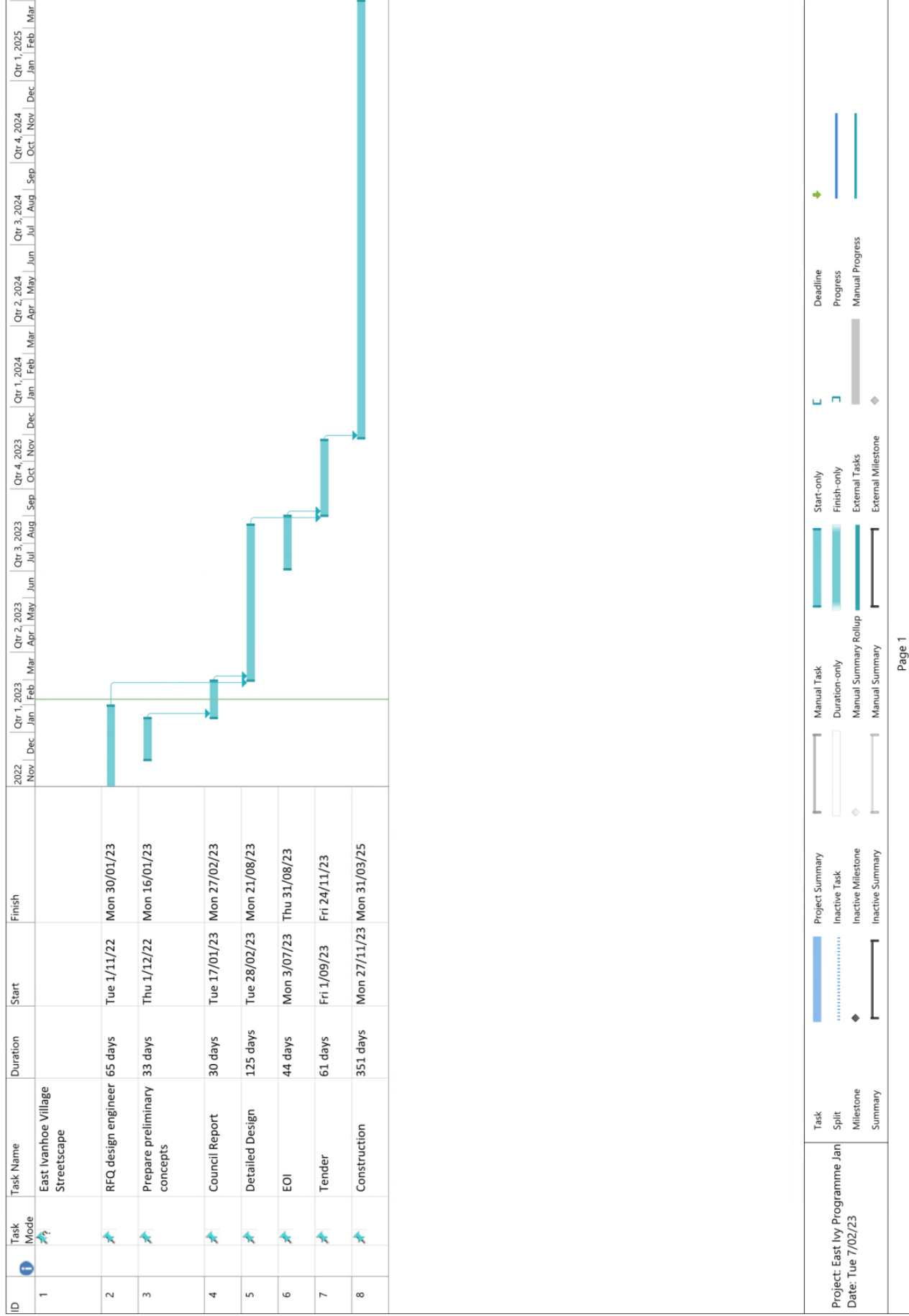






Item: 6.3

Attachment 4: East Ivanhoe Streetscape Works Indicative Programme





**ATTACHMENT 1 – DEVELOPMENT PLANNING ACTIVITIES REPORT**

**PLANNING PERMIT APPLICATIONS AND RELATED REQUESTS RECEIVED AND DETERMINED**

The 2022 calendar year has seen a decrease in the number of planning applications (standard applications and Section 72 amendments to permits) and related requests (secondary consents, subdivision certifications and condition 1 plans for approval) received compared to the previous year.

In 2022, 2382 requests were received compared to a total of 2643 in 2021, resulting in 261 (9.9%) less requests. The total number of requests received over the year was less than the number determined with a total of 2491 determinations, resulting in 109 more determinations than requests. The number of determinations was also less than the previous year by 33 determinations.

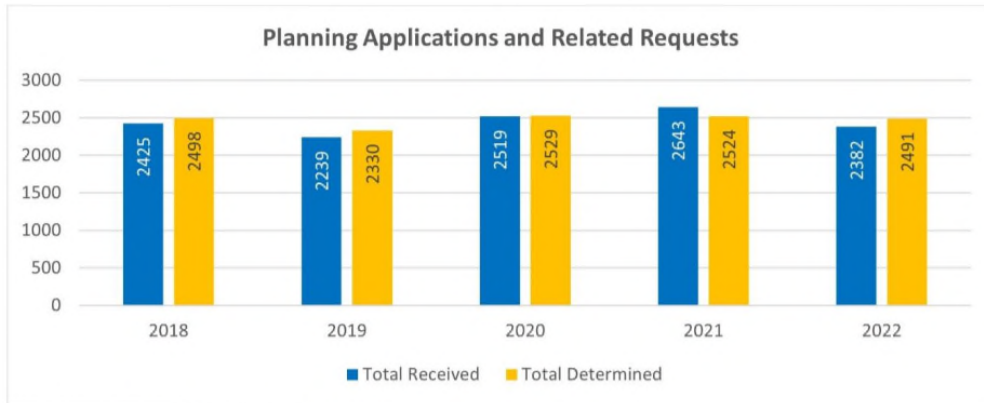


Figure 1 – Comparison with previous years

Figure 2 below shows the number of 'live' (current) applications per month across the year. During the six month review period the number of live applications has fluctuated between a high of 433 in August to a low of 357 in December. The total number of live applications first reduced below the live target of 400 in July, remaining at or below the target for every month other than August. This was partly due to the reduced incoming applications and requests.

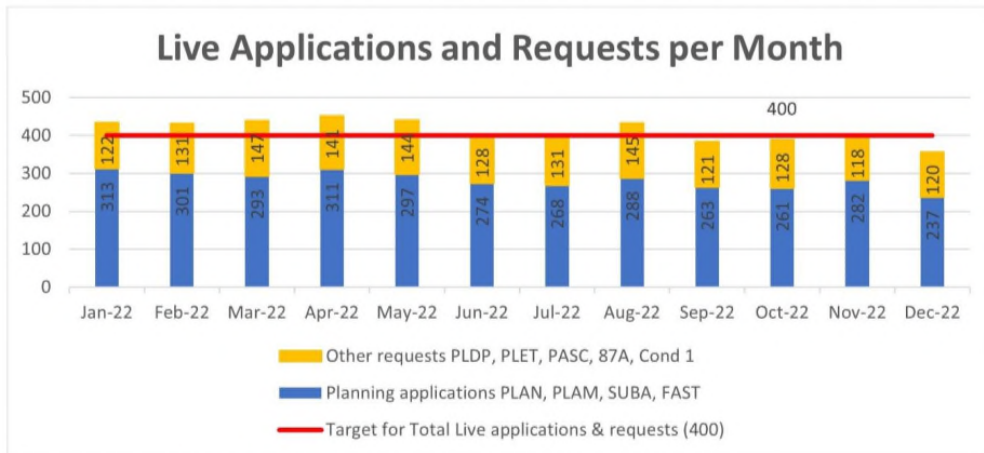


Figure 2 – Live planning applications and related requests by month

As shown in Figure 3 below, on a month to month basis the number of planning applications received and determined has varied throughout the year. The six month review period (July – December) has seen a fluctuating trend of applications received, with a peak in August and a low in December. The average monthly incoming applications within this period (203) continued to be exceeded by the average monthly determinations (212).

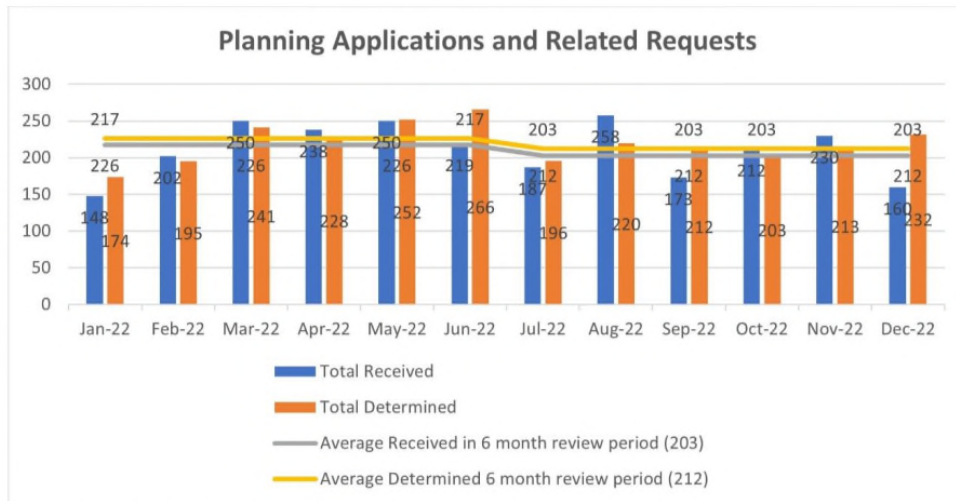


Figure 3 – Applications and requests by month

**PROCESSING TIMEFRAMES**

Figure 4 below indicates the average number of days for Council to make a determination for each month and the percentage of applications determined within the statutory timeframe for standard planning applications and VicSmart applications which have a 60 calendar day and 10 business day decision timeframe respectively.

On average for the six month review period, 81.5% of planning applications were determined within the 60 statutory days and 88% of VicSmart applications were determined within the 10 business day statutory timeframe. The percentage of applications determined in 60 days was an improvement on the previous review period where 75% of applications were determined in 60 days.

The average number of days for a determination was between 87 days in September and 61 days in October. Overall, for the review period the average gross days for a determination (74) was less than the previous review period (85) indicating improved processing times.



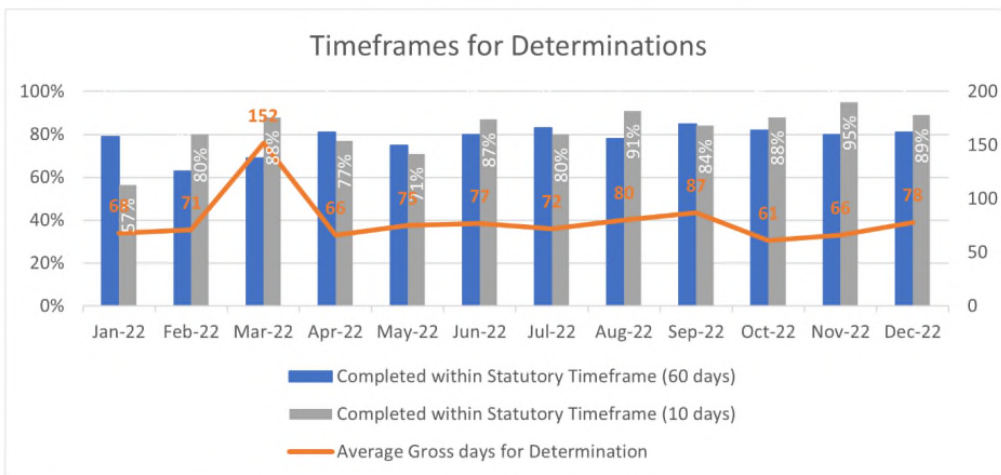


Figure 4 – Decision Timeframes for 2022

**APPLICATIONS BY TYPE**

Figure 5 details the planning applications received by proposal including applications for tree removal, multi dwelling proposals, subdivision and other permit requirements and indicates:

- The number of applications for tree removal and pruning was noticeably less than the past few review periods with a total of 308 applications.
- Applications for multi dwelling development increased in the second half of the year by approximately 36.7% from 79 to 108. This sees a return to the trend of multi dwelling applications received in the second half of the year being greater than the first half of the year and a figure more consistent with pre-COVID levels.
- The number of subdivision applications dropped to a low of 62 applications received, which is the lowest figure since January-June 2018. This may reflect delays in completing development projects as result of increased building costs.
- The number of Other Applications (single dwellings, dwelling additions, change of use) only increased by 2.9% from 172 to 177 when compared to the previous review period.

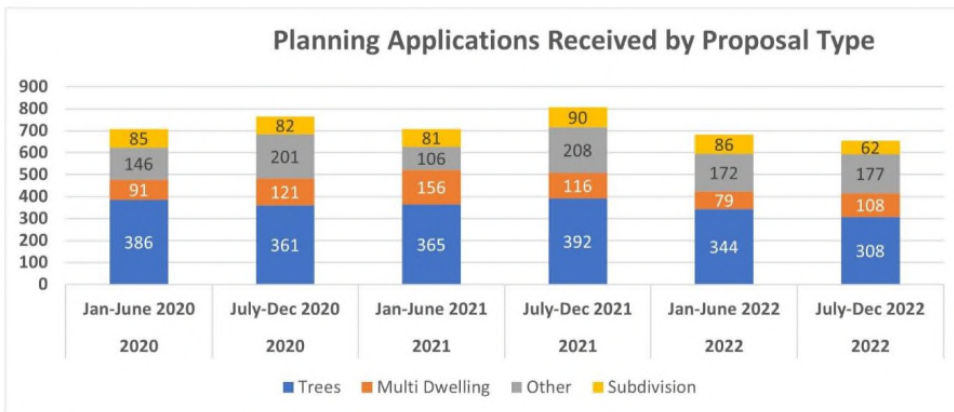


Figure 5 - Planning permit applications received by proposal

Figures 6 and 7 below outline the number of planning application types (Permit applications, VicSmart, Section 72 Amendments, Certifications and other requests) being received and

determined over a six month period. During the six month review period the number applications determined has exceeded those received in the key areas of Standard Permit Applications, VicSmart applications and Section 72 applications, all of which are reportable to the State.

When subdivision certifications are included, a total of 1217 applications were determined, compared with 1274 in the previous six month period, a reduction of 4.6%.

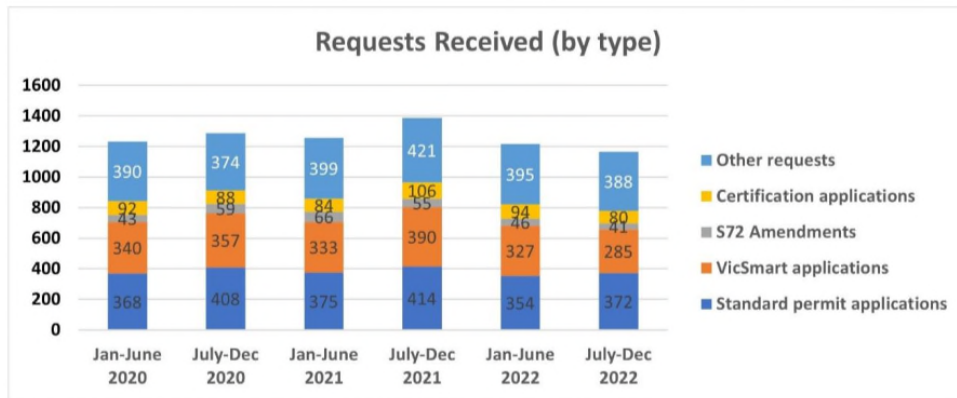


Figure 6 – Requests received by type annually (including certification)

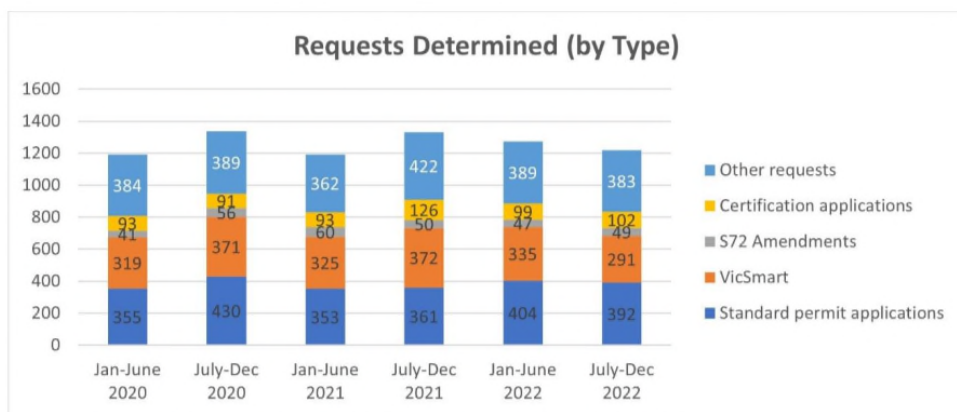


Figure 7 – Requests determined by type annually (including certification)

**TREE PERMIT APPLICATIONS**

The number of applications lodged and determined for tree removal are shown in Figure 8 below against the actual and target outstanding workload. An average of 52 applications were lodged per month throughout the review period as compared to an average of 57 per month for the previous six months. The number of live applications remained below the target of 25 throughout the review period.

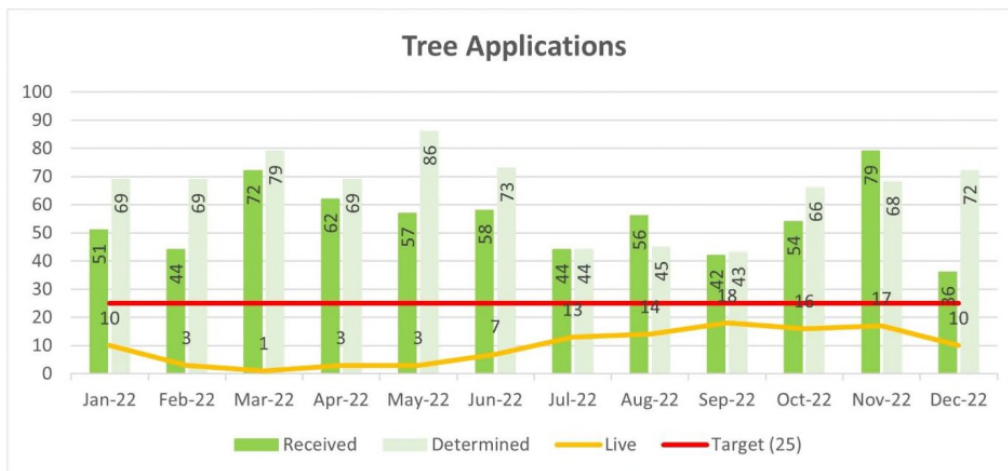


Figure 8: Tree Permit applications received and determined by month

**PLANNING INVESTIGATIONS**

An average of 11 breaches per month of Planning Permits and the Planning Scheme were brought to the attention of the Development Planning Unit in the review period. These breaches relate to built form (such as development, overlooking and signage), land use and vegetation removal. As detailed in Figure 9 below, the total number of investigations instigated declined by 29.7% from 83 in January to June to 64 between July and December. The number of investigations finalised exceeded those received by 23 with 87 investigations closed.



