

A STRATEGIC CONTEXT

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

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

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

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

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

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

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

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

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

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

sympathetic and user-friendly trail while catering for user numbers.

to improve looped tracks and reduce congestion on the main trail while protecting environmental values.

- Undertake staged replacement/upgrade of bridges, boardwalks and underpasses to meet Australian Standards and Melb. Water Guidelines
- Replace low level bridges at Broadhurst Ave and Hammersley Ct
- Establish new sealed path along the upper escarpment at Moomba Park retaining the low level path
- New path link at Lorne St
- Resurface and extend unsealed path on west bank to enable loop track and bypass of Brex Ct and Lakeside SC bridges during floods
- Upgrade local path drainage and establish on road flood bypass route
- Replace path at Coburg Lake
- Investigate new path on east bank upstream of Coburg Lake to Bakers Rd and longer term Queens Pde.
- Upgrade Newlands Rd underpass and establish flood bypass route via Golf Rd
- Replace De Chene Reserve bridge
- Establish flood bypass route via Nicholson St and install hydraulic flood gate at Harding St to warn of flooding at Bell St underpass
- Upgrade Harding St bridge
- Replace the Bowden Res. boardwalk to improve grades and sightlines
- Upgrade on road crossing at Moreland Rd providing pedestrian refuge and new path link down Clara St
- Upgrade Blyth St underpass
- Replace narrow path at Roberts Res.
- Widen path at Brunswick Velodrome
- Replace and realign narrow path upstream of CERES
- Realign path to upper bank downstream of Willowbank Rd to reduce flooding
- Widen path at Sumner Park
- Replace the steep boardwalk at the Brunswick Electricity Terminal
- Construct path on north bank under St. Georges Rd to provide improved off road link to St Georges Rd trail
- Investigate new high level bridge near Elizabeth St to enable bypass of on road section St. Georges Rd
- Upgrade on road route and footpath from Rushall Station to Merri Pde installing a new pedestrian refuge at Walker St end of bridge
- Investigate a new bridge on the existing pipe crossing downstream St. Georges Rd to improve off road links to the Capital City Trail
- Investigate an off road link on the west bank above the cliffs from Rushall Station to the existing path and proposed pipe bridge crossing near Holden St
- Liaise with Dept. Infrastructure to establish new high level path from Heidelberg Rd to High St along south bank bypassing underpasses and low level bridges and retaining off road cycle access during proposed upgrade of Clifton Hill-Westgarth Rail bridge

		<p>Upgrade Roseneath St bridge and seal link to existing Merri Creek trail on east bank to Dights Falls through Yarra Bend Park Rail bridge</p> <ul style="list-style-type: none"> • Upgrade Roseneath St bridge and seal link to existing Merri Creek trail on east bank to Dights Falls through Yarra Bend Park
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Document	Summary	Relevance
Nillumbik Strategies		
Nillumbik Trails Strategy 2011	<p>The Nillumbik Trails Strategy guides the planning and decision making in the provision of the 25km of urban recreational trails and 18km of rural recreational trails. The vision for the strategy is for the municipality to “<i>be recognised for the quality and diversity of its trail network. The network will be developed and managed sustainably while ensuring economic, health and wellbeing benefits are provided to the community</i>”.</p> <p>It outlines the following key objectives for the expansion of the trail network:</p> <ul style="list-style-type: none"> • To efficiently develop the trail network. • Identify and address barriers to the trail network’s growth. • Realise the social, economic and environmental potential of each trail. 	<p>The following recommendations for capital investment and planning are outlined in the strategy and should be considered in this study:</p> <ul style="list-style-type: none"> • Extend the Diamond Creek Trail from Diamond Creek to Hurstbridge. • Determine development options for the Aqueduct Trail following the establishment of land owner status, from Eltham to Christmas Hills. • Formalise the Green Wedge Trail from Wattle Glen to Kinglake. • Establish a trail from Hurstbridge to Arthurs Creek (Kinglake Way Trail). <p>The strategy also outlines specific actions items required to deliver the above recommendations.</p>
Walk, Cycle, Ride on the Wild Side 2021	<p>This strategy is a holistic assessment of the trail network within the municipality including an audit that considers the performance and functionality of 18 trails and a gap analysis. The trails were assessed on location, inclusive access, compliance, safety, signage, supporting amenities and experience.</p> <p>This assessment was then used to identify strengths and weaknesses and the potential of each trail which allowed a list of projects and action items to be developed to guide future development and investment in the trail network.</p>	<p>The document provides an in-depth analysis and audit of each of the trails within the network including trail descriptions, issues and opportunities, performance and potential ratings, levels of service and capital works projects required to improve the individual trails. Specific actions items relevant to this study include:</p> <ul style="list-style-type: none"> • Diamond Creek Trail <ul style="list-style-type: none"> • Relign/enhance the Eltham Lower Park car park link, the Main Rd underpass, Pitt Street car park, Gastons Rd underpass, sharp bend between Laurel Hill Dr and Allendale Rd, and the Chute St underpass. • Widening of trail north of Allendale Rd • Railway line crossing at Allendale Rd • Signage • New trail construction from St Helena to Plenty River Pipe Track Trail • Diamond Creek Trail extension • Aqueduct Trail <ul style="list-style-type: none"> • New trail construction along the Transmission Line linear reserve • Trail extension to Kangaroo Ground and Research • Kinglake Way Trail
Equine in Nillumbik 2019	<p>This Strategy outlines opportunities around Nillumbik’s history and participation in equine activities including:</p> <ul style="list-style-type: none"> • Responding to infrastructure needs • The importance of safe, off-road, shared trails • Promoting support for equine economic development • Encouraging informed land management and emergency preparedness. 	<p>Key actions identified in the strategy include:</p> <ul style="list-style-type: none"> • Collaborate with shared trail users to understand and document synergies and common needs • Identify and formalise access to trails for horse riders • Conduct a trails audit to ensure that existing and planned trails are fit for purpose.

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

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

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

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

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

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

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