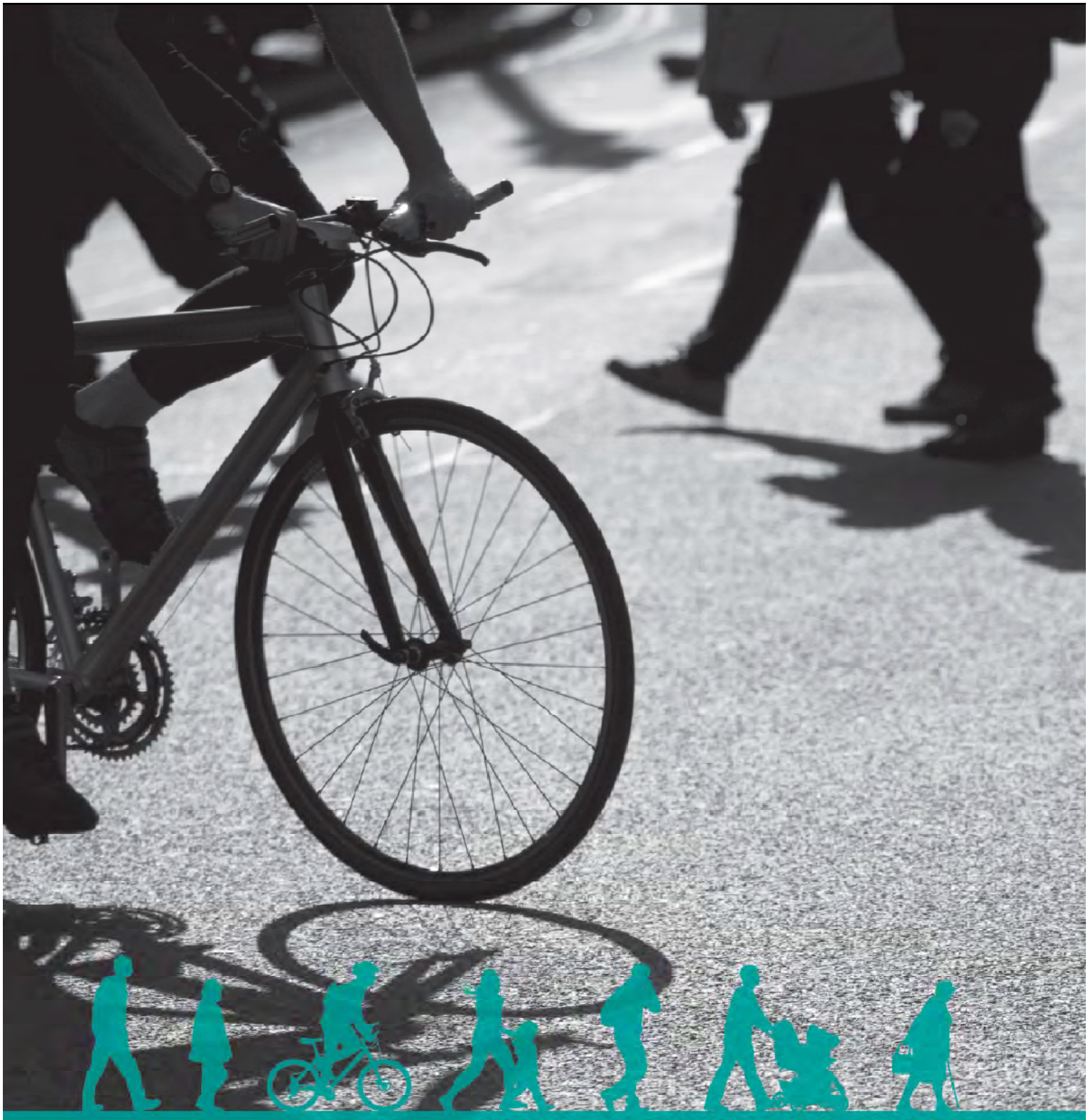


Walking and Cycling Strategy

2012-2022

Table of Contents

Executive Summary

Increasing population in and around Moonee Valley will result in increased use and congestion of our already busy roads and public transport systems. Moonee Valley also has an aging population and many residents will not be driving in the future. Considering these factors, and the health and social benefits walking and cycling provide, Moonee Valley's ability as a community to embrace sustainable transport and healthy lifestyles relies on significantly increasing walking and cycling.

The aims of the Walking and Cycling Strategy (2012 – 2022) include:

- Develop a walking and cycling culture including increasing the number of people who walk and cycle particularly for short trips (under 2 kilometres walk and 5 kilometres ride)
- Prioritising walking and cycling in planning and decision-making processes across Council
- Promoting walking and cycling as easy, healthy, inexpensive and enjoyable ways to travel that promote social inclusion

The strategy recommends that improvements in infrastructure be accompanied by programs designed to inspire, integrate and improve the convenience of walking and cycling in Moonee Valley.

The Strategy recommends an indicative expenditure of $15 million on walking and cycling over the next 10 years. Section 5 the Implementation Plan shows indicative costs for each action in the 13 Action Packages. Based on the 2011- 2012 level of funding $10 million would remain unfunded. Council will need to consider a combination of Council and external funding (where opportunities exist) to cover the shortfall. The actions have been broken into short-, medium- and long-term timeframes to develop a program based on funding available from Council and external agencies.

This expenditure does not include bringing existing walking and cycling infrastructure to standards which meet community expectations. The renewal/replacement of existing infrastructure such as the Moonee Ponds Creek path and footpaths will be part of asset management plans.

Key recommendations are:

- Renew the Moonee Ponds Creek Shared Path and market it to new users.
- Create a cycling and walking route parallel to the Craigieburn Rail corridor through signage, on-road symbols and by improving crossings of major roads and allowing two way bicycle traffic on one way roads.

- Develop walking and cycling routes on local roads using signage, on-road symbols, bicycle wheeling ramps on stairs and intersection treatments and promotion.
- Advocate to VicRoads to lower speed limits around shopping centres, Maribyrnong Road from Mount Alexander Road to Union Road, The Boulevard and around the perimeter of schools; and to lower the default speed limit.
- Retrofit 25 existing roundabouts on local roads and advocate for reconfiguration of major roundabouts over the next ten years to make them safer for walkers and bike riders. Prioritise those near public transport, schools, activity centres and on the principal bicycle network.
- Work with VicRoads to reduce waiting and increase crossing times and install best practice pedestrian and cyclist signals at key signalised intersections.
- Advocate to VicRoads for full time on-road separated bicycle lanes on Mount Alexander Road.
- Develop a regular audit and maintenance program for shared paths and footpaths.
- Promote walking and cycling through targeted travel behaviour change programs, including developing and implementing school travel plans and a Greenscript program where doctors prescribe walking.
- Investigate the feasibility of installing bike lanes on Buckley Street and footpaths on Buckley Street across Steele Creek to link East Keilor and Avondale Heights to Essendon.
- Investigate opportunities for new and improved walking and cycling links from neighbourhoods, across waterways, railway lines and major roads and to adjacent councils.
- Work with VicRoads to install on-road bicycle facilities on Roberts Road, Moore Street, Woodland Street, Racecourse Road, Park Street, Matthews Avenue, Fullarton Road, Glass Street, Bulla Service Road, Hoffmans Road, The Strand, Pascoe Vale Road, Epsom Road and Ormond Road.

1 Introduction

1.1 The Strategy

The Moonee Valley *Walking and Cycling Strategy* is a 10-year plan to increase the number of cycling and walking journeys for people of all ages. In this strategy walkers include anyone travelling by foot or other walking aid, including wheelchairs and motorised scooters. Cyclists include anyone riding a bicycle for recreation, travel to work, the shops or any other purpose.

Moonee Valley is located between 4 and 13 kilometres from the Melbourne CBD. The municipality has a good distribution of local shopping, socialising and sporting areas, and as such is well placed to increase cycling and walking activity for all trip purposes, whether commuter, short-trip or recreational.

As an inner Melbourne Council, Moonee Valley is expected to experience significant population growth over the next few years. Increasing population in and around Moonee Valley will result in increased use and congestion of our already busy roads and public transport systems. Considering these factors, and the health and social benefits walking and cycling provide, it is clear that Moonee Valley's ability as a community to embrace sustainable transport and healthy lifestyles relies on significantly increasing walking and cycling.

Council is committed to creating a more connected city with a better transport system, where residents, visitors and workers have a reduced need to travel by car.

1.2 Walking and Cycling in Moonee Valley

1.2.1 All Trips

In 2007, walking and cycling represented over 15% of all trips in Moonee Valley. Figure 1 compares this to the walking and cycling trips of our neighbouring municipalities. The most similar in terms of distance from the CBD are Moreland and Maribyrnong. In these municipalities, walking and cycling makes up approximately 8% more of all trips.

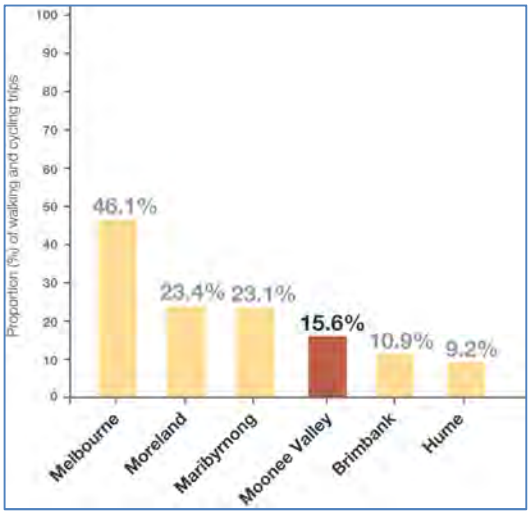
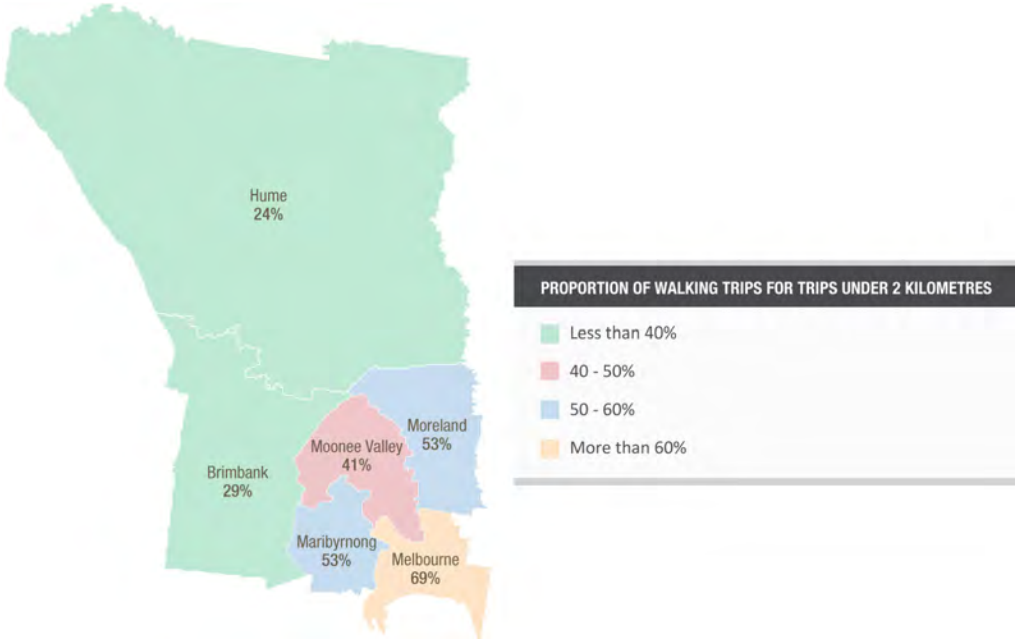


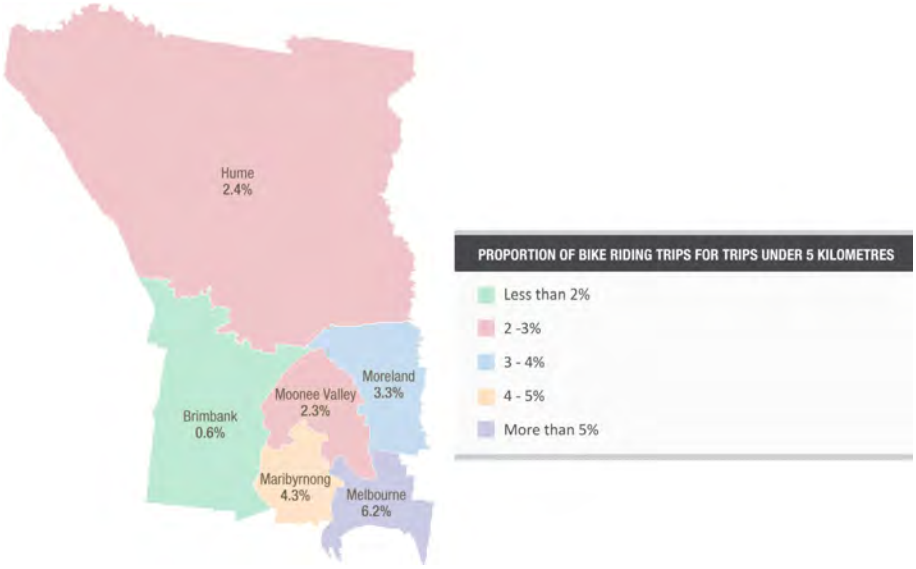
Figure 1 Walking and Cycling for all trips is lower in Moonee Valley than Moreland and Maribyrnong.

1.2.2 Short Trips

Walking and cycling are particularly well suited for short trips. National and international research on travel behaviour shows that on average, people comfortably walk distances of up to 2 kilometres and ride a bike for up to 5 kilometres. Throughout this report, a short trip means a walk of up to 2 kilometres and a bike ride of up to 5 kilometres.

The maps below show that Moonee Valley has lower levels of walking and cycling than our neighbouring municipalities for short trips. (based on VISTA 2007 data).




Hume
2.4%
Brimbank
0.6%
Moonee Valley
2.3%
Moreland
3.3%
Maribyrnong
4.3%
Melbourne
6.2%
PROPORTION OF BIKE RIDING TRIPS FOR TRIPS UNDER 5 KILOMETRES
Less than 2%
2 -3%
3 - 4%
4 - 5%
More than 5%

Most trips in Moonee Valley are done by car. For trips under 2 kilometres, approximately 40% are done on foot and 55% by car. For trips of up to 5 kilometres, just over 2% are done by bike, around 25% on foot and almost 70% by car.

One focus of this strategy is on the significant potential to increase walking and cycling activity for short distance trips across Moonee Valley.

1.2.3 Trips to and from work

The 2006 census data was obtained from around 48,000 workers in the municipality, 31,000 of whom work full-time. It shows levels of walking and cycling to work in Moonee Valley increasing from 2.9% to 3.5% from 2001 to 2006. Council's 2010 Household Survey indicated even higher participation in active transport for the journey to work – with 6% of respondents walking and 5% riding bikes to work. This finding was based on responses from 975 workers.

Rates of bike riding and walking to work are not evenly distributed within the municipality. Figures 2 and 3 show that a higher proportion of people walk and ride bicycles to work in the southern and eastern neighbourhoods.

This distribution is most likely a reflection of proximity to the Melbourne CBD, where many people work. In some parts of the Flemington and Travancore area, *walk-to-work* reaches levels as high as 12.5%. The highest walking proportion in the municipality is 13.6% in the western parts of Ascot Vale. Cycling levels are also highest in western Ascot Vale at 8.8% and reach levels of around 7.1% in the Flemington / Travancore area.

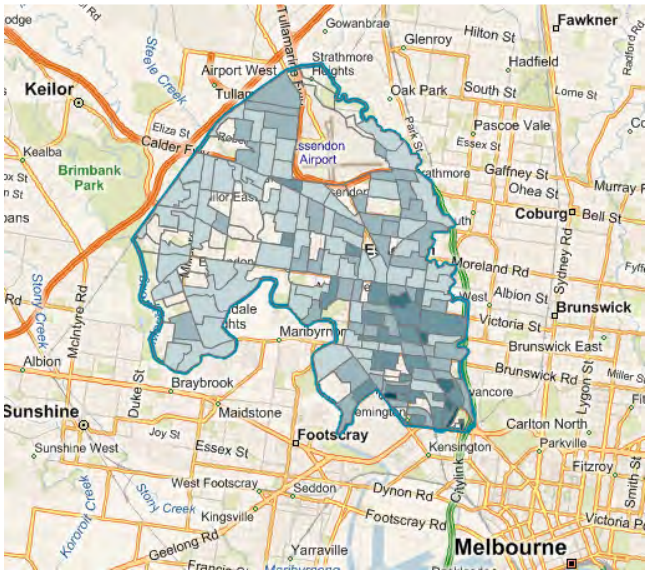


Figure 2 People who walked to work (2006) Darker blue represents higher participation rate.

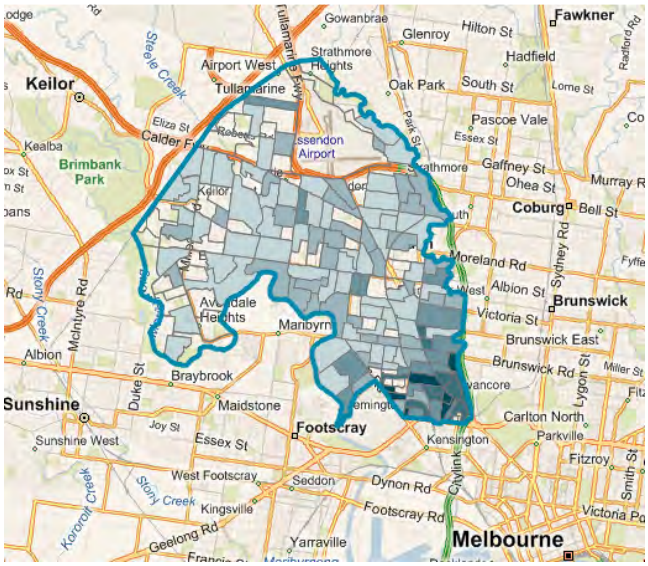


Figure 3 People who rode a bike to work (2006) Darker blue represents higher participation rate.

1.2.4 Other trips and going forward

Despite relatively high walking and cycling levels for journeys to work, there has been a drop in walking and cycling for other purposes.

The Household Survey indicates that the popularity of walking and cycling, as preferred leisure activities, decreased from 2009 to 2010 with falls from over 62% to just under 53% for walking and from nearly 27% to just under 17% for cycling.

There is also an ongoing reliance on cars. In 2010, around 73% of workers responding to the Household Survey indicated that they travel to work either as car driver or passenger, compared to the 2006 Census – at just below 65%.

Council has an opportunity to combat recent trends by facilitating an increase in walking and cycling in Moonee Valley. An encouraging statistic from The Household Survey is that over half of the city's households have bicycles, and that the majority are used at least occasionally.

A high level of interest in active travel was evident in feedback received from a series of community workshops and a Moonee Valley household survey for the 2010 Open Space Strategy, with results showing that walking is the most popular activity in our open spaces.

An important consideration also is that Moonee Valley has an aging population with a higher proportion of residents over 65 years of age compared to the Melbourne average, especially in Ascot Vale, Avondale Heights and Keilor East. As many seniors stop driving, they will need to rely on convenient and safe walking and cycling facilities and accessible public transport.

1.3 Achievements to date

Significant achievements have promoted walking and cycling in Moonee Valley:

- Adopted an Integrated Transport Plan in 2008 that recognises walking and cycling as important forms of transport.
- Established shared off-road walking and cycling paths along the Moonee Ponds Creek, Steele Creek and Maribyrnong River.
- Provided bicycle lanes on much of Mt Alexander Road.
- Gladstone link developed to provide better pedestrian access between Mount Alexander Road and Moonee Ponds shopping centre.
- Provided on-road bicycle lanes and off-road shared paths on important east-west routes, including parts of Buckley Street, Albion Street, Keilor Road and Racecourse Road.
- Installed crossings and wider footpaths in Racecourse Road, Keilor Road and Moonee Ponds Activity Centres.
- Improved access to the Moonee Ponds Creek Path at Albion Street and upgraded the path at Nursery Bend and Ormond Park.
- Built a new underpass at Buckley Street linking the Maribyrnong River and Steele Creek shared paths, avoiding the busy Buckley Street and Lily Street intersection (see Figure 4).

Figure 4 Buckley Street Underpass

- Installed raised crossings near public transport stations (see Figure 5 showing Pin Oak Crescent next to Newmarket Station).

Figure 5 Raised crossing near on Pin Oak Crescent

- Installed raised crossings near schools and raised platform intersection treatments.
- Installed raised crossings at activity centres (see Figure 6 showing Hall Street).

Figure 6 Raised crossing on Hall Street

- Produced TravelSmart maps and introduced School Travel Plans and green travel plans for businesses.

- Held annual Ride to Work Day Breakfasts in Queens Park since 2005.
- Regular footpath inspection and maintenance program that includes off-road shared paths.
- Walking School Buses operate at most primary schools and are supported by 55 supervised school crossings.

- Council has implemented a staff Green Travel Plan and created and filled the position of Sustainable Transport Officer.

Moonee Valley has increased spending on bicycle infrastructure over the last few years. However, to significantly increase active travel, more improvements are necessary. Social norms and habits often favour travel by car; however the built environment plays a role in making walking and cycling more attractive.

Some aspects of the Moonee Valley's transport network contribute to lower levels of participation in active travel. Gaps remain in the walking and cycling networks. Narrow road widths in some key areas preclude on-road bicycle lanes and contribute to a perception that the existing road is hazardous for people on bikes. Bicycle facilities for shorter local trips and for less confident riders need more attention.

Some traffic infrastructure (such as road design) and operational arrangements (such as traffic signal timing) tend to disadvantage cyclists and walkers, particularly at busy intersections and roundabouts.

Similarly, walking access to public transport, shopping centres, schools and other destinations is sometimes impeded by long delays in crossing busy roads and other physical barriers, as well as by a lack of cohesive and complete paths.

This strategy identifies improvements to infrastructure across the municipality to make walking and cycling networks more accessible, safer and, importantly, more effectively connected between key destinations.

