



MANNINGHAM

WALK MANNINGHAM PLAN 2011 – 2020

A Plan to get more people walking to more places more often, to support healthy, efficient, socially inclusive and sustainable communities.

October 2011



Walking is the first thing an infant wants to do and the last thing an old person wants to give up.

Walking is the exercise that does not need a gym.

It is the prescription without medicine, the weight control without diet, and the cosmetic that can't be found in a chemist. It is the tranquilliser without a pill, the therapy without a psychoanalyst, and the holiday that does not cost a penny.

What's more, it does not pollute, consumes few natural resources and is highly efficient. Walking is convenient, it needs no special equipment, is self-regulating and inherently safe. Walking is as natural as breathing.

John Butcher, Founder Walk21, 1999 International Charter for Walking

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Section One Walk Manningham Plan

1 Introduction

Why all the fuss about walking?

Walking was the 'forgotten mode' during the last few decades. As cities in most of the developed world were planned to accommodate the use of the private car and walking was neglected in both transport policy and planning. The proportion of people walking to school and work dramatically declined in the early 1970's. During the early 2000's a growing recognition of the links between walking and issues such as health and obesity, the environment and climate change, car dependence and peak oil, congestion and amenity, and equity issues for the young, old and people with a disability has resulted in a resurgence of interest in all aspects of walking.

The Walk Manningham Plan outlines Council's strategic direction on improving walking infrastructure, programs and information. Enabling a greater uptake of walking for transport reduces vehicle traffic volumes and through implementation of this Plan, road safety improvement benefits should be recognised.

1.1 Purpose

The purpose of the *Walk Manningham Plan* is to encourage more people to walk to more destinations more often. This includes raising the profile of walking both as a means of transport and as Manningham's most popular form of recreation.

The *Walk Manningham Plan* has been developed by Council in Partnership with the Victorian Government (via a \$30,000 planning grant), recognising the importance of walking for recreation and transport purposes.

1.2 Who is walking?

The term pedestrian or walkers are inclusive of traditional walkers, people in motorized wheelchair that cannot travel over 10km/hour, people in a non motorized wheelchair, a person pushing a wheelchair, a person in or on a wheeled recreation device or wheeled toy and a person pushing a pram. This definition is consistent with the Victorian Road Safety Road Rules 2009.

1.3 Structure of Plan

Section 1

The Walk Manningham Plan provides a set of strategic objectives and key actions which focus on behavioral programs, infrastructure improvements and the provision of signage and information to encourage walking.

Section 2

Walk Manningham was undertaken as an action research project. Section 2 summarises the key background details and case studies. There are four background reports which provide the background detail and are available on the Manningham Website.

1.4 Strategic Context

The State Government's *Pedestrian Access Strategy (2010)* recognises that there has been a marked decline in the number of people who walk and aims to increase participation in walking on an improved network of paths. The Strategy seeks to promote walking, especially for short trips and, in combination with public transport, to reduce road congestion, improve community health and safety and to realise the associated environmental benefits.

Walk Manningham builds on a number of existing Council strategic documents including, *The Active for Life, Recreation Strategy (2010)*, *Municipal Public Health Plan (2010)*, *Making Manningham Mobile (2010)*, *The Doncaster Hill Pedestrian and Cycling Plan (2010)*, *The Road Safety Strategy (2010)* and *the Manningham Activity Centre Strategy (2005)*. Together these strategic documents have identified the need for a walking strategy to ensure that walking and pedestrian access is given a high priority in and around Manningham and especially in key areas such as schools, activity centres, along bus networks and community facilities.

Making Manningham Mobile (2010), is a companion document for the *Walk Manningham Plan*, as it sets out key actions to improve, manage and promote all transport modes, with particular emphasis on sustainable transport such as walking, cycling and public transport.

The *Walk Manningham Plan* delivers on Manningham's Council Plan (2009-2013), particularly on a number of objectives including:

- The provision of a **safe community**,
- An **inclusive environment** that provides accessibility to services and facilities;
- To adopt **sustainable practices** that reduce our carbon footprint on the environment; and
- To **promote healthy lifestyles** and encourage community involvement in recreation and leisure activities that support physical, mental and emotional wellbeing.



The *Walk Manningham Plan* considers the four pillars approach to sustainability including; cultural vitality, economic health, environmental responsibility and social equity. The integration of the four pillars will drive sustainability, highlighting opportunities for innovation.

1. **Environmental Responsibility** – Walking is the most environmentally sustainable form of transport as it is non-polluting. Walking is quiet and energy efficient.
2. **Economic Viability** – Walking is essential for Manningham’s economic health. Access to shopping and trading generally requires a walking trip and purchases are made at a walking pace. Quality pedestrian facilities provide access to shops and other businesses.
3. **Cultural Vitality** – Walking provides opportunities for people to experience the many forms of culture and sense of place that exist in Manningham. Culture also plays an important role in defining our attitudes, values and behaviours.
4. **Social Equity** – Walking encourages people onto the street and as such enhances the social environment. It is a healthy and social activity open to nearly all members of community.

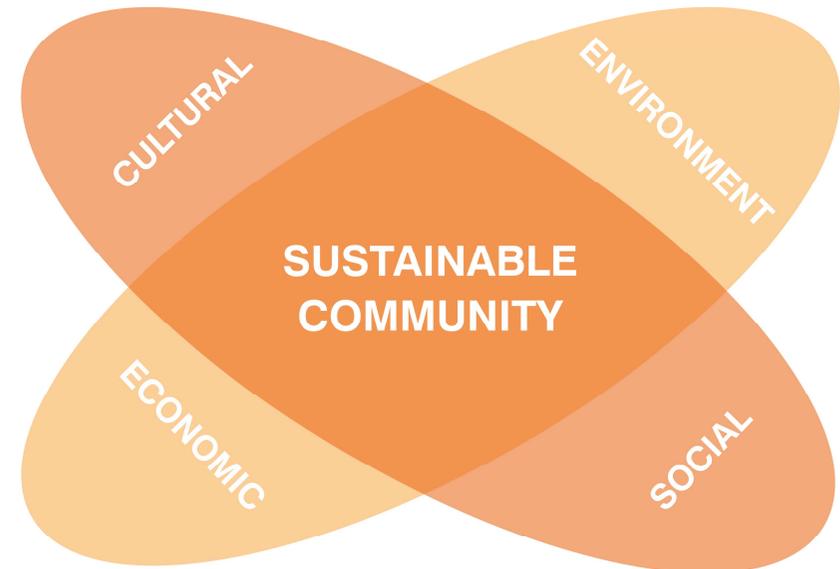


Figure1. Four Pillars of Sustainability

2 Moving Forward

The Walk Manningham Plan has an identified Vision, Principles and Strategic Objectives. The guiding principles for the *Walk Manningham Plan* are those adopted in the International Charter for Walking (Refer Appendix 1).

Strategic Direction For Walking In Manningham



2.1 Short and Long Term Aspirational Targets

In order to evaluate the success of the *Walk Manningham Plan*, a range of short and long term aspirational targets have been identified to measure the increase across a number of key target areas. The target figures are based on a desirable figure which will require Council and community commitment of time and resources in order to achieve these targets.

Key Target Area	Measure	Base figure	Short term aspirational target 2015	Long term aspirational target 2020
Increase in number of people who walk for recreation	Number of people who participated in walking for recreation in the previous 12 months*	54%	57%	60%
Increase in number of people who walk as a form of transport	Number of people who use walking as a form of exercise as a method of getting to / from a destination*	45%	50%	55%
	Increase share of (short) local walking trips by almost 100%**	11%	16%	20%
Increase awareness and support of active school travel among local pre, primary and secondary schools	Numbers of preschools adopting active school travel plans	0% (0)	11% (5)	22% (10)
	Numbers of primary schools adopting active school travel plans	16% (4)	37% (9)	58% (14)
	Numbers of secondary schools adopting active school travel plans	0% (0)	33% (2)	50% (3)
Increase number of children walking to school	Increase walking rates as found in 'journey to education' on average school day**	13.5%	18.5%	23.5%
	Increase walking rates as found in 'travel by purpose' (less than 2km) **	37.8%	60%	80%
Increase awareness of sustainable transport and walking to Activity Centres	Number of Principle Activity Centre, Major Activity Centres and Neighbourhood Activity Centres with Pedestrian Plans	27% (3)	55% (6)	72% (8)
	Number of people walking to Activity Centres***	10%	25%	40%

* Manningham Active for Life Recreation Strategy Resident Telephone Survey (Nov 2008)

** Victorian Integrated Survey of Travel and Activity (2009)¹

*** Manningham Activity Centre Strategy Resident Telephone Survey (2005)

¹ VISTA advised that the data for public transport in Manningham (mode share) is too low at 6% to detect change over time. PT target has been removed.

2.2 Priority Destinations

There is a need to develop priority destinations within the municipality to cater for significant pedestrian activities. Prioritisation will be given to destinations identified as significant pedestrian generators such as pre, primary and secondary schools, shopping (activity) centres, community hubs, sport and recreation facilities and public transport connections. Key routes will be determined to and within the priority destinations to ensure the walking infrastructure is provided for including quality footpaths, safe road crossings and amenities including lighting and seating. The following destinations will be prioritised to improve walking for recreation and transport:

Walking to Public Transport

Areas within 400 metres that provide convenient access to bus stops for the Smartbus routes, Doncaster Area Rapid Transit (DART) routes and the Local bus network.

Walking to Preschool / School

- 44 Preschools
- 26 Childcare Centres
- 22 Primary Schools
- 7 Secondary Schools
- Special Education Campuses

Walking to Shopping (activity) Centres

- 1 Principal and 1 Major Activity Centre
- 9 Neighbourhood Activity Centres
- 29 Local Activity Centres

Walking to community / recreation facilities

- 290 Parks and Reserves
- 154 Playspaces
- 32 Sporting Reserves and facilities
- BMX and 2 skate board facilities
- 8 Maternal and Child Health Centres
- Libraries

2.3 Evaluation Principles

The evaluation principles should guide the development of future prioritisation of walking infrastructure providing for maximum community benefit. The evaluation principles are outlined below.

