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AGENDA

Council meeting to be held
at Darebin Civic Centre,
350 High Street Preston
on Monday, 1 February 2016
at 7.00 pm.

Public question time will
commence shortly after 7.00 pm



ACKNOWLEDGEMENT OF DAREBIN'S ABORIGINAL AND TORRES STRAIT ISLANDER COMMUNITY

**(Council adopted this Acknowledgment on 1 July 2013 in order
to confirm the commitment of Council to the process of
Reconciliation)**

Darebin City Council acknowledges the Wurundjeri people and the Kulin Nations as the traditional landowners and the historical and contemporary custodians of the land on which the City of Darebin and surrounding municipalities are located.

Council recognises, and pays tribute to, the diversity of Darebin's Aboriginal and Torres Strait Islander community, valuing the unique and important role Aboriginal and Torres Strait Islander community members play in progressing reconciliation, respect and the building of mutual understanding across the City, amongst its people, and in the achievement of shared aspirations. Council recognises and pays tribute to, and celebrates, Darebin's long standing Aboriginal and Torres Strait Islander culture and heritage.



Italian

Questo è l'ordine del giorno della riunione del Consiglio Comunale di Darebin per la data che compare sulla prima pagina di questo documento. Se desiderate informazioni in lingua italiana sugli argomenti dell'ordine del giorno, siete pregati di chiamare la Linea Telefonica Multilingue del Comune al 8470 8888.

Greek

Αυτή είναι η ημερήσια διάταξη για τη συνεδρίαση του Δημοτικού Συμβουλίου Darebin, για την ημερομηνία που φαίνεται στο εξώφυλλο αυτού του εγγράφου. Αν θα θέλατε πληροφορίες στα Ελληνικά σχετικά με τα θέματα σ' αυτή την ημερήσια διάταξη, παρακαλούμε καλέστε την Πολυγλωσσική Τηλεφωνική Γραμμή του Δήμου στον αριθμό 8470 8888.

Chinese

這是一份戴瑞濱市議會議程表，其開會日期顯示於此文件之封面。如果您欲索取有關此議程表的中文資料，敬請致電 8470 8888 聯絡市議會的多語種電話專線。

Arabic

هذا هو جدول أعمال اجتماع مجلس بلدية داربيبن والذي سيحدد في التاريخ الوارد في الصفحة الأولى من هذه الوثيقة. إذا أردت الحصول على مزيد من المعلومات في اللغة العربية حول المواضيع المذكورة في جدول الأعمال، فيرجى الاتصال برقم هاتف البلدية المتعدد اللغات
8470 8888

Macedonian

Ова е дневниот ред за состанокот на Општината на Градот Даребин, која ќе биде на датумот покажан на предната корица од овој документ. Ако Вие сакате некои информации на Македонски јазик, за предметите на овој дневен ред, Ве молиме повикајте ја Општинската Повеќејазична Телефонска Линија на 8470 8888.

Vietnamese

Đây là nghị trình cho cuộc họp của Hội đồng Thành phố Darebin; ngày họp có ghi ở trang bìà tài liệu này. Muốn biết thêm về chương trình nghị sự bằng Việt ngữ, xin gọi cho Đường dây Điện thoại Đa Ngôn ngữ của Hội đồng Thành phố qua số 8470 8888.

Bosnian

Ovo je dnevni red za sastanak Gradske općine Darebin čiji je datum održavanja naznačen na prvoj strani ovog dokumenta. Ako želite više informacija o tačkama ovog dnevnog reda na bosanskom jeziku, molimo nazovite općinsku višjejezičnu telefonsku službu na 8470 8888.

Croatian

Ovo je dnevni red sastanka u Darebin City Council za dan koji je naveden na prednjem ovitku ovog dokumenta. Ako želite informacije o tačkama ovog dnevnog reda na hrvatskom jeziku, molimo da nazovete Council Multilingual Telephone Line (Višjejezičnu telefonsku liniju) na 8470 8888.

Portuguese

Esta é a pauta para a reunião da Câmara Municipal de Darebin a ser realizada na data que consta na capa deste documento. Se você deseja informação em Português sobre os itens desta pauta, por favor ligue para a Linha Telefônica Multilíngue da Câmara no 8470 8888.

Serbian

Ово је дневни ред за састанак Darebin City Council-а (Градско веће Darebin) који ће се одржати на дан који је наведен на насловној страни овог документа. Ако желите информације на српском о тачкама дневног реда, молимо вас да назовете Council Multilingual Telephone Line (Вишејезичку телефонску линију Већа), на 8470 8888.

Somali

Kuwani waa qodobada shirka lagaga wada hadli doono ee Degmada Degaanka Darebin ee taariikhda lagu xusey boga ugu sareeya ee qoraalkan. Haddii aad doonysid wararka ku saabsan qodobadan oo ku qoran Af-Somali, fadlan ka wac Khadka Taleefanka Afafka ee Golaha oo ah 8470 8888.

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Agenda

1. MEMBERSHIP

Cr. Vince Fontana (Mayor) (Chairperson)

Cr. Gaetano Greco

Cr. Tim Laurence

Cr. Bo Li

Cr. Trent McCarthy

Cr. Steven Tsitas

Cr. Angela Villella

Cr. Oliver Walsh (Deputy Mayor)

Cr. Julie Williams

2. APOLOGIES

3. DISCLOSURES OF CONFLICTS OF INTEREST

4. CONFIRMATION OF THE MINUTES OF COUNCIL MEETINGS

Recommendation

THAT the Minutes of the Ordinary Meeting of Council held on 14 December 2015 be confirmed as a correct record of business transacted.

5. PUBLIC QUESTION TIME

A period of up to 30 minutes will be set aside to enable members of the public in attendance at the meeting to address questions to the Council.

The period can be extended at the discretion of the Council.

PLEASE NOTE: Commencing from the Council meeting on 15 February 2015, questions must be submitted prior to the commencement of Council meetings.

- Questions can be submitted online until 4.00 pm
- In person at the counter of the Preston Customer Service, 274 Gower Street, Preston until 5.00 pm
- In the Council Chamber from 6.45 pm to 7.00 pm

Council officers will be available to assist residents in the preparation of questions between 3.00 pm and 5.00 pm on the day of the Council meeting.

The Mayor will read the question and provide a response. If a question cannot be answered adequately at the meeting, a written response will be prepared and forwarded to the person asking the question.

Residents do not need to attend the meeting for a question to be answered.

6. CONSIDERATION OF REPORTS

6.1 FORMALISATION OF AGREEMENT FOR FLOOD MITIGATION AND WATER HARVESTING PROJECT AT JOHN CAIN MEMORIAL PARK, THORNBURY

Author: Manager Major Projects and Infrastructure

Reviewed By: Director Assets and Business Services

Report Background

This report seeks to reaffirm previous Council commitment of October 2014 to enter into a funding agreement with the State Government to enable the completion a flood mitigation and water harvesting project at John Cain Memorial Park, a prominent open space and sports precinct in Thornbury.

Previous Resolutions

Council considered a confidential report on 20 October 2014.

Briefing Date

- Council Briefing – 14 May 2012

Council Plan Goal/Endorsed Strategy

Goal: Sustainable and Resilient Neighbourhoods (Goal 5)

Strategies:

- Drainage Asset Management Plan 2007,
- Stormwater Management Plan Review 2007
- Watershed: Towards A Water Sensitive Darebin (Darebin City Council Whole of Water Cycle Management Strategy 2015-2025)

Summary

- In August 2014 Council was informed that it was successful in obtaining grant funding of \$650,000 from the Office of Living Victoria (OLV) 'Living Victoria Fund' for the Darebin International Sports Centre Stormwater Harvest and Flood Mitigation project.
- The funding agreement was returned to OLV in the caretaker period leading up to the state election in November 2014, and could not be signed. With the change in state government, the incoming government put the agreement on hold pending a ministerial review of government finances which took a year to complete. The funding was placed on hold during this time.
- Darebin intended to structure its matching contribution over two years (2013/2014 and 2014/2015) at \$325,000 per year with the first instalment allocated and subsequently carried forward until it was surrendered at the end of the 2014/2015 when it became clear that the State government funding would not be made available at that time. The second instalment was not allocated.

- In November 2015 Council was advised that the funding agreement for \$650,000 would be released, however the source of the funding would now be the Department of Environment Land Water and Planning (DELWP) and the funding would be provided as part of the Local Water Management Fund with a need to be expended by the end of 2016.
- The funding agreement is currently being revised to reflect updated timelines and milestones and will require resigning by Council.
- To take advantage of the \$650,000 grant funding on offer from DELWP and to complete the project as previously resolved by Council in October 2014, \$650,000 will need to be allocated by Council as part of the 2016/2017 Capital Works Program for this purpose. The revised project schedule does not allow for split year allocation past 2016.
- Council endorsement is sought to enter into a revised funding agreement with DELWP and provide matching Council funding in 2016/2017 to deliver the project by the end of 2016.
- The successful application for grant funding enables Council to address a significant stormwater flooding issue with an integrated water cycle management solution. This creates a better outcome for Council and the community than just flood mitigation, by providing an alternative water source for irrigation of sports grounds, and improves the quality of stormwater flowing to Darebin Creek.

Recommendation

That Council:

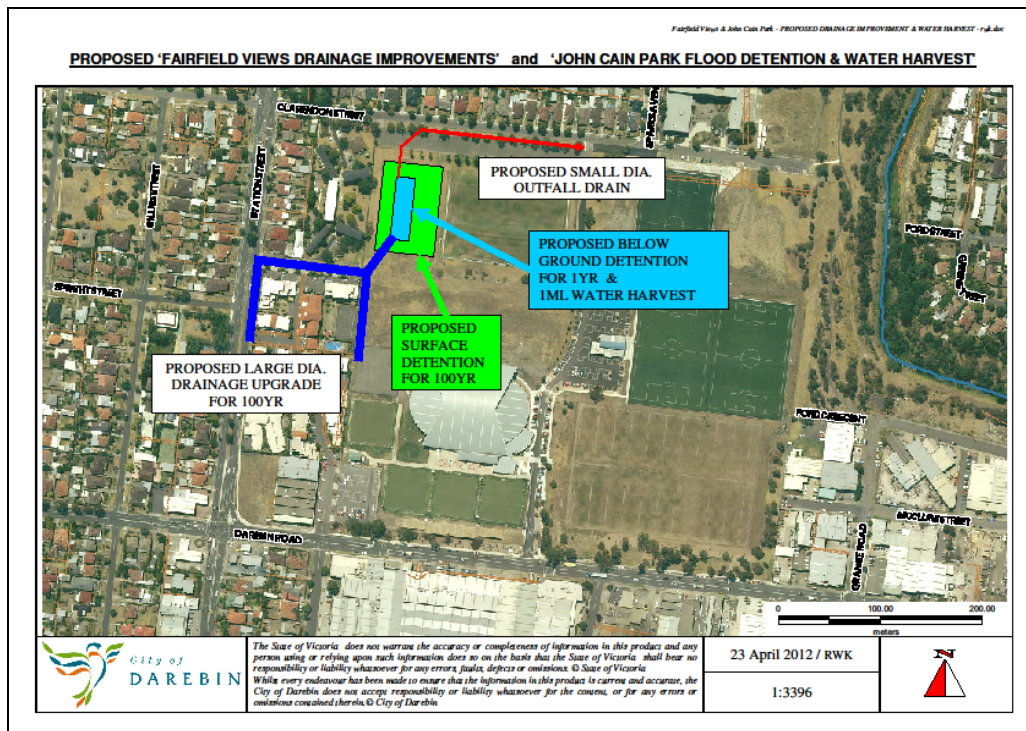
- (1) Notes the successful revised application for funding from Department of Environment Land Water and Planning for the amount of \$650,000 for the Darebin International Sports Centre Stormwater Harvest and Flood Mitigation project.
- (2) Includes a flood mitigation and stormwater harvesting project at John Cain Memorial Park within the 2016/2017 Capital Works Program for a total project cost of \$1.3M to be equally funded by Council and the Department of Environment Land Water and Planning.
- (3) Authorise the Chief Executive to finalise and execute Council's requirements of the revised funding agreement.

Introduction

The flood mitigation and stormwater harvesting project at John Cain Memorial Park is committed to reducing potable water demand for irrigation of sporting fields, increasing drought resilience of a community space, improving the health of our waterways and providing flood protection for properties adjacent to the park. The project combines the following elements of best practice integrated water cycle management:

- Flood mitigation by way of temporary flood detention rather than a large scale outfall drain directly to the Darebin Creek.
- Improvement of waterway health by treatment of stormwater runoff and reduced flow rates to the Darebin Creek.
- Stormwater harvesting, including treatment of harvested water for irrigation purposes.

Issues and Discussion



Residential properties adjacent to the west side of John Cain Memorial Park are subject to flooding and the area was severely affected by a major rain event in 2003 where house floors were inundated by flood water as indicated in the following figure showing the extent of flooding for a 1 in 100 year storm event.



Council's initial proposal was to implement a large outfall drain to mitigate future flooding for a 1 in 100 year storm event. However in 2011/2012 Council undertook an investigation and feasibility study to consider an alternative approach which embraced whole of water cycle management principles to achieve the same level of flood protection with a better overall outcome.

In order to achieve these whole of water cycle management principles, Council applied to the Office of Living Victoria (OLV) in March 2014 for part funding through their Living Victoria Fund and was notified in August 2014 that we were successful in receiving \$650,000 for the stormwater harvesting component of this project.

Completion of the flood mitigation and stormwater harvest project is scheduled to be delivered from mid February 2016 to Dec 2016 with construction works to be undertaken from June 2016 to December 2016. The overall project budget and funding requirements for this project are detailed later in this report.

Flooding of 'Fairfield Views' and Litigation Settlement by Council

Options for Consideration

- Not matching the grant funding will see the grant offer lapse.
- Delay in finalising the flood detention component of this project may expose Council to potential litigation and financial risk from any future flooding events at the adjacent properties.
- The flood detention component of this project could be deferred and be delivered without the water harvest component. Any future retrofit of the water harvest component would cost an additional estimated \$100,000 and interrupt playing access to the soccer field for a second time.

Financial and Resource Implications

Council has been successful in obtaining grant funding of \$650,000 from the DELWP Local Water Management Fund, on the basis of matching funding from Council. The budget is outlined in the table below, spread across two financial years as per revised timelines negotiated with DELWP.

Year	Funding Source	Amount
2015/2016	DELWP	\$28,500
2016/2017	Council (<i>currently unbudgeted</i>)	\$650,000
	DELWP	\$621,500
	Total	\$1,300,000

Previous Council funding attached to this project was not expended due to the protracted uncertainty of securing the grant funding. Therefore Council funding for this project is currently unbudgeted and would need to be allocated in the 2016/2017 Capital Works Program.

Council funded a Project Feasibility Study in 2010/2011 and carried out Stage 1 drainage improvements in 2011/2012 at a cost of \$330,000 to facilitate the project's implementation.

The flood mitigation and stormwater harvest project would be managed utilising existing resources within the Capital Works team. Construction works would be publicly tendered in accordance with Council's Procurement Policy and managed utilising a Quality Assurance contract to ensure that the works are delivered within the stipulated timeline, to an appropriate standard, and within the project budget.

Construction works would be supervised by the Capital Works team, with the involvement of key internal stakeholders including the City Works and Parks and Vegetation departments, who would have ongoing responsibility for the maintenance of the new assets, and Leisure Services, to facilitate coordination with the DISC user groups.

Risk Management

The risk of possible litigation associated with the potential recurrence of flooding affecting properties at the 'Fairfield Views' residential apartment complex at 337 Station Street exists. The proposed flood mitigation component of the project addresses this risk.

Policy Implications

Economic Development

There are no factors in this report which impact upon economic development.

Environmental Sustainability

This combined water harvesting and flood detention facility would reuse stormwater for sports ground irrigation at John Cain Memorial Park that would otherwise discharge to the Darebin Creek. Approximately 15ML of stormwater per annum is expected to be harvested from the system, with an equivalent saving in potable water.

The proposed work would also retard the discharge of flood water to help protect the waterways from runoff volume and velocity impacts. Stormwater from regular low intensity rain events that exceed the water harvest storage capacity and ultimately discharge to the adjacent Darebin Creek would also undergo primary treatment would assist in improving the health of the waterway

Human Rights, Equity and Inclusion

There are no factors in this report which impact on human rights, equity and inclusion.

Other

There are no other factors which impact on this report.

Future Actions

- Sign the DELWP Local Water Management (early February 2015).
- Refer an amount of \$650,000 (Council's contribution) to Council's 2016/2017 Capital Works Program to match the \$650,000 from DELWP.
- Implement project (mid February 2016 - December 2016).

Consultation and Advocacy

External organisation:

- DELWP: Discussions regarding grant funding arrangements and expected outcomes from the project.
- Northcote City Soccer Club: Discussions regarding arrangements for the necessary temporary relocation of junior teams from June 2016 to September 2016 to facilitate construction of the project in the understanding that they will inherit improved playing field surfaces for future use.

Council Staff:

- Coordinator Leisure Services
- Coordinator Public Realm
- Manager Parks and Vegetation
- Coordinator Arboriculture
- Coordinator, Horticulture and Open Space
- Coordinator Turf and Irrigation
- Manager Environment and Natural Resources
- Coordinator Water and Waste Strategy
- Coordinator Infrastructure Maintenance and Support
- Manager Assets and Properties
- Manager Major Projects and Infrastructure

Related Documents

- John Cain Park Flood Detention and Stormwater Harvesting Feasibility Study – May 2012
- Council Minutes – 20 October 2014
- Funding Submission to the Office of Living Victoria Round 2 Grant Application for Darebin International Sports Centre Stormwater Harvest project - 17 March 2014
- Notification of successful outcome from OLV for Living Victoria Fund Round Two – August 2014
- Council Report 20 October 2014 - Darebin International Sports Centre Stormwater Harvest project.
- Notification from DELWP for renegotiation of funding agreement as part of the Local Water Management Fund – November 2016

Disclosure of Interest

Section 80C of the *Local Government Act 1989* requires members of Council staff and persons engaged under contract to provide advice to Council to disclose any direct or indirect interest in a matter to which the advice relates.

The Officer reviewing this report, having made enquiries with relevant members of staff, reports that no disclosable interests have been raised in relation to this report.

6.2 NORTHERN REGION TRAILS STRATEGY**Author:** Senior Coordinator Transport Management**Reviewed By:** Director Assets and Business Services**Report Background**

Council has been asked to endorse the Northern Regional Trails Strategy which is a joint initiative of seven municipalities in Melbourne's north.

Previous Resolution

This matter is not the subject of a previous Council resolution.

Briefing Date

This matter has not previously been to a Councillor Briefing.

Council Plan Goal/Endorsed Strategy

Goal: Healthy and Connected Community (Goal 2)

Strategies:

- Health and Wellbeing Plan 2013-2017
- Darebin Transport Strategy 2007-2027
- Darebin Cycling Strategy 2013-2018

Summary

Seven municipalities in the northern metropolitan region of Melbourne (including Darebin) have developed the Northern Region Trails Strategy. The Strategy defines a vision and plan for development of an 'off road' recreational trails network in Melbourne's north. The proposed trail network has been assessed using spatial, multi-criteria and cost benefit analysis. Twenty nine priority trail projects have been identified across the region including three priority projects in Darebin. The strategy will be used to advocate for increased State Government investment in trails in the northern region.

Recommendation

That Council endorses the Northern Regional Trails Strategy and notes the Darebin priority trails identified in the attached report.

Introduction

- At the 2013 Northern Metropolitan Mayors and Chief Executive Officers Forum it was decided that a Northern Regional Trails Strategy would be developed as a joint initiative by the municipalities of Melbourne's north, including Darebin, Yarra, Hume, Moreland, Banyule, Whittlesea and Nillumbik Councils.

- Nillumbik Shire Council auspiced the Strategy and provided additional support through provision of a project manager, while Sport and Recreation Victoria provided funding for the initiative.
- The Strategy has recently been completed and is now being taken to each participating Council for endorsement.
- The Strategy provides a regional approach to establishing a strategic framework for the future planning, and development of 'off road' recreational trails in Melbourne's north. It includes cost- benefit analysis and project prioritisation which provides a blue-print for future planning and funding.
- The vision for the strategy is that:
Melbourne's North is renowned for its integrated regional trail network that showcases the regions diverse natural and cultural heritage, provides for a range of recreation interests, connects people to places and contributes to community wellbeing.

Issues and Discussion

Trail Priority Projects

The Strategy has identified 121 individual projects, spanning 780 kilometres of trails in the northern region. Twenty-nine trails have been identified as priority projects (shown in Table 1). These priority projects have the greatest alignment to regional priorities and the strongest potential for immediate implementation. However, further work would need to be done to determine feasibility and secure support from the relevant landowners and stakeholders.

The following priority trail projects in Darebin would fill missing links in Darebin's existing trail network:

- Darebin Creek Trail Bridge – This project would provide a new link between Tee Street and Rathcown Road in Reservoir, removing the need to walk or ride on road when using this section of the Darebin Creek trail (see Figure 1).
- La Trobe University Shared Path – This project would provide a link through the La Trobe University Campus from Plenty Road to the existing La Trobe University Shared Path south of Kingsbury Drive (see Figure 2). Note: this path alignment is indicative only and is subject to consultation with La Trobe University.
- Plenty Road Shared Path – This project would provide a new shared path running along Plenty Road extending from Drive Road north to Arthur Street linking to a range of other trails (see Figure 3).

Even though the projects are of a regional nature, Darebin would advocate for funding for the entire Northern Region Trail. Advocacy efforts would concentrate on the state and federal governments.