1.4 Looking forward: 2012-2022

This 10-year strategy aims to:

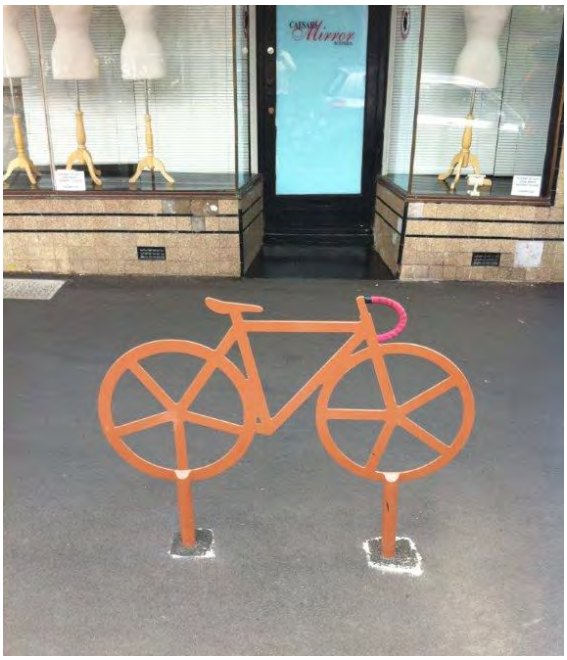
1) Develop a walking and cycling culture including increasing the number walkers and cyclists particularly for short trips (under 2 kilometres walk and 5 kilometres ride)
2) Increase safety and convenience for people who walk and cycle
3) Increase liveability of Moonee Valley
4) Prioritise walking and cycling in planning, decision-making processes across Council
5) Promote walking and cycling as easy, healthy, inexpensive and enjoyable ways to travel that promote social inclusion
6) Reduce congestion and parking demand

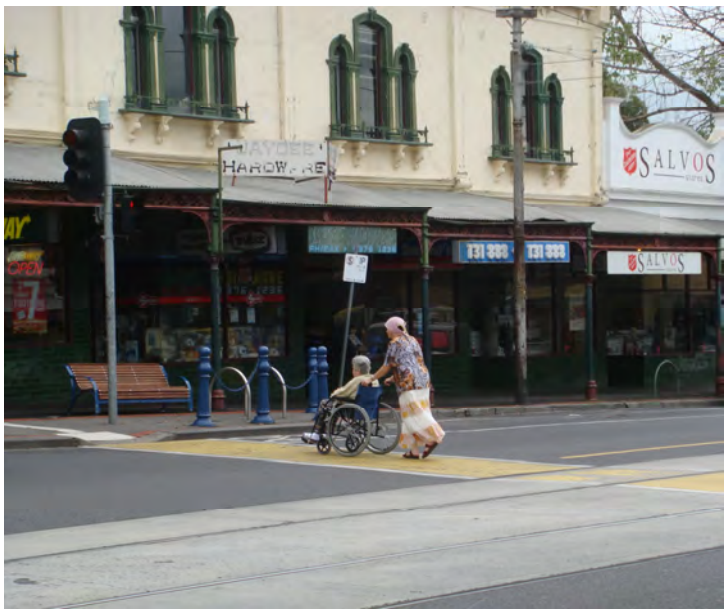
2 A Vision for Walking and Cycling in Moonee Valley

2.1 Vision for 2022

Moonee Valley's walking and cycling culture will make walking and cycling the easiest, healthiest and most enjoyable way to do our daily trips.

High participation in walking and cycling and quality design including continuous paths will contribute to making Moonee Valley an attractive, well-connected and liveable city.

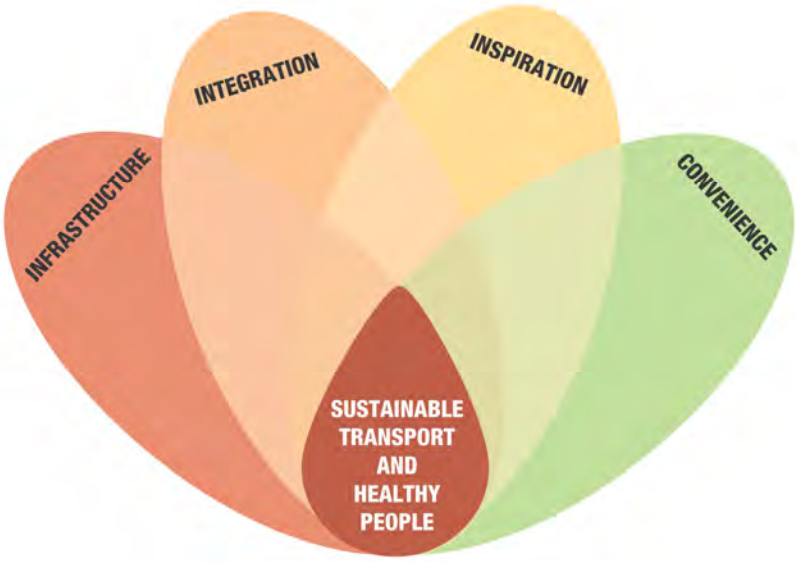




2.2 Guiding Principles

The four guiding principles – infrastructure, integration, inspiration and convenience – will guide actions to help realise the vision. The action packages are related activities that will enhance the cycling and walking experiences.

Guiding Principles



INFRASTRUCTURE

- Provide continuous high quality safe walking and cycling paths and facilities across Moonee Valley
- Link important origins and destinations with cycling and walking infrastructure
- Incorporate cycling and walking infrastructure in road design

INTEGRATION

- Give priority to walkers and bike riders on roads and paths
- Create new opportunities by considering walkers and people who ride in existing and future planning, facilities and programs

INSPIRATION

- Attract new people of all ages, backgrounds and abilities to bike and walk
- Educate people of all ages, backgrounds and abilities on the benefits and convenience of cycling and walking
- Encourage people who currently walk and ride bikes to travel more frequently and longer distances on bike and foot

CONVENIENCE

- Enhance walking and cycling with wayfinding, shade, access to water and seating
- Improve facilities at destinations such as workplaces, schools, homes, public transport nodes and shopping areas

3 Background

3.1 The Strategic Context

National, state and local government policies emphasise the importance of walking and cycling. Those most relevant to this Walking and Cycling Strategy are summarised below.

2020 Community Vision

In 2020, Moonee Valley will be an engaged and connected City where individuals and communities work together to support and improve the well-being and sustainability of its people, places and environments. Walking and cycling have a role in realising the following aims of the community vision:

- Creating and sustaining healthy, safe and active communities
- Accessing quality infrastructure and services
- Caring for our environments
- Fostering local character
- Working together for prosperity

Moonee Valley Council Plan

The Council Plan sets out the Council's four-year strategic direction in response to the community consultation done as part of the Community Vision. The plan outlines the areas of focus to meet the most important local needs and identifies six strategic objectives that will guide the implementation of key strategic activities:

- A creative City with connected communities
- A healthy environment and a sustainable City
- A City providing smart and accessible transport that connects people
- A City for investment and growth
- A well-planned and managed City
- A dynamic, responsive organisation

Tackling Transport – Towards 2020 - Integrated Transport Plan

Recognising the key drivers for change including population growth, aging and health, freight, climate change and peak oil, Moonee Valley presented its plan to:

- Reduce the need to travel
- Reduce congestion and environmental impact
- Improve the look and feel of the city
- Improve transport safety
- Create a more inclusive society through the provision of an accessible and affordable transport system

Walking and cycling actions are summarised in this document which sets out to improve connectivity and linkages to activity centres, improve safety, increase active trips to and from school, and increase cycle facilities.

Moonee Valley Road Safety Plan 2010 – 2014

The plan aims to reduce the risk of injury on our roads and paths, so that people of all ages and abilities are free to travel to their chosen destinations, safely and with confidence.

The Road Safety Plan includes Action Plans to develop and maintain a safe road and path network for young children and their families, safety for pedestrians including motorised scooter users and safer cycling. This strategy endorses the action plans in the Road Safety Plan.

Moonee Valley Recreation Plan

This plan is due for renewal in 2013. It identifies the need to develop off-road shared paths and on-road bike lanes, conduct safety audits on shared paths and maintain them to a high standard. It recommends reviewing park and path signage to promote walking and cycling. It also recommends developing a strategy for seating and public toilets along shared paths.

Environmental Sustainability Plan 2007 - 2012

The Environmental Sustainability Plan Identifies that the key environmental challenges faced by Council and community today are:

- Protecting our natural assets
- Using resources wisely
- Minimising everyday environmental impacts

It sets out actions encouraging alternative transport use and advocating for better alternative transport provision.

The plan aims for innovation through an increase the connectivity of pedestrian and cycling paths on Council land through master plans and open space planning

Long term targets for better transport are:

- Create choices for the movement of goods and people through our city ensuring these choices are sustainable
- Increase the number of residents in activity centres to reduce the need for car dependent travel

Indicators

- A greater percentage of trips taken by active or public transport
- Increase in the number of school children participating in the Walk to school program

Moonee Valley Greenhouse Strategy 2010

To lead the way into a low carbon future, Council set the following targets:

- Council target: zero net emissions by 2020
- Community target: zero net emissions by 2020

The Greenhouse Strategy sets guiding principles for ongoing actions to achieve Council and community greenhouse gas emission reduction targets. Council recognises that the community target is outside of its direct control and is therefore set as an aspirational target for which to plan, advocate and monitor.

The Strategy recognises that greenhouse emissions produced from vehicle fuel are a major challenge and acknowledges the role of a number Council's other strategies, such as the Integrated Transport Plan 2008, in addressing transport-related emissions.

Moonee Valley Water Strategy 2011

The Water Strategy recognises that water management needs to be connected with city liveability. Moving towards using water wisely will have greater community and environmental benefits. For example, watering trees that provide shade to people, encouraging them to walk instead of drive.

Council roads contribute high amounts of total suspended solids (mostly the dirt from car tyres).

Moonee Valley Open Space Strategy Towards 2020

The Open Space Strategy Towards 2020 aims to provide a linked, sustainable and accessible system of quality open space that is well used by Moonee Valley's diverse community. The following strategic directions inform the Open Space Strategy:

***Population**:* future urban growth and open space provision outlined by the State Government in *Melbourne 2030:* This includes promotion of sustainable vibrant communities and Activity Centre Structure

Plans. This is combined with population and housing growth forecasts for Moonee Valley.

***Open space**:* the open space hierarchy set out in the *Victoria Planning Provisions* along with regional open space links highlighted in *Linking People and Spaces* by Parks Victoria.

***Health**:* improving community health, wellbeing and social connectedness consistent with Council's *Community Wellbeing Strategy 2008-12*.

***Recreation**:* future sport and recreation needs as outlined in Council's *Recreation Plan.*

***Sustainability**:* sustainability principles consistent with Council's *Environmental Sustainability Plan.*

***Transport**:* improving the pedestrian and cycling amenity of streets that link between open space reserves consistent with Council's *Cycling and Walking Strategy* and *Street Planting Strategy*

Moonee Valley Community Wellbeing Strategy

The Community Wellbeing Strategy identifies transportation and accessability as critical to a healthy community because people want to be able to access their community easily and affordably.

The Moonee Valley community also wants to enjoy a pollution-reduced environment and improve their health and wellbeing through increasingly choosing to walk and cycle as means of transportation.

Key groups and areas for focus include:

• People who live in the north western area who have difficulty accessing adequate and appropriate public transport
• Families, because we want to make it as easy as possible to use public transport and to encourage increased walking and cycling.

Moonee Valley Municipal Early Years Plan 2010-2013

The Municipal Early Years Plan ensures children's services are effective, targeted, robust and meet the needs of families in Moonee Valley now and into the future.

It aims to make sure Moonee Valley's family and children's services:

- Promote child friendly spaces

The Plan is influenced by the United Nations Convention on the Rights of the Child which include the right to walk safely on streets on their own.

Melbourne 2030

Recognising that Melbourne's population is forecast to grow significantly by the year 2030, the Victorian government set out a 30 year plan for sustainable growth in region. Key actions for transport are outlined in Direction 8: Better transport links. Those most relevant to this Strategy include:

- Upgrade and develop the Principal Public Transport Network and local public transport services to connect activity centres and link Melbourne to the regional cities
- Improve the operation of the existing public transport network with faster, more reliable and efficient on-road and rail public transport
- Plan urban development to make jobs and community services more accessible

- Coordinate development of all transport modes to provide a comprehensive transport system
- Manage the road system to achieve integration, choice and balance by developing an efficient and safe network and making the most of existing infrastructure
- Review transport practices, including design, construction and management, to reduce environmental impacts
- Give more priority to cycling and walking in planning urban development and in managing our road system and neighbourhoods
- Promote the use of sustainable personal transport options

Melbourne @ 5 million

Melbourne @ 5 million builds on Melbourne 2030, providing policy directions to manage the expected population growth, which is likely to reach 5 million before 2030. Actively managing this growth and change is critical to Melbourne's future liveability. The Victorian Government will be focusing on:

- The creation of a multi-centre city through six new Central Activities Districts, including two in cities adjacent to Moonee Valley (Footscray in Maribyrnong and Broadmeadows in Hume). Others are Box Hill, Dandenong, Frankston and Ringwood. Moving from one centre (the Central Business District) to a number of centres will reduce congestion and enable people to spend less time commuting to and from work and more time with their family.
- Employment corridors that support the Central Activities Districts by linking activity centres, universities, research and technology precincts, medical precincts, and areas with high employment. Three employment corridors will be given priority attention by the government: Avalon Airport to Werribee, Melton, Melbourne Airport and Donnybrook (Hume-Mitchell); Caulfield to Dandenong; and Monash University/Chadstone to Box Hill, Austin Hospital and Bell Street.

Australian National Cycling Strategy 2011-2016

The Australian National Cycling Strategy – Gearing up for active and sustainable communities presents an overarching vision to "realise a step-change in attitudes to cycling and the numbers of riders in this country". In the short term the goal is to double the number of people cycling by 2016. Six priorities are identified to reach this vision:

- Cycling promotion
- Infrastructure and facilities
- Integrated planning
- Safety
- Monitoring and evaluation
- Guidance and best practice

The strategy highlights the benefits to the economy, to society and the environment and in doing so, legitimises cycling as an essential component of Australia's transport.

Pedestrian Access Strategy 2010

The Victorian government's Pedestrian Access Strategy encourages more Victorians to walk for short trips. School aged children and older people walk more often than people between 15 and 64 across Victoria. The aging population, along with an expected increase in birth rate, is likely to see an increase in proportions of people walking over the next 10 years and a need for facilities to enable their safety through and around their neighbourhoods.

This 10 year plan recognises the potential for walking to ease congestion, reduce emissions, promote social connections and improve health. In doing so it guides investment in the areas of infrastructure, planning and design, safety and behaviour change programmes. Specific strategic directions include:

- Encouraging people to walk by changing attitudes and behaviour
- Collaboration to improve provision for walking between the Victorian Government and local governments
- Creating pedestrian-friendly built environments, streets and public spaces
- Increasing the safety of walking
- Continuing to integrate walking with public transport

Pedestrian Priority Networks

The Department of Transport is developing Pedestrian Priority Networks (PPN) locating preferred network of footpaths and spaces in Activity Centres.

PPNs will facilitate walking as a valid transport alternative especially for regular and essential daily needs trips such as the journey to work and shopping.

Primary routes will deliver priority and connectivity to, from and within Activity Centres and the surrounding catchment (a 2- kilometre walkable area). Primary routes connect one or more land uses that generate regular and high levels of travel on a daily basis. Secondary routes are the remaining pedestrian network within the 2 kilometre walkable catchment.

Indicative priority levels for walkers on primary routes crossing signalised intersections are:

- Maximum wait time at intersections with other primary route 50% of total available green signal time at intersection
- Maximum wait time at intersections with secondary route 40% of total available green signal time at intersection

The indicative priority levels for walkers on secondary routes crossing signalised intersections are:

- Maximum wait time at intersections with other primary route 60% of total available green signal time at intersection
- Maximum wait time at intersections with secondary route 50% of total available green signal time at intersection

Victoria Cycling Strategy –2009

Echoing the national cycling strategy, the Victorian Cycling Strategy sets out plans to:

Deliver a better cycle network, promote a culture of cycling, reduce conflicts between cyclists and other road users, better integrate cycling with public transport and integrate cycling with land use planning

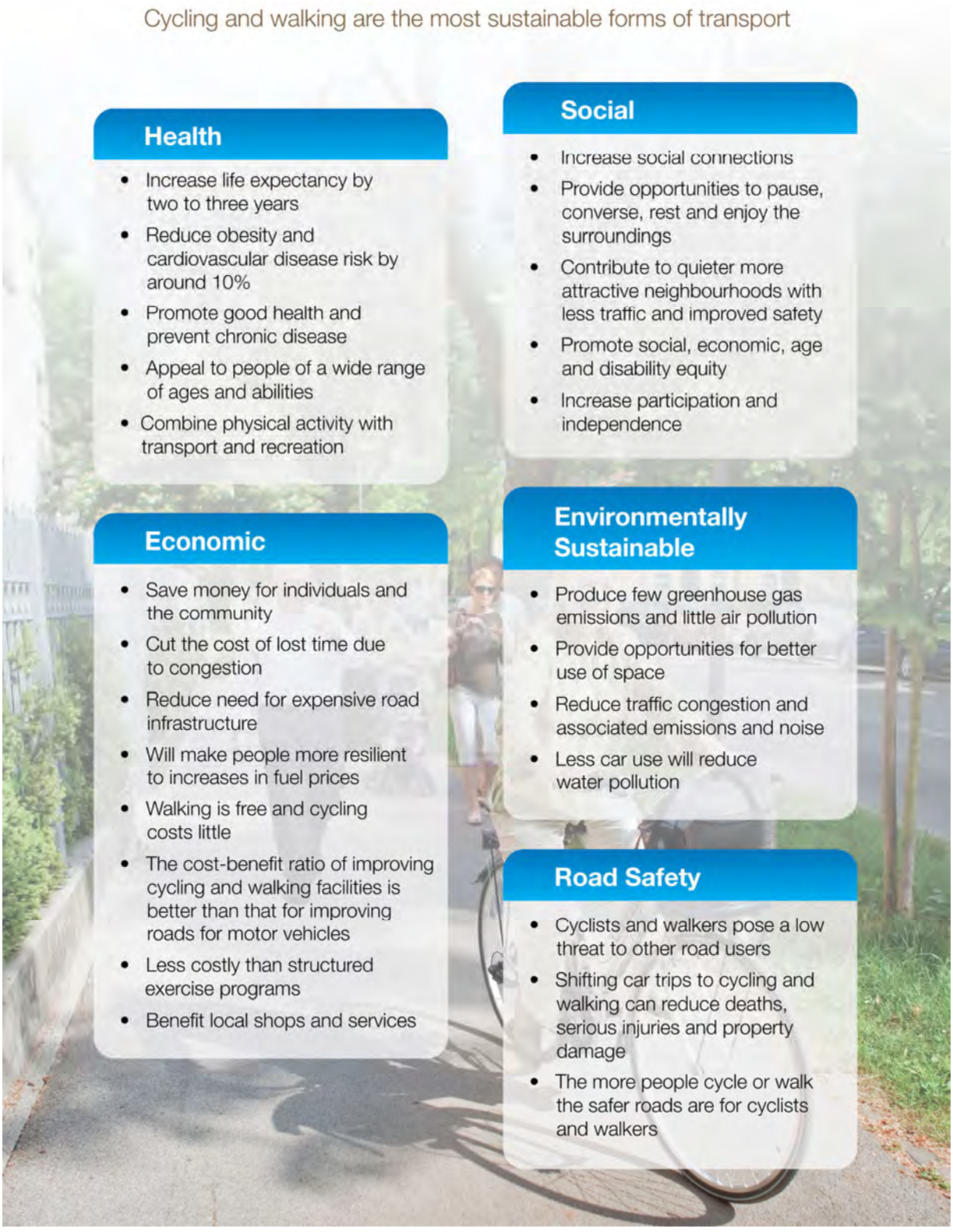
The document sets out priority actions to:

- Significantly improve the cycling network within 10km of the CBD
- Establish a public bike hire scheme for Melbourne
- Install bike cages at 33 train stations by the end of 2009
- Complete cycling networks in central activities districts and regional centres
- Develop bicycle facilities as part of major transport projects
- Develop safe cycling programs in Victorian schools and launching a “look out for cyclists” campaign to educate road users about cyclists safety
- Review cycling accident patterns to develop appropriate counter measures

Accessible Public Transport in Victoria – Action Plan 2006-12

This document provides a strategy to improve access to public transport for the one in five Victorians with a disability, the elderly and frail, and parents with prams. Facilitating access to public transport for people of all ages and abilities is a key aspect for promoting walking as part of longer journeys and enhancing mobility options.

3.2 Benefits of Walking and Cycling



4 Consultation and Data Collection

Consultation, data collection and analyses showed key factors that influence people's decisions about why and where they travel on foot and by bicycle in Moonee Valley and how local networks can be improved.

4.1 Consultation

The consultation process included two surveys and meetings with community groups. The community groups included the Cycling and Walking Strategy Implementation Committee, senior citizens, ethnic associations and schools.

A number of key external stakeholders were also engaged, including Bicycle Network Victoria, Victoria Walks, VicRoads, VicTrack, Parks Victoria, Department of Transport, and neighbouring municipalities.

4.1.1 Moonee Valley City Council's Walking Survey

The Council's walking survey was conducted in October 2010. The survey was completed by a total of 138 people and included responses to questions on motivations and barriers to walking, top destinations and areas that require improvement.

Most respondents were female (71%) in contrast to the cycle survey where most respondents were male (66%).

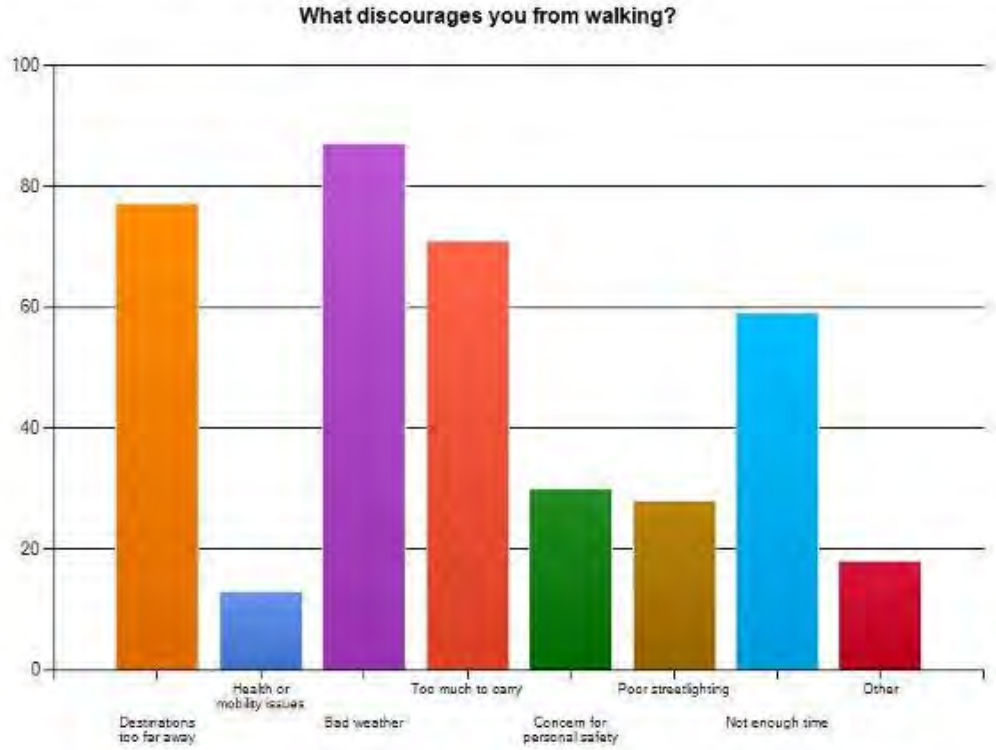
The survey results indicated that the promotion of walking to school, local shops and community facilities, and walking for health and recreation purposes should be a focus of Council resources.

