



Manningham Transport Action Plan

September 2021



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DATE: September 2021

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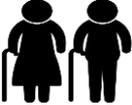
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1. Manningham's Transport Snapshot (Challenges and Opportunities)

	<p>Solely Rely on Buses</p> <p>Manningham is the only municipality in metropolitan Melbourne that is not serviced by either a tram or train</p>
	<p>Car Dependency</p> <p>70% of residents travel to work via Car (as driver)</p> <p>62% of households in Manningham having access to two or more vehicles, compared to 51% in Greater Melbourne.</p> <p>47% of short trips are taken by private vehicle</p>
	<p>Method of Travel to Work</p> <p>73% of residents travel outside of Manningham for work</p> <p>12.9% of Manningham residents travel to work by public transport, compared to 15.4% for wider Melbourne.</p>
	<p>Ageing population</p> <p>21.3% of residents are aged 65 or over, compared to 14.1% for wider Melbourne.</p>
	<p>Bus Usage & Doncaster Area Rapid Transit (DART) Services</p> <p>Given Manningham's public transport environment, 8.9% of residents use the bus to travel to work, compared to 1.5% for wider Melbourne.</p> <p>The introduction of DART bus services back in 2010 (routes 905, 906, 907, 908) resulted in a significant increase in bus patronage numbers, with an accumulated annual patronage recorded of over 4.5 million in 2018/2019 (48% increase since 2010).</p>
	<p>Bus Stop</p> <p>90.6% of properties are within 400m of a bus stop.</p>
	<p>Poor Performing Bus Services</p> <p>Overall 52% of Manningham Bus services average less than 20 patrons per service.</p>

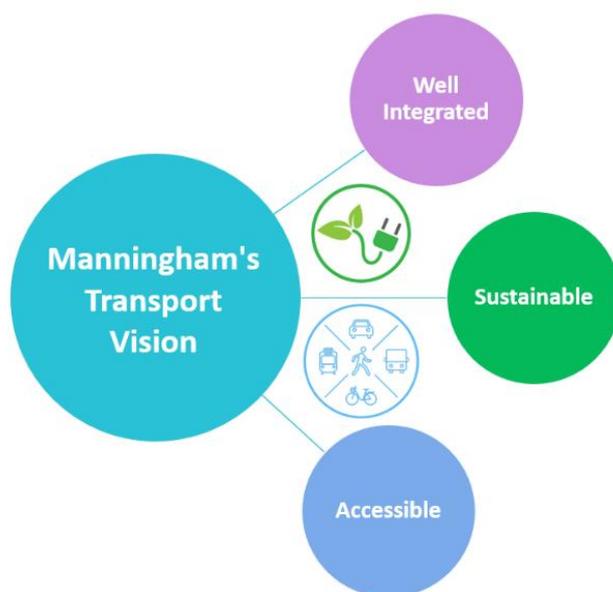
	43% (10 out of 23 services) of Manningham's Bus services operate at an average weekday frequency of greater than 25mins.
	<p>Victorian Bus Target</p> <p>Victorian Government released its objective to increase bus patronage by 60%, from 122 million trips a year to 200 million trips a year by 2030</p>
	<p>Active Travel</p> <p>1.5% of residents walk or cycle to work.</p> <p>There are 1700km of roads, paths, bike lanes and walking lanes maintained by council.</p>
	<p>Growing Activity Centres</p> <p>By 2030 Doncaster Hill traffic volumes are anticipated to be at a similar rate as existing inner-city levels, unless a 30% mode shift to alternative modes of transport (walking, cycling and public transport) is achieved (currently, 19% mode share).</p>
	<p>Major Projects</p> <p>The rapid growth of Greater Melbourne has seen a significant investment in many major transport projects. The North East Link, Fitzsimons Lane Upgrade and Suburban Rail Loop projects are anticipated to significantly alter Manningham's transport landscape in the coming years.</p>
	<p>Growing Population</p> <p>Manningham's population is anticipated to increase from 133,000 today to 149,000 residents by 2036</p>
	<p>COVID-19 Impacts</p> <p>During the first wave of COVID-19 transmission (March through to May 2020), Victoria experienced a drop of 90% in public transport patronage across all modes.</p>

*Data sourced from Profile ID, Australian Bureau of Statistics(2016), Department of Transport (2018-19)

2. Manningham's Transport Vision

Transport systems shape cities, build lifestyles and drive local economies, and a well-integrated transport network often underpins the successful operation of a city. This vision is supported by Council's Integrated Transport Strategy *Making Manningham Mobile* (2009) and Manningham Bus Network Review 2017. A comprehensive transport system includes all modes of travel – public transport (on and off road), private vehicles, private car and ride share programs, freight and active travel which includes both walking and cycling.

To support a well-integrated city, the Victorian Government's [Plan Melbourne \(2017-2050\)](#) strategy seeks to achieve a '20-minute neighbourhood' – where we can provide adequate transport access to employment and jobs, health, education and other social services within a 20 minute journey by public transport, walking or cycling from where people live. To support the '20-minute neighbourhood' will require investment and enhancement of our local activity centres to promote jobs, employment, housing and social and community facilities within Manningham's suburbs.



How We Achieve This

- Advocacy & Marketing
- Provision of Infrastructure
- Provision of Services
- Behaviour Change Programs and Initiatives
- 20-minute Neighbourhood Approach

2.1. MCC Guiding Transport Documents

Transport planning for Manningham is primarily guided by the following documents:

- *Making Manningham Mobile (2009)*
- *Manningham Bicycle Strategy (2013)*
- *Manningham Links Road Improvement Strategy (2014)*
- *Doncaster Hill Mode Shift Plan (2014)*
- *Doncaster Hill Behaviour Change Plan (2015)*
- *Walk Manningham Plan (2011-2020)*
- *Manningham Bus Network Review (2017)*
- *Healthy Cities Strategy (2021-2025)*
- *(Draft) Liveable City Strategy (2021)*
- *(Draft) Doncaster Hill Framework (2022)*

2.2. Purpose of the Transport Action Plan

Transport Planning in Manningham has primarily been guided by the *Make Manningham Mobile (2009)*, Council's Integrated Transport Strategy. Manningham's transport network is evolving due to major transport projects such as, the North East Link Project, Department of Transport Bus Study and the Suburban Rail Loop. Given that key matters of these projects have not yet been finalised, and that council is also currently developing the Liveable City Strategy as its overarching document for how we live and travel into the future, a long term integrated transport strategy is not required.

Therefore, the development of a Transport Action Plan is considered more appropriate, as it helps fulfil the short term objectives of an Integrated Transport Strategy, whilst also offering a flexible approach that will allow Council to adapt its advocacy and objectives to meet the needs of Manningham's evolving transport network.

Given the above, the development of the Liveable City Strategy and the new Transport Action Plan will supersede the *Make Manningham Mobile (2009)* Integrated Transport Strategy.

TRANSPORT ACTION PLAN	
PURPOSE	To propose a Transport Action Plan that details a number of key transport-based objectives, actions and advocacy priorities for Council.
OUTCOME	To outline a set of key actions to improve, manage and promote a well-integrated transport network, with a strong focus on sustainable transport such as walking, cycling and public transport.

2.3. Community Consultation (Imagine Manningham 2040)

Imagine Manningham 2040 (IM2040) was a community wide engagement project that was undertaken in 2019 to help inform a number of strategies and policies of Council. This process helped facilitate consultation and engagement with the Manningham community, including on

the matter of transport. The consultation explored key themes relating to transport, including, access to public transport, the 20 minute neighbourhood concept and walking and cycling connections. Some of the key input received from the community is summarised as follows:

- Public transport, including buses and trains, were mentioned as being very important;
- Accessible public transport, including buses and rail, is seen as a facilitator for people being able to remain in their homes and 'age in place';
- Young people see rail in particular as an important potential link to the CBD of Melbourne which would facilitate access to education and employment opportunities without the need to relocate;
- Public transport, including rail and buses is seen as important to our 'green' future as we aspire to lowering our carbon footprint, addressing climate change and creating a liveable urban environment that deals with population growth;
- Questions have also been raised about Manningham's capacity to cope with congestion and implications for future development and infrastructure.

The community input received as part of IM2040 has helped inform the development of this Transport Action Plan and also the draft Liveable City Strategy, which also contains a number of transport related objectives and actions.

