

## 2.4 Other Strategic and Local Policies and Initiatives

Policy/ Initiative	Focus/Content	Relevance to Boroondara ITS
<b>STATE AND FEDERAL INITIATIVES</b>		
<b>Linking Victoria</b>	State Government's programme for transport investment.	<p>Key projects and programs include:</p> <ul style="list-style-type: none"> <li>∞ SmartBus: <ul style="list-style-type: none"> <li>○ 'cross-town' bus priority services on arterial roads which operate more frequently and over longer hours than other buses services;</li> <li>○ link railway stations, shopping centres and community facilities;</li> <li>○ currently operating on Springvale Road and on Blackburn Road where routes have 20% and 30% increases in patronage respectively 2002-2003; and</li> <li>○ also planned for Warrigal Road (route 700).</li> </ul> </li> <li>∞ TravelSMART (outlined below).</li> <li>∞ Accident Blackspot Program – VicRoads program to improve sites with crash history.</li> <li>∞ Bike Paths – to ensure staged implementation of PBN.</li> <li>∞ Eastern Freeway Extension - 5km extension from Springvale Road to Ringwood Street (scheduled for late 2007). Part of Mitcham-Frankston Freeway project.</li> <li>∞ Tram 109: <ul style="list-style-type: none"> <li>○ Extension to Box Hill completed; and</li> <li>○ Other improvements include tram stop and track improvements, more real-time travel information, improved frequency and reliability, better integration with other public transport.</li> </ul> </li> <li>∞ Safer Public Transport including roving conductors and more station staff.</li> </ul>
<b>TravelSMART</b>	Victorian government initiative which encourages people to choose sustainable alternatives to private car travel e.g. walking, cycling, public transport, also TeleAccess (e.g. internet shopping and home working) and 'smart car use' -	Government works directly with individuals, households and organisations to identify and promote these alternatives. In Boroondara, the TravelSMART Alamein pilot project increased the use of public transport, walking and cycling and reduced the number of car as driver trips. Survey before and after results show an 11.9% increase in public transport use in the target households compared to a reduction in public transport for

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<b>Tram Priority Program</b>	<p>combining trips, car pooling.</p> <p>State Government initiative aimed at improving travel times and reliability of the inner city tram network. The program is being delivered over the next two years with investigations on a route by route basis into:</p> <ul style="list-style-type: none"> <li>∞ Road and signal works;</li> <li>∞ Legislative obstacles;</li> <li>∞ Linking signal controls to the SCATS (Sydney Coordinated Adaptive Traffic System) network; and</li> <li>∞ Ways to improve and enforce the fairway system.</li> </ul>	<p>the control group.</p> <p>Delays to trams and compliance with fairways by vehicles are a major problem in Boroondara where there is significant congestion and limited road space. Further details are provided in Section 5.3.1.</p>
<b>AusLink</b>	<p>Federal Government initiative for the country's future transport infrastructure network.</p>	<p>AusLink provides funds for regional transport infrastructure and projects need to meet AusLink requirements. A portion of these funds will be used on projects that promote links of regional significance. AusLink offers a framework where local councils and their project partners can secure Commonwealth Government funding to address local/ regionally significant links.</p>
<b>Roads to Recovery Round 2</b>	<p>Continuation of the Commonwealth program which provides funds for Councils to undertake work on roads and road related areas.</p>	<p>Extra funding available for Councils who work together with other Councils on regionally significant transport projects.</p>
<b>Road Management Act</b>	<p>Legislation to clarify and improve road management.</p>	<p>Responsibility of appropriate authority (Commonwealth Government, State Government or Council) defined.</p>
<b>Black Spot Program</b>	<p>Improving the safety of roads with a history of serious accidents.</p>	<p>Types of projects funded under State and Federal Blackspot programs include pedestrian signals, intersection signals, roundabouts, modifications to existing signals and installation of controlled right turn treatments.</p>
<b>Metropolitan Transport Forum (MTF)</b>	<p>The MTF is an advocacy group comprising Local Governments, DOI, VicRoads, and public</p>	<p>Issues faced in Boroondara are common to other local government areas in metropolitan Melbourne. Boroondara is a member of the MTF. The MTF provides an</p>