Will the walking paths/routes/areas:

- Encourage an increase in pedestrian activity among all sections of the community; by virtue of their walkability (provide an optimal route between origin and destination, adopting routes with flatter grades where feasible)
- Improve safety for pedestrians
- Provide links to existing/future facilities and open space and public transport
- Add value to existing projects and programs, such as determined road upgrades, Activity Centre structure plans etc
- Recognise existing stakeholder and/or community support with an interest in walking, ie, Active School Travel Plans, Activity Centre structure plans etc
- Minimise net environmental impacts
- Provide benefits which justify the cost of construction when compared with other alternative potential path locations
- Be feasible to construct to current standards eg a planning permit can be obtained for vegetation removal (where required), sufficient land is available to accommodate the path, there is sufficient clearance to traffic, access to abutting properties will not be significantly adversely affected etc.

2.4 Community Involvement

Increasing walking in Manningham requires a joint effort by Council and the Manningham community. Council encourages the community to consider walking for transport, especially for short trips. The community can actively improve walking participation rates through the development of Active Travel Plans as listed below.

2.5 Audit process

There are a number of audit tools available for the community to use to assess walkability. Schools, traders, employers, walking groups and the general community are invited to audit the walkability of their area in which they live, shop, work and recreate. This information can form the basis of an Active Travel Plan and assists Council in the prioritization of infrastructure upgrades. The Victoria Walks website has excellent information available to assist people in undertaking a walking audit.

Additionally, potential projects identified should consider the Living Streets' 5 C's audit Process. Is the walking route:

- **Connected:** How well is walking integrated with public transport, retail, community venues and open space? Are parking areas well connected to retail and other destinations?
- **Comfortable:** Are route design standards adequate, such as footpath width and grade (slope), good quality walking surfaces and provision for people with a disability or limited mobility? Are there pram ramps and are they compliant with disability standards?
- **Convenient:** Have important routes been given sufficiently high priority, for example short pedestrian waiting times at signalised crossings? Do people with limited mobility have enough time to cross the road? Is there adequate seating, drinking fountains, and wheelchair chargers?
- **Convivial:** Is urban design to a high standard? Is there adequate lighting? Are there areas or places that are unattractive or perceived to be dangerous?
- **Conspicuous:** Are walking routes clearly signposted? Is it obvious how to get to the shops, leisure facilities or bus stops? What signage is needed for pedestrians? Are all street names visible and pointing in the right directions?



2.6 Universal access and design principles

The Concept of universal access and design is to ensure the built environment is accessible to as many users as possible at little to no extra cost. The principles include:

- Equitable use
- Flexibility in use
- Simple and intuitive use
- Perceptual information
- Tolerance and error
- Low physical effort
- Size and space for approach and use

3 Action Plan

The Actions Plan has been prioritised as follows:

Short Term	1-3 years
Medium Term	3-5 years
Long Term	5-10 years
Ongoing	

Key acronyms identifying relevant Council departments

A&CP	Arts and Cultural Programming
ADS	Aged and Disability Services
C&M	Communications & Marketing
CP	Community Planning
CS	Corporate Support
EEP	Economic and Environmental Planning
EO	Engineering Operations
E&TS	Engineering and Technical Services
MCC	Manningham City Council
P&R	Parks and Recreation
SCS	Social and Community Services
SP	Statutory Planning
OD	Organisational Development



Create and Maintain a Walkable Built Environment

The built environment is the neighbourhood in which people live, work, are educated, eat and play. This includes roads, buildings, recreational facilities etc. Increasing walking connections and safety of walking in neighbourhoods together with the provision of well designed and maintained urban infrastructure create a safe, accessible and healthy walking environment for everyone in the community, irrespective of age, gender or ability.

Five areas for action have been identified to create and maintain a walkable built environment including: Create pedestrian friendly Activity Centres, Improve Pedestrian Access and safety to and around schools, Provide safe pedestrian links, Connect with public transport and Improve walkability within neighbourhoods.

3.1 Create Pedestrian Friendly Activity (shopping) Centres

A pedestrian friendly Activity Centre contains features to maximise opportunities for walking such as good footpath and access to and within the centre which are connected to the street network and public transport. Public amenity is significantly enhanced with the creation of shared spaces, traffic calming measures, pedestrian crossings, wider footpaths, lighting, street furniture and landscaping. Encouraging more pedestrians into retail areas is important for the economic prosperity of local activity centres.

Action No.	Actions	Lead Unit	Support Unit	Time Frame
3.1.1	Work with property owners and traders at Doncaster East Village and Jackson Court Activity (shopping) centres to implement recommendations within Council's responsibility as identified in the case study ' <i>Increasing Walking To and Within Activity Centres (2011)</i> '.	EEP	E&TS, EO, H&LL, P&R	Short
3.1.2	Ensure future Structure Plans undertake a pedestrian audit of the activity centre to ensure pedestrian friendly design which maximises opportunities for walking such as footpath and access improvements, shared spaces with traffic calming measures, vehicular crossovers, wider footpaths, street furniture such as seating etc. Pedestrians and cyclists will be given priority over other forms of transport. Consideration be given to encouraging shoppers to undertake the walking audits with gift certificate prizes from the same activity centre.	EEP	E&TS, SP	Medium - Long
3.1.3	Prepare a walk plan for Local and Neighborhood Activity Centres focusing on schools and surrounding community facilities to promote walkability and social connectivity. Priority areas may include Rosella Street Local Activity Centre in conjunction with Beverley Hills Primary School and Donburn Neighbourhood Activity Centre in conjunction with East Doncaster Secondary College. Consideration be given to encouraging students to undertake the walking audit.	EEP	E&TS,	Short
3.1.4	Incorporate a walk plan for the 'Bulleen Gateway Study Review' which promotes walkability, social connectivity and links to local schools and public transport connections'.	EEP	ETS	Short
3.1.5	Encourage a pedestrian friendly culture particularly within Activity Centres by advocating for targeted campaigns and enforced road traffic laws.	EEP	H&LL, Vic Police	Ongoing
3.1.6	Create shared zones in Activity Centers by lobbying Vic Roads for a reduction in speed limits to a walking pace vehicle speed limit of 5-10km/hr	E&TS	EEP	Ongoing
3.1.7	Continued support for the ongoing allocation of capital funds towards Activity Centre enhancements.	EEP	E&TS	Ongoing
3.1.8	Implement the Warrandyte Precinct Business Plan 2010-2015 recommendations and the Green Wedge Strategy and Action Plan 2020 to improve the Warrandyte Streetscape, walkability and linkages to parks, reserves and the Green Wedge.	EEP	E&TS	Short

3.2 Improve pedestrian access and safety to and around schools

Walking to school is fun and social, it improves self esteem, confidence, concentration levels, posture, cardiovascular fitness, while reducing stress levels, depression, anxiety, body weight and blood cholesterol. Anecdotal evidence suggests that children and young people prefer to walk, ride or scooter to Preschool, Primary or secondary school rather than travel in a car. Road congestion around schools will be reduced as more students walk to school with good footpath access and increased student safety.

Action No.	Actions	Lead Unit	Support Unit	Time Frame
3.2.1	Work with the four primary schools (Serpell, Doncaster, Our Lady of the Pines and Milgate) to implement recommendations identified in the case study <i>Increasing the Walking to School in Manningham (2011)</i> .	E&TS	EEP	Ongoing
3.2.2	Encourage and support development and implementation of Active School Travel Plans within the limits of available resources for preschools, primary and secondary schools within Manningham, prioritising schools as follows: <ul style="list-style-type: none"> Schools who are committed to improving Active Transport to school; and Schools within proximity to future road/public transport upgrades 	EEP	E&TS S&CS	Medium - long
3.2.3	Continue to improve traffic management around schools and preschools including safety of school zone, safe road crossings, clear visibility, vehicle speed, appropriate and effective parking and parking restrictions, etc.	E&TS	H&LL	Ongoing

3.3 Provide Safe Pedestrian Links

Walking for recreation is the most popular recreation activity undertaken in Manningham. Safe and direct pedestrian links to open space tend to be associated with increased walking for recreation. Manningham has a large network of public open space and continues to extend the off road trail network providing increased walking opportunities for the health and wellbeing of the Manningham community.

Action No.	Actions	Lead Unit	Support Unit	Time Frame
3.3.1	Continue to develop and maintain Manningham's regional off road trail network.	EEP	E&TS, EO, P&R, SP	Ongoing
3.3.2	Continue to plan and develop strategic links from the regional trail network to other areas of open space, such as playspaces, community facilities and to the residential street network as identified in the Manningham Public Open Space Strategy.	EEP	E&TS, EO, P&R	Ongoing
3.3.3	Continue to monitor the usage of the Mullum Mullum and Koonung Trails through the analysis of the counters and publicise the data on the Manningham and Victoria Walks websites.	E&TS	EEP	Ongoing
3.3.4	Install additional trail counters on other sites such as Finns Reserve and Ruffey Lake Park to monitor usage of the trails.	EEP	E&TS	Short
3.3.5	Continue to implement the actions identified in Council endorsed Management Plans to ensure areas of open space cater to walkers, including suitable paths and amenity such as seating, water fountains, and quality play spaces in line with the Public Open Space Strategy Draft 2011 (POSS) and potential open space links through Public Acquisition Overlay are identified.	EEP	E&TS, EO, P&R	Ongoing
3.3.6	Support the actions of the Green Wedge Action Plan 2011 including: <ul style="list-style-type: none"> • Environmental and heritage walks; • Walkability pilot program through Warrandyte township; and • Advocate and develop the future expansion and linkage of trail networks through the Manningham Green Wedge, i.e. extension of the Main Yarra Trail to Warrandyte 	EEP	P&R	Short – Medium
3.3.7	Support Parks Victoria in the upgrade of recreational paths and trails.	EEP, P&R	Parks Victoria	Ongoing
3.3.8	Improve the pedestrian access from the street network to the Mullum Mullum Trail in Donvale in line with the Principle Pedestrian Network.	EEP, ETS		Short

3.4 Connect with public transport

Pedestrian access to public transport needs to be easy and convenient. Bus stops need to have good walking access and links to wider walking networks. By improving walking access to bus stops more people will use the service and thus engage in more incidental exercise as part of their everyday travel, whilst at the same time reducing traffic on the roads.