Encouragingly, 70% of respondents stated that they believed that walking has improved in the City of Moonee Valley over the last 5 years.

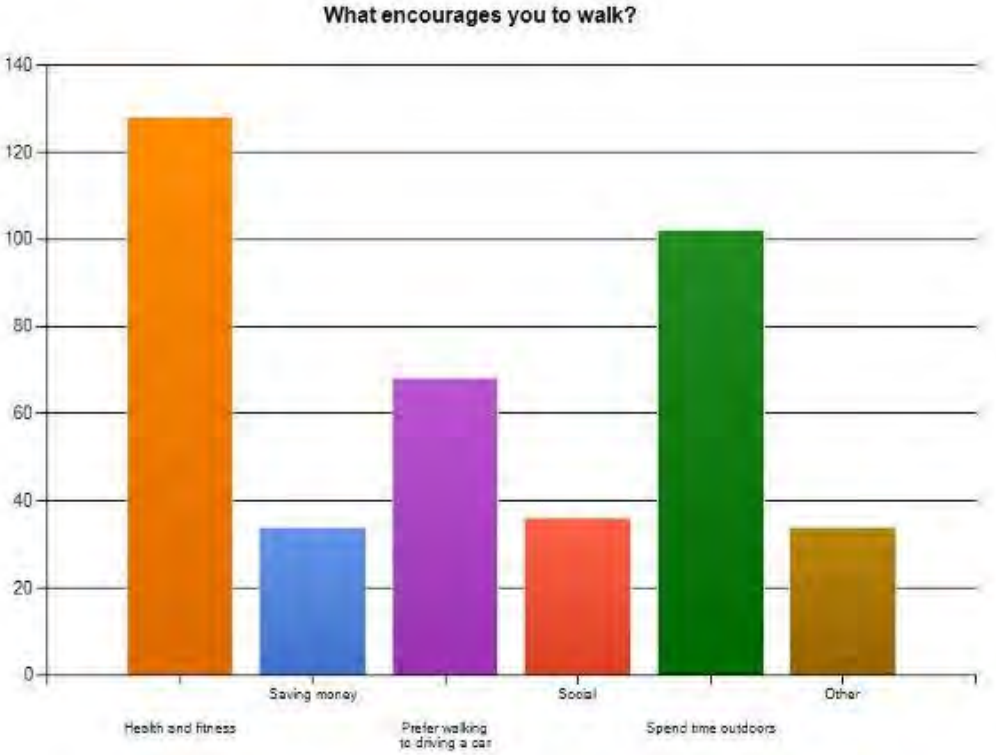
The main routes and destinations identified for walking within Moonee Valley were the Maribyrnong River trails, Queens Park, Puckle Street shops, train stations, Union Road shops and Moonee Ponds Creek path.

Respondents quoted varied reasons why they walk in Moonee Valley. Health and fitness ranked highest, followed by a desire to spend time outdoors and a preference for walking over driving.

Respondents were discouraged from walking by poor weather, destinations being too far away, lack of time, and having too much to carry. For short distance walks, heavy car traffic ranked highest as a reason not to walk, followed by unsafe road crossings. Increased facilities for walkers (including shade, public seating and water fountains) were seen as the factor that would most encourage walking over short distances followed by a programme that would provide people with rewards for not driving and a friendly neighbourhood.


What discourages you from walking?
100
80
60
40
20
0
Destinations too far away
Health or mobility issues
Bad weather
Too much to carry
Concern for personal safety
Poor streetlighting
Not enough time
Other

.


What encourages you to walk?
140
120
100
80
60
40
20
0
Health and fitness
Saving money
Prefer walking to driving a car
Social
Spend time outdoors
Other

The community rated the separation of walkers and cyclists as important and in need of improvement. Moonee Ponds Creek and Maribyrnong River trails were identified as key routes that require improvement.

Accessibility improvements for the bus and tram interchange at Moonee Ponds junction and Flemington Bridge station were also identified. The walking survey highlighted an opportunity to increase walking to school and other local destinations through the provision of safe and child friendly routes.

In general, the survey results rated walking experiences around Moonee Valley better than cycling. The survey ranked the following categories between 10 and 1, (where 10 is very poor and 1 is excellent):

1. Amount of footpaths (**4.05**)
2. Ability to combine walking with public transport (**4.14**)
3. I can get to places I want to go on foot (**4.15**)
4. Overall rating from a pedestrian's point of view (**4.24**)
5. Safety on footpaths for walkers (ranking **4.30**)
6. Connections in the walking network (**4.32**)
7. The efforts of Council to promote walking (**4.73**)
8. Amount of paths shared with cyclists (**4.83**)
9. Amount of money being allocated to walking infrastructure (shared paths, footpaths, directional signage) (**4.86**)
10. Safety on paths shared with cyclists for walkers (**4.92**)
11. Public seating (**4.98**)

4.1.2 Mobility Survey 2011

The Moonee Valley mobility survey was conducted in June 2011. It included face-to-face and telephone interviews as well as a mail out of printed surveys and invitations to complete the survey on-line. There were 147 surveys completed.

The following factors were identified as most important in making the journey **easier**:

- traffic lights that have longer crossing times
- kerbs and footpaths that slope down to be level with the road crossing
- smooth surfaces
- absence of obstacles
- wide entrances and gates
- wide paths

The following factors were identified as most important in making the journey **more pleasant**:

- public lighting
- public toilets
- less traffic on the roads
- public litter bins
- paths that connect to destinations
- shade trees
- paths that reduce the distance/increase the speed of the journey.

Survey respondents had limited knowledge of low-floor buses, low-floor trams and ramps onto trams. They had least knowledge of accessible taxis, accessible tram and bus stops and low-floor trams.

Specific issues identified during the Mobility Survey were:

- Poor pedestrian crossings at some shopping centres.
- Difficulty in accessing Queens Park from main roads due to high volumes of traffic and barriers in the road.
- Public transport lacking at Westfield, Airport West and trams not accessible at Puckle Street and Union Road.
- Entrances to shops in Keilor Road and Union Road inaccessible due to steps and entrance design.

4.1.3 BikeScope 2010

The Moonee Valley BikeScope survey was conducted on-line in October 2010. The survey received 1,021 responses about perceptions of cycling and walking in Moonee Valley from people who lived throughout Melbourne.

Most respondents considered that bike riding in Moonee Valley had improved over the last 5 years and that connectivity of the cycle network and the amount of shared paths compared satisfactorily with other inner metropolitan councils.

However, results showed that there is room for improvement in the areas of investment and promotion of cycling and integrating cycling with public transport. Other improvements (in order of priority) were:

1. Installation of on-road bike lanes
2. Bike separation from parked cars
3. Levels of conflict with other road users
4. On street parking
5. Directional signage.

Respondents to the BikeScope survey were also asked about their experiences of walking versus cycling in Moonee Valley and walking experiences were ranked higher than cycling in many categories, especially in terms of integration with public transport and safety.

The ease of combining walking with public transport recorded the highest average rating (7.43 out of 10, compared to 4.87 for the ability to combine bike riding and public transport). The overall safety of walking in Moonee Valley received the second highest average rating (6.95 out of 10, compared to 5.19 for the level of risk for bike riders).

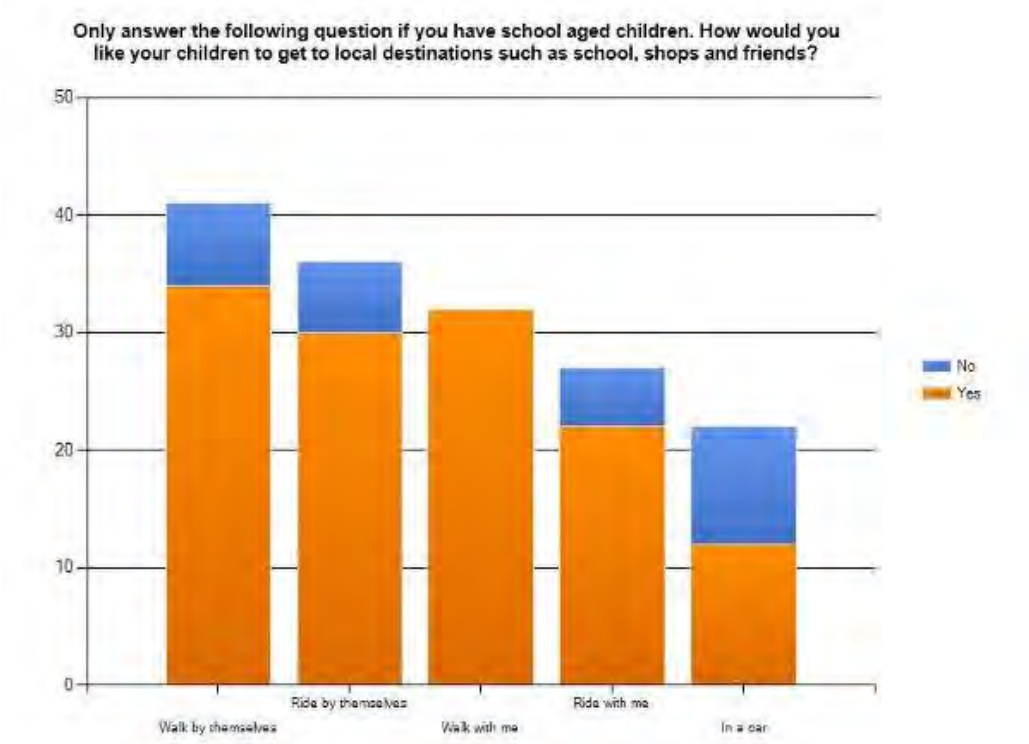
Within Moonee Valley, popular routes and destinations for riders were similar to those identified in the walking survey and included Puckle Street, Maribyrnong River and Park, and Moonee Ponds Creek trail. Popular destinations outside Mooney Valley included the central Melbourne, Williamstown and Docklands.

Over half of the respondents indicated off-road routes as their most popular means of travel to desired destinations. However, on-road bike lanes were indicated as the most important factor in helping people to cycle more often.

The cycling survey highlighted a number of routes (on- and off-road and shared paths) where improvements would encourage increased cycle safety and activity. These included Mount Alexander, Pascoe Vale and Ascot Vale Roads, as well as the Moonee Ponds Creek trail and the Maribyrnong River trail.

Infrastructure around schools, particularly crossings and bike paths were identified as important in assisting children to travel actively.

The diagram below shows that most parents who responded to the cycling survey wanted their children to walk to school by themselves (although around 15% did not) or to walk with them. Many wanted their children to ride on their own and a smaller number preferred to have their children travel in a car.



In summary, cycling survey respondents identified five main areas for Council focus that they considered would encourage and promote cycling:

- Cycle safety
- Cycling to work
- Cycling for health and recreation
- Reducing dependency on cars
- Cycling to school

4.2 Data Collection

Data was collected around the following themes:

- Key intersections
- Roundabouts
- Walking facilities at activity centres
- Key cycling routes
- Identification of missing links in the network
- Public transport facilities
- Bicycle parking
- Safe speeds

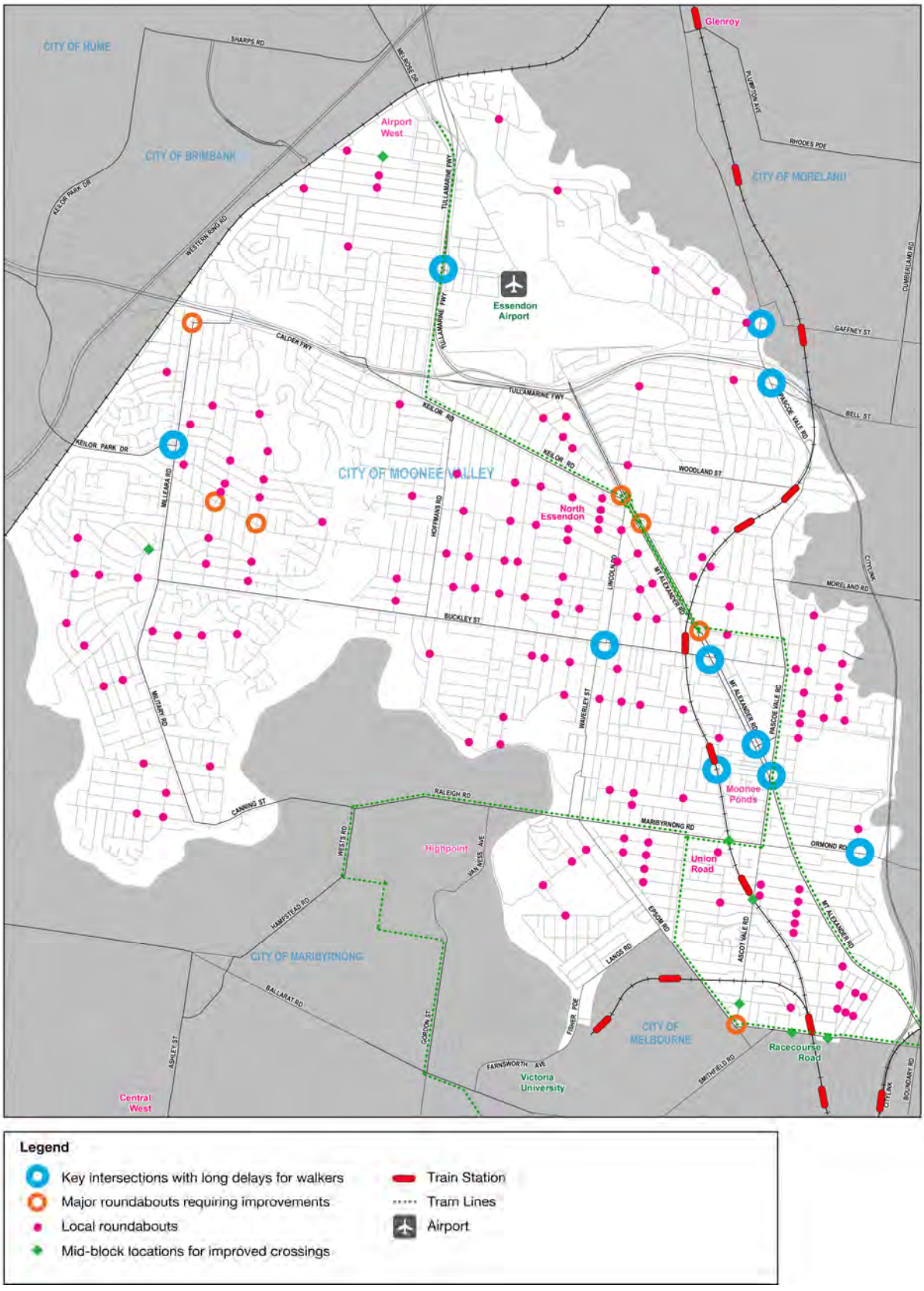
The map below shows the key sites identified for treatment, including ten signalised intersections, crossings away from intersection (mid-block) and roundabouts.

The selected mid-block locations are busy roads in areas that are regularly used by high numbers of walkers and where improved crossing opportunities are required.

The major roundabouts selected have hazards for walkers and bike riders, including squeeze points for bikes on entry to roundabouts, high speed / multi-lane approaches, significant deviations for walkers from their preferred travel path and little protection for walkers when crossing.

The roundabouts on the local road network have been selected to improve safety and convenience for walkers and bike riders. The highest priority has been assigned to the roundabouts that meet the following criteria:

- On the Principal Bicycle Network
- Within a 500-metre catchment of activity centres
- Within 500 metres of train stations
- Within 500 metres of schools
- On a bus or tram route


CITY OF HUME
CITY OF BRIMBANK
CITY OF MORELAND
CITY OF MOONEE VALLEY
CITY OF MARIBYRNONG
CITY OF MELBOURNE
Glenroy
Airport West
Essendon Airport
North Essendon
Moonee Ponds
Union Road
Highpoint
Racecourse Road
Victoria University
Central West
SHARPS RD
MELROSE DR
PLUMPTON AVE
RHODES PDE
KEILOR PARK DR
WESTERN RING RD
TULLAMARINE FWY
CUMBERLAND RD
GAFFNEY ST
CALDER FWY
KEILOR RD
ASCOT VALE RD
BELL ST
WOODLAND ST
MELEARA RD
HOFFMANS RD
LINCOLN RD
MT ALEXANDER RD
CITYLINK
MORELAND RD
BUCKLEY ST
MILITARY RD
WAVERLEY ST
CANNING ST
RALEIGH RD
MARIBYRNONG RD
ORMOND RD
WEST ST
VAN KEES AVE
HAMPSTEAD RD
EPSOM RD
LANGS RD
FISHER PDE
BALLARAT RD
GORDON ST
ASHLEY ST
FARNSWORTH AVE
SMITHFIELD RD
BOUNDARY RD
Legend
Key intersections with long delays for walkers
Major roundabouts requiring improvements
Local roundabouts
Mid-block locations for improved crossings
Train Station
Tram Lines
Airport

4.2.1 Recommendations for Signalised Intersections

Ten key signalised intersections were monitored (see Map 1). Many of the intersections are close to schools, train stations and activity centres and are well used by walkers.

These intersections were characterised by long delays before the green man, short green man time and short flashing clearance time (flashing red man), and an absence of bike facilities (on-road bike lanes, advance bike start boxes and advance bicycle traffic signals). None of the intersections featured an automatic call-up for the pedestrian signal (unless walkers press the button, the green-man display will not start). In busy pedestrian precincts, it is common to automatically activate pedestrian signal phases, particularly at peak times, avoiding the need for walkers to press the pedestrian signal activation button.

The following table summarises crossing conditions (availability of crosswalks and delays) for these 10 key signalised intersections. The data presented in the table is for weekday peak operation and is an average of recordings taken over 2 to 3 hour periods.

Council recognises that variation exists at different times of the day and days of the week as different signal plans operate. The values provide an indication of the issues at the various intersections.

Intersection	Major Deficiencies	Crosswalk with Poorest Performance	Approximate Maximum Waiting Time (seconds)	Shortest Green Man Time (seconds)	Shortest Flashing Clearance (seconds)	Optimum Crossing Time (seconds)
Mount Alexander Road at Puckle Street	• No automatic call-up • Significant delays • Unsafe green man and flashing clearance durations	Mount Alexander Road – north leg	2 minutes 30 seconds	8 seconds	10 seconds	34 seconds green man 29 seconds flashing red
Mount Alexander Road at Buckley Street	• No automatic call-up • Significant delays • Short green man and flashing clearance durations	Mount Alexander Road – north and south legs	1 minute 50 seconds (to cross Mount Alexander Road)	11 seconds	10 seconds	34 seconds green man 29 seconds flashing red (gets walkers to median only)
Puckle Street at Margaret Street	• No automatic call-up • Significant delays	Margaret Street – north leg	1 minutes 40 seconds	5 seconds	10 seconds	21 seconds green man 17 seconds flashing red
Buckley Street at Lincoln Road	• No crosswalk on west leg of the intersection • No automatic call-up • Significant delays • Short green man and flashing clearance durations	Buckley Street – east leg	2 minutes 30 seconds	8 seconds	10 seconds	16 seconds green man 14 seconds flashing red
Milleara Road at Keilor Park Drive	• No crosswalk on south leg of the intersection • No automatic call-up • Significant delays • Short green man and flashing clearance durations	Keilor Park Drive – west leg	2 minutes	14 seconds	7 seconds	25 seconds green man 20 seconds flashing red
Matthews Avenue at English Street	• No automatic call-up • Significant delays • Short green man and flashing clearance durations	Matthews Avenue / Tullamarine Freeway ramps – south leg	2 minutes 20 seconds	13 seconds	10 seconds	40 seconds green man 33 seconds flashing red
Pascoe Vale Road at Peck Avenue	• No signalised pedestrian crossing of Pascoe Vale Road • Grade separated pedestrian overpass largely ignored	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable
Pascoe Vale Road at Tullamarine Freeway off-ramp	• No automatic call-up • Significant delays • Short green man and flashing clearance durations	Pascoe Vale Road – south leg	1 minute 50 seconds	15 seconds	11 seconds	33 seconds green man 28 seconds flashing red
Mt Alexander Road at Homer Street	• No crosswalk on south leg of the intersection • No automatic call-up • Significant delays • Short green man and flashing clearance durations	Mount Alexander Road – south leg	1 minutes 20 seconds	5 seconds	12 seconds	40 seconds green man 19 seconds flashing red*
Ormond Road at Myrnong Crescent	• No crosswalk on east leg of the intersection • No automatic call-up	Ormond Road – west leg	1 minute 20 seconds	7 seconds	11 seconds	17 seconds green man 14 seconds flashing red

Timing of pedestrian signals at signalised crosswalks should be adjusted to enhance convenience and safety for walkers. This is particularly important given that the Moonee Valley population of older walkers is increasing.

The acceptable "waiting time" for walkers to cross signalised intersections is governed by many factors including the site geometry, overall crossing distance and operation of the traffic signals. Across Melbourne, in busy walking precincts such as activity centres and near schools and public transport facilities the aim is to achieve wait times that are less than a minute during peak periods. The maximum wait time at many signalised intersections has therefore been set at around 45 seconds in the morning and evening peaks, wherever geometry permits.

The optimum crossing time for crossing roads should reflect the likely presence of elderly people throughout Moonee Valley and young children crossing on their way to school or to public transport stops. The target crossing time needs to be based on:

- Road width and number of lanes
- Vehicle speeds and travel paths
- Walking speed of 1 metre per second for the green man phase (studies show that around 85% of mobile elderly fall in this range when walking at normal speed), except where there are special local circumstances such as proximity to senior citizen centres and shopping centres where slower speeds may be warranted.
- The walking speed can be increased between 1.2-1.5 metres per second for the flashing red man clearance period – in recognition of the greater urgency by walkers at that time.
- Green man display of sufficient duration to complete the full crossing before the flashing red man clearance begins. This is to apply for crossing distances up to 30 metres. Crossing distances in excess of 30 metres must have green man display to cover at least 75% of the distance.
- The duration of the flashing red man clearance must allow a person to cross the entire distance at a walking speed of between 1.2 and 1.5 metres per second.