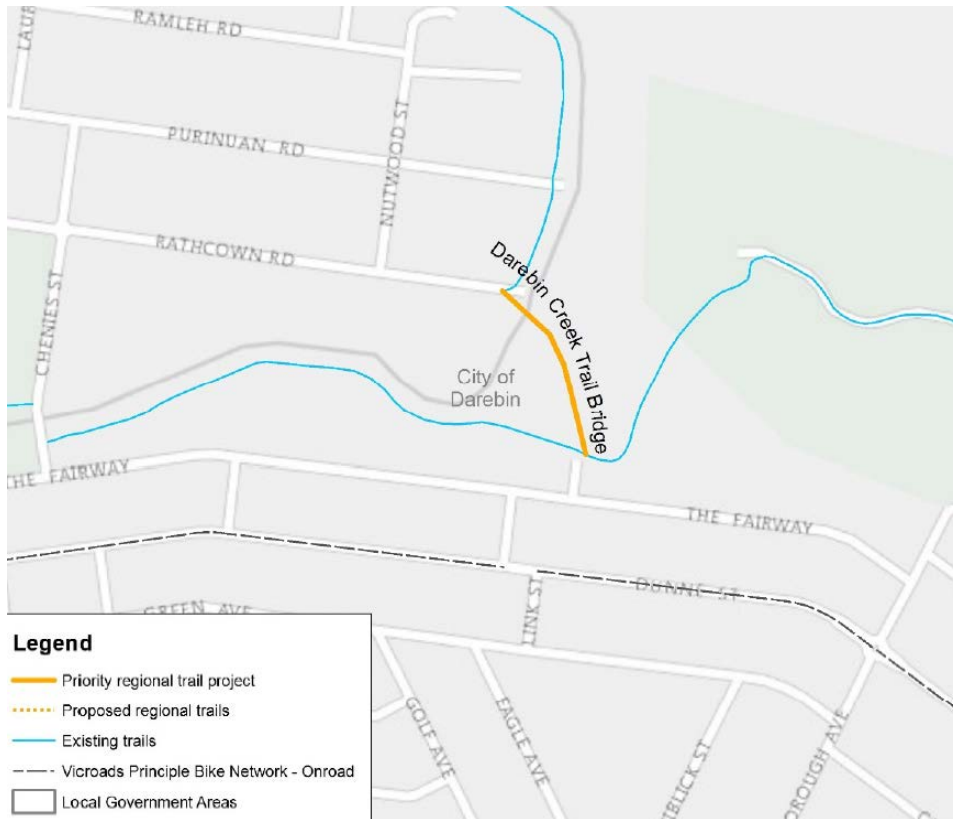


Figure 1: Location of the Darebin Creek Trail Bridge Priority Project

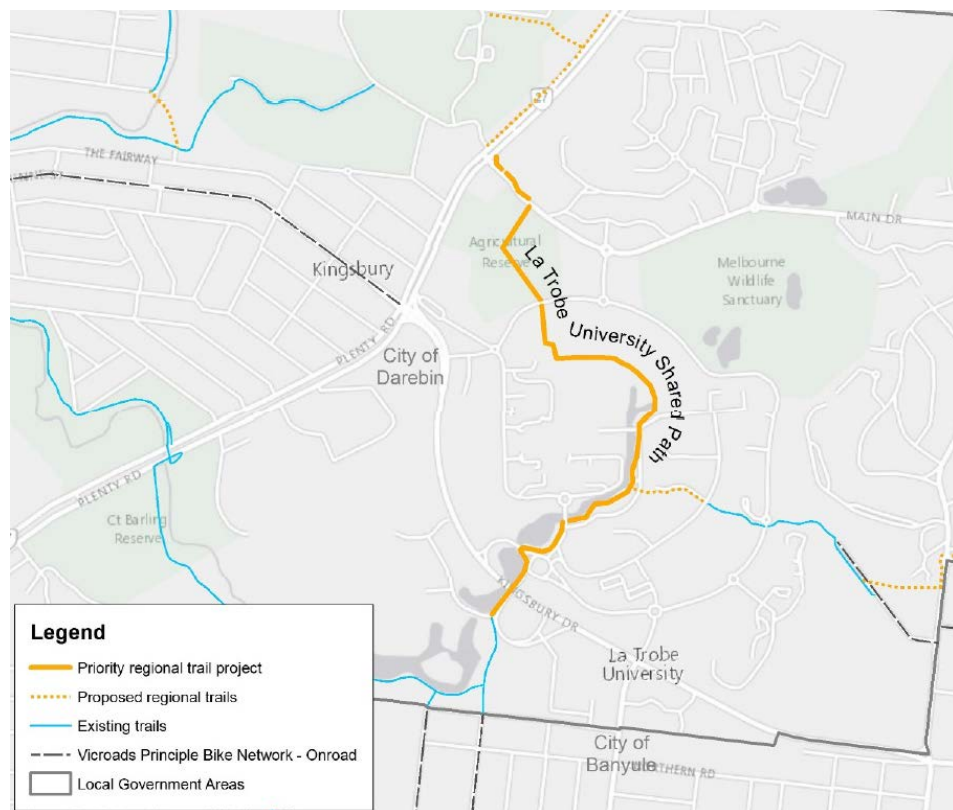


Figure 2: Location of the La Trobe University Shared Path

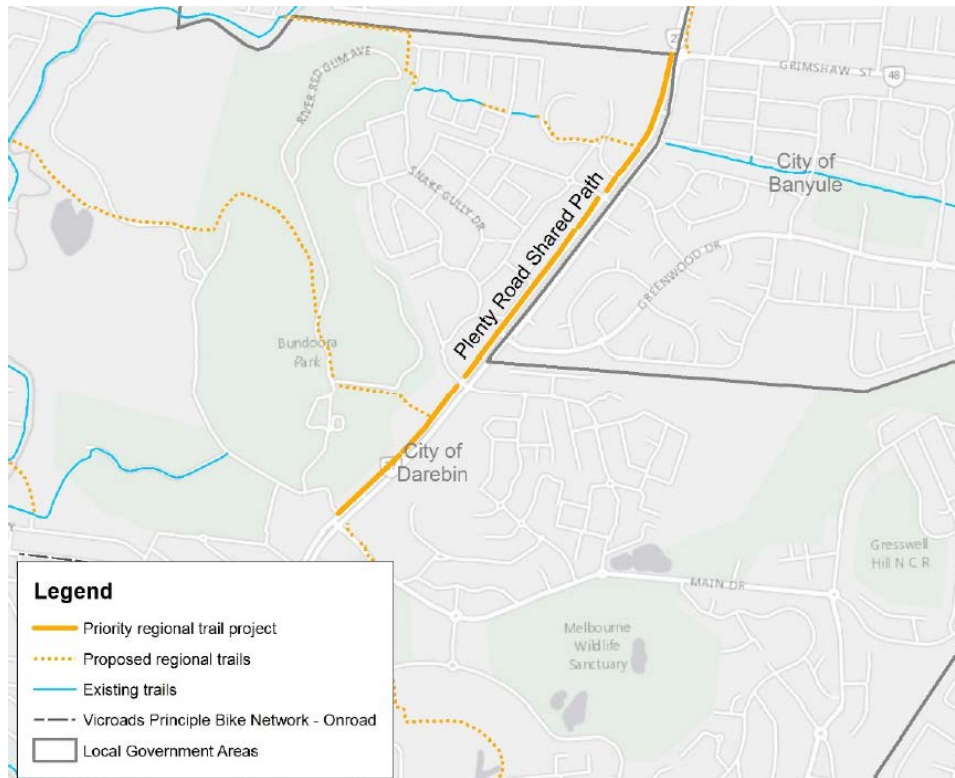


Figure 3: Location of the Plenty Road Shared Path Priority Project

The following is a list of the 29 priority trail projects across participating municipalities:

Municipality	Trail Projects
Banyule	Banyule Shared Trail
	Unnamed East-West Power Easement
	Main Yarra Trail bridge
	Main Yarra Trail realignment
	Banyule Shared Trail
Darebin	Darebin Creek Trail bridge
	La Trobe University Shared Path
	Plenty Road Shared Path
Hume	Aitken Boulevard Shared Path
	Aitken Creek Shared Path
	Blind Creek Trail Link
	Greenvale Reservoir Park Trail
	Meadowlink shared pathway
	Melbourne Water Pipe Track
	Merri Creek Shared Trail
Moreland	Upfield Rail Trail - South
	Upfield Rail Trail - North
	Edgars Creek Trail
Nillumbik	Diamond Creek Trail
	Aqueduct Trail
	Green Wedge Trail

Municipality	Trail Projects
Whittlesea	Edgars Creek Trail
	Merri Creek Trail Link
	Whittlesea Rail Trail
	Yan Yean Pipe Trail
	Plenty Road Shared Path
Yarra	Main Yarra Trail – Gipps St Steps
	Yarra River Northern Trail
	Rushall Underpass

Table 1: Priority Projects by Municipality

Benefits of the Trail Network

Implementation of the Strategy will provide a wide range of community and regional benefits including enhanced connectivity and access to open space; recreation, health and wellbeing outcomes; and economic and employment benefits. The Strategy identifies opportunities to use the recreational trails network to link tourism destinations with a view to making Melbourne's north a destination of choice.

The Strategy includes detailed and rigorous analysis. It articulates the regional-scale economic, social and environmental benefits of developing a regional trails network and provides a collaborative blue-print for future planning and development.

Financial benefits were identified through cost-benefit analysis of the network (as shown in Table 2). The Strategy demonstrates that long-term, every dollar invested will yield up to \$12 in value.

	Period	Cost (\$)	Benefits (\$)	Benefit-cost ratio
Trail width: 3 metres	1 year	169,227,000	159,103,000	0.9
	30 years	294,658,000	2,926,224,000	9.9
Trail width: 4 metres	1 year	217,488,000	250,019,000	1.1
	30 years	384,729,000	4,598,353,000	12.0

Table 2: Summarised Cost-Benefit Analysis of the Northern Regional Trail Network (as identified in the consultant's report – page 29)

Appendix A contains the advocacy document which provides a detailed summary of the benefits and justification for implementing the strategy.

Options for Consideration

- Option 1 – Endorse the Northern Regional Trails Strategy. This would allow the participating Councils to proceed with promoting the strategy and planning and advocating for it to be implemented.
- Option 2 – Do not endorse the Northern Regional Trails Strategy. This would cause delays to implementation of the trail network and the associated Darebin priority projects.

Financial and Resource Implications

- Darebin and other participating councils have contributed a combined \$20,000 towards the Strategy development, and Sport and Recreation Victoria have provided a \$50,000 grant.
- It is expected that the completed strategy will be an effective tool for advocating for state investment in the trails network.

Risk Management

The level of risk for this project is considered to be low.

Policy Implications**Economic Development**

Compared to other infrastructure projects, off-road trails constitute a relatively low-cost investment with strong economic return and when delivered at network scale, these benefits increase significantly. In terms of economic benefits, the trails represent a tourist attraction, employment opportunity (associated with the required construction and maintenance) and can improve liveability.

Environmental Sustainability

Trails can facilitate modal shift away from motor vehicles towards active transport in a spatially efficient manner since trails require less land relative to other transport modes. Environmental value of the region is also enhanced through increasing opportunities to experience natural and cultural features along the trails and reducing environmental impacts associated with motor vehicles.

Human Rights, Equity and Inclusion

Trails increase opportunities for active recreation which has been linked to improved physical and mental health and wellbeing for users. Trails provide an affordable and accessible form of recreation and transport for the wider community.

Other

There are no other factors which impact on this report.

Future Actions

- The Strategy is currently being taken to each participating Council for endorsement. It is expected this would be completed in February 2016.
- A consultant would be engaged to prepare a communications and advocacy plan. This will include a Strategy launch which is scheduled for April/May 2016.

Consultation and Advocacy

- Manager Leisure and Public Realm
- Coordinator Leisure Services
- Coordinator Public Realm

Related Documents

- Northern Regional Trails Strategy Advocacy Paper (**Appendix A**)
- Northern Regional Trails Strategy Final Report (**Appendix B**)
- Proposed Northern Regional Trails Network and multi-criteria analysis (**Appendix C**)

Disclosure of Interest

Section 80C of the *Local Government Act 1989* requires members of Council staff and persons engaged under contract to provide advice to Council to disclose any direct or indirect interest in a matter to which the advice relates.

The Officer reviewing this report, having made enquiries with relevant members of staff, reports that no disclosable interests have been raised in relation to this report.

APPENDIX A

Councils of Banyule, Darebin,
Hume, Moreland, Nillumbik,
Whittlesea and Yarra

Northern Regional Trails Strategy

Advocacy Paper

Final | 25 November 2015

This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 237101

Arup
Arup Pty Ltd ABN 18 000 966 165



Arup
Level 17
1 Nicholson Street
East Melbourne VIC 3002
Australia
www.arup.com

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Introduction

Over coming decades, **Melbourne's north will experience rapid growth in its population, economy and urban footprint.** While the north is currently home to just under one million residents; by 2050 this is forecast to increase to 1.6 million people (Victoria in Future, 2014).

The northern municipalities already face significant challenges in ensuring that infrastructure is properly planned, funded and delivered to support social, economic and environmental outcomes. As the urban footprint of the north expands and becomes increasingly dense, **competition for open space to accommodate recreation and tourism will pose a significant challenge.** Equitable community access to public open space and recreation will become increasingly difficult to maintain. Similarly, **existing challenges relating to social cohesion, health, and transport congestion will become more acute.**

These issues are further compounded by a shift in demographic profile which is forecast to occur alongside population growth. In many municipalities, the population will age significantly over the next 30 years, placing increased demand on health and aged care services.

To minimise the associated cost impact to all levels of government and maintain community wellbeing, it will be essential to provide a high level of access to public open space for low-impact recreation and exercise options such as trail walking.

Given constraints around infrastructure funding and implementation; all new infrastructure should be flexible, where-ever possible servicing a diverse range of community needs. **Recreational trails can provide among the most socially beneficial and flexible infrastructure investment opportunities available to the north.** They provide

unrivalled opportunity on a regional scale to increase access to open space and recreation; attract tourism investment; improve community health and cohesion; enhance connectivity; and reduce traffic congestion.

In 2014, the case for developing and implementing a strategic, regional approach to identifying and implementing off-road trails in the north was further demonstrated; with the Northern Regional Trails Strategy identified as a priority short term project in the NORTH Link Northern Horizons – 50 Year Infrastructure Strategy for Melbourne's North.

The **Northern Regional Trails Strategy provides a blueprint and strategic framework for the future development and maintenance of a recreational off-road trail network;** known as the Northern Regional Trail Network. The Northern Regional Trail Network comprises the 120 existing regional trails, together with the proposed 96 regional trails. The Strategy recognises the strong potential of a highly connected regional trail network in supporting and enhancing economic growth, social wellbeing and environmental quality across the north.

The Strategy has been developed by the municipalities of Melbourne's North (**Banyule City Council, Darebin City Council, Hume City Council, Moreland City Council, Nillumbik Shire Council, Whittlesea City Council and Yarra City Council**), in partnership with the Victorian Government and with funding from Sport and Recreation Victoria.

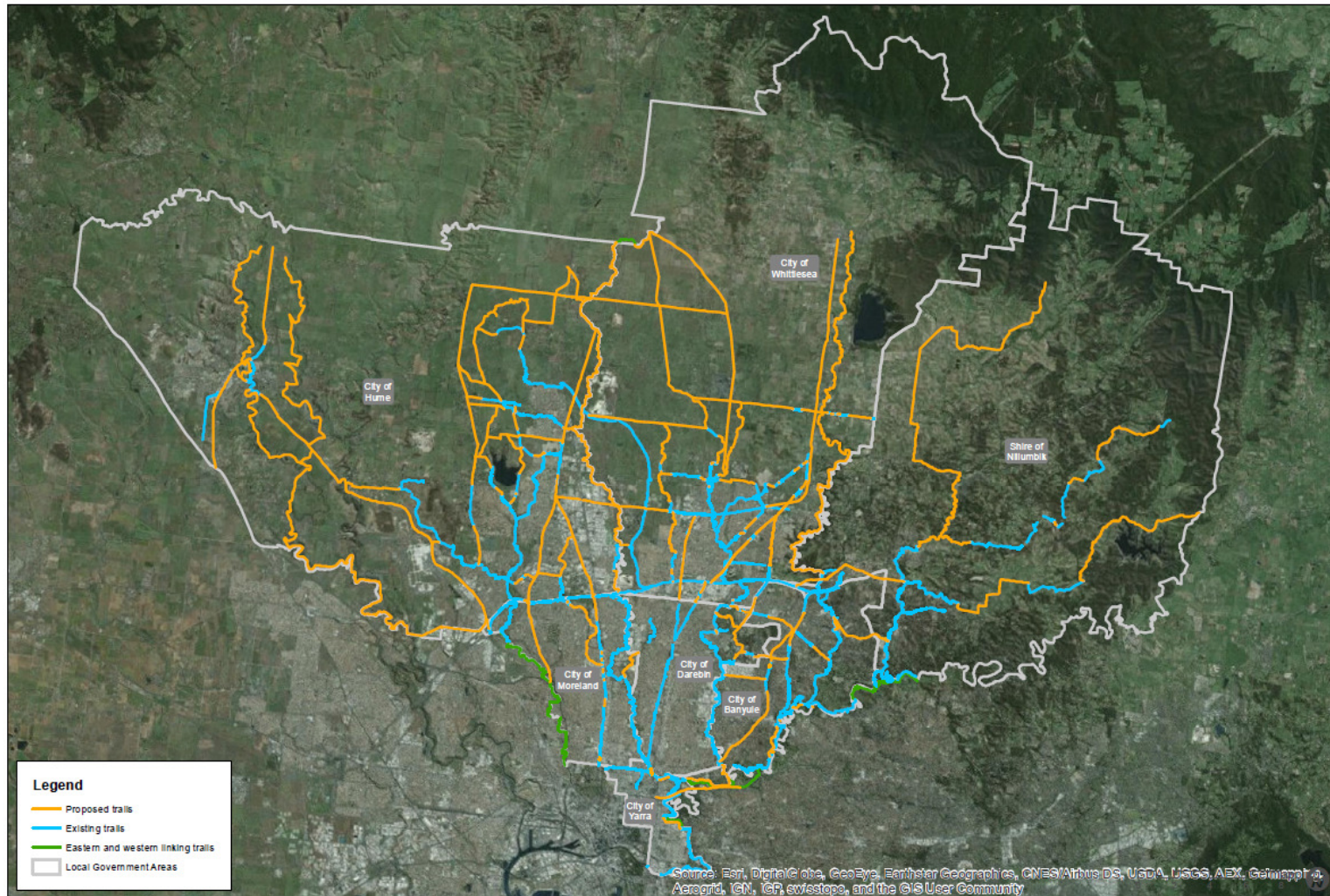


Figure 1 Northern Regional Trails Network

Northern Regional Trails Strategy

The Strategy is focused on delivering regionally significant trails that connect multiple municipalities and regionally significant features while providing wide scale, quantifiable benefits. The vision of the strategy is defined as follows:

Northern Regional Trails Vision

Melbourne's North is renowned for its integrated regional trail network that showcases the region's diverse natural and cultural heritage, provides for a range of recreation interests, connects people to places and contributes to community wellbeing.

The intent of the Strategy is to **leverage the existing assets in the northern region to realise the true benefits of an integrated regional network**. The potential trails have been assessed using spatial, multi-criteria and a cost-benefit analysis, with the Strategy identifying 120 existing off-road regional trails and 96 proposed trails (consisting of 121 individual projects), spanning 780 kilometres of accessible trails across the northern region.

To inform the design of the network, Northern Regional Trail Design Guidelines have been established to represent the minimum standards for developing a high quality trail network for the northern region:

- An aspirational (preferred) shared path width of **4 metres**; and
- A minimum shared path width of **3 metres**.

Once developed, the Northern Regional Trail Network will constitute a **highly connected, functional off-road network with regional-scale economic, social and environmental value**.

Melbourne's North as a destination of choice

The benefits of off-road recreational trails in enhancing connectivity and access to open space, promoting recreation, health and wellbeing outcomes and supporting employment opportunities and a diversification of the economy are well documented. The opportunity for the northern region, is to capitalise on these inherent benefits and build on them further through the linking of existing tourism destinations.

The northern region is already host to a number of key Victorian and national recreational trails, such as the Merri Creek Trail, Darebin Creek Trail, Upfield Rail Trail and Main Yarra Trail. However, there is significant potential to further improve the connectivity, attractiveness and local, regional and national visitor numbers to the area. **There are a range of key tourist attractions in the region that the proposed trail network will serve** and act as destinations to attract visitors including:

- Montsalvat;
- Organ Pipes National Park;
- Bear's Castle;
- Fairfield Boathouse;
- Ceres Community Environment Farm;
- La Trobe Wildlife Sanctuary; and
- Heidelberg Artist Trail.

The opportunity for the northern region is, in providing linkages to these existing key destinations, to make the **Northern Regional Trail network a destination in its own right.**

Economic benefits

Compared to other infrastructure projects, off-road trails constitute a relatively low-cost investment with strong economic return and when delivered at network scale, these benefits increase significantly. Ultimately, a comprehensive, connected regional network of trails will enhance community access, increasing the magnitude of social, transport, economic and environmental benefits that any individual trail alone can provide. Specifically, the Heart Foundation (Heart Foundation, 2004) recommend as a design objective in relation to walking and cycling the provision of:

‘an accessible integrated network of walking and cycling routes for safe and convenient travel to local destinations and points of interest.’

In terms of economic benefits, **the trails represent a tourist attraction, employment opportunity (associated with the required construction and maintenance) and can improve the liveability of communities.** A cost-benefit analysis to quantify these benefits has been undertaken, considering the capital and operational costs and benefits associated with increased, commuting on recreational trails, recreation opportunities and tourism. The assessment also considered the benefits of constructing the trails in terms of additional job creation, measured as full time equivalent (FTE) employees.

It has been estimated that the implementation of the entire trail network will cost between \$169 million - \$217.5 million and will deliver

combined benefits valued at between \$159 million - \$250 million over the first 12 months and \$2.9 billion - \$4.6 billion over a 30 year period.

	Period	Cost (\$)	Benefits (\$)	Benefit-Cost Ratio	FTE creation (construct on phase)
Trail width: 3m	1 year	169,227,000	159,103,000	0.9	650
	30 years	294,658,000	2,926,224,000	9.9	
Trail width: 4m	1 year	217,488,000	250,019,000	1.1	870
	30 years	384,729,000	4,598,353,000	12.0	

The results of the cost-benefit analysis therefore demonstrate that over the long-term, every dollar invested in the trail network will yield \$12 in value¹.

Societal and environmental benefits

Trails can bring about health benefits **by increasing opportunities for active recreation** which has been linked to improved physical and mental health and wellbeing for users. The trails can also **facilitate modal shift away from motor vehicles** and towards active transport in a spatially efficient manner as the trails require less land relative to other transport modes. Environmental value of the region is also enhanced by the trails through increasing opportunities for users to experience natural and cultural features of interest along the trails and a reduction in environmental impacts associated with motor vehicles.

¹ Based on a network trail width of 4 metres over 30 years

Priority trails

Based on comprehensive multi-criteria analysis, **29 of the 96 proposed trails have been identified as 'priority trails'**, as they have the greatest alignment to regional priorities and strongest potential for immediate implementation. The criteria, individual scores and overall evaluation of the multi-criteria analysis was reviewed by each council to ensure accuracy, transparency, and alignment with council's nominated priorities. Cost-benefit analysis was also undertaken to estimate potential costs, monetised benefits and an indicative cost-benefit ratio for each of the 29 priority trails identified in the Strategy.



Strategic alignment

The importance and potential benefits associated with an integrated trail network across the region have been recognised in a range of local policy and recent government strategies. Specific relevant objectives include supporting the strategic objective in *Plan Melbourne* to create healthy and active neighbourhoods to maintain Melbourne's identity as one of the world's most liveable cities and the need for an integrated trail network has been identified as a priority project in *Northern Horizons – 50 Year Infrastructure Strategy for Melbourne's North*.

With consideration to long term success and whole-of-network implementation, this Strategy also provides recommendations to support northern municipalities and agency landowners in implementing regional trail projects and addressing the challenges of governance, funding, ownership and long-term management. A set of agreed government principles, as recommended by the Department of Transport, Planning and Local Infrastructure, would provide assurance that the trail network would be supported and maintained to an appropriate standard in accordance with the Northern Regional Trail Design Guidelines. This would facilitate the delivery of the social, economic and environmental benefits across the northern region.

Development of the Strategy was funded and delivered by Banyule City Council, Darebin City Council, Hume City Council, Moreland City Council, Nillumbik Shire Council, Whittlesea City Council and Yarra City Council in partnership with the Victorian Government, with support from Sport and Recreation Victoria.