Action No.	Actions	Lead Unit	Support Unit	Time Frame
3.4.1	<p>Work with public agencies and other key stakeholders to implement the capital improvements as recommended in the <i>Improving walking access to public transport in Manningham (2011)</i>, including:</p> <ul style="list-style-type: none"> • Ensure timetabling of connecting buses / transport are linked conveniently • Increase the number of safe and convenient road crossings between pairs of bus stops. 	E&TS	EEP, EO	Short – medium
3.4.2	<p>Advocate with the department of Transport on implementation of <i>Making Manningham Mobile (2010)</i> including:</p> <ul style="list-style-type: none"> • Increase walking and cycling accessibility to Doncaster Park and Ride • Audit and improve location of bus stops for walking accessibility • Ensure all bus stops are compliant with the Disability Discrimination Act (DDA) • Upgrade local bus stops with shelters and seating • Provide real time information for bus passengers at key locations ie, Park and Ride, Westfield Doncaster, The Pines etc • Review options for extra bus routes or more bus stops. 	SP	EEP, ETS	Ongoing
3.4.3	<p>Provide appropriate and well maintained footpaths and adequate lighting along walking links through open space to major bus stops.</p>	EEP	E&TS	Short - medium

3.5 Improve walkability of neighbourhoods

Neighbourhoods need to be pedestrian friendly where facilities are within walking distance from homes. Residential areas with the right mixture of facilities and services which achieve greater street connectivity such as grid-pattern street networks will encourage walking for transport. Pedestrian permeability needs to be a high priority in the planning process to ensure walking access to, through and within new developments.

Action No.	Actions	Lead Unit	Support Unit	Time Frame
3.5.1	Continue to improve the footpath network, crossings and accessibility and complete missing pedestrian links to maximise community benefit by supporting the combination of a Graduated System (road function classification proportional to community benefit) and Principal Pedestrian Network.	E&TS	EEP	Short – long term
3.5.2	Complete the development of the Principal Pedestrian Network by June 2012 to inform the delivery of capital works.	E&TS	EEP	Short
3.5.3	Finalise criteria for prioritising the delivery of the Principal Pedestrian Network.	E&TS	EEP	Short
3.5.4	Advocate with Vic Roads to improve walking connectivity and linkages that help people cross busy main roads, particularly to activity centres, schools, open space areas, trails and public transport connections and improve those within Council's responsibility.	E&TS	EEP, EO	Short – medium
3.5.5	Consider 'walksafe' treatments at locations where there are high levels of pedestrian activity, particularly at major intersections and crossings to Activity Centres.	E&TS	EEP	Short – medium
3.5.6	Advocate with Vic Roads to review traffic signal design and operating practices to give greater priority to pedestrians including reducing wait times for pedestrians.	E&TS		Short
3.5.7	Support the implementation of in <i>Making Manningham Mobile 2010</i> including where practical: <ul style="list-style-type: none"> • Include walking and cycling improvements with all arterial road upgrades where road width allows; • Provide traffic calming measures in local streets that have been identified as trouble spots; • Ensure pedestrian crossings and footpaths in and around activity centres as well as local roads are DDA compliant; and • Ensure safe and accessible pedestrian crossings at convenient locations. 	E&TS	EO	Ongoing
3.5.8	Incorporate Universal Design Principles that improve the pedestrian environment to ensure it is accessible to those with mobility and visual impairment, motorised scooters, wheelchairs, prams etc in future upgrades.	E&TS	EO	Ongoing
3.5.9	As part of future subdivisions ensure that pedestrian links are created to the adjoining streets, public open space, activity centres, and/or public transport connections.	EEP	SP, ETS	Ongoing

Inspire and inform people to walk more

Finding ways to raise the profile of walking as a preferred travel choice is one of the most important roles Council can play. Signage, maps and other information which promote walking for recreation and as a travel choice will complement behavioural programs to encourage more people to walk more in Manningham. Programs that change people's behaviour are vital to bring about a shift from car dependence to more sustainable forms of transport, such as walking. Trail etiquette signage along shared trails aims to change people's behaviour so that the trail can be enjoyed by everyone.

Three areas for action have been identified to Inspire and inform people to walk more, and they include: Demonstrate strong leadership, Deliver inspirational programs; and Provide information and signage.

3.6 Demonstrate strong leadership

To achieve the vision of 'more people walking to more places more often', Manningham Council will take a leadership role to enable change. Manningham will transform from a car dominated municipality to a community of people who chose to walk for transport, particularly for short trips and for recreation purposes.

Action No.	Actions	Lead Unit	Support Unit	Time Frame
3.6.1	Endorse the International Charter for Walking (Refer Appendix 1) as the means of setting the base line for standards of walking.	MCC		Short
3.6.2	Encourage businesses in Manningham to endorse the International Charter for Walking (Refer Appendix 1) as the means of setting the base line for standards of walking.	EEP	C&M	Short
3.6.3	Ensure a supportive environment for walking in land use and transport planning to key facilities such as schools, preschools, activity centres and parks particularly in regard to the review of Manningham's Residential Strategy priorities.	EEP	SP E&TS	Ongoing
3.6.4	Use the Sustainable Design Task Force and the application process to ensure priority is given to walking access to and through and within new developments in planning decisions.	EEP SP		Ongoing
3.6.5	Ensure the Manningham events program (community, sustainability, nature walks and other events) deliver key messages on the benefits of walking.	A&CP EEP	S&CS	Ongoing
3.6.6	Facilitate an annual school award recognizing outstanding achievements in 'Active School Travel'.	EEP	E&TS S&CS C&M	Ongoing
3.6.7	Facilitate an annual student leader award to recognize dedication to Active School Travel	EEP	S&CS C&M	Ongoing

Action No.	Actions	Lead Unit	Support Unit	Time Frame
3.6.8	Promote the case studies undertaken (through the development of the Walk Plan) in the Activity Centres, Schools and Public Transport Reports including the identified marketing opportunities, achievements and successes.	EEP	C&M	Short
3.6.9	Advocate for additional post boxes within the local community to encourage walking.	EEP	SCS	Short

3.7 Deliver inspirational Programs

The provision of programs for schools, in workplaces and for the general community creates the process to enable behaviour change. Ensuring the programs are stimulating, engaging and fun will result in a positive experience and the opportunity for greater uptake of walking for recreation and transport purposes.

Action No.	Actions	Lead Unit	Support Unit	Time Frame
3.7.1	Implement a training program and provide resource materials to keep staff abreast of international best practice regarding pedestrian planning (for recreation and transport purposes), design and engineering and to foster a culture based on innovative and sound design principles.	EEP	E&TS, OD, EO, P&R, S&CS	Ongoing
3.7.2	Investigate an incentive program for staff to travel sustainably to work and meetings including walking, cycling and public transport in line with other Council programs	OD	GoGo, whole of Council	Ongoing
3.7.3	Encourage community groups and individuals to participate in State Government and charity walking related initiatives including Walktober, Walk the block, Walk to School, Victoria Walks, Corporate challenge, Relay for Life etc.	EEP	S&CS, P&R, A&DS Com	Ongoing
3.7.4	Encourage local businesses to support their staff to participate in State Government and charity walking related initiatives such as Walktober, Walk the block, Walk to School, Victoria Walks, Corporate challenge, Relay for Life etc.	EEP	C&M	Ongoing
3.7.5	Continue to encourage staff to participate in State Government and charity walking related initiatives such as Walktober, Walk the block, Global Corporate challenge, relay for life etc.	OD	Whole of Council	Ongoing
3.7.6	Facilitate walking programs such as the Boomer Revolution Walking Groups and the Heart Foundation Walking groups etc	EEP	A&DS, S&CS	Ongoing
3.7.7	Collaborate with Road Safe eastern Metro region in the delivery of walksafe programs particularly for the young and older adults	E&TS EEP	CPE	Ongoing
3.7.8	Support implementation of actions from Council's <i>Road Safety Strategy</i> (2010) including the promotion of traffic awareness programs in schools.	E&TS EEP	CPE	Ongoing

Refer to 3.2 for school based program

3.8 Provide Information and signage

The provision of quality information and signage is an effective method to promote walking to our community and making the process of walking to destinations easier and more enjoyable. It is also cost effective in comparison to infrastructure upgrades and coupled together, will enable increased walking to key destinations.

Action No	Actions	Lead Unit	Support Unit	Time Frame
3.8.1	Consider wayfinding signage to and within activity centres in consultation with trader groups.	EEP	E&TS	Ongoing
3.8.2	Provide and promote the new 'Walking Manningham' brochure suite to Council staff and the community to ensure it is heavily utilised across Council and the community.	EEP	S&CS, P&R, A&DS	Short - medium
3.8.3	Review and update the 'Walking Manningham' brochure suite in line with capital improvements.	EEP	C&M	Ongoing
3.8.4	Include a regular 'walking' page in the quarterly recreation newsletter 'Rec Wrap'.	EEP	C&M	Ongoing
3.8.5	Register and promote the walking infrastructure projects on the Manningham and Victoria Walks websites and regularly update the progress.	EEP	C&M	Ongoing
3.8.6	Update the walking section of Council's website with relevant and interesting information on the health and wellbeing, environmental, and economic benefits of walking.	EEP	C&M	Ongoing
3.8.7	Promote pedestrian and walking messages through shopping centre forums, meetings with trader groups, ebulletins, business website 'spotlight' and other opportunities where appropriate.	EEP		Ongoing
3.8.8	Work with the stakeholders at major destinations such as Activity Centres to produce Transport Access Guides (TAGS) showing them how to access the centres by walking, cycling and bus.	EEP	C&M	Ongoing
3.8.9	Work with property owners and traders at Doncaster East Village and Jackson Court to produce Transport Access Guides (TAGS) as recommended in <i>Increasing Walking to Activity Centre (2011)</i> .	EEP	C&M Traders	Short
3.8.10	Work with the schools to encourage them to produce active transport smart maps and other information to parents and students as identified in the Active School Travel Plans and recommended in <i>Increasing Walking to Schools (2011)</i> .	EEP	C&M Schools	Short - medium
3.8.11	Upgrade existing signage and install new signage to comply with <i>Manningham's Outdoor Signage Strategy (2011)</i> .	EEP	P&R	Ongoing
3.8.12	Work with property owners and traders at Doncaster East Village and Jackson Court to consider and implement the signage upgrades as identified in the background report ' <i>Increasing walking to and within Activity Centres</i> ' (2011).	EEP	EO	Short