4.2.2 Review of Roundabouts

Over 100 roundabouts are located in Moonee Valley. These are designed to facilitate car access and circulation:

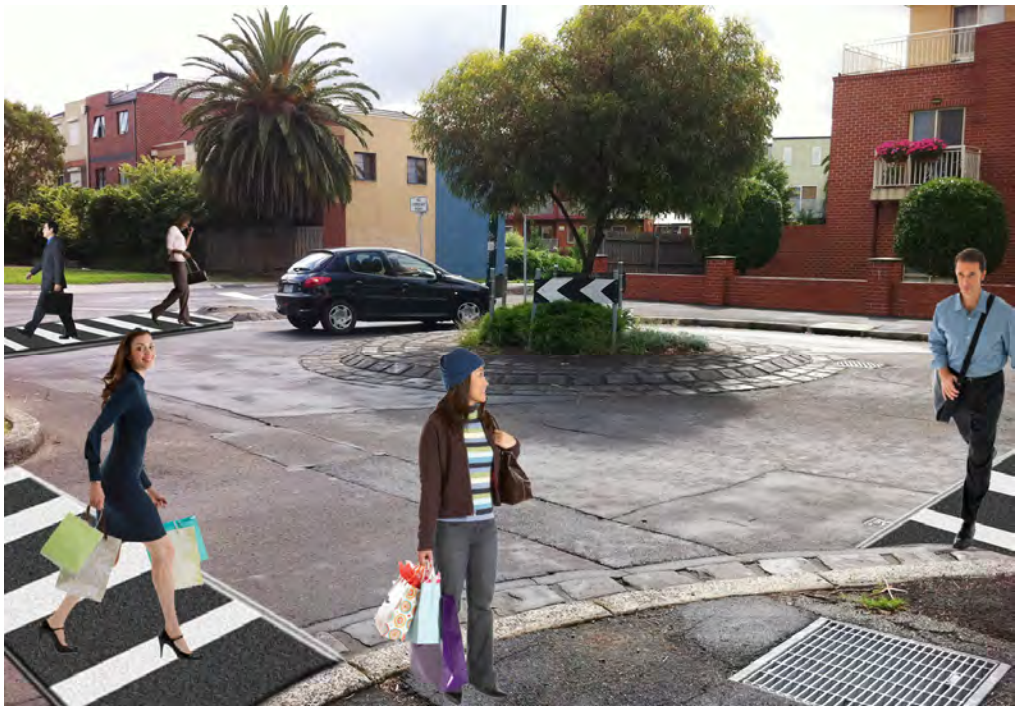
Roundabouts pose safety hazards to walkers and bike riders. Cyclists are forced to merge with faster-moving cars moving diagonally across their path into the squeeze points at the entry to roundabouts. Cyclists are often unseen and unexpected by motorists who are focussed on looking right for cars circulating in the roundabout rather than looking left, where cyclists may be already travelling at lower speeds.

Crashes can also occur when motorists leave roundabouts without watching for cyclists. Multi-lane roundabouts that carry high traffic volumes are much more dangerous than single lane roundabouts as they expose bike riders to many additional conflict points with cars that often travel at significantly higher speeds. Roundabouts also disadvantage walkers who are often forced to cross without zebra crossings, pedestrian islands or other aids and at some distance from the intersection – typically away from their desired path of travel (desire line).

Roundabouts take up space on roads, precluding the installation of continuous on-road bike lanes and footpath extensions that can benefit bike riders and walkers.

Given the disadvantages of roundabouts for walkers and bike riders, it is best to stop installing them. Instead, alternative treatments such as raised platforms across the entire intersection should be considered on local roads (see photo below of a raised platform at Park Street and Clarinda Road in Essendon).

In the meantime, the safety of existing roundabouts on local streets can be enhanced through a program of retrofitting zebra pedestrian crossings on all roundabout legs. This can be done at relatively low cost with VicRoads approval. If budgets and issues such as drainage permit and potential walking activity warrants it, raised zebra crossings can be installed on all legs of roundabouts (as shown below for the proposed treatment roundabout at Newmarket Street and Edinburgh Street in Flemington). Where possible consider raised platform crossings.



On arterial roads raised zebra crossings are not recommended because of trams and heavy vehicle traffic. Roundabout legs can instead have zebra crossings installed (as shown in the example below for the roundabout at Racecourse Road / Epsom Road / Ascot Vale Road).

There are a large number of roundabouts on the local road network that require treatment to improve safety and convenience for walkers and bike riders. The highest priority for intervention has been assigned to those roundabouts that meet the following criteria:

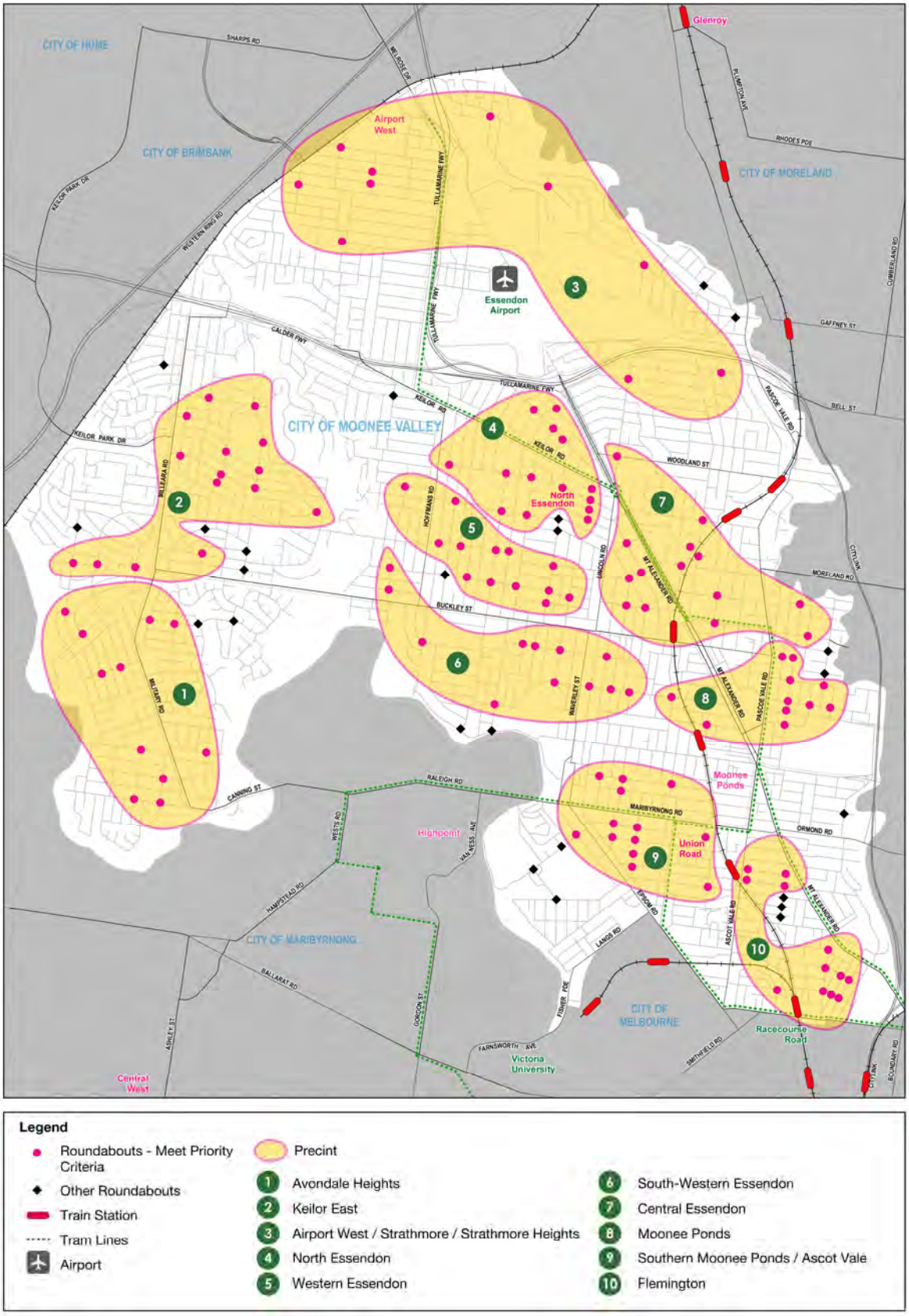
- On the Principal Bicycle Network
- Within a 500-metre catchment of activity centres
- Within 500 metres of train stations
- Within 500 metres of schools
- On a bus or tram route

The roundabouts were ranked for treatment based on how many of the prioritisation criteria they met. Roundabouts were then grouped by precincts to consider improvements from a network and neighbourhood perspective.

For roundabouts within the same precinct that matched the same number of criteria, the physical distance to key destinations was used as the differentiating factor to develop the priority list.

The map below shows local roundabouts prioritised for treatment and grouped by precinct. Other roundabouts in Moonee Valley not prioritised for treatment are also shown.

See ***Appendix A Ranking of Roundabouts for Treatment*** for a description of locations.


CITY OF HUME
CITY OF BRIMBANK
CITY OF MOONEE VALLEY
CITY OF MORELAND
CITY OF MARIBYRNONG
CITY OF MELBOURNE
Glenroy
Airport West
Essendon Airport
North Essendon
Moonee Ponds
Union Road
Highpoint
Racecourse Road
Victoria University
Central West
SHARPS RD
MELROSE DR
TULLAMARINE FWY
CALDER FWY
KEILOR PARK DR
WESTERN RING RD
KEILOR RD
WOODLAND ST
BELL ST
GAFFNEY ST
PASCOE VALE RD
MORELAND RD
BUCKLEY ST
RALEIGH RD
CANNING ST
MARIBYRNONG RD
ORMOND RD
MT ALEXANDER RD
HAMPSTEAD RD
BALLARAT RD
LANGS RD
ASCOT VALE RD
FARNSWORTH AVE
SMITHFIELD RD
BOUNDARY RD
CITYLINK
Legend
Roundabouts - Meet Priority Criteria
Other Roundabouts
Train Station
Tram Lines
Airport
Precint
1 Avondale Heights
2 Keilor East
3 Airport West / Strathmore / Strathmore Heights
4 North Essendon
5 Western Essendon
6 South-Western Essendon
7 Central Essendon
8 Moonee Ponds
9 Southern Moonee Ponds / Ascot Vale
10 Flemington

4.2.3 Walking Precincts

Moonee Valley aims to make walking an attractive choice for all types of trips. Walking networks need to link to attractions including parks and sporting facilities and employment centres, both within and outside the municipality. Actions for improvement based on pedestrian safety and accessibility principles have been identified for the following Activity Centres in Moonee Valley:

- Moonee Ponds
- Racecourse Road, Flemington
- Airport West
- Keilor Road, Niddrie
- North Essendon
- Union Road, Ascot Vale
- Neighbourhood and local centres such as Rose Street

Specific actions are presented in detail in the Implementation Plan. The photos below show an example of a suggested treatment on Moore Road to provide a safe and direct link for walkers to access Westfield Shopping Centre in Airport West.

Other key walking precincts include the Maribyrnong River trail, especially between Maribyrnong/Raleigh Road and Afton Street, the Moonee Ponds Trail and Queens Park. A draft Maribyrnong Master Plan has been prepared for the Maribyrnong precinct and this strategy endorses its recommendations for walking and cycling.

4.2.4 Key Cycling Routes

Moonee Valley aims to develop a bicycle network that will attract both confident cyclists (who will ride on busy roads that provide direct routes to their destinations), as well as less confident bike riders and people who wish to ride on quiet streets or off-road shared paths. Council aims to make cycling a preferred choice for trip types, including:

- Recreation including travel to parks and sporting facilities
- Shopping
- Travel to schools and community facilities
- Commuting to work or social engagements

In addition to servicing destinations within Moonee Valley, bike routes need to make good connections to link to the central city and employment centres, as well as neighbouring communities.

The top ten cycling routes (formal and informal) in Moonee Valley have been prioritised in the following order:

1. Keilor Road / Mount Alexander Road
2. Moonee Ponds Creek Path including link to Capital City Trail at Flemington Bridge
3. Epsom Road / Racecourse Road
4. Pascoe Vale Road / Ascot Vale Road
5. Buckley Street
6. Maribyrnong Road / Ormond Road
7. Maribyrnong River Path
8. Holmes Street / Puckle Street / Dawson Street
9. Craigieburn rail corridor.
10. Matthews Avenue

With the exception of Pascoe Vale Road / Ascot Vale Road, these routes are all on the VicRoads Principal Bicycle Network.

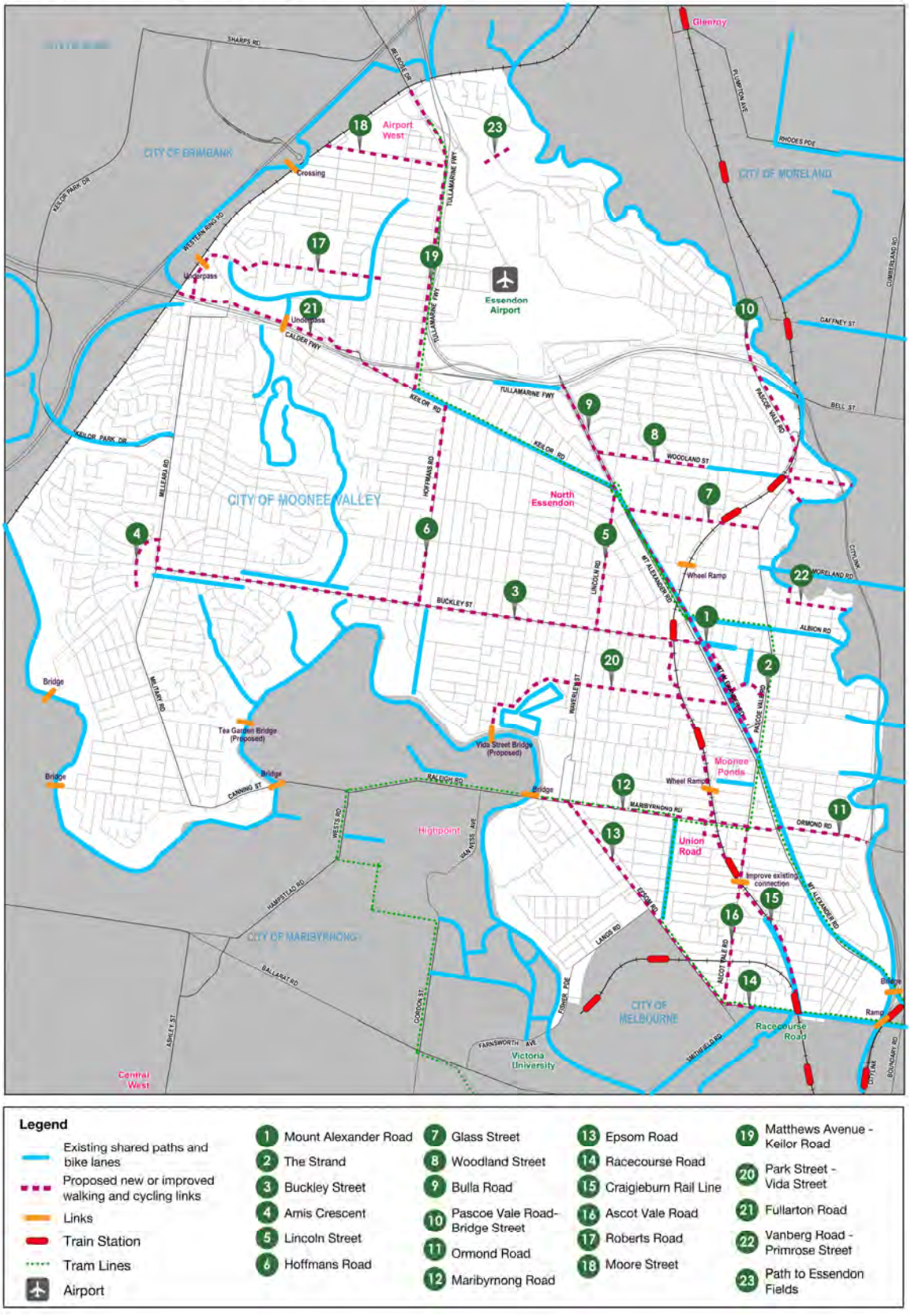
4.2.5 Missing Links

The map below shows the existing bicycle network and proposed new links. Moonee Valley has an extensive walking network, including 796 kilometres of footpaths, 31 kilometres of shared paths maintained by Council, and 10 kilometres of unsealed park paths (8.4 kilometres of which belong to Parks Victoria). This compares with a network of 464 kilometres of road (412 kilometres of which are on local roads and the remaining 52 kilometres are on arterial roads under VicRoads' jurisdiction).

Given the extensive footpath network in Moonee Valley, the pedestrian missing links are isolated locations. They are described in the Implementation Plan. An example of a pedestrian missing is the missing footpath on both sides of Buckley Street over Steele Creek Reserve.

This Strategy identifies specific actions to address missing links and provide effective, convenient and connected walking and cycling routes that make walking and bike riding trips short and direct, while ensuring good networks across Moonee Valley.

Proposed walking and cycling routes and links



Legend

- Existing shared paths and bike lanes
- Proposed new or improved walking and cycling links
- Links
- Train Station
- Tram Lines
- Airport

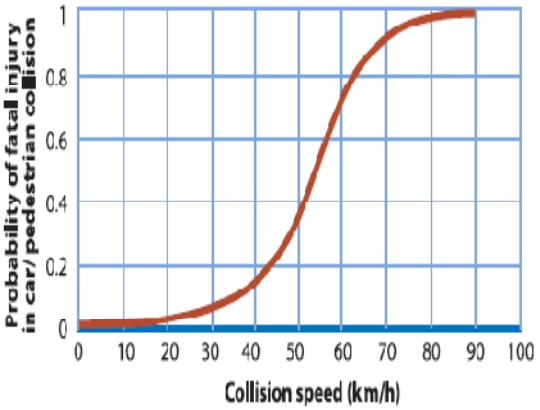
1. Mount Alexander Road
2. The Strand
3. Buckley Street
4. Amis Crescent
5. Lincoln Street
6. Hoffmans Road
7. Glass Street
8. Woodland Street
9. Bulla Road
10. Pascoe Vale Road-Bridge Street
11. Ormond Road
12. Maribyrnong Road
13. Epsom Road
14. Racecourse Road
15. Craigieburn Rail Line
16. Ascot Vale Road
17. Roberts Road
18. Moore Street
19. Matthews Avenue - Keilor Road
20. Park Street - Vida Street
21. Fullarton Road
22. Vanberg Road - Primrose Street
23. Path to Essendon Fields

4.2.6 Safe Speeds

Local default vehicle speeds in Moonee Valley are 50 kilometres per hour. Exceptions include arterial roads that are generally posted at 60 kilometres per hour and school zones that are posted at 40 kilometres per hour.

One of the critical factors influencing the severity of injury in pedestrian and bicycle crashes is the speed of cars. Walkers and bike riders, as unprotected road users, are often the most severely hurt in crashes. International research has demonstrated that where impact speeds are reduced to 40 kilometres per hour or less, the risk of severe trauma for walkers and bike riders is greatly reduced.

When the collision speed is reduced from 60 kilometres per hour to 40 kilometres per hour, there is a corresponding drop in death risk from approximately 80% (likely to be fatal) to 20% (very unlikely to be fatal) See figure below from VicRoads.



On roads where walkers, cyclists and motor vehicles interact frequently introducing lower speed limits will reduce harm to walkers and cyclists.

5 Implementation Plan

The cycling and walking actions developed for this strategy were prioritised (with timing based on budget) into short (first four years after strategy is adopted), medium (five to eight years) and long-term (more than eight) timeframes using the following criteria :

- Community benefit
- Potential to improve safety
- Links to existing walking and cycling plans and strategies
- Complements existing network
- Potential to promote more cycling and walking
- Maintain traffic flow
- Community support

Packages of actions are grouped under the following topics:

1. Enhance Moonee Ponds Creek Path
2. Establish the Craigieburn Rail Corridor Cycling and Walking route
3. Implement walking improvements across Flemington
4. Promote walking and cycling in the northern and western parts of Moonee Valley
5. Provide local walking and bicycle treatments outside activity centres
6. Maximise safe walking access to and within Moonee Ponds
7. Enhance Mount Alexander Road on-road bicycle route
8. Support Epsom Road -Racecourse Road as a major east/west bicycle route in Moonee Valley
9. Complete missing links in the walking and bicycle networks
10. Increase walking and cycling through behaviour change
11. Manage and maintain walking and cycling assets
12. Provide bicycle parking and promote it
13. Advocate to improve Public Transport facilities

Each action has been linked to the Strategy's guiding principles – infrastructure, integration, convenience and inspiration and assigned an indicative budget. The proposed action packages, which include construction of quality walking and cycling facilities and innovative behaviour change programs, will go beyond Council's resources to fund. Implementation will be subject to Council's normal budget processes and the ability to attract external funding (from agencies such as VicRoads, Department of Transport, the Federal Government, Parks Victoria, Melbourne Water, Citylink and VicHealth and philanthropic foundations). Collaborative proposals with adjacent councils or other agencies may be more likely to attract funding and fostering these relationships will be important.

Priorities may change from year to year depending on changing circumstances and funding opportunities. The project budgets and year shown in the "action package" tables are indicative only.

5.1 Action Package 1 – Enhance Moonee Ponds Creek Path

The Moonee Ponds Creek path connects neighbourhoods to parks and caters for less confident cyclists, recreational cyclists and families as well as peak hour commuters. Recommendations will improve access to the trail and address safety issues. Risk ratings were assigned during the safety audit of the Moonee Ponds Trail completed in February 2011. The highest rating assigned was 12 (most hazardous).