Figure 9 – Planning complaints/investigations initiated and finalised

Over the six month review period 23 Planning Infringement Notices (PINs) have been issued and 18 finalised, leaving five outstanding PINs at the end of the review period.

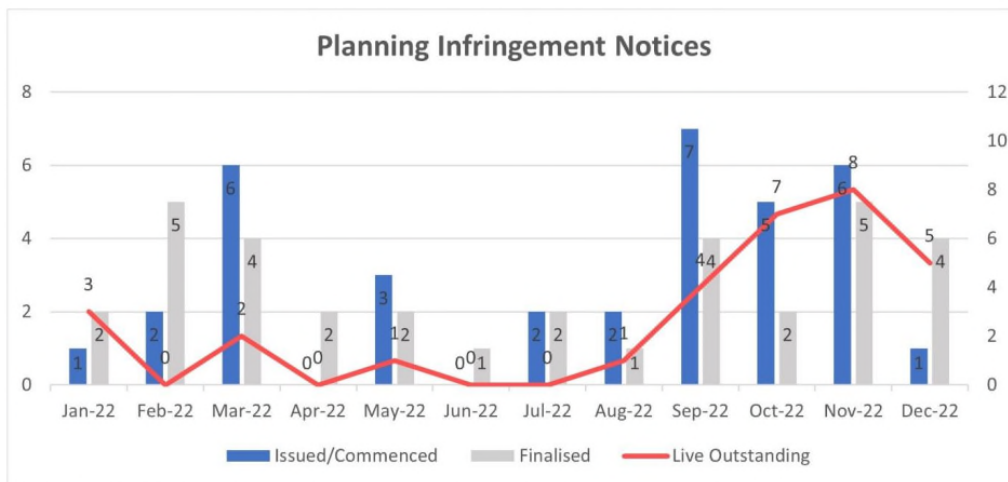


Figure 10 – Planning Infringements initiated and finalised

PLANNING REVIEWS (VCAT)

REVIEWS LODGED AT VCAT

The total number of reviews at the Victorian Civil and Administrative Tribunal (VCAT) received for each six month interval since 2017 is detailed in Figure 11 below. There were 19 reviews lodged in the six month review period, two more than the previous six months. Overall 40 reviews were lodged at VCAT in 2022, which sets a new low in recent years and two less than 2021.

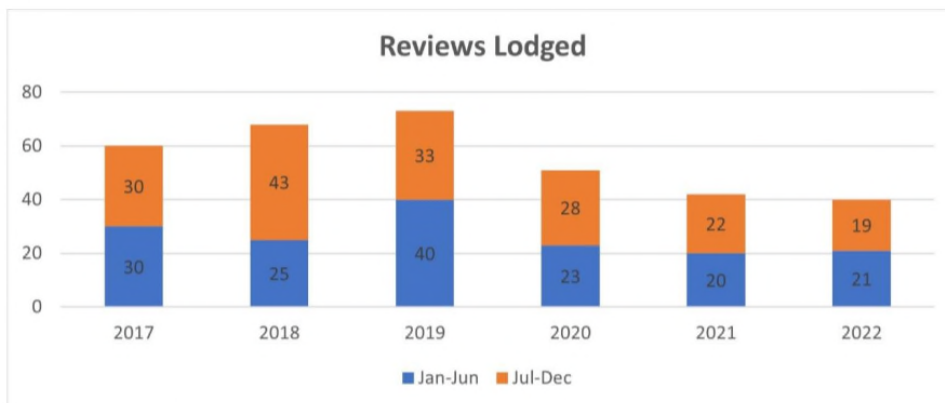


Figure 11 – Total Reviews received by year

As detailed in Figure 12, the majority of reviews lodged continue to be by permit applicants.

The number of reviews lodged against refusals to issue a permit for the review period is 14, which is one more than the previous review period. The number of reviews lodged by objectors decreased to four in the review period with one other appeal type lodged including reviews under Section 87A (Amend/Cancel Permit), Section 149 (Review of Decision) and Section 109 (Costs) of the *Planning and Environment Act 1987*.

In the second half of 2022, one review was lodged against Council not making a decision within the statutory timeframe (i.e. 'out of time').

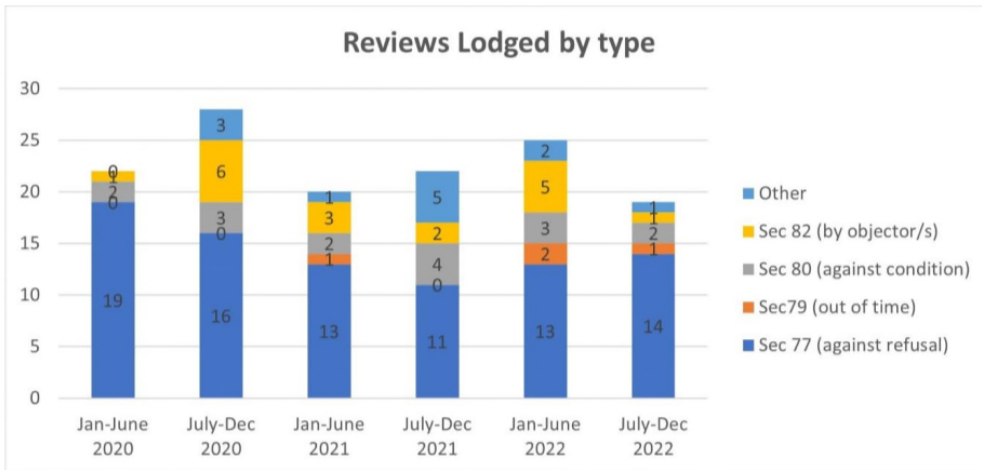


Figure 12 – Reviews lodged by type

**VCAT DECISIONS RECEIVED**

As detailed in Figure 13 below, there has been a decrease in the number of decisions which have been overturned by the Tribunal in the review period with 60% of applications for review set aside by the Tribunal compared to 67% in the previous six months. As such, 2022 has resulted in the highest percentage of decisions since the reporting of these statistics. The reduction in decisions overturned has not resulted in an increase in decisions upheld with only 10% of decisions upheld as compared to 17% for the previous review period. A further 30% of decisions were varied which typically occurs when the Tribunal makes changes to the permit conditions in relation to objector or conditions reviews.

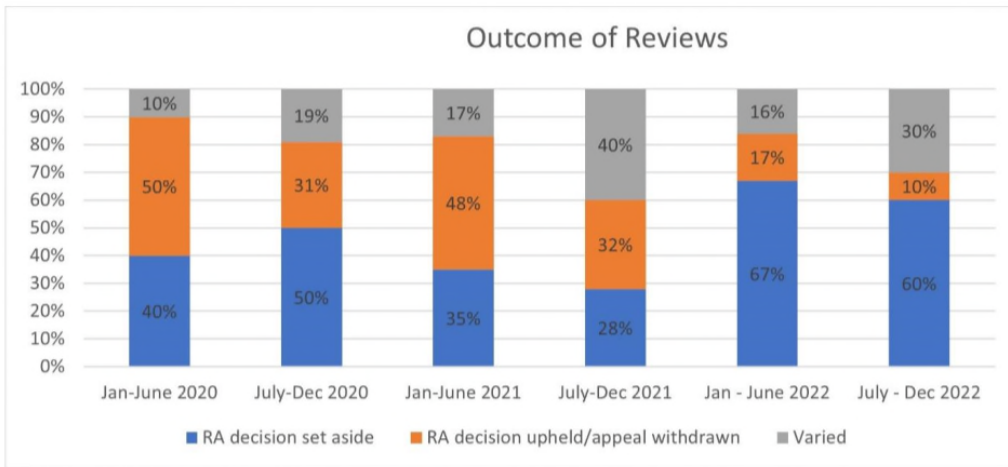


Figure 13 – Outcome of reviews

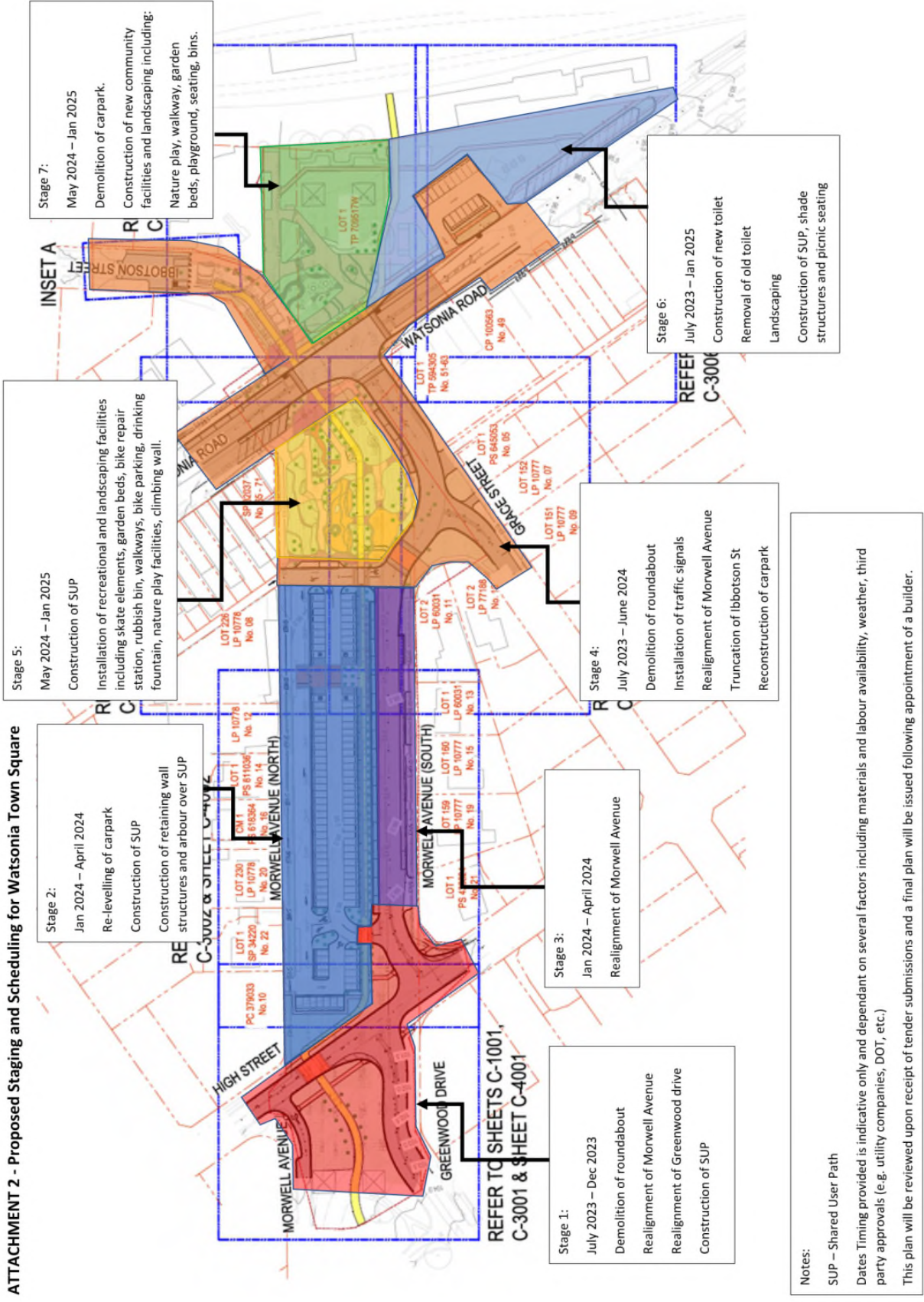








**ATTACHMENT 2 - Proposed Staging and Scheduling for Watsonia Town Square**





## ATTACHMENT 4 – Draft Community Engagement Plan

Project Name	Project Manager
Watsonia Town Square	Nick McKay

### Project background

**In a few sentences, describe the project.**

As part of the North East Link Project, \$5.5 million in State Government funding has been allocated to design and construct a Town Square in the heart of the Watsonia Shopping Centre and mitigate the impacts of the North East Link Project.

Two key prior pieces of work informed the vision for the area:

- Picture Watsonia Vision (2014), developed in consultation with the local community and stakeholders, described the community’s aspirations for the centre over the next 35 years and detailed several opportunities including the creation of an active and vibrant town square.
- The Watsonia Neighbourhood Concept Plan in 2019, a partnership between Council and the State Government to respond to the impacts and opportunities associated with the North East Link Project.

Through 2021, a Community Reference Group was developed and Design Consultant appointed. Concept designs were prepared and issued for public consultation and feedback, resulting in a final selection in mid-2022.

With the detailed design well underway in late 2022, Council commenced the construction tender phase (issue of the Expression of Interest). This phase is currently ongoing. This engagement plan is intended to cover both the tender and construction phases for the project.

### Engagement objectives

**Clearly define the objectives so that stakeholders can understand the purpose and intended outcomes of the engagement process.**

**Table 1: Engagement objectives**

<b>Objective 1</b>	To ensure residents, the CRG, and other external stakeholders (e.g. traders, the community and local politicians) are kept informed of the following as it relates to the Watsonia Town Square: <ul style="list-style-type: none"> <li>- Project timing and progress</li> <li>- Key project developments and milestones</li> <li>- Impacts on access and thoroughfare (e.g. street closures, road closures)</li> </ul>
<b>Objective 2</b>	In addition to Objective 1, to ensure Watsonia traders are kept informed of how works may impact their business (closures, noise, power / water supply impacts) well ahead of time
<b>Objective 3</b>	To keep key internal Council stakeholders informed, including: <ul style="list-style-type: none"> <li>- Project Steering Group</li> <li>- Councillor Group</li> <li>- Subject area experts (Traffic, Eco Dev to manage ongoing trader relationships)</li> </ul>



### Negotiables and non-negotiables

**Identify the project areas and content that community/stakeholders can influence (negotiables) and cannot influence (non-negotiables).**

**Table 2:** *Negotiables and non-negotiables*

<b>Non-negotiables:</b> What are the elements that community cannot change and therefore are not able to be influenced by engagement?	<b>Negotiables:</b> What are the elements that community can change and will be influenced by engagement?	<b>Information needed:</b> What information can be collected through the engagement process?
Project Design and Scope – consultation is complete, and the final design has been tendered	Types and frequency of communication with public	How the public would like to be notified / frequency / advanced timing on site
Project Timeline and Staging – this will be agreed with the contractor at the contract phase. Council will select the option with the least impact on all stakeholders (with all elements considered as best as possible)	Types and frequency of communication with traders	
Projector Contractor(s) – this will be selected through a competitive tender process and cannot be changed		



## Key messages

### What needs to be communicated about the project and engagement activities?

**Table 3:** Key messages

<b>1</b>	Following extensive consultation and feedback, Council is at the stage of delivering on a very exciting project for the residents and traders of Watsonia. The design has been shaped by public input and responds strongly to the challenges raised by the North East Link Project.
<b>2</b>	Given the extensiveness of the transformation to the space, day-to-day impacts on pedestrians, vehicles, shoppers, and traders are to be expected. Council is working to best manage the interests of all key stakeholders whilst maintaining the project budget and timeline.
<b>3</b>	Works are expected to start mid-2023 and be completed in early 2025. Council will liaise with all stakeholders through the project as key milestones are both upcoming and completed.
<b>4</b>	<p>Staging is as follows:</p> <ul style="list-style-type: none"> <li>- Stage 1: Works bound by High St, Morwell Ave, and Greenwood Drive</li> <li>- Stage 2: Car Park works between Morwell Ave north and south</li> <li>- Stage 3: Re-alignment of Morwell Ave (south)</li> <li>- Stage 4: Works bound by Grace St and Watsonia Rd</li> <li>- Stage 5: New Shared User Path and Landscaping / Recreational Facilities</li> <li>- Stage 6: Reconstruction of Watsonia Rd car park</li> <li>- Stage 7: Works bound by Ibbotson St and Watsonia Rd</li> </ul>





### Engagement activity plan (tools and techniques)

Use the below table to map out who you will be engaging with; what you are engaging about; how, where and when you will engage; who is responsible; and how much it will cost. Note: it is assumed that you have allowed budget for these activities in your project planning.

Table 4: Engagement activity plan

Stakeholder group/individual (internal/external)	Engagement tool/technique and description	Focus of engagement + questions - what do we want to find out?	Date, time and location	Resources/materials	Responsibility	Promotion Method	Cost
Banyule Residents (external)	Updates to Project Website, Social Media, Banyule Banner/ward news	Inform with at least 2-4 weeks' notice	Key impact times to be identified on program	Printed information, online updates	Comms (message writing and delivery) Senior Project Manager (SPM) (accompanying graphics / plans and timing)	N/A	TBC
Watsonia Residents (within 1km radius of works)	Updates to Project Website, Social Media, Banyule Banner/ward news Letter drop for key closures / impacts	Inform with at least 2-4 weeks' notice	Key impact times to be identified on program	Printed information, engagement of letter drop service	Comms (message writing and delivery) SPM (accompanying graphics / plans and timing)	N/A	TBC
Watsonia Traders (external)	Regular meetings, email correspondence with head of trader group to advise of key closures / impacts	Inform with at least 6-8 weeks' notice	Key impact times to be identified on program	Minutes, email correspondence, site-plans / maps	Eco Dev (trader correspondence) SPM (staging plans, accompanying material)	N/A	None





Stakeholder group/individual (internal/external)	Engagement tool/technique and description	Focus of engagement + questions - what do we want to find out?	Date, time and location	Resources/materials	Responsibility	Promotion Method	Cost
Community Reference Group (external)	As per Banyule Residents, with addition of email correspondence and face to face meetings.	Inform with at least 2-4 weeks' notice	Key impact times to be identified on program	Email correspondence	Comms (message writing and delivery) SPM (accompanying graphics / plans and timing)	N/A	None
Local Politicians (external)	Email as required	Inform at key milestones only	Key milestones to be identified	Email correspondence	SPM	N/A	None
Project Steering Group (internal)	Monthly meeting	Inform and discuss key decisions as they relate to cost and timing	Monthly	Minutes	SPM	N/A	None
City Development (internal)	City Development Activity Report	Inform on progress	Monthly	CD Report	SPM	N/A	None
Councillor Group (internal)	Key Milestone Briefings	Inform on progress	Bi-annually	Council Briefing	SPM	N/A	None





## Engagement Plan approval

**Table 5:** *Engagement plan approval*

Sign-off level required:

.....

**Complete sign-off hierarchy as required**

Project manager or officer:

Signature:

Date:

.....

Service Area Manager or project owner:

Signature:

Date:

.....