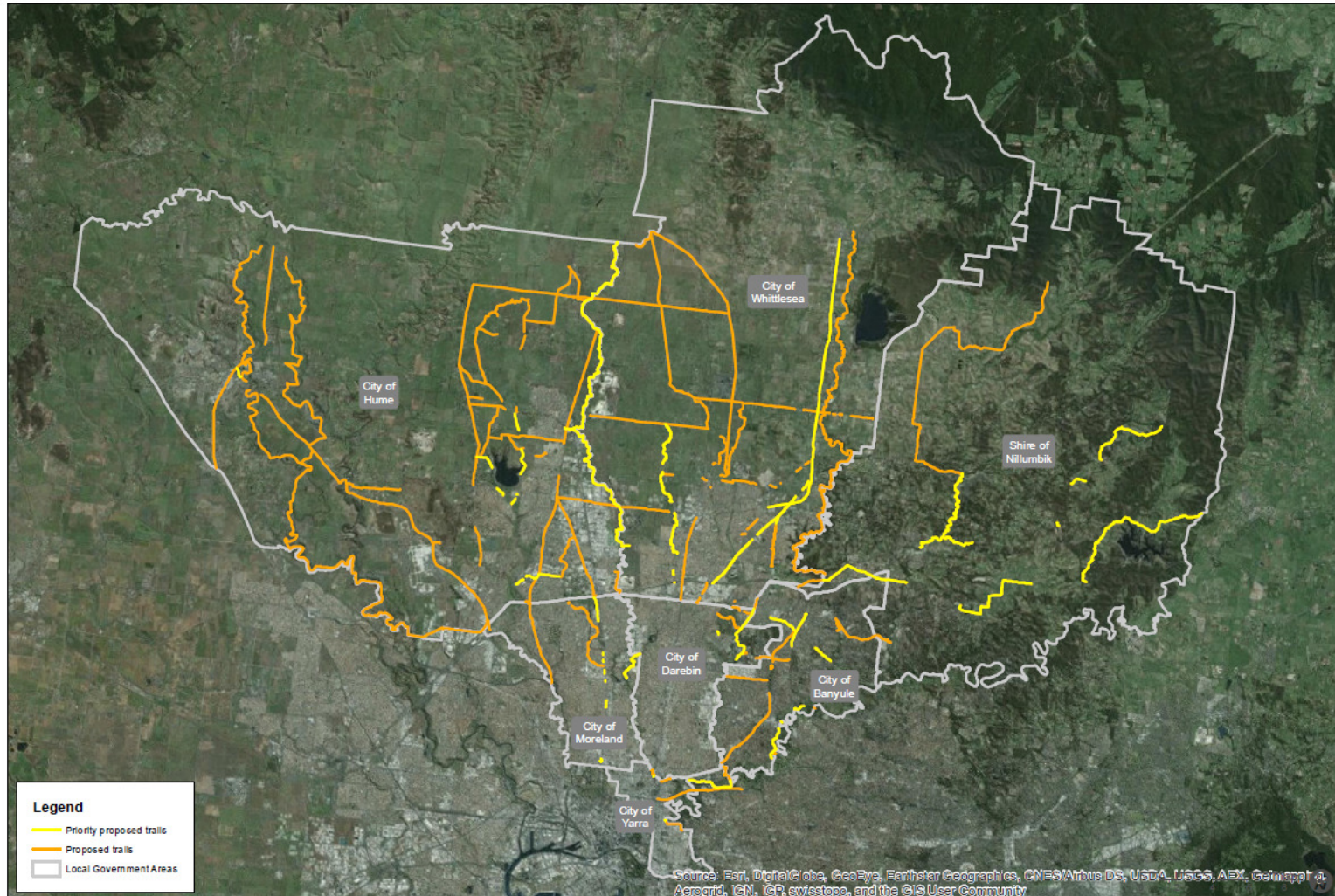


Figure 2 Priority Trails

Councils of Banyule, Darebin, Hume, Moreland,
Nillumbik, Whittlesea and Yarra

Northern Regional Trails Strategy

Final Report

Draft 5 | 28 October 2015

This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

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Arup
Arup Pty Ltd ABN 18 000 966 165



Arup
Level 17
1 Nicholson Street
Melbourne VIC 3000
Australia
www.arup.com

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Glossary and Abbreviations

Design guidelines	The preferred Northern Regional Trail Design Guidelines
GIS	Geographic Information System ¹
LGA	Local Government Area
PBN	Principle Bicycle Network
Region	The LGAs of Nillumbik Shire Council, Banyule City Council, Whittlesea City Council, Hume City Council, Darebin City Council, Moreland City Council and Yarra City Council
Regional trail	A trail is considered a regional trail if it provides a linkage across two or more LGAs of Melbourne's North
Strategy	The Northern Regional Trails Strategy

¹ ArcGIS 10.2.1 software was employed for all spatial analyses within this work

Executive Summary

Melbourne's north is a region undergoing significant transition, with a forecasted growth in population from one million to 1.6 million by 2050, coupled with an overall ageing of the population and an economic shift from a traditional manufacturing based economy. There is a critical need to identify and implement effective and appropriate infrastructure, which not only supports an expanding, increasingly dense urban footprint and population, but provides accessible recreation opportunities and promotes and supports a diverse range of employment and economic opportunities for the residents of Melbourne's north and Victoria more generally.

In recognition, the seven municipalities of Melbourne's north have come together to develop the Northern Regional Trails Strategy. The Strategy defines a vision and plan for the future of off-road recreational trails in Melbourne's north.

Northern Regional Trails Vision

Melbourne's North is renowned for its integrated regional trail network that showcases the region's diverse natural and cultural heritage, provides for a range of recreation interests, connects people to places and contributes to community wellbeing.

The intent of the Strategy is to leverage the existing assets in the northern region to realise the true benefits of an integrated regional network. The potential trails have been assessed using spatial, multi-criteria and a cost-benefit analysis, with the Strategy identifying 120 existing off-road regional trails and 96 proposed trails (consisting of 121 individual projects), spanning 780 kilometres of accessible trails across the northern region.

To inform the design of the network, Northern Regional Trail Design Guidelines have been established to represent the minimum standards for developing a high quality trail network for the northern region:

- An aspirational (preferred) shared path width of **4 metres**; and
- A minimum shared path width of **3 metres**.

Once developed, the Northern Regional Trail Network will constitute a highly connected, functional off-road network with regional-scale economic, social and environmental value.

Benefits of a northern trails network

The benefits of off-road recreational trails in enhancing connectivity and access to open space, promoting recreation, health and wellbeing outcomes and supporting employment opportunities and a diversification of the economy are well documented. The opportunity for the northern region, is to capitalise on these inherent benefits and build on them further through the linking of existing tourism destinations.

Melbourne's North as a destination of choice

The northern region is already host to a number of key Victorian and national recreational trails, such as the Merri Creek Trail, Darebin Creek Trail, Upfield Rail Trail and Main Yarra Trail. However, there is significant potential to further improve the connectivity, attractiveness and local, regional and national visitor numbers to the area. There are a

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‘an accessible integrated network of walking and cycling routes for safe and convenient travel to local destinations and points of interest.’

In terms of economic benefits, the trails represent a tourist attraction, employment opportunity (associated with the required construction and maintenance) and can improve the liveability of communities. A cost-benefit analysis to quantify these benefits has been undertaken, considering the capital and operational costs and benefits associated with increased, commuting on recreational trails, recreation opportunities and tourism. The assessment also considered the benefits of constructing the trails in terms of additional job creation, measured as full time equivalent (FTE) employees.

As illustrated in Table 1, it has been estimated that the implementation of the entire trail network will cost between \$169 million - \$217.5 million and will deliver combined benefits valued at between \$159 million - \$250 million over the first 12 months and \$2.9 billion - \$4.6 billion over a 30 year period.

Table 1 Entire network benefits and costs

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The results of the cost-benefit analysis therefore demonstrate that over the long-term, every dollar invested in the trail network will yield \$12 in value².

Societal and environmental benefits

Trails can bring about health benefits by increasing opportunities for active recreation which has been linked to improved physical and mental health and wellbeing for users. The trails can also facilitate modal shift away from motor vehicles and towards active transport in a spatially efficient manner as the trails require less land relative to other transport modes. Environmental value of the region is also enhanced by the trails through increasing opportunities for users to experience natural and cultural features of interest along the trails and a reduction in environmental impacts associated with motor vehicles.

Priority trails

Based on comprehensive multi-criteria analysis, 29 of the 96 proposed trails have been identified as ‘priority trails’, as they have the greatest alignment to regional priorities and strongest potential for immediate implementation. The criteria, individual scores and overall evaluation of the multi-criteria analysis was reviewed by each council to ensure accuracy, transparency, and alignment with council’s nominated priorities. Cost-benefit analysis was also undertaken to estimate potential costs, monetised benefits and an indicative cost-benefit ratio for each of the 29 priority trails identified in the Strategy.

Strategic alignment

The importance and potential benefits associated with an integrated trail network across the region have been recognised in a range of local policy and recent government strategies. Specific relevant objectives include supporting the strategic objective in *Plan Melbourne* to create healthy and active neighbourhoods to maintain Melbourne’s identity as one of the world’s most liveable cities and the need for an integrated trail network has been identified as a priority project in *Northern Horizons – 50 Year Infrastructure Strategy for Melbourne’s North*.

With consideration to long term success and whole-of-network implementation, this Strategy also provides recommendations to support northern municipalities and agency landowners in implementing regional trail projects and addressing the challenges of governance, funding, ownership and long-term management. A set of agreed government principles, as recommended by the Department of Transport, Planning and Local Infrastructure, would provide assurance that the trail network would be supported and maintained to an appropriate standard in accordance with the Northern Regional Trail Design Guidelines. This would facilitate the delivery of the social, economic and environmental benefits across the northern region.

Development of the Strategy was funded and delivered by Banyule City Council, Darebin City Council, Hume City Council, Moreland City Council, Nillumbik Shire Council, Whittlesea City Council and Yarra City Council in partnership with the Victorian Government, with support from Sport and Recreation Victoria.

² Based on a network trail width of 4 metres over 30 years

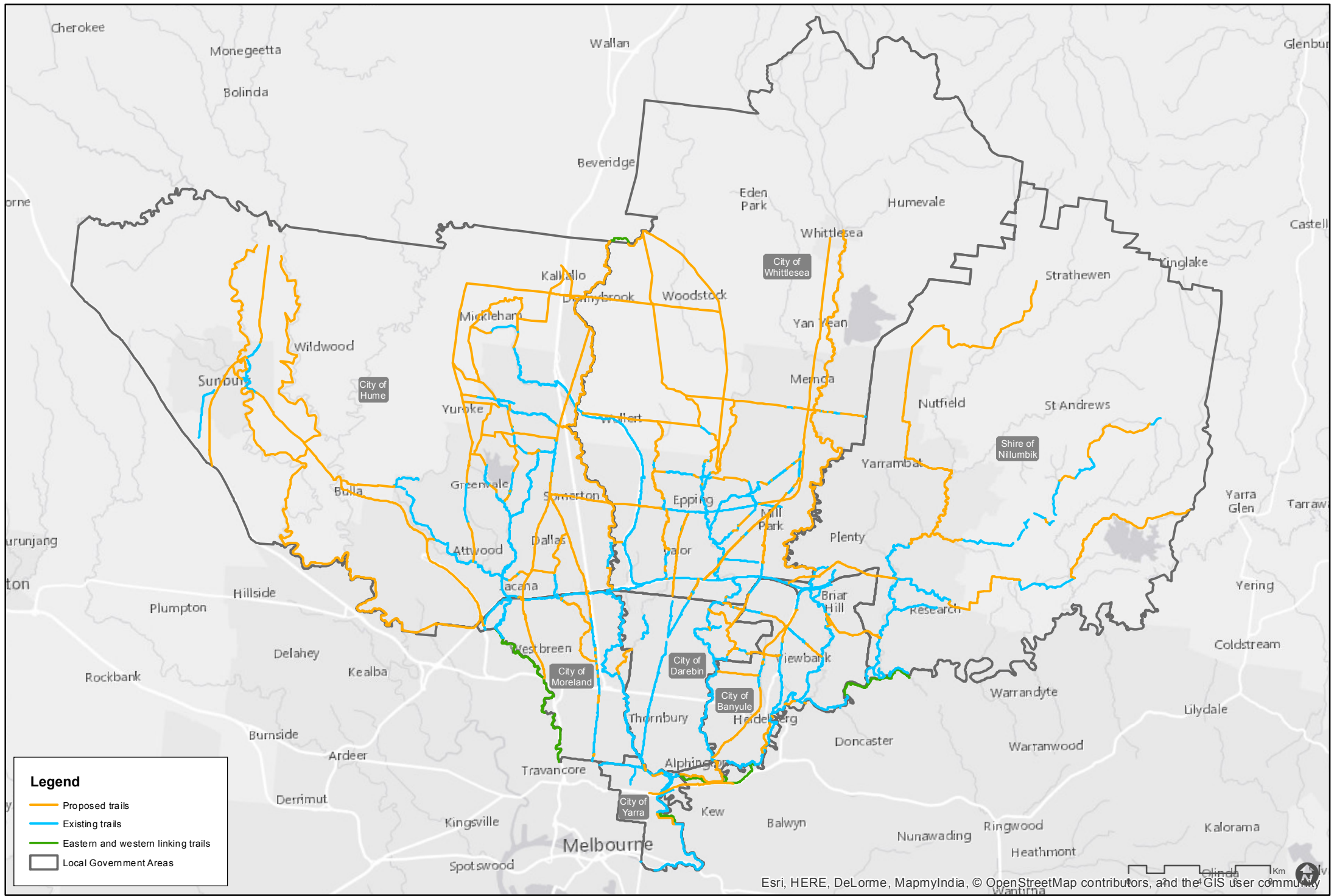


Figure 1 - Northern Regional Trails Strategy

1 Introduction

Over coming decades, Melbourne's north will experience rapid growth in its population, economy and urban footprint. While the north is currently home to just under one million residents; by 2050 this is forecast to increase to 1.6 million people (Victoria in Future, 2014).

The northern municipalities already face significant challenges in ensuring that infrastructure is properly planned, funded and delivered to support social, economic and environmental outcomes. As the urban footprint of the north expands and becomes increasingly dense, competition for open space to accommodate recreation and tourism will pose a significant challenge. Equitable community access to public open space and recreation will become increasing difficult to maintain. Similarly, existing challenges relating to social cohesion, health, and transport congestion will become more acute.

These issues are further compounded by a shift in demographic profile which is forecast to occur alongside population growth. In many municipalities, the population will age significantly over the next 30 years, placing increased demand on health and aged care services. To minimise the associated cost impact to all levels of government and maintain community wellbeing, it will be essential to provide a high level of access to public open space for low-impact recreation and exercise options such as trail walking.

Given constraints around infrastructure funding and implementation; all new infrastructure should be flexible, where-ever possible servicing a diverse range of community needs. Recreational trails can provide among the most socially beneficial and flexible infrastructure investment opportunities available to the north. They provide unrivalled opportunity on a regional scale to increase access to open space and recreation; attract tourism investment; improve community health and cohesion; enhance connectivity; and reduce traffic congestion.

In 2014, the case for developing and implementing a strategic, regional approach to identifying and implementing off-road trails in the north was further demonstrated; with the Northern Regional Trails Strategy identified as a priority short term project in the NORTH Link *Northern Horizons – 50 Year Infrastructure Strategy for Melbourne's North*.

The Northern Regional Trails Strategy ('the Strategy') provides a blueprint and strategic framework for the future development and maintenance of a recreational off-road trail network; known as the Northern Regional Trail Network ('the Network'). The Northern Regional Trail Network comprises the 120 existing regional trails, together with the proposed 96 regional trails, as identified in Appendix A1. The Strategy recognises the strong potential of a highly connected regional trail network in supporting and enhancing economic growth, social wellbeing and environmental quality across the north.

The Strategy has been developed by the municipalities of Melbourne's North (Banyule City Council, Darebin City Council, Hume City Council, Moreland City Council, Nillumbik Shire Council, Whittlesea City Council and Yarra City Council), in partnership with the Victorian Government and with funding from Sport and Recreation Victoria.

The Strategy is focused on delivering regionally significant trails that connect multiple municipalities and regionally significant features while providing wide scale, quantifiable benefits. The vision of the strategy is defined as follows:

Melbourne's North is renowned for its integrated regional trail network that showcases the region's diverse natural and cultural heritage, provides for a range of recreation interests, connects people to places and contributes to community wellbeing.

The objective of the Strategy is to leverage existing recreational off-road assets in the north to build a cohesive, integrated, regional trail network. This will be undertaken by addressing existing gaps in the network; by extending existing network corridors; and by implementing new trail corridors in response to urban development, densification and population growth.

The Strategy aligns closely and supports the intent and direction of the strategic plan for Melbourne, *Plan Melbourne*. Finalised in May of 2014, *Plan Melbourne* provides a vision for Melbourne's growth to 2050; identifying a pipeline of major infrastructure, services and projects. Melbourne's cycling network is recognised as a crucial aspect of an integrated regional transport network which will underpin regional growth.

Plan Melbourne recognises the important role infrastructure plays in supporting economic growth, population growth and social population wellbeing in Melbourne. Infrastructure provision will need to be staged and distributed so as to provide the best support for rapidly expanding communities in outer growth areas. Likewise, infrastructure will need to respond to increasing pressures on legacy infrastructure and service delivery in dense inner and middle ring areas.

Further, Chapter 4 of *Plan Melbourne* identifies a range of initiatives to support the creation of healthy and active neighbourhoods to maintain Melbourne's identity as one of the world's most liveable cities. Central to this is the concept of a 20 minute neighbourhood, where a community has access to the goods and services it requires within 20 minutes of a walking, cycling or public transport journey and there are readily available, regional connections, between these neighbourhoods. Improving walkability, cycling and safety to provide healthier communities is identified as the first principle for local government to consider in assisting to realise the vision of a 20 minute neighbourhood.

Complementing this is development by the Metropolitan Planning Authority (MPA) of a new open space strategy. This Strategy provides a significant contribution to the development of an open space strategy for Melbourne through the identification of priority regional trails and their key characteristics.

In developing this Strategy, many hundreds of existing and proposed off-road trail projects were reviewed and refined into a strategic network of regionally significant assets. Implemented as a whole, the network will provide an invaluable recreational and tourism resource to support economic growth and social wellbeing across Melbourne's North, the wider Melbourne Metropolitan area and Victoria.

Identification and analysis of existing and proposed regional trails was undertaken using a range of technical analyses. Trails recognised as 'regional' were then assessed and refined through multi-criteria analysis and cost-benefit analysis. In recognition that the overall network must be delivered over the long-term in a number of stages, 29 priority trails have been identified for short-term implementation.

This report is structured as follows:

Section 2 Value of recreational trail networks: an overview of the range of benefits associated with implementation of a regional trail network, with particular consideration to Melbourne's north.

Section 3 Trail identification: an overview of the approach adopted for identification of existing and proposed off-road regional trails.

Section 4 Multi-criteria analysis: a summary of the approach and outcomes of the multi-criteria analysis used to refine and prioritise regional trail projects.

Section 5 Cost-benefit analysis: a summary of the calculated costs, benefits and benefit-cost ratio associated with implementation of the overall Network.

Section 6 Priority trail projects: an individual summary of each of the 29 priority trail projects. Individual cost-benefit analysis is also provided for each priority project.

Section 7 Implementation: an overview of governance and implementation considerations for the wider network, with consideration to land ownership and long term management.

Development of this Strategy was supported by extensive collaboration and engagement with local government, state government agencies, and a range of other community and private sector stakeholders. Strategy delivery was supported by a Project Control Group, local government Project Working Group, and an External Reference Group.

This report constitutes an implementation strategy and a crucial advocacy document to ensure the successful delivery of a regionally significant, integrated off-road trail network for Melbourne's north. The Strategy provides a path forward to support and enhance regional recreation and tourism over coming decades.

2 Value of recreation trail networks

The Northern Regional Trails Strategy is underpinned by recognition of the significant value trails bring to the economy, community and environment. Trails are most fully realised when they form a cohesive network, providing opportunity for both recreation and transportation.

This section provides a summary of the key benefits of recreation trails according to four broad themes: **social**, **transport**, **economic** and **environmental** value.

2.1 Social value

Recreational trails create strong social value for communities through improved health, opportunity for community participation, and social connectedness.

The Heart Foundation publication, *Healthy by Design* (Heart Foundation, 2004), notes that ‘engaging in regular physical activity reduces the risk of diseases such as cardiovascular disease, type II diabetes, osteoporosis, colon cancer, obesity and injury’ and has the potential to alleviate depression and anxiety and increase social interaction and integration.

Trail networks provide a location for active recreation; including walking, running, cycling, horse-riding and orienteering. Participation in these activities improves physical and mental health (WA DSR, 2008). Off-road trails also improve safety for pedestrians and cyclists (AECOM, 2010) and encourage those who would not otherwise participate in recreation and exercise to do so.

Participation in trail activities encourages social interaction and engenders a greater sense of community involvement (Renmark Paringa Council, 2014). This may include incidental interactions with other path users, or more formalised groups such as walking, trail maintenance and conservation groups. These interactions foster engagement between trail users and with the wider community.

As the population of Melbourne’s north ages over coming decades (DTPLI, 2014), provision of safe and accessible recreational options will become increasingly important. A well-connected regional trail network constitutes a highly efficient and functional solution to providing equitable access to active open space across increasingly dense urban environments.

Trails also enhance social cohesiveness and community resilience (UK FPH 2010). By facilitating a wide range of pastimes, trails can introduce people to new healthy activities as well as opportunities to participate in social groups linked to the paths. This increases the general liveability of the nearby areas (Tourism Victoria, 2014).

Quantifying the health benefits of trails

Public health

The cost-benefit analysis (see Section 5) quantifies the benefits associated with the construction of the Network. For public health benefits, this is based on a benefit per kilometre walked or cycled. This data is sourced from a Queensland study of the benefits of inclusion of active transport in infrastructure projects (Queensland Department of Transport and Main Roads, 2011).

The benefits in this study were based on the cost of physical inactivity in Australia and the reduced cost of morbidity and mortality due to increased trail activities.

Reduce absenteeism and improved worker productivity

Improved health through increased walking and cycling provides direct benefits to employers and the economy through reduced absenteeism and improved worker productivity (AECOM, 2010). This is quantified through reduced sick days as a result of increased physical activity.

2.2 Transport value

As a part of the wider transportation network, trails can provide numerous benefits in facilitating mode shift away from motorised transport, providing the community with a viable alternative to car dependence (City of Greenwood, 2009).

Trails provide linkages between suburbs and journey destinations, which allows for the use of active transportation forms such as cycling and walking (DTPLI, 2012). In some instances, the provision of an off-road trail may provide a crucial link and increase accessibility to a location.

By encouraging cycling and walking as convenient and pleasant transport options, a good trail network can reduce traffic and parking congestion (EnercitEE, 2013). Trails encourage the use of alternative forms of transport such as walking and cycling for shorter trips, which reduces the costs associated with transport. This includes reduced expenditure on car maintenance, fuel and parking (AECOM, 2010).

As a space efficient form of transport infrastructure, trails facilitate mobility while requiring less land than other forms of transport (European Communities, 1999). In terms of parking, up to 10 bikes can fit into one car parking space (Deakin University, 2007).

Quantifying the transport benefits of trails

Reduced road congestion

When car users switch to bicycle, the high congestions costs of peak periods are reduced. This has been measured as the reduction of journey costs incurred in congested conditions compared to when traffic is freely flowing (AECOM, 2010; Price Waterhouse Coopers, 2009).

Savings in user costs

Commuters who cycle rather than drive to work each day will avoid vehicle operating costs including fuel, type repair, maintenance and depreciation (Price Waterhouse Coopers, 2009). These costs are quantified on a per kilometre basis in the cost-benefit analysis.

2.3 Economic value

Recreation trails can stimulate economic and tourism activity by attracting trail users to the area.

Recreation trails provide a tourist attraction, and may generate tourism spending from local, regional, interstate or overseas visitors. Visitors to the area spend money in communities and businesses located near trails (DTPLI, 2012). Businesses in areas

surrounding recreational trails can capitalise on the support of trail users by providing relevant services such as rentals, guided tours, restaurants and lodging (USDA, 2010)

The construction and maintenance of trails also provides employment opportunities in the local area (USDA, 2010).

Trails contribute positively to the liveability of a community, and these lifestyle benefits for residents can translate into increased land value in areas near trails (Connecticut DEEP, 2013). This in turn attracts increased expenditure within a community.

The use of recreation trails provides health and transport improvements (as detailed in previous section), which reduces the expenditure required to alleviate health problems in these areas (AECOM, 2010). Increasing government expenditure to address non-communicable diseases, such as cardiovascular and diabetes, represents a significant challenge over coming generations.

Victoria's population is forecast to age significantly in coming decades (DTPLI, 2014); a significant demographic shift that will be most strongly felt in many northern LGAs. An ageing population places significantly increased health and care costs on all levels of government. Providing equitable access to passive open space and associated low-impact recreation activities such as walking through provision of open trails is an essential strategy to minimise these costs.

Quantifying the economic benefits of trails

Tourism

Cycle tourism is a niche but growing market in Victoria, with total related expenditure of \$362 million in 2010 (Tourism Victoria, 2011). The completion of the priority trails in the Northern Regional Trails Network will represent a 6% increase in the total length of trails in Victoria – which will increase tourism value within the region. The tourism benefits of the network have been quantified on the basis of the entire network, rather than per trail.

There are also benefits accrued due to other forms of trail activities such as walking or horse-riding, however they have not been quantified in the cost-benefit analysis.