ACTION LOCATION	PROJECT (Responsibility)	DESCRIPTION	GUIDING PRINCIPLE	VALUE ($)	TIMEFRAME
1.1 Flemington Bridge Station connections to Capital City and Moonee Ponds Trails and Upfield Trains to Trams 59 and 57 Flemington	Investigate an improved link between train, trams and shared paths. (Public Transport Victoria, Metro Trains, VicTrack, Melbourne Water, Citylink, Melbourne Council, Infrastructure, Technical Services, Parks and Gardens)	The Moonee Ponds Creek and Capital City trails join at Flemington Bridge train station. The ramp to platform 2 has two hairpin turns and there is an additional hairpin turn The connections along Mt Alexander Road footpath to the Moonee Ponds Path are unclear. Better walking links would increase personal safety, enhance links between train and trams and increase use of public transport. Safety audit risk rating 12.	Infrastructure and Convenience	20,000 10,000	Short Feasibility Study Short Advocacy
1.2 Mount Alexander Road Underpass Travancore	Advocate to Melbourne Water or relevant stakeholder for flood indicators approaches and drainage investigation. Feasibility of re-alignment (Infrastructure, Technical Services, Melbourne Water, VicRoads, Citylink)	The low level Mount Alexander Road underpass is susceptible to flooding, and has moderately steep descending approaches in both directions. Northbound users navigate a 180 degree bend, and southbound users navigate a 90 degree bend on the approach. Safety audit risk Rating 9	Infrastructure and Convenience	Operational 10,000 20,000	Short Advocate for flood indicator and drainage investigation Long Feasibility of Re-alignment
1.3 Mt Alexander Road to Citylink Entry Ramp Underpass Travancore	Install a barrier fence along the creek (Infrastructure, Technical Services, Melbourne Water, VicRoads, Citylink)	The underpass at the Mount Alexander Road entry ramp to Citylink has downhill approaches in both directions. A large area is paved, and the path alignment at the underpass is a left curve for northbound path users. Install a barrier fence along the creek side of the path to protect users from the steep embankment The bridge clearance is low and the underpass is susceptible to flooding. Safety audit risk rating 12.	Infrastructure and Convenience	40,000	Long

ACTION LOCATION	PROJECT (Responsibility)	DESCRIPTION	GUIDING PRINCIPLE	VALUE ($)	TIMEFRAME
1.4 Citylink Underpass near Ormond Road Moonee Ponds and Travancore	Install barrier fencing (Infrastructure, Technical Services; Melbourne Water, VicRoads, Citylink)	Steep drop-off to the creek on the edge of the southbound travel lane. The path is 5.5m wide below the Citylink structure and narrows to 2.9m between two columns on the north side of the underpass. Medium-term: Install barrier fencing on the creek side between Brisbane Street and the pedestrian footbridge. Safety audit risk rating 12.	Infrastructure and Convenience	40,000	Medium
1.5 Citylink Underpass near Ormond Park Moonee Ponds and Travancore	Feasibility study to raise the path level. Install barrier fencing. (Infrastructure, Technical Services; Melbourne Water, VicRoads, Citylink)	The underpass has steep approaches from both directions, with a curve on the south approach to the underpass. The path is 2.7 m wide through the underpass, between the wall and the Moonee Ponds Creek, with a height of 3.2m. Raise the path level through the underpass to reduce flooding and gradient of approaches. Install barrier fencing on the creek side. Safety audit risk rating 12.	Infrastructure and Convenience	$20,000 $80,000	Medium Study for raising Long Install Fencing
1.6 CityLink underpass near Dean Street Moonee Ponds	Investigate feasibility of constructing new ramp and raising the height of the shared path under the overpass or alternative. Improve path to Ormond Park during construction (Infrastructure, Technical Services; Melbourne Water, VicRoads, Citylink)	The south approach to the underpass has a hairpin bend prior to a 90 degree bend at the underpass, on steep grades of up to 20% (1 in 5). The north approach has a grade of 11% with a large radius curve. No barrier fences installed on the approaches. The underpass is 3.0m high. Council to investigate feasibility of constructing a direct ramp between elevated shared path and path under Citylink overpass or alternative. Improve path from Dean St to Ormond Park. Advocate to VicRoads for funding. Safety audit risk rating 12.	Infrastructure and Convenience	$20,000 $40,000 $10,000 $200,000	Short Feasibility Study Short Design Short Advocacy Medium Construct

ACTION LOCATION	PROJECT (Responsibility)	DESCRIPTION	GUIDING PRINCIPLE	VALUE ($)	TIMEFRAME
1.7 Citylink Underpass near Evans Street Moonee Ponds	Install a barrier fence (Infrastructure, Technical Services; Melbourne Water, VicRoads, Citylink)	The south approach to the underpass is downhill with a large radius curve, whilst the north approach is straight on a downhill grade. Install a barrier fence along the creek side of the path to protect users from the steep embankment. Safety audit risk rating 9.	Infrastructure and Convenience	$100,000	Medium
1.8 Montague Street Bridge Moonee Ponds	Feasibility Study Reconstruct aging boardwalk to ensure pedestrian / bicycle connectivity is maintained. (Infrastructure, Technical Services), Melbourne Water, VicRoads)	The existing boardwalk section of the Moonee Ponds Creek Trail is approaching the end of its life and needs to be redesigned and reconstructed. Safety audit risk rating 12.	Infrastructure and Integration	Feasibility Study 20,000 Design and advocacy 20,000 Construct 500,000	Short Short Medium
1.9 Albion Street Underpass Essendon	Install Low clearance signs. Investigate improving drainage. Medium term: Extend barrier fencing to approaches. (Infrastructure, Technical Services; Melbourne Water, VicRoads, Citylink)	Height is only 2.1 m below the underpass. Existing fence through the underpass shields users from the steep drop-off to the creek but protrudes into the narrow path. The bluestone kerb protrudes above the path and causes ponding and debris to collect in the southbound lane. Install Low clearance signs. Investigate ways to improve drainage. Long term: Extend barrier fencing to approaches. Risk Rating 8	Infrastructure and Convenience	12,000 80,000	Short Low Clearance signs and investigate drainage Long extend barrier fencing

ACTION LOCATION	PROJECT (Responsibility)	DESCRIPTION	GUIDING PRINCIPLE	VALUE ($)	TIMEFRAME
1.10 Connection Between the On-Road & Off-Road Paths at Vanberg Road Essendon	Advocate to Melbourne Water for an improved access from Vanberg Road. Re-locate electricity pole. Re-align path. (Infrastructure, Technical Services) Melbourne Water, VicRoads, Jemena)	Re-align access from Vanberg Road and install a ramp, centreline markings and directional signs. Advocate to Jemena (manager of the asset) for re-location of the electricity pole. Work with Parks and Gardens on tree removal. Safety audit risk rating 12.	Infrastructure Integration and Inspiration	25,000 Operational	Short
Vanberg Road, McPherson Street & Eric Street	Install wayfinding signage. Linemark Vanberg Road and Primrose Street.	Wayfinding signage and bicycle symbols on the road assist path users to re-join the path. Re-align pedestrian refuge and	Inspiration and Infrastructure	20,000	Short Design
Essendon	Reconstruct kerb ramps at the Vanberg/McPherson (Infrastructure, Technical Services, Urban Design)	reconstruct smooth kerb ramps at the Vanberg/McPherson Street roundabout to improve access for walkers. Safety audit risk rating 6.		80,000	Medium Reconstruct kerb ramps
1.11 Connection Between the On-Road & Off-Road Paths at Primrose Street Essendon	Reconstruct kerb ramps Prohibit vehicles blocking the ramp on Primrose Street. Long term: Install a gateway treatment on Primrose Street. (Infrastructure, Technical Services, VicRoads, Parks and Gardens, Urban Design)	The kerb ramps open diagonally into the intersection. Extend path centreline marking along the kerb ramp to meet the road with a holding line. Reconstruct kerb ramps to improve access for walkers. Prohibit vehicles blocking the kerb ramp at the end of Primrose Street with markings on the road. Long term: Install a gateway treatment at the end of Primrose Street with public seating and a drinking fountain. Safety audit risk rating 4.	Infrastructure and Convenience	15,000 20,000 50,000	Short Kerb ramp and prohibit parking Medium Design gateway Long Build gateway

ACTION LOCATION	PROJECT (Responsibility)	DESCRIPTION	GUIDING PRINCIPLE	VALUE ($)	TIMEFRAME
Connection to Fitzgerald Road Essendon	Install semi-mountable kerb adjacent to the eastern connection Install wayfinding signage. Replace the centre three bollards Widen the eastern connection (Infrastructure, Technical Services, VicRoads, Parks and Gardens, Urban Design)	Existing bicycle lanes and footpaths on Fitzgerald Road have indirect connections requiring cyclists and walkers to cross a bluestone kerb to reach the path. Existing bollards that are hazardous to path users. Replace the bluestone kerb with a semi-mountable kerb at the property adjacent to the eastern connection to reduce the risks to southbound cyclists and walkers. Replace bollards with a U-rail or alternative. Widen the eastern connection to facilitate two-way shared path movements. Safety audit risk rating 6.	Infrastructure and Inspiration	15,000 50,000	Medium Design Long Construct
1.12 Moreland Road Underpass Essendon	Advocate for embankment repair with VicRoads or other relevant stakeholders. (Infrastructure, Technical Services, Melbourne Water, VicRoads)	The embankment wall is eroding and may affect the structural integrity of the path. The bluestone wall adjacent to the path is a hazard along the length of the underpass. Steep drop-off from the path on the approaches to the underpass. Safety audit risk rating 8.	Infrastructure and Integration	5,000 60,000	Short Advocate for repairs Medium Extend fencing
1.13 Citylink Underpass near Woodland Street Strathmore and Essendon	Advocate for alternative drainage with CityLink and other relevant stakeholders. Install barrier fencing. (Infrastructure, Technical Services; Melbourne Water, VicRoads, Citylink)	Columns and the embankment wall adjacent to the path area hazard. A drain outlet on the south approach releases water and debris across the path. A steep drop is adjacent to the north approach to the underpass. Put hazard markers on columns. Advocate for alternative drainage with CityLink, Investigate re-aligning path at the north approach to improve sight lines and install barrier fencing on the north approach to the underpass. Safety audit risk rating 12.	Infrastructure and Integration	5,000 15,000. 30,000	Short Install Hazard markers Short Investigate drainage and realignment. Medium Extend barrier fencing

ACTION LOCATION	PROJECT (Responsibility)	DESCRIPTION	GUIDING PRINCIPLE	VALUE ($)	TIMEFRAME
1.14 Citylink Underpass near Wheeler Street and Wallace Crescent Strathmore	Install barrier fencing. (Infrastructure, Technical Services; Melbourne Water, VicRoads, Citylink)	Steep drop-off adjacent to the path on both approaches and along the underpass. The path width changes in the southbound travel lane at the connections between concrete and bitumen with uneven levels adjacent to the bitumen. The bridge abutment adjacent to the path presents a hazard to path users. The pavement is uneven and chipped at the concrete joins and at the transition on the approaches. Repair the surface to create a smooth transition. Safety audit risk rating 12.	Infrastructure and Integration	80,000	Long Install barrier fencing
1.15 Rail Underpass near Strathmore Secondary College Strathmore	Advocate to VicTrack for the removal of redundant gantries. Support the road safety plan to improve safety near Strathmore Secondary College. Install barrier fencing and improve path. (Infrastructure, Technical Services; Melbourne Water, VicRoads. VicTrack)	Steep drops adjacent to the path approaches and alongside the underpass. Cracked edges and drop-off on both sides of the south approach. Redundant gantry posts located close to the path on both approaches. Uneven pavement joins on the south approach. The bridge column is located close to the path. Embankment fill collects in the drain and encroaches on the path on both approaches to the underpass. The drop-off to the drain beside the path adjacent to the bridge column Exposed cracked culvert adjacent to the bridge column. Safety audit risk rating 9.	Infrastructure and Integration	5,000 200,000	Short Advocacy and design Short Install barrier fencing and improve fencing

ACTION LOCATION	PROJECT (Responsibility)	DESCRIPTION	GUIDING PRINCIPLE	VALUE ($)	TIMEFRAME
1.16 Citylink Underpass near Bell Street Strathmore	Advocate to CityLink to improve drainage. Support the road safety plan to improve safety near Strathmore Secondary College. Install barrier fencing and re-align path. (Infrastructure, Technical Services; Melbourne Water, VicRoads.)	Drop-off on the path edge. Soil erosion along the batter. Rock wall close to the path. Water leaking from the rock wall and causing ponding and debris on path surface. Five drainage covers are missing and present a hazard. Steep drop-off offset more than 1.0m from the path edge. Long term raise path level to reduce flooding and reduce grade. Install barrier fencing. Safety audit risk rating 9.	Infrastructure and Integration	10,000 100,000	Short Advocacy and Design Medium Install fencing and re-align path
1.17 Pascoe Vale Road Underpass Strathmore	Extend barrier fencing (Infrastructure, Technical Services; Melbourne Water, VicRoads, Citylink)	The barrier fence and concrete embankment are close to the path present hazards to users. Extend barrier fencing on the south approach. Safety audit risk rating 9.	Infrastructure and Convenience	80,000	Long Extend barrier fencing
1.18 Entire Trail Travancore, Flemington, Ascot Vale, Moonee Ponds, Essendon Strathmore and Strathmore Heights	Refresh and install linemarking (Technical Services, VicRoads)	Centrelines will reduce conflicts between path users especially where sightlines are limited. Edgelines assist users to stay away from obstacles and steep drop-offs. Encourage Moreland, Hume and Melbourne Council to linemark their sections of the path.	Integration	40,000 40,000	Medium Long
1.19 Entire Trail Travancore, Flemington, Ascot Vale, Moonee Ponds, Essendon Strathmore and Strathmore Heights	Implement a regular maintenance schedule. Advocacy with Melbourne Water, CityLink, VicRoads (Environment and Lifestyle, Technical Services, VicRoads, Citylink, Melbourne Water)	Improve maintenance processes along the trail. Encourage Moreland, Hume and Melbourne Council to advocate for regular maintenance on their sections of the path.	Infrastructure and Convenience	10,000	Short

ACTION LOCATION	PROJECT (Responsibility)	DESCRIPTION	GUIDING PRINCIPLE	VALUE ($)	TIMEFRAME
1.20 Entire Trail Travancore, Flemington, Ascot Vale, Moonee Ponds, Essendon Strathmore and Strathmore Heights	Endorse Open Space Strategy action to Prepare a Plan for the Moonee Ponds Creek in consultation with relevant agencies. (Leisure & Open Space Planning, Parks Victoria, Moreland Council, Melbourne Water, Citylink, Technical Services)	Plan to guide future works to improve condition, safety, aesthetic and environmental values of the trail and open space corridor. Liaise with Moreland, Hume and Melbourne Council to coordinate plans and potential funding applications to improve the Moonee Ponds Creek corridor.	Integration Infrastructure Inspiration and Convenience	100,000	Short

5.2 Action Package 2 – Establish the Craigieburn Rail Corridor Cycling and Walking Route

An existing informal route follows the Craigieburn rail corridor along lit quiet streets from Essendon to Newmarket Stations. This route caters for walkers and less confident cyclists unlikely to use Mount Alexander Road, has the potential to attract new cyclists and walkers for short trips to train stations and activity centres, and connects to good routes to the CBD. Moonee Valley will collaborate with Melbourne, Moreland and Hume City Councils to investigate the feasibility of continuous route from the CBD to Craigieburn Station. Investigate funding opportunities with VicRoads and the Department of Transport.

LOCATION	PROJECT (Responsibility)	DESCRIPTION	GUIDING PRINCIPLE	VALUE ($)	TIMEFRAME
2.1 Intersection of Buckley Street at Rose and Sherbourne Streets Essendon	Bicycle crossing study. (Technical Services; VicRoads, VicTrack, Public Transport Victoria)	Currently cyclists negotiate heavy traffic on Buckley St as including buses turning into and out of Rose Street. Existing traffic signals could potentially be modified to improve the frequency and safety of cyclists' crossing opportunities.	Infrastructure and Integration	$ 15,000	Short
2.2 Sherbourne Street, between Buckley Street and Stanley Street Essendon	Formalise contraflow bicycle movements on Sherbourne Street (Technical Services; VicRoads, VicTrack)	Sherbourne Street north of Stanley Street is one way northbound; south of Stanley Street it is two-way. Treat intersection with Buckley Street and mark road with bicycle lanes or bicycle signs to allow cyclists to ride in a contraflow direction.	Infrastructure and Integration	$30,000	Short
2.3 Sherbourne Street, between Inglebrae Court and Park Street Essendon	Install shared path (Technical Services; VicRoads)	Sherbourne Street just north of Park Street is one way and has a sharp turn with poor sight lines. Promote two-way bicycle movements and pedestrian safety by installing, a 2.5m wide shared path or creating a shared zone.	Infrastructure	$ 50,000	Short
2.4 Trinafour Street and Norwood Crescent, path adjacent to west side of Craigieburn rail line Moonee Ponds	Raise footpath (Technical Services)	The footpath on Trinafour Street, east side adjacent to the rail line, regularly floods. This footpath provides the logical linkage to/from the off-road path (located north of Trinafour Street) that links to Park Street. Reconstruct footpath and raise by around 300mm to minimise flooding.	Infrastructure	$40,000	Short
2.5 Holmes Street at Norwood Crescent Moonee Ponds	Pedestrian / Cyclist Refuge (Technical Services; VicRoads)	Road space exists to create a centre-of-road refuge to help cyclists and walkers to cross Holmes Street more safely near the rail line. Only one traffic lane in each direction is required on Holmes Street at this location. The treatment needs to be integrated with the nearby pedestrian traffic signals.	Infrastructure and Integration	$25,000	Medium

LOCATION	PROJECT (Responsibility)	DESCRIPTION	GUIDING PRINCIPLE	VALUE ($)	TIMEFRAME
2.6 Milfay Avenue, south of Holmes Road Moonee Ponds	Contra-flow Study (Technical Services; VicRoads)	Milfay Avenue is one-way south from Holmes Street to Winchester Street. Promote two-way bicycle movements initially with a bicycle only opening at the south, using signs and linemarking. Long-term install a shared path along the east side of Milfay Avenue (adjacent to the rail line). Conduct study to investigate the optimal design and timing of treatment options.	Infrastructure and Integration	$15,000 $15,000 To be costed	Short Linemarking and bicycle only opening. Medium Feasibility of off-road path Long Off-road path
2.7 Edgar Street, between Winchester Street and Eglinton Street Moonee Ponds	Contra-flow (Technical Services; VicRoads)	Edgar Street is one-way north to south from Winchester Street to Eglinton Street. In the short-term remove a few parking spaces on the west side of Edgar Street, to enable installation of an on-road bicycle contra-flow bike lane or markings. In the long-term, install a 2.5m wide shared path on the east side of Edgar Street (adjacent to the rail line) to link the proposed off-road path on Milfay Avenue.	Infrastructure and Integration	$15,000 (short-term) $50,000 (medium-term)	Short Medium
2.8 Maribyrnong Road, between Mount Alexander Road and Normanby Street Ascot Vale and Moonee Ponds	Establish 40 kilometre per hour speed zone (Technical Services; VicRoads)	The existing speed limit on Maribyrnong Road is 60 kph. Mount Alexander Road has a part-time 40 kph speed limit. In 2010, Council requested a 40 kph speed limit in Union Road. Reducing speed to 40 kph on Maribyrnong Road will create a low-speed environment to promote safer walking and cycling along and across Maribyrnong Road.	Integration	$100,000	Short

LOCATION	PROJECT (Responsibility)	DESCRIPTION	GUIDING PRINCIPLE	VALUE ($)	TIMEFRAME
2.9 Maribyrnong Road at intersection with Bayview Terrace / Edgar Street Ascot Vale	Bicycle and pedestrian crossing study (Technical Services; VicRoads)	Investigate treatments such as a signalised crossing of Maribyrnong Road between Edgar Street and Bayview Terrace. Visibility is impeded (to the east) by the steep rail overpass. The central tram reservation limits the potential establishment of centre-of-road refuges.	Infrastructure	$15,000 Investigation $80,000 installation	Short Short
2.10 Bloomfield Road / The Crescent Ascot Vale	Intersection raised platform (Technical Services; VicRoads)	Bloomfield Road is part of an east/west route linking with Middle Street. Design and install a direct path under the rail line overpass on the east approach to The Crescent. If warranted in the longer term install a raised platform intersection treatment to slow vehicles and prioritise the passage of bicycles through the intersection.	Infrastructure	$20,000 (short-term) $100,000 (Medium-term)	Short Medium
2.11 Queens Avenue, between Ascot Vale Road and Kent Street Ascot Vale	Contraflow bicycle lanes on Queens Avenue and intersection treatments on Ascot Vale Road and Kent Street (Technical Services; VicRoads)	Queens Avenue south-east of Ascot Vale Road is one-way north to south. Promote two-way bicycle movements with a package of treatments. Re-design the central median at Kent Street to allow right-turn movements onto Queen Street. At Ascot Vale Road install a central median to facilitate bicycle and pedestrian crossing movements between The Crescent and Queens Avenue.	Infrastructure and Integration	$100,000	Short
2.15 Essendon Station to Pascoe Vale Station Essendon and Strathmore	Link Craigieburn Rail Corridor Route to Pascoe Vale (Moreland) (Technical Services; VicRoads, VicTrack, Moreland Council)	Investigate feasibility of creating a continuous link from Essendon to Pascoe Vale Stations.	Infrastructure and Integration	20,000	Short

5.3 Action Package 3 – Implement Walking Improvements across Flemington

Flemington is a busy precinct with a public transport hub, shopping and proximity to the CBD. Large crowds travel through it to increasing numbers of events at the Flemington Racecourse and the Melbourne Showgrounds as well as the increasing retail activity at the Showgrounds.
This package of improvements for walkers is complemented by improvements for cyclists in action package 8.