3. Victorian and Federal Government Transport Priorities

3.1. Victorian Government

By 2050, 10 million people will live in Victoria with Melbourne estimated to have a population of 8 million (5+ million today). Currently, people make 23.1 million trips a day in Victoria, by 2050 there will be 15.8 million more. As a result, in 2018 the Victorian Government undertook [Victoria's Big Build](#) and has committed to delivering 165 major road and rail projects, including to:

- Plan and construct the North East Link, including to upgrade the Eastern Freeway, provide an Eastern Freeway Busway and build a new Bulleen Park & Ride;
- Construct a Doncaster Station as part of Stage 2 of the Suburban Rail Loop;
- Invest \$20 million in a state-wide trial of Electric Buses to investigate solutions to achieve a zero-emission bus fleet and create a pipeline of local job opportunities;
- Deliver 22 suburban road upgrades including to upgrade intersections via the removal of the existing roundabouts, along Fitzsimons Lane in Templestowe and Eltham;
- Complete the Melbourne Metro rail tunnel project to provide 9km twin rail tunnels and five new underground stations between South Yarra and Kensington through the CBD;
- Remove up to 75 railway level-crossings throughout Melbourne by 2025 (by June 2021, 46 level crossings have so far been removed);
- Complete the Regional Rail Revival program to upgrade every regional passenger train line in Victoria;
- Deliver the West Gate Tunnel Project;

3.1.1. Victoria's 30-Year Infrastructure Strategy (2021-2051)

A number of these improvements are supported in [Victoria's Infrastructure Strategy \(2021-2051\)](#). The strategy outlines the infrastructure needs for Victoria and details 94 recommendations to the Victorian Government for infrastructure planning in both metropolitan and regional Victoria. Key transport specific recommendations that are significant to Manningham are:

- **Recommendation 1:** Accelerate consumer purchases of zero emissions vehicles
- **Recommendation 40:** Improve walking and cycling data to better estimate travel, health and safety impacts and benefits
- **Recommendation 41:** Reallocate road space to prioritise transport modes
- **Recommendation 57:** Reshape the metropolitan bus network and introduce 'next generation' bus services.
- **Recommendation 58:** Connect suburban jobs through 'next generation' buses and road upgrades
- **Recommendation 76:** Expand and upgrade Melbourne's outer suburban road and bus networks

3.1.2. Victoria's Bus Plan 2021

The Department of Transport recently released [Victoria's Bus Plan \(2021\)](#) which details a

vision of the Bus Network and how the State Government will increase bus patronage and deliver a more modern, productive and environmentally friendly bus network. The plan sets out the following six objectives:

- Make the Network Simpler, Faster and More Reliable
- Introduce a Cleaner and Smarter Fleet – Right Buses for the Right Routes
- Better Performing Buses
- A Better Customer Service Experience
- Better Governance and System Management
- Delivering Better Value for Money

The Bus Plan has a strong focus on the introduction of new service models such as on-demand bus services and Bus Rapid Transit Routes, whilst also highlighting the need to change bus routes to better meet the needs of users. The plan anticipates that between 2021-2023 the Doncaster Busway will result in the first large scale network reform.

3.2. Federal Government

The [Australia Infrastructure Plan \(2016\)](#) details the Federal Government's recommendations for investment and delivery of Australia's infrastructure projects. The plan is guided by four objectives:

- Productive cities, productive regions;
- Efficient infrastructure markets;
- Sustainable and equitable infrastructure; and
- Better decisions and better delivery.

Within these objectives are a multiple transport specific recommendations such as:

- **Recommendation 3.1:** Governments should upgrade legacy capital city passenger transport infrastructure to deliver higher capacity, high-frequency services across all modes.
- **Recommendation 3.2:** Data regarding the real-time operation, use and performance of Australia's transport networks should be made publicly available to enable the private sector to develop customer-focused mobile applications.
- **Recommendation 3.3:** Governments should increase funding to address gaps in access to passenger transport on the outskirts of Australian cities.
- **Recommendation 5.7:** Australia's state and territory governments should seek to increase the funding sustainability of public transport provision both through the pursuit of operating efficiencies and a more appropriate alignment of the funding burden between public transport users and taxpayers.
- **Recommendation 7.4:** Where this has not already begun, state, territory and local governments should demonstrate integration of active transport strategies through transport and land-use planning.

The next Australian Infrastructure Plan is due to be released in 2021.

4. Bus

A total of 27 bus routes operate to, from and within the City of Manningham, including:

- 7 SmartBus routes (4 radial and 3 orbital),
- 17 regular local services
- 2 peak-only services
- the Manningham Mover 'loop' service
- 2 NightRider services are provided from the CBD to Doncaster and Lilydale that service the Manningham area during the late-evening/early morning on weekends.

As we are well aware, Manningham is the only municipality in metropolitan Melbourne that is not serviced by either a tram or train. Therefore our buses are crucial to how our residents move around.

With the announcement of the North East Link Council has seen the commitment of important bus infrastructure projects such as the Eastern Freeway Doncaster Busway, a new Bulleen Park & Ride and an upgraded Doncaster Park & Ride facility. Further to this, the Victorian Government released its objective to increase bus patronage by 60%, from 122 million trips a year to 200 million trips a year by 2030 (Source MTF Minutes November 2019 - Paul Younis - Department Secretary - Department of Transport). The announcement of major projects and ambitious targets presents Manningham with the opportunity to significantly enhance the bus network.

In 2017, Council undertook a *Manningham Bus Network Review*, which identified 20 recommendations to improve the bus network and services. A key finding of this review was the requirement for further investment to improve reliability, connectivity and operation of many local bus services. As such, this has formed the basis for many of Council's key bus advocacy items. Key actions identified in this Review include:

- A Bus Rapid Transit (BRT) service between Doncaster and the CBD
- Delivery of 31 bus shelters at key priority locations
- Provision of bus lanes along key road corridors
- Provision of a minimum 30 minute service frequency on all services
- New bus service between Heidelberg and Doncaster East along Templestowe Road
- Consideration for On-Demand Bus Services

4.1. Bus Rapid Transit (BRT) service between Doncaster and the CBD

The Doncaster corridor Bus Rapid Transit (BRT) proposal is Council's number one major public transport priority, as it has the ability to provide Manningham residents a direct mass transit public transport connection to the CBD, at a cost effective and shorter timeframe, than rail. Further to this, BRT is supported with the securing of the Doncaster Busway (as part of the North East Link Project) and several State Government documents, such as Victoria's Bus Plan (2021).

A key objective of the *Bus Network Review* recommendations, as previously endorsed by Council, is to undertake ongoing advocacy for a Bus Rapid Transit (BRT) service between

Doncaster and the CBD. BRT will be partially supported by the proposed Eastern Freeway Doncaster Busway project that will be delivered in association with the North East Link project. The plan below (image 1) illustrates a potential route for the BRT (essentially the repurposing of the existing DART 907 bus route between the CBD and Mitcham, via the Doncaster Road corridor).

Some of the suggested key features of a BRT line include:

- Separated right-of-way bus lanes with exclusive priority operating 24 hours a day, seven days a week;
- Bus priority treatments at intersections;
- Rationalising of bus stops/stations with improved passenger facilities at each station such as bus shelters, seating, lighting, real-time information, footpath access and accessibility and off-board ticketing facilities;
- Infrastructure designed to service high-capacity electric buses;
- Expanded Park & Ride facilities that are designed to support future Transit Oriented Development;
- 'Stations' at each overpass (Chandler Highway, Burke Road and Bulleen Road);
- A major new interchange at Victoria Park Station, giving passengers a choice to travel directly to the central city or to transfer to Carlton/Melbourne University and Parkville;
- Dedicated access on and off the Eastern Freeway from both Hoddle Street and Doncaster Road.

To avoid bottle necking of buses, a crucial point of the BRT alignment is the Hoddle Street/Eastern Freeway interchange. Throughout the North East Link Environmental Effects Statement (EES) process, Council strongly advocated that the interchange be upgraded to provide for a seamless transition of buses from the Busway onto Hoddle Street (grade-separated or on-road priority for buses). Although considered outside the scope of works for the NEL project, this item should still be strongly pursued through ongoing advocacy.

Therefore, provision of a BRT service is considered Council's key public transport priority in the short to medium term as shown in Attachment A. Further to this, a feasibility study and analysis of traffic impacts to determine what is necessary to upgrade the Doncaster Road corridor to support a BRT network is required.