Action No	Actions	Lead Unit	Support Unit	Time Frame
3.8.13	Work with major stakeholder to implement the signage recommendation identified in the background report ' <i>Improving Walking Access to Public Transport in Manningham</i> ' (2011)	EEP	EO	Short
3.8.14	Implement the signage upgrades as identified in the background report ' <i>Increasing the Walking to school in Manningham</i> ' (2011) including walking to school checkpoints on designated routes.	EEP	EO	Short
3.8.15	Develop and distribute a quarterly Active School Travel Newsletter to all pre, primary and secondary schools in Manningham, profiling the schools who have developed school travel plans and new initiatives. Provide updates on Council walking projects such as programs, infrastructure upgrades and local laws issues etc	EEP	C&M	Ongoing
3.8.16	Work with property owners and traders of Activity Centres to ensure walking opportunities are promoted in future marketing programs.	EEP	C&M	Ongoing
3.8.17	Establish and expand a listing of existing walking groups and calendar of walking events to be promoted through the Manningham Website.	EEP	C&M	Ongoing
3.8.18	Communicate the process for community members to lodge walkability issues with Council and publicise this in a range of Manningham publications including the website, the new Active School Travel newsletter, RecWrap, Manningham Matters, and to existing walking groups.	C&M	EEP, CS	Short
3.8.19	Progressively update Councils key destinations on the Manningham website with sustainable transport options.	EEP	C&M	Ongoing

4 Implementation

Creating a more walkable Manningham will be achieved through the timely and efficient implementation of this Plan. Collaboration within Council will ensure the smooth integration of programming, promotions and information together with infrastructure projects.

4.1 Coordination

Council will lead the implementation of the Plan and an internal working group titled 'Walk Manningham' will be responsible for:

- Monitoring successful implementation of the Action Plan
- Developing criteria to prioritise implementation of capital improvements across programs
- Identifying internal training opportunities and staff learning resources
- Undertaking the regular reviews of the Walk Manningham Plan.

Council's current capital works allocation for footpath related works in 2011 - 2012 is approximately \$2.5m. The works will be delivered across the following projects and programs:

- Gravel Footpath Construction Program
- Footpath Construction - Council Properties
- New footpath Construction (PPN)
- Bicycle Strategy implementation
- Neighbourhood Activity Centres
- Local Activity Centres
- Linear Park Management Plans
- Open Space and Recreation Management Plans
- Playspaces and Neighbourhood Park Program
- Horse Riding Strategy implementation
- Doncaster Hill Streetscape and Transport projects
- Asset Management Strategy – road and park footpaths, pram crossings and shopping centre enhancements.

Other Council programs and initiatives that relate to walking include but are not limited to:

- Walking groups
- Events such as Healthy Lifestyles Week
- Travel Smart Program
- Environmental walks and trails
- Spring Outdoors Program
- Walking brochure and website information.

The challenge for Council is to manage the ongoing coordination and implementation of walking related projects and programs as they are delivered across a number of units within Council. Collaboration is crucial to ensure the smooth and efficient delivery to improve walking infrastructure, improved signage and information and the delivery of programs.

4.2 Partnership

The success of the Plan will also depend on continued strong partnerships with local community groups, schools, organizations such as Victoria Walks and the Heart Foundation and State Government Departments such as the Department of Transport, Vic Roads, Parks Victoria and Sport and Recreation Victoria.

Consultation and community input will continue to be made a priority to ensure that Council delivers solutions that achieve maximum community impact.

4.3 Funding the actions

Whilst the Action Plan identifies timeframes, it is acknowledged that there may be instances where some longer term actions may be undertaken earlier, subject to funding opportunities being made available or taking into account other Council priorities. Additionally, a large number of the actions will take the ten year period or more to implement such as the implementation of the Principle Pedestrian Network. The implementation of actions that are currently unfunded will rely on additional funding sources such as external funding grants. Staging of works will be considered individually for each project to enable a range of activities to be funded within each five year time frame. Priority footpath works may require a resident/trader contribution through a special rates and charges Scheme

4.4 Funding Models

Council will need to consider the full range of available funding models in order to deliver the actions identified in the strategy. Available funding models include:

- Prioritisation of Capital and other expenditure for walking projects
- Pursuit of Federal and State Government Funding: Department of Transport, Sport and Recreation Victoria (SRV) Community Facilities Funding Program etc
- Collaboration with Industry groups, private providers etc.

4.5 Monitoring and Review

To ensure that the strategy is on track to achieve the long term aspirational targets, minor reviews will be undertaken annually and a major review will be undertaken in 2015 and 2020.

Section 2 Background and Action Research

5 Benefits and Barriers to Walking

There are extensive benefits and barriers to walking for recreation and transport as outlined in sections 5.1 and 5.2.

5.1 Benefits

The *Walk Manningham Plan* has identified the need for a substantial cultural change in the community, to embrace the opportunity to walk for short trips rather than taking the car. Walking communities are safe, vibrant, happy and healthy.

Walking provides the opportunity for people to talk to each other and to feel a stronger connection to the place in which they live. It also contributes to incidental exercise, contributing to the daily physical activity requirements of 30 minutes per day for adults and 60 minutes per day for children. Hence, walking has a positive impact on the general health and wellbeing and influences the rates of many major health problems including obesity, diabetes, heart conditions, mental health and dementia. Older adults can decrease their risk of disability and increase their likelihood of maintaining independence by 41% by participating in a walking exercise program.²

A high proportion (35%) of vehicle trips in Manningham are less than 2km³. Replacing these short vehicle trips with walking will significantly reduce traffic congestion throughout Manningham's neighbourhoods, schools, shops and community centres whilst

² <http://www.sciencedaily.com>

³ Victorian Integrated Survey of Travel and Activity, VISTA 2007

having a positive impact on the health and wellbeing of our community. Walking will also significantly help the environment, as it is non-polluting. "It produces zero carbon emissions and is the most environmentally sustainable form of transport".⁴

Walking is also great for the local economy as higher foot traffic results in a higher percentage retail turnover from local residents and workers. It is also the most affordable form of recreation and transport as it is free. Providing good walking environments and programs that encourage walking are considerably less expensive to Council, the State Government and private providers than building and maintaining roads and car parking spaces.

Walking is the most popular form of recreation in Manningham, Melbourne and for the rest of Victoria,⁵ so it is imperative to continue to improve walking infrastructure, and provide programs, information and signage to ensure the continued and increase in participation.

⁴ Victoria Walks Website, http://www.victoriawalks.org.au/Walking_for_Planet/

⁵ Sport & Recreation Victoria Survey 2005, and Manningham's Active for Life Recreation Strategy (2010).

5.2 Barriers

There are an endless number of barriers which may discourage people from walking. A number of major barriers include accessibility, lack of information, personal values, safety and weather.

Accessibility can significantly limit walking if the walking environment is not adequate, particularly for older people and those with mobility issues. Narrow footpaths, uneven surfaces, poorly located bollards, trees pushing up concrete footpaths and a lack of or unsafe crossings all contribute to poor accessibility. Manningham has a high proportion (28%, 33,000 people) of the community who are aged between 5-17 years or 70 years and over. The younger cohort is too young to drive, and the older age group may choose to reduce their driving or may be unable to drive in some cases. There is 20% of the population with some form of disability, which may result in them not driving. The implication is that there is a substantial local need for high quality, safe and accessible walking environments.

Lack of information is also a barrier to walking. Inadequate signage and lack of promotion of new and improved routes and upgraded public transport contributes to the lack of walking. Additionally, there is a constant turnover of residents in Manningham and a need to provide ongoing information and

promotional campaigns and the identification of walking opportunities to the changing resident population base.

Personal values, attitudes and behaviors all contribute to walking levels in our community. Walking for recreation and transport purposes can be habitual. Council and community leadership, events and programs are all crucial to encouraging people to make informed choices. This means persuading recreational and occasional walkers to become regular walkers, and drivers and passengers to reduce their car trips and increase their walking.

Safety issues are also a barrier to walking. People may feel unsafe where there are no safe road crossings and insufficient lighting around bus stops, footpaths and activity centres. Shared paths can also create safety concerns such as cyclist and dog conflicts. Additionally, perceived fear around children and young people walking to school is such a major issue resulting in an enormous decline in walking to school rates.

Weather can deter some people from walking, particularly with extreme weather conditions as can be found in Melbourne. Promotional and behaviour change programs can assist in educating and encouraging people to continue to participate in active travel despite changing weather conditions. As quotes by an English explorer, "There is no such thing as bad weather, only inappropriate clothing".

6 Who is walking and where are they Walking?

Understanding how the Manningham community currently participates in walking for recreation and transport will assist in the improved provision of infrastructure, programs and information, which will encourage more people to walk more often.

6.1 Current Patterns of Use/Trends

The Victorian Integrated Survey of Travel and Activity (VISTA) is a major survey of travel behaviors undertaken by the Department of Transport. The data provides a detailed picture of how people in Melbourne travel on an average day.

The following chart illustrates that Manningham is a car dominated society, with 56% of trips undertaken as a driver and 27% as a passenger in a vehicle. Walking trips accounted for 10% which rated higher than cycling and public transport. (Refer to Figure 1).