Director or sponsor:

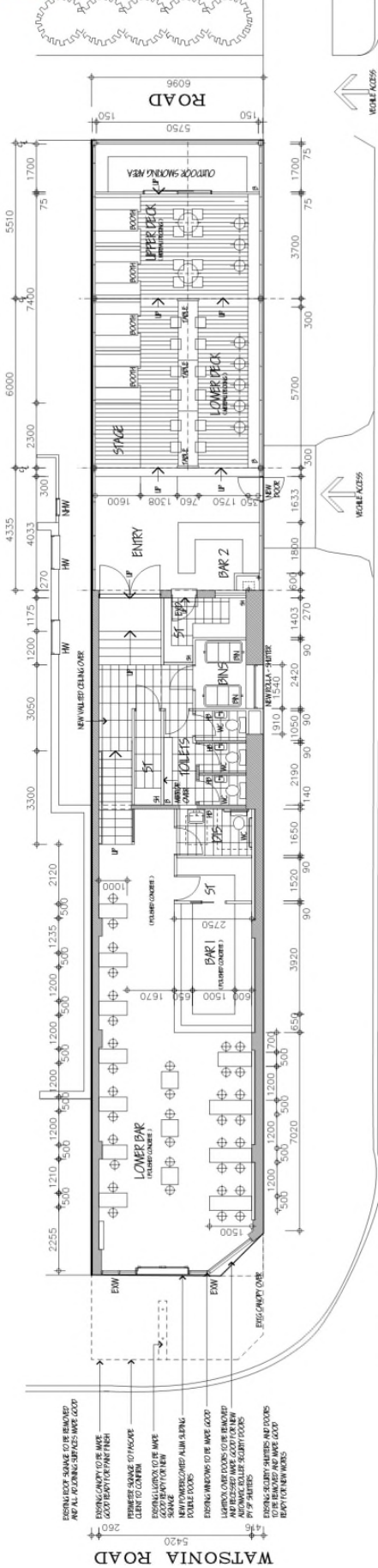
Signature:

Date:





Receive  
26/11/20

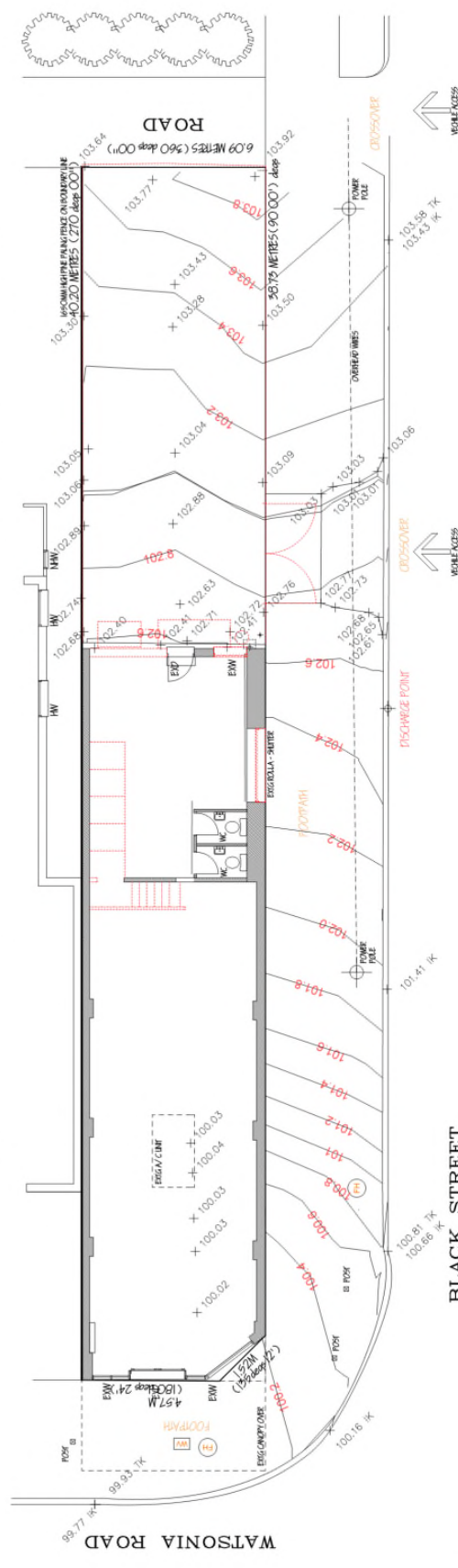


**BLACK STREET**

**PROPOSED FLOOR PLAN**  
SCALE 1:500  
NOTE TO THE COMPLETION OF ANY WORKS THE BUILDER IS TO CONFIRM ALL EXISTING SITE CONDITIONS AND DIMENSIONS

**LEGEND**

TOTAL SITE AREA	INTERNAL AREAS	EXTERNAL AREAS
24.4 M2	2.44 M2	98 M2
1.46 M2	LOWER FLR AREA	17 M2
98 M2	BAR 1 FLR AREA	7 M2
5 M2	DISABLE FLR AREA	24 M2
39 M2	TOILETS / STORE AREA	24 M2
		12 M2



**BLACK STREET**

**EXISTING FLOOR & DEMOLITION PLAN**  
SCALE 1:500  
NOTE TO THE COMPLETION OF ANY WORKS THE BUILDER IS TO CONFIRM ALL EXISTING SITE CONDITIONS AND DIMENSIONS

**ELLIS DESIGN**  
DP-AD1369 PTY LTD  
ALN OCEAN DR  
MARRIOTT CENTRE  
MARRIOTT CENTRE

**TOWN PLANNING DRAWING**

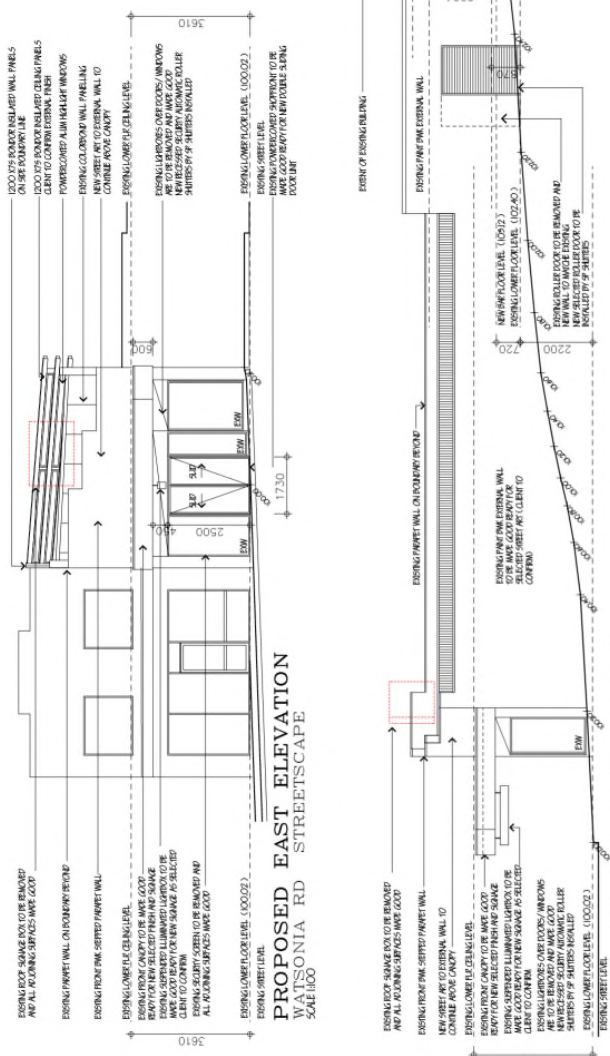
PROPOSED BAR FIT-OUT & REAR DECK & ALFRESCO AREA

REVISIONS:

REV. DATE	DESCRIPTION
A	

DATE: 2022/09/09  
DRAWN BY: J. WILSON  
CHECKED BY: J. WILSON  
DATE: 2022/09/09

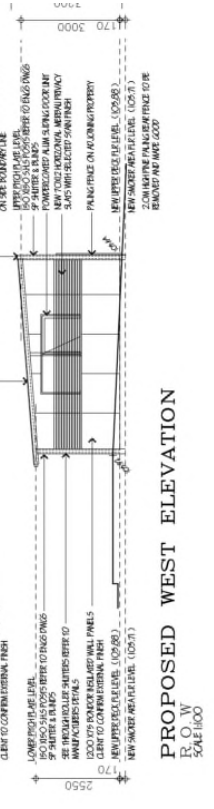
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26/11/2022



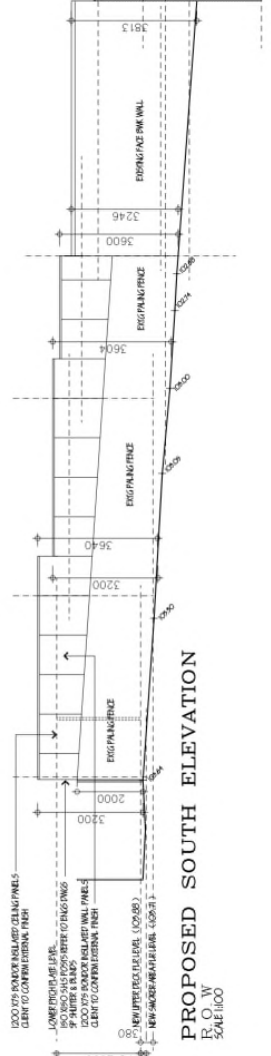
PROPOSED EAST ELEVATION  
WATSONIA RD STREETScape  
SCALE 1:100

**MATERIALS / FINISHES LEGEND**

DESCRIPTION	MATERIAL	COLOUR
EXTG BKW WALLS	PAINT FINISH STREET ARTWORK	TO BE PROVIDED
EXTG ROOF AREA	NEW CORRUGATED COLORBOND	TO BE PROVIDED
EXTG DOORS / WINDOWS	POWDERCOATED ALUM FINISH	TBC
NEW EXTERNAL WALLS	1200x275 BONDOR INSULATED PANELS	SELECTED
NEW ROOF	BONDOR INSULATED PANELS	SELECTED
NEW DOORS / WINDOWS	POWDERCOATED ALUM FINISH	TBC
SECURITY SHUTTERS	POWDERCOATED ALUM SLATS	TBC
PRIVACY SCREENING	MERBAU DECKING 140 X 19	TBC



PROPOSED WEST ELEVATION  
R.O.W SCALE 1:100



PROPOSED SOUTH ELEVATION  
R.O.W SCALE 1:100

**TOWN PLANNING DRAWING**

PROPOSED BAR FIT-OUT & REAR DECK & ALFRESCO AREA FOR :

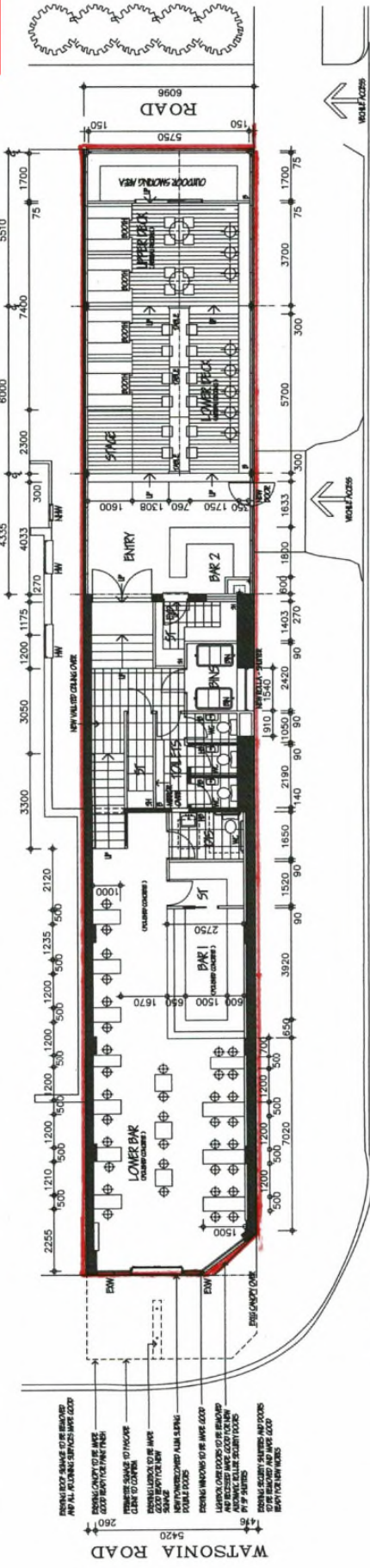
ELLIS DESIGN PTY LTD  
 DP-AD1369 PTY LTD  
 1/100 WATSONIA ROAD  
 WATSONIA VIC 3049

REVISIONS :

REV	DATE	DESCRIPTION
A		

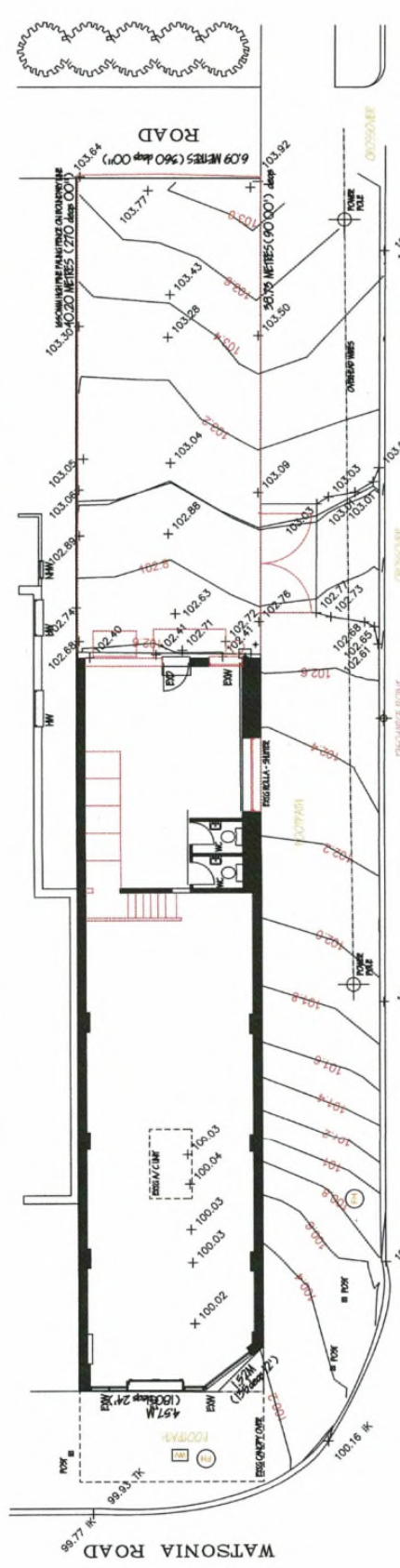
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 DES NO: P-02  
 JOB NO: 2022/09  
 DRAWN: JG/STW  
 CHECKED: JG/STW  
 PROJECT: BAR FIT-OUT & ALFRESCO AREA  
 CLIENT: DP-AD1369 PTY LTD  
 PROJECT NO: 2022/09

7/12/2022



BLACK STREET

PROPOSED FLOOR PLAN  
SCALE 1:500  
FIX TO THE COMPLETION OF ANY WORKS THE BILLER IS TO CONFORM  
ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED



BLACK STREET

EXISTING FLOOR & DEMOLITION PLAN  
SCALE 1:500  
FIX TO THE COMPLETION OF ANY WORKS THE BILLER IS TO CONFORM  
ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED



**ELLIS DESIGN**  
DP-ADI369 PTY LTD  
1/100 WATSONIA ROAD  
WATSONIA VIC 3089  
PH: 03 9497 1000  
WWW.ELLISDESIGN.COM.AU

REVISIONS:

REV. NO.	DATE	DESCRIPTION
A		

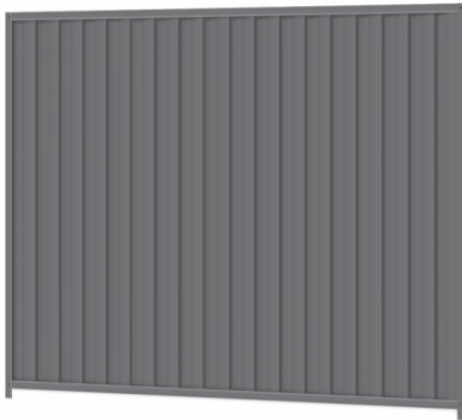
PROPOSED BAR FIT-OUT & REAR DECK & ALFRESCO AREA FOR:

TOWN PLANNING DRAWINGS

JOB NO.	DATE
2022/19	2022/19

ELLIS DESIGN PTY LTD  
1/100 WATSONIA ROAD  
WATSONIA VIC 3089  
PH: 03 9497 1000  
WWW.ELLISDESIGN.COM.AU

DESCRIPTION	MATERIAL	COLOUR
EXIST BWK WALLS	PAINT FINISH STREET ARTWORK	TO BE PROVIDED
EXIST ROOF AREA	NEW CORRUGATED COLORBOND STEEL ROOFING	MONUMENT
EXIST DOORS/ WINDOWS	POWDERCOATED ALUM FINISH	SURFMIST
NEW EXTERNAL WALLS	1200 X 75 BONDOR INSULATED PANELS	MONUMENT
NEW ROOF	1200 X 75 BONDOR INSULATED PANELS	MONUMENT
NEW DOORS/ WINDOWS	POWDERCOATED ALUM FINISH	MONUMENT
SECURITY SHUTTERS	POWDERCOATED ALUM FINISH TRANSLUCENT PVC SLATS	MONUMENT
PRIVACY SCREENING	MERBAU DECKING 140 X 19	SELECTED STAIN
FLOORS	CONCRETE	TO BE POLISHED
EXIST LOWER FLOOR	CONCRETE	TO BE POLISHED
TOILET AREAS	CONCRETE	TO BE POLISHED
LOWER DECKS	MERBAU DECKING 140 X 19	SELECTED STAIN
UPPER DECKS	MERBAU DECKING 140 X 19	SELECTED STAIN
NEW ENTRY FLOOR AREA	PAVING FLOORSLAB WITH SELECTED SYNTHETIC GRASS	TBC
SMOKING FLOOR AREA	PAVING FLOORSLAB WITH SELECTED SYNTHETIC GRASS	TBC



Colourbondn MONUMENT Wall sheet



Colourbond MONUMENT roof sheet

Link to information regarding BONDOR insulated panels:

[https://bondor.com.au/insulated\\_panel\\_products/insulated-wall-panel/](https://bondor.com.au/insulated_panel_products/insulated-wall-panel/)



THE CENTRE IVANHOE - Peter Rowland Group - KPI's

Note: where NA applies score is 100%  
 Note: out of 10 score where <5 is fail and 5-10 pass