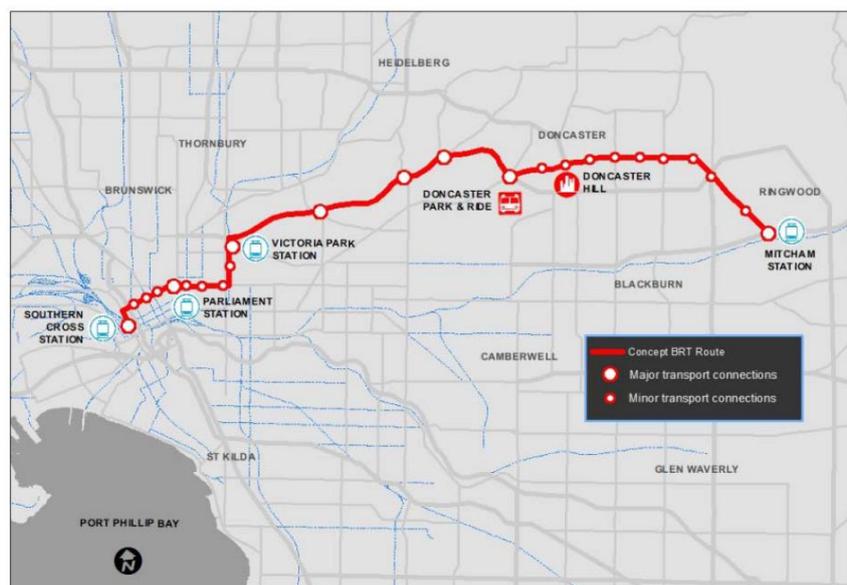


Image 1: Potential BRT Network CBD to Mitcham Station (source Manningham Bus Network Review 2017)

4.2. Manningham Bus Services Review

Manningham is experiencing substantial change through population growth and major infrastructure projects extending across sectors such as transport, commercial development and housing. These changes are altering the behaviours and patterns of how patrons use the bus network. However apart from the implementation of SmartBus/DART routes (905, 907, 906 etc.) in 2009, there has been little to no changes to Manningham's bus network in order to adapt to these altered travel behaviours. It is therefore considered timely for the Department of Transport (DoT) to review the bus services within Manningham, to ensure new and established areas are being serviced efficiently. This is further supported in *Infrastructure Victoria's 30-Year Infrastructure Strategy* under recommendation 57 which recommends "By 2025, reshape the metropolitan bus network in Melbourne's north-west and south-east."

Council is seeking to work collaboratively with DoT on a Manningham bus study to achieve a high level outcome for our local and broader community.

It is important to note that this is not only considered an issue in Manningham but also throughout many of Melbourne's Eastern Suburbs. Thus a key advocacy item of the Eastern Transport Coalition (which council is a representative on) is for a full-scale, comprehensive review of Melbourne's eastern bus network.

4.3. Bulleen Park & Ride

In April 2021, the Minister for Planning approved the North East Link Bulleen Park & Ride (BPR) [Urban Design and Landscape Plan \(UDLP\)](#) in Thompsons Road at Kampman Reserve. The Bulleen Park & Ride will be constructed as a premium bus station, to include:

- A 5,000 square metre green roof community park (to replace the open space)
- A kiosk
- Underground parking for up to 370 cars
- Drop off and pick-up bays
- Walking and cycling paths that connect to the existing Koonung Creek Linear Trail
- Undercover bike storage cages and parking
- DDA compliant access ramps, toilets and myki services

Importantly, the BPR will be designed to become fully integrated with the Eastern Freeway Doncaster Busway once the North East Link is completed. Construction works for the Bulleen Park & Ride commenced in mid-2021 with completion of the facility expected by late 2022.



Image 2: Proposed Bulleen Park & Ride (Source: North East Link Project 2021)

4.4. Doncaster Park & Ride

The current Doncaster Park & Ride site is owned by DoT, and provides over 400 car parking spaces for public transport commuters. The facility provides a major bus interchange, serving seven (7) bus routes, including the 907 and 908 DART SmartBus and is the busiest bus stop within the City of Manningham. During construction of the North East Link the Doncaster Park & Ride operations are anticipated to be impacted to allow for the upgrade of the facility. However, with this upgrade, Council will strongly advocate for the Doncaster Park & Ride to be further developed to provide a Transit Oriented Development (TOD). This would support both public transport services and enhanced land use (mixed-use) development opportunities. The proposal could consider, amongst other options, the implementation of office facilities to provide local employment, an activated rooftop and intensification of the site for commercial uses.

4.5. On Demand Bus Services

Fixed route buses have generally failed to deliver a good level of public transport coverage in lower density residential and peri-urban areas. This presents a significant issue in terms of access to jobs, education and services, particularly for those who do not have access to a private vehicle. Recommendation 63 from Infrastructure Victoria's 30 year Strategy, and successful trials of on-demand services in other Australian States, suggest that a Demand Responsive Model would be best suited to meet demand in such areas.

The current Public Transport Victoria (PTV) FlexiRide trial (operating between Rowville and Ferntree Gully) provides a good example of an on-demand bus service model that could be implemented within lower density employment and residential areas. Key features of a FlexiRide service are:

- On-demand bus service that operates only when booked with no fixed route, but rather operates in a designated area.
- Patrons can book a trip from their nearest stop.
- Can be booked up to seven days in advance.
- Decreased wait times and optimised connections.

The 280 and 282 bus routes (shown in image 3) locally known as the *Manningham Mover* provide a good foundation for the implementation of such a model. These services are running at a significantly low patronage (2018-19 data indicates approx. 5 patrons per service) with Infrastructure Victoria regarding 20 passenger boarding's per bus service as a minimum threshold for a bus route to be considered productive. However these bus routes still serve a purpose to the community as they connect residents to areas beyond a regular bus service and to Manningham's local activity centres (image 3). Thus, in order for the Manningham Mover service to run more efficiently the implementation of a FlexiRide model is recommended.

Similarly lower density suburbs such as Park Orchards, Donvale, Warrandyte and Wonga Park examples of where on-demand bus services should be investigated/trialled to provide residents the flexibility that links them efficiently and safely between their origin and destination.



Image 3: Manningham Mover 280/282 Bus Route

4.5.1. Community Transport

Community transport is designed to provide a local response in a targeted way to assist transport-disadvantaged population groups to remain connected to their community and maintain independence

Transport is not a local government legislated responsibility, however many councils do provide a service for older adults, with the way this operates varying greatly between local government areas. There is no external funding support for community transport, therefore Council bears the costs. Council is currently undertaking research / analysis related to community transport needs in Manningham. As this progresses, a further report will be prepared about Council's direction in community transport

It is important to note that community transport described above, is independent of any future on demand services, however both services in Manningham should complement each other.

4.6. Proposed Templestowe Road Bus Service

There is a lack of a regular and direct bus services operating throughout Bulleen and western parts of Templestowe Lower, in particular, a connection between this area and Heidelberg (including the Latrobe National Employment and Innovation Cluster). One of the key recommendations within the Manningham Bus Network Review (2017) is to create a new connection along the Templestowe Road corridor between The Pines Shopping Centre and Heidelberg railway station, to provide a regular service to the Latrobe National Employment and Innovation Cluster (including LaTrobe University), Heide Museum and the new approved soccer sporting facilities along the corridor. Additionally this service could intersect with key bus routes such as the 902, 903 and 905. Council will be seeking a premium bus route along this corridor that is well integrated with the Heidelberg Station Train timetable (Hurstbridge Line) and that offers:

- A weekday frequency of 10-15mins;
- A weekend frequency of 20mins;
- A weekday service span from 5:00am - 12:45 am (to integrate with Hurstbridge Timetable)
- A 24/7 weekend service span (to integrate with Hurstbridge Timetable)

With the recent State Government commitment to commence detailed planning work and a business case for the duplication and upgrade of Templestowe Road, it is considered that a bus service along this road should also be investigated as part of this project. The preferred bus route is detailed in image 4 below.



Image 4 – Proposed Templestowe Road Bus Service Alignment

4.7. Pines Shopping Centre Bus Interchange

The Pines Shopping Centre Redevelopment Planning Permit (PL17/027403) was approved by Council on 26 November 2018. Within the planning permit, there is a requirement for the developer to upgrade the existing bus interchange. The bus interchange upgrade will enhance and expand facilities, improve accessibility, address safety concerns and provide a higher level of amenity for pedestrians. To date, plans for final endorsement have not been submitted, however, once submitted Council will work closely with Stockland and the Department of Transport to finalise a design that meets these objectives.

4.8. Promoting Manningham’s Bus Network

The above sections highlight areas of improvement and opportunity within Manningham’s bus network. However, it is considered that multiple aspects within Manningham’s bus network operate at a high-level when compared to other metropolitan councils.

DART and SmartBus are examples that successfully demonstrate the attractiveness of the bus network to commuters when an investment has been made to provide for bus services that are frequent, direct and prominent in nature (branding). Furthermore, six of the nine SmartBus services throughout Manningham account for the top six most patronised bus services throughout all of metropolitan Melbourne.

In order to continue to grow these patronage numbers, Manningham Council must continue to promote the benefits of the bus network and breakdown any perceived stigmas associated with buses. It is considered this can be achieved by the development of a marketing campaign that promotes a positive message about the Bus Network for the Manningham community (Attachment A).