Increased employment

The value of increased employment was quantified as the number of additional full time jobs created as a result of investment in the construction of trail infrastructure. This is on the basis that one job is created per \$250,000 of capital expenditure as per the *North East Rail Trail – Preliminary Demand and Economic Benefit Assessment* (TRC, 2014). This has not been quantified into a dollar benefit or included in the cost-benefit analysis.

Property value

The land value benefits of constructing the Network have been quantified based on the increased land values with closer proximity to the trail (Karadeniz, 2008). These have been quantified but not included in the cost-benefit analysis as they are assumed to be accrued to private property owners. There would also be benefits to the community and council in terms of potential increased revenue from rates and general improvements to liveability, however these have not been quantified.

2.4 Environmental value

Recreation trails provide direct value to the environment by encouraging emissions free transportation; and also by encouraging a greater appreciation and ‘ownership’ of the natural environment.

Recreation trails provide the opportunity for users to experience natural and cultural environments during day-to-day activities; such as commuting or exercising. This experience leads to a greater understanding and appreciation of the value of local environments (Renmark Paringa Council, 2014). Community connection with natural areas can aid in their preservation and conservation.

Trails allow members of the local community to become involved in conservation and revegetation work (Nillumbik Shire Council, 2011). As well as improving the local environment, this may encourage interest in wider environmental issues. Trails can provide a basis for educational and interpretive activities which enhance trail user awareness of the natural environment (Tourism Victoria, 2014). Trails may also aid in protecting ecologically sensitive areas by concentrating visitors and trail users around or adjacent to designated conservation zones (Tourism Victoria, 2014).

As a part of a well-connected transport network, recreational trails encourage non-motorised methods of transport such as walking and cycling. This reduces the environmental impacts associated with motorised transport modes including emissions leading to climate change and air pollution (AECOM, 2010). Approximately half of household emissions are due to transport, and so increased walking and cycling provides a key opportunity for households to reduce their contribution to climate change (Deakin University, 2007).

Furthermore, increased walking and cycling minimises the need to build, service and dispose of personal vehicles, reducing resource consumption and pollution associated with each of these stages of the life vehicle cycle (US DOT, 1993).

It is recognised however, that the installation of trails has the potential for environmental damage to the local area. All potentially significant impacts will be addressed, minimised and mitigated through the consultation, planning and construction of the proposed trails.

Quantifying the environmental benefits of trails

Greenhouse gas reductions

The benefit of reduced greenhouse gas emissions was quantified in the cost-benefit analysis based on an evaluation of the value of cycling in NSW (Price Waterhouse Coopers, 2009). This assessment used a carbon cost of \$20 per tonne to quantify the external costs of greenhouse gas emissions, which was translated to a per kilometre cycled basis.

2.5 Network scale benefits

While recreational trails individually provide a suite of social, transport, economic and environmental benefits; these benefits increase exponentially when implemented at network scale.

In recognition of this, the Heart Foundation (Heart Foundation, 2004) recommend as a design objective in relation to walking and cycling the provision of:

‘an accessible integrated network of walking and cycling routes for safe and convenient travel to local destinations and points of interest.’

For example, while increased levels of cycling and walking can reduce automobile dependence (City of Greenwood, 2009), a comprehensive network of trails can extend the catchment of existing public transport services (Queensland Department of Transport and Main Roads, 2014). This can further alleviate pressure on the road network and encourage the shift to sustainable transport.

A further benefit at the network scale relates to safety of walkers and bicyclists. It has been shown that increased numbers of people walking and bicycling results in improved safety for pedestrians and cyclists (Jacobsen PL, 2003). In addition, an isolated network of bike paths and trails requires the user to travel on less safe routes for longer journeys. A connected trail network will thus enhance the safety for pedestrians and cyclists across the region.

As part of the cost-benefit analysis, the value of quantified benefits (as shown in the grey boxes) has been determined as seen in Table 2. The cost-benefit analysis categorises the benefits according to the type of trail use that they are associated with. Further detail of the cost-benefit analysis methodology and results is in Section 5 and Appendix B.

Table 2 Entire network benefits after one year

Benefit category	Benefits	Entire network benefit (\$) after one year	
		Trail width: 3m	Trail width: 4m
Commuting benefits	Reduce absenteeism and improved worker productivity	6,998,000	10,996,000
	Savings in user costs	7,186,000	11,292,000
	Reduced road congestions	10,986,000	17,263,000
	Greenhouse gas reduction	301,000	473,000
Recreation benefits	Public health - walking	18,760,000	29,480,000
	Public health - cycling	87,796,000	137,965,000
Tourism benefits	Cycling tourism	24,280,000	38,155,000
Land value benefits	Property value	1,366,000	2,146,000
Construction benefits	Employment creation	650 FTE	870 FTE

Ultimately, a comprehensive, connected regional network of trails will enhance community access, increasing the magnitude of social, transport, economic and environmental benefits that any individual trail alone could provide.

3 Approach

This section provides an outline of the methodology adopted in identifying and assessing the Northern Regional Trails Network. The methodology was developed with consideration to delivery of a high quality, well designed, safe trail network that aligns with local government objectives and standards.

3.1 GIS database compilation

3.1.1 Data identification

GIS data for existing and proposed trails was initially gathered from the existing council GIS datasets, where available. Where spatial data was not available from council, further GIS data was gathered from publically available sources, including VicRoads Principle Bicycle Network (PBN)³ and OpenStreetMap bicycle network⁴.

A range of literature sources, including relevant council cycling, walking and transport strategies, were also reviewed to identify existing and proposed trails.⁵

The literature revealed that for much of the network GIS data was missing; or existing data was outdated or unreliable. In these cases, trails were digitised manually in ArcGIS using high definition aerials. This dataset was subsequently reviewed by each of the councils to ensure accuracy in the GIS database prior to undertaking the analysis.

Reference data was also gathered for existing regional trails connecting northern trails to municipalities to the east and west. These trails provide important contextual information in understanding broader network connectivity in the region.

Following initial collation, all data for existing and proposed trails was provided to councils for review. The GIS data was further refined based on subsequent council feedback. The output of this initial stage represented a draft spatial representation of existing and proposed trails across each Local Government Area. Refinement of regional trails

Criteria to define ‘regional’ trails and set the overall framework for establishing a regional network were developed with Project Working Group representatives. The following definition for a regional trail was agreed:

A regional trail is defined as a trail which provides a link or connection between municipalities.

³ On-road, off-road and declared road categories

⁴ Cycleway track and highway cycleway categories

⁵ Reviewed documents included: *Banyule Bicycle Strategy 2010-2020*; *Darebin Cycling Strategy 2013*; *Hume Walking and Cycling Strategy 2010-2015*; *Hume Bicycle Network Plan*; *Moreland Bicycle Strategy 2011-2021*; *Nillumbik Trails Strategy 2011*; *Whittlesea Integrated Transport Strategy*; *Yarra Bicycle Strategy 2010-2015*; *Northern Regional Trails Strategy map 2012*.

3.2 Design guidelines

A range of existing design guidelines and strategies were reviewed in order to establish criteria for a safe, well designed off-road cycle network in the north.⁶

Of particular note is the guidance provided in *VicRoads: Cycle Note (no.21) Aus 2013 Part 6A Supplement*. This recommends a recreational path width of 3.0 to 4.0 metres in order to accommodate higher volumes of cyclists and pedestrians. As illustrated in Appendix C1, some of the existing trails in region are currently not achieving the optimum widths. As regional trails that are likely to accommodate a larger volume of traffic, these standards are the key focus for design guidelines for the proposed trails.

Initial off-road trail design recommendations were presented at a Project Control Group (PCG) workshop; providing councils with an opportunity to identify priority areas of interest for the design guidelines. Following the PCG workshop and council feedback, the Northern Regional Trail design guidelines (the ‘Design Guidelines’) were finalised. These provide the minimum standards for developing a high quality off-road cycle network in Melbourne’s north as follows:

- An aspirational (preferred) shared path width of **4 metres**
- A minimum shared path width of **3 metres**.

In a circumstance a significant volume of cyclists or pedestrians is likely, a separated 4.0 metre wide path is to be designed in accordance with VicRoads guidelines⁷; as shown in Figure 3. A specific Design Guideline has also been determined for trails which provide a bridle pathway; as shown in Figure 5.

Width of Path	Type of Path	Guidelines for Appropriate Use
2.0 m	Local access only Regional paths such as rail trails.	Paths at this width are adequate for pedestrians, but only cater for one cyclist or person in a wheelchair at a time. If a meeting or a passing occurs between a cyclist and another user, one of the users may need to move off the path. This width may be acceptable on paths that are less than 500m in length where cyclist volumes are less than 20 cyclists per hour. They are not suitable for new paths on the Principal Bicycle Network or the Metropolitan Trail Network.
2.5 m	Recreational and regional commuter paths	Paths at this width are also adequate for pedestrians and can accommodate low volumes of cyclists. This width allows a clearance of 0.5m between path users when passings or meetings occur. If a passing occurs at the same time as a meeting and a cyclist is involved, one of the users may need to move off the path. This width may be acceptable on paths that carry less than 600 cyclists per hour or paths that carry less than 40 pedestrians per hour as shown in charts A and B.
3.0 m	Recreational and urban commuter paths At these widths it is assumed that passings and meetings between path users is frequent, that bicycle speeds exceed 25 km/h and that a more diverse range of users is present such as older people and family groups.	Paths at this width can accommodate higher volumes of cyclists and pedestrians. This width allows a clearance of 1.0m between path users when passings or meetings occur. It also allows passings and meetings to occur simultaneously without the need for users to move off the path. In most circumstances, new shared use paths should be 3.0m wide, especially for new paths on the Principal Bicycle Network or the Metropolitan Trail Network.
3.5m		A 3.5m path provides increased clearances between path users and, as a result, provides a higher level of service for path users. However, 3.5m wide paths do not reduce the number of delayed passings for cyclists. In addition, 3.5m wide paths may be inappropriate for their setting in terms of their visual and physical impact on the landscape, especially if they are constructed from concrete or asphalt.
4.0 m	For these reasons, these paths need to be wider to provide higher clearances between path users.	Paths at this width can accommodate very high volumes of cyclists and pedestrians and will allow simultaneous passings to occur in both directions. However, if there is sufficient space for a 4.0m wide shared path, the provision of a 1.5m wide path for pedestrians and a 2.5m wide path for cyclists may provide a better outcome for all path users. In addition, 4.0m wide paths may also be inappropriate for their setting in terms of their visual and physical impact on the landscape, especially if they are constructed from concrete or asphalt.

Table 3 VicRoads Cycle Note (no.21) Aus 2013 Part 6A Supplement – Table 1 Path Widths

⁶ Documents included: *VicRoads: Cycle Note (no.21) Aus 2013 Part 6A Supplement*; *Austrroads Guide to Road Design, Part 6A –Pedestrian and Cyclist Paths*; *Moreland Bicycle Strategy 2011-2021*; *Hume Walking and Cycling Strategy 2010-2015*, *Nillumbik Trails Strategy 2011*.

⁷ *VicRoads Cycle Note (no.21) Aus 2013 Part 6A Supplement*.

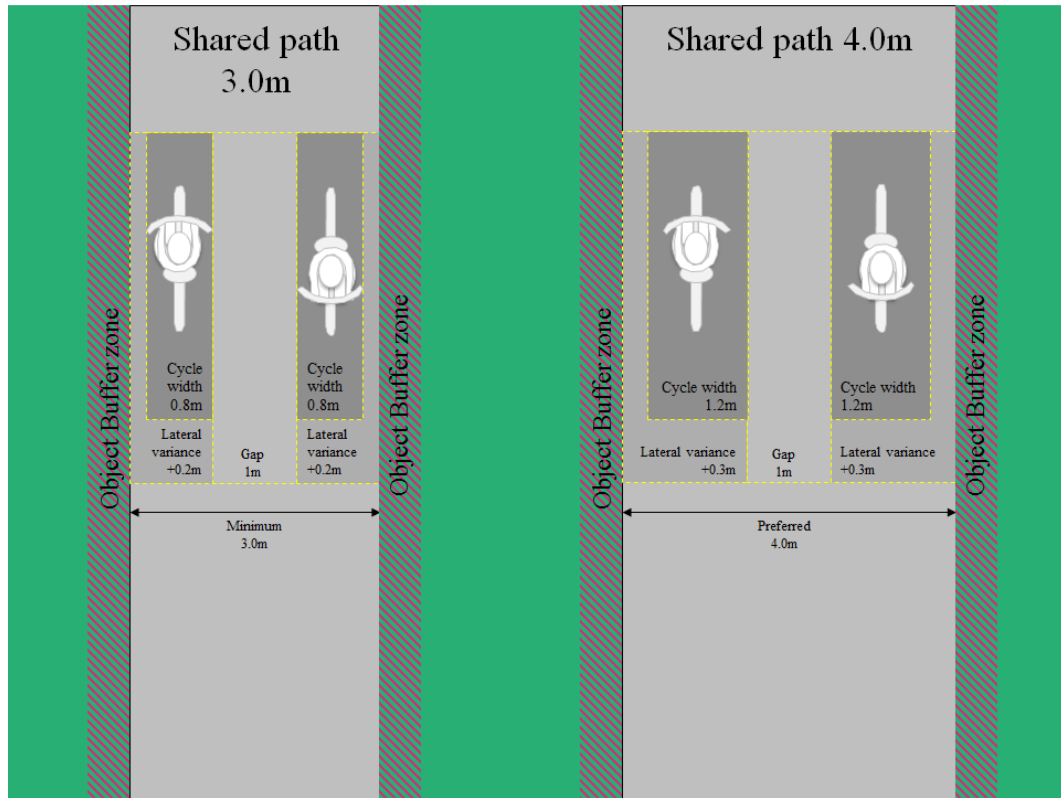


Figure 2 Northern Regional Trail Design Guidelines – Shared Path

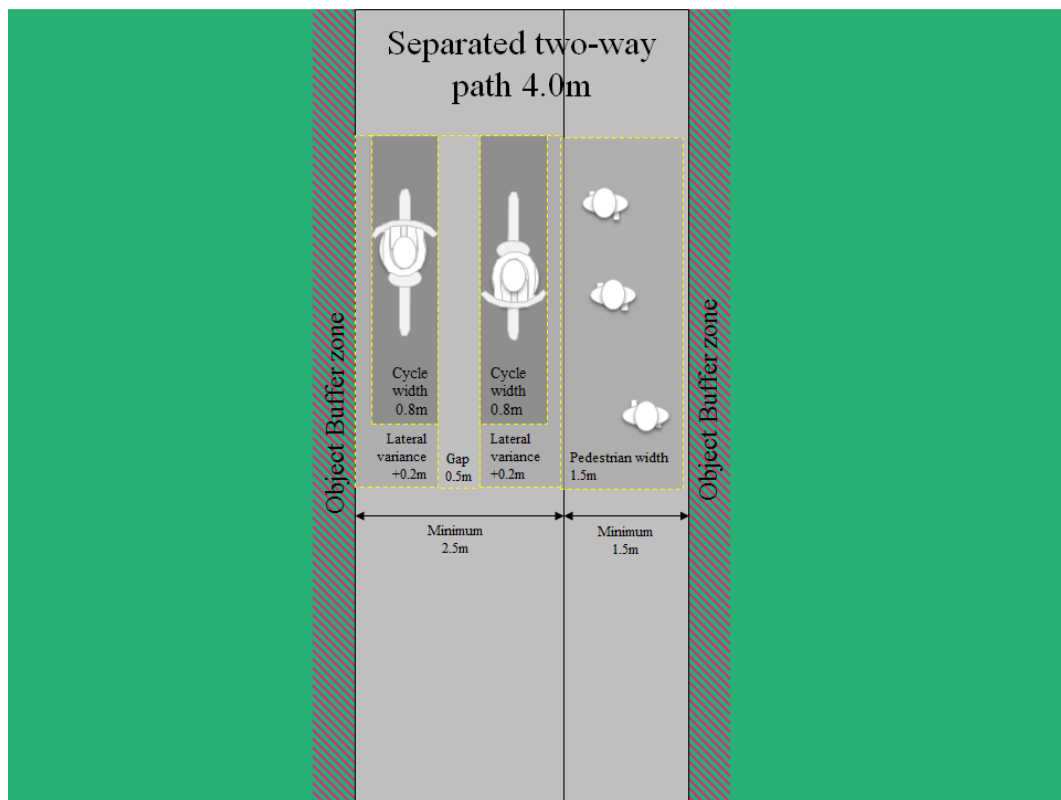


Figure 3 Northern Regional Trail Design Guidelines – Separated Two-Way Path

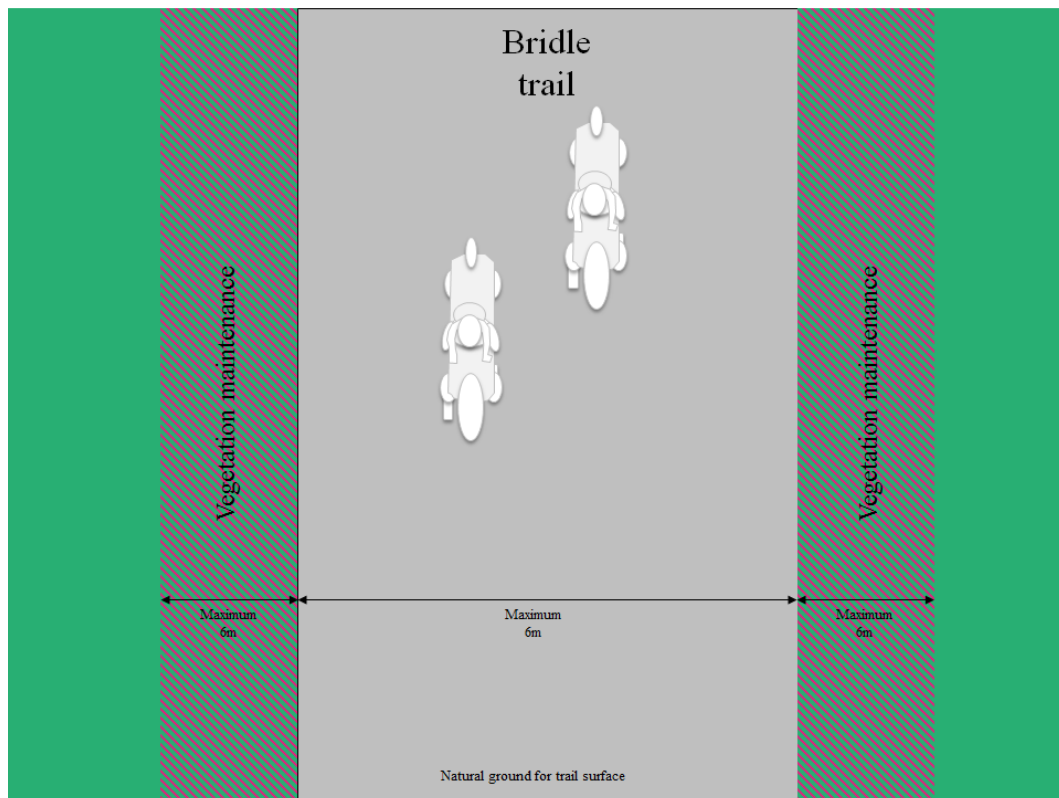


Figure 4 Northern Regional Trail Design Guidelines – Bridle Trail

It is important that the regional trails are also designed according to universal design principles wherever possible to ensure that all trails are used by as many people as possible. Universal design principles refers to equitable use, flexibility in use, simple and intuitive use, perceptible information, tolerance for error, low physical effort and the size and space approach and use. This may encapsulate any of the following initiatives:

- Relatively flat trails (where appropriate)
- Easily trafficable surfaces
- Clear and easily understandable signage with recognised symbols and a contrast luminance of greater than 30%
- Directional signage at all intersections
- Consideration of raised tactile information with adjacent braille signage
- Distinguishable bollards with a luminance contrast of greater than 30%
- Good sight lines to allow cyclists to see ongoing users.

3.3 Verification of existing trails

3.3.1 Trail audits

Once a comprehensive GIS database of trails was established, an audit of trails was undertaken in order to:

- Verify the location of existing trails
- Identify and confirm the condition of existing trails including: material, width, quality

Bicycles and Go-Pro camera equipment were used to gather camera footage for each of the existing trails in the region. Camera footage was then reviewed to identify the following characteristics along the length of each trail:

- Width
- LGA
- Name
- Category
- Material
- Ownership
- Quality
- Gradient
- Length

High resolution aerial imagery was also used to help determine some characteristics including trail width as illustrated in Appendix C1. These characteristics were then recorded within the GIS database of existing trails.

The trail characteristics were reviewed against the Design Guidelines to determine the quality of the existing trails. The most common features leading to lower quality trails were substandard widths, sub-standard or inconsistent signage, and in some cases poor maintenance. Generally, the quality of the existing trails was noted as ‘good.’



Figure 5 Trail audit camera footage

3.3.2 Finalisation of existing trails database

The location and extent of existing trails was updated where necessary within the GIS database based on the trail audits. Data was then reviewed by each of the councils to ensure relevance, accuracy and completeness.

Final amendments were made to the GIS database to reflect comments and recommendations from each of the councils. This ultimately led to the finalisation of a comprehensive GIS database showing the network of existing trails in the region. The final Northern Regional Trails existing trails network is shown in Figure 6 overleaf. The network spans 120 trails over 302 kilometres.

3.3.3 Finalisation of proposed trails database

Following the audits finalisation of the existing trails database, the network of proposed trails in the GIS database was updated to fill any identified gaps in the regional network. The following data was identified for each of the proposed trails:

- Name
- Reference
- Source
- Length of the trail

All councils reviewed the draft dataset of proposed trails to check for relevance, accuracy, and alignment with council objectives. Councils then provided feedback in the form of written commentary and map mark-ups, and trail data was then amended as necessary. The Northern Regional Trails Strategy network of proposed trails is shown in Figure 7.

Many of the proposed trails are made up of individual sections; for which design and construction would be undertaken as separate projects. Over time, these sections will form complete trails. These individual sections of the 96 trails have been identified as 121 discrete projects across the region spanning a total of 478 kilometres.

The 96 proposed trails are listed in Appendix A1 and have been prioritised for advocacy and funding based on multi-criteria analysis and cost-benefit analysis. The methodology and results for these analyses are summarised in the following sections of this report.