Area	Objective	Key Performance Indicator	Measurement/ Action	Tools	Review Frequency	Score									
CUSTOMER REF:	4.7	MANAGEMENT SYSTEMS: 4.6.5 QUALITY SYSTEMS Customer satisfaction and feedback as measured by regular customer feedback arrangements and occasional surveys	=> 70% satisfied (very satisfied =>40 responses monthly) => 70% satisfied (very satisfied =>40 responses monthly) Menus reviewed seasonally (twice a year) - 30 days prior to new season Number of complaints (>= 5 Red Flag) 100% of complaints managed in line with specification clause 4.8.2	Customer feedback survey Customer feedback survey Ongoing review/audit Ongoing review/audit Ongoing review/audit	Quarterly Quarterly 6 Monthly Quarterly Quarterly	70% Minimum 20.0% 20.0% 20.0% 20.0% 20.0% 100%									
							Customer Satisfaction								
							The range and flexibility of food and beverage services suitable to customer needs								
							Reviewed menu, range and pricing								
							Customer Feedback: Electronic feedback system utilized								
							Management of Customer Complaints								
							<b>PERSONNEL REF:</b>								
							4.2 4.6	RELATIONSHIP MANAGEMENT & REPORTING CONTRACTORS OBLIGATIONS REGARDING STAFF ASSIGNED TO THE CONTRACT	Dedicated contractors representative available 24/7 Replacement person available if dedicated representative not available due to leave (Annual, long service, or emergency contact available at all times PRG has advised Council of any new starter personnel PRG has advised Council of any personnel departures PRG is ensure that there is an appropriate management and supervision structure in place as per specification PRG must ensure that all employees, agents, subcontractors, and any employees of such agent or subcontractors employed to provide any part of the services shall at all times comply with the specification PRG to provide a minimum of 3 casual staff positions in year 1 across a variety of roles ( insert roles )	Ongoing review/audit Ongoing review/audit Ongoing review/audit Ongoing review/audit Ongoing review/audit Ongoing review/audit Ongoing review/audit Ongoing review/audit Ongoing review/audit Ongoing review/audit	6 Monthly Monthly Monthly Monthly Monthly Monthly Monthly Monthly Monthly Monthly Annual	20.0% 20.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 20.0% 20.0%			
													24/7 Availability of Contractors Representative		
													Conduct and Behaviour		
To actively participate in Banyule City Council's Inclusive employment program and provide opportunities for Local employees to access positions with Peter Rowland at the Centre Ivanhoe															
<b>FINANCIAL ADMINISTRATION AND REPORTING REF:</b>															
4.2 4.3 4.4 4.5	RELATIONSHIP MANAGEMENT & REPORTING MONTHLY AND QUARTERLY CONTRACT MEETING FINANCIAL MANAGEMENT AND ADMINISTRATION	Monthly report provided by PRG within 15 days of the conclusion of each month Monthly contract meeting held and attended by PRG representative Quarterly report to be provided by email after Quarter end Quarterly contract meeting held and attended by PRG representative Annual audited financial report submitted by August 31st each year Annual contract meeting held and attended by PRG representative Annual Business Plan final presented by end of June each year Annual Marketing strategy document to be presented at the same time as the annual Business Plan Electronic or written records and other documentation related to the provision of the services is maintained and is available to the council to audit Contractor maintains proper financial records as per specification, and such records are available for inspection at any time by Council	Monthly Report Meeting Minutes Quarterly report Meeting Minutes Audited financial report Meeting Minutes Meeting Minutes Plan submitted Ongoing review/audit	Monthly Monthly Quarterly Quarterly Annually Annually Annually Annually Annually Annually	10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 5.0% 5.0%										
						Reporting and Meeting Scheduling									
						Area Total							0	10.0%	100%

GROWTH		70% Minimum	
Out of 10 score	Weighting	%Score	
Performance against targets of revenue, utilisation of venue, function types and other measures contained in the approved marketing plan; new sales by word of mouth and repeat sales; sales generated by contractor	Revenue Growth Revenue growth through repeat business Revenue growth through new business Revenue growth through increase in average spend for non community events Revenue growth from active Promotions	YoY Revenue Growth TBD 3% increase in number of events for returning customers 3% increase in revenue from new customers 2% increase in revenue from average spend results from promotions	Annually Annually Annually Quarterly Quarterly
Area Total		0	25.0% 25.0% 25.0% 0% 0%
Area Total		0	25.0% 25.0% 25.0% 0% 0%
<b>COMPLIANCE</b>			
4.6 CONTRACTORS OBLIGATIONS REGARDING STAFF ASSIGNED TO THE CONTRACT			
4.7 OPERATIONAL REQUIREMENTS			
4.8 MANAGEMENT SYSTEMS			
PRG is required to maintain the highest level of health, cleanliness and safety standards with appropriate policy and procedures documented in accordance with all relevant legislation and industry standards	Statutory Food Safety compliance: compliance with all health and other statutory requirements in relation to food storage handling and preparation Food Allergen Management compliance Statutory Occupational health and safety compliance	100% compliance Zero allergen dietary incidents 100% compliance/ <= 1 LTI per annum	Monthly/ Annually Monthly Quarterly/ Annually
PRG must provide suitably skilled, qualified and licensed personnel and sub-contractors (as per specification)	Liquor licence compliance Working with children compliance Fire safety compliance Contract staff are trained within their first month in the emergency procedures Practice drills are carried out for all staff Contractor to ensure min 1 person who is trained in first aid to be on duty at all times TGI is being used Evidence of current first aid certificate to be provided for all personnel Incidents that require first aid to be reported to the supervisor within 7 days of incident occurring	No material breaches 100% compliance 100% compliance 100% compliance 100% compliance 100% compliance 100% compliance	Monthly Quarterly Quarterly Quarterly Quarterly Monthly Monthly
Emergency Procedures			Quarterly
First Aid			Quarterly
Area Total		0	20.0% 10.0% 20.0% 10.0% 5.0% 5.0% 5.0% 100%
Area Total		0	20.0% 10.0% 20.0% 10.0% 5.0% 5.0% 5.0% 100%
<b>RESPONSIBILITY</b>			
4.7.1 THE CENTRE IVANHOE SITE MANAGEMENT			
PRG must ensure that the contract site is maintained and cleaned during the course of providing the Services to ensure a safe working environment	Removal of all rubbish and debris resulting from provision of services to suitable disposal in a timely manner PRG advise the supervisor of any damage caused during delivery of the services and has a plan to rectify or restate PRG ensures that security of premises is maintained at all times	Zero complaints from Council or Residents Notification of damage with 24 hrs Zero incidents	Monthly Monthly Monthly
Area Total		0	30.0% 30.0% 40.0% 100%
Area Total		0	30.0% 30.0% 40.0% 100%
<b>SUSTAINABILITY</b>			
4.7.2 THE CENTRE IVANHOE SITE MANAGEMENT			
PRG must consider ways to continuously improve the sustainability and environmental performance of the catering services.	Sustainable purchasing decisions by selecting environmentally friendly manufactured products and services that adhere to appropriate food safety legislation Support local business - our policy is to 'choose locally grown, locally supplied first'. In this way we minimise transport and carbon emissions and maximise support to local businesses and communities. Take steps to ensure our 'environmental footprint' is minimised by planning and implementing effective waste, recycling and water usage strategies.	Reporting on plans to minimise the use of landfill items Reporting on the % of local (Victorian) businesses Implementing a tracking system in the first year to understand water use and waste to landfill	Quarterly Quarterly Quarterly/ Annually
Area Total		0	30.0% 30.0% 40.0% 100%
Area Total		0	30.0% 30.0% 40.0% 100%
Overall Score		0%	0%







Draft Report  
**Banyule**

Economic Development  
Strategy  
2023-2028



## Acknowledgement of Country

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.

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

The Banyule City Council Economic Development Strategy was prepared by Urban Enterprise in collaboration with Banyule City Council.

Authors of this report are:

- Mike Ruzzene, Director
- Tayler Neale, Senior Consultant

urban  
enterprise





- 1 Executive Summary**
- 6 Introduction**
- 8 Strategic Context**
- 13 Banyule's Economy**
- 19 Strategic Considerations**
- 21 Economic Development Framework**
- 50 Next Steps**

# Executive Summary

## Overview

The Banyule Economic Development Strategy provides Council with a five-year plan to support economic activity and sustained growth for the municipality. The document provides long-term economic development strategies and objectives, aligning with the Banyule 2041 Community Vision, as well as short-term deliverables for Council to implement.

The information in this Strategy is informed by independent research and analysis, as well as consultation with industry representatives, community groups, businesses, Council and Government stakeholders.

## Banyule

Banyule is situated in Melbourne’s north-eastern suburbs, between seven and 21 kilometres from the Melbourne CBD, and forms part of the northern metropolitan region. The municipality has a range of strategic locational attributes, including close proximity to Melbourne’s CBD, Melbourne airport, rail access and proximity to open space and major trails in the Yarra Valley Parklands.

Banyule is renowned for its established activity centres and shopping precincts, which are dispersed across the municipality. These areas service both residents and visitors, supporting local consumer spend and providing local employment opportunities, primarily through retail, hospitality, professional services businesses and commercial office spaces. As such, they provide an important social, economic and infrastructure role for the municipality.

The municipality also includes major employment precincts that support a range of businesses and support services for residents

## Macroeconomic Influences



COVID-19 and Business Recovery



Remote and Flexible Working Arrangements



Workforce Shortages



Demand for Co-Working Spaces



Growing Demand for Health Care



Transition of Retail



Manufacturing



Environmental Sustainability and Circular Economy



Rise in Renewable Energy

# Key Demographic and Economic Trends

## Population and Dwelling Growth



**129,387**

Current Population

**+35,869** Population Change  
2021 - 2041



**53,989**

Current Dwellings

**+12,814** Dwellings Change  
2021 - 2041

## Key economic indicators

### Total Output



**\$9.7 B**

1. Health Care and Social Assistance  
27%

2. Construction 15%

3. Manufacturing 7%

### Regional Export Value



**\$2.4 B**

1. Health Care and Social Assistance  
64%

2. Manufacturing 10%

3. Transport, Postal and Warehousing  
5%

### Local Jobs



**48,413**

1. Health Care and Social Assistance  
37%

2. Education and Training 10%

3. Retail 9%



**3.7%**

Unemployment Rate  
March 2022  
Greater Melbourne  
5.4%



**11,016**

Registered Businesses  
66% Non-Employing



**780,000**

Total Visitors



**\$277 M**

Visitor Expenditure

### Daytrip Visitor



**75%**

of Total Visitors

**\$102**

Avg. Spend per Trip

### Overnight Visitor



**25%**

of Total Visitors

**\$859**

Avg. Spend per Trip

## Strategic Considerations

### COVID-19 Recovery & Business Support



The Banyule economy is in a fragile position as it emerges from the significant economic, social and health impacts associated with the COVID-19 pandemic. Although the effects of the pandemic have been substantial for the local economy, this also presents a number of opportunities, particularly in relation to economic recovery.

### La Trobe National Employment & Innovation Cluster



The La Trobe NEIC will play an important role in Banyule's economic future, making it a critical focus for Council's economic development unit going forward.

### Activity Centres



The Economic Development Strategy will need to consider the employment and business role of Banyule's activity centres and consider how they may develop to capture greater business activity in the future. Consideration should also be given to a precinct-based approach to the management of the activity centre network to align with Council's investigation of a place-based framework for its service delivery.

### Labour Force, Skills & Training



Many businesses and organisations in Banyule face issues both accessing and retaining a skilled local workforce, particularly in key industries such as health, education, hospitality and retail. Providing a highly skilled local labour force could be achieved through a combination of workforce attraction from outside the municipality, upskilling the local labour force through education and training and attracting resident workers who are currently employed outside the municipality.

### Inclusive Employment



Local Governments have a strong role in supporting an inclusive, socially sustainable economy. Banyule currently operates a successful suite of inclusive employment initiatives and services, which should be strengthened and promoted through the Economic Development Strategy.

### Visitor Economy



Banyule's existing visitor economy is relatively small and immature, however, there is strong growth potential due to its unique characteristics. The delivery of quality visitor infrastructure, services and amenity will improve the visitor experience, enhance the perception of Banyule for visitors and increase spend opportunities. Opportunities also exist to expand the municipality's open space and trails network to better connect visitors to Banyule.

### Environmental Sustainability



Consultation highlighted a widespread desire to grow the economy in a sustainable manner that minimises environmental impacts. There is an opportunity for 'green' business practices through promotion of renewable energy and circular economy practices that minimises waste and increase efficiencies of inputs. Banyule is well placed to harness the benefits of the circular economy philosophy across all sectors, with Council playing a lead role in promoting, attracting and supporting a sustainable business base.



## Economic Development Framework

The following economic development framework includes the key themes and strategic directions for the Banyule economy. This is used to identify the project opportunities and future actions for Council to achieve desired economic outcomes.

### Themes and Directions



Theme	1	2	3
	<p><b>A Dynamic &amp; Supported Business Community</b></p> <p>Support and grow the business community to generate industry growth and successful economic outcomes</p>	<p><b>Workforce Growth, Attraction &amp; Diversity</b></p> <p>Providing a diverse and ready local labour force that have an opportunity to work locally.</p>	<p><b>A Prosperous National Employment Cluster</b></p> <p>Promote the development of the La Trobe NEIC and ensure the Banyule economy is a key beneficiary of the cluster's future economic success.</p>
<b>Strategic Directions</b>	<p><b>1.1</b> Promote business recovery and resilience</p> <p><b>1.2</b> Support business investment and attraction</p> <p><b>1.3</b> Improve business networking, engagement and collaboration</p>	<p><b>2.1</b> Attract and develop a 'job ready' local labour force to meet industry needs</p> <p><b>2.2</b> Ensure workforce supply and diversity</p> <p><b>2.3</b> Support procurement activity that generates social, economic and environmental outcomes</p>	<p><b>3.1</b> Support completion of planning for the cluster</p> <p><b>3.2</b> Understand the future role of HWBP and ensure its sustainability</p> <p><b>3.3</b> Facilitate growth of the health and food industries</p>
<b>Priority for Action</b>	<ul style="list-style-type: none"> <li>• Business Recovery &amp; Assistance</li> <li>• Business Attraction</li> <li>• Business Networking</li> </ul>	<ul style="list-style-type: none"> <li>• Workforce Gap Analysis</li> <li>• Workplace Diversity &amp; Inclusion</li> <li>• Housing Strategy</li> </ul>	<ul style="list-style-type: none"> <li>• Planning &amp; Advocacy</li> <li>• HWBP Masterplan</li> </ul>



4

**Thriving & Vibrant Activity Centres**

Activate and improve activity centres throughout Banyule to support a range of uses, increase visitation and usage and deliver benefits to residents, workers, businesses and visitors.

**4.1**

A coordinated and strategic approach to the activity centre network

**4.2**

Support a diversity of uses including retail, hospitality and commercial

**4.3**

Support and enable Traders' Associations to activate and enhance activity centres using an outcomes-based approach

- Activity Centre Strategy
- Placemaking Projects
- Activity Centre Governance Model Review & Implementation



5

**A Desirable Destination For Visitors**

Facilitate the growth of the visitor economy by leveraging Banyule's unique natural and economic assets and enhancing the visitor experience.

**5.1**

Enhance visitor amenity, infrastructure and services

**5.2**

Improve opportunities to expand and enhance the night-time economy

**5.3**

Promote and protect Banyule's existing tourism assets and activities

- Night-time Economy Activation
- Visitor Economy Strategy



6

**An Environmentally Sustainable Local Economy**

Create an innovative and environmentally sustainable economy that generates growth opportunities and influences future strategic investments.

**6.1**

Support the development of a sustainable and circular 'green' economy

**6.2**

Build business resilience to current and future climate impacts

- Business Support
- HWBP Renewable Energy Feasibility Study

# Introduction

## Overview and Purpose

The Banyule Economic Development Strategy provides Council with a five-year plan to support economic activity and sustained growth for the municipality. The document provides long-term economic development strategies and objectives, aligning with the Banyule 2041 Community Vision, as well as short-term deliverables for Council to implement.

The information in this Strategy is informed by independent research and analysis, as well as consultation with industry representatives, community groups, businesses, Council and Government stakeholders

## The Process

The approach to the Economic Development Strategy is summarised below.

### T1. Strategy Approach

<b>Strategic Context</b>	Review and assess local, regional and state objectives and priorities relevant to economic development.
<b>Economic Research and Analysis</b>	Profile Banyule's economy and assess industry and employment specialisations and areas of advantage. Assess trends that are influencing Banyule's economy including macroeconomic conditions, growth and land use change, technological and environmental changes and innovations.
<b>Consultation</b>	Engage with local business, industry and community representatives, as well as local and state Government stakeholders to discuss issues, economic development priorities and opportunities.
<b>Issues and Opportunities</b>	Identify and discuss issues and opportunities for Banyule's economy, and prioritise those to be addressed, facilitated and investigated in the Strategy.
<b>Background Report</b>	Prepare a Background Report that summarises research, analysis and consultation.
<b>Strategic Framework + Economic Development Strategy</b>	Prepare a 5-year Strategy that includes an economic vision, objectives, action and implementation plan.

## Council's Economic Development Achievements

Banyule's Economic Development unit has achieved a range of outcomes since the last Economic Development Strategy was prepared, including:

- Continued to support our 11 main retail precincts through our award winning Special Rate and Charge Program. (Mainstreet Award, 2016)
- Supported local businesses in response to the pandemic through educational webinars, business development programs, networking events and regular communication.
- Developed an award winning Rediscover Local campaign aimed to boost the local economy by encouraging residents and businesses to shop locally. (Mainstreet Award, 2021)
- Launched a Rediscover Local website and social media channels to promote the Banyule businesses events and attractions.
- Supported business growth and connections via training, workshops and events, including our popular Women in Business Luncheon.
- Developed and implemented the COVID-19 Business Grants Program where a grant funding pool of \$960,000 supported over 250 Banyule business, creating 39.7 new FTE and keeping over 250 employees in jobs.
- Ignited 87 start ups through the COVID-19 business Grant Program.
- Encouraged outdoor dining during COVID via implementation of parklets, outdoor activations and expanded footpath trading permits.
- Introduced the Business Concierge Service to streamline the permit approvals for small businesses
- Formalised the Heidelberg West Business Park Association Committee, which now has over 140 members representing the business park.
- Developed the new-look Banyule Business website
- Enhanced our communication reach through the growth of social media followers and monthly newsletter subscribers.
- Delivered the Banyule Best Biz Awards that celebrates business excellence as voted by the community
- Partnered with NORHTLink to recognize and reward outstanding business in Banyule through the Northern Business Achievement Awards.
- Partnered with NORTHLink to support food based and manufacturing businesses in Banyule and supported the development of the North and West Melbourne Data Analytics Hub.
- Delivered an LED replacement program to businesses across several activity centres.
- Designed and constructed streetscape improvements to retail centres including Rosanna, East Ivanhoe and Montmorency.
- Partnered with the Brotherhood of St Laurence to support refugee and migrant women establish small businesses in Banyule
- Participated in the Jobs Victoria Jobs Advocates program
- Established Council's Inclusive Employment Program
- Drove the La Trobe National Employment and Innovation Cluster advocacy with key stakeholders in the precinct.
- Advocated to NELP and LXP to drive best outcomes for the business community.

# Strategic Context

## Regional Context

Banyule has a range of strategic locational attributes, including close proximity to Melbourne’s CBD, Melbourne airport, rail access and proximity to open space and major trails in the Yarra Valley Parklands.