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	transport operators etc. and focuses on promoting effective, efficient and equitable transport in Melbourne.	opportunity for projects/ actions in this strategy to be considered, particularly those projects in which local government is likely only to be able to have an advocacy role.
<b>MUNICIPAL POLICIES AND DOCUMENTS</b>		
<b>Municipal Strategic Statement (MSS)</b>	<p>The MSS is a strategic planning document that sets the overall land use and development objectives for Boroondara and actions to achieve these. The MSS is within the Boroondara Planning Scheme and is revised every three years.</p> <p>The MSS has a number of objectives specific to access and travel:</p> <ul style="list-style-type: none"> <li>∞ To achieve good access to all activity centres and community facilities.</li> <li>∞ To increase use of public transport system walking and cycling.</li> <li>∞ To encourage land use patterns which reduce the need for travel and therefore, also for parking.</li> <li>∞ To optimise use of the City's roads in an environmentally sustainable manner.</li> </ul>	<p>Relevant land use, transport and access strategies and actions identified in the MSS include:</p> <ul style="list-style-type: none"> <li>∞ Facilitate development of an integrated movement system to support the economic viability of activity centres;</li> <li>∞ Optimise car parking provision and use;</li> <li>∞ Reduce car use in peak periods ;</li> <li>∞ Encourage a high proportion of travel by non-car use;</li> <li>∞ Prepare LATMs (Local Area Traffic Management Plans) to restrict traffic intrusion from commercial areas into residential;</li> <li>∞ Implementing relevant policies/strategies eg Parking Policy, Bicycle Strategy, LATMs etc;</li> <li>∞ Optimise the use of existing infrastructure;</li> <li>∞ Concentrate work places close to public transport;</li> <li>∞ Locate higher density residential developments close to existing commercial centres and to public transport;</li> <li>∞ Investigate potential urban village sites. Emphasis on this has subsequently changed to the Activity Centres identified under Melbourne 2030;</li> <li>∞ Promote out of normal working hours public transport to support people working part-time or longer business hours;</li> <li>∞ Encourage secure bicycle parking at stations and shopping centres and shower facilities at work places;</li> <li>∞ Encourage new offices to locate close to strip shopping areas;</li> <li>∞ Identify areas for more intensive housing to meet future population needs and growth;</li> <li>∞ Aim to achieve 100% self containment rate for employment (number of employed</li> </ul>

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<b>Local Planning Policies</b>	Local planning policies provide direction for land-use and development within Boroondara. Policies contained within the Boroondara Planning Scheme focus on issues raised in the MSS.	<p>residents to equal the number of jobs); and</p> <ul style="list-style-type: none"> <li>∞ Investigate preparation of a Developer Contributions Plan Overlay.</li> </ul> <p>Specifically relevant policies in the Boroondara planning scheme include:</p> <ul style="list-style-type: none"> <li>∞ Camberwell Junction Policy (Cl. 22.02);</li> <li>∞ Car Parking Policy (Cl. 22.03) which focuses on two tiers of rates, one for Camberwell Junction and one for the remainder of Boroondara;</li> <li>∞ Office Use and Development Policy (Cl. 22.08) including footpaths; and</li> <li>∞ Institutional/ Schools Uses Policy (Cl. 22.06) including requirement to prepare master plans for long term site development which considers parking, traffic and access.</li> </ul>
<b>Council Plan 2005 – 2009</b>	Sets the strategic direction for Boroondara and all its policies and programs.	<p>Establishes four key directions:</p> <p><i>Roads for Communities – improving local roads by addressing traffic and parking issues within the City, and advocating for better public transport.</i></p> <p><i>Ensuring Appropriate Development – negotiating better outcomes from State planning requirements, particularly with respect to Melbourne 2030.</i></p> <p><i>Supporting Families and Communities – strengthening our community by supporting young people, families and older people.</i></p> <p><i>Strengthening Local Business – promoting the ongoing viability of local businesses and strip shopping centres.</i></p> <p>The strategic objectives are:</p> <ol style="list-style-type: none"> <li>1. Engaging and Leading Our Community</li> <li>2. Protecting and Improving our Environment</li> <li>3. Maintaining our City</li> <li>4. Supporting our Community</li> <li>5. Responsibly Managing our Resources</li> </ol>