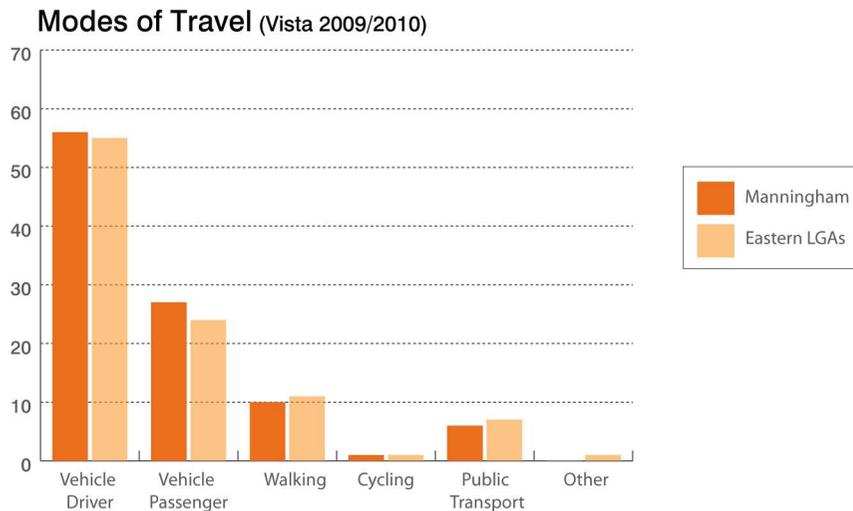


Figure 1. Modes of Travel for Manningham compared to the Eastern LGAs (Booroondara, Knox, Maroondah, Monash, Stonnington, Manningham and Whitehorse).

Public Transport usage is also low at 6% for Manningham (Refer Figure 1). Although the Eastern LGAs average was only marginally higher at 7%, when considering the data for each of the seven eastern councils, it rose to 10% for Booroondara and up to 15% for Stonnington. Manningham's low rate of walking and public transport use may be explained by the topography of the area and the lack of train and tram infrastructure within the municipality. However, with the recent injection of significant State Government funding into upgrading the bus system, it is anticipated that public transport figures will increase as people learn about the new system and gain confidence in using the system.

The incidence of walking increased significantly for trips less than 2km as illustrated in Figure 2. Both Manningham and the Eastern LGA average reported 39% for walking for trips less than 2km. However, when considering the data for each of the six eastern councils, the data varied from 25% for Knox and up to 53% for Stonnington. However, Manningham is still a car dominated society even for short trips of 2km or less with a total of 60% of people either driving or being a passenger in a private vehicle.

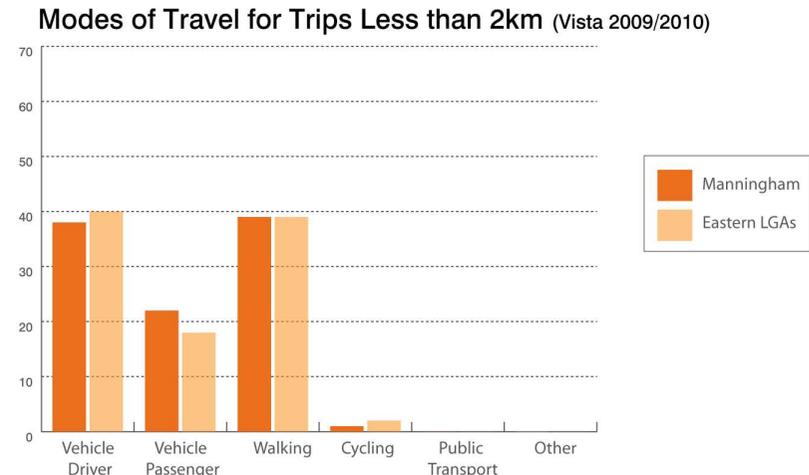


Figure 2. Modes of Travel less than 2km for Manningham compared to the Eastern LGAs (Booroondara, Knox, Maroondah, Monash, Stonnington, Manningham and Whitehorse).

Walking to school in Manningham is significantly lower at 12% as compared to being a passenger in a vehicle (64%) as illustrated in Figure 3. Additionally, Manningham has much lower levels of walking to school (12%) compared to the councils in the eastern region (19%, Refer to Figure 3). Manningham has 30 primary and secondary schools with approximately 10,000 students⁶. Collaborating with our local schools is a key opportunity for Council to substantially increase walking for short trips and decrease traffic congestion in and around our neighborhoods.

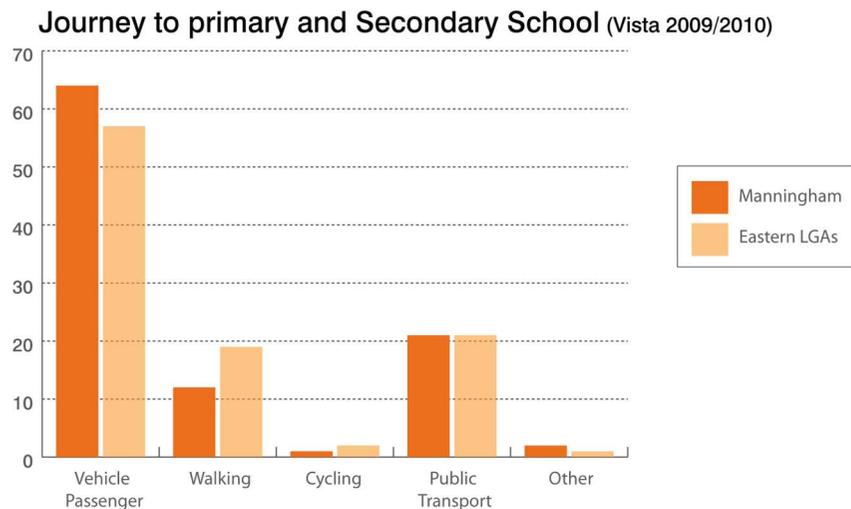


Figure 3. Journey to education on a school day, (VISTA 2009/10) Manningham compared to the Eastern LGAs (Booroodara, Knox, Maroondah, Monash, Stonnington, Manningham and Whitehorse).

⁶ 2010 Census Data, Manningham LGA

The 'Active for Life', Recreation Strategy (2010) undertook a resident telephone survey in November 2008. The findings identified that walking was the most popular recreation activity undertaken by Manningham residents with 54% of the community participating in recreational walking during the previous 12 months. The popularity of walking varied slightly by people's age and gender as Figure 4 indicates.

	15 – 24 years	25 – 34 years	35 – 49 years	50 – 59 years	60+ years
	%	%	%	%	%
Swimming	29	Walking 40	Walking 56	Walking 61	Walking 61
Walking	26	Gym/weights 27	Swimming 30	Gym/weights 30	Gym/weights 18

Figure 4 - Top 2 most popular recreation activities by age – Active for Life Recreation Strategy 2010, (Survey undertaken in Nov 2008)

The resident survey also asked the community if they used a form of exercise as a method of getting to/from a destination. The results indicate that 45% of respondents did use exercise as a form of transport and 55% indicated they did not. There was only a slight difference between males and females using exercise as a method of getting to/from a destination as indicated in Figure 5.

Category	Total Area Response (%)	Gender		Age Group				
		Male (%)	Female (%)	15-24 (%)	25-34 (%)	35-49 (%)	50-59 (%)	60+ (%)
Use exercise as a form of transport	45	46	44	51	38	43	39	50
Do not use exercise as a form of transport	55	54	56	49	62	57	61	50

Figure 5 - Use of exercise as a method of transport - Recreation Survey (2008)

People aged 15-24 years (51%) and 60+ (50%) years were more likely to use exercise as a method of getting to/from a destination.

Of the respondents who used exercise as a method of getting to/from a destination, Figure 6 indicates the type of exercise undertaken. Nearly nine out of ten respondents who use exercise as a form of transport indicated they walked to and from the destinations.

Category	Total Area Response (%)
Walking	91
Cycling	8
Jogging	2

Figure 6 - Type of exercise used as a form of travel - Recreation Survey (2008)

The respondents were then asked where they travelled to. The results indicated that residents are using exercise as a form of transport to places that are locally based and generally within close proximity to their homes such as shopping centres (52%) and the park (15%, refer to Figure 7). A small number of respondents identified work (8%), school (7%) and bus stop (6%) as travel destinations.

Destination	Total Responses (%)
The Shopping Centre	52
The Park	15
To Work	8
To Kindergarten/School/University	7
To the bus stop	6

Figure 7 - Destination (exercise as a form of transport) Recreation Survey (2008)

Enormous improvements can be made in walking to these destinations, particularly improving active travel to school as previously mentioned.

6.2 Environment for Walking

Manningham is lucky to have one of the largest networks of open space in metropolitan Melbourne covering approximately 17% of the municipality. There is over 19.8 square kilometres of open space, which is divided fairly evenly between the east (53%) and west (47%) of the municipality.

More than 300 parks are located in Manningham, including regional recreation parks, sporting reserves, natural areas and neighbourhood parks and an extensive network of bicycle paths.

This provision of open space provides for extensive walking opportunities for the community.

Additionally, within Manningham there is an extensive range of community facilities which are popular walking destinations including schools and preschools, shopping centres, recreation and sporting reserves, playspaces, and aged care accommodation.



Planning Considerations

Principal Pedestrian Network and Council's Special Charges Policy

The footpath network in Manningham is currently well developed in areas west of the Mullum Mullum Creek, with the exception of the Templestowe area, but is limited in areas east of the Mullum Mullum Creek, including Park Orchards, Warrandyte and Wonga Park.

Council has recognised that there are significant community benefits to expanding the formal footpath network in Manningham, particularly given the significant State investment in improving public transport services for Manningham and the need to provide pedestrian access to these services. The provision of sealed surfaces is preferred because uneven paving and gravel surfaces can be a hazard, particularly for people with limited mobility. Additionally, Council recognises the limitations of gravel footpaths which are only suitable on flatter grades due to their susceptibility to erosion and associated maintenance issues and increased susceptibility to people slipping.

Until June 2011, Council only funded permanent footpath construction in streets through strategic programs such as the Bicycle Strategy which includes shared path construction or where the path abutted Council land. Under the provisions of Council's Special Rates and Charges Policy, funding for permanent footpath construction in the majority of Manningham streets was the responsibility of the benefiting property owners. This requirement has limited the development of the permanent footpath network.

In June 2011, Council resolved to develop the Principal Pedestrian Network (PPN) to provide permanent footpath facilities and pedestrian linkages to public transport, activity centres, schools, community facilities and other pedestrian traffic generators. The network (once determined) will provide a broad community benefit

which outweighs the direct benefit provided to abutting properties and Council will fully fund the construction of these PPN paths.