5. Rail

5.1. Suburban Rail Loop

The proposed Suburban Rail Loop (SRL) Project is considered Councils key rail priority, as it will provide Manningham residents a “turn up and go” rail connection to not only the CBD, but also major employment, health, education and retail centres throughout Melbourne.

The SRL project is a proposed 90km rail network that will connect with every major rail line from Frankston to Werribee via the airport. SRL is forecast to take around 200,000 vehicle trips off major roads by 2051. The SRL is a key project within Victoria’s Draft 30 year Infrastructure Strategy and has been fast tracked by the State Government.

Stage 1 of the Project will involve constructing a new underground subway line between Cheltenham and Box Hill (illustrated in red in the image below). Stage 1 has been committed and planning currently underway, with construction expected to commence in 2022 (subject to relevant approvals).

Doncaster Hill has been identified as a potential location for a new station within the Stage 2 of the project, thus providing Manningham residents a rail connection to not only the CBD but also major employment, health, education and retail centres throughout Melbourne. However Stage 2 construction of the SRL is not expected to commence until at least 2030 leaving the City of Manningham as the only metropolitan municipality without a train or tram line for at least another 30 years. Therefore one of Manningham’s key advocacy items for the project is that a Doncaster Hill Station be included as part of Stage 1 of the project.

A report prepared by SGS Economics and Planning, titled *‘Will the \$50 billion proposed Suburban Rail Loop help shape the Melbourne we want?’* indicated that the north-eastern section between Box Hill and Melbourne Airport (via Doncaster), presents possible geographical challenges for the route, specifically between Box Hill and Doncaster as well as crossing the Yarra River between Doncaster and Heidelberg. At street level, Box Hill station sits approximately 95m above sea level, Doncaster at 110m (the corner of Doncaster and Manningham Roads) but between the two points, the Eastern Freeway in the Koonung Creek Valley rests at 54m. This suggests the station at Doncaster, if not the entire route will be deep underground, unless a rail system that can handle 3-4% grades is ultimately chosen and implemented to run the services. This validates the historical challenges faced by the region in seeking a heavy rail connection to Doncaster, in what is a very undulating terrain and already-established urban area.

Additional advocacy items for the SRL project are detail as follows:

- **Implement Express Bus Routes that Mirrors the SRL Alignment:** Recommendation 58 within Infrastructure Victoria’s 30 year infrastructure strategy seeks to *“Improve frequencies and modify alignments of some existing bus routes, and introduce new services to connect the proposed train stations along the entire Suburban Rail Loop project, to start building patronage for it. Upon the project’s completion, the bus network should be simplified.”* Therefore a key advocacy item for Council is to work with Suburban Rail Loop Authority (SRLA), DoT and tertiary education institutions to implement a high frequency express bus from La Trobe

University to Monash University (image 5). Specifically this would be a new route that starts at Monash University and operates express services to Deakin University, Box Hill Station, Doncaster, Bulleen, Heidelberg and La Trobe University, essentially mirroring the proposed SRL alignment (with limited stops between). This could be delivered in the short term and well before the 30 year time frame required to construct stage 2 of the SRL project.

Within the Manningham region, this could be achieved with relative ease via the use of existing bus infrastructure, and the implementation of bus infrastructure improvements such as:

- Bus priority intersection treatments (signal phasing, bus jump lanes);
- Segregated bus lanes;
- High capacity buses;
- High amenity bus shelters with real time bus information;
- Rapid running buses (currently being trialled on 246 bus route in Melbourne).

PROPOSED EXPRESS BUS ROUTE

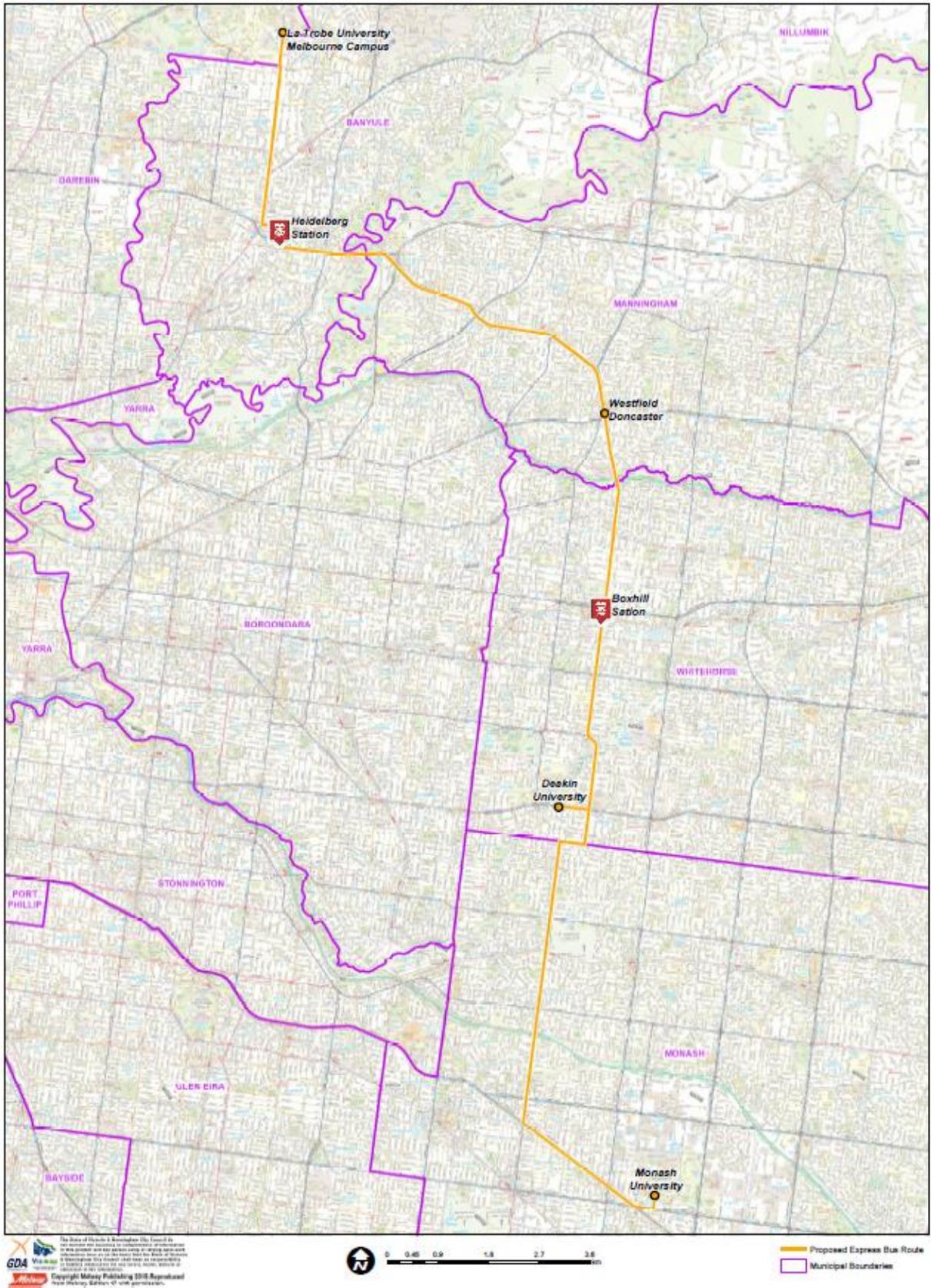


Image 5 – Proposed Express Bus Route Mirroring SRL alignment

- Securing of a Doncaster Hill Station Footprint:** Work with SRLA to secure a footprint and land within Doncaster Hill to enable a future station to be provided. This may include land in various locations around Doncaster Hill to provide subway access between the street level and the underground station. Council is currently updating its Doncaster Hill Strategy 2004 with a new Development Framework. It is considered that this an opportune time to identify, preserve and plan for a future underground station given that land use continues to intensify in the area. Some potential station locations within Doncaster Hill are:
 - Westfield Doncaster;
 - The Doncaster Shoppingtown Hotel;
 - Manningham Council Civic Centre.
- Bulleen Station:** A Bulleen station should also be investigated to be included in the SRL alignment, to service a region that generally lacks public transport services. Given the density of the current suburb, similar to Doncaster Hill, the undergrounding of a station would be considered a feasible option. It is recommended that Council work with the SRLA to consider a suitable location for a station in Bulleen. Further to this, an action is included to undertake investigations to identify potential locations for a Bulleen Train Station (Attachment A).

Public exhibition and the Environmental Effects Statement (EES) for Stage 1 of the SRL project is anticipated to commence in late 2021. Therefore, it is recommended that Council make submissions to Stage 1 of the EES process and consider allocating appropriate funding for any ongoing support to contribute to Stage 2 of the project. At this stage, the Government has not provided a timeline for when Stage 2 planning of the SRL project will commence.