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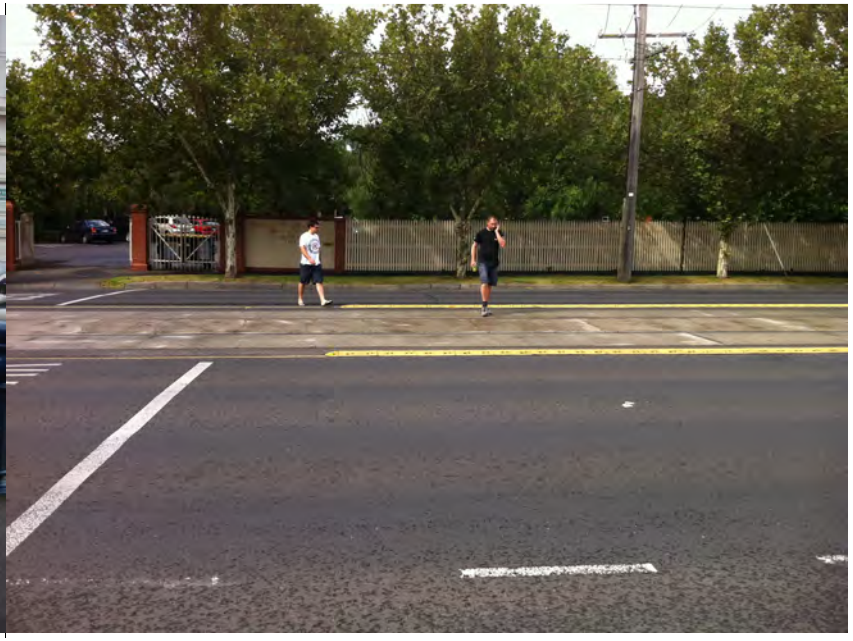


LOCATION	PROJECT (Responsibility)	DESCRIPTION	GUIDING PRINCIPLE	VALUE ($)	TIMEFRAME
3.1 Racecourse Road, between Pin Oak Crescent and Wellington Street Flemington	Remove chains and widen pram ramps on mid-block crossings (Technical Services, VicRoads)	The chains reduce the pedestrian space and only allow two people walking side by side, at one of the areas of highest pedestrian activity.	Infrastructure and Integration	15,000	Short
3.2 Racecourse Road at Rankins Road Flemington	Install footpath extension and zebra crossing (Technical Services, VicRoads)	Footpath extension to reduce speed of motorists turning into Rankins Road. Provide zebra crossing to assist walkers and cyclists.	Infrastructure	40,000	Medium
3.3 Ascot Vale Road, between Racecourse Road and Edinburgh Street Flemington and Ascot Vale	Install mid-block signalised pedestrian crossing (Technical Services, VicRoads)	New pedestrian crossing to help significant number of mid-block unassisted pedestrian movements across Ascot Vale Road.	Infrastructure	120,000	Medium
3.4 Racecourse Road / Epsom Road / Ascot Vale Road Roundabout Flemington and Ascot Vale	Install crossings and pram ramps (Technical Services, VicRoads)	Install pedestrian crossings and wheelchair/pram ramps on all legs of the roundabout. Walkers cross unassisted at all legs of the intersection, which is characterised by high volumes of traffic travelling at relatively high speeds, as well as trams travelling on Epsom Road and then continuing on to Racecourse Road.	Infrastructure and Integration	30,000	Medium
3.5 Racecourse Road / Epsom Road / Ascot Vale Road Flemington and Ascot Vale	Advocate for signalised pedestrian crossing (Technical Services, VicRoads, Melbourne City Council)	A crossing on south side of Racecourse Road will allow access to tram stop.	Infrastructure	Operational	Medium

LOCATION	PROJECT (Responsibility)	DESCRIPTION	GUIDING PRINCIPLE	VALUE ($)	TIMEFRAME
3.6 Racecourse Road at Newmarket Street Flemington	Install signalised pedestrian crossing (Technical Services, VicRoads)	Provide safe access to Kensington Community High School. The nearest alternative pedestrian crossing at Smithfield Road and the Newmarket shopping centre is almost 300 metres encouraging walkers, including students, to cross in unsafe locations.	Infrastructure	100,000	Long
3.7 Ascot Vale Road Flemington and Ascot Vale	Install pedestrian signal pedestals on south leg of intersection (Technical Services, VicRoads)	Provide pedestrian crossing on south leg of signalised intersection with Edinburgh Street.	Infrastructure	100,000	Long
3.8 Wellington Street at Shields Street Flemington	Install zebra crossings and pram crossing (Technical Services)	Formalise crossing by providing zebra crossings at the intersection and at the car park exit. The current layout is confusing and does not clearly indicate where walkers can cross safely. Provide wheelchair/pram access to Post Office on Newmarket Street.	Infrastructure and Integration	25,000	Long
3.9 Newmarket Street at Edinburgh Street Flemington	Install zebra crossings (Technical Services)	Provide zebra crossings on all legs of the roundabout. Install on-road bicycle lanes to enhance connection to residential area to the north and west of Newmarket station.	Infrastructure and Integration	25,000	Medium
3.10 Newmarket Street at Racecourse Road Flemington	Install zebra crossings and realign pram crossing on Newmarket Street (Technical Services, VicRoads)	Move pedestrian ramp away from the edge of Racecourse Road to improve safety for walkers.	Infrastructure and Integration	15,000	Medium

LOCATION	PROJECT (Responsibility)	DESCRIPTION	GUIDING PRINCIPLE	VALUE ($)	TIMEFRAME
3.11 Pin Oak Crescent, west side from Railway underpass north. Flemington	Advocate to VicTrack to improve drainage in underpass. Feasibility study to widen and extend footpath (Technical Services)	The underpass floods and is unappealing for walkers. The footpath is narrow and has power poles forcing walkers onto the road. Investigate extending the footpath to continue north of the underpass at Finsbury Street. Improve visibility of people emerging from the underpass at Finsbury Street.	Infrastructure	10,000 20,000	Short Long
3.12 Newmarket Train Station Flemington	Advocate to VicTrack Metro and shopping centre management to improve pedestrian access to station (Technical Services)	Upgrade stairs and ramps to the station from Pin Oak Crescent and the Safeway car park. Provide safe and direct pedestrian connections from the tram stop on Racecourse Road and the residential area north of the Newmarket shopping centre to the station. Currently, tram users access the station through the supermarket car park. Widen ramp leading to the station underpass from the supermarket car park. The current ramp is only wide enough for one wheelchair or pram.	Infrastructure and Integration	$50,000	Medium

5.4 Action Package 4 – Promote Walking and Cycling in the Northern and Western Parts of Moonee Valley

Council will improve the walking and cycling environment in parts of the municipality where participation rates are lowest. These areas include Airport West, Avondale Heights and East Keilor.

LOCATION	PROJECT (Responsibility)	DESCRIPTION	GUIDING PRINCIPLE	VALUE ($)	TIMEFRAME
4.1 Matthews Avenue / Louis Street / Dromana Avenue Airport West	Proposal to Install on-road bike lanes and make pedestrian improvements around Westfield (Technical Services)	Determine feasibility of pedestrian improvements and installing on-road bicycle lanes with advanced bicycle starting boxes and signals that link to bicycle facilities on Melrose Drive.	Infrastructure and Integration	40,000	Short
4.2 Moore Street Airport West	Install on-road bike facilities and pedestrian crossings (Technical Services)	Encourage more residents to walk or cycle to Westfield Airport West. Consider narrowing the radial of the wide opening to shopping centre vehicular access and making pedestrian paths more direct at the west end of Moore Street and providing (raised) zebra crossings at roundabouts.	Infrastructure, Convenience and Integration	60,000	Short
4.3 Pascoe Vale Road at Tullamarine Freeway off-ramp / Loeman Street Strathmore	Advocate for increased time for crossing southern leg (across Pascoe Vale Road) and automatic call-up. Install zebra crossings to cross three Loeman Street crossings (Technical Services, VicRoads)	This busy signalised intersection is close to Strathmore Secondary College. Walkers are delayed if they don't press the pedestrian phase call-up button. There is also no pedestrian crosswalk across the east leg (freeway off-ramp). Waiting times to cross Pascoe Vale Road are nearly 2 minutes during peak periods. The green time provided to allow the crossing of Pascoe Vale Road is short (around 15 seconds) and flashing clearance inadequate (11 seconds).	Integration	30,000	Short

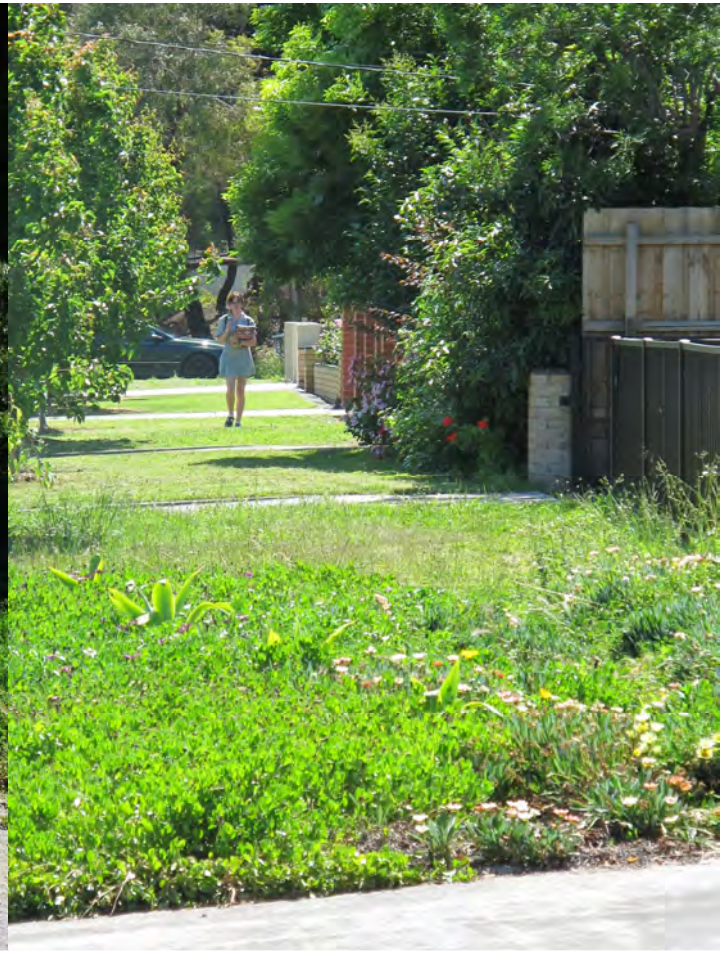
LOCATION	PROJECT (Responsibility)	DESCRIPTION	GUIDING PRINCIPLE	VALUE ($)	TIMEFRAME
4.4 Milleara Road at Keilor Park Drive Keilor East	Advocate for shorter wait times and longer crossing times and automatic pedestrian call-up (Technical Services, VicRoads)	This busy signalised intersection lies on routes to local schools. Walkers crossing the west leg are delayed up to 2 minutes in the peak periods. The green pedestrian time and the flashing clearance across this leg are short –14 seconds and 7 seconds, respectively. The "flashing clearance" is insufficient to complete a crossing. Walkers experience delays if they fail to press the pedestrian phase call-up button.	Infrastructure and Integration	60,000	Medium
4.5 Matthews Avenue at English Street Airport West	Advocate for shorter wait times increased pedestrian crossing times and additional operation of pedestrian phases when they do not interfere with vehicle flow (Technical Services, VicRoads)	Advocate for increased pedestrian crossing times on all legs to link residences west of Matthews Avenue with Essendon Fields. East/west crossing of Matthews Avenue and the Tullamarine Freeway ramps done in a single phase and delays for the entire crossing can reach 6 minutes in peak periods. Green times for walkers are short – at 12 to 16 seconds and "flashing clearance" is inadequate at 10 to 11 seconds (across Matthews Avenue).	Integration	10,000	Short
4.6 Milleara Road at Dinah Parade / Sterling Drive Keilor East	Widen lane widths for bicycles if needed (Technical Services, VicRoads)	This busy signalised intersection lies on routes to local schools. Narrow traffic lanes on Milleara put bike riders in a hazardous environment with fast-moving traffic. Review lane widths.	Infrastructure and Integration	20,000	Medium

LOCATION	PROJECT (Responsibility)	DESCRIPTION	GUIDING PRINCIPLE	VALUE ($)	TIMEFRAME
4.7 Buckley Street at Lincoln Road / Waverley Street (all legs) Essendon	Advocate for shorter wait times and increased flashing clearance times (Technical Services, VicRoads)	Pedestrian delays during peak periods are around 90 seconds across the east leg and 1 minute across the north leg. While pedestrian green times are reasonable the flashing clearance is inadequate (6 seconds on the east leg and 9 seconds on the north leg). Increased flashing clearance times are required on all legs.	Integration	10,000	Short
4.8 Mount Alexander Road at Buckley Street east-west crossings Essendon	Advocate for shorter crossing delays, longer crossing times coordinated to allow crossing both sides of carriageway without a delay and automatic pedestrian call-up (Technical Services, VicRoads)	Crossing must be down in two stages – one carriageway at a time. The delay on each carriageway is just under 2 minutes in peak periods. This increases to nearly 4 minutes if walkers fail to press the crosswalk button. Green pedestrian time and flashing clearance times are also short – typically 14/15 seconds and 11 seconds across a single carriageway of Mount Alexander Road respectively.	Integration	10,000	Short
4.9 Pascoe Vale Road at Peck Avenue on both sides of Peck Avenue Strathmore	Install signalised pedestrian crossing at-grade to cross Pascoe Vale Road (Technical Services, VicRoads)	This intersection links residents to the west and north-west to shops on the east side of Pascoe Vale Road as well as the Moonee Ponds Creek trail. No pedestrian crossing exists across Pascoe Vale Road. Many walkers and cyclists to attempt at-grade crossings of Pascoe Vale Road ignoring the overpass which takes longer and involves the physical challenge of climbing the overpass.	Integration and Convenience	50,000	Short

LOCATION	PROJECT (Responsibility)	DESCRIPTION	GUIDING PRINCIPLE	VALUE ($)	TIMEFRAME
4.10 Mount Alexander Road between Marco Polo and Leake Streets Essendon	Improve walkability around the tram stop by removing some barrier fencing, installing pedestrian ramp, removing poles that are in the path of walkers and upgrading walkway behind the tram shelter	Make walking more attractive to people who park in the centre median by installing a pram ramp and walking zone. Level and compact the median to create a pedestrian refuge as has been done by VicRoads just north of Thorn Street – this will require lowering the concrete lip and adding fines to the sediment.	Infrastructure	20,000	Short
4.11 Hoffmans Road including intersection at Rosehill Road/Mary Street	Work with VicRoads to Improve safety of Hoffmans Road.	There is a dogleg at the intersection two busy roads Hoffmans Road and Rosehill Road.	Infrastructure	20,000	Short
4.12 Amis Crescent Keilor East and Avondale Heights	Improve pedestrian crossing, install on-road bicycle lanes and slow traffic.	Raise existing pedestrian crossings, add speed humps, and install bicycle lanes to narrow road and slow traffic on Amis Crescent.	Infrastructure Convenience	100,000	Short

5.5 Action Package 5 – Provide Local Walking and Bicycle Treatments Outside Activity Centres

Most residents begin and end their journeys outside of activity centres away from the defined and better quality pedestrian and bicycle networks. Council will improve the transition between residential areas and the main networks.



LOCATION	**PROJECT (Responsibility)**	**DESCRIPTION**	**GUIDING PRINCIPLE**	**VALUE ($)**	TIMEFRAME
5.1 Municipality-wide	Retrofit 20 roundabouts on local roads with zebra crossings. Investigate four roundabouts annually. (Technical Services)	Most of Moonee Valley's roundabouts force cyclists to merge and compete with faster moving traffic and force walkers to deviate from their preferred crossing locations and negotiate the road unaided. Zebra crossings will help to slow cars and give priority to walkers and cyclists.	Infrastructure and Integration	100,000 per year	Ongoing 10 years from 2013
5.2 Municipality-wide	Replace 5 roundabouts on local roads with raised platforms or other treatments (Technical Services,)	Install raised platforms or other treatments to slow cars and provide more priority to walkers and cyclists. Remove roundabouts if not required.	Infrastructure and Integration	150,000 Every other year	Ongoing 10 years from 2013
5.3 Intersection of Royal Avenue and Bulla Road Essendon North	Channelise intersection (Technical Services)	Install centre-island and/or footpath extensions to reduce the crossing distance of Royal Avenue and reduce motorists' speeds into and out of Royal Avenue to improve safety for walkers and cyclists	Infrastructure	25,000	Long
5.4 Bulla Road at Tullamarine Freeway westbound on-ramp Essendon North	Install pedestrian operated signals (Technical Services, VicRoads)	Install pedestrian operated signals across sweeping double left turn traffic lane entry ramp from Bulla Road onto Tullamarine Freeway (airport direction) to improve pedestrian access from Bulla Road's western service lane to the DFO complex.	Infrastructure	100,000	Long
5.5 Bulla Road Essendon, Essendon North and Strathmore	Install on-road bike lanes on service lanes (Technical Services, VicRoads)	Install on-road bicycle lanes initially on northbound service lane (and possibly in long-term on southbound service lane) to improve bicycle safety and connectivity towards the city and towards the DFO shopping centre to the north.	Infrastructure	30,000 30,000	Short Long

LOCATION	PROJECT (Responsibility)	DESCRIPTION	GUIDING PRINCIPLE	VALUE ($)	TIMEFRAME
5.6 Municipality-wide (Initially Mount Alexander Road and Racecourse Road)	Install advance bicycle stop lines and traffic signals at signalised intersections (Technical Services, VicRoads)	Cyclists are forced to merge with traffic and compete for space with faster moving cars. Priority position and signals will improve safety and help retain existing bike riders and attract new cyclists.	Infrastructure and Integration	$ 60,000 per year	Ongoing 10 years
5.7 The Strand Moonee Ponds	Install on-road bike facilities and construct footpath extension (Technical Services)	Install on-road bike facilities on The Strand between Mount Alexander and Pascoe Vale Road. Construct footpath extension to reduce the speed of motorists turning from Pascoe Vale Road into The Strand and reduce pedestrian crossing distances.	Infrastructure and Integration	80,000	Short
5.8 Municipal-wide	Install or renew seating, drinking fountains and public toilets (Operations, Parks and Gardens)	Provide seating areas, drinking fountains and public toilets along in walking precincts and along cycling routes.	Inspiration and Convenience	$30,000 per year	Ongoing 10 years
5.9 Municipal-wide	Wayfinding signage programs (Urban Design)	Install signage to help walkers and cyclists find shopping centres, schools, recreational and open spaces, community facilities, neighbouring municipalities, shared paths and bicycle routes and promote using public transport.	Inspiration and Convenience	30,000 per year	Ongoing 10 years
5.10 Ormond Road at Myrnong Crescent / Pattison Street Moonee Ponds and Ascot Vale	Advocate to shorter waiting times and increase time for crossing Ormond Road. Investigate closing left slip lane from Pattison Street and incorporate into Holbrook Reserve (Technical Services)	This intersection links communities and open spaces. The green time to cross Ormond Road is short (around 8 seconds with short flashing clearance). Delays to cross Ormond Road are around 1 minute in the peak periods. Investigate enhancing pedestrian safety and increase open space by closing the left turn slip lane from Pattison Street into Ormond Road and incorporating space into Holbrook Reserve.	Integration	10,000 50,000	Signal Changes Short Closing left slip lane Long

LOCATION	**PROJECT (Responsibility)**	**DESCRIPTION**	**GUIDING PRINCIPLE**	**VALUE ($)**	TIMEFRAME
5.11 Cross Keys Reserve, western side Essendon	Install a footpath along Cross Keys Reserve to link to Woodland Street (Technical Services)	New footpath to join Woodland Street (opposite the laneway just east of and parallel to Pascoe Vale Road) with the corner of Bridge Street and Cameron Road (close to the existing footbridge over Moonee Ponds Creek) to improve pedestrian connectivity.	Infrastructure	50,000	Long
5.12 Talbot Road north side of the east/west section of Talbot Road from the Pascoe Road end to the eastern dead-end at the Moonee Ponds Creek reserve. Strathmore	Install new footpath (Technical Services)	The footpath will formalise an existing popular connection used by students and local residents that wish to use the existing footbridge over the Moonee Ponds Creek. Link if possible to the Pascoe Vale Road pedestrian overpass.	Infrastructure	40,000	Medium
5.13 Talbot Road Strathmore	Install shared path (Technical Services)	Install shared path through park area between the eastern end of Talbot Road and the existing footbridge over the Moonee Ponds Creek.	Infrastructure	20,000	Medium
5.14 Bridge Street - North side between Pascoe Vale Rd and Cameron Rd on Cross Keys Reserve Essendon	Construct shared path to improve pedestrian and bicycle connectivity to Moonee Ponds Creek Trail (Technical Services)	Construct shared path on the north side of Bridge Street to connect through Cross Keys Reserve to the existing footbridge near Cameron Road / Bridge Street	Infrastructure	50,000	Medium

LOCATION	**PROJECT (Responsibility)**	**DESCRIPTION**	**GUIDING PRINCIPLE**	**VALUE ($)**	TIMEFRAME
5.15 Maribyrnong River Precinct from Maribyrnong Road to Afton Street Aberfeldie	Support walking and cycling improvements identified in the Maribyrnong Master plan (Sustainability, Health and Economic Development, Leisure and Open Space Planning, Technical Services)	Increase width of shared path across the north side of Maribyrnong Road bridge, increase path widths by re-allocating parking space. Provide separate paths for higher speed cyclists and walkers and slow bike riders. Replace roundabouts with raised crossings to provide continuous on-road bicycle lanes on the Boulevard.	Infrastructure	200,000	Short to Long
5.16 Buckley Street across Steele Creek Reserve Essendon and east Keilor	Install footpath (Technical Services)	There is no footpath on Buckley Street to connect communities on both sides of Steele Creek. Provide new footpath between Dickson Street and Lily Street (across Steele Creek Reserve) to link East Keilor and Essendon.	Infrastructure	150,000	Medium

5.6 Action Package 6 – Maximise Walking Access to and within Moonee Ponds

Moonee Ponds lies in the heart of Moonee Valley and is a regional destination as well node on important north/south and east/west routes leading to the central city and neighbouring suburbs. Council will maximise the safety and convenience for both walkers and cyclists, particularly at key locations such as Moonee Ponds Station and Moonee Ponds Junction.