In addition, in June 2011 Council also resolved to amend its Special Rates and Charges Policy, to introduce a graduated system for footpath development, recognising that there is a correlation between road hierarchy and pedestrian path function. Generally, there is a higher level of broad community utilisation of footpaths on arterial roads than there is on local access streets. It is considered appropriate that the degree to which a path is utilised by the broader community should be reflected in the contribution paid by Council toward the works, thereby reducing the contribution required from the benefiting (abutting) property owners. The amendments to this Policy should serve to encourage development of the footpath network, while still recognizing that abutting property owners also derive a special benefit from the construction of these footpaths. Details of the new contribution levels are listed below.

Road Classification	Total Abutting Property owner contribution	Council Contribution
Arterial Roads and Highways	25%	75%
Link Roads	25%	75%
Collector Roads	50%	50%
Through Access Roads	66%	34%
No Through Access Roads	85%	15%

Council has allocated a significant annual budget through its 10 year Capital Works program, subject to an annual assessment of project priorities, to deliver the Principal Pedestrian Network, which includes 564km of footpaths. A system for prioritising the footpath construction works which maximise community benefit and deliver positive walking outcomes will be developed as part of the Walk Manningham Plan.

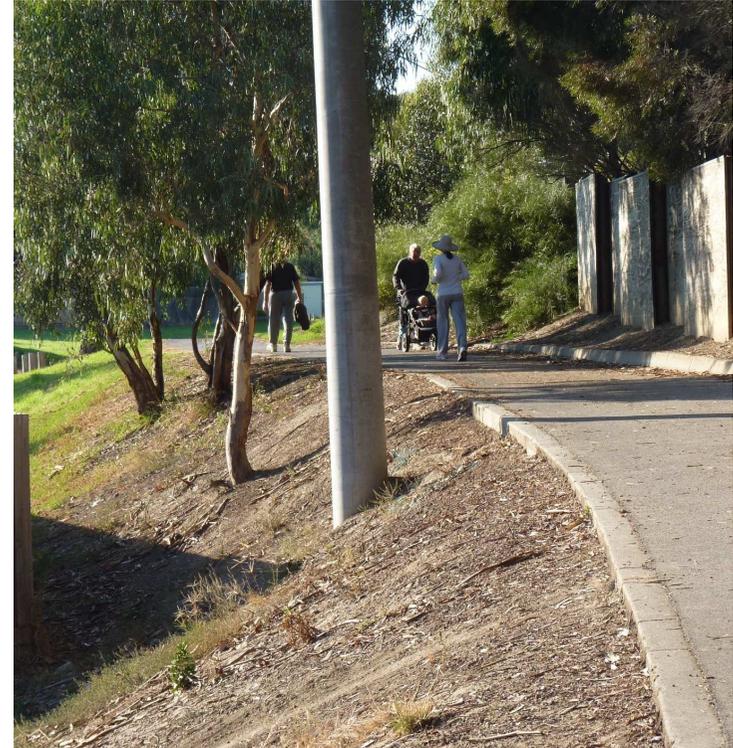
Route selection and designation for the PPN will be developed over the 2011/2012 financial year.

Spatial and Land Use Planning

Council is currently reviewing its *Residential Strategy (2002)* which is the key Council document underpinning residential development in the municipality. The review will set priorities to manage residential growth until 2030. The main objective of the Strategy is to provide housing choice to match people's needs whilst protecting the environmental features that attract residents to Manningham.

Traditionally, Manningham has grown as a result of the incremental expansion into agricultural land such as orchards and market gardens. The amount of green field land has now been exhausted and future housing growth will largely occur in the existing suburbs. Other opportunities exist on strategic redevelopment sites such as the Eastern Golf Course site in Doncaster. Increased residential densities will create additional pressure on existing infrastructure, such as open space, roads, public transport and community services. With increased housing density predicted in the future it is important that the livability of Manningham's suburbs is retained with an emphasis on the importance of walkability issues in land use decision making.

Doncaster Hill, Manningham's Principal Activity Centre has a vision for establishing a vibrant, safe, healthy and socially cohesive community. The implementation of the *Doncaster Hill Pedestrian and Cycling Plan (2010)* will ensure infrastructure improvements to make walking achievable and enjoyable for all ages.



7 Case Studies

The *Walk Manningham Plan* has been informed by a detailed background report with an emphasis on policy context and international best practice to encourage and facilitate walking. The methodology to inform the Walk Plan used three case studies in 2010-11 which identified how to increase:

- Walking to school focusing on four schools in Manningham
- Walking to and within activity centres focusing on Doncaster East Village and Jackson Court activity centres
- Walking to public transport with emphasis on access to bus stops and bus interchanges in Manningham.

The three case study areas were selected as they have significant potential capacity to increase the number of people to walk to these destinations. The case study approach identified particular issues and solutions to improve walking, which can be applied to relatively similar areas within Manningham.

How can you explain that you need to know that the trees are still there, and the hills and the sky? Anyone knows they are. How can you say it is time your pulse responded to another rhythm, the rhythm of the day and the season instead of the hour and the minute? No, you cannot explain. So you walk. ~Author unknown, from New York Times editorial, "The Walk," 25 October 1967



7.1 Increasing Walking to Schools - Case Study 2011

Council worked with four schools in Manningham during 2011 to enable them to produce and implement their own viable School Travel Plan with the aim to increase the numbers of children walking to school or using public transport. The schools included Serpell Primary School in Templestowe, Doncaster Primary School, Milgate Primary School and the adjacent school Our Lady of the Pines in Donvale. Each school reported very similar access and traffic problems.

A major focus of the project was to mentor the schools by offering a training seminar, provide ongoing support, conduct review meetings and provide links to other Council officers who could assist with walkability problems. A walking audit of the area surrounding each school was undertaken to gain understanding of access and traffic issues in the school environments. Council also provided assistance in the development of a student survey, which provided data on students travel patterns. Each school undertook their own travel plan which included mapping the spatial distribution of where students live.

Summary of recommendations:

Each School Travel Plan identified the key issues and possible solutions such as:

- Addressing traffic congestion around schools
- Increasing pedestrian safety
- Infrastructure upgrades
- Organising walking programs
- Raising the profile and promoting the benefits of walking to school.

The draft School Travel Plans were developed by the schools over a 6-12 month period. Implementation of the Travel Plans will take a number of years. Ongoing support will be provided to the schools to

ensure they can continue to implement their travel plan and continue to maintain and increase momentum for Active School Travel.



7.2 Increasing Walking to Activity Centres – Case Study

The purpose of this case study was to identify how two sample neighbourhood activity centres; Jackson Court and Doncaster East Village could be made more pedestrian friendly with improved walking access, to increase walking to and within each centre.

Doncaster East Village

Doncaster East Village is separated by Doncaster Road. On the north side, the centre is bounded by Blackburn Road, Montgomery and Churchill Streets. It comprises a traditional shopping strip with takeaway food premises, retail establishments and a petrol station with community facilities and open space at the rear. There is also the Doncaster east Police station on the corner of Doncaster Road and Dryden Street. There is limited parking along the north side of Doncaster Road.

On the south side of Doncaster Road the centre is bounded by Devon Drive, Franklin and Blackburn Roads. The main part of the centre known as Devon Plaza comprises a Safeway and other grocery outlets with retail and offices located along Doncaster Road between the Plaza and Blackburn Road. There is no post office at the centre. The medical centre and the Manningham Community Health Service located on Doncaster Road are within easy walking distance to the centre as is the Church on the eastern side of Blackburn Road.

The centre is surrounded by residential development with footpaths on both sides of all streets and major roads which link to the centre. It is accessible by public transport with a number of 'Smartbus' bus services. Two bus stops are located close to Blackburn Road and two are located near the Doncaster Road and Dryden Street intersection - the vehicle entrance to the Plaza. There are has traffic lights at both intersections.

There are two major signs at the Doncaster East Village, including a large entrance sign and signage to shops which is limited and selective. Council endorsed placing a Draft Doncaster East Village Structure Plan on public exhibition during September 2011.

Jackson Court

Jackson Court neighbourhood activity centre is located on the south side of Doncaster Road and consists of a wide range of shops that surround a large car park. Most of the shops are on the east and south sides of Jackson Court, or along Doncaster Road between Jackson Court and Doncaster Reserve. The centre includes a large function centre on Mitchell Street and a Dan Murphy store, which replaced a Safeway in 2007. As a result the centre has lost some of its attraction for local shoppers. Jackson Court is largely surrounded by a residential area with footpaths on both sides of all streets which link to the centre. The area has attracted medium density developments which increases the number of people walking to the centre. The nearby Senior Citizens Centre and Doncaster Gardens Primary School in Dehnert Street located within the centre's northern catchment are within a few minutes walk. There are traffic lights at the central entrance at the junction of Jackson Court and Doncaster Road with 'Smartbus' bus stops either side of Doncaster Road.

Signage at the centre includes a 'Civic Guide' and an entry sign to Jackson Court.

The methodology included:

- An onsite walkability audit to identify deficiencies of the walking environment to and within each centre following the 'Living Streets' 5 C's audit process
- A survey of 100 people at Doncaster East Village and 25 people at Jackson Court in December 2010 to identify how the centres could be improved in relation to the quality of the walking environment. Fewer people were surveyed at Jackson Court, because it had been subjected to a previous survey in 2007

- Review of *Manningham Activity Centres Strategies 2005 and 2007* and the *Jackson Court Pedestrian and Cycle Strategy (2007)*
- An information sheet which summarised the audit and survey results was distributed to all traders seeking input and suggestions.

Key Findings/Issues

- Doncaster East Village and Jackson Court are mainly used by local area residents with the majority of the users in the older age groups (50+). Most people use these centres, because they are convenient and easier to access by foot or car rather than use the larger centres such as Westfield or Tunstall Square
- The majority of the respondents (68%) drove to East Doncaster Village. Less than a third (27%) walked to the centre and a small number of respondents (5%) used the bus service. One respondent cycled to the centre
- A little over a half of the respondents (56%) drove to Jackson Court with a little less than a half (44 %) walked to the centre
- The survey results indicated that over 40% of the respondents from both centres would be prepared to walk more to the centres if the walking environment was improved
- Both centres are located on Doncaster Road, which is a six lane road with a 70kph speed limit. It is only possible to cross this type of road safely at traffic lights or signalised pedestrian crossings. There are difficulties associated with pedestrians crossing from the northern part of the centres' catchments which contain community and education facilities
- Most of the recommendations for Doncaster East Village apply to the body corporate area and would need to be implemented by the traders group. There are a number of recommendations that apply to areas and places that are entirely the responsibility of Council, in the residential and commercial areas surrounding the plaza.