Key features of Banyule’s transport connections include:

- Hurstbridge Rail Line which provides Zone 1 access to the Melbourne CBD
- Heidelberg and Upper Heidelberg Road (key north-south arterials) and Bell Street (a key east-west arterial)
- The Metropolitan Ring Road defines the northern border of Banyule and provides accessibility to western Melbourne, and with the planned North East Link, will have a future connection to the Eastern Freeway
- Heidelberg and Bundoora have been included in the proposed 90km Suburban Rail Loop

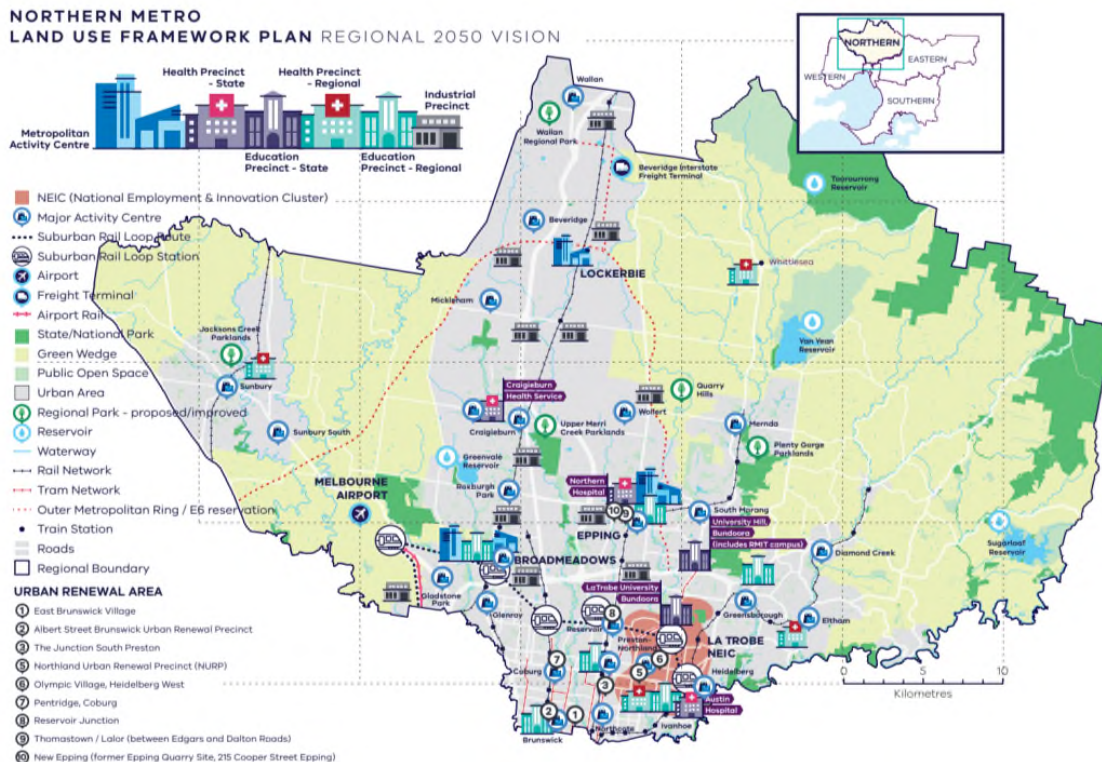
Banyule has three river corridors which provide high amenity environments for residents, these include the Yarra River, Plenty River and Darebin Creek. These corridors impact on transport connectivity but also add to residential amenity by reducing through traffic in residential neighbourhoods.

Banyule forms part of the State Government’s Northern Metropolitan Region, along with Hume, Whittlesea, Moreland, Darebin, Nillumbik and part of Mitchell.

By 2050 the Northern Metro Region will experience significant planned change including:

- Confirmation of the region as Victoria’s interstate and international gateway
- The La Trobe NEIC as the region’s economic focal point supported by a network of vibrant and attractive activity centres
- Strong employment growth in food and beverage, health and manufacturing and
- Improved housing, transport and recreation outcomes

F1. Regional 2050 Vision, Northern Metro



## City Shaping Investment and Infrastructure

There is a significant level of public and private sector infrastructure projects that are planned, underway, or have recently been completed in Banyule.

Key infrastructure projects generate positive flow-on impacts for the local economy, providing economic stimulus throughout planning, design and construction phases, as well as deliver economic, employment and community benefits once complete and operational.

The following summarises the large infrastructure projects impacting Banyule.



**North East Link** – the North East Link is a proposed 26-kilometre highway that will connect the Metropolitan Ring Road at Greensborough with the Eastern Freeway at Bulleen. The \$17 billion project also includes significant upgrades to the existing road network, as well as the construction of a new dedicated busway and a series of walking and cycling paths.



**Hurstbridge Line Duplication** – this project includes building new train stations at Greensborough and Montmorency, and duplicating the rail track between Greensborough and Montmorency and between Diamond Creek and Wattle Glen, to allow more trains to run more often.



**La Trobe University City of the Future** – La Trobe is planning a \$5 billion campus transformation, focussing on the evolution of an existing campus into a “multi-precinct” offering by creating residential, commercial, retail and amenity across the site. The project is expected to deliver significant economic opportunities within Banyule across a number of industries including construction and education.



**Bellfield Renewal Precinct** - Bellfield comprises three decommissioned school sites that will include a new community hub, market and social housing, large green corridors throughout the site, integration with both the new community facility and Ford Park, water sensitive urban design interventions, a pedestrian-friendly environment, and a residential and retail offering.

## Policy Context

A range of relevant strategic documents and policies were reviewed to identify the potential implications for the Banyule economy. This included state, regional and local documents listed below.

### Relevant Documents

#### State-Wide Documents

- DJPR Strategic Plan, 2019-2023
- Yuma Yirramboi Strategy (Invest in Tomorrow) 2022
- DJPR Visitor Economy Recovery and Reform Plan, 2021
- Invest Victoria International Investment Strategy
- Recycling Victoria: A New Economy, 2020

#### Regional Documents

- Northern Metropolitan Partnership Priorities 2017
- Melbourne Industrial and Commercial Land Use Plan
- Latrobe NEIC Draft Framework Plan
- Plan Melbourne 2017-2050
- Northern Horizons 2020

#### Local Documents

- Banyule Economic Development Plan 2015-2020
- Banyule Community Vision 2041
- Arts and Culture Strategic Plan
- Banyule Inclusive Local Jobs Strategy & Action Plan 2020-2025
- Banyule Social Enterprise Strategy & Action Plan 2020-2025
- Heidelberg Structure Plan
- Ivanhoe Structure Plan

The key policy document informing the Economic Development Strategy is the Banyule Community Vision 2041. The vision statement for the document seeks to identify Banyule as follows:

**“We in Banyule are a thriving, sustainable inclusive and connected community. We are engaged, we belong and we value and protect our environment.”**

Whilst all themes are important for Banyule’s future, the “thriving local economy” theme sets the directions for economic development, which is driven by the following objective:

**“A thriving, resilient, socially responsible, local and integrated economy that encourages, supports and advocates for a diverse range of businesses and entrepreneurship, providing local investment and employment opportunities.”**

The policy review highlighted the importance of business development and support at a local level, particularly in relation to training, networking, facilitating business growth, attraction and investment.

Addressing inequalities of access to employment, as well as ensuring access to key services, infrastructure and diverse housing to meet resident needs were also identified as critical inputs to economic development.

A number of policy documents highlighted the link between workforce development and positive economic and social outcomes. In particular, ensuring local job seekers are supported and provided with the relevant skills and qualifications, and local employment outcomes are supported were considered crucial to supporting the local workforce.

Ensuring environmental sustainability is at the core of all future economic development practices was also a common theme within the policy review.



## Macroeconomic Influences



### COVID-19 and Business Recovery

COVID-19 has already had a significant impact on the global and national economy, as restrictions on business and travel impacted local communities and businesses. As Victoria continues to adapt its COVID-19 response and recovery efforts, it is likely that the pandemic will have an ongoing impact on the state and local economy.



### Demand for Co-Working Spaces

Co-working spaces provide critical support infrastructure often required for small businesses. Demand for co-working spaces is growing, driven by a combination of tech and creative start-ups, the re-location of businesses away from the CBD, the growth in home-based businesses and rise in remote working arrangements.



### Remote and Flexible Working Arrangements

COVID-19 has accelerated the rise of remote working, particularly for employees that work in traditional 'office-based' industries (including professional and financial services), that now have greater flexibility to work outside the office environment.

This has had a significant impact on Banyule, as professional scientific and technical services is a significant employer within the municipality.



### Growing Demand for Health Care

As the population ages, there is growing demand for health care across Victoria and Australia. Given this demand, Health Care and Social Assistance is projected to make the largest contribution to employment growth in Victoria over the next five years, which will have implications for workforce demand in Banyule, particularly given the existing strength of the municipality's health industry.



### Workforce Shortages

Workforce shortages and limited access to a skilled 'job ready' labour is often a key barrier to business growth and can adversely impact the operations of key industries. This is monitored across Australia by the National Skills Commission, which has identified an increase in recruitment difficulty for employers in 2021, particularly for higher skilled occupations. This is the result of skills shortages across a variety of industries and trades, particularly in the hospitality, construction (inc. tradespeople), agriculture, childcare and aged care sectors.



### Transition of Retail

The unprecedented events since 2020 have resulted in a rapid and likely permanent shift in retail buyer behaviour; resulting in a major increase in online retail purchases. In addition, a shift towards regionalisation and 'shop local' campaigns has seen consumers access goods closer to their home and spend on products that are sourced or produced locally.

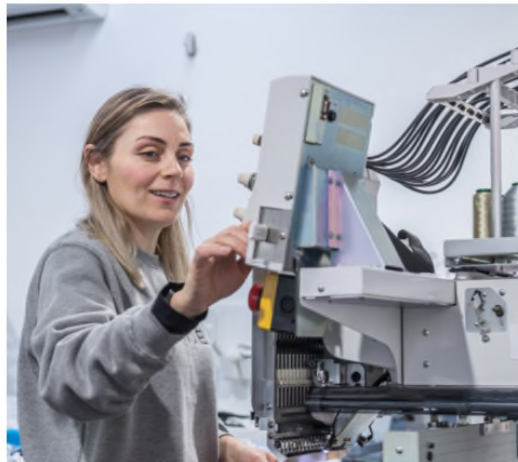
Retail centres and strips are increasingly adopting a 'place-based' approach to expand the role of strips to include civic and recreational destinations for communities. Traders, community groups and local residents are working with local councils to improve 'place-making' initiatives to promote a mix of retail and amenities. This aims to better leverage existing community assets such as public open space, recreation and civic spaces, which aims to increase foot traffic and community dwellers, with a view to benefitting retailers and retail strips.





### Manufacturing

Manufacturing is critical to Australia's economy and is a vital part of responding during a crisis such as the COVID-19 pandemic. Manufacturing has been a key part of Australia's COVID-19 response, particularly in responding to the global supply-chain impacts, and the need to produce certain goods locally.



### Environmental Sustainability and Circular Economy

Both the Victorian and Federal Governments have committed to reducing emissions by legislating a long-term target for emission reductions. Businesses are also transitioning to more environmentally sustainable practices (i.e. circular economy), particularly as consumer demand is increasingly influenced by the environmental impact of goods and services. In response, the promotion and adoption of environmentally sustainable practices is playing an increasing role within economic development and influencing how Local Governments operate.



### Rise in Renewable Energy

The energy sector is experiencing change both nationally and globally as new technologies emerge, combined with government commitments to sustainable practices. As a result, there is increased demand for investment in new, clean energy technologies and products to increase energy efficiency and reduce emissions. Given the high energy usage for some of Banyule's key industries, including health and manufacturing, there is scope for local industry to explore opportunities to leverage the transition to renewable energy.



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# Banyule's Economy

# Economic Snapshot

## Key Indicators 2021

Total Output  **\$9.7B**

Regional Export Value  **\$2.4B**

 **48,413**  
Local Jobs

## Top Industries 2021

### By Output



1. Health Care and Social Assistance (27%)
2. Construction (15%)
3. Manufacturing (7%)

### By Exports



1. Health Care and Social Assistance (64%)
2. Manufacturing (10%)
3. Transport, Postal and Warehousing (5%)

### By Employment




1. Health Care and Social Assistance (37%)
2. Education and Training (10%)
3. Retail (9%)

## Employment Profile

 **3.7%**

Unemployment Rate  
*Greater Melbourne 5.4%*

 **+2,061**

Local Jobs Growth (0.9% p.a.)  
*Victoria 1.9% p.a.*

**25%** Job Containment Rate (2016)

**71%** Total Commuting  
*Melbourne 21%  
Darebin 8%*

## Business Profile

**11,016** Registered Businesses

**+184** 1-Year Growth

### Business Count by Industry

1. Construction (20%)
2. Professional, Scientific and Technical Services (17%)
3. Rental, Hiring and Real Estate Services (11%)
4. Health Care and Social Assistance (10%)

**66%** Non-Employing Businesses

**32%** Small to Medium Businesses (1-19 Employees)

## Visitor Economy 2019



**780,000**  
Total Visitation

*Domestic Daytrip 75%  
Domestic Overnight 25%*

**\$277m**



Total Expenditure  
*Domestic Daytrip \$102  
Domestic Overnight \$859*

### Economic Contribution

**\$161m** Output  
*1.4%*

**864** Jobs  
*2%*



Average Length of Stay 3 nights per overnight visitor



## Industry Specialisations

The economy (i.e. employment, output and exports) is driven by the industry specialisations shown below, which demonstrate Banyule’s areas of strength and competitive advantages.

Combined, these industry specialisations make up a significant share of total jobs and output. As such, they are fundamental to the function and productivity of the local economy. Focusing on and developing these specialisations also provide flow-on benefits for other supporting and complementary industries and will help achieve business and employment outcomes.

### T2. Industry Specialisations

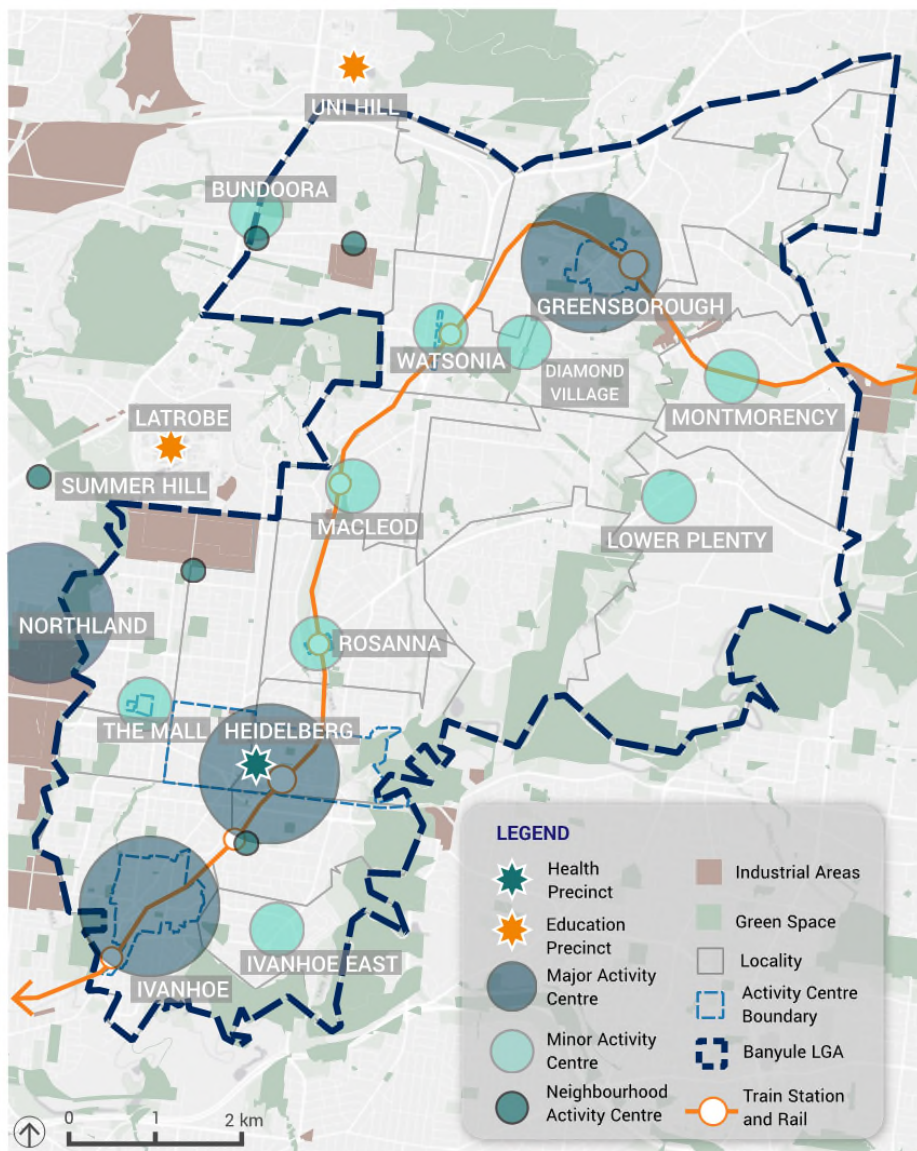
Specialisation	Key Sectors	Economic Contribution
	<b>Health Care &amp; Social Assistance</b> <ul style="list-style-type: none"> <li>Health care and social assistance is the largest industry in Banyule across all key economic indicators and represents a key sector of specialisation for the municipality.</li> <li>The medical precinct in Heidelberg is a significant driver of the local economy and is the main focus for employment in the local health industry</li> </ul>	36% Jobs 25% Output 63% Exports
	<b>Professional, Scientific &amp; Technical Services; Education &amp; Training; Public Administration &amp; Safety</b> <ul style="list-style-type: none"> <li>The professional services industry is primarily supported by small enterprises, often operating as home-based businesses, and represents a potential growth industry for Banyule, particularly given some of the recent macroeconomic trends as well as Banyule’s strategic location in proximity to the Melbourne CBD.</li> <li>Education and training is the second largest industry in Banyule in terms of employment and is primarily supported by the preschool and school education sub-sector</li> </ul>	21% Jobs 17% Output 10% Exports
	<b>Manufacturing; Transport; Postal &amp; Warehousing; Wholesale Trade; Construction</b> <ul style="list-style-type: none"> <li>Banyule’s manufacturing industry is supported by three key industrial precincts including Bundoora, Greensborough and Heidelberg West. These precincts are experiencing a transition phase, in-line with a broader national trend, away from large-scale traditional manufacturing to more technical and advanced manufacturing.</li> </ul>	18% Jobs 31% Output 18% Exports
	<b>Retail Trade; Accommodation &amp; Food Services</b> <ul style="list-style-type: none"> <li>Despite suffering a moderate decline over the past five years, the retail industry is still considered a significant contributor to the local Banyule economy. The various activity centres throughout the municipality support a large number of businesses and jobs within Banyule, and will continue to do so in the face of a range of external pressures</li> </ul>	14% Jobs 7% Output 3.3% Exports

### Spatial Economy

Banyule is renowned for its established activity centres and shopping precincts, which are dispersed across the municipality. These areas service both residents and visitors, supporting local consumer spend and providing local employment opportunities, primarily through retail, hospitality, professional services businesses and commercial office spaces. As such, they provide an important social, economic and infrastructure role for the municipality.

The municipality also includes key commercial corridors, health and education precincts that delivers key services to residents and supports economic activity and local employment. A visual representation of the major activity centres, employment precincts and other key assets for Banyule is illustrated below.