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<b>2004/2005 Annual Report</b>	Reports on the key achievements and outcomes in accordance with the Council Plan 2005-2009.	<p>The Integrated Transport Strategy is a Council commitment under strategic objective 3 – Maintaining Our City.</p> <p>Relevant achievements include:</p> <ul style="list-style-type: none"> <li>∞ Two options for Tram 109 formulated after community consultation.</li> <li>∞ Development of a playground strategy.</li> <li>∞ Macleay Park Netball Centre completed.</li> <li>∞ Introduction of new recycling bins.</li> <li>∞ Facilities enhanced and extended at Craig Centre and Bowen Street Family Centre.</li> <li>∞ Anderson Park redeveloped to become a vibrant hub for children’s services.</li> <li>∞ Emergency call out procedure established in conjunction with emergency services.</li> <li>∞ Victoria Road Reserve Pavilion redeveloped.</li> <li>∞ Establishment of Risk Register.</li> </ul>
<b>Boroondara Economic Strategy and Implementation Plan, 1996</b>	Identifies trends and actions for Council to encourage appropriate investment and support existing enterprises.	<p>Economic goal is “<i>to ensure the long-term prosperity of the Boroondara community by encouraging appropriate investment and supporting our existing enterprises.</i>”</p> <p>Key relevant points are:</p> <ul style="list-style-type: none"> <li>∞ The importance of infrastructure provision in supporting economic growth and improvements to alleviate congestion.</li> <li>∞ Traffic generation and access are particular issues for education and health services.</li> <li>∞ Home-working is as important as manufacturing for Boroondara. The municipality has strong potential to increase this further with high numbers of skilled professionals. A key advantage with home-working is the associated reduction in traffic congestion. Strategy identifies actions to establish home-based business precincts with Boroondara’s urban centres.</li> <li>∞ A number of key sites for development are identified.</li> </ul>
<b>My Neighbourhood Strategy</b>	Plan for future residential development in the City. The plan has been developed with extensive	The strategy has essentially two purposes: protecting the amenity and built form of residential areas whilst concentrating development in those urban centres which are

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<b>(draft)</b>	<p>community consultation. The three key 'pillars' are:</p> <ul style="list-style-type: none"> <li>∞ Creating Neighbourhoods – 23 potential neighbourhoods are identified for investigation;</li> <li>∞ Cultural/Historical Areas – further develop Neighbourhood Character Policy in Council Local Planning Policy; and</li> <li>∞ Maintaining the Suburbs – restricting new development in these areas.</li> </ul>	<p>more easily accessed by sustainable travel modes. An important component of the strategy is the need to reduce high levels of dependence on private vehicles and to address traffic and access related issues.</p>
<b>Boroondara Community Safety Plan – 2003 to 2006</b>	<p>A strategy for enhancing local safety and security, including prevention of crime and violence, improving street safety e.g. through lighting and urban design.</p>	<p>Relevant actions include:</p> <ul style="list-style-type: none"> <li>∞ Addressing traffic safety, particularly around schools including through the Road Safety Strategy (outlined below), the Walking School Bus Program (outlined below), improved pedestrian safety and safety audits of shared paths; and</li> <li>∞ Public transport safety including research into safety and access issues faced by public transport users, improve perceptions of safety between Flinders St and Camberwell train station, advocate improved bus and tram stop facilities, and lighting at train stations.</li> </ul>
<b>Boroondara Municipal Public Health Plan 2003 – 2006</b>	<p>A strategy for enhancing health, well-being and independence.</p>	<p>Relevant objectives and actions include:</p> <ul style="list-style-type: none"> <li>∞ Community connectedness;</li> <li>∞ Health supporting environments;</li> <li>∞ Healthy communities;</li> <li>∞ Healthy lifestyle and behaviour; and</li> <li>∞ Walking School Bus program.</li> </ul>
<b>Boroondara Road Safety Strategy</b>	<p>The strategy aim is to improve safety and to reduce the number of fatalities and injuries on the road network within Boroondara.</p>	<p>The Boroondara Road Safety Strategy establishes 11 action plans including nominating the lead agency responsible for the implementation of the actions to address the road safety issues in Boroondara. The 11 identified action plans are as follows:</p>

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<b>Boroondara Bicycle Strategy</b>	Compiled in 1996 to have a single bicycle strategy for Boroondara which embodied the initiatives from the bicycle strategies for the former cities of Camberwell, Kew and Hawthorn.	<ol style="list-style-type: none"> <li>1. Coordination and leadership of road safety planning and action;</li> <li>2. School road safety promotion and school transport safety;</li> <li>3. Traffic management on arterial roads;</li> <li>4. Local street traffic management;</li> <li>5. Young children and their families;</li> <li>6. Safe driving and safer vehicles;</li> <li>7. Pedestrian safety and accessibility;</li> <li>8. Bicycle safety and accessibility;</li> <li>9. Motorcycle safety;</li> <li>10. Safer travel by older people and people with a disability; and</li> <li>11. Public transport.</li> </ol> <p>Council is actively addressing the outcomes/actions under each of the 11 action plans.</p> <p>Proposed extensions to existing bicycle infrastructure which included off road paths, shared paths, off road trails, signed on road routes on arterial and local roads and a range of other works such as new pedestrian/bicycle signals, improved lighting and increased provision of bicycle parking.</p> <p>The aim was to provide continuous connections in the north-south and east-west directions. The implementation of the projects/initiatives was to occur over a five year period however it was recognised that implementation may extend to a 10 year period due to high implementation costs (approximately \$4.3M (1996)).</p>
<b>Boroondara Parking Policy</b>	Overarching parking policy to guide all parking programs, actions and strategies	<p>Broadly considers key parking issues relating to parking supply and demand in addition to other issues associated with car parking such as amenity of residential areas, economic competitiveness of commercial areas and traffic management.</p> <p>It outlines nine strategic parking objectives for parking supply and demand.</p>