Summary of recommendations

- Undertake infrastructure upgrades to the area surrounding the centre, including pram ramps, widening footpaths and installation of zebra crossings. Improving walking access from the surrounding street network to Jackson Court includes providing a zebra crossing at a roundabout with increased levels of footpath maintenance, vegetation trimming along footpaths.
- Create a safer environment for pedestrians by giving greater priority to pedestrians over vehicles within each centre. Infrastructure upgrades include:
 - All car parks to become 'shared spaces' with a reduced speed limit of 5-10kph
 - Footpath improvements including creating raised continuous paths of travel to slow traffic
 - Improving walking linkages to the centre
 - Enhancing public amenity with seating and lighting.
- Improve information and signage by providing:
 - Way finding signage within the walking catchment (a 15 minute or 1km radius) of Jackson Court and Doncaster East Village indicating the proximity and safest and easiest ways to walk to them
 - A map-based sign located in the centre showing shops and services within and near each centre, including location of bus stops
 - Transport Access Guides (TAGS) for each centre, identifying how people can access the centre by walking, cycling or by bus.
- Undertake targeted campaigns at specific Activity Centres to promote walking and active travel. This can include:
 - Promotional material to encourage walking, aimed at employees at each activity centre
 - Feedback forms / surveys to engage the community on potential upgrades and priorities
 - Competitions open to (pedestrian) shoppers
 - Engagement with the local community to undertake auditing utilizing the available auditing tools
 - Walking brochure display at relevant shop.



7.3 Walking to Public Transport-Case Study

Background

The purpose of this project was to identify how Council can assist in improving pedestrian/walking access to buses, which are the sole form of public transport in Manningham. Almost every bus trip involves two walk trips at both ends of a bus trip. A good and well used bus system encourages more walking and a good walking environment enables more public transport use.

Indicators which support the potential to significantly increase the demand for public transport use in Manningham include:

- 17% of the population is aged 5 to 17 years and are too young to drive
- 11% of the residents are over 70 years and may be unable to drive
- Approximately 20% of Manningham residents have some form of disability, many of which may not be able to drive and may need to walk or use public transport.
- Based on the 2006 census:
 - 3,000 people (5.6%) of the total workforce of 52,000 used bus services to get to work
 - 1,579 households were without a car
 - Around 18,000 - 20,000 people may not have access to a car during the day time and may need to use public transport.
- The Victorian Integrated Survey of Travel Activity Data (VISTA) revealed that 6.5% of all trips made by Manningham residents were by public transport.

Bus Services

There are 30 bus services passing through or terminating in Manningham, including:

- Seven Smartbus services which link Doncaster to Frankston and the airport from Chelsea to Airport West and Altona to Mordialloc
- Four Doncaster Area Rapid Transit (DART) routes which link to many parts of Manningham including The Pines, Warrandyte, Mitcham and to the CBD
- Numerous other local and regional services including the Manningham Mover Service which visits the Council Offices and Local shopping centres.

Methodology

Various types of interchanges, intersections and bus stops in the Western part of Manningham as shown on Figure 8 were examined and included:

- Three major public transport interchanges:
 - Doncaster Park and Ride
 - Westfield Doncaster
 - The Pines, Doncaster east.
- Three arterial road intersections where bus services interconnected and route transfers could take place:
 - Manningham and High Streets
 - Williamsons Road and Porter Street
 - King and Victoria Streets.
- Four bus stops on arterial roads to illustrate the quality and siting of bus stops in Manningham:
 - Reynolds Road at Church Road
 - Outside the Manningham Centre on Manningham Road
 - High Street near Winters Way
 - High Street at Braeside Drive.

Key findings and Issues

- A successful road based bus system in Manningham for existing and potential users is dependant on safe and convenient walking access to and from bus stops and bus interchanges. All bus users need to cross at least one road either on the outgoing or returning trip. Crossing a two lane road where the speed limit is 50km/hour and traffic volumes are low is generally not a major problem
- The majority of the bus routes in Manningham are on arterial roads with speed limits of 60, 70 or 80 km/hour, most which have either two or three lanes in each direction. Major roads such as Thompsons, Manningham, Doncaster and Williamsons Roads have three to six bus routes which use them in full or in part
- The lack of safe road crossings along large stretches of arterial roads that carry multiple bus services is a major issue in Manningham which compromises pedestrian safety.
- About 50% of the lengths of these roads have no safe controlled crossing place for distances greater than 500 metres Refer Figure 8 Walking Barriers.
- On some roads such as King and George Streets, Reynolds Road, parts of Thompson's, Blackburn and Springvale Roads there is no safe crossing place for over one kilometer
- The general bus industry and Victorian Department of Transport specifies that bus stops should be no more than 300 to 400 metres apart to balance the number of bus stops within a reasonable walking distance from people's homes and to ensure that buses are not required to stop too frequently
- Many of Manningham's bus stops are not accessible on foot due to relatively limited safe crossings, lack of footpaths along many of Manningham's streets and the undulating nature of the ground. It is likely that substantial numbers of the more inaccessible bus stops are rarely used and have limited return on investment for the bus services that depend on them
- Throughout Manningham there are limited 'walksafe' treatments which are surface and infrastructure treatments that would improve pedestrian safety and walkability. Walksafe treatments can include the 'yellow legs' sign installed at crossing and crossings painted in solid yellow, both treatments warn drivers of the presence of pedestrians. Additionally, tactile markers which are particularly important for people with limited mobility These Walksafe treatments are commonplace in many parts of metropolitan Melbourne.
- Limited information is available to the local residents showing options of how to access particular destinations such as activity centres, schools, community facilities and services.

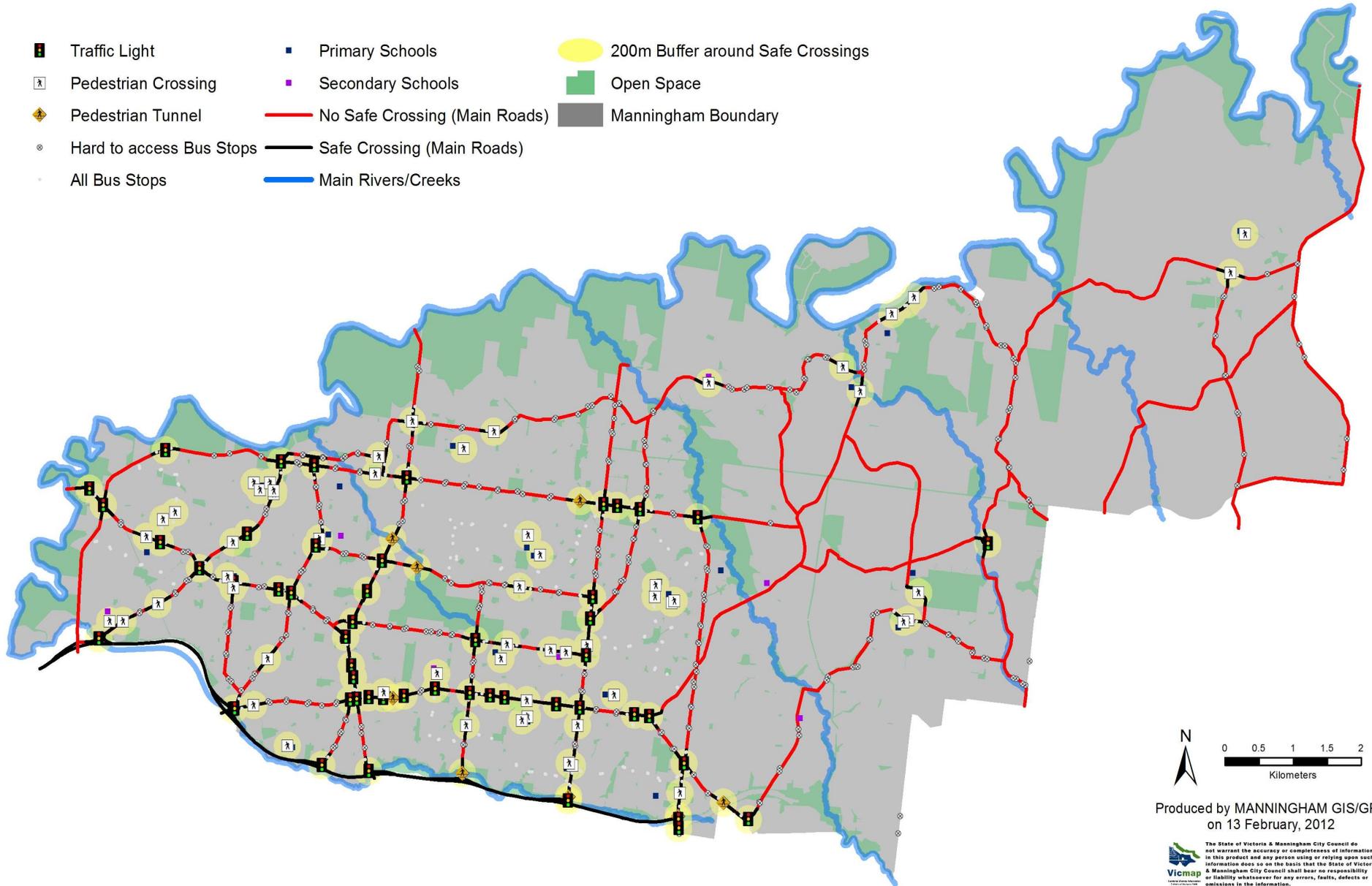
Summary of recommendations

- Improve the quality and quantity of local information
- Progressively review the capacity for people to interconnect between bus services at road intersections
- Increase the number of safe road crossings between pairs of bus stops
- Include walksafe treatments across areas with high pedestrian movements including around activity centres, schools, public transport hubs, community facilities and recreation reserves etc.