F2. Banyule Activity Centres & Employment Precincts



# Population & Demographics

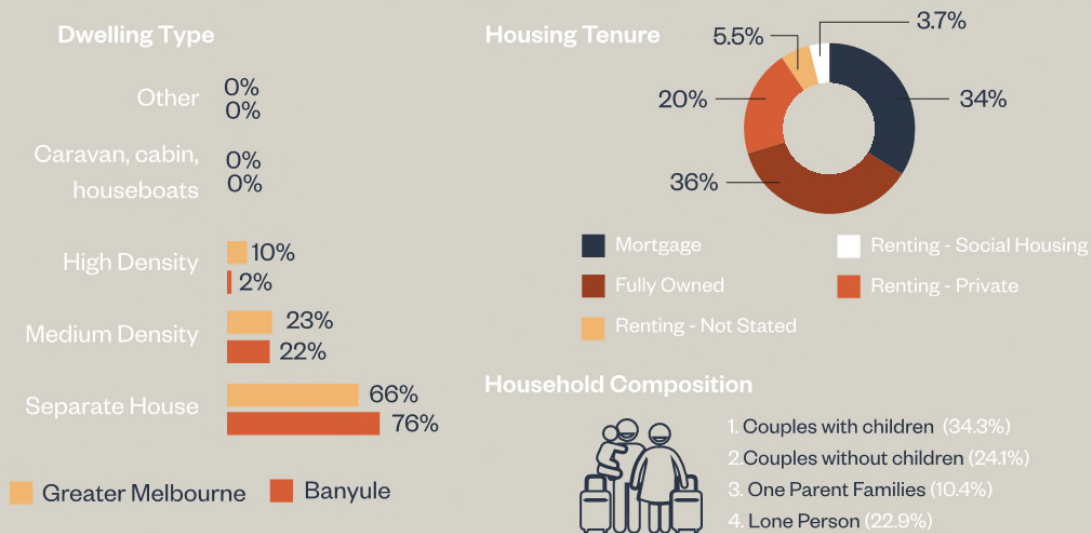
## Population



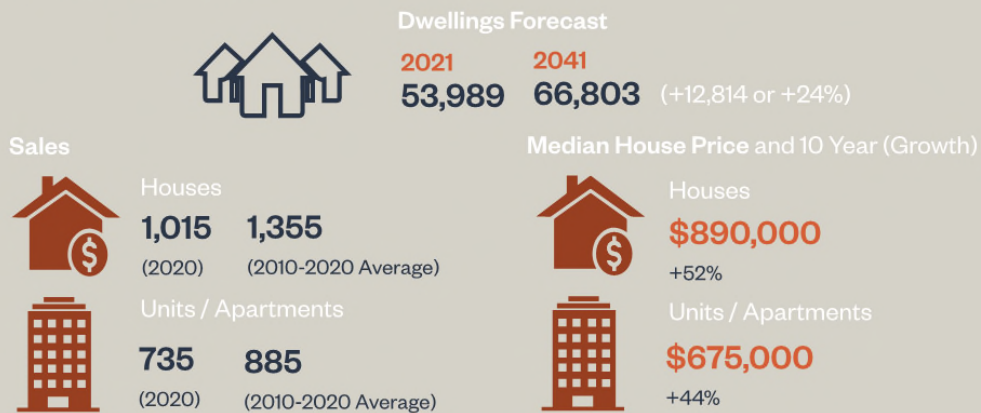
## Social Economic Profile



## Housing and Dwelling Profile



## Property Market Indicators





## Population & Demographic Trends

The population and demographic profile within Banyule has implications for the municipality's future. This provides the following opportunities and challenges for the local economy:



### Age

The largest age cohorts in Banyule currently are parents and homebuilders (35-49 years), followed by the young workforce (25-34 years). These age cohorts play an important role in contributing to the local labour force. Banyule's population is also expected to shift towards an older age profile, which is likely to increase demand on services including the need for better health and aged care facilities.



### Socioeconomic profile

The socio-economic profile of Banyule shows that residents have a high degree of wealth in certain areas, typified by income, employment, occupation, and home ownership. This is contrasted by pockets of disadvantage in other areas. This contrasting profile will impact Council's focus to help sustain affluence as well as provide opportunities to reduce inequality through quality services, infrastructure, and amenity.



### Housing

The future rate of dwelling growth aligns with the expected population growth, which is critical to support existing and new residents. Dwelling growth will be driven by medium to high density development, primarily in Ivanhoe, Heidelberg, and Greensborough.

Facilitating housing diversity and density in proximity to Banyule's activity centres will be important to economic and liveability outcomes for residents, as well as create flow-on benefits for local builders, tradespeople and construction workers. Given the recent substantial price growth in Banyule, ensuring an appropriate level of affordable housing is available should also be a priority for Council. Affordable housing will support resident attraction from diverse backgrounds that will support economic and social outcomes in Banyule.



# Strategic Considerations



## Strategic Considerations

### COVID-19 Recovery & Business Support



The Banyule economy is in a fragile position as it emerges from the significant economic, social and health impacts associated with the COVID-19 pandemic. Although the effects of the pandemic have been substantial for the local economy, this also presents a number of opportunities, particularly in relation to economic recovery.

### La Trobe National Employment & Innovation Cluster



The La Trobe NEIC will play an important role in Banyule's economic future, making it a critical focus for Council's economic development unit going forward.

### Activity Centres



The Economic Development Strategy will need to consider the employment and business role of Banyule's activity centres and consider how they may develop to capture greater business activity in the future. Consideration should also be given to a precinct-based approach to the management of the activity centre network to align with Council's investigation of a place-based framework for its service delivery.

### Labour Force, Skills & Training



Many businesses and organisations in Banyule face issues both accessing and retaining a skilled local workforce, particularly in key industries such as health, education, hospitality and retail. Providing a highly skilled local labour force could be achieved through a combination of workforce attraction from outside the municipality, upskilling the local labour force through education and training and attracting resident workers who are currently employed outside the municipality.

### Inclusive Employment



Local Governments have a strong role in supporting an inclusive, socially sustainable economy. Banyule currently operates a successful suite of inclusive employment initiatives and services, which should be strengthened and promoted through the Economic Development Strategy.

### Visitor Economy



Banyule's existing visitor economy is relatively small and immature, however, there is strong growth potential due to its unique characteristics. The delivery of quality visitor infrastructure, services and amenity will improve the visitor experience, enhance the perception of Banyule for visitors and increase spend opportunities. Opportunities also exist to expand the municipality's open space and trails network to better connect visitors to Banyule.

### Environmental Sustainability



Consultation highlighted a widespread desire to grow the economy in a sustainable manner that minimises environmental impacts. There is an opportunity for 'green' business practices through promotion of renewable energy and circular economy practices that minimises waste and increase efficiencies of inputs. Banyule is well placed to harness the benefits of the circular economy philosophy across all sectors, with Council playing a lead role in promoting, attracting and supporting a sustainable business base.

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# Economic Development Framework

The outcomes of this Economic Development Strategy will align with the Banyule Community Vision 2041:

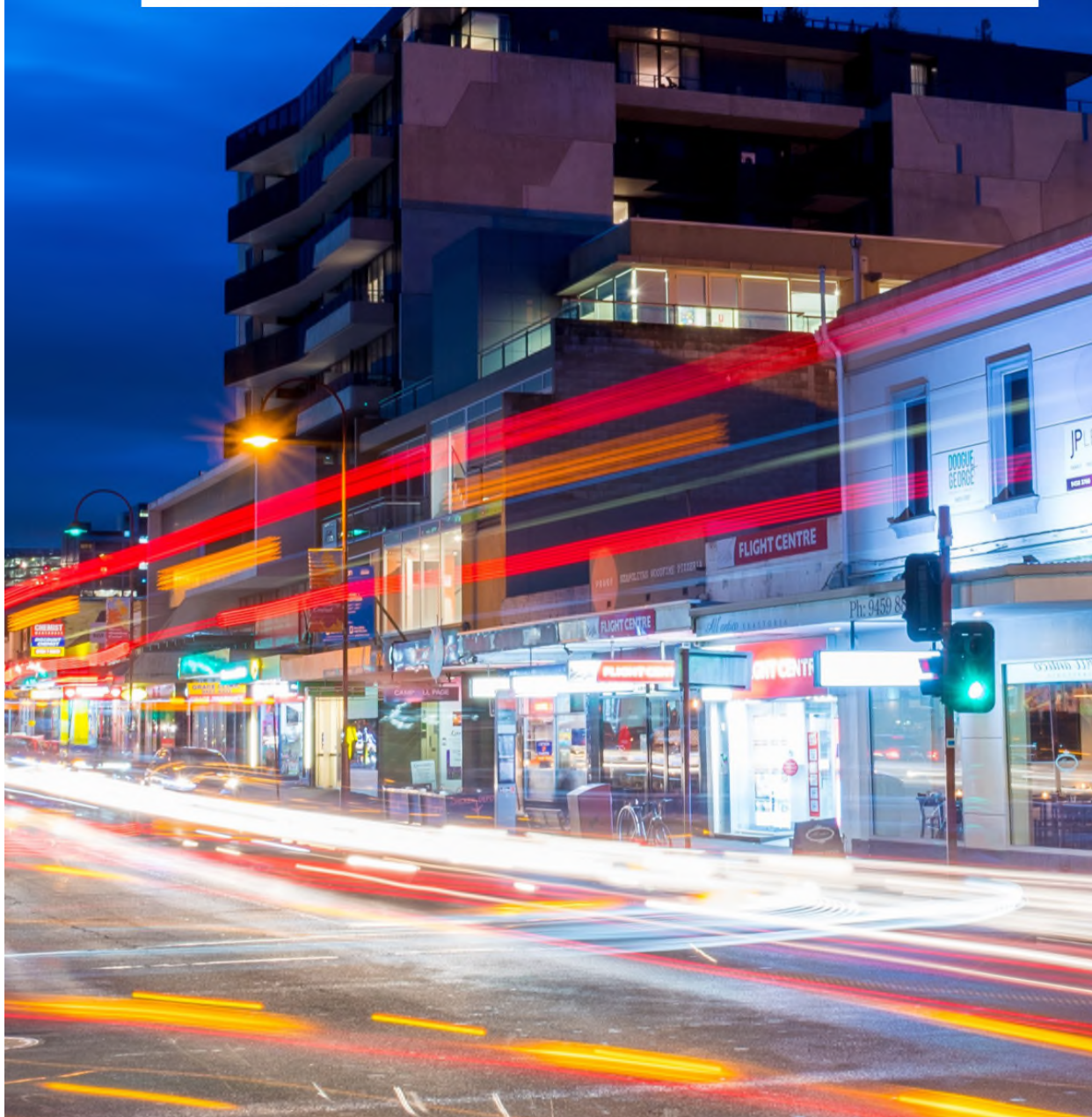
**“Banyule is a thriving, sustainable and inclusive local economy that supports a diverse business base and provides investment and employment opportunities for all.”**

# Vision



# Objectives

- 1. Support and grow the local business base**
- 2. Provide a diverse and job ready local labour force**
- 3. Promote the development and growth of the La Trobe NEIC**
- 4. Activate and improve the activity centre network**
- 5. Facilitate the growth of the local visitor economy**
- 6. Create an innovative and environmentally sustainable economy**



# Themes and Directions

The following economic development framework includes the key themes and strategic directions for the Banyule economy. This is used to identify the project opportunities and future actions for Council to achieve desired economic outcomes.



Theme

1

2

3

### A Dynamic & Supported Business Community

Support and grow the business community to generate industry growth and successful economic outcomes

### Workforce Growth, Attraction & Diversity

Providing a diverse and ready local labour force that have an opportunity to work locally.

### A Prosperous National Employment Cluster

Promote the development of the La Trobe NEIC and ensure the Banyule economy is a key beneficiary of the cluster's future economic success.

Strategic Directions

- 1.1**  
Promote business recovery and resilience
- 1.2**  
Support business investment and attraction
- 1.3**  
Improve business networking, engagement and collaboration

- 2.1**  
Attract and develop a 'job ready' local labour force to meet industry needs
- 2.2**  
Ensure workforce supply and diversity
- 2.3**  
Support procurement activity that generates social, economic and environmental outcomes

- 3.1**  
Support completion of planning for the cluster
- 3.2**  
Understand the future role of HWBP and ensure its sustainability
- 3.3**  
Facilitate growth of the health and food industries

Priority for Action

- Business Recovery & Assistance
- Business Attraction
- Business Networking

- Workforce Gap Analysis
- Workplace Diversity & Inclusion
- Housing Strategy

- Planning & Advocacy
- HWBP Masterplan



4

**Thriving & Vibrant Activity Centres**

Activate and improve activity centres throughout Banyule to support a range of uses, increase visitation and usage and deliver benefits to residents, workers, businesses and visitors.

**4.1**

A coordinated and strategic approach to the activity centre network

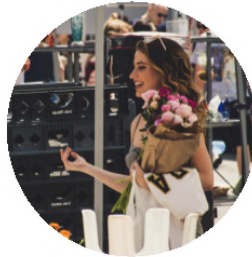
**4.2**

Support a diversity of uses including retail, hospitality and commercial

**4.3**

Support and enable Traders' Associations to activate and enhance activity centres using an outcomes-based approach

- Activity Centre Strategy
- Placemaking Projects
- Activity Centre Governance Model Review & Implementation



5

**A Desirable Destination For Visitors**

Facilitate the growth of the visitor economy by leveraging Banyule's unique natural and economic assets and enhancing the visitor experience.

**5.1**

Enhance visitor amenity, infrastructure and services

**5.2**

Improve opportunities to expand and enhance the night-time economy

**5.3**

Promote and protect Banyule's existing tourism assets and activities

- Night-time Economy Activation
- Visitor Economy Strategy



6

**An Environmentally Sustainable Local Economy**

Create an innovative and environmentally sustainable economy that generates growth opportunities and influences future strategic investments.

**6.1**

Support the development of a sustainable and circular 'green' economy

**6.2**

Build business resilience to current and future climate impacts

- Business Support
- HWBP Renewable Energy Feasibility Study

## Theme 1

# Dynamic & Supported Business Community

*Support and grow the business community to generate industry growth and successful economic outcomes*

### Overview

A core role for Council's economic development unit is to provide targeted business support to ensure the business base is able to strengthen and grow the local economy. Given the substantial impacts felt across the Banyule economy due to the COVID-19 pandemic, the provision of business support is particularly important over the short to medium term. Ensuring businesses have the tools to adapt, recover and grow in the long-term is critical to sustaining a prosperous business base.

As well, Banyule's business base is primarily (98%) non-employing or fewer than 20 employees (ie small-medium enterprises). Smaller businesses typically require additional support as they lack the resources to maximise growth opportunities or generate employment outcomes.

### Strategic Directions

- 1.1: Promote business recovery and resilience
- 1.2: Support business investment and attraction
- 1.3: Improve business networking, engagement and collaboration

### Indicators of Success

- Provide short and long term support to the business base through a variety of avenues
- Extend the business concierge program to continue providing planning permit support to small businesses
- Develop and maintain an up-to-date business database



## Strategic Directions



### 1.1: Promote Business Recovery and Resilience

The Banyule economy is in a recovery phase as it emerges from the economic, social and health impacts associated with the COVID-19 pandemic. At the peak of the pandemic, Banyule lost more than 1,400 jobs and \$60 million in economic output as a result of government-imposed lockdowns placed on Melbourne.

Although the effects of the pandemic have been substantial for the local economy, this also presents a number of opportunities, particularly in relation to economic recovery. Recent Council efforts have been focused on business and economic recovery, in response to the COVID-19 restrictions that have impacted many businesses, particularly those industries (e.g. retail, personal services and hospitality) that are consumer facing and rely on population movements.

As the economy continues to transition out of the pandemic there should be a short-term focus on supporting the existing business base to grow the local economy. However, business support should not only focus on short-term recovery, but also ensure businesses have the capabilities to overcome future external shocks.

This should include the provision of business development assistance for activities such as:

- Marketing;
- Business planning; and
- Financial management;
- Accessing grants.



### 1.2: Support Business Investment and Attraction

Local Council's role in economic development includes the core activities to support existing industries and promote business growth and investment. These are typically facilitated through regular and meaningful engagement, with a view to helping businesses overcome specific challenges and providing a conducive environment to achieve positive business and employment outcomes.

Ensuring the existing (and future) business base has the tools to adapt, recover and grow in the long term is critical to fostering a thriving business community. Streamlining regulatory processes, ensuring appropriate commercial land and facilities and identifying business attraction activities targeting businesses that support Council's economic development agenda are important actions to ensure Council facilitates business investment and attraction within the municipality.

Providing a supportive environment for the small business community is a key priority for Council, given that the number of SMEs, which currently represent 98% of the business base, is expected to grow (particularly home-based businesses) in response to the rise in remote working and relocation of businesses from the CBD.

The provision of adequate employment land will also support future business investment and attraction. Council should consider undertaking a review of the municipality's employment land to identify opportunities to increase the supply of specialised employment land and encourage ongoing development of new office space.



### 1.3: Enhance Business Networking, Engagement and Collaboration

Building a connected and engaged business base helps facilitate industry collaboration, information sharing and creates B2B opportunities. This is vital to a thriving business community and ensures businesses have the skills and relevant support system to grow, particularly as most businesses are small and require additional resources to encourage growth.

Business networking offers a range of benefits for businesses including (but not limited to):

- Building relationships;
- Improve social skills;
- Solutions to business problems;
- Access new talent; and
- Business opportunities;
- Benchmarking;
- Supply chain/customer opportunities;

There is a potential for Council to facilitate and support additional networking and training opportunities for businesses, targeting those businesses who are seeking to upskill in certain areas of business management. This opportunity could be facilitated and administered through a dedicated CRM.

## Action Plan

The Action Plan provides a guide for the delivery of the projects and actions to achieve each theme's strategic directions and overall objective. The plan includes relevant actions, internal/supporting stakeholders, indicative costs and timeframes, categorised as follows:

- Short term (within 1 year);
- Medium term (1-3 years); and
- Long term (4 years +).

Note: Indicative costs are subject to confirmation and are assumed to be expenditure beyond the existing budget. In instances where projects are able to be delivered within existing resources, or where costs are unknown, these are listed as 'N/A'. Importantly, these costs do not refer to specific internal staffing requirements for Council.