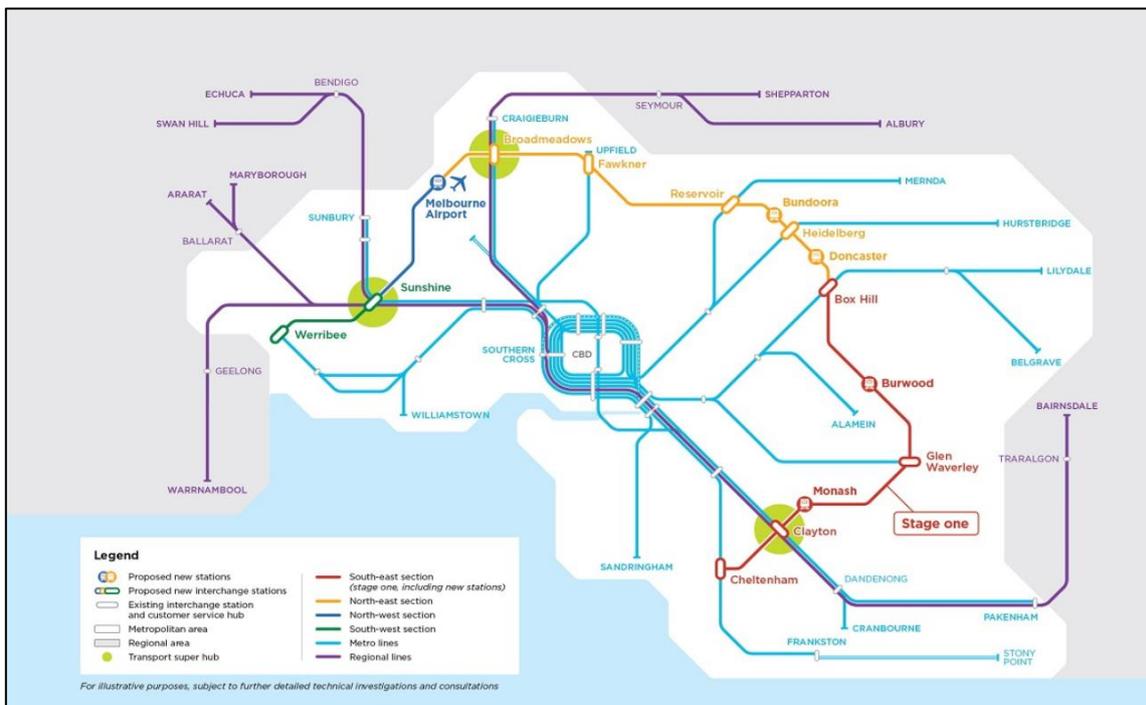


Image 6 – Proposed SRL Alignment (source Suburban Rail Loop 2021)

5.2. Doncaster Rail Link

Ongoing active advocacy for a Doncaster Rail link along the Eastern Freeway alignment is not recommended as a key transport priority for Council.

The Doncaster Rail link (between the CBD and Doncaster via the Eastern Freeway alignment) has not been included as a recommendation within IV's *30-Year Infrastructure Strategy (2021-2051)*. Additionally in 2010, a feasibility study was commissioned by the State Government into the viability of a Doncaster Rail link between Manningham and the CBD. The Victorian Government released a Doncaster Rail Study in 2014, stating that a rail link between Collingwood and Doncaster Park & Ride is feasible, albeit, with further investigation and assessment required. However the cost-benefit was not considered favourable. Council did not support these findings due to errors and omissions in the methodology.

Notwithstanding the above, the public transport connection to the CBD via the Eastern Freeway will be well catered for in the near future via the Eastern Freeway Doncaster Busway (to be delivered as part of NEL). Further to this, the benefits of the SRL project (discussed above in section 5.1) are considered to outweigh the benefits of a Doncaster Rail in terms of the cross-orbital connectivity to key destinations such as major universities, activity centres and employment hubs.

Both the Doncaster Busway and SRL will supersede the need for a Doncaster Rail link, as SRL will provide a suitable heavy rail alternative for travel between Doncaster and the CBD, via an interchange at Box Hill. The State Government's objective to develop a 'turn up and go' rail service for metropolitan Melbourne (with rail services on all lines every 5-10 minutes), will significantly reduce transfer times at Box Hill station for passengers seeking to connect between Doncaster Hill (SRL) and direct services to the CBD on the existing Lilydale/Belgrave rail lines.

However, it is possible for Doncaster Rail to be delivered via the Melbourne Metro 2 (MM2) which seeks to '*un-tangle*' the Clifton Hill group lines (Hurstbridge & South Morang) to create a new rail line servicing Fisherman's Bend via Southern Cross Station in the CBD. At this time, the MM2 has not yet been thoroughly planned or funded, and as such further information is currently not available on a timeframe of when it will be delivered or its feasibility. When, and if, the MM2 is announced and funded, Council can reconsider its position for a Doncaster Rail Link. Therefore, it is recommended that Council continue to passively advocate for this MM2 project when opportunities arise.

An alternate rail option to the Doncaster Rail that could be investigated by Council is the recent emergence of trackless trams. Trackless trams have the ability to provide a high speed sustainable transport system by converting existing traffic lanes into trackless tram lanes. A key action for council would be to further investigate trackless trams and conduct a feasibility study to determine the requirements to support trackless trams along the Doncaster Road corridor and future Doncaster Busway (Attachment A).

5.3. 48 Tram Extension - Balwyn North to Doncaster Hill

This proposal is currently not a priority of the State Government and is not included within IV's 30-Year *Infrastructure Strategy (2021-2051)*, as it requires significant infrastructure investment for a transport connection that could be more readily achieved via bus connection. Further to this, it is considered the extension of the 48 tram will not provide a faster connection to the CBD when compared to bus travel times (as indicated in Table 1) and may also present geographical challenges given the gradient of Doncaster Road is considered too steep for the current Tram fleet.

Travel Times - 48 Tram vs 907 Bus						
Mode	Timetable	Departure Location	Departure Time	Arrival Location	Arrival Time	Travel Time
#907 Bus	Weekday	Doncaster Park & Ride	7:41am	Spring Street/Lonsdale Street	8:08am	27mins
#48 Tram	Weekday	Balwyn Rd/Doncaster Rd Terminus	7:41am	Spring Street/Collins Street	8:29am	48mins

Table 1: Comparison of Travel Times 48 Tram vs 907 Bus

6. Road

6.1. North East Link

The Victorian Government has committed to the delivery of the \$15.8 billion North East Link project (NEL), to provide a freeway-grade connection (including 5km twin tunnels beneath the Yarra River) between the M80 Ring Road in Greensborough to the Eastern Freeway in Bulleen. Early construction works have already commenced with the main project anticipated to be completed by 2027. The project is considered to have a positive impact on Manningham's arterial road network with traffic modelling from the EES Advisory Committee hearings showing:

- A reduction in traffic along the Greensborough Road/Rosanna Road/Bulleen Road is anticipated to reduce travel times along this corridor by 10 to 17 minutes.
- Truck volumes are forecast to decrease along key arterial roads with Bulleen Road anticipated to have 2,400 less trucks per day and Manningham Road anticipated to have 3,000 less trucks per day when compared with the 2036 'no project' scenario.
- Traffic volumes along the Yarra River crossings are anticipated to reduce significantly. This includes:
 - Banksia Street/Manningham Road –reduction of approximately 13,300 vehicles per day
 - Fitzsimons Lane –reduction of approximately 16,600 vehicles per day
 - Warrandyte Bridge –reduction of approximately 6,200 vehicles per day
- Traffic volumes along Reynolds Road, Templestowe Road and Doncaster Road are anticipated to decrease.
- Improvements to the Eastern Freeway/Doncaster Road/High Street interchange will reduce delays and congestion when exiting and entering the freeway.

To date, council has advocated and worked closely with NELP to ensure the following transport related outcomes are delivered as part of the NEL project:

- A new Bulleen Park and Ride facility (under construction)
- A north-south walking and cycling path along Bulleen Road
- Shared pedestrian/cycling bridge across the Yarra River at Banksia Park between Bulleen and Heidelberg (State Government funding secured)
- The Doncaster Busway along the Eastern Freeway (between Hoddle Street and Doncaster Road)
- New soccer facilities along Templestowe Road and upgrades to the Bulleen Park sporting facilities
- The preparation of a business case for the duplication of Templestowe Road

Many of these transport related outcomes have been achieved via Councils advocacy through processes such as the Inquiry and Advisory Committee EES hearings and Councils Judicial Review. Additionally, Council will continue to advocate for traffic and transport items detailed in [Manningham's Closing Submission](#) to the EES process including, but not limited to:

- Improvements to the Manningham Road interchange design
- Upgrading of the Hoddle Street/Eastern Freeway interchange to allow for bus priority (through DoT as discussed in section 4.1)

The NEL project will result in significant changes to Manningham, not only via the construction of the road but also other factors including:

- The upgrade and relocation of sporting fields/public open space areas
- Upgrades to the existing Doncaster Park & Ride
- Construction of a new Bulleen Park & Ride
- Upgrades to the walking and cycling trails, pedestrian bridges and access along the extent of the Koonung Creek corridor

These changes will result in altered land uses impacting the way residents move around the municipality. Therefore, it is vital to ensure that these new travel patterns are supported by good public transport and active travel connections. To support these new travel patterns, it is anticipated that Manningham, NELP and DoT will work together to conduct a bus study in the Eastern Region and identify how the bus network can function more efficiently.