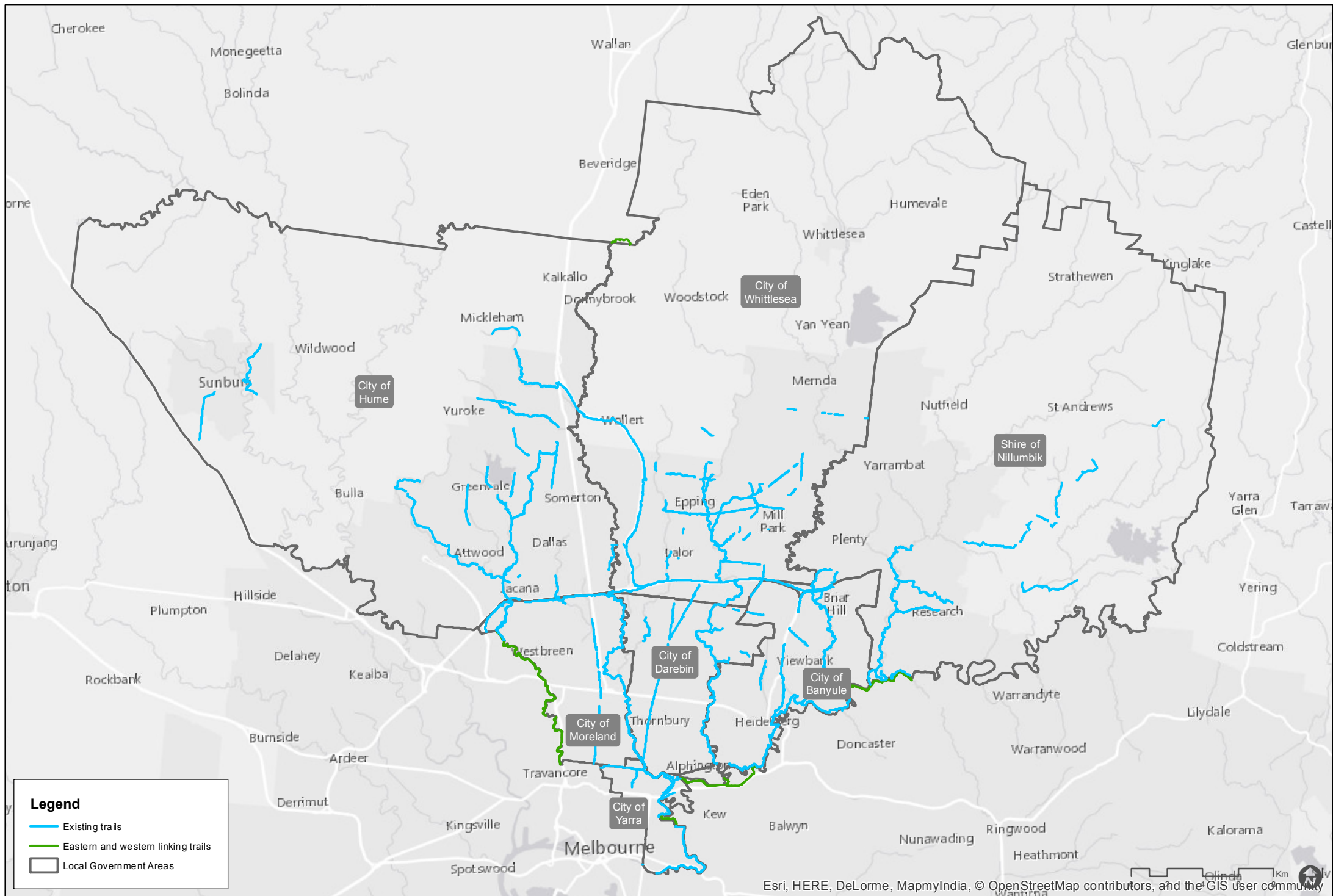


Figure 6 - Existing regional trails in the north

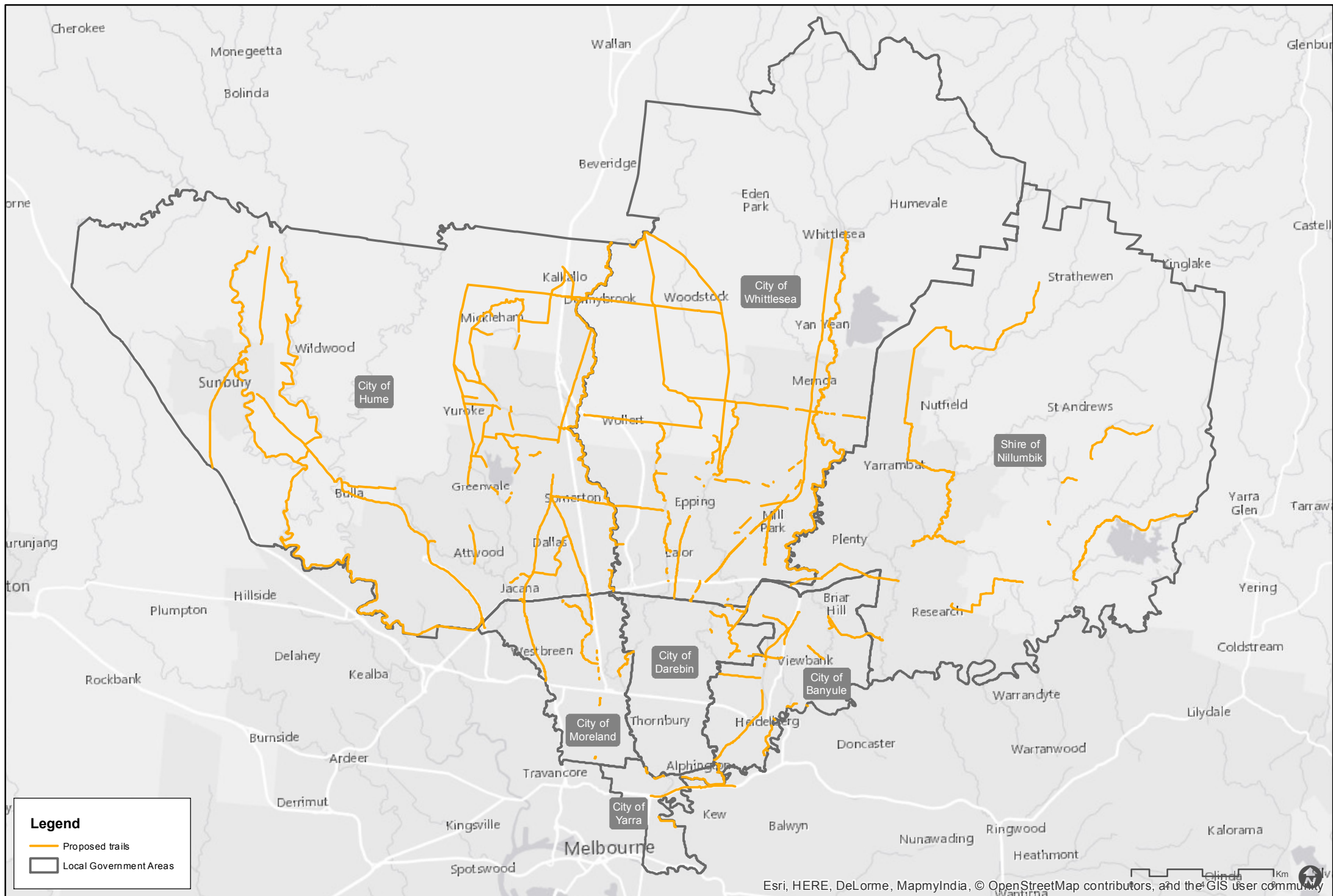


Figure 7 - Proposed regional trails in the north

4 Multi-criteria analysis

After proposed trail projects were identified and refined according to regional significance; a multi-criteria analysis was undertaken to prioritise the 96 identified northern regional trails in relation to their alignment with the Strategy vision and policy context.

The multi-criteria analysis approach provides a method to evaluate a large range of disparate criteria in a consistent and replicable manner. The multi-criteria analysis amalgamates 'scores' for a series of criteria, using a weighting system to consider the relative importance of each criterion.

4.1 Criteria

Criteria were developed to assess the alignment of each project against the vision and overall policy context of the Northern Regional Trail Network, against the following areas:

Project Characteristics

- Access to Regional parks and conservation areas
- Access to destinations with tourism and/or cultural heritage value⁸
- Potential to create a new, or enhance an existing tourism experience⁹
- Access to regional scale leisure centres
- Access to train stations
- Access to tertiary institutions
- Access to activity centres or business parks
- Strong amenity and recreational value
- Access to recreational water bodies
- Size of population catchment serviced within a 1km radius of the proposal regional trail

Policy Context

- Alignment with existing LGA plans
- Design stage of trail
- Land ownership
- Ease of construction
- Connectivity to existing network
- Alignment with external stakeholder plans

Metrics and weighting to 'score' trails against each of the above criteria were agreed in consultation with councils. A summary of the metrics and rating associated with each criteria is provided in Appendix A1.

⁸ As nominated by Council

⁹ Considered as an aggregate of the results of the amenity, recreation, cultural heritage, and historic environments and through nomination by Council

4.2 Scoring and ranking of priorities

Data was gathered and used to determine a ‘score’ for each of the criterion in the multi-criteria analysis for each of the proposed trails. The assessment was largely undertaken using GIS analysis. Key GIS data sources used to identify infrastructure, terrain, land use planning, and land ownership across the north included: Victorian Environmental Assessment Council; Melbourne Water; Parks Victoria; VicTrack; Victorian Government Department of Environment, Land, Water and Planning; and Melway.

The resulting scores were collated into the multi-criteria analysis spreadsheet which ranked projects according to overall alignment with the criteria in the multi-criteria analysis. The criteria, individual scores and overall evaluation of the multi-criteria analysis was reviewed by council to ensure accuracy, transparency, and alignment with council’s nominated priorities.

The multi-criteria analysis identified 29 priority trails for the Northern Regional Trails Strategy, which were subsequently analysed in the cost-benefit analysis. These priority trails are shown in Figure 8 and are discussed in detail in Section 6. The full multi-criteria analysis performance matrix is provided in Appendix A.

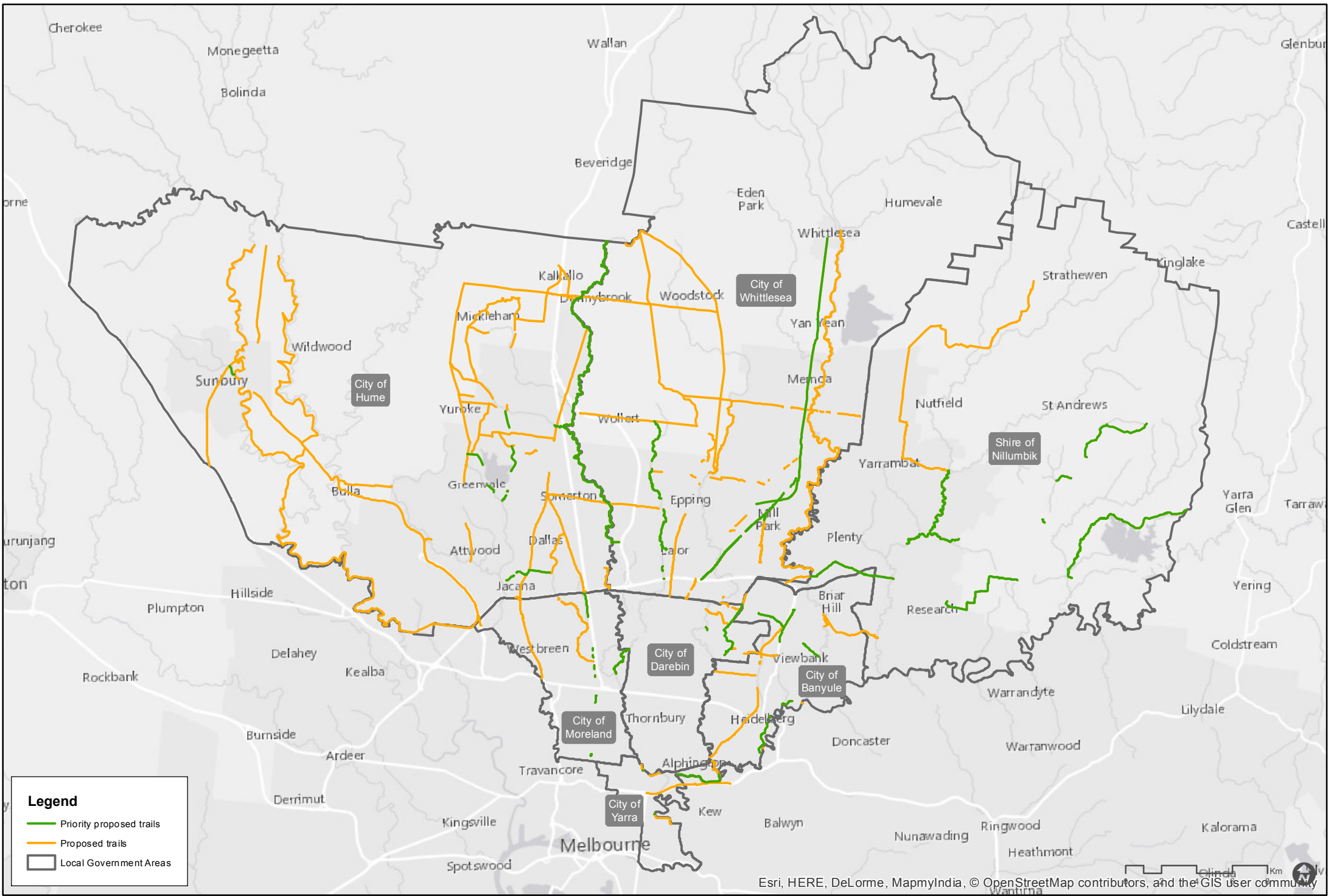


Figure 8 - Priority proposed trails in the north

5 Cost-benefit analysis

5.1 Introduction

A cost-benefit analysis provides a consistent and sound process for evaluating the relative financial strengths and weaknesses of proposed infrastructure projects. A benefit-cost ratio greater than one over a time period of interest provides confidence for return on investment.

A cost-benefit analysis was undertaken for the entire Northern Regional Trails Network to provide an indication of the relative forecast costs and benefits of implementing proposed regional trails. The assessment has considered the benefit-cost ratio for the first year of operation and over a 30 year design life of a recreational trail for both 3m and 4m width options.

A summary of the assessment approach undertaken to determining the costs and benefits for each trail is provided in Figure 9 and expanded on below. A more detailed explanation provided in Appendix B.

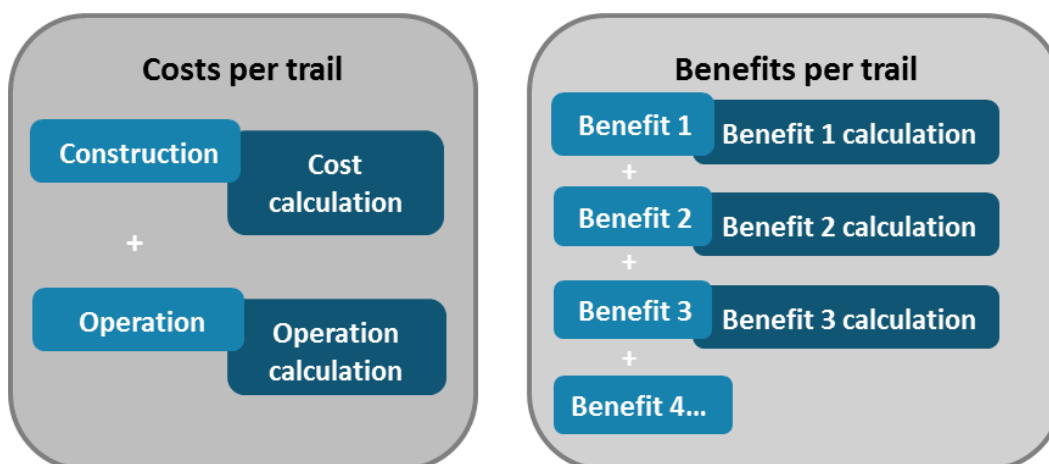


Figure 9 Cost and benefit calculation per trail

Overall, the cost-benefit analysis demonstrates that there is a high long-term benefit-cost ratio associated with implementation of the Northern Regional Trails network. Implemented as a whole, the network will be a significant asset to Victoria.

5.2 Costs

The capital works and maintenance costs were identified for each proposed trail. Table 4 provides a breakdown of entire network costs after one year. This was also calculated for a 30 year design life.

Table 4 Entire network costs after one year

Cost category	Entire network cost (\$) after one year	
	Trail width 3m	Trail width 4m
Construction	162,015,000	207,872,000
Maintenance	7,212,000	9,616,000

5.3 Benefits

5.3.1 Approach

Section 2 of the Northern Regional Trails Strategy describes the numerous social, transport, economic and environmental benefits associated with recreational trails. The benefits assessment monetises these benefits to enable a comparison of the cost of construction and operation and the benefits that will accrue through its use.

In considering these benefits it is recognised that, in general, there will be differences between councils in the extent of benefit for each metric. To address this a scaling factor has been applied to provide for specific geographic considerations.

The benefit calculation has involved the following stages, as presented in Figure 10:

1. The public benefits associated with recreational trail use were identified from a literature review;
2. A suitable quantified benefit metric rates was identified for recreational trails each benefit on a \$ per km cycled basis;
3. Each benefit metric was converted into a standard ‘per kilometre of trail’ rate to provide a common assessment base for both the 3m wide and 4m wide scenario;
4. For each benefit metric, scaling factors were identified to account for variations across each Council and particular trail location. Scaling factors were based on a ratio of 1;
5. Each benefit was quantified by multiplying the converted and scaled standard benefit metric rate by the proposed trail length;
6. The output from each benefit calculation was summed to determine the overall benefit value for a proposed trail; and
7. The benefit was determined after one year and 30 years and for 3m and 4m width scenarios.

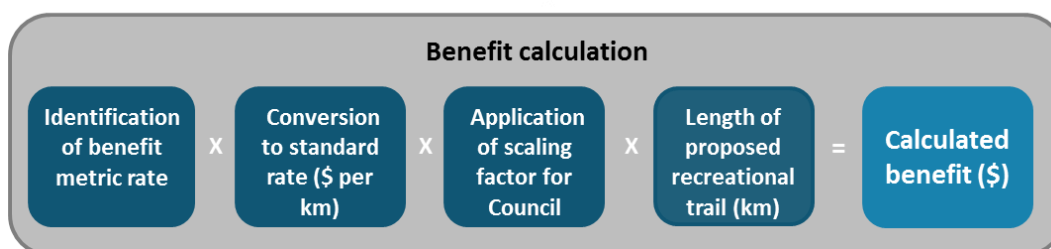


Figure 10 Calculation process for each benefit

This process was undertaken for each benefit for each trail of the proposed Northern Regional Trails Network. The exception was the benefit associated with increased tourism value, which was calculated for implementation of the entire trail network.

5.3.2 Benefit metrics

The benefits associated with constructing the Northern Regional Trails are outlined in Section 2. Where possible, these benefits have been monetised and quantified for

inclusion in the cost-benefit analysis. They can be categorised according to the type of trail use that they are associated with, as follows:

- Benefits associated with increased commuting;
- Benefits associated with increased or improved recreation;
- Benefits associated with increased tourism;
- Land value benefits; and
- Construction benefits.

These benefits have been quantified per kilometre of trail constructed as shown in Table 5 (with the exception of tourism and construction benefits).

The benefits associated with land value increase have been excluded from the cost-benefit analysis as it is assumed that these benefits accrue to private home-owners rather than the wider community. Construction benefits have been quantified through job creation, and are also reported separately from the cost-benefit results.

Table 5 Benefit metrics

Benefit category	Benefit	Value	Unit	Included in cost-benefit analysis
Commuting benefits	Reduce absenteeism benefits and improved worker productivity	\$0.09	\$/km cycled	✓
		\$78,000	\$/km track	✓
	Savings in user costs	\$0.10	\$/km cycled	✓
		\$80,000	\$/km track	✓
	Reduced road congestions	\$0.15	\$/km cycled	✓
		\$123,000	\$/km track	✓
Greenhouse gas reduction	\$0.004	\$/km cycled	✓	
	\$3,000	\$/km track	✓	
Recreation benefits	Public health - walking	\$2.25	\$/km walked	✓
		\$210,000	\$/km track	✓
	Public health - cycling	\$1.17	\$/km cycled	✓
		\$984,000	\$/km track	✓
Tourism benefits	Cycling tourism	6% annual increase in Victorian cycling related tourism spending if whole network is built		✓
Land value benefits	Property value	\$3,000	\$/km track	Excluded as benefits are private
Construction benefits	Employment creation	1 construction FTE per \$250,000 capital construction		Reported as FTE

As shown in Figure 10, these general benefit metrics have been scaled when assessing each trail. This accounts for the variations in assumed trail usage based on the unique features of each Council in the northern region. Three types of scaling factors have been applied to each trail:

- Purpose factor – as the primary purpose of the Network is to encourage recreational use, benefits accrued through recreation are scaled up by 50%, while those accrued through increased commuting are scaled down by 50%;
- Council based factors – this accounts for the general differences in commuter behaviour and factors influencing tourism at the Council level; and
- Trail-based factors – this accounts for the density of people surrounding the particular trail, which influences the assumption of trail usage.

The scaling factors applied to each type of benefit are summarised in Table 6. These factors are applied horizontally across the table to each of the benefits.

Table 6 Benefit scaling factors

Benefit category	Purpose factor	Council-based factor		Trail-based factor
Commuting benefits	Decreased by 50%	Public Transport A measure of the percentage of a council’s population who commutes via public transport to work. This reflects the accessibility of public transport in a council area. Commuting benefits were scaled to public transport, as close proximity to train, tram or bus stations will likely increase the use of the trails as commuters could walk or cycle to public transport stations via them.		Utilisation A measure of the population clustered within 2 km of a proposed trail. Higher population close to the trails increases benefits as more people use the trails.
Recreation benefits	Increased by 50%	Industry A measure of the level of industries complimentary to recreational trail use, including retail, food and accommodation. Accessibility to such industries via the trails will likely increase the usage of them.	Land Use A measure of the areas of conservation and bodies of water in the council. Proximity to these areas will likely increase the recreational usage of the trails.	
Tourism benefits	N/A			
Land value benefits	N/A	Rent An indicator of property values within each council		Dwellings A measure of the number of dwellings clustered within 2 km of a proposed trail.
Construction benefits	N/A			

5.3.3 Summary of benefits

The calculated benefits associated with the Northern Regional Trails Network are summarised in Table 7.

Table 7 Entire network benefits after one year

Benefit category	Benefits	Entire network benefit (\$) after one year	
		Trail width: 3m	Trail width: 4m
Commuting benefits	Reduce absenteeism and improved worker productivity	6,998,000	10,996,000
	Savings in user costs	7,186,000	11,292,000
	Reduced road congestions	10,986,000	17,263,000
	Greenhouse gas reduction	301,000	473,000
Recreation benefits	Public health - walking	18,760,000	29,480,000
	Public health - cycling	87,796,000	137,965,000
Tourism benefits	Cycling tourism	24,280,000	38,155,000
Land value benefits	Property value	1,366,000	2,146,000
Construction benefits	Employment creation	650 FTE	870 FTE

5.4 Costs Benefit Analysis outcomes

An analysis was undertaken of the calculated costs and benefits of the entire network. These results are summarised in Table 8. A time period of 30 years was chosen for the analysis, in line with standard design life and existing best practice studies. The analysis shows a high benefit-cost ratio over the long term when the full trail network is implemented at either 4 metres width (12.0) or 3 metres width (9.9).

The results demonstrate that construction of the network would represent significant value to the northern community and wider Victorian region, with consideration to economic, social and environmental value. If efficient maintenance costs remain constant, then the benefits are likely to continue to exceed costs where the asset life is extended beyond the set 30 year period.

It is important to note that given the size of the network and lack of detail around proposed design, this cost-benefit analysis was conducted at a high level. The analysis should be treated as a decision-support tool informing the way forward, rather than a detailed or absolute measure of net benefits available from this investment.

Table 8 Entire network benefits and costs

	Period	Cost (\$)	Benefits (\$)	Benefit-Cost Ratio	FTE creation (construction phase)
Trail width: 3 metres	1 year	169,227,000	159,103,000	0.9	650
	30 years	294,658,000	2,926,224,000	9.9	
Trail width: 4 metres	1 year	217,488,000	250,019,000	1.1	870
	30 years	384,729,000	4,598,353,000	12.0	

6 Priority trails

This Strategy identifies 96 proposed trails which comprise a comprehensive, integrated regional trail network across the northern region, the Northern Regional Trail Network. Each of the proposed trails is identified in Appendix A1. It is acknowledged that, while whole-of-network implementation will be crucial to its long term success and functionality, this is likely to take place in the long-term over a number of stages.

With this long-term view in mind, the entire proposed trail network has been carefully assessed using multi-criteria analysis to understand the short-term priority projects. These projects have been identified as those which most strongly align with regional priorities; and those which have minimal barriers to implementation. The assessment of each trail is contained in Appendix A3. Those trails assessed as priority projects are presented by municipality in Table 9, with further detail contained in the following section. The overview map for each municipality identifies existing, proposed and priority trails.