Project	Action	Stakeholder/s		Priority	Time frame	Indicative Cost
		Internal	Partner			
<b>Business Support &amp; Assistance*</b>	Provide assistance, including promoting access to grants and financial/business planning. This should also include targeted assistance to help businesses alter operations in the wake of COVID-19, including supporting online presence/e-commerce opportunities, providing outdoor dining permits, etc.	Economic Development		High	Short	N/A
<b>Business Support*</b>	Identify opportunities to design and develop processes (e.g. Better Approvals for Business) to help businesses overcome regulatory barriers, improve the efficiency of planning permits and support investment.	Planning, Building & Local Laws, Economic Development, Environment & Transport		Medium	Short & Ongoing	N/A
<b>Business Mentoring &amp; Training*</b>	Provide ongoing workshops, mentoring and training opportunities to improve industry capability and support business growth. This should focus on areas that businesses wish to upskill in (e.g. marketing, financial management, business planning etc.). This should include targeting relevant businesses through updating or enhancing Council's CRM database.	Economic Development		Medium	Ongoing	\$8,200/year
<b>State Government Advocacy</b>	Advocate to State Government to understand mechanisms to better support businesses in the future. This will allow Council to be at the forefront of emerging industry challenges and opportunities.	Economic Development, Corporate Governance & Communications		Medium	Ongoing	N/A



Project	Action	Stakeholder/s		Priority	Time frame	Indicative Cost
		Internal	Partner			
<b>Business Attraction</b>	<p>Identify diverse and innovative business attraction activities that targets businesses that support Council's economic development objectives, including the ability to generate economic growth and alignment with environmental sustainability. These activities should focus on</p> <ul style="list-style-type: none"> <li>Promoting Banyule's advantages to industry (via marketing channels);</li> <li>Establishing a program that targets innovative small businesses and start-ups;</li> <li>Engaging with prospective investors; and</li> <li>Measures/incentives to encourage business investment and relocation to Banyule (e.g. assistance with planning permits, access to parking, high-speed internet, etc.)</li> </ul> <p>These activities should be linked to the business concierge service provided by Council.</p>	Economic Development		High	Medium	\$30k /year
<b>Employment Land Assessment</b>	<p>Identify opportunities to increase supply of specialised employment land and encourage ongoing development of new office space, including:</p> <ul style="list-style-type: none"> <li>Reviewing current planning controls and the extent to which they encourage and facilitate employment floorspace delivery;</li> <li>If necessary, updating local planning policy to ensure employment floorspace is prioritised and encouraged in strategic locations (e.g. along commercial corridors, public transport networks and commercially desirable locations); and</li> <li>Ensuring that strategic planning process (such as preparation of structure plans) align with policies to facilitate investment in employment land and office development.</li> </ul>	Planning, Building & Laws, Strategic Planning & Urban Design		Medium	Medium	N/A
<b>Business Engagement Project*</b>	<p>Develop an engagement plan that guides Council's interactions and partnerships with Government and industry, focusing on:</p> <ul style="list-style-type: none"> <li>Information sharing and collaboration.</li> <li>Identify shared priorities across industry for advocacy purposes.</li> <li>Increase opportunities for funding to deliver priority projects/infrastructure.</li> </ul> <p>This could be supported through the development of an up-to-date Customer Relationship Management (CRM) software that allows ongoing communication with local businesses.</p>	Economic Development		Medium	Short & Ongoing	N/A

Project	Action	Stakeholder/s		Priority	Time frame	Indicative Cost
		Internal	Partner			
<b>Business Networking*</b>	Promote business to business activity and connections through business networking, which can be facilitated by Council in collaboration with other industry bodies (e.g. NORTH Link, Traders' Associations).	Economic Development		High	Ongoing	N/A
<b>Business Communication*</b>	Regular communication and promotion of external private and public support programs and resources available to businesses, including through traditional communication channels, such as newsletters and contemporary communication channels, such as social media.	Economic Development		High	Ongoing	N/A
<b>Business Awards*</b>	Present business awards to top performing businesses in the municipality on a two-yearly basis and facilitate the ongoing delivery of the Northern Business Achievement Awards.	Economic Development		Medium	Ongoing	\$20k
<b>Business Grants*</b>	Provide business grants to suitable businesses within the municipality to support growth of the local business base. This is expected to benefit 10-15 recipients every two years.	Economic Development		Medium	Ongoing	\$20k

\*Note these actions/programs are already delivered by Council in some capacity

Implementation of the Strategy should be monitored on an ongoing basis using the indicators of success and monitoring tools outlined below.

#### Indicators of Success & Monitoring Tools

Indicator	Monitoring
<i>Provide short and long term support to the business base through a variety of avenues</i>	Annually, via Council records
<i>Extend the business concierge program to continue providing planning permit support to small businesses</i>	Ongoing, via Council records
<i>Develop and maintain an up-to-date business database</i>	Review and update annually, using the Australian Business Register (ABR) or Council-operated CRM

## Theme 2

# Workforce Growth, Attraction & Diversity

*Providing a diverse and ready local labour force that have an opportunity to work locally and have clear skills pathways.*

### Overview

Banyule has a relatively stable labour force that has experienced modest growth in recent years. Growing the local workforce is critical for future business growth, resident attraction and increasing economic activity associated with higher income levels (e.g. local consumption).

Despite a relatively healthy labour force, there are several workforce-related issues that need to be addressed in order to support economic and business growth. Many businesses and organisations in Banyule face issues both accessing and retaining a skilled local workforce, particularly in key industries such as health, education, hospitality and retail.

Challenges in employing 'job ready' people can stymie business' capacity to operate effectively and can have implications on growth prospects. As well, ensuring all residents have access to local employment opportunities is critical to maximising positive economic development and social outcomes in Banyule.

### Strategic Directions

**2.1: Attract and develop a 'job ready' local labour force to meet industry needs**

**2.2: Ensure workforce supply and diversity**

**2.3: Support sustainable local, social and environmental procurement**

### Indicators of Success

- A decrease in labour shortages and skills gaps in target industries (hospitality, education, health and retail)
- Ensure residents have suitable opportunities to gain employment
- Provide adequate support to social enterprises operating in Banyule



## Strategic Directions



### 2.1: Attract and Develop a 'Job Ready' Local Labour Force to Meet Industry Needs

Providing a skilled labour force that meets the needs of Banyule's business base is critical to the municipality's future economic development. This can be achieved via a combination of upskilling local resident workers (via education and training) as well as workforce attraction from outside Banyule.

Understanding Banyule's role in the broader northern Melbourne region from a workforce perspective is an important aspect of this strategic direction. The municipality's regional role should be a key consideration to understand the nature and scale of upskilling local residents versus workforce attraction from outside Banyule.

Council should, in collaboration with industry, education/training institutions and regional organisations (e.g. NORTH Link), identify and support programs that can: attract skilled employees; and ensure current employees have the relevant skills to meet industry needs.

Consideration also needs to be given to the ability of the local workforce to attain appropriate housing. Ensuring a diverse and affordable housing stock exists in Banyule will be critical to supporting key workers, particularly given the substantial price growth in recent years. A municipal level housing strategy will provide a framework to address housing issues and opportunities in Banyule and ensure the local workforce's housing needs are met.



### 2.2: Ensure Workforce Supply and Diversity

Fostering workplace diversity and increasing the employment base in Banyule will provide strength across a variety of industries and create a solid platform for employment growth in the municipality.

To promote sustainable growth and increase the socio-economic wellbeing of all residents, it will be critical for Banyule to promote workforce inclusion and employment accessibility. This will help reduce existing inequities, ensure future prosperity is inclusive and provide businesses with a larger pool of employees to support business operations. Where applicable, opportunities to support disadvantaged communities including First Nations resident workers should be supported and implemented.

As the business and subsequent jobs base becomes more diversified, the local economy will become more sustainable and resilient, which is key to achieving long-term growth.



### 2.3: Support procurement activity that generates social, economic and environmental outcomes

Council is able to facilitate positive economic outcomes via public and private sector procurement. Ensuring businesses and government are focused on local procurement is critical to future industry development and will create substantial flow-on benefits throughout the local economy.

Council must support sustainable local, social and environmental procurement to show leadership to industry and ensure maximum economic and social value is captured locally as Banyule grows. The procurement process should also support First Nations employees and businesses where possible to foster positive economic and social outcomes for this cohort of the population.

## Action Plan

The Action Plan provides a guide for the delivery of the projects and actions to achieve each theme's strategic directions and overall objective. The plan includes relevant actions, internal/supporting stakeholders, indicative costs and timeframes, categorised as follows:

- Short term (within 1 year);
- Medium term (1-3 years); and
- Long term (4 years +).

Note: Indicative costs are subject to confirmation and are assumed to be expenditure beyond the existing budget. In instances where projects are able to be delivered within existing resources, or where costs are unknown, these are listed as 'N/A'. Importantly, these costs do not refer to specific internal staffing requirements for Council.

Project	Action	Stakeholder/s		Priority	Time frame	Indicative Cost
		Internal	Partner			
<b>Workforce Gap Analysis &amp; Strategy</b>	Prepare a Workforce Gap Analysis, in collaboration with industry and local employment providers, to identify employment and skills gaps in key industry sectors and identify common issues for employers and jobseekers. This should include investigation of training programs that could be initiated by the private sector to promote recruitment, up-skilling, including both public and 'in-house' training processes. The Workforce Gap Analysis should be complemented by a Workforce Attraction Strategy to address key gaps and provide a pathway for jobseekers.	Economic Development	North LINK, Victorian Skills Authority, DPJR	High	Medium	\$80k
<b>Housing Strategy</b>	Develop an overarching Housing Strategy that investigates the issues with housing supply and solutions to providing housing that meets the needs of existing and future residents (inc. provision of rental properties). This should look to leverage the recent State Government funding announcement for social and affordable housing. The Strategy should also identify investment opportunities for housing targeted to resident needs in proximity to key employment nodes within Banyule.	Strategic Planning & Urban Design		High	Medium	\$50k

Project	Action	Stakeholder/s		Priority	Time frame	Indicative Cost
		Internal	Partner			
<b>Workplace Diversity &amp; Inclusion</b>	Develop, facilitate and promote workplace diversity and inclusion programs for the public and private sectors to promote accessible employment opportunities for all communities, including First Nations residents. This will align with the focus areas and actions identified in Council's Inclusive Local Jobs Strategy, including: <ul style="list-style-type: none"> <li>Stimulate inclusive employment opportunities;</li> <li>Strengthen pathways to employment;</li> <li>Grow business ownership and entrepreneurship; and</li> <li>Advance inclusive employment practices across the local government and private sector.</li> </ul>	Inclusive Enterprise & Local Jobs		High	Medium	N/A
<b>Procurement Policy Review</b>	Review Council's Procurement Policy with the view to promoting purchasing and use of local product and or services.	Procurement, Economic Development		Medium	Ongoing	N/A
<b>Inclusive Enterprise Support*</b>	Provide support to existing inclusive enterprises in Banyule and those wishing to establish in the municipality in line with the priority actions identified in the Social Enterprise Strategy.	Inclusive Enterprise & Local Jobs		Medium	Short	N/A

\*Note these actions/programs are already delivered by Council in some capacity

### Indicators of Success & Monitoring Tools

Indicator	Monitoring
<i>A decrease in labour shortages and skills gaps in target industries (hospitality, education, health and retail)</i>	Annually: <ul style="list-style-type: none"> <li>Growth and share of local jobs across target industries, ABS Census of Employment.</li> <li>Feedback from tertiary education providers.</li> <li>Feedback from business and traders associations.</li> <li>Feedback from local businesses.</li> </ul>
<i>Ensure residents have suitable opportunities to gain employment</i>	Annually, via Council's records and/or community feedback
<i>Provide adequate support to social enterprises operating in Banyule</i>	Annually, via Council's records

## Theme 3

# A Prosperous National Employment Cluster

*Promote the development of the La Trobe NEIC and ensure the Banyule economy is a key beneficiary of the cluster's future economic success.*

### Overview

The La Trobe NEIC is a critical economic precinct for the Banyule economy. The precinct includes La Trobe University, the Northland Shopping Centre and the Austin Biomedical Alliance Precinct, plus a concentration of other health, research, commercial and retail activities in and around the Heidelberg MAC.

Given the limited planning for the cluster to date, Council and government need to distil La Trobe's value proposition for target industry sectors, enterprise and service providers. Industry sectors that stand to benefit from the cluster and its future amenity, service and infrastructure advantages need to be identified and targeted for facilitation and investment attraction.

The following strategic directions and projects are designed to leverage Banyule's specialisations within the precinct and ensure substantial economic benefits are captured within the local economy.

### Strategic Directions

- 3.1: Support completion of planning for the cluster
- 3.2: Understand the future role of HWBP and ensure its sustainability
- 3.3: Facilitate growth of the health and food industries

### Indicators of Success

- Planning for the cluster progresses towards completion
- Support growth in the health and food industries within the cluster
- Increase in infrastructure funding from the public sector for the precinct in Banyule



## Strategic Directions



### 3.1: Support Completion of Planning for the Cluster

To date, there has been limited work undertaken to understand the economic development opportunities for the La Trobe NEIC. The Framework Plan for the cluster has remained in draft form since 2017 and is supported by very limited economic research.

Council must encourage completion of planning for the cluster given the significant economic benefits, particularly from an employment perspective, expected to flow into Banyule as a result of the precinct's future growth. Although cluster planning is a state-led initiative, Council has an opportunity to facilitate (and fast-track) the planning phase through advocacy efforts and can also ensure the municipality is positioned to maximise benefits as the precinct develops over time.

There are significant assets within the NEIC that sit outside the Banyule municipal boundary, including La Trobe University and Northland Shopping Centre. These two sites are planning significant investment over the next decade to expand their footprint within the broader economy.

This presents a strong opportunity for Banyule to leverage the significant investment planned in proximity to its municipality. This will need to consider the nature of the planned investment, as well as alignment to existing strengths of the Banyule economy.



### 3.2: Understand the Future Role of HWBP and Ensure its Sustainability

There is an emerging and changing role for the Heidelberg West Business Park, which is considered an important asset for Banyule's economy. Whilst the precinct continues to provide manufacturing and warehousing in a traditional industrial form, there is an evolving role for the precinct to support higher technology production and services.

Understanding the future profile of the industrial precinct is important to ensure the growth potential of the precinct is maximised. Opportunities exist to explore the potential of leveraging future investment at La Trobe University in the food science and biotech industries, as well as activating the precinct via the night time economy.

Consultation indicated existing issues associated with parking, lighting, streetscape, amenity and public transport access (particularly the southern end) that also need to be addressed in future planning. There is also an opportunity over the longer term to transition the management model of the activity centre network to include industrial precincts and provide a more holistic approach to the management of all economic precincts in Banyule, including HWBP.



### 3.3: Facilitate Growth of the Health and Food Industries

Ensuring the health precinct is able to reach its growth potential in a sustainable and orderly manner should be a focus for the Strategy. Supporting the precinct is also important given the substantial share of economic value associated with the health industry in Banyule.

Consultation with the local health sector revealed the potential for much stronger collaboration between the industry and Council, as well as an opportunity to implement training and skills support that aligns with the employment needs of the health sector.

Food manufacturing is an emerging industry that can attract significant business (and government) investment and support domestic market opportunities, including tourism. There is an opportunity to grow this sector further through targeted investment attraction.



## Action Plan

The Action Plan provides a guide for the delivery of the projects and actions to achieve each theme's strategic directions and overall objective. The plan includes relevant actions, internal/supporting stakeholders, indicative costs and timeframes, categorised as follows:

- Short term (within 1 year);
- Medium term (1-3 years); and
- Long term (4 years +).

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Project	Action	Stakeholder/s		Priority	Time frame	Indicative Cost
		Internal	Partner			
<b>Planning &amp; Advocacy*</b>	Continue advocacy work with state government to complete planning for the cluster. Council should also establish a steering committee that includes a mix of key industry and government stakeholders to regularly meet and discuss progress of the cluster's development. The committee could also explore the key economic development opportunities for the cluster, with a focus on benefits accrued in Banyule.	Economic Development, Strategic Planning & Urban Design, Advocacy, Engagement & Communications	Industry representatives, Darebin City Council	High	Ongoing	N/A
<b>HWBP Masterplan</b>	Develop a masterplan to understand and address the future industry profile and role of the HWBP. The investigation should have consideration for the evolution of surrounding areas, such as La Trobe University, and the precinct's ability to leverage changing economic landscapes (e.g. food science, biotech industries).	Strategic Planning & Urban Design, Economic Development		High	Medium	\$50k
<b>HWBP Governance Review</b>	Undertake an investigation into the ideal governance and funding model for the HWBP going forward.	Economic Development		Medium	Medium	\$20k
<b>HWBP Renewable Energy Feasibility Study</b>	Investigate the feasibility for HWBP to transition to renewable energy generation.	Transport & Environment, Economic Development		High	Long	N/A

Project	Action	Stakeholder/s		Priority	Time frame	Indicative Cost
		Internal	Partner			
<b>Industry Attraction Strategy</b>	Develop an Industry Attraction Strategy for the health and food industries that includes business attraction strategies promoting Banyule's advantages, and also identifies measures that encourages businesses to relocate. This should be linked to Council's business attraction services.	Economic Development		Medium	Long	N/A
<b>Employment Land Assessment</b>	Ensure adequate zoned land supply to attract new industry in appropriate locations within the cluster (in Banyule). This includes provision of sufficient commercial and/or industrial land, to ensure there is availability for potential businesses to invest.	Strategic Planning & Urban Design		Medium	Medium	N/A

\*Note these actions/programs are already delivered by Council in some capacity

#### Indicators of Success & Monitoring Tools

Indicator	Monitoring
<i>Planning for the cluster progresses towards completion</i>	Annually, via Council's records
<i>Support growth in the health and food industries within the cluster</i>	Annually, via ABS data/Council's records
<i>Increase in infrastructure funding from the public sector for the precinct in Banyule</i>	Annually, via Council's database

## Theme 4

# Thriving & Vibrant Activity Centres

*Activate and improve activity centres throughout Banyule to support a range of uses, increase visitation and usage and deliver benefits to residents, workers, businesses and visitors.*

### Overview

Supporting Banyule's activity centre network will help foster economic development outcomes and deliver flow-on benefits throughout the local economy.

Banyule's activity centres and shopping precincts are key assets that provide a range of social and economic benefits for the region. Industry and stakeholders consulted indicated that activity centres in Banyule are facing a variety of challenges including ageing facilities and amenity, labour shortages, sub-optimal business mix as well as impacts associated with the pandemic.

Strengthening the employment and business role of Banyule's activity centres and ensuring they develop to capture greater business activity will be critical to the future success of the network. Many business stakeholders identified the need to improve public spaces in activity centres to make them more desirable to users as well as improve placemaking of centres. Ensuring the municipality's activity centres are managed in a strategic nature will also play an important role in futureproofing their sustained economic value.

### Strategic Directions

4.1: A coordinated and strategic approach to the activity centre network

4.2: Support a diversity of uses including retail, hospitality and commercial

4.3: Support and enable Traders' Associations to activate and enhance activity centres using an outcomes-based approach

### Indicators of Success

- Increase in visitation/footfall across a representative sample of the activity centre network
- Increase in expenditure/turnover across the activity centre network
- Delivery of a program of public realm investment across activity centres.



## Strategic Directions



### 4.1: A Coordinated and Strategic Approach to the Activity Centre Network

Given Council plays an important leadership role in the management and funding of Banyule's activity centre network, facilitating a coordinated and strategic approach will be critical to the network's future success. Council should ensure shopping precincts cater to the need of the local community and visitors, and are accessible and inclusive for all users.

The current approach to activity centres has been described as piecemeal, and is lacking a strong strategic vision. There is a need for a municipal-wide activity centres strategy that clearly defines the hierarchy and role of each centre, as well as a uniform set of individual strategies that are aligned. Placemaking is also an important component of shopping precinct improvement and should inform future investments and strategic decisions.

Consideration should also be given to the adoption of a precinct-based approach to activity centre management in the future to align with Council's investigation of a place-based framework for its service delivery.



### 4.2: Support a Diversity of Uses including Retail, Hospitality and Commercial

Fostering a diverse range of economic and community uses within activity centres promotes sustainable growth.

For the activity centres and shopping precincts to generate visitation and local consumption, Council should support diversity of uses that caters to all users, including residents, workers and visitors. This should focus on the retail, hospitality and commercial industries, which are the core business base of the activity centre network and provide key services and amenity.

As demand for temporary business/meeting spaces and supporting services increases due to the shift to remote working, activity centres in Banyule should explore opportunities to capture additional economic activity within the local economy. These activities could also support the development of a more diverse and innovative business base, as providing support to SMEs could attract new start-ups, digital enterprises and entrepreneur-based businesses.