Figure 8- Road section with no safe crossings

- Traffic Light
- Pedestrian Crossing
- Pedestrian Tunnel
- Hard to access Bus Stops
- All Bus Stops
- Primary Schools
- Secondary Schools
- No Safe Crossing (Main Roads)
- Safe Crossing (Main Roads)
- Main Rivers/Creeks
- 200m Buffer around Safe Crossings
- Open Space
- Manningham Boundary



Produced by MANNINGHAM GIS/GPS
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7.4 References

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International Charter for Walking

Creating healthy, efficient and sustainable communities where people choose to walk

I/We, the undersigned recognise the benefits of walking as a key indicator of healthy, efficient, socially inclusive and sustainable communities and acknowledge the universal rights of people to be able to walk safely and to enjoy high quality public spaces anywhere and at anytime. We are committed to reducing the physical, social and institutional barriers that limit walking activity. We will work with others to help create a culture where people choose to walk through our commitment to this charter and its strategic principles:

1. ***Increased inclusive mobility***
2. ***Well designed and managed spaces and places for people***
3. ***Improved integration of networks***
4. ***Supportive land-use and spatial planning***
5. ***Reduced road danger***
6. ***Less crime and fear of crime***
7. ***More supportive authorities***
8. ***A culture of walking***

Signed

Name

Position

Date

International Charter for Walking

Walking is the first thing an infant wants to do and the last thing an old person wants to give up. Walking is the exercise that does not need a gym. It is the prescription without medicine, the weight control without diet, and the cosmetic that can't be found in a chemist. It is the tranquilliser without a pill, the therapy without a psychoanalyst, and the holiday that does not cost a penny. What's more, it does not pollute, consumes few natural resources and is highly efficient. Walking is convenient, it needs no special equipment, is self-regulating and inherently safe. Walking is as natural as breathing.

John Butcher, Founder Walk21, 1999

Introduction

We, the people of the world, are facing a series of inter-related, complex problems. We are becoming less healthy, we have inefficient transport systems and our environments are under increasing pressure to accommodate our needs. The quality and amount of walking as an everyday activity, in any given area, is an established and unique primary indicator of the quality of life. Authorities keen to create healthier and more efficient communities and places can make significant advancements by simply encouraging more walking.

Built on extensive discussions with experts throughout the world this Charter shows how to create a culture where people choose to walk. The Charter may be signed by any individual, organisation, authority or neighbourhood group who support its vision and strategic principles regardless of their formal position and ability to independently progress their implementation.

Please support this Charter by signing it and encouraging friends, colleagues, government bodies, and national and local organisations to work with you to help create healthy, efficient and sustainable walking communities throughout the world.

Background

Commuters scurry; shoppers meander; bush-walkers trek; lovers stroll; tourists promenade... but we all walk. Walking is a fundamental and universal right whatever our ability or motivation and continues to be a major part of our lives, yet in many countries people have been walking less and less. Why walk when you can ride? Walking has stopped being a necessity in many parts of the world and become a luxury. Walking seems too easy, too commonplace, too obvious and indeed too inexpensive an activity to pursue as a way of getting to places and staying healthy. We choose not to walk because we have forgotten how easy, pleasurable and beneficial it is. We are living in some of the most favoured environments man, as a species, has ever known, yet we respond by taking the ability to walk for granted.

As a direct result of our inactivity we are suffering from record levels of obesity, depression, heart disease, road rage, anxiety, and social isolation.

Walking offers health, happiness and an escape. It has the ability to restore and preserve muscular, nervous, and emotional health while at the same time giving a sense of independence and self-confidence. The more a person walks the better they feel, the more relaxed they become, the more they sense and the less mental clutter they accumulate. Walking is good for everyone.

Vision

To create a world where people choose and are able to walk as a way to travel, to be healthy and to relax, a world where authorities, organisations and individuals have:

- ***recognised the value of walking;***
- ***made a commitment to healthy, efficient and sustainable communities; and***
- ***worked together to overcome the physical, social and institutional barriers which often limit people's choice to walk.***

Principles and Actions

This International Charter identifies the needs of people on foot and provides a common framework to help authorities refocus their existing policies, activities and relationships to create a culture where people choose to walk.

Under each strategic principle, the actions listed provide a practical list of improvements that can be made in most communities. These may need adding to in response to local need and this is encouraged.

1. Increased inclusive mobility

People in communities have the right to accessible streets, squares, buildings and public transport systems regardless of their age, ability, gender, income level, language, ethnic, cultural or religious background, strengthening the freedom and autonomy of all people, and contributing to social inclusion, solidarity and democracy.

ACTIONS

- Ensure safe and convenient independent mobility for all by providing access on foot for as many people as possible to as many places as possible particularly to public transport and public buildings
- Integrate the needs of people with limited abilities by building and maintaining high-quality services and facilities that are socially inclusive

2. Well designed and managed spaces and places for people

Communities have the right to live in a healthy, convenient and attractive environment tailored to their needs, and to freely enjoy the amenities of public areas in comfort and safety away from intrusive noise and pollution.

ACTIONS

- Design streets for people and not only for cars, recognising that streets are a social as well as a transport space and therefore, need a social design as well as engineering measures. This can include reallocating road space, implementing pedestrian priority areas and creating car-free environments to be enjoyed by all, supporting social interaction, play and recreation for both adults and children
- Provide clean, well-lit streets and paths, free from obstruction, wide enough for their busiest use, and with sufficient opportunities to cross roads safely and directly, without changing levels or diversion
- Ensure seating and toilets are provided in quantities and locations that meet the needs of all users
- Address the impact of climate through appropriate design and facilities, for example shade (trees) or shelter
- Design legible streets with clear signing and on-site information to encourage specific journey planning and exploration on foot
- Value, develop and maintain high quality and fully accessible urban green spaces and waterways

3. Improved integration of networks

Communities have the right to a network of connected, direct and easy to follow walking routes which are safe, comfortable, attractive and well maintained, linking their homes, shops, schools, parks, public transport interchanges, green spaces and other important destinations.

ACTIONS

- Build and maintain high-quality networks of connected, functional and safe walking routes between homes and local destinations that meet community needs
- Provide an integrated, extensive and well-equipped public transport service with vehicles which are fully accessible to all potential users
- Design public transport stops and interchanges with easy, safe and convenient pedestrian access and supportive information

4. Supportive land-use and spatial planning

Communities have the right to expect land-use and spatial planning policies which allow them to walk to the majority of everyday services and facilities, maximising the opportunities for walking, reducing car-dependency and contributing to community life.

ACTIONS

- Put people on foot at the heart of urban planning. Give slow transport modes such as walking and cycling priority over fast modes, and local traffic precedence over long-distance travel
- Improve land-use and spatial planning, ensuring that new housing, shops, business parks and public transport stops are located and designed so that people can reach them easily on foot
- Reduce the conditions for car-dependent lifestyles (for example, reduce urban sprawl), re-allocate road space to pedestrians and close the missing links in existing walking routes to create priority networks

5. Reduced road danger

Communities have the right for their streets to be designed to prevent accidents and to be enjoyable, safe and convenient for people walking – especially children, the elderly and people with limited abilities

ACTIONS

- Reduce the danger that vehicles present to pedestrians by managing traffic, (for example, by implementing slower speeds), rather than segregating pedestrians or restricting their movements
- Encourage a pedestrian-friendly driving culture with targeted campaigns and enforce road traffic laws
- Reduce vehicle speeds in residential districts, shopping streets and around schools
- Reduce the impact of busy roads by installing sufficient safe crossing points, ensuring minimal waiting times and enough time to cross for the slowest pedestrians
- Ensure that facilities designed for cyclists and other non-motorised modes do not compromise pedestrian safety or convenience

6. Less crime and fear of crime

Communities have the right to expect an urban environment designed, maintained and policed to reduce crime and the fear of crime.

ACTIONS

- Ensure buildings provide views onto and activity at street level to encourage a sense of surveillance and deterrence to crime
- Conduct pedestrian audits by day and after dark to identify concerns for personal security and then target areas for improvements (for example, with brighter lighting and clearer sightlines)
- Provide training and information for transport professionals to increase awareness of the concerns of pedestrians for their personal security and the impact of such concerns on their decisions to walk

7. More supportive authorities

Communities have the right to expect authorities to provide for, support and safeguard their ability and choice to walk.

ACTIONS

- Commit to a clear, concise and comprehensive action plan for walking, to set targets, secure stakeholder support and guide investment and includes the following actions:
- Involve all relevant agencies (especially transport, planning, health, education and police), at all levels, to recognise the importance of supporting and encouraging walking and to encourage complementary policies and actions
- Consult, on a regular basis, local organisations representing people on foot and other relevant groups including young people, the elderly and those with limited ability
- Collect quantitative and qualitative data about walking (including the motivations and purpose of trips, the number of trips, trip stages, time and distance walked, time spent in public spaces and levels of satisfaction)
- Integrate walking into the training and on-going staff professional development for transport and road safety officers, health practitioners, urban planners and designers
- Provide the necessary ongoing resources to implement the adopted action plan
- Implement pilot-projects to advance best-practice and support research by offering to be a case study and promoting local experience widely
- Measure the success of programmes by surveying and comparing data collected before, during and after implementation

8. A culture of walking

Communities have a right to up-to-date, good quality, accessible information on where they can walk and the quality of the experience. People should be given opportunities to celebrate and enjoy walking as part of their everyday social, cultural and political life.

ACTIONS

- Actively encourage all members of the community to walk whenever and wherever they can as a part of their daily lives by developing regular creative, targeted information, in a way that responds to their personal needs and engages personal support
- Create a positive image of walking by celebrating walking as part of cultural heritage and as a cultural event, for example, in architecture, art-exhibitions, theatres, literature readings, photography and street animation
- Provide coherent and consistent information and signage systems to support exploration and discovery on foot including links to public transport
- Financially reward people who walk more, through local businesses, workplaces and government incentives

ADDITIONAL ACTIONS

Please write actions for your local needs or circumstances in the space below.

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October 2006

Walk21 are grateful to many people for their assistance with the production of this Charter, and to you for your personal commitment to helping create healthy, efficient and sustainable walking communities throughout the world.

For more information on walking visit www.walk21.com

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