Table 9 Priority projects by municipality

Council	Trail	Map Reference
Banyule	Banyule Shared Trail	B1
	Unnamed East-West Power Easement	B6
	Main Yarra Trail bridge	B8
	Main Yarra Trail realignment	B11
	Banyule Shared Trail	B14
Darebin	Darebin Creek Trail bridge	D2
	La Trobe University Shared Path	D7
	Plenty Road Shared Path	D8
Hume	Aitken Boulevard Shared Path	H1
	Aitken Creek Shared Path	H2
	Blind Creek Trail Link	H4
	Greenvale Reservoir Park Trail	H12
	Meadowlink shared pathway	H17
	Melbourne Water Pipe Track	H18
	Merri Creek Shared Trail	H20
Moreland	Upfield Rail Trail - South	M3
	Upfield Rail Trail - North	M2
	Edgars Creek Trail	M4
Nillumbik	Diamond Creek Trail	N1
	Aqueduct Trail	N2
	Green Wedge Trail	N3
Whittlesea	Edgars Creek Trail	W9
	Merri Creek Trail Link	W20
	Whittlesea Rail Trail	W24
	Yan Yean Pipe Trail	W25
	Plenty Road Shared Path	W27
Yarra	Main Yarra Trail – Gipps St Steps	Y7
	Yarra River Northern Trail	Y4
	Rushall Underpass	Y9

6.1 Banyule

6.1.1 Council Context

The City of Banyule spans 21 suburbs over 63 square kilometres of land, to the north-east of central Melbourne. Banyule is bordered by the Yarra River to the south and Darebin Creek to the west. The municipality is known for a number of recreational, environmental and tourism features including Warringal Parklands, Darebin Parklands, Yarra Flats Metropolitan Park, Banyule Flats Reserve and the Heidelberg Gardens.

Banyule already hosts a number of major off-road trails including the Plenty River Trail; the Banyule Shared Trail; Hurstbridge Line Rail Trail; and sections of the Main Yarra Trail and Darebin Creek Trail.

Banyule City Council has a number of strategic documents in place associated with future development of the trails network and progression of recreational cycling across the municipality. The Banyule City Council *Banyule Bicycle Policy 2010-2020* outlines the vision that *'Banyule has safe, convenient and accessible conditions for commuter and recreational cyclists of all ages and abilities.'* This is supported by commitments to fund the planning, design, construction and maintenance of bicycle projects and programs at an adequate level and to complete the off-road Principal Bike Network by 2019 (Bicycle Policy).

The Banyule City Council *Bicycle Strategy 2010-2020* details Council's objectives, strategies and actions in relation to improving cycling facilities and access for all. It specifically advocates for encouraging recreational cycling and completion the gaps in the off-road shared trail network. One of the key objectives identified in the document is to *'Upgrade Council's off-road shared trails to meet the needs and requirements of both recreational and commuter cyclist.'*

The Banyule City Council *Public Open Space Strategy 2007-2012* includes a range of recommendations in relation to off-road shared trails, including improving linkages between public open space parcels and community facilities, raising the standard of key shared trails, improving signage, creating trail loops, and improving consistency in trail surface throughout the network.

Further, Council's *Recreation Strategy 2008-2013* identified that many recreation opportunities in the municipality are limited to those that can be accessed free of charge and that the provision of parks, playgrounds and bicycle paths is critical in this area.

6.1.2 Overview of Priority Trails

Five priority trails have been identified in the municipality of Banyule as shown overleaf in Figure 11.

- Banyule Shared Trail (B1)
- Unnamed East-West Power Easement (B6)
- Main Yarra Trail Bridge (B8)
- Main Yarra Trail (B11)
- Banyule Shared Trail (B14)

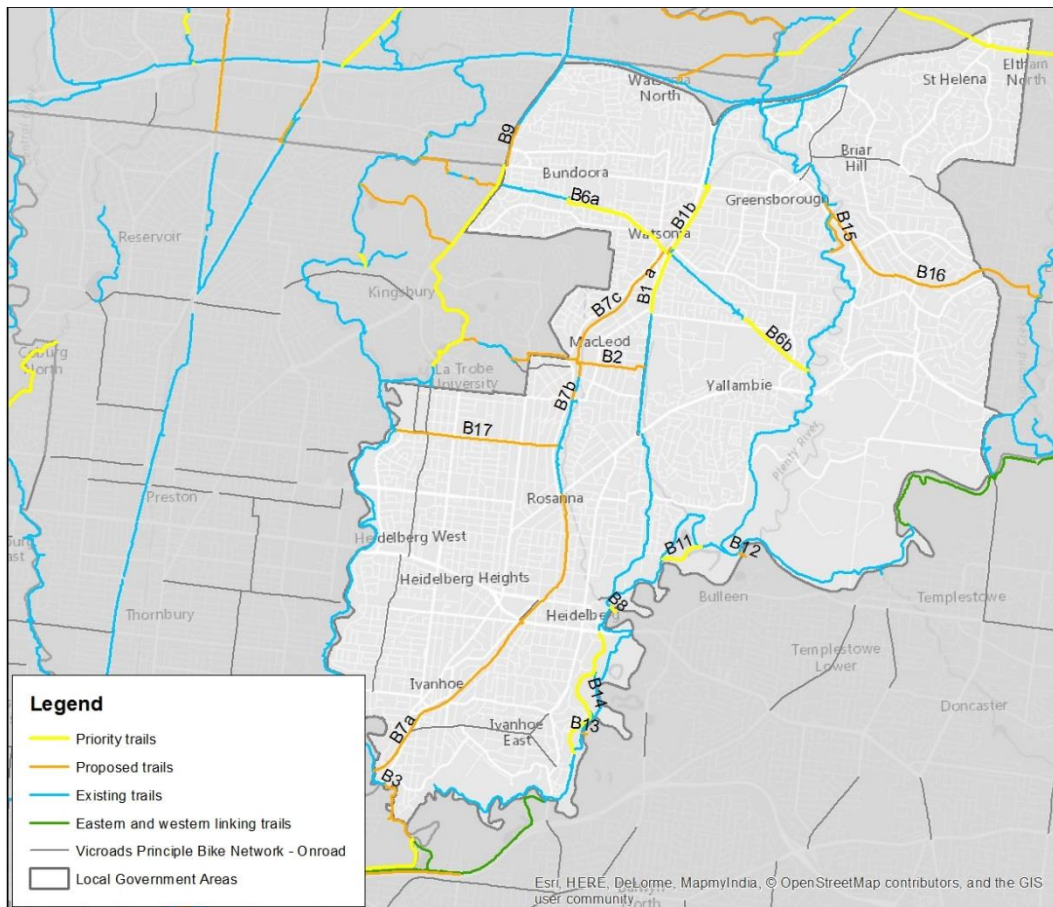


Figure 11 Northern Regional Trails Network priority trails – City of Banyule

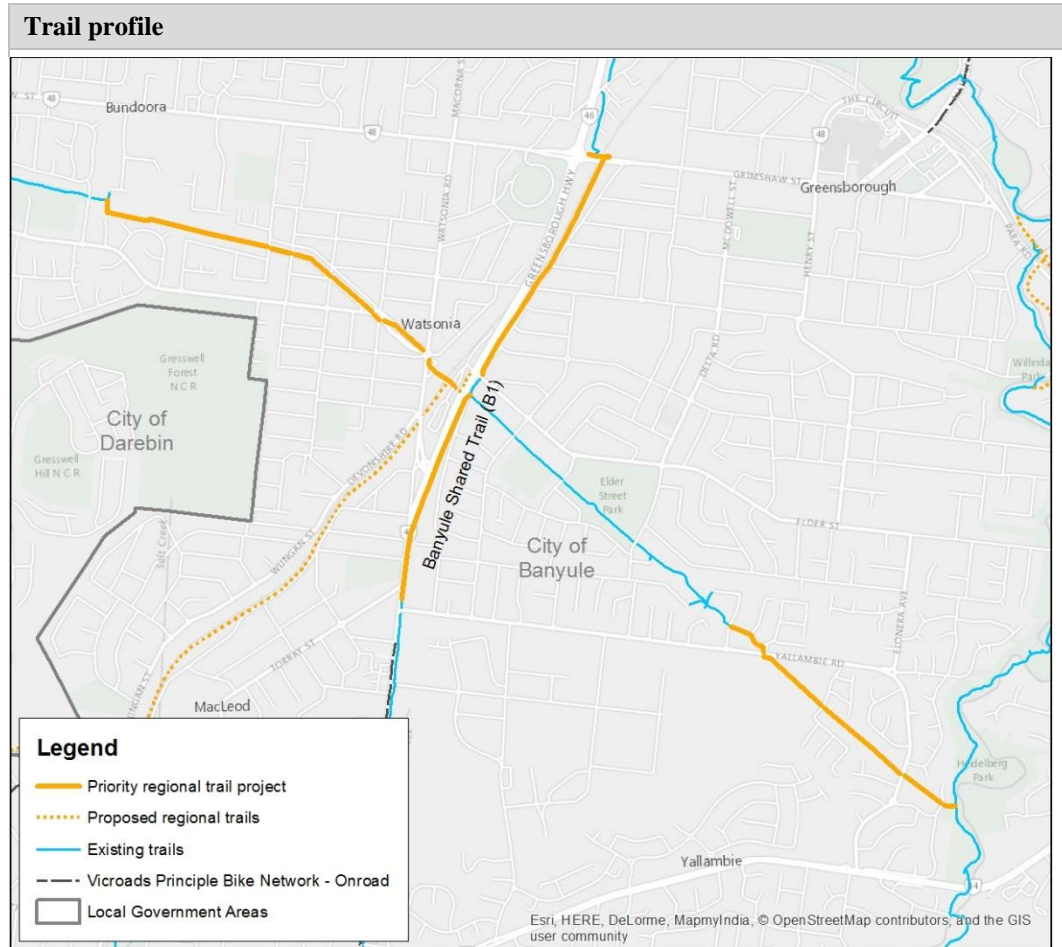
6.1.3 Banyule Shared Trail (B1)

This portion of the Banyule Shared Trail is split into two sections:

- Southern portion of the trail from Yallambie Road north to the northern end of Service Road (B1a).
- Northern portion of the trail from Elder Street north to Grimshaw Street (B1b).

The trail runs adjacent to the Greensborough Highway and links the existing Banyule shared trail to the south, the Greensborough Highway Trail to the north, the existing Gabonia Avenue Reserve trail to the east, the proposed East-West Power Easement trail to the west.

The trail provides access to Watsonia Train Station and links to the nearby Gresswell Forest Conservation Reserve and nearby activity centres and business parks. The size of the population catchment serviced within a one kilometre radius of the proposed trail is also relatively high, the land is owned by the City of Banyule and the trail aligns with council priorities.



Key characteristics						
Length of trail	2km					
Current design stage	No design undertaken to date					
Key benefits	Provides access to train stations, activity centres, and a number of proposed and existing trails; services a large local population catchment					
Tourism features	Gresswell Forest Nature Conservation Reserve					
Benefits and costs analysis						
Width	Year	Construction cost (\$)	Maintenance cost (\$)	Wider economic benefits (\$)	Private land value benefits (\$)	Benefit - cost ratio
3m	1	648,000	30,000	2,822,000	7,000	4.2
	30		552,000	51,896,000	133,000	43.2
4m	1	828,000	40,000	4,434,000	7,000	5.1
	30		736,000	81,551,000	133,000	52.1
Employment creation in construction phase – 2.6 FTE for 3m trail, 3.3 FTE for 4m trail						

6.1.4 East-West Power Easement (B6)

The East-West Power Easement trail is broadly in two halves:

- Western side: extends from Plenty Road to Watsonia Road / Railway Station / Greensborough Highway precinct.
- Eastern side: extends from the Greensborough Highway to the Plenty River Trail.

The western side of the trail links with the proposed Hurstbridge Rail line trail and to the existing NJ Tefler Reserve trail. The eastern half of the trail runs between the Greensborough Highway and Wendover Place, Yallambie. Along the length of the trail there are a number of privately owned parcels of land; while VicTrack owns the land around Watsonia Railway Station.

The trail provides potential links and access to a range of social infrastructure including the Gresswell Forest Conservation Reserve, Watsonia train station and local activity centres including Bundoora. The size of the population catchment serviced within a one kilometre radius of the proposed trail is also relatively high. The concept design has already been completed for this section of the trail.

Table 10 East-West Power Easement Trail overview (B6)

Trail profile						
Key characteristics						
Length of trail		1.70 km				
Current design stage		Concept design partially completed				
Key benefits		Strong tourism and recreation value; provides access to train stations, activity centres, and regional water bodies; services a large local population catchment				
Tourism features		Gresswell Forest Nature Conservation Reserve Heidelberg Golf Club				
Benefits and costs analysis						
Width	Year	Construction cost (\$)	Maintenance cost (\$)	Wider economic benefits (\$)	Private land value benefits (\$)	Benefit - cost ratio
3m	1	510,000	24,000	1,698,000	7,000	3.2
	30		435,000	31,221,000	127,000	33.0
4m	1	652,000	32,000	2,668,000	7,000	3.9
	30		580,000	49,061,000	127,000	39.8
Employment creation in construction phase – 2.0 FTE for 3m trail, 2.6 FTE for 4m trail						

6.1.5 Main Yarra Trail bridge (B8)

This project is to link the Main Yarra Trail with a bridge crossing the Yarra River into Banksia Regional Park to the south junction of the Main Banyule Trail and the Banyule Trail.

The trail characteristics rank highly as the trail provides access to Yarra Valley Parklands. The bridge will also provide a connection between the Heidelberg School Artists Trail and the Heide Museum of Modern Art. It will make the Heidelberg Railway station more accessible to residents east of the Yarra.

The bridge is favourable in terms of amenity and recreational value; and will provide access to the Heidelberg activity centre. In regards to the policy context, some of the land is owned by Council and the trail has been identified in the Banyule and Manningham Cycle Strategies.

Funding has not yet been secured for the development of this bridge and a feasibility study is required to identify the most appropriate crossing point.

Table 11 Main Yarra Trail Bridge overview (B8)

Trail profile	
Key characteristics	
Length of trail	0.10 km
Current design stage	No design
Key benefits	High tourism, amenity and recreational value; access to regional parks and conservation areas, activity

	centres, and recreational water bodies; services a large local population catchment					
Tourism features	Heidelberg Gardens Heide Museum of Modern Art Banksia Park Heidelberg School Artists Trail Warringal Parklands Yarra Flats					
Benefits and costs analysis						
Width	Year	Construction cost (\$)	Maintenance cost (\$)	Wider economic benefits (\$)	Private land value benefits (\$)	Benefit - cost ratio
3m	1	1,500,000	2,000	904,000	200	0.6
	30		28,000	16,628,000	4,000	10.9
4m	1	2,500,000	2,000	1,421,000	200	0.6
	30		37,000	26,130,000	4,000	10.3
Employment creation in construction phase – 6.0 FTE for 3m trail, 10.0 FTE for 4m trail						

6.1.6 Main Yarra Trail realignment (B11)

This portion of the Main Yarra Trail encompasses the realignment of the Main Yarra Trail through Banyule Flats.

With close proximity to Yarra Valley Parklands and the existing Main Yarra Trail, the trail has the potential to enhance access to key local tourism features including Heidelberg Artist’s Trail and Warringal Parklands. The realignment will shorten the commuter route along major existing trails, and provide direct access to wetlands in Banyule Flats Reserve. The trail has strong recreational and amenity values.

The proposal to provide a more direct route for the Main Yarra Trail across Banyule Flats also includes the development of a separate nature walk around the southern end of the wetlands, as well as maintaining the existing route to form part of a local recreation loop around the northern end of the wetlands.

The trail aligns with existing LGA plans; detailed design has been undertaken and Council is currently seeking funding from State Government.

Table 12 Main Yarra Trail realignment overview (B11)

Trail profile						
Legend <ul style="list-style-type: none"> — Priority regional trail project ⋯ Proposed regional trails — Existing trails Local Government Areas 						
Key characteristics						
Length of trail		0.66 km				
Current design stage		Detailed design				
Key benefits		High tourism, amenity and recreational value; access to regional parks and conservation areas and recreational water bodies; services a large local population catchment				
Tourism features		Heidelberg Artist’s Trail Warringal Parklands Banksia Park				
Benefits and costs analysis						
Width	Year	Construction cost (\$)	Maintenance cost (\$)	Wider economic benefits (\$)	Private land value benefits (\$)	Benefit - cost ratio
3m	1	213,000	10,000	1,011,000	2,000	4.5
	30		181,000	18,600,000	31,000	47.2
4m	1	272,000	13,000	1,589,000	2,000	5.6
	30		241,000	29,229,000	31,000	57.0
Employment creation in construction phase – 0.9 FTE for 3m trail, 1.1 FTE for 4m trail						

6.1.7 Banyule Shared Trail (B14)

This portion of the Banyule Shared Trail encompasses the trail south from Banksia Street to a junction with the Yarra Trail just to the north of MacArthur Road. The trail is adjacent to the western boundary of Yarra Flats Metropolitan Park and also runs alongside the Boulevard.

The trail provides access to Yarra Valley Parklands and nearby Annulus Billabong Sanctuary. It has the potential to build upon tourism value in the area by providing increased access to the Heidelberg Artist’s Trail. The trail also provides improved access to activity centres, amenity and recreational value.

With regards to the policy context, a feasibility study and concept design has been undertaken for the project. While some of the trail is on Parks Victoria land, much of the proposed trail is on Council land. A short section will also need to be constructed from its junction with the Main Yarra Trail adjacent to the eastern edge of the Boulevard to MacArthur Road to link the trail to the on-road network.

Table 13 Banyule Shared Trail overview (B14)

Trail profile	
Key characteristics	
Length of trail	2.10 km
Current design stage	Concept design
Key benefits	High tourism, amenity and recreational value; access to regional parks and conservation areas, activity centres and

	recreational water bodies; services a large local population catchment					
Tourism attractions	Heidelberg Artist’s Trail Yarra Flats Heidelberg Gardens Banksia Park					
Benefits and costs analysis						
Width	Year	Construction cost (\$)	Maintenance cost (\$)	Wider economic benefits (\$)	Private land value benefits (\$)	Benefit - cost ratio
3m	1	679,000	31,000	1,347,000	7,000	1.9
	30		578,000	24,775,000	134,000	19.7
4m	1	867,000	42,000	2,117,000	7,000	2.3
	30		771,000	38,933,000	134,000	23.8
Employment creation in construction phase – 2.7 FTE for 3m trail, 3.5 FTE for 4m trail						

6.2 Darebin

6.2.1 Council Context

The City of Darebin spans 52 square kilometres to the north of Melbourne’s Central Business District, and has a population of approximately 146,797. Darebin hosts a diverse community and is home to a number of regionally significant tourism features including the Darebin Arts and Entertainment Centre, International Sports Centre, La Trobe Wildlife Sanctuary and Bundoora Park. Darebin also La Trobe University as well as the emerging La Trobe National Employment Cluster.

Darebin is bordered by Darebin Creek to the east and Merri Creek to the west. Major existing trails within the municipality include the St Georges Road Reserve Path; G.E. Robinson Park Path; and sections of the Darebin Creek Trail and Merri Creek Trail.

Darebin City Council has a number of strategic documents in place associated with the future development of trails network and progression of recreational cycling in the municipality. The *Darebin Cycling Strategy 2013* is a five year plan which aims to create a culture of cycling by making riding enjoyable, relaxing and safe; making Darebin a place where travelling by bicycle is encouraged and prioritised for most people. It builds on the previous 2005 Cycling Strategy and 1998 Bicycle Plan to identify issues and network gaps that need to be improved. Specifically the Strategy encourages cycling for recreation and transport.

The *Darebin Transport Strategy 2007-2027* also highlights how effective cycling is in creating strong social networks, local accessibility and a vibrant economy, while reducing the negative environmental impacts of motor vehicle travel.

The *City of Darebin Council Plan 2009 – 2014* sets out Council’s strategic direction for community wellbeing, planning and land use and it specifically outlines the following strategic objective from Council in relation to recreational opportunities ‘*We will provide and maintain a network of spaces and places designed for active and passive recreation opportunities.*’

6.2.2 Overview of Priority Trails

Three priority trails have been identified in the municipality of Darebin:

- Darebin Creek Trail (D2)
- La Trobe University Shared Path (D7)
- Plenty Road Shared Path (D8)

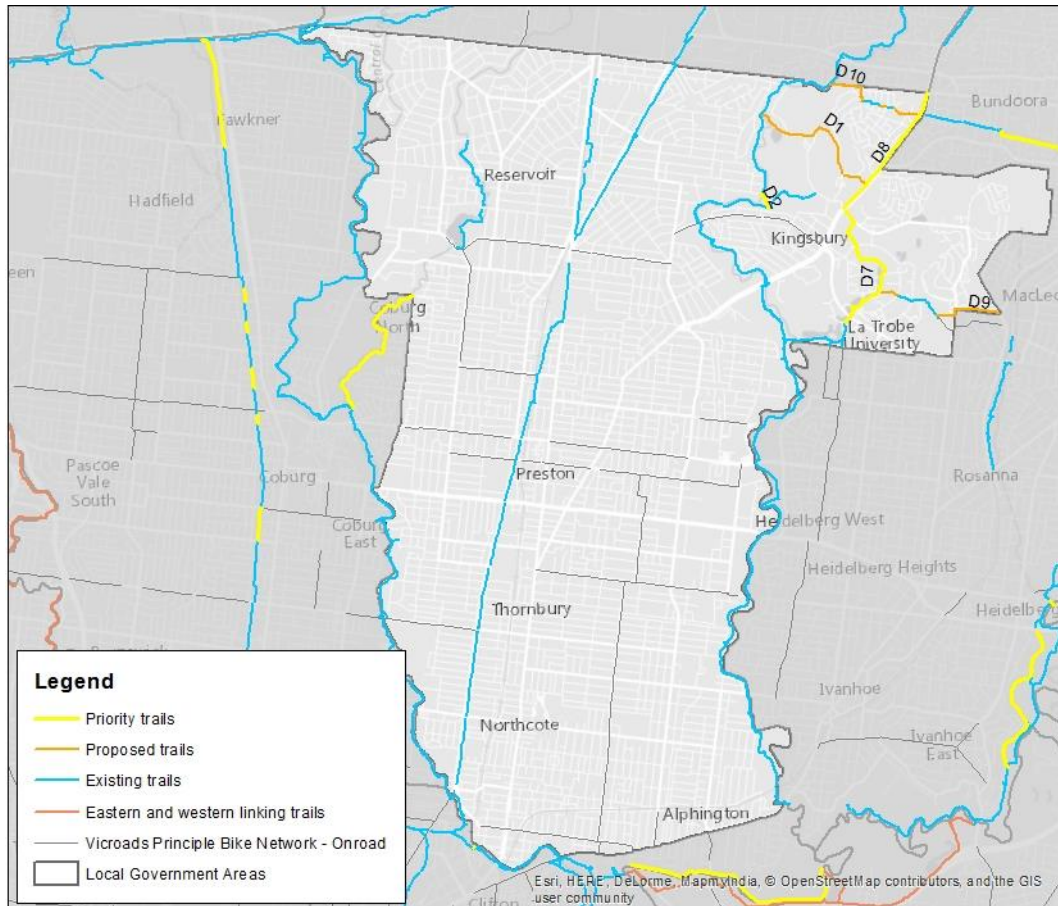


Figure 12 Northern Regional Trails Network priority trails - City of Darebin

6.2.3 Darebin Creek Trail bridge (D2)

This trail project encompasses a bridge over Darebin Creek on a sealed path to Tee Street, providing a link between the existing Darebin Creek Trail (to the north-west) and Beenak/McMahon Reserve Path (to the south-east).

The trail provides improved access to the La Trobe emerging National Employment Cluster, and has strong recreational and amenity value. The population catchment serviced within one kilometre is also relatively high. With regards to the policy context, the trail aligns with existing Council plans and the concept design of the trail has been developed. The majority of the land over the length of the proposed project is owned by the Crown.