### 4.3: Support and Enable Traders' Associations to Activate and Enhance Activity Centres Using an Outcomes-Based Approach

Traders' Associations are important assets for Council as they represent and support key activity centres and shopping precincts and provide/facilitate key services. They provide a useful collaboration mechanism for local businesses and facilitate precinct development initiatives. Council should support existing associations using an outcomes-based approach to ensure efficient use of funding, particularly given Council's substantial ongoing investment in these associations.

Council is currently considering adopting a place-based framework for its service delivery over the longer term horizon, which is likely to have implications for its approach to managing the activity centre network.

The key objectives of the place-based framework are to:

- Tailor local government service delivery, including town planning, economic development, community services and open space investment to the liveability needs and aspirations of Banyule's distinct communities; and
- Design Council's internal operations to ensure service delivery is:
- Prioritised according to evidence; and
- Coordinated to achieve financial and operational efficiencies.

If this place-based framework is adopted, Council's approach will shift from undertaking one-off activity centre improvements to integrating investments across precincts to ensure economies of scale in service delivery and cohesive precinct-based outcomes are achieved.

Findings from a review of the activity centre network's management and funding model found that improvements can be made to the existing model to ensure optimal community and economic outcomes are achieved.

## Action Plan

The Action Plan provides a guide for the delivery of the projects and actions to achieve each theme's strategic directions and overall objective. The plan includes relevant actions, internal/supporting stakeholders, indicative costs and timeframes, categorised as follows:

- Short term (within 1 year);
- Medium term (1-3 years); and
- Long term (4 years +).

Note: Indicative costs are subject to confirmation and are assumed to be expenditure beyond the existing budget. In instances where projects are able to be delivered within existing resources, or where costs are unknown, these are listed as 'N/A'. Importantly, these costs do not refer to specific internal staffing requirements for Council.

Project	Action	Stakeholder/s		Priority	Time frame	Indicative Cost
		Internal	Partner			
<b>Activity Centre Performance Indicators</b>	Investigate the implementation of consistent performance indicators across all major and minor activity centres within the municipality. This could include the installation of pedestrian counters or a subscription to expenditure data Spendmapp. This would provide an evidence base to make informed investment decisions and track the performance of individual centres.	Economic Development		Medium	Short & Ongoing	\$22k/year
<b>Neighbourhood Activity Centre Strategy</b>	Develop an Activity Centre Strategy which provides an overarching framework and hierarchy for the activity centre network in Banyule. The strategy should align with Council's place-based framework and would ideally provide an evidence base to define a series of precincts within the municipality. This will provide clear guidance to the community and businesses as to the future role of each activity centre and ensure a coordinated and strategic approach going forward.	Strategic Planning & Urban Design		High	Medium	\$20k
<b>Co-working Feasibility Study</b>	Investigate the potential to provide co-working facilities and supporting infrastructure in strategic locations to support small businesses, home-based businesses and remote workers in Banyule. This could include provision of Council-owned facilities/meeting spaces or advocating for private investment in co-working hubs.	Strategic Properties & Projects	Private investors	Medium	Medium	\$20k
<b>Development Program</b>	Establishing effective internal program to engage with local property owners and the investment and development community to promote Banyule development opportunities within (or in proximity to) activity centres.	Strategic Properties & Projects	Private investors	Medium	Medium	N/A

Project	Action	Stakeholder/s		Priority	Time frame	Indicative Cost
		Internal	Partner			
<b>Placemaking Program</b>	Prepare and fund a placemaking program that identifies future placemaking projects to activate all major and minor activity centres, including initiatives that enhance utilisation and increase local business activity as well as build community attachment and value to local places. These projects will be identified and prioritised according to the outcomes of the Integrated Placed Based Framework and the Activity Centre Strategy.	Strategic Planning & Urban Design, Arts & Culture, Economic Development		High	Medium/Long Term	N/A
<b>Activity Centre Governance Model Review &amp; Implementation*</b>	Implement the recommended improvements to the current activity centre governance model as detailed in the 2022 review. Council should also review the activity centre governance model in line with recommendations made in the 2022. The timing of the review should align to the completion of Council's investigation into the adoption of a place-based framework for its service delivery.	Economic Development		High	Short	N/A

\*Note these actions/programs are already delivered by Council in some capacity

### Indicators of Success & Monitoring Tools

Indicators	Monitoring
<i>Increase in visitation/footfall across a representative sample of the activity centre network</i>	Quarterly, via pedestrian counters
<i>Increase in expenditure/turnover across the activity centre network</i>	Annually, via Spendmapp database*
<i>Delivery of a program of public realm investment across activity centres</i>	Annually, via Council's database

\*Spendmapp subscription is under consideration

## Theme 5

# A Desirable Destination for Visitors

*Facilitate the growth of the visitor economy by leveraging Banyule's unique natural and economic assets and enhancing the visitor experience.*

### Overview

Banyule has an opportunity to leverage greater economic outcomes from tourism by supporting sustainable growth in the visitor economy. Growing the Banyule visitor economy is critical for economic development as it stimulates business investment, promotes local consumption and commercial activity, and supports the creation of new local jobs.

Although tourism in Banyule is a developing industry, the municipality's unique characteristics position it well for future growth. These characteristics include quality green open spaces and waterways in close proximity to Melbourne's CBD as well as a large and growing health precinct that provides access to a significant visiting friends and relatives market.

There are substantial opportunities to establish Banyule as a successful visitor destination, particularly through:

- Leveraging the municipality's natural and water-based assets;
- Providing supporting product and infrastructure to enhance visitor amenity and generate yield (e.g. quality accommodation, food and beverage, retail etc.); and
- Activation of the night-time economy.

Growth in the tourism industry will also serve to diversify the local economy and reduce reliance (and leverage at the same time) key industries such as the health sector.

### Strategic Directions

**5.1: Enhance visitor amenity, infrastructure and services**

**5.2: Improve opportunities to expand and enhance the night-time economy**

**5.3: Promote and Protect Banyule's Existing Tourism Assets and Activities**

### Indicators of Success

- Provide adequate support to tourism proposals that assist in achieving visitor economy growth
- Increase in the number of investment enquiries, commercial planning and building permits issues related to accommodation proposal's in Banyule
- Increase in the number of night-time events/activities occurring in Banyule



## Strategic Directions



### 5.1: Enhance Visitor Amenity, Infrastructure and Services

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The delivery of quality visitor infrastructure, services and amenity will improve the visitor experience, enhance the perception of Banyule for visitors and increase spend opportunities. While Council has some influence in the level of visitor amenity and quality of infrastructure, this will also require significant private investment in order to drive real change in the local visitor economy.

There is no existing visitor economy strategy for Banyule to guide tourism development. This presents as a useful document for the municipality that would provide a strategic framework for the tourism industry going forward.

One of the key opportunities identified during consultation was an increased provision of accommodation for hospital visitors in Banyule. This has the potential to capture significant economic benefits that are currently leaking out of the municipality (primarily Melbourne CBD) due to a lack of accommodation options.



### 5.2: Improve Opportunities to Expand and Enhance the Night-Time Economy

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A strong night-time economy has the potential to generate significant economic and social benefits in Banyule, including (but not limited to):

- Add vibrancy and a sense of uniqueness to an area;
- Create social cohesion and civic pride;
- Improve safety;
- Generate economic activity outside 'traditional' working hours; and
- Strengthen the tourism and cultural brand for the municipality.

There is an opportunity to expand Banyule's night time visitor economy through the provision of contemporary dining experiences, activation of industrial precincts and the introduction of night markets (amongst others).



### 5.3: Promote and Protect Banyule's Existing Tourism Assets and Activities

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To create a successful visitor destination, it will be important for Council, in collaboration with government, industry and tourism stakeholders, to develop a unique brand that promotes Banyule to visitors. This should market Banyule's key natural assets, products and experiences to attract visitors and promote the region as a desirable place to visit. There is also an opportunity to leverage Banyule's proximity to other visitor destinations (e.g. Yarra Valley, Heidi MOMA etc.)

This could be achieved through development of marketing collateral that provides visitors with an up-to-date guide of key activities, packaged itineraries and local tourism services.



## Action Plan

The Action Plan provides a guide for the delivery of the projects and actions to achieve each theme's strategic directions and overall objective. The plan includes relevant actions, internal/supporting stakeholders, indicative costs and timeframes, categorised as follows:

- Short term (within 1 year);
- Medium term (1-3 years); and
- Long term (4 years +).

Note: Indicative costs are subject to confirmation and are assumed to be expenditure beyond the existing budget. In instances where projects are able to be delivered within existing resources, or where costs are unknown, these are listed as 'N/A'. Importantly, these costs do not refer to specific internal staffing requirements for Council.

Project	Action	Stakeholder/s		Priority	Time frame	Indicative Cost
		Internal	Partner			
<b>Visitor Economy Strategy</b>	Appoint a consultant to prepare a visitor economy strategy that clearly defines Banyule's key focus areas to develop and strengthen its tourism industry and provides an investment blueprint for the future. The strategy would be used to identify key tourism product and supporting infrastructure which will meet the needs of existing and future visitors to the region and support economic growth.	Economic Development, Open Space Planning, Arts & Culture, Strategic Planning & Urban Design	NORTH Link	High	Medium	\$60k
<b>Support Retail &amp; Hospitality Investment</b>	Support retail and hospitality investment in popular visitor destinations, such as Heidelberg and Ivanhoe, through engagement with industry and private investors.	Economic Development	Private Investors	Medium	Ongoing	N/A
<b>Night-time Activation Program</b>	Develop a night-time activation program to assist local businesses, creative agencies, community groups and entrepreneurs build a vibrant night-time economy by developing new and interesting experiences and destinations	Economic Development		High	Medium - Long Term	N/A
<b>Outdoor Dining*</b>	Support outdoor dining opportunities at key night-time locations throughout the municipality to improve vibrancy during the evening.	Planning, Building & Laws, Economic Development		Medium	Ongoing	N/A
<b>Precinct Activation</b>	Investigate the night-time activation opportunities at underutilised precincts across the municipality, in particular the HWBP.	Economic Development, Planning, Building & Laws		Medium	Medium	N/A
<b>Night Market Feasibility Study</b>	Investigate the opportunity to establish a regular night market in Banyule. The investigation should consider key night-time locations and seek to leverage existing economic strengths of the region.	Economic Development, Community Programs		Medium	Medium - Long Term	N/A

Project	Action	Stakeholder/s		Priority	Time frame	Indicative Cost
		Internal	Partner			
<b>Building Activation</b>	Investigate the use of existing buildings for night-time uses e.g. commercial office lobbies used after-hours as an art gallery or small bars. Council could work with developers and landlords to activate vacant premises with evening and night-time uses. This could provide affordable opportunities for local start-ups, creative workers and community groups.	Economic Development, Strategic Planning & Urban Design, Development Planning, Property Operations, Strategic Projects	Developers/land lords	Medium	Medium	N/A
<b>Night-time Transport Support</b>	Provide a safe and reliable transport environment to support the night-time economy. This could include relaxed night-time parking restrictions, improving way-finding and connectivity and advocating to state government for late-night public transport to key entertainment nodes	Transport & Environment, Economic Development		Medium	Ongoing	N/A
<b>Visitor Guide</b>	Develop an official visitor guide that showcases key visitor attractions and services and leverages visitor assets in proximity to Banyule.	Economic Development		Low	Medium	N/A

\*Note these actions/programs are already delivered by Council in some capacity

### Indicators of Success & Monitoring Tools

Indicator	Monitoring
<i>Provide adequate support to tourism proposals that assist in achieving visitor economy growth</i>	Annually, via Council's records
<i>Support night-time events/activities occurring in Banyule</i>	Annually, via Council's database
<i>Develop a unique brand and associated marketing collateral</i>	Annually, via Council's records

## Theme 6

# An Environmentally Sustainable Local Economy

*Create an innovative and environmentally sustainable economy that generates growth opportunities and influences future strategic investments.*

### Overview

Council, the community and industry has expressed the desire to grow the economy in a sustainable manner that minimises environmental impacts. There is strong local (as well as state and national) policy support for this initiative – such as the recently adopted Community Climate Action Plan – that seeks to reduce the City's environmental footprint. Council has also set a target of becoming carbon neutral by 2040 within the Plan.

The linkages between environmental sustainability and economic development outcomes have strengthened in recent times, driven by improved efficiencies and reductions in waste via sustainable business practices, circular economy opportunities to re-use waste (i.e. outputs) as a resource (i.e. inputs) and government policy (and funding) support for environmentally sustainable practices and achieving waste reduction goals.

Opportunities identified for 'green' business practices include promotion of renewable energy and circular economy practices that minimises waste and increase efficiencies of inputs. Banyule is well placed to harness the benefits of the circular economy philosophy across all sectors, with Council playing a lead role in promoting, attracting and supporting a sustainable business base.

### Strategic Directions

**6.1: Support the development of a sustainable and circular 'green' economy**

**6.2: Build business resilience to current and future climate impacts**

### Indicators of Success

- Develop a policy to encourage environmental sustainability outcomes for commercial development
- Provide advice and promote opportunities about government funding to support and subsidise environmentally sustainable outcomes
- Promote industry best practise through distribution of fact sheets
- Organise a Council forum to promote sustainable development practices



## Strategic Directions



### 6.1: Support the Development of a Sustainable and Circular 'Green' Economy

Building a sustainable local economy in Banyule requires active involvement from Council through the following channels:

- Delivery of education and training programs;
- Leading by example;
- Investigate feasibility of major sustainability projects;
- Provision of enabling infrastructure; and
- Advocating to other levels of government and industry.

At a precinct level, Council must advocate and examine opportunities for on-site renewable energy generation in Heidelberg to meet the needs of the health precinct. Council should also investigate the feasibility for HWBP to transition to renewable energy generation.



### 6.2: Build Business Resilience to Current and Future Climate Impacts

Banyule's business base will need to build resilience to future climate impacts to ensure they are able to operate in a sustainable nature going forward. Sustainable business practices will reduce operational emissions, whilst simultaneously realising greater cost reductions. The emissions profile of businesses will vary significantly depending on service. For example:

- Manufacturers: emissions are likely to be dominated by energy consumption during the production process and material transportation
- Hospitals: emissions profile likely to be dominated by significant heating, cooling and lighting demands
- Cafes/restaurants: equipment operation and food waste processing will largely contribute to their emission profile
- Retail stores: packaging and store energy consumption will often determine overall energy performance.

Council should facilitate and support sustainable business growth through policy development, advocacy, information sharing and education channels where appropriate. There are also a broad range of government funding opportunities available to businesses that should be promoted to the local business base.

## Action Plan

The Action Plan provides a guide for the delivery of the projects and actions to achieve each theme's strategic directions and overall objective. The plan includes relevant actions, internal/supporting stakeholders, indicative costs and timeframes, categorised as follows:

- Short term (within 1 year);
- Medium term (1-3 years); and
- Long term (4 years +).

Note: Indicative costs are subject to confirmation and are assumed to be expenditure beyond the existing budget. In instances where projects are able to be delivered within existing resources, or where costs are unknown, these are listed as 'N/A'. Importantly, these costs do not refer to specific internal staffing requirements for Council.

Project	Action	Stakeholder/s		Priority	Time frame	Indicative Cost
		Internal	Partner			
<b>Business Support</b>	Promote opportunities about government funding to support and subsidise environmentally sustainable outcomes for the local business base	Economic Development, Transport & Environment		High	Ongoing	N/A
	Promote industry best practise through distribution of fact sheets (e.g. fact sheets promoting financial incentives and savings of environmental upgrades).	Economic Development, Transport & Environment		High	Ongoing	N/A
<b>Circular Economy Business Case</b>	Prepare a business case to support circularity assessing material flows across the municipality.	Transport & Environment, Economic Development		Medium	Medium	N/A
<b>Circular Economy Training</b>	Identifying circular economy training needs, developing short courses to meet these needs and planning various events to showcase the circular innovations already happening in Banyule. This should also include delivery of the Circular Advantage training program for businesses.	Transport & Environment, Economic Development		Medium	Medium-Long Term	N/A

## Indicators of Success &amp; Monitoring Tools

Indicator	Monitoring
<i>Develop a policy to encourage environmental sustainability outcomes for commercial development as part of a broad ESD focus</i>	Annually, via Council's records
<i>Provide advice and promote opportunities about government funding to support and subsidise environmentally sustainable outcomes</i>	Annually, via Council's records
<i>Promote industry best practise through distribution of fact sheets (e.g. fact sheets promoting financial incentives and savings of environmental upgrades)</i>	Annually, via Council's records
<i>Organise a Council forum to promote sustainable development practices to Council and stakeholders including the investment and development community</i>	Annually, via Council's records

# Next Steps

To deliver the Economic Development Strategy, the document is supported by annual action plans. The annual action plans will provide a guide for the implementation of the project opportunities identified in the Economic Development Strategy. It includes relevant actions, lead/supporting stakeholders, indicative costs and timeframes.

It is intended that Council (led by the Economic Development team) may be required to lead, support or advocate identified projects, which may be delivered in partnership with State Government and/or the private sector. In addition, funding contributions (either in full or part) may be required to deliver certain projects.

Implementation of the Strategy should be monitored on an ongoing basis using the indicators of success and monitoring tools outlined throughout the annual action plans.



## GLOSSARY OF TERMS

Gross Regional Product	The total value of final goods and services produced in the region over the period of one year.
Output	Represents the gross revenue generated by businesses/ organisations in each of the industry sectors in a defined region. This term is also referred to as total sales or total income.
Employment	Employment data represents the number of people employed by businesses/organisations in each of the industry sectors in a defined region. Employment data presented in this report is destination of work data. That is, no inference is made as to where people in a defined region reside.
Regional Exports	Represents the value (\$) of goods and services exported outside of the defined region that have been generated by businesses / organisations in each of the industry sectors within the region.
Daytrip Visitor	Those who travel for a round trip distance of at least 50 kilometres, are away from home for at least 4 hours, and who do not spend a night away from home as part of their travel. Same day travel as part of overnight travel is excluded.
International Visitor	A person is defined as an international visitor to Australia if they are currently a resident overseas, have been in Australia for less than one year and are aged 15 years or over.
Overnight Visitor	People aged 15 years and over who undertake an overnight trip of one night or more and at least 40 kilometres away from home are referred to as overnight visitors. Only those trips where the respondent is away from home for less than 12 months are in scope of the NVS.
SEIFA	Developed by the ABS, this measures the relative level of socio-economic advantage and disadvantage for a defined area. The index score is based on a weighted combination of census variables that reflect disadvantage (e.g. income, education, employment, etc.), which is then standardised around the national average score of 1,000. A higher score on the index reflects a lower level of disadvantage. Therefore, a score above 1,000 indicates a lower level of disadvantage relative to the national average, while a score below 1,000 indicates a higher level of disadvantage relative to the national average.

## ACRONYMS

AAGR	Average Annual Growth Rate
ABS	Australian Bureau of Statistics
EDS	Economic Development Strategy
ERP	Estimated Resident Population
IVS	International Visitor Survey
LGA	Local Government Area
PA	Per Annum
NVS	National Visitor Survey
TRA	Tourism Research Australia
SEIFA	Socio-Economic Index for Areas
SME	Small to Medium Enterprise





# Banyule

## Economic Development Strategy