Council will continue to strongly advocate for this and other transport-related improvements to be delivered as part of the NEL project, as well as ensuring impacts are mitigated and continue to seek delivery of net favourable outcomes (Attachment A).

6.2. Templestowe Road Upgrade

Templestowe Road is currently a rural standard road, with gravel shoulders and open drains which carries high traffic volumes. Manningham Council is seeking the duplication and upgrade of Templestowe Road (2.8km), including shared pedestrian and bike paths along the north side. In July 2020, Council successfully negotiated with the Victorian Government to commence detailed planning work and the preparation of a business case for the duplication and upgrade of Templestowe Road.

Although the State has commenced the preparation of a business case, funding is yet to be committed for the construction of the road. The duplication of the Templestowe Road can be accommodated within the exiting Public Acquisition Overlay (PAO) located on the north side of the road between Elizabeth Street and Thompsons Road.

6.3. Suburban Road Upgrade - Fitzsimons Lane Upgrade

Victoria's \$2.2 billion Suburban Roads Upgrade Program aims to improve the suburban roads network and include provision for ongoing maintenance. The Fitzsimons Lane Upgrade was announced as part of this program and includes the installation of traffic lights to replace roundabouts at the Fitzsimons Lane and Main Road intersection and Fitzsimons Lane and Porter Street intersection. Construction commenced in early 2021 and is anticipated to be completed by 2023.

As part of the road upgrade, Major Road Projects Victoria (MPRV) will be opening the existing bus lanes for all traffic between Porter Street and Foote Street. MPRV and DoT made the decision to remove the bus lanes based on their traffic modelling which showed that the road upgrade will achieve an overall improvement in traffic flow (including buses) along the Fitzsimons Lane/Williamsons Road corridor, however the MRPV has indicated that bus priority will be provided at the key intersections. Council objected to and continue to not support the removal of bus lanes along this corridor.

6.4. Arterial Road Network

Manningham's *Links Road Improvement Strategy (2014)* aims to guide priorities for the future development of the remaining partially constructed link roads across the municipality with the ultimate goal of the Strategy to develop a link road network that is safe, accessible and functional for all road users. The key objectives of the strategy are to:

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

Council will continue to work towards the priorities detailed in the strategy and advocate to the State Government for the upgrade of the arterial road network within Manningham.

7. Active Travel

7.1. Bicycle Strategy 2013

The majority of daily walking and cycling activities by Manningham residents are generally undertaken for recreation purposes. Cycling as a method of travel to work is significantly low in the City of Manningham with only 0.2% of all journeys, compared to 1.4% for Greater Melbourne undertaken by cycling. Additionally, only 1.3% of residents walk to work (2016 Census, Australian Bureau of Statistics). A key objective within Council's *Bicycle Strategy 2013*, is to increase this level to 1% by 2030 (a five-fold increase), whilst also encouraging residents to take up walking and cycling as part of their general daily activities, such as taking children to school, walking to the local shops, or considering walking and cycling as a part of their overall health improvement.

In order to support this, Council has a role to provide the necessary infrastructure, promotion and education to encourage an increase in walking and cycling. This includes implementation of the objectives and infrastructure delivery outlined in the *Bicycle Strategy 2013*, *Walk Manningham Plan (2011-2020)* and completion of the Principal Pedestrian Network (PPN). Collectively, these Strategies and Plans seek to achieve the ongoing provision of walking and cycling trails, safe pedestrian crossing points on main roads and the implementation of any necessary behaviour change programs to promote a change in travel habits. Manningham's *Bicycle Strategy 2013* will be due for review (10-15 year life span) and is therefore listed as a medium term action within Attachment A.

Through projects such as the North East Link, council is striving to achieve multiple walking and cycling infrastructure improvements such as a shared user path along Templestowe Road (as part of any future road duplication).

Further to this, Council has successfully negotiated and received funding from the State Government for the construction of a pedestrian / cycling bridge across the Yarra River within Banksia Park. This new off road infrastructure across the Yarra River will provide an important walking/cycling connection to Heidelberg Activity Centre and Railway Station. The project is currently in the approvals and design phase with construction anticipated to be completed by 2026.

7.2. 20 Minute Neighbourhoods

Through Manningham's Draft Liveable City Strategy (2021), Council has adopted the *20 Minute Neighbourhoods* approach set out in Plan Melbourne (2017-2050) which aims to give people the ability to meet most of their daily needs within a 20-minute walk from home with safe cycling and local transport options. This includes access to services such as local shops, employment and healthcare. This is achieved through the establishment of well-designed walkable neighbourhoods that are connected through a mix of land-uses, housing types and access to quality public transport.



Image 7 – Key features of a 20 minute Neighbourhood (Plan Melbourne 2017–2050)

7.3. Yarra River Corridor Concept Plan

In February 2019, Council endorsed the ‘Yarra River Corridor Concept Plan’ which outlines Councils vision for the future use of passive and organised recreational open space along the river corridor from the Eastern Freeway in Bulleen to Finns Reserve in Templestowe Lower. It also illustrates Councils plan to achieve improved walking, cycling and public transport connections along the corridor.

Within this Plan are three key pedestrian and cycling bridges Manningham is seeking to be constructed; the Banksia Park Bridge (secured State Government funding for construction as mentioned above), Birrarung Park Bridge and Bulleen Park Bridge. For the latter two bridges, a key action for council will be to conduct feasibility studies for these bridges (Attachment A). Importantly, all three bridges are supported within key State Government Documents such as the [Draft Yarra Strategic Plan \(2021\)](#) and the [Draft Bulleen Land Use Framework Plan \(2020\)](#) (image 8) which will strongly assist with Councils ongoing advocacy.

7.4. Principal Pedestrian Network

The Principal Pedestrian Network (PPN) is a strategic network of footpaths to improve walkability for pedestrians and facilitate access to primary destinations, such as schools, activity centres and community facilities. PPN paths are to be constructed fully at Council cost.

In order to guide the delivery of the PPN, a Principal Pedestrian Network Plan was developed and adopted by Council in May 2013. The plan details a methodology that has been adopted to select PPN routes, defines primary and secondary destinations, and details the adopted project priorities. A key action going forward for Council will be continue to implement footpaths from the PPN Plan to improve walkability throughout the municipality. As new developments and land uses emerge within Manningham the PPN will need to be updated to cater for new travel patterns. Additionally, the PPN will need to be updated on an “as needs basis” to align with Manningham’s Proposed Vibrant Villages Plan.

8. Transport Technologies

As the threat of global warming continues to grow, so too does the importance of environmental sustainability. Thus, further investigation continues into adaptive and transformative sustainable transport technologies such as electric vehicles (including buses), autonomous vehicles and shared mobility.

8.1. Car-Share Scheme

Car share programs offer a form of transport service that provides individuals the opportunity to hire vehicles on demand for short periods of time. This service provides an alternative to private car ownership and has the capacity to reduce traffic congestion, parking demand, and greenhouse gas emissions. Doncaster Hill presents as an ideal location for a car-sharing service given its high density. Objective 13 in the *Doncaster Hill Framework Plan (Draft 2021)* details key strategies which aim to investigate opportunities which will encourage ride share programs such as:

- Incorporation of ride sharing facilities in both new and existing Doncaster Hill developments;
- Supplementing Council's vehicle fleet with car share vehicles that can be available to the general public when not in use by Council.

A key action of Council will be to investigate these strategies and encourage car and ride share programs by liaising with various companies to determine their commercial viability of expanding into the City of Manningham (Attachment A).

Future transport and land use planning needs to recognise these changes and consider methods in which to accommodate such changes within our suburbs. This is of particular reference to rethinking the scope and requirement of car parking, both within public spaces and as part of private developments. This is a key action item detailed in the Doncaster Hill mode Shift Plan (2014) which highlights merit in assessing car parking rates for residential developments in Doncaster Hill and seeks a review of the Doncaster Hill Parking Precinct Plan.