Table 14 Darebin Creek Trail bridge overview (D2)

Trail profile						
<p>Legend</p> <ul style="list-style-type: none"> — Priority regional trail project ⋯ Proposed regional trails — Existing trails Vicroads Principle Bike Network - Onroad Local Government Areas 						
Key characteristics						
Length of trail		0.20 km				
Current design stage		Concept design				
Key benefits		Strong amenity and recreational value; access to activity centres and recreational water bodies; services a large local population catchment				
Tourism features		Bundoora Park Golf Club Kevin P Hardiman Reserve Bundoora Park (includes Coopers Settlement, Children’s Farm and Heritage Village)				
Benefits and costs analysis						
Width	Year	Construction cost (\$)	Maintenance cost (\$)	Wider economic benefits (\$)	Private land value benefits (\$)	Benefit - cost ratio
3m	1	2,592,000	3,000	994,000	600	0.4
	30		55,000	18,290,000	10,000	6.9
4m	1	3,456,000	4,000	1,563,000	600	0.5
	30		73,000	28,742,000	10,000	8.1
Employment creation in construction phase – 10.4 FTE for 3m trail, 13.8 FTE for 4m trail						

6.2.4 La Trobe University Shared Path (D7)

This La Trobe University Shared Path project provides a link from the La Trobe University Campus via Plenty Road to the existing La Trobe University Shared Path south of Kingsbury Drive; and to the proposed Plenty Road Shared Path to the north.

The trail is within close proximity to Gresswell Forest and it has the potential to enhance provide strong tourism value. It provides direct access to La Trobe University and the emerging La Trobe State employment cluster. The local population catchment is also relatively high.

While the trail concept design has been developed; key barriers to implementation are likely to be funding and land ownership.

Table 15 La Trobe University Shared Path overview (D7)

Trail profile	
Key characteristics	
Length of trail	1.97 km
Current design stage	Concept design
Key benefits	Strong tourism, amenity and recreational value; provides access to regional parks and conservation areas, tertiary institutes, activity centres and recreational water bodies; services a large local population catchment
Tourism features	La Trobe University Wildlife Sanctuary

	Bundoora Park (includes Coopers Settlement, Children’s Farm and Heritage Village) Bundoora Homestead Art Centre
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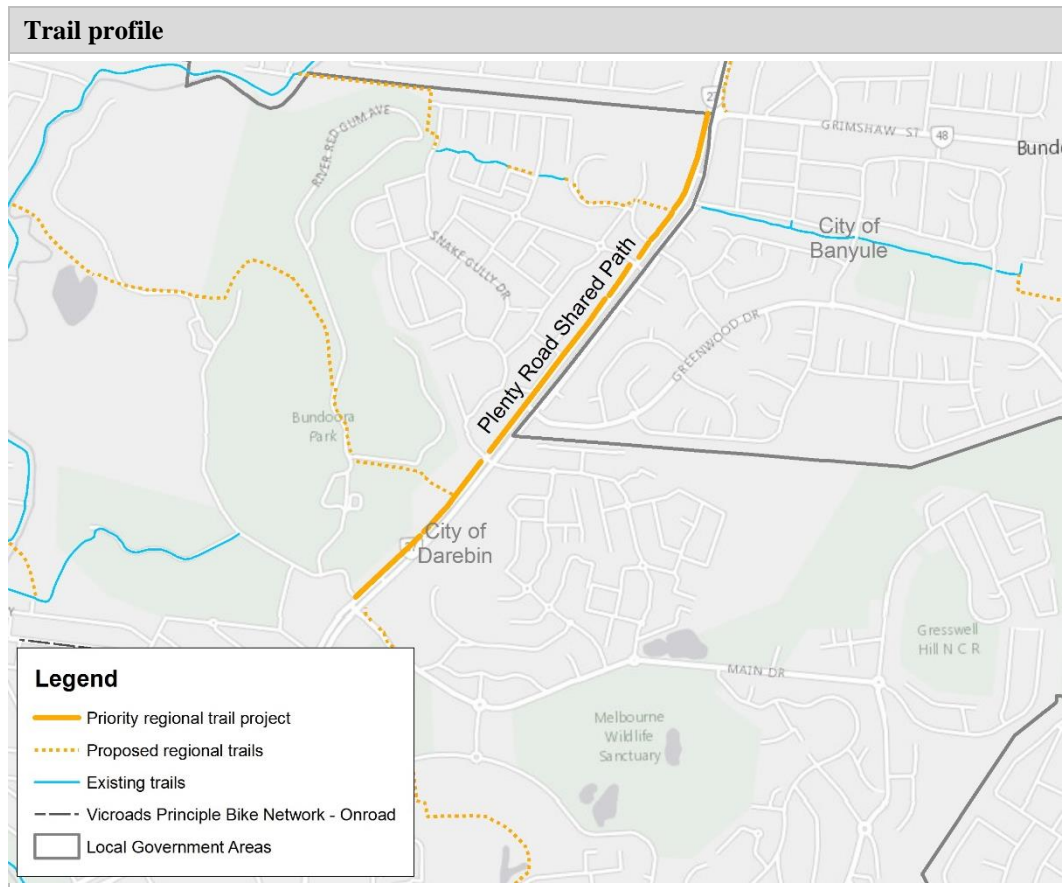
Benefits and costs analysis						
Width	Year	Construction cost (\$)	Maintenance cost (\$)	Wider economic benefits (\$)	Private land value benefits (\$)	Benefit - cost ratio
3m	1	639,000	30,000	1,342,000	8,000	2.0
	30		544,000	24,686,000	139,000	20.9
4m	1	817,000	39,000	2,109,000	8,000	2.5
	30		726,000	38,792,000	139,000	25.1
Employment creation in construction phase – 2.6 FTE for 3m trail, 3.3 FTE for 4m trail						

6.2.5 Plenty Road Shared Path (D8)

The Plenty Road Shared Path extends from Drive Road north to Arthur Street. The trail links to a number of other proposed trail projects including the La Trobe University Shared Path extension (D7), the proposed Bundoora Park Shared Path (D1), the Unnamed East-West Power Easement (D10) and the Banyule Plenty Road Shared Path (B9).

The trail provides to access to La Trobe University; La Trobe Wildlife Sanctuary, the emerging La Trobe National Employment Cluster. The population catchment serviced within one kilometre is high. The trail aligns with existing Council plans to provide long-term support for off-road paths as part of PBN implementation along Plenty Road. State Agency land owners including VicRoads and the Crown.

Table 16 Plenty Road Shared Path overview (D8)



Key characteristics						
Length of trail	1.61 km					
Current design stage	No design					
Key benefits	Strong amenity and recreational value; provides access to regional parks and conservation areas, tertiary institutes and activity centres; services a large local population catchment					
Benefits and costs analysis						
Width	Year	Construction cost (\$)	Maintenance cost (\$)	Wider economic benefits (\$)	Private land value benefits (\$)	Benefit - cost ratio
3m	1	522,000	24,000	1,376,000	6,000	2.5
	30		444,000	25,307,000	116,000	26.2
4m	1	666,000	32,000	2,162,000	6,000	3.1
	30		592,000	39,767,000	116,000	31.6
Employment creation in construction phase – 2.1 FTE for 3m trail, 2.7 FTE for 4m trail						

6.3 Hume

6.3.1 Council Context

The City of Hume spans a total of 504 square kilometres of land across Melbourne's northern fringe, with a population of almost 190,000 residents. Hume is one of Australia's fastest growing and culturally diverse communities. The municipality is home to Melbourne Airport and a number of recreational, environmental and tourism features including Woodlands Historic Park, Gellibrand Hill Park, Mount Ridley Nature Conservation Reserve and a number of vineyards.

Hume already hosts a number of major off-road trails including the Aitken Creek Shared Path; the Galada Tamboore Trail; the Merri Creek Trail; and the Moonee Ponds Creek Trail.

Hume City Council have a number of strategic documents in place associated with the future development off-road trails and progression of recreational cycling in the municipality.

The *Hume City Council Walking and Cycling Strategy 2010-2015* proposes a 5 year development and upgrade program to address barriers in the existing path network and ensure barriers are minimised in new path networks.

Off-road paths in Hume are popular for recreation, social engagement in a safe space and to experience the natural environment. Paths are also becoming increasingly popular as a commuter route. Hume Council faces significant challenges in providing suitable infrastructure for its rapidly growing community; with increasing expectations paths which can cater for a wide range of age groups and abilities. Off-road paths are an important way in which Council can provide cross-municipality access to important destinations and improve connectivity across the community.

The *Hume Bicycle Network Plan 2015* identifies a complete and comprehensive cycling network of both off-road and on-road cycling paths that provide a range of routes that suit the different cycling needs of commuter, novice and recreational cyclists. The Plan aims to ensure that future cycling infrastructure is planned, designed and delivered to meet user's needs and to identify where upgrades and new paths are required.

6.3.2 Overview of Priority Trails

Seven priority trails have been identified in the municipality of Hume:

- Aitken Boulevard Shared Path (H1)
- Aitken Creek Shared Path (H2)
- Blind Creek Trail Link (H4)
- Greenvale Reservoir Park Trail (H12)
- Meadowlink Shared Pathway (H17)
- Melbourne Water Pipe Track (H18)
- Merri Creek Shared Trail (H20)

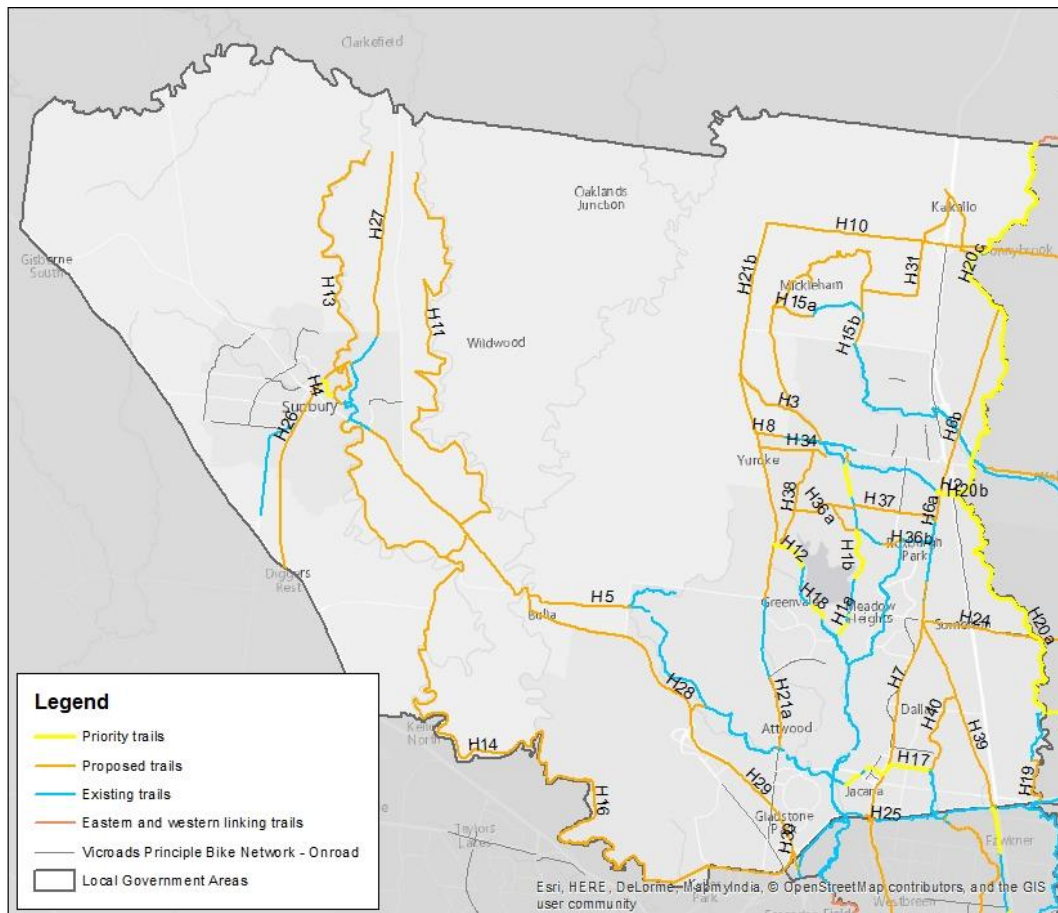


Figure 13 Northern Regional Trails Network priority trails - City of Hume

6.3.3 Aitken Boulevard Shared Path (H1)

The Aitken Boulevard Shared Path project comprises incomplete sections of the existing path from Craigieburn Road south, to join the Melbourne Pipe Track. It is divided into two sections:

- North of Somerton Road (H1a)
- South of Somerton Road (H1b)

The trail provides a link to Greenvale Reservoir Park; and as such has very strong amenity and recreational value. The size of the population within one kilometre is high.

The trail is in various stages of design and construction. Some sections north of Somerton Road (H1a) are currently being constructed by developers and Council, and the rest have been designed. South of Somerton Road (H1b) has a concept design only.

Table 17 Aitken Boulevard Shared Path overview (H1)

Trail profile						
Key characteristics						
Length of trail		2.97 km				
Current design stage		Under construction / concept design				
Key benefits		Strong amenity and recreational value; provides access to regional parks and conservation areas and recreational water bodies; services a large local population catchment; commuter opportunity				
Tourism features		Craigieburn Golf Course Greenvale Reservoir Park				
Benefits and costs analysis						
Width	Year	Construction cost (\$)	Maintenance cost (\$)	Wider economic benefits (\$)	Private land value benefits (\$)	Benefit - cost ratio
3m	1	962,000	45,000	1,545,000	14,000	1.5
	30		819,000	28,420,000	255,000	16.0
4m	1	1,229,000	59,000	2,428,000	14,000	1.9
	30		1,092,000	44,659,000	255,000	19.2
Employment creation in construction phase – 3.8 FTE for 3m trail, 4.9 FTE for 4m trail						

6.3.4 Aitken Creek Shared Path (H2)

The Aitken Creek Shared Path comprises a trail extension from Craigieburn Road east to join the proposed Merri Creek Shared Trail (H20). The trail would provide a direct link to Merri Creek, and has the potential enhance local tourism. The size of the surrounding population catchment is also relatively high. The trail’s construction would be linked to construction of the proposed Merri Creek Shared Trail (H20).

The land is owned by Hume City Council, Melbourne Water and VicTrack who are likely to be conducive to development of the trails.

Concept design is as yet to be undertaken for the development of this trail, although the trail has been identified as a target project in the *Hume Bicycle Network Plan*.

Table 18 Aitken Creek Shared Path overview (H2)

Trail profile	
Key characteristics	
Length of trail	0.58 km
Current design stage	No design
Key benefits	Strong tourism, amenity and recreational value; provides access to regional parks and conservation areas, regional scale leisure centres, train stations, activity centres and recreational water bodies; services a large local population catchment
Tourism features	Craigieburn Leisure Centre (<i>Note relocating in February 2017</i>) Merri Creek Trail
Benefits and costs analysis	

Width	Year	Construction cost (\$)	Maintenance cost (\$)	Wider economic benefits (\$)	Private land value benefits (\$)	Benefit - cost ratio
3m	1	189,000	9,000	549,000	1,000	2.8
	30		161,000	10,102,000	18,000	28.9
4m	1	241,000	12,000	863,000	1,000	
	30		214,000	15,875,000	18,000	34.9
Employment creation in construction phase – 1.1 FTE for 3m trail, 1.5 FTE for 4m trail						

6.3.5 Blind Creek Trail (H4)

The Blind Creek Trail comprises a link between Jackson Creek and the Sunbury Rail Line. The trail could provide access to Jackson Creek, Sunbury train station, and local tourism destinations.

The size of the local population catchment serviced by the proposed trail would be relatively high. The trail has been identified as a target project in the *Hume Bicycle Network Plan* and a detailed design has been developed for part of the trail project.

Table 19 Blind Creek Trail overview (H4)

Trail profile						
Key characteristics						
Length of trail		0.60 km				
Current design stage		Partial detailed design				
Key benefits		Strong tourism, amenity and recreational value; provides access to regional parks and conservation areas, train stations, and recreational water bodies; services a large local population catchment				
Tourism features		Rupertswood Mansion Sunbury Aquatic and Leisure Centre				
Benefits and costs analysis						
Width	Year	Construction cost (\$)	Maintenance cost (\$)	Wider economic benefits (\$)	Private land value benefits (\$)	Benefit - cost ratio
3m	1	195,000	9,000	444,000	800	2.2
	30		166,000	8,167,000	15,000	22.6
4m	1	249,000	12,000	698,000	800	2.7
	30		221,000	12,834,000	15,000	27.3
Employment creation in construction phase – 0.8 FTE for 3m trail, 1.0 FTE for 4m trail						

6.3.6 Greenvale Reservoir Park Trail (H12)

The Greenvale Reservoir Park Trail project comprises an extension to the north of the existing Greenvale Reservoir Park Trail from Venezia Promenade to Somerton Road. It links to the proposed Mickleham Road Shared Path project.

The trail will support local tourism through improved access to Greenvale Reservoir Park, and has been identified as a high priority project in the Hume *Bicycle Network Plan*.

The land is owned by Melbourne Water, who is likely to be conducive to its development. No concept design has been undertaken as yet.

Table 20 Greenvale Reservoir Park Trail overview (H12)

Trail profile	
Legend <ul style="list-style-type: none"> — Priority regional trail project ⋯ Proposed regional trails — Existing trails Local Government Areas 	
Key characteristics	
Length of trail	1.20 km
Current design stage	No design
Key benefits	Strong tourism, amenity and recreational value; provides access to recreational water bodies; services a large local population catchment
Tourism features	Greenvale Reservoir Park

Benefits and costs analysis						
Width	Year	Construction cost (\$)	Maintenance cost (\$)	Wider economic benefits (\$)	Private land value benefits (\$)	Benefit - cost ratio
3m	1	388,000	18,000	132,000	500	0.3
	30		330,000	2,427,000	9,000	3.4
4m	1	495,000	24,000	207,000	500	0.4
	30		440,000	3,814,000	9,000	4.1
Employment creation in construction phase – 1.6 FTE for 3m trail, 2.0 FTE for 4m trail						

6.3.7 Meadowlink Shared Pathway (H17)

The Meadowlink Shared Pathway is a trail through Broadmeadows town centre linking Westmeadows with Merlynston Creek and Seabrook Reserve, running directly past Broadmeadows Aquatic and Leisure Centre.

The trail has the potential to provide direct access to the Leisure Centre, train stations, tertiary institutions, and employment in Broadmeadows town centre. The trail will also provide a valuable link to the Moonee Ponds Creek Trail and east-west corridors along the Western Ring Road Trail. The size of the population to be serviced by the trail is relatively high.

The trail aligns with existing council plans and has been identified as a priority project in the *Hume Bicycle Network Plan*. Concept design has already been undertaken.

Table 21 Meadowlink Shared Pathway overview (H17)

Trail profile						
<p>Legend</p> <ul style="list-style-type: none"> Priority regional trail project Proposed regional trails Existing trails Vicroads Principle Bike Network - Onroad Local Government Areas 						
Key characteristics						
Length of trail		2.55 km				
Current design stage		Detailed design				
Key benefits		Provides access to regional scale leisure centres, activity centres, tertiary institutions, train stations, and recreational water bodies; services a large local population catchment				
Tourism features		Broadmeadows Aquatic and Leisure Centre				
Benefits and costs analysis						
Width	Year	Construction cost (\$)	Maintenance cost (\$)	Wider economic benefits (\$)	Private land value benefits (\$)	Benefit – cost ratio
3m	1	826,000	38,000	1,093,000	8,000	1.3
	30		703,000	20,104,000	155,000	13.1
4m	1	1,055,000	51,000	1,718,000	8,000	1.6
	30		937,000	31,593,000	155,000	15.9
Employment creation in construction phase – 3.3 FTE for 3m trail, 4.2 FTE for 4m trail						

6.3.8 Melbourne Water Pipe Track (H18)

The Melbourne Water Pipe track project is a trail extension to the north of the existing path. The project will provide a highly valuable link to the existing trail network to the Greenvale Reservoir on Somerton Road.

The trail will support local tourism and provide a link to regional parks and conservation areas. The trail also has the potential to provide direct access to a regional scale leisure centre, train station, tertiary institution, activity centre and a recreational water body.

The trail it has been identified as a target project in the Hume Bicycle Network Plan, however no design has yet been undertaken for the project. The majority of land associated with this project is owned by Melbourne Water, with the exception of the proposed crossing at Somerton Road – where land is owned by VicRoads.

Table 22 Melbourne Water Pipe Track overview (H18)

Trail profile						
<p>Legend</p> <ul style="list-style-type: none"> — Priority regional trail project ⋯ Proposed regional trails — Existing trails Local Government Areas 						
Key characteristics						
Length of trail		0.55 km				
Current design stage		No design				
Key benefits		Strong tourism, amenity and recreational value; provides access to regional parks and conservation areas, regional scale leisure centres, tertiary institutions, train stations, and recreational water bodies; services a large local population catchment				
Tourism features		Greenvale Reservoir Park Broadmeadows Valley Park Moonee Ponds Creek Trail				
Benefits and costs analysis						
Width	Year	Construction cost (\$)	Maintenance cost (\$)	Wider economic benefits (\$)	Private land value benefits (\$)	Benefit - cost ratio
3m	1	180,000	8,000	511,000	900	2.7
	30		153,000	9,399,000	16,000	28.2
4m	1	230,000	11,000	803,000	900	3.3
	30		204,000	14,770,000	16,000	34.0
Employment creation in construction phase – 0.7 FTE for 3m trail, 0.9 FTE for 4m trail						

6.3.9 Merri Creek Shared Trail (H20)

This project comprises a major extension of the existing Merri Creek Shared Trail north of Barry Road to the far northern border of Hume. Merri Creek Trail is one of the most substantial regional trails in the north; and this project will provide greatly enhanced regional connectivity and open space access for growth areas in the Hume municipality.

The trail has strong potential to support and enhance local tourism, and provides a link to regional parks and conservation areas. The trail also has the potential to provide direct access a number of train stations and key employment areas along its length. It has a strong amenity and recreational value. The trail aligns with existing Council plans, however no design has been undertaken for the project as yet.

There are some land ownership issues as much of the land is privately owned and there are property boundaries right down to the creek in many places.

Table 23 Merri Creek Shared Trail overview (H20)

Trail profile	
Key characteristics	
Length of trail	24.51 km
Current design stage	No design
Key benefits	Strong tourism, amenity and recreational value; provides access to regional parks and conservation areas, train stations, activity centres and recreational water bodies; services a large local population catchment
Tourism features	Craigieburn Grassland Nature Conservation Reserve

Cooper Street Grassland Nature Conservation Reserve Merri Creek Parklands						
Benefits and costs analysis						
Width	Year	Construction cost (\$)	Maintenance cost (\$)	Wider economic benefits (\$)	Private land value benefits (\$)	Benefit - cost ratio
3m	1	7,954,000	368,000	832,000	62,000	0.1
	30		6,773,000	15,308,000	1,135,000	1.1
4m	1	10,163,000	491,000	1,308,000	62,000	0.1
	30		9,030,000	24,055,000	1,135,000	1.3
Employment creation in construction phase – 31.8 FTE for 3m trail, 40.7 FTE for 4m trail						

6.4 Moreland

6.4.1 Council Context

The City of Moreland spans 50.9 square kilometres, and lies between 4 and 14 kilometres north of Melbourne’s Central Business District. Moreland hosts a diverse community and is home to a number of notable tourism features including the Brunswick Baths, Ceres Community Environment Park, Moomba Park Reserve and Coburg Lake.

Moreland is bordered by Moonee Ponds Creek to the west and Merri Creek to the east. Major existing trails within the municipality include the Capital City Bike Path; the Merri Creek Trail; the Moonee Ponds Creek Trail; and the Upfield Bike Paths.

The *Moreland Bicycle Strategy 2011-2021* is the key Council document that identifies and prioritises action for developing the opportunities for residents to cycle with confidence in the municipality. Council has outlined plans to a range of new off-road paths; while also extending existing routes to important destinations such as schools, activity centres and neighbourhood shops. Priority is placed upon north-south routes that link the existing east-west routes.

The development of recreational off-road trails is supported by Council commitments to:

‘Upgrade bicycle infrastructure, constructing new on-road and off-street paths that extend the bicycle network further north and into the City of Hume.

Design for a broader range of bicycles and build places to ride that feel safe, comfortable, attractive and easy to navigate.