LOCATION	PROJECT (Responsibility)	DESCRIPTION	GUIDING PRINCIPLE	VALUE ($)	TIMEFRAME
6.1 Mt Alexander Road at Puckle Street / Dean Street (Moonee Ponds junction) Moonee Ponds	Advocate for decreased waiting times, increased pedestrian crossing times and, automatic call-up. Provide advance stopping lines and green lights for bicycles. (Technical Services; VicRoads)	This is the worst location in Moonee Valley for pedestrian crashes and the third worst in the state. Pedestrian delays to cross Mount Alexander Road are just under 2 and a half minutes in peak periods and there is no automatic pedestrian phase call-up. The green pedestrian phase time is short at around 8 seconds with around 10 seconds flashing clearance. Prioritise bicycle movements on all legs of this complex junction.	Integration	30,000	Short
6.2 Puckle Street Moonee Ponds	Consultation and Study Pedestrian amenity improvements. (Technical Services)	Consult local property owners and tenants about replacing mid-block pedestrian traffic signals with raised zebra crossings and potential lunchtime closures in Puckle Lane and other spaces adjacent to Puckle Street.	Infrastructure and Integration	25,000	Short
6.3 Moonee Ponds Train Station pedestrian underpass Moonee Ponds	Study to widen underpass and improve safety (Technical Services; VicTrack, Public Transport Victoria)	Do a feasibility study into widening pedestrian underpass and improving the safety and amenity for walkers by installing improved lighting and security. The current underpass is circuitous, dark and unappealing.	Infrastructure	50,000	Long
6.4 Crossing on Margaret Street to Moonee Ponds Train Station near Hall Street	Design and install a raised pedestrian crossing of Margaret St near Hall Street (Urban Design and Infrastructure)	Make it convenient and safe for residents, commuters and shoppers to go between Moonee Ponds Station and the shopping precinct.	Infrastructure	$250,000	Short
6.5 Intersection of Puckle Street and Shuter Street Moonee Ponds	Install pedestrian zebra crossing (Technical Services)	Improve pedestrian safety by installing pedestrian zebra crossing (raised if possible) across Shuter Street and tighten radials of all corners of this intersection to reduce turning speeds.	Infrastructure	30,000	Short

LOCATION	PROJECT (Responsibility)	DESCRIPTION	GUIDING PRINCIPLE	VALUE ($)	TIMEFRAME
6.6 Mount Alexander Road at Kellaway Avenue / Homer Street Moonee Ponds	Advocate to decrease waiting times, provide automatic call up and sequential crossing and increase crossing times across Mount Alexander Road. (Technical Services; VicRoads)	Typical delays are around 90 seconds in peak periods to cross one carriageway of Mount Alexander Road. Walkers reach the central median and experience a similar delay exists waiting to cross the second carriageway from the median. If walkers fail to press the crosswalk button, the delays can reach nearly 3 minutes across each carriageway (no automatic call-up). The green pedestrian time is short (typically 5 to 7 seconds) in peak periods.	Integration	10,000	Short
6.7 Intersection of Puckle Street and Margaret Street Moonee Ponds	Advocate to decrease delay time prior to crossing and increase crossing time. (Technical Services; VicRoads)	This busy signalised intersection lies at the western end of the Puckle Street shopping precinct opposite Moonee Ponds station. Delays for crossing Margaret street can vary significantly during peak periods and are as high as 90 seconds –opposite Moonee Ponds Station. The green time is also variable and has been recorded as low as 5 seconds but typically is around 12 seconds.	Integration	10,000	Short
6.8 Intersection of Puckle Street and Margaret Street Moonee Ponds	Study Weekend Pedestrian Plaza (Technical Services)	Undertake feasibility study for closing this intersection to vehicles on weekends and creating a multi-purpose pedestrian plaza.	Integration	30,000	Medium
6.9 Access to Queens Park Moonee Ponds	Review access to Queens Park	Review access to Queens Park across Mount Alexander and Pascoe Vale Roads. Ensure that entrances and exits are sufficiently wide to accommodated walkers using mobility equipment.	Integration and Convenience	60,000	Short

5.7 Action Package 7 – Enhance Mount Alexander Road On-road Bicycle Route

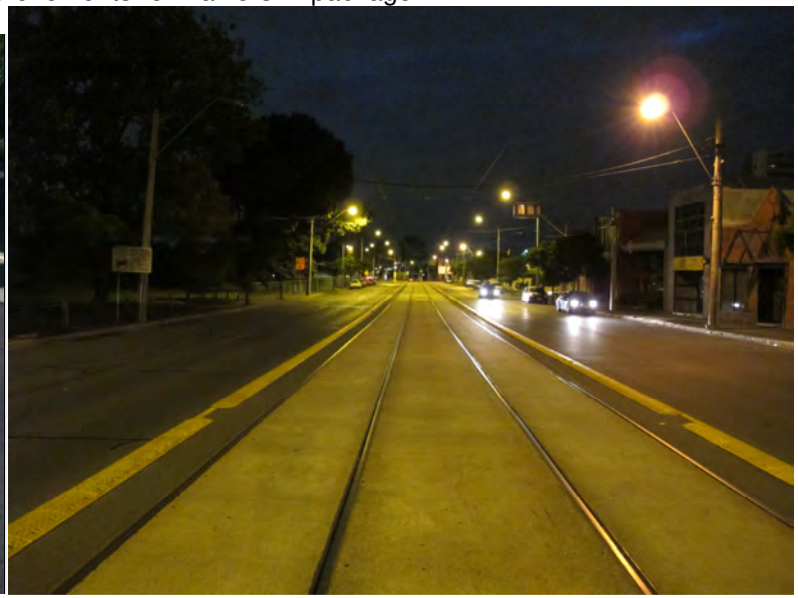
Mount Alexander Road is the busiest on-road bicycle route in Moonee Valley. It is a direct route to the CBD. Morning peak period clearways operate in the city bound direction and in the outbound direction during the evening peak hours – allowing bicycle lanes to operate in the space vacated by parked vehicles. Safety and access improvements will help existing riders and attract less confident cyclists.

LOCATION	PROJECT (Responsibility)	DESCRIPTION	GUIDING PRINCIPLE	VALUE ($)	TIMEFRAME
7.1 Mount Alexander Road – both sides of road (Kent Street / Mangalore Street to southern end of Mount Alexander Road) Flemington/Travancore	Feasibility Study Install full-time green coloured bicycle lanes along both of Mount Alexander Road from City Link to Kent Street (Technical Services; VicRoads)	Investigate full-time removal of some on-street parking and putting "No stopping" restrictions from both sides of Mount Alexander Road. Install full-time green coloured bicycle lane on both sides of Mount Alexander Road to reduce cyclist crashes.	Infrastructure and Integration	30,000	Short
7.2 Mount Alexander Road (southbound – past tram depot) Ascot Vale	Install full-time green pavement bike lane (Technical Services; VicRoads)	Install green pavement on continuous section of the southbound bicycle lane past the tram depot where off-peak on-street parking is absent. This will show motorists that it is a bicycle lane at all times and to improve safety.	Integration	18,000	Short
7.3 Mount Alexander Road, between Middle Street and North Street) Ascot Vale	Install full-time green coloured bike lane in northbound direction (Technical Services; VicRoads)	Remove parking and install exclusive full-time bicycle lane.	Integration	25,000	Short
7.4 Mount Alexander Road from Glass Street to Dean Street Moonee Ponds	Advocate to VicRoads to install (separated) on-road bicycle lanes and do a feasibility study for an off-road shared path (Technical Services; VicRoads)	No southbound on-road bicycle lanes currently exist from Buckley Street to Dean. Investigate potential to install (separated) on-road lanes and an off-road shared path.	Infrastructure and Integration	40,000	Short

LOCATION	PROJECT (Responsibility)	DESCRIPTION	GUIDING PRINCIPLE	VALUE ($)	TIMEFRAME
7.5 Mount Alexander Road at intersection with path to Moonee Ponds Creek Trail Northbound Flemington, Travancore	Replace linemarking for cyclists and way-finding directional signage for walkers (Technical Services, Infrastructure Maintenance)	Improve way-finding signage on both Mount Alexander Road and the Moonee Ponds Creek Trail for all possible directions from their respective approach paths. Also, install line marking requiring cyclists approaching Mount Alexander Road from the Moonee Ponds Creek Trail to give way.	Integration, Inspiration and Convenience	40,000	Short
7.6 Entrance to the Flemington Community Centre at Mount Alexander Road Flemington	New linemarking at the car park entrance to the Flemington Community Centre. (Technical Services)	Improve safety for cyclists who travel across the car park entrance to the Flemington Community Centre. Relocate the “stop” control linemarking. Install a green pavement treatment to highlight the presence of cyclists at this junction.	Infrastructure and Integration	10,000	Short
7.7 Mount Alexander Road, at Kent Street Ascot Vale	Advocate for intersection to be narrowed (Technical Services; VicRoads)	The wide entry into Kent Street allows motorists to turn at high speeds into and out of the street. Reduce the crossing distance and include a central median and tighten the radials at the intersection.	Infrastructure	20,000	Medium
7.8 Mount Alexander Road at Ormond Road Moonee Ponds and Ascot Vale	Advocate for installation of bicycle lanes up to the approach and departure sides of intersection with Ormond Road. (Technical Services; VicRoads)	The Mount Alexander Road bicycle lanes end on the approach to the left-turn slip lanes on both the north and south approaches. Install a green coloured bicycle lane to highlight the presence of cyclists through these potential conflict points.	Infrastructure and Integration	5,000	Short
7.9 Mount Alexander Road Clearway bicycle lanes Moonee Ponds Flemington/Travancore	Request police enforce clearway lanes on Mount Alexander Road (Local Laws, Victoria Police)	Cars parked in clearway bicycle lanes force cyclists into fast busy traffic lanes. Request that clearways be enforced on Mount Alexander Road.	Integration	Operational	Ongoing

5.8 Action Package 8 – Support Epsom Road-Racecourse Road as a Major East/West Bicycle Route

Epsom Road - Racecourse Road is an important on-road east-west bicycle route linking cyclists in the inner west area to Flemington Road and the Moonee Ponds Creek Trail. It caters for more confident cyclists. Safety and access improvements will help existing riders and attract less confident cyclists. These cycling improvements are complemented by improvements for walkers in package 2.



LOCATION	PROJECT (Responsibility)	DESCRIPTION	GUIDING PRINCIPLE	VALUE ($)	TIMEFRAME
8.1 Racecourse Road Shopping Strip Flemington	Increase width and existence of on-road bicycle lanes through shopping strip (both sides between Rankins Road and Eastwood Street) (Technical Services; VicRoads, Melbourne City Council)	Advocate to VicRoads to narrow traffic lanes to 2.9 metres wide to allow the width of the bicycle lane to be increased. Install bicycle symbols at regular intervals along the bicycle lane to highlight its presence to motorists. Consider green pavement treatment maximise awareness for all road users.	Integration	15,000	Short
8.2 Racecourse Road – both sides. Under the rail overpass at Eastwood Street Flemington	Improve the width and separation of the bike lanes (Technical Services; VicRoads, Melbourne City Council)	The bicycle lanes under the rail overpass at Pin Oak Crescent are narrow. Raise the area on the road side of the rail bridge abutment across the bicycle lane, provide on and off ramps and edgemark to create an off-road shared path.	Infrastructure	35,000	Short
8.3 Racecourse Road (south side at intersection with Moonee Ponds Creek) Flemington *Note: South side is within City of Melbourne*	Improve safety of transition from Moonee Ponds Creek Trail to westbound on-road bike lanes on Racecourse Road. (Technical Services; VicRoads, Melbourne City Council)	The transition from the trail to the road on the south (City of Melbourne) side is poorly defined and represents a potential safety concern for cyclists as they are required to transition by performing a 90 degree turn from the path onto a narrow on-road bicycle lane which has no green pavement colouring. Advocate that the City of Melbourne and VicRoads continue the shared path along the bridge for a short distance and then transitioned onto the on-road bike path and install green pavement to alert motorists cycle lanes.	Infrastructure and Integration	10,000	Short

LOCATION	PROJECT (Responsibility)	DESCRIPTION	GUIDING PRINCIPLE	VALUE ($)	TIMEFRAME
8.4 Racecourse Road – both sides. Smithfield Road to Epsom Road. Flemington *Note: South side is within City of Melbourne*	Install on-road bicycle lanes (Technical Services; VicRoads, Melbourne City Council)	There are no bicycle lanes on either side of Racecourse Road to the west of Smithfield Road. Council will work with the City of Melbourne to design and install formal on-road bicycle lanes in each direction.	Infrastructure	20,000	Short
8.5 Racecourse Road – Eastbound (various locations) Flemington	Remove old and redundant parking signs which legally permit parking over bicycle lane. (Technical Services; VicRoads)	On-road bicycle lanes continue along Racecourse Road to the east of the shopping strip. Old signage indicates that parking is still permitted over the green coloured exclusive bicycle lane. A review of parking signs along the length of the exclusive bicycle lane should be undertaken and “No Stopping” signage installed.	Integration	$8,000	Short
8.6 Racecourse Road – eastbound (On approach to Stubbs Street and Moonee Ponds Creek Trail) Flemington	Install off-road shared path on north side of Racecourse Road leading to Moonee Ponds Creek Trail. (Technical Services; VicRoads)	The bicycle lane finishes near Stubbs Street to allow two through traffic lanes and an exclusive right turn lane to be provided. East of this point, there is no on-road bike lane or off-road shared path provided on Racecourse Road and no formal transition provided to the Moonee Ponds Creek Trail. Transition cyclists to an off-road facility (at least over the Moonee Ponds Creek Bridge) to allow for safer bicycle conditions and a smoother transition onto the Moonee Ponds Creek Trail.	Infrastructure and Integration	15,000	Short

LOCATION	PROJECT (Responsibility)	DESCRIPTION	GUIDING PRINCIPLE	VALUE ($)	TIMEFRAME
8.7 Epsom Road/ Racecourse Road/Ascot Vale Road Roundabout Ascot Vale and Flemington	Provide a safer alternative for walkers and cyclists to existing roundabout (Department of Transport, VicRoads, Melbourne City Council)	Do Study to identify practical treatments for walkers and cyclists at this critical node	Infrastructure and Integration	25,000	Long
8.8 Epsom Road Ascot Vale and Flemington	Install on-road bicycle lanes where possible and bicycle advisory symbols where there is insufficient space on the road. (Technical Services; VicRoads, Melbourne City Council)	The lack of bicycle facilities and tight geometry on Epsom Road makes bike riding unattractive and unsafe. Traffic lane widths need to be reduced wherever possible between Racecourse Road and Maribyrnong to promote safe cycling.	Infrastructure and Integration	50,000	Medium

5.9 Action Package 9 – Complete Missing Links in the Walking and Cycling Networks

Completing comprehensive and continuous cycling and walking networks will to attract more cyclists and walkers onto Moonee Valley's roads and paths. Council will progressively complete the network to provide walkers and cyclists with a compelling alternative to car use. Separate on-road bicycle lanes and include advance start boxes and signals when possible. Seek opportunities for additional walking and cycling connections across waterways and major roads within Moonee Valley and to adjacent councils.

LOCATION	PROJECT (Responsibility)	DESCRIPTION	GUIDING PRINCIPLE	VALUE ($)	TIMEFRAME
9.1 Woodland Street Essendon and Strathmore	Install on-road bike lanes (Technical Services; VicRoads)	Complete on-road bicycle lanes on Woodland Street between Moonee Ponds Creek and Bulla Road to improve east-west connections including to Strathmore Train Station and the Moonee Ponds Creek Trail.	Infrastructure	35,000	Short
9.2 Glass Street, between Mount Alexander Road and Pascoe Vale Road Essendon	Install on-road bike lanes (Technical Services; VicRoads)	Improve connection to Glenbervie Train Station and the Moonee Ponds Creek Trail.	Infrastructure	18,000	Short
9.3 Ormond Road, east of Mount Alexander Road Ascot Vale and Moonee Ponds	Install on-road bike lanes (Technical Services; VicRoads)	Improve connection to Moonee Ponds Creek Trail.	Infrastructure	20,000	Short
9.4 Pascoe Vale Road – between rail overpass near Strathmore Station and section under Tullamarine Freeway Essendon and Strathmore	Study on installation of on-road bike lanes (Technical Services; VicRoads)	Undertake feasibility study into installing on-road bicycle lanes.	Infrastructure and Integration	15,000	Short

LOCATION	PROJECT (Responsibility)	DESCRIPTION	GUIDING PRINCIPLE	VALUE ($)	TIMEFRAME
9.5 Dinah Parade and Brees Road Reserve Keilor East	Investigate feasibility and potential catchment for on-road bike lanes/off-road shared path for Dinah Parade and Brees Road Reserve (Technical Services; Environment and Lifestyle; VicRoads)	Feasibility of on-road bicycle lanes/ off-road shared path from Milleara Road to Steele Creek to promote cycling and walking.	Infrastructure Integration and Inspiration	30,000	Short
9.6 Epsom Road/Maribyrnong Road/Orford Street Ascot Vale	On-road bike lanes to link Epsom Road through Maribyrnong Road and Orford Street to The Boulevard (Technical Services; VicRoads)	Improve the connection between the popular Maribyrnong River path and the residential areas on either side of Epsom Road.	Infrastructure and Integration	40,000	Medium
9.7 Fullarton Road Airport West	Install on-road bike lanes/off-road shared path on Fullarton Road (Technical Services; VicRoads)	Install on-road bicycle lanes or an off-road shared path from Grange Road to Council's western boundary to promote sustainable transport to Melbourne Airport. Link to AJ Davis Reserve. Liaise with Brimbank to aim for continuity of route.	Infrastructure	100,000	Medium
9.8 Roberts Road (Fullarton Road to Bowes Avenue) Airport West	Install on-road bike lanes (Technical Services; VicRoads)	Narrow traffic lanes and install on-road bicycle lanes to improve connectivity to Steele Creek Path and from Calder Freeway	Infrastructure	70,000	Long

LOCATION	PROJECT (Responsibility)	DESCRIPTION	GUIDING PRINCIPLE	VALUE ($)	TIMEFRAME
9.9 Hoffmans Road Essendon and Niddrie	Advocate for on-road bike lanes(Technical Services; VicRoads)	Advocate to VicRoads to install on-road bicycle lanes between Buckley Street and Keilor Road as an improved connection to Maribyrnong River Trail and Highpoint Shopping Centre. Hoffmans Road can be linked to Matthews Avenue and Airport West.	Infrastructure	30,000	Medium
9.10 Lincoln Road Essendon	Install on-road bike lanes (Technical Services; VicRoads)	Install on-road bicycle lanes between intersection of Keilor Road / Mount Alexander Road and Buckley Street.	Infrastructure	30,000	Medium
9.11 Maribyrnong Rd / Raleigh Road	Install on-road bike lanes (Technical Services; VicRoads)	Install on-road bicycle lanes on Maribyrnong Road / Raleigh Road, and also investigate installation of off-road bike paths to/from Maribyrnong River Trail.	Infrastructure	60,000	Medium
9.12 Buckley Street across Steele Creek Reserve East Keilor and Essendon	Study to install on-road bike lanes (Technical Services; VicRoads)	Undertake feasibility study to provide continuous on-road bicycle facilities on Buckley Street between Dickson Street and Pascoe Vale Road to link East Keilor and Essendon and Moonee Ponds.	Infrastructure	30,000	Short
9.13 Municipal-wide	Advocate for implementation of Principal Bicycle Network (Technical Services; Planning VicRoads)	Work with VicRoads and Department of Sustainability and the Environment to implement the Principal Bicycle Network including the Metropolitan Trail Network	Integration and Convenience	20,000 per annum	Ongoing
9.14 Maribyrnong River Trail Avondale Heights	Advocate to Parks Victoria to build a weather-resistant path from Lily Street to Brimbank Park.(Technical Services, Open Space and Leisure Planning)	Seek collaborative funding opportunities. The current soft path gets badly damaged during floods.	Inspiration Infrastructure Convenience	Operational	Short

LOCATION	PROJECT (Responsibility)	DESCRIPTION	GUIDING PRINCIPLE	VALUE ($)	TIMEFRAME
9.15 Feasibility Study for linking Spring Gully Reserve to AJ Davis Reserve on Steele Creek Keilor East and Airport West	Feasibility of linking Spring Gully Reserve with AJ Davis Reserve under the Calder Freeway. (Environment and Lifestyle, City Works and Development, VicRoads, Melbourne Water)	Endorse Steele Creek Master Plan action that "a detailed investigation is required to establish the feasibility of providing an underpass utilising the existing stormwater tunnels under Calder Freeway."	Inspiration Infrastructure Convenience	30,000	Long
9.16 Mount Alexander Road at Fletcher Street and Bulla Road Essendon	Prepare functional plans and collect data to advocate for reconfiguration of intersections at Fletcher Street and Bulla Road (Technical Services; Strategic Planning, VicRoads)	Prepare a plan to improve the intersections for walkers and cyclists. Prepare a scope of approval report seeking VicRoads funding. The Fletcher Street and Bulla Road roundabouts pose difficulties for all users.	Infrastructure and Integration	50,000	Medium
9.17 Mount Alexander Road Junction with Dean Street, Puckle Street, Ascot Vale Road and Pascoe Vale Road Moonee Ponds	Endorse Moonee Ponds Activity Centre Structure Plan Traffic Calming and Simplification (Urban Design, Technical Services, VicRoads)	Endorse Moonee Ponds Activity Centre Structure Plan 3.1 City Place Key Initiative 6 "Investigate and implement traffic calming and simplification to the Mt Alexander corridor to create more pedestrian and bicycle friendly conditions." .	Infrastructure and Integration	Seek VicRoads Funding	Short

LOCATION	PROJECT (Responsibility)	DESCRIPTION	GUIDING PRINCIPLE	VALUE ($)	TIMEFRAME
9.18 Racecourse Road at Epsom Road and Ascot Vale Road Essendon	Prepare functional plans and collect data to advocate for reconfiguration of intersection at Racecourse Road/Epsom Road (Technical Services; Strategic Planning, VicRoads, City of Melbourne)	The Epsom Road roundabout poses difficulties for all users including public transport users trying to reach tram stop. Prepare a plan to improve intersection for walkers and cyclists. Prepare a scope of approval report seeking VicRoads funding.	Infrastructure and Integration	30,000	Medium
9.19 Municipal-wide	Feasibility Studies and advocacy for links within Moonee Valley and connections to adjacent councils (City Works and Development, Environment and Lifestyle, Brimbank, Maribyrnong, Moreland and Melbourne Councils)	Four studies to investigate opportunities for additional and improved walking and cycling links from neighbourhoods, across waterways, railway lines and major roads and to adjacent councils.	Infrastructure Inspiration Integration and Convenience	35,000 for four years	Short to Medium

5.10 Action Package 10 – Increase Walking and Cycling through Behaviour Change

Education and information dissemination, travel behaviour change initiatives will complement infrastructure improvements to engage new people in walking and riding a bike.

LOCATION	PROJECT (Responsibility)	DESCRIPTION	GUIDING PRINCIPLE	VALUE ($)	TIMEFRAME
10.1 Municipal-wide	Develop innovative collaborative proposals to attract funding to promote walking and cycling. (Sustainability, Health and Economic Development, Strategic Planning, Infrastructure, Operations, Leisure and Open Space Planning, Parks and Gardens; Family and Children; Aged and Disability, Arts and Culture, Sponsorship and Grants)	Develop proposals combining infrastructure and behaviour change to attract Council budget and external funding. Consider Child-friendly Streets (with traffic calming, benches for resting and barriers separating walkers from traffic) and Play Streets (in residential areas that are designated shared zones that prioritise walkers and cyclists). Link these streets to create walking and cycling routes on local streets. Collaborate with other councils and agencies such as VicHealth, Department of Transport and VicRoads.	Integration Inspiration Infrastructure and Convenience	40,000 per year	Ongoing 10 years
10.2 Municipal-wide	Safe School Travel (Technical Services, Family and Children)	Support development and implementation of safe travel networks to schools showing feeder streets that are designed for walking school children as the highest priority.	Inspiration and Convenience	30,000 per year	Short
10.3 Municipal-wide	Walking and Riding to School (Technical Services, Family and Children)	Continue to support programs that encourage students to walk and ride independently and with parents, volunteers and peers.	Inspiration	40,000 per year	Ongoing
10.4 Municipal-wide	Encourage Walking Groups (Technical Services, Aged and Disability; YMCA)	Build and extend the Greenscript (doctors prescribe walking) program providing information about local walking routes and groups at medical, leisure and seniors' centres	Inspiration and Convenience	10,000 per year	Short

LOCATION	PROJECT (Responsibility)	DESCRIPTION	GUIDING PRINCIPLE	VALUE ($)	TIMEFRAME
10.5 Municipal-wide	Targeted travel change programs (Technical Services, Aged and Disability, Family and Children, Sustainability, Health and Economic Development)	Promote cycling and walking through targeted travel behaviour change programs catering to specific groups and issues such as using accessible transport and shopping jeeps to carry groceries. Consider a green travel reward program.	Inspiration	30,000 per year	Ongoing 10 years
10.6	Share the Path Campaign (City Works and Development, Environment and Lifestyle)	Promote consideration of other users on shared paths through signage and rewards at high use locations such as Afton Street Bridge and Travancore Park.	Inspiration	10,000	Short
10.6 Municipal-wide	Develop and promote bicycle and walking routes on local roads (Technical Services, Infrastructure, Leisure and Open Space Planning)	Develop walking and cycling routes on local roads using signage, on-road symbols, bicycle wheeling ramps on stairs and intersection treatments and promotion. Focus on east-west routes.	Inspiration Convenience and Infrastructure	60,000	Short to medium
10.7 Municipal-wide	Develop and promote walking routes, guides and walking circuits. (Leisure and Open Space Planning,)	Develop thematic walks and guides. Install distance markers and links to create circuit fitness walks. Create materials to promote awareness of walking.	Inspiration and Convenience	30,000	Ongoing 10 years
10.8 Municipal-wide	Promote the Moonee Ponds Creek Trail (Technical Services, Environment and Lifestyle)	Market the Moonee Ponds Creek Trail to improve awareness and attract new users.	Inspiration	30,000	Short
10.9 Municipal-wide	Support walking and cycling in Moonee Valley (Technical Services, Leisure and Open Space Planning, Aged and Disability, Family and Children)	Support walking and cycling groups in Moonee Valley through use of Council buildings and open space facilities, producing promoting material and event sponsorship. Work with the Heart Foundation to establish walking groups.	Inspiration	25,000 per year	Ongoing Priority

LOCATION	PROJECT (Responsibility)	DESCRIPTION	GUIDING PRINCIPLE	VALUE ($)	TIMEFRAME
10.10 Municipal-wide	Develop a Separate Walking Strategy (Technical Services, Leisure and Open Space Planning)	Prioritise walking by creating Strategy for Walking from a Cycling Strategy.	Infrastructure, Integration, Inspiration Convenience	80,000	Long
10.11 Municipal-wide	Establish Walking and Cycling Events (Leisure and Open Space Planning; Family and Children)	Investigate holding an annual walking event similar to Brimbank's "Walking in the Rain" to encourage people to continue walking in winter. Investigate holding a car-free day.	Inspiration	15,000	Short
10.12 Municipal-wide	School crossing supervisors (Technical Services, Local Laws)	Continue to support supervised school crossings.	Inspiration	Operational	Ongoing
10.13 Municipal-wide	Investigate bicycle regeneration and repair through the Men's Shed and Flemington Mission (Aged and Disability; Family and Children)	Divert discarded bikes for repair and distribution through local agencies. The Essendon Traffic School can potentially provide riding instruction.	Inspiration	5,000 per annum	Short
10.14 Municipal-wide	Sign the International Charter or Walking (Moonee Valley City Council)	Formally 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.	Inspiration	Operational	Short

5.11 Action Package 11 – Manage and Maintain Walking and Cycling Assets

Develop processes to ensure that current and future walking and cycling infrastructure is maintained and upgraded.