8.2. Electric Buses

Electric buses is a field Council will monitor with great interest given our entire public transport network is purely bus based (commonly diesel buses). With the Victorian Government's announcement of the [Victoria's Zero Emission Vehicle Roadmap \(2021\)](#), it is an opportune time to advocate for electric buses to be trialled in Manningham. Trials have already been introduced on Melbourne routes such as the 246 (Elsternwick to Clifton Hill) and the 251 (CBD to Northland Shopping Centre) travelling more than 32,900 kilometres and nearly 1,000 kilometres on just two charges (Department of Transport 2021). Additionally a charging station has been installed at Transdev's North Fitzroy depot.

Manningham's bus network offers a range of differing bus route lengths, a challenging topography and a bus depot (Doncaster Road) which makes it an ideal network for trials to identify issues and investigate solutions. Further to this, Council must work closely with the State Government and the Energy Sector in the coming years to ensure local bus depot sites have the capacity to be upgraded to provide sufficient energy supply to charge buses.



Image 9 - Victorian Locally Built Electric Bus (Transdev 2016)

8.3. Public Electric Vehicle Infrastructure

By 2030, it is the target of State Government that half of all light vehicle sales in Victoria will be Zero Emissions Vehicles (DELWP 2021). To accommodate this change, Council needs to work with various companies to ensure a sufficient Electric Vehicle (EV) charging infrastructure is provided. The Victorian Government has released its Zero Emissions Vehicle Roadmap (2021) which includes a \$100 million dollar package to assist Victoria in the shift to electric vehicles. With this package it is anticipated a range of opportunities may be presented to local councils to investigate the possibility of installing public EV charging sites.

To support this, Recommendation 19 within IV's 30 year Infrastructure Strategy states "*The Victorian Government should develop a standard, state-wide regulatory framework for shared mobility schemes. This would create more consistent outcomes in public spaces.*" Council would strongly support the implementation of this framework to help guide a consistent approach for the delivery of EV infrastructure.

A key action will be for Council to work collaboratively with both the public and private sectors to determine feasibility of installing public electric vehicle charging stations at key activity centres throughout Manningham. Potential locations for investigation will include Manningham's key Activity Centres and Neighbourhood Activity Centres. Further to this, the opportunities for electric bike and e-scooter infrastructure within these activity centres and other locations must also be investigated as part of any future upgrades of these centres.

8.4. Green Travel Plans

A Green Travel Plan (GTP) details a plan designed to encourage the use of more sustainable modes of transport. The plan typically includes targets and actions for a new development to promote walking, cycling and the use of public transport and carpooling, which may include car parking dispensation for new developments as an incentive.

Manningham Council requires the submission of a GTP for certain planning permit application types. Clause 22.12 (Environmental Sustainable Development) of the Manningham Planning Scheme, details which developments require a GTP.

A key action for Council will be to pursue the implementation of GTP's within private developments, as well as the development of a *Manningham Council GTP* to help promote sustainable transport options throughout the organisation. In addition, continue to implement the key actions involving Green Travel Plans from the Doncaster Hill Mode Shift Plan (2014).

9. Doncaster Hill

Doncaster Hill is distinct in the City of Manningham due to its high density urban character. The Doncaster Hill Strategy (2002) was developed to guide use and development within Doncaster Hill up to 2020. As it is nearing the end of its policy cycle council has commenced a review of the strategy and preparation of the Draft Doncaster Hill Framework Plan. Over the next 15 years the population of Doncaster Hill is expected to increase further, therefore further the provision of transport options need to be at a premium.

In order to ensure this growth is sufficiently planned for, Council has developed key strategies such as the *Doncaster Hill Mode Shift Plan 2014*, *Doncaster Hill Behaviour Change Plan 2015* and the *Doncaster Hill Framework Plan 2021* (currently in draft phase). These strategies set out key objectives and strategies that will guide the future planning and development of transport within Doncaster Hill. Additionally a key action within Manningham's Bus Network Review (2017) is for the provision of dedicated bus lanes (~550 metres) in both directions along Doncaster Road in Doncaster Hill and bus priority through the Williamsons/Doncaster/Tram Road intersection.

9.1. Doncaster Hill Mode Shift Plan & Doncaster Hill Behaviour Change Plan

The Doncaster Hill Mode Shift Plan's (2014) primary aim is to increase the proportion of Doncaster Hill residents using public transport from 19 per cent (currently) to 30 per cent of all journeys by 2030. A key action to achieve this is through the implementation of the Doncaster Hill Behaviour Change Plan 2015, which seeks to encourage the use of sustainable travel options, such as walking, cycling and public transport, for daily activities (Attachment A).

9.2. Doncaster Hill Framework Plan (Draft 2021)

The purpose of the revised Framework Plan (to replace the existing Doncaster Hill Strategy 2004) is to articulate a renewed vision for Doncaster Hill that is shaped around key urban design principles while also accommodating future residential and employment growth over the next 20 years.

Section 3.5 of the Framework Plan - *Movement and Access* - outlines the key strategies required to meet the following objectives:

- **Objective 10:** Create an integrated movement network that provides strong links within and between the centre and surrounding neighbourhoods to encourage walking and cycling.
- **Objective 11:** Strengthen Doncaster Hill's role and function as a major public transport hub.
- **Objective 12:** Improve the management of car parking to make efficient use of space, minimise impacts on the public realm and to support modal shift towards sustainable transport including car share services and electric vehicles.
- **Objective 13:** Car sharing and ride sharing should have increased priority as an attractive alternative to private car ownership.

A key action will be to work towards implementing the strategies within the Framework Plan to achieve these objectives (Attachment A). Already some key items have progressed such the implementation of the Hepburn Road Link and further transport items within the Doncaster Hill Development Contributions Plan (2005).

9.3. Westfield Doncaster Development Plan (2020)

The Westfield Doncaster Development Plan was endorsed by Council in May 2020. Within the development plan is a commitment to upgrade and relocate of the existing bus interchange that will enhance and expand facilities, improve accessibility, address safety concerns and providing a higher level of amenity for pedestrians. Council will work closely with Westfield (Scentre Group) and the Department of Transport to finalise a design that meets these objectives.

10. Advocacy Platforms

Council officers and Councillors represent Manningham Council on two key transport advocacy committees, the Eastern Transport Coalition and Metropolitan Transport Forum. These committees offer significant platforms to draw synergies with different members and align targeted advocacy campaigns to the Federal and State Governments.

10.1. Eastern Transport Coalition (ETC)

ETC is made of seven (7) councils: Manningham, Whitehorse, Yarra Ranges, Maroondah, Greater Dandenong, Knox and Monash. Combined, the ETC represents approximately one million residents and advocates for sustainable and integrated transport services that reduce car dependency.



10.2. Metropolitan Transport Forum (MTF)

The MTF is an advocacy group comprising of members from Melbourne metropolitan local councils, associate members representing transport companies and participants from the State Government and environment groups.



Attachment A:

Transport Action Plan

The below table details the key transport priorities Council will work towards over the coming years. Councils key transport priorities are:

- Bus Rapid Transit
- Suburban Rail Loop
- Promote Active Travel
- Advocacy for new shared user path bridges across the Yarra River
- Advocacy for Templestowe Road Bus Service

The timeframes for the tasks are described as ongoing, short, medium and long term which can be broken-down as follows:

- Ongoing:
- Short term: within 5 years
- Medium term: 5-10 years
- Long term: 10+ years

It is noted these timeframes are subject to State Government policies and strategic direction.

It is intended to review the Transport Action Plan every four (4) years.