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<b>Walking School Bus Program (WSB)</b>	VicHealth program to encourage primary aged school children to walk to school rather than being driven by parents.	Boroondara has prepared a Walking School Bus Strategy Plan, an action plan, volunteer guidelines and information pack, and prepared an ongoing promotional campaign to encourage schools to get involved. Boroondara has applied for VicHealth funding to assist in implementing the WSB. The initial implementation of the WSB program was at Camberwell Primary School, Balwyn Primary School, Hartwell Primary School and St Bede's Primary School.
<b>TravelSmart Education: Congestion Precinct Pilot</b>	The TravelSMART program is an initiative of the Victorian Government that promotes sustainable travel choices in workplaces, schools and the wider community.	<p>The Barkers Road precinct in Boroondara has been defined as heavily congested with the vicinity of many schools. Six schools, a mixture of private and state schools, from the area will be invited to become a part of the project.</p> <p>The schools developed School Travel Plans aimed at reducing the number of car trips to and from school. School travel plans aim to encourage schools to identify and solve problems associated with the school journey. The plans were produced by the schools themselves and can include a range of measures such as:</p> <ul style="list-style-type: none"> <li>∞ Information, promotion &amp; events (maps, brochures, newsletters, walk/ride to school days, incentives and rewards);</li> <li>∞ Programs (eg Walking School Bus, TravelSmart Curriculum, Bike Education);</li> <li>∞ Works (eg bike shelters/parking racks, bicycle paths, minor road treatments); and</li> <li>∞ Site specific or innovative solutions (eg early bell, cycle and walk clubs, meeting places for walking/cycling car pooling parents etc).</li> </ul>
<b>Smogbusters – Way to School Project</b>	The Smogbusters Program is a joint initiative of the Conservation Councils of Australia and the Federal Government through the Natural Heritage Trust. Smogbusters Way To School is designed to encourage students, parents, and the broader school community to consider the implications of motor vehicle travel, particularly to and from school.	<p>Smogbusters aim is to work with the community to improve urban air quality and help Australia meet its greenhouse gas objectives, by increasing community understanding of and willingness to adopt better practices with respect to public transport and motor vehicle use.</p> <p>Smogbusters Way to School aims to:</p> <ul style="list-style-type: none"> <li>∞ educate the school community about the effects of the motor vehicle in the urban environment;</li> <li>∞ educate the school community about realistic options;</li> </ul>

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<p><b>Camberwell Junction Structure Plan</b></p>	<p>A review of the existing structure plan for the centre. Development of a structure plan framework and implementation strategy to guide the planning and development of the centre over the next twenty years and beyond.</p>	<p>∞ give teachers, children and parents an opportunity, and incentive, to halt this spiralling problem; and</p> <p>∞ in the longer term, contribute to a healthier environment and help keep the air clean for all.</p> <p>Council has engaged Hansen Partnership to undertake the Structure Plan review. The revised Structure Plan is to be consistent with the 'My Neighbourhood' Strategy (draft) and Melbourne 2030 and will consider elements including:</p> <ul style="list-style-type: none"> <li>∞ The role of the centre.</li> <li>∞ Opportunities for development and protection.</li> <li>∞ Built form.</li> <li>∞ Movement and Access.</li> <li>∞ Services and community facilities.</li> </ul>
<p><u><b>Environment Policy</b></u></p> <p><b>Greenhouse Strategy and Draft Greenhouse Action Plan</b></p>	<p>Reducing greenhouse gas emissions for Council and the Boroondara community.</p>	<p><b>Greenhouse Strategy</b> – As a member of the Cities for Climate Protection Program, the City of Boroondara made a commitment to reduce its corporate and community greenhouse gas emissions to 20% below those of 1996 by 2010. A draft Greenhouse Action Plan is under preparation and will sets out Action to bring Council closer to achieving this goal.</p>