LOCATION	PROJECT (Responsibility)	DESCRIPTION	GUIDING PRINCIPLE	VALUE ($)	FINANCIAL YEAR
11.1 Municipal-wide	Include walkability and bikeability principles in structure plans and master plans (Strategic Planning; Leisure and Open Space Planning)	Integrate and prioritise walkability and bikeability principles in structure plans and master plans. Include shade trees, walking and cycling boulevards and shortcuts, continuous routes, wider footpaths and crossings.	Integration	Operational	Ongoing
11.2 Municipal-wide	Enhance walking and cycling infrastructure during development road re-sheeting and reconstructions (Technical Services; Infrastructure)	Develop a review process for developments and road reconstructions that includes designing for lower speeds and improving walking and cycling infrastructure such as installing raised pedestrian thresholds, pedestrian crossings and pram ramps, and adding cycling facilities. Include a budget item to cover additional costs.	Integration	60,000	Ongoing
11.3 Municipal-wide	Safety audits and small works for shared paths (Technical Services, Leisure and Open Space Planning, Infrastructure)	Develop a program of safety audits so each shared path is audited every 5 years. Report results to external stakeholders including VicTrack, Melbourne Water, VicRoads, Parks Victoria, Bicycle Network Victoria and neighbouring Councils.	Integration	80,000 annually Until first audit done for all paths then 35,000	Ongoing

LOCATION	PROJECT (Responsibility)	DESCRIPTION	GUIDING PRINCIPLE	VALUE ($)	FINANCIAL YEAR
11.4 Municipal-wide	Walking audits for walking precincts (Technical Services, Leisure and Open Space Planning, Infrastructure)	Develop program of walking audits so shopping centres and public transport interchanges are audited every ten years. Include addressing tripping hazards and improving public infrastructure such as kerb outstands, seating, wayfinding signage and pedestrian signals and alignment of crossings.	Integration	35,000 annually	Short and ongoing
11.5 Municipal-wide	Continue support for Street Tree Planting Strategy, (Leisure and Open Space Planning, Parks and Gardens, Operations; Infrastructure)	Shade and shelter encourage walking and cycling and the presence of trees can lower vehicle speeds. Design streets to support trees using water sensitive urban design.	Inspiration and Integration	Operational	Short and ongoing
11.6 Municipal-wide	Advocate to VicRoads to lower speed limits in walking precincts as well as default speed limits (Technical Services)	Advocate to VicRoads to lower speed limits around shopping centres, The Boulevard and around the perimeter of schools and in other areas supported by the community including lowering the default speed limit. Lower speed limits will decrease fatal injuries and attract more people to take up walking and cycling.	Integration, Inspiration and Convenience	120,000 per location	Short to Medium
11.7 Municipal-wide	Planning Scheme amendment (Strategic Planning)	Investigate using Moonee Valley Planning Scheme to provide direction on providing bicycle facilities and reducing car parking during Planning Scheme Review.	Inspiration and Convenience	Operational	Short

LOCATION	PROJECT (Responsibility)	DESCRIPTION	GUIDING PRINCIPLE	VALUE ($)	FINANCIAL YEAR
11.8 Municipal-wide	Regular maintenance program for shared paths (Infrastructure Maintenance, Parks and Gardens, Operations)	Develop agreements with Melbourne Water, VicRoads, VicTrack and Citylink about maintenance responsibilities and schedules. Collaborate with relevant Council areas to ensure regular maintenance of shared paths.	Integration	25,000 per year	Ongoing
11.9 Municipal-wide	Enforce laws that improve safety and amenity for walkers (Local laws)	Enforce requirements that vehicles and vegetation on private property does not encroach onto the footpath and that footpath activity does not hinder movement.	Integration	Operational	Ongoing
11.10 Municipal-wide	Advocate to VicRoads to install best practice pedestrian and cyclist signals at intersections and zebra crossings on slip lanes (Technical Services)	Request best practice pedestrian signals are installed to reduce waiting times and allow sufficient time for walkers to cross roads and make it easier for cyclists to cross intersections. VicRoads preferred practice is to install zebra crossings across left turn slip lanes at urban signalised intersections.	Integration	Operational	Short
11.11 Municipal-wide	Improve request for service for shared paths (Citizen and Information Services)	Make it easier to action requests.	Integration	5,000	Short
11.12 Municipal-wide	Design guidelines for shared paths (Infrastructure, Parks and Gardens, Leisure and Open Space Planning, consult with other Councils)	Develop design guidelines for shared paths width, signage, landscaping and materials. Share new standards with other councils.	Integration	20,000	Short

LOCATION	PROJECT (Responsibility)	DESCRIPTION	GUIDING PRINCIPLE	VALUE ($)	FINANCIAL YEAR
11.13 Municipal-wide	Promote good operation of public lighting is working. (Operations)	Publicise contact details for distribution businesses so public can request faulty streetlights be fixed.	Integration	Operational	Ongoing
11.14 Municipal-wide	Encourage traders and business property owners to make premises accessible. (Aged and Disability)	Promote Council's services for the disabled such as MetroAccess and encourage traders and business property owners to adhere to Disability Discrimination Act.	Integration	Operational	Ongoing
11.15 Municipal-wide	Establish and Walking and Cycling Advisory Committee (Technical Services)	Provide local community an opportunity to provide regular input to Council on walking and cycling infrastructure and policy development.	Integration	2,000	Ongoing
11.16 Municipal-wide	Do a formal review of the Cycling and Walking Strategy after 5 years (Technical Services)	Review the strategy and refine projects.	Infrastructure, Integration, Inspiration and Convenience	50,000	Medium
11.17 Municipal-wide	Seek opportunities to use land for Council purposes when not required by other authorities.	From time to time authorities such as VicTrack and Melbourne Water have land they no longer require.	Integration	Operational	Ongoing

5.12 Action Package 12 – Provide Bicycle Parking and Promote It

Visible, secure well-located and easy to access bicycle parking inspires people to ride for many trip purposes. Council will provide bicycle parking and promote its use in public places where there is a demonstrated need.

LOCATION	PROJECT (Responsibility)	DESCRIPTION	Guiding Principles	VALUE ($)	FINANCIAL YEAR
12.1 Newmarket, Ascot Vale, Glenbervie, Strathmore and Essendon Stations Flemington, Ascot Vale, Moonee Ponds, Essendon	Install Bicycle Parking at train stations (Technical Services; Urban Design, Operations, Public Transport Victoria)	Install additional bicycle parking at train stations, mainly near citybound platform. Install bicycle parking near the ramps to platform one in an undercover and visible location.	Inspiration and Convenience	25,000	Short
12.2 Matthews Avenue Airport West	Install bike rails at tram stops	Install bike rails at selected tram stops between Westfield shopping centre and Cameron Street	Inspiration and Convenience	10,000	Short
12.3 Activity Centres and key destinations Municipal-wide	Install bicycle parking at locations nominated by traders and cyclists (Urban Design, Economic Development, Operations, Technical Services)	Install bicycle parking in activity centres and key destinations. Invite traders to nominate locations near their businesses and cyclists to nominate destinations popular with cyclists.	Inspiration and Convenience	10,000 per year	Ongoing 10 years
12.4 Activity Centres and key destinations Municipal -wide	Pilot a temporary bike hub with parking and services. (Economic Development, Operations, Technical Services)	Work with traders association to pilot a temporary bike hub with parking, lockers and bicycle servicing in an activity centre. Use incentives and links to businesses to encourage visitors and commuters to ride.	Inspiration and Convenience	20,000	Medium
12.5 Westfield Centre Airport West	Advocate for bike parking at Westfield (Technical Services, Westfield Centre management)	Advocate for bicycle parking near main entrances to encourage bike riding.	Inspiration and Convenience	3,000	Short
12.6 Supermarkets Municipal-wide	Advocate for bike parking outside supermarkets (Economic Development, Operations, Technical Services)	Advocate for bicycle parking near main entrances to encourage bike riding.	Inspiration and Convenience	1,000	Short

LOCATION	PROJECT (Responsibility)	DESCRIPTION	Guiding Principles	VALUE ($)	FINANCIAL YEAR
12.7 New Developments Municipal-wide	Work with developers to install good quality well-located bicycle parking. (Statutory Planning, Transport and Urban Design)	Provide developers with information about good quality bicycle parking and suitable locations in new developments.	Inspiration Convenience Integration	Operational	Ongoing
12.8 Puckle Street and Moonee Ponds swimming pool Moonee Ponds	Promote bicycle parking (Leisure and Open Space Planning, Technical Services)	Promote existing bicycle parking on Puckle Street and at the Moonee Ponds Swimming Pool.	Inspiration and Convenience	5,000	Short

5.13 Action Package 13 – Advocate to Improve Public Transport

Accessible, regular, reliable public transport is key to increasing walking and cycling as part of longer trips within and beyond Moonee Valley.

LOCATION	PROJECT (Responsibility)	DESCRIPTION	GUIDING PRINCIPLE	VALUE ($)	FINANCIAL YEAR
13.1 All train stations Municipal-wide	Advocate to Public Transport Victoria (DOT) to improve Disability Discrimination Act (DDA) compliance (Technical Services)	Improve ramp grade and stairs, access to platforms and tunnels.	Infrastructure and Integration	5,000	Short
13.2 Newmarket Station Flemington	Advocate to Newmarket Plaza owner and DOT to improve access to station (Technical Services)	Redesign Newmarket plaza car park to provide direct, safe and segregated pedestrian access to and from Racecourse Road (including tram stop) and residential area to the north.	Infrastructure and Integration	5,000	Short
13.3 Ascot Vale Station Ascot Vale	Advocate to DOT to improve access to station (Technical Services)	Establish a raised platform treatment on The Crescent at McCully Street	Infrastructure and Integration	2,000	Short
13.4 Moonee Ponds Station Moonee Ponds	Advocate to DOT to improve access to station (Technical Services)	Fully or partly close Margaret Street at station to enable shorter and safer crossings for walkers and rebuilding of main pedestrian tunnel in a straight line.	Infrastructure and Integration	5,000	Short
13.5 Moonee Ponds Interchange Moonee Ponds	Advocate to DOT to improve amenity and safety at interchange (Technical Services)	Improve signage to facilitate passenger navigation of the interchange and surrounding area. Request cantilevered transparent shelters (limited advertising).	Infrastructure and Integration	5,000	Short

LOCATION	PROJECT (Responsibility)	DESCRIPTION	GUIDING PRINCIPLE	VALUE ($)	FINANCIAL YEAR
13.6 Glenbervie Station Essendon	Advocate to DOT to improve access to station (Technical Services)	Redesign car park to provide direct, safe and segregated pedestrian access to and from the east (Napier Crescent).	Infrastructure and Integration	2,000	Short
13.8 Strathmore Station Essendon	Advocate to DOT to improve access to station (Technical Services)	Redesign car park to provide direct, safe and segregated pedestrian access to and from the east (Pascoe Vale Road). Remove advertising signs to improve visibility of station from Woodland street.	Infrastructure and Integration	2,000	Short
13.9 Municipal-wide	Advocate to DOT for increased coverage of public transport and use of accessible vehicles to key destinations. (Technical Services; Strategic Planning)	Advocate to DOT for increased public transport routes to key destinations such as shopping centres and use of accessible public transport vehicles on routes that connect to key destinations in Moonee Valley	Infrastructure and Integration	10,000	Short

6 Monitoring and Review

These indicators have been selected to monitor the performance of this strategy as they can be measured regularly and compared with the targets.

		Description	Performance Measure	Target	Evidence
GUIDING PRINCIPLE	Infrastructure	1. Renew existing shared paths or build new ones 2. Install on-road bicycle lanes or bike routes 3. Improvements to pedestrian crossings. 4. Advocate to Department of Infrastructure, VicRoads, Department of Transport, Public Transport Victoria and Parks Victoria for improvements to walking and cycling infrastructure	1. Investment in shared paths (renewing or building) 2. Length of on-road bike lanes or routes 3. Number of pedestrian crossings improved. 4. Number of improvements	1. Council investment of at least $200,000 a year 2. Increase the length of on road bike lanes or routes by at least 2 kilometres each year. 3. At least 10 pedestrian crossings improved each year. 4. One significant improvement a year.	1. Annual financial report 2. Measure length of on-road bike lanes or routes installed or designed. 3. Completed works recorded in confirm or invoices from contractors. 4. Advocacy Plan Correspondence

GUIDING		Description	Performance Measure	Target	Evidence
	Integration	1. Advocate to VicRoads to reduce average delay and increase crossing times at 10 key signalised intersections 2. Track and assess the number of crashes involving bicycles and walkers. 3. Advocate to VicRoads to provide advance storage and signal priority for cyclists. 4. Perform safety audits on shared paths and walkability audits in activity centres.	1. Number of key signalised intersections with reduced delays and/or increased walking times. 2. The number of bicycle and pedestrian crashes compared with ride to work numbers from census (every 5 years) and population. 3. The number of locations at traffic signals where bike riders are provided advanced storage and/or signal priority. 4. The number of safety audits and walkability audits performed.	1. Shorter delay times and longer crossing times at 1 key signalised intersection. 2. Identify issues around bicycle and pedestrian crashes. 3. Four or more additional cyclist priority treatments at signalised intersections in the municipality per year. 4. Safety audit of one shared path and walkability audit of one activity centre.	1. Advocacy Plan Correspondence Meeting with VicRoads 2. Procure CrashStats from VicRoads and ABS Ride to Work numbers and population for Moonee Valley. 3. Advocacy Plan Correspondence with VicRoads 4 Audit reports.

	Inspiration	5. Inspire more people to walk regularly through behaviour change programs and improved infrastructure 6. Inspire more people to ride regularly through behaviour change programs and improved infrastructure. 7. Increase the proportion of trips in Moonee Valley under 2 kilometres on foot and under 5 kilometres by bicycle.	1. The number of walkers using 10 pedestrian crossings on weekdays. 2. The number of cyclists at 10 counting sites on weekdays. 3. Use biennial VISTA data to track the proportion of trips under 2 kilometres that are walked and trips under 5 kilometres that are done by bicycle.	1. Increased numbers of walkers measured. 2. Increased numbers of cyclists measured. 3. Increased proportion of short trips on foot and by bicycle.	1. Pedestrian count reports 2. Bicycle count reports 4 VISTA data
	Convenience	5. Improve facilities for walkers and cyclists in public spaces. 6. Provide parking for cyclists.	1. Number of new and replacement seats, drinking fountains installed and public toilets upgraded or installed each year. 2. The number bicycle parking facilities available in Moonee Valley.	1. 30 seats, 7 drinking fountains and one public toilet upgraded or installed each year. 2. Twenty-five new bicycle parking places each year.	1. Annual financial report 2. Evidence of installation of new bicycle parking

Appendix A Ranking of Roundabouts for Treatment

The respective ranking is as follows:

Precinct 1: Avondale Heights

1. Wood Street and Raglan Street
2. Clarendon Street and Sydney Street
3. Canning Street and Sydney Street
4. Canning Street and Raglan Street
5. North Avenue and Ridge Drive
6. Riviera Street and Orleans Road
7. South Gateway and Arcade Way
8. Davis Avenue and Doyle Street
9. Riviera Street and Bordeaux Street
10. Medfield Avenue and Arvern Avenue
11. Davis Avenue and Deutscher Street

Precinct 2: Keilor East

1. Buckley Street and Amis Crescent
2. Rimcross / Buckley / The Crossway / Burley Griffen
3. Rimcross Drive and Arcade Way
4. Lincoln Drive and Henry Street
5. Clarks Road and Shelley St / Nyah St
6. Dennis Avenue and Henry Street
7. Noga Avenue and Quinn Grove
8. Noga Avenue and Rachelle Road
9. Valley Lake Boulevard and Rachelle Road
10. Lincoln Drive and Rachelle Road
11. Linclon Drive and Quinn Grove
12. Heather Avenue and Quinn Grove
13. Clarks Road and Rachelle Road
14. McPherson Street and Quinn Grove
15. Judith Street and Brees Road

Precinct 3: Airport West / Stathmore / Strathmore Heights

1. Moore Street and Sexton Street
2. Fraser Street and McNamara Avenue
3. Victory Road and Cope Street
4. First Ave / Lloyd St and Carnarvon Road
5. Halsey Road and Cope Street
6. Parer Road and Thomas Street
7. Loeman Street and Bournian Avenue
8. Lebanon Street and Arnon Road
9. Mascoma Street and Vickers Avenue
10. Mascoma Street and Strathaird Street

Precinct 4: Essendon North

1. Kerford Street and Gillies Street
2. Queen Street and Collins Street
3. Kerford Street and McCulloch Street
4. Spencer Street and Cooper Street
5. Market Street and Hedderwick Street
6. Market Street and McCracken Street
7. Market Street and Collins Street
8. Market Street and Deakin Street
9. King Street and Collins Street
10. Market Street and Cooper Street
11. Spencer Street and Hedderwick Street
12. William Street and Collins Street
13. Kerford Street and Duffy St / Cowper St
14. Royal Avenue and Raleigh Grove

Precinct 5: Western Essendon

1. Forrester Street and McCarron Street
2. Mary Street and Cooper Street
3. Teague Street and Garnet Street
4. Thomson Street and McCracken Street
5. Forrester Street and McCracken Street
6. Mary Street and Roberts Street
7. Forrester Street and Hedderwick Street
8. Spencer Street and Ogilvie Street
9. Mary Street and Deakin Street
10. Mary Street and Bradshaw Street
11. Woolley Street and McCracken Street
12. Forrester Street and Price Street
13. Forrester Street and Cooper Street

Precinct 6: South-Western Essendon

1. Park Street and Jennings Street
2. Park Street and George Street
3. Alma Street and Combermere Street
4. Park Street and Scott Street
5. Alma Street and Aberdeen Street
6. Alma Street and Beaver Street
7. Levien Street and Clarinda Street
8. Hampton Road and Garnet Street
9. Park Street and Combermere Street
10. Ruby Street and Garnet Street
11. Ramsay Street and Afton Street
12. Tilba Street and Vida Street

Precinct 7: Central Essendon

1. Fletcher Street and Nicholson Street
2. Glass Street and Napier Street
3. Brewster Street and Grice Street
4. Thorn Street and Richardson Street
5. Raleigh Street and Nicholson Street
6. Florence Street and Richardson Street
7. Florence St / Daisy St / Edward St
8. Miller Street and Violet Street
9. Miller Street and Daisy Street
10. Napier Cres and Kilmartin St (west side of railway)
11. Napier Cres and Kilmartin St (west side of railway)
12. Vanberg Street and McPherson Street
13. Woodland Street and Carnarvon Road
14. Albion Street and Tennyson Street

Precinct 8: Moonee Ponds

1. Taylor Street and Margaret Street
2. Buckley Street and Primrose Street
3. Buckley Street and McPherson Street
4. Park Street and Mantell Street
5. Wilson Street and McPherson Street
6. Thomas Street and McPherson Street
7. Bent Street and McPherson Street
8. Bent Street and Fanny Street
9. Bent Street and Capulet Street
10. Salisbury Street and McPherson Street
11. Lawson Street and Salisbury Street

Precinct 9: Southern Moonee Ponds / Ascot Vale

1. St Leonards Road and Ferguson Street
2. Roseberry Street and Ferguson Street
3. Munro Street and Ferguson Street
4. Athol Street and Darling Street
5. The Parade and Ferguson Street
6. The Parade and Bayview Terrace
7. Eglinton Street and Darling Street
8. Eglinton Street and Laura Street
9. St Leonards Road and Holdsworth Street
10. Francis Street and Rothwell Street
11. The Parade and Holdsworth Street
12. Eglinton Street and Lennox Street
13. Walter Street and Newsom Street

Precinct 10: Flemington

1. Waltham St / High St and Wellington Street
2. Hill Street and Shields Street
3. Hill Street and Princes Street
4. Newmarket Street and Edinburgh Street
5. Farnham St / Bignell St and Wellington Street
6. High Street and Shields Street
7. Finsbury St / Hill St and Wellington Street
8. High Street and Princes Street
9. North Street and West Street
10. North Street and East Street
11. Middle Street and West Street
12. Middle Street and East Street

Moonee Valley Language Line

عربي	Arabic	9280 0738	Ελληνικά	Greek	9280 0741	Español	Spanish	9280 0744
中文	Cantonese	9280 0739	Italiano	Italian	9280 0742	Türkçe	Turkish	9280 0745
Hrvatski	Croatian	9280 0740	Somali	Somali	9280 0743	Việt-ngữ	Vietnamese	9280 0746

All other languages 9280 0747

Hearing Assistance 133 677

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