Priority	Objective	Timeframe	Responsibility / Key Stakeholders
ONGOING ACTIONS			
Liaise with the State Government on the provision of Electric Buses	<ul style="list-style-type: none"> Work collaboratively with the State Government and the energy sector in the coming years to ensure local bus depot sites have the capacity to be upgraded to provide sufficient energy supply to charge buses. Advocate for an Electric Bus to be trialled in Manningham. 	Ongoing	Department of Transport, Council
Advocate for General Bus network improvements	<ul style="list-style-type: none"> Continue advocacy to pursue the 20 recommendations contained in the Manningham Bus Network Review 2017. Liaise with the Department of Transport through their proposed Eastern Suburbs Bus Network Review to investigate opportunities to implement Council's Bus Review recommendations. 	Ongoing	Council, Department of Transport
Contribute to the Planning of the North East Link	<ul style="list-style-type: none"> Continue to strongly advocate and work collaboratively with NELP for transport-related improvements to be delivered as part of the NEL project, as well as ensuring impacts are mitigated and where possible seek delivery of net favourable outcomes. 	Ongoing	North East Link Project, DELWP, Council
Contribute to the Planning of the Suburban Rail Loop (SRL)	<ul style="list-style-type: none"> Designate the SRL project as Council's key rail priority. Advocate to the Suburban Rail Loop Authority to: <ul style="list-style-type: none"> Include Doncaster Hill as part of Stage 1 of the project. Implement an express bus route/s that mirrors the SRL alignment; Secure a suitable location of a Doncaster Hill Station footprint and subway entry points; Consider a suitable location to include a Bulleen Station in the SRL alignment. Council to respond to the exhibited EES, and engage external support for consultants to review the documentation or represent Council during any hearings, as required. 	Ongoing	Department of Transport, Council, Suburban Rail Loop Authority

	<ul style="list-style-type: none"> • Liaise with LaTrobe University, Banyule and Whitehorse Councils and Scentre Group (Westfield) to strengthen and collaborate on an advocacy campaign. 		
Implement Active Transport Walking and Cycling Initiatives	<ul style="list-style-type: none"> • Continue to implement key objectives from the Bicycle Strategy 2013, Walk Manningham Plan (2011-2020) and Safe Crossing Point Plan. • Implement the Principal Pedestrian Network (PPN). 	Ongoing	Council
Implement Behavioural Change Initiatives	<ul style="list-style-type: none"> • Implement active travel behavioural change initiatives within the following plans: <ul style="list-style-type: none"> ○ Doncaster Hill Mode Shift Plan (2014) ○ Doncaster Hill Behaviour Change Plan (2015) ○ Walk Manningham Plan (2011-2020) ○ Council's Bicycle Strategy (2013) • As seen above Manningham has undertaken multiple Behaviour Change Plans. It is therefore recommended adequate resourcing be provided to implement and promote the above plans. 	Ongoing	Council
Deliver bus shelters at priority locations	<ul style="list-style-type: none"> • Council to deliver all 31 identified priority bus shelters, as identified in the Manningham Bus Network Review 2017. • Advocate to Department of Transport for funding to help deliver these priority bus shelters. 	Ongoing	Council
Participate in the Eastern Transport Coalition (ETC)	<ul style="list-style-type: none"> • Utilise forum to help generate advocacy platforms for transport improvements. • Represent Council at ETC, alongside Councillor representative • Attend monthly meetings 	Ongoing	Council
Participate in the Metropolitan Transport Forum (MTF)	<ul style="list-style-type: none"> • Utilise forum to help generate advocacy platforms for transport improvements. • Represent Council at MTF, alongside Councillor representative • Attend monthly meetings 	Ongoing	Council
SHORT TERM ACTIONS			
Advocate for Bus Rapid Transit (BRT)	<ul style="list-style-type: none"> • Undertake further literature review, feasibility studies, business case and/or other investigations to support the BRT proposal for Doncaster and strengthen council's advocacy. 	Short term	Council, Department of Transport

	<ul style="list-style-type: none"> Align the proposal with the North East Link 'Doncaster Busway' proposal and Bulleen and Doncaster Park & Rides. Develop a marketing campaign to inform the community on what is BRT, and what are we asking for exactly. 		
Advocate for the construction of Templestowe Road Duplication	<ul style="list-style-type: none"> Advocate for State Government funding commitment for the construction and duplication of Templestowe Road, including shared user path, traffic improvements, bus infrastructure etc. 	Short term	North East Link Project, Department of Transport, Council
Advocate for a new Templestowe Road Bus Service	<ul style="list-style-type: none"> Investigate feasibility & cost for a new direct bus service along Templestowe Road (between the Pines shopping Centre and Heidelberg railway station). 	Short term	North East Link Project, Department of Transport, Council
Prepare Feasibility Study for Birrarung Park Pedestrian Bridge	<ul style="list-style-type: none"> Prepare a Feasibility Study for a new pedestrian and cycling bridge to cross the Yarra River in Birrarung Park, to connect with the Plenty River Trail in Viewbank (City of Banyule). 	Short term	Manningham Council, Banyule Council
Prepare a Feasibility Study Bulleen Park Pedestrian Bridge	<ul style="list-style-type: none"> Prepare a Feasibility Study for a new pedestrian and cycling bridge to cross the Yarra River in Bulleen Park, to connect with the Main Yarra Trail in Ivanhoe East (City of Banyule). 	Short term	Manningham Council, Banyule Council
Contribute and Advocate for a Manningham Bus Network Review	<ul style="list-style-type: none"> Work collaboratively with DoT and neighbouring councils, on a Manningham bus study to achieve a high level outcome for our local and broader community. Develop a marketing campaign to inform the community of benefits associated with a review of the bus network. 	Short Term	Department of Transport, Council
Prepare a Doncaster Road corridor land use and population assessment & Feasibility Study	<ul style="list-style-type: none"> Engage external consultant to undertake an assessment of current and projected population and development along the Doncaster Road corridor (including Doncaster Hill), in order to gather strategic data to strengthen advocacy and contribute to the BRT proposal. 	Short term	Council

	<ul style="list-style-type: none"> • Prepare a report that illustrates the findings of this assessment to provide to relevant stakeholders. • Undertake a feasibility study to determine the requirements for the upgrading of the Doncaster Road corridor to support a bus rapid transit (BRT) network and any associated traffic impacts. 		
Develop Doncaster Park & Ride as a Transit Oriented Development	<ul style="list-style-type: none"> • Advocate for the Doncaster Park & Ride to be further developed to provide a Transit Oriented Development (TOD). • Engage external support from consultants to develop material to strengthen advocacy campaigns. 	Short term	North East Link Project, Department of Transport, Council
Advocate for On-Demand Bus Services	<ul style="list-style-type: none"> • Investigate opportunities for FlexiRide trial in Manningham with a particular focus on the lower density suburbs to the east of Manningham. • Advocate for funding for the development of a marketing/education campaign that informs residents on the benefits and how to use FlexiRide services. 	Short term	Department of Transport, Council
Investigate Public Electric Vehicle Infrastructure opportunities	<ul style="list-style-type: none"> • Liaise with various companies to determine feasibility of installing Public Electric Vehicle Charging stations at key activity centres throughout Manningham. 	Short term	Council, DELWP, Various private EV charging infrastructure companies
Develop a Marketing Campaign that Promotes the Bus Network	<ul style="list-style-type: none"> • Develop a marketing campaign that promotes the benefits of the Bus Network to the Manningham community. 	Short Term	Council, Department of Transport
Contribute to the delivery of an upgraded Westfield Shopping Centre Bus Interchange	<ul style="list-style-type: none"> • Council to work closely with Westfield (Scentre Group) and the Department of Transport to finalise a bus interchange design and development. 	Short term	Council, Department of Transport, Scentre Group
Contribute to the delivery of an upgraded	<ul style="list-style-type: none"> • Council to work closely with Stockland and the Department of Transport to finalise a bus interchange design and development. 	Short term	Council, Department of

Pines Shopping Centre Bus Interchange			Transport, Stockland
Encourage car and ride share programs	<ul style="list-style-type: none"> • Encourage car and ride share programs within Doncaster Hill. • Liaise with various companies to determine their commercial viability of operating in Manningham. • Work with stakeholders and local property developers to accommodate car and ride share facilities both within public spaces and as part of private developments. • Implement car and ride share objectives within Doncaster Hill Framework Plan (Draft 2021) • Prepare a feasibility study into a car share scheme for Manningham 	Short term	Various car and ride share companies, private developers, Council
MEDIUM TERM ACTIONS			
Develop a Manningham Council Green Travel Plan	<ul style="list-style-type: none"> • Develop a Manningham Council Green Travel Plan to help promote sustainable transport options within the organisation. 	Medium term	Council
Investigate Trackless Tram opportunities along the Doncaster Road Corridor and Doncaster Busway	<ul style="list-style-type: none"> • Undertake a feasibility study to determine the requirements for upgrading the Doncaster corridor and Doncaster Busway to support Trackless Trams. 	Medium term	Council, Department of Transport
Investigate Potential Locations for Bulleen Train Station as part of SRL	<ul style="list-style-type: none"> • Advocate for a Bulleen Train Station to be included as part of Stage 2 of the SRL Alignment. • Investigate suitable locations within Bulleen for a train station 	Medium term	Council, Suburban Rail Loop Authority

Develop a new Bicycle Strategy	<ul style="list-style-type: none"> Prepare a new Bicycle Strategy that provides a clear framework for the future advocacy, planning, development and delivery of cycling improvements and infrastructure over the next 10 to 15 years. 	Medium term	Council
LONG TERM ACTIONS			
Advocate for a Doncaster Rail link along the Eastern Freeway	<ul style="list-style-type: none"> It is suggested that Council continue to passively advocate for the Doncaster Rail link along the Eastern Freeway, to avoid diluting messaging to the community and other stakeholders regarding the key transport priorities for Manningham. 	Long Term	Council, other various stakeholders

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