Work with others to create an integrated, sustainable transport network, which includes bicycle routes, end-of-trip facilities, and transfer stations – places where people can easily swap between a bike ride and public transport trip.

Engage in community development activities to make riding a bike more appealing to people who don’t think of themselves as cyclists.

Amend the Moreland Planning Scheme to encourage developers to improve bicycle access, provide additional bike parking and contribute to bicycle infrastructure upgrades that improve the value of their development.’

The *Moreland Open Space Strategy 2012-2022* sets a framework for future provision, planning, design and management of publicly owned open space that is set aside for leisure, recreation and nature conservation purposes. It aims to encourage further investigations into potential cycle routes such as the Upfield Rail Trail through the centre of the municipality and gaps in access on the Merri and Moonee Ponds Creeks.

6.4.2 Overview of Priority Trails

Three priority trails have been selected for the City of Moreland, as shown in Figure 14:

- Upfield Rail Trail – North (M2)
- Upfield Rail Trail – South (M3)
- Edgars Creek Trail (M4)

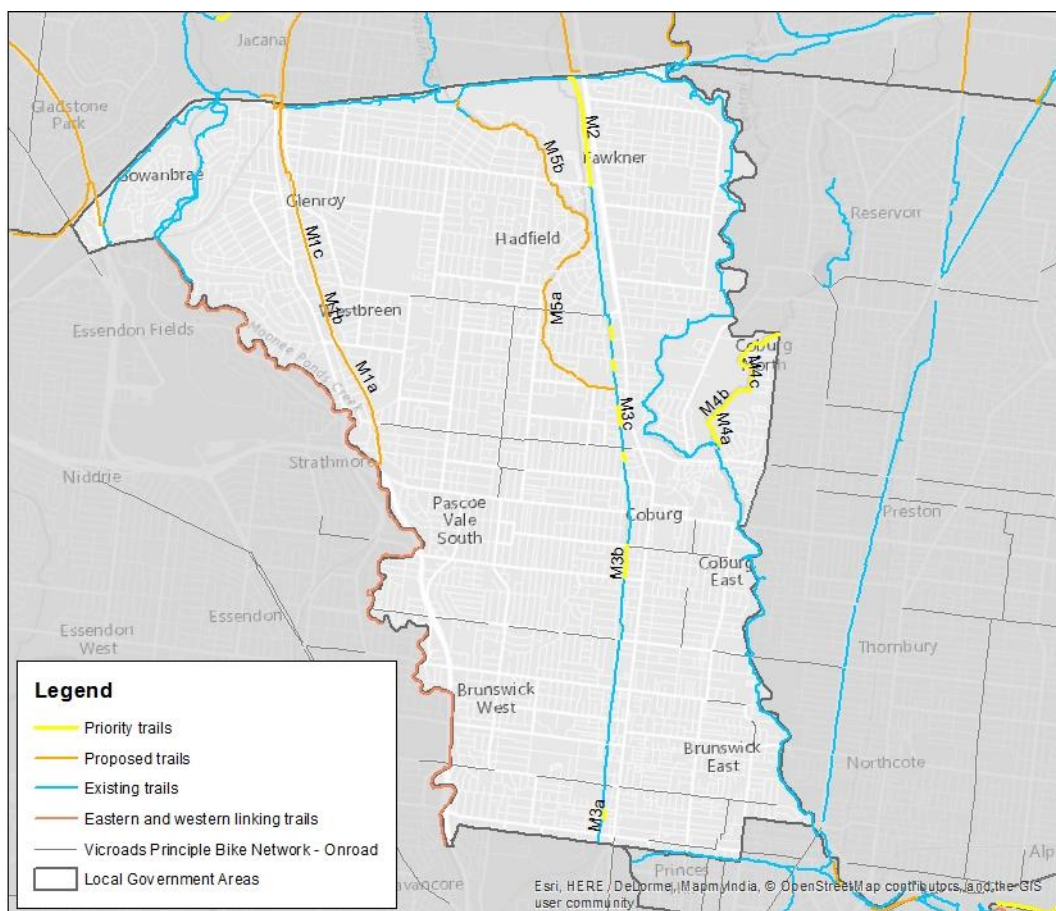


Figure 14 Northern Regional Trails Network priority trails – City of Moreland

6.4.3 Upfield Rail Trail – North (M2)

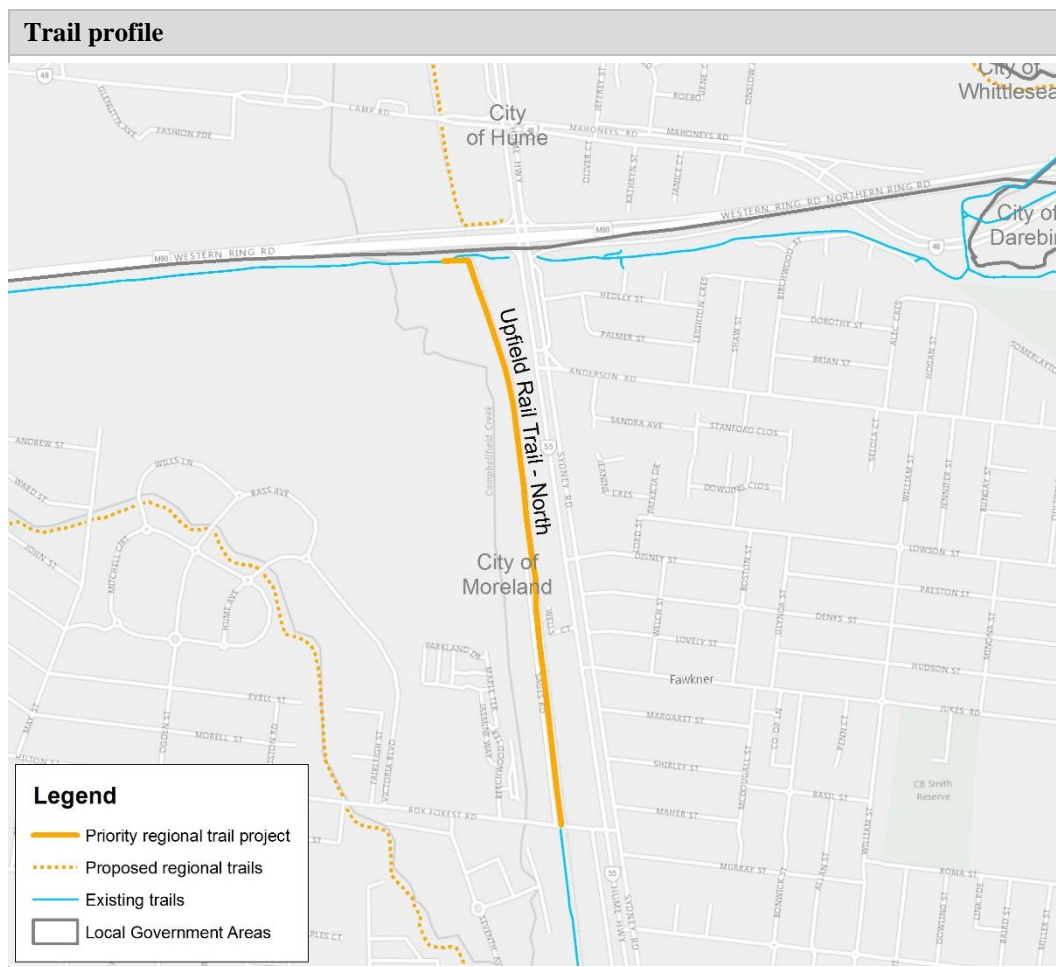
The Upfield Rail Trail – North comprises the extension of the existing Upfield Rail Trail north from Box Forest Road to the Northern Ring Road. The proposed trail will finish in the north-eastern corner of Northern Memorial Park.

The trail has the potential to support local tourism and recreation destinations, such as Fawcner Memorial Park. It will also provide access to Fawcner activity centre. Similarly

to the southern proposed trail, this trail provides access to a number of stations along the rail line and Fawkner Leisure Centre.

The concept design of the trail has been developed already for this project. The land is mostly owned by VicTrack, with the exception of the northern tip which is owned by the City of Moreland. It should be noted Council is also considering an alternate alignment for this path that would follow the Campbellfield Creek to the west of proposed alignment.

Table 24 Upfield Rail Trail – North overview (M2)



Key characteristics						
Length of trail	1.40 km					
Current design stage	Concept design					
Key benefits	Strong tourism; provides access to regional scale leisure centres, train stations, and activity centres; services a large local population catchment					
Tourism features	Fawkner Leisure Centre					
Benefits and costs analysis						
Width	Year	Construction cost (\$)	Maintenance cost (\$)	Wider economic benefits (\$)	Private land value benefits (\$)	Benefit – cost ratio
3m	1	454,000	21,000	910,000	5,000	1.9

	30		387,000	16,740,000	87,000	19.9
4m	1	581,000	28,000	1,430,000	5,000	2.3
	30		516,000	26,306,000	87,000	24.0
Employment creation in construction phase – 1.8 FTE for 3m trail, 2.3 FTE for 4m trail						

6.4.4 Upfield Rail Trail – South (M3)

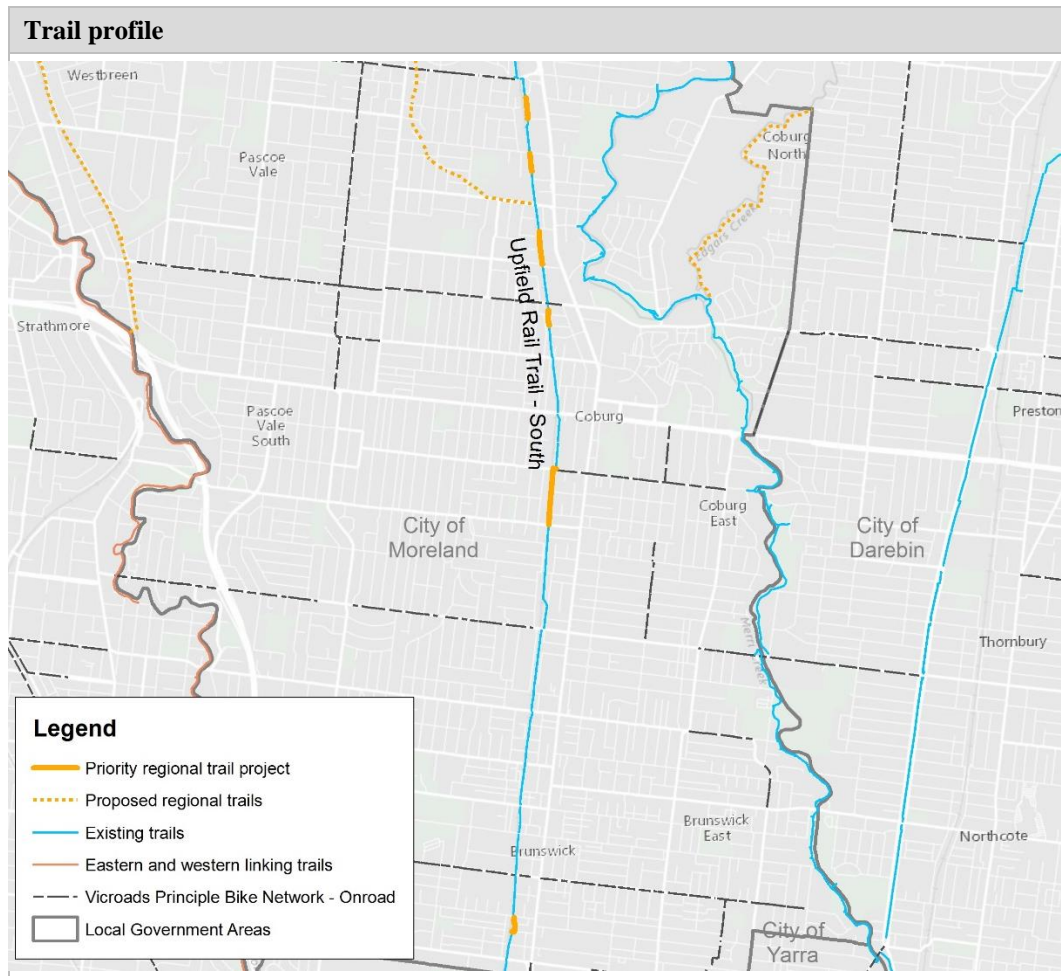
The Upfield Rail Trail – South will provide links through various incomplete sections between Reynard Street and Wilson Avenue on the Upfield Path. This is subdivided into three portions, as follows:

- M3a links the section to east of Jewell Station
- M3b comprises the sections between Reynard Street and Munro Street
- M3c refers to four missing links trail further north between Batman and Merlynston Stations

Improving connectivity along the existing trail will provide strong tourism and recreation value. The trail would also provide access to a range of social infrastructure including Coburg Leisure Centre, numerous train stations along the Upfield rail line and Monash University Parkville Campus. The size of the population catchment serviced within one kilometre is high.

This proposed project is on land which is entirely owned by VicTrack. Funding for the project has not yet been secured, however future opportunities may be associated with proposed grade separations and developer contributions from adjacent developments.

Table 25 Upfield Rail Trail – South overview (M3)



Key characteristics						
Length of trail		1.16 km				
Current design stage		No design				
Key benefits		Strong tourism; provides access to activity centres, regional scale leisure centres, tertiary institutions, and train stations; services a large local population catchment				
Tourism features		Coburg Lake Reserve Coburg Leisure Centre Harmony Park Coburg Olympic Pool Counihan Gallery Brunswick Baths Randazzo Park Central Parklands				
Benefits and costs analysis						
Width	Year	Construction cost (\$)	Maintenance cost (\$)	Wider economic benefits (\$)	Private land value benefits (\$)	Benefit - cost ratio
3m	1	377,000	17,000	3,498,000	15,000	8.9

	30		321,000	64,335,000	277,000	92.2
4m	1	482,000	23,000	5,497,000	15,000	10.9
	30		428,000	101,097,000	277,000	111.1
Employment creation in construction phase – 1.5 FTE for 3m trail, 1.9 FTE for 4m trail						

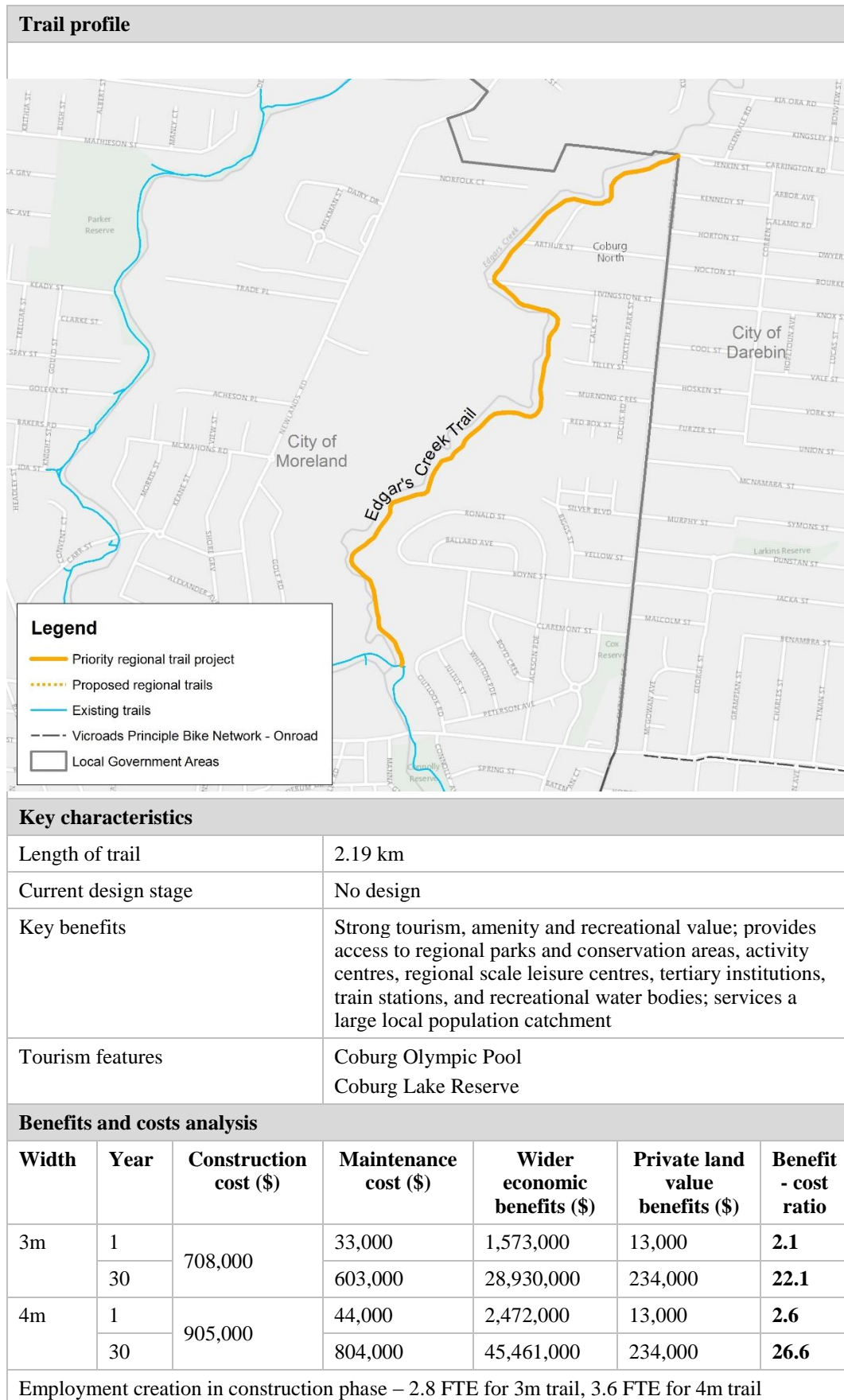
6.4.5 Edgars Creek Trail (M4)

The Edgars Creek Trail project runs from the existing Merri Creek trail to the eastern border of the City of Moreland. It is divided into the following sections:

- M4a: from Merri Creek Trail to Ronald Street
- M4b: from Ronald Street to Photography Drive
- M4c: from Photography Drive to Carrington Road

The trail will support local tourism and recreation, by providing improved access to high quality open space. It and services a large population catchment and provides improved access to the Coburg activity centre, along with local tourism features including Coburg Lake Reserve.

Table 26 Edgars Creek Trail overview (M4)



6.5 Nillumbik

6.5.1 Council context

The Shire of Nillumbik spans an area of 432 square kilometres, located about 25 kilometres north east of Melbourne. The shire is known for a number of recreational, natural environment and tourism features including Sugarloaf Reservoir, Warrandyte State Park, Diamond Valley Miniature Railway, Montsalvat, Edendale Community Environment Farm and a number of wineries, markets and art galleries.

Nillumbik already hosts a number of regional trails including the Diamond Creek Trail; the Green Wedge Trail; sections of the Aqueduct Trail; and the Kinglake Way Trail.

The Nillumbik Trails Strategy 2011 proposes strategic expansion of the existing trail network to build stronger links with surrounding landscapes and growing activity centres. The strategy recognises that a significant level of funding would be required from Federal and State Government sources to deliver the strategic objectives. It identifies the importance of off-road trails in Nillumbik in providing connections to townships, community hubs, sporting precincts and the regional trails.

6.5.2 Overview of Priority Trails

Three priority trails have been identified in the municipality of Nillumbik, as shown in Figure 15:

- Diamond Creek Trail (N1)
- Aqueduct Trail (N2)
- Green Wedge Trail (N3)

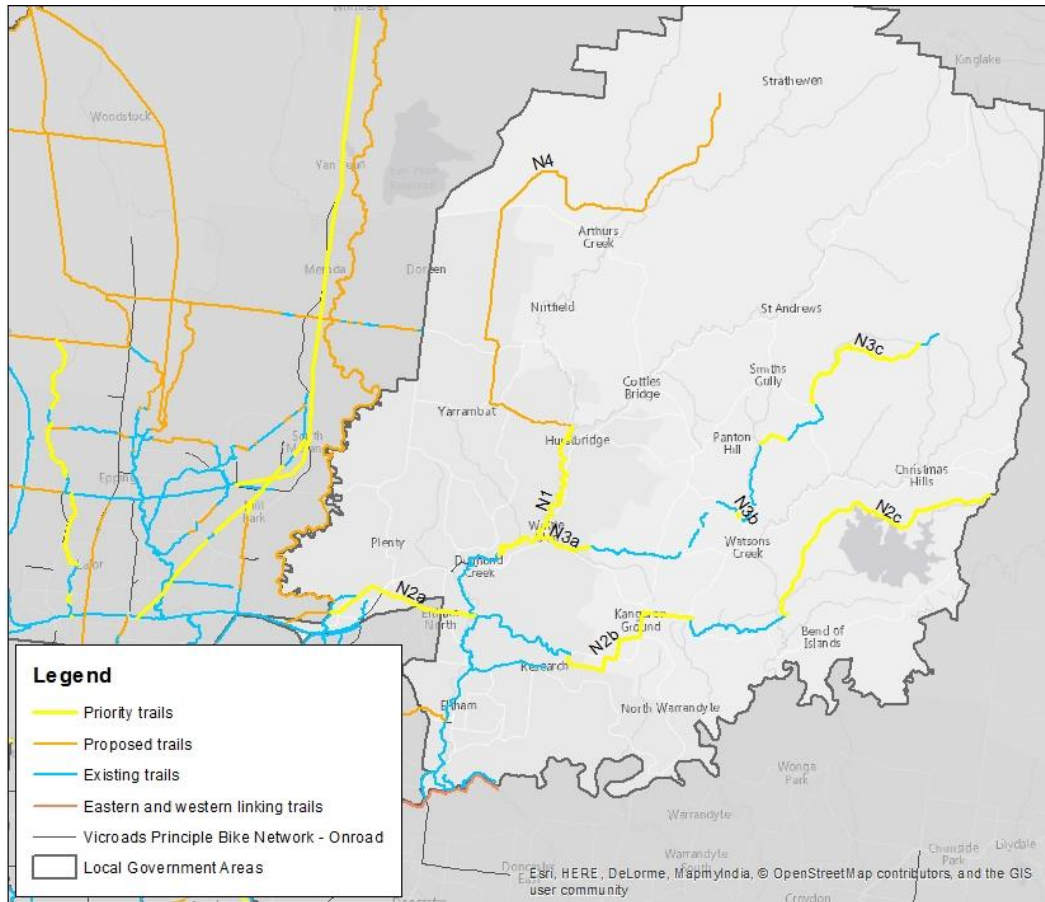


Figure 15 Northern Regional Trails Network priority trails – Shire of Nillumbik

6.5.3 Diamond Creek Trail (N1)

The proposed Diamond Creek Trail project would link the existing trail at Diamond Creek to Hurstbridge, and is of high short term priority for Nillumbik Shire Council.

The trail would support tourism by providing a link to important regional parks and conservation areas to the north, and Diamond Creek town centre. It has strong potential tourism value as a major recreational trail. The trail would also provide direct access to a leisure centres and a train station in Diamond Creek.

The trail aligns with existing Council plans and a concept design has been undertaken for the project. Additional external funding will be required to undertake the full detailed design and construction of the trail.

Table 27 Diamond Creek Trail overview (N1)

Trail profile						
Key characteristics						
Length of trail		7.34 km				
Current design stage		Concept design				
Key benefits		Strong tourism, amenity and recreational value; provides access to regional parks and conservation areas, regional scale leisure centres, train stations, and recreational water bodies; services a large local population catchment				
Tourism features		Ellis Cottage Hurstbridge rural township				
Benefits and costs analysis						
Width	Year	Construction cost (\$)	Maintenance cost (\$)	Wider economic benefits (\$)	Private land value benefits (\$)	Benefit - cost ratio
3m	1	2,377,000	110,000	1,486,000	10,000	0.6
	30		2,024,000	27,327,000	187,000	6.2
4m	1	3,037,000	147,000	2,335,000	10,000	0.7
	30		2,698,000	42,943,000	187,000	7.5
Employment creation in construction phase – 9.5 FTE for 3m trail, 12.1 FTE for 4m trail						

6.5.4 Aqueduct Trail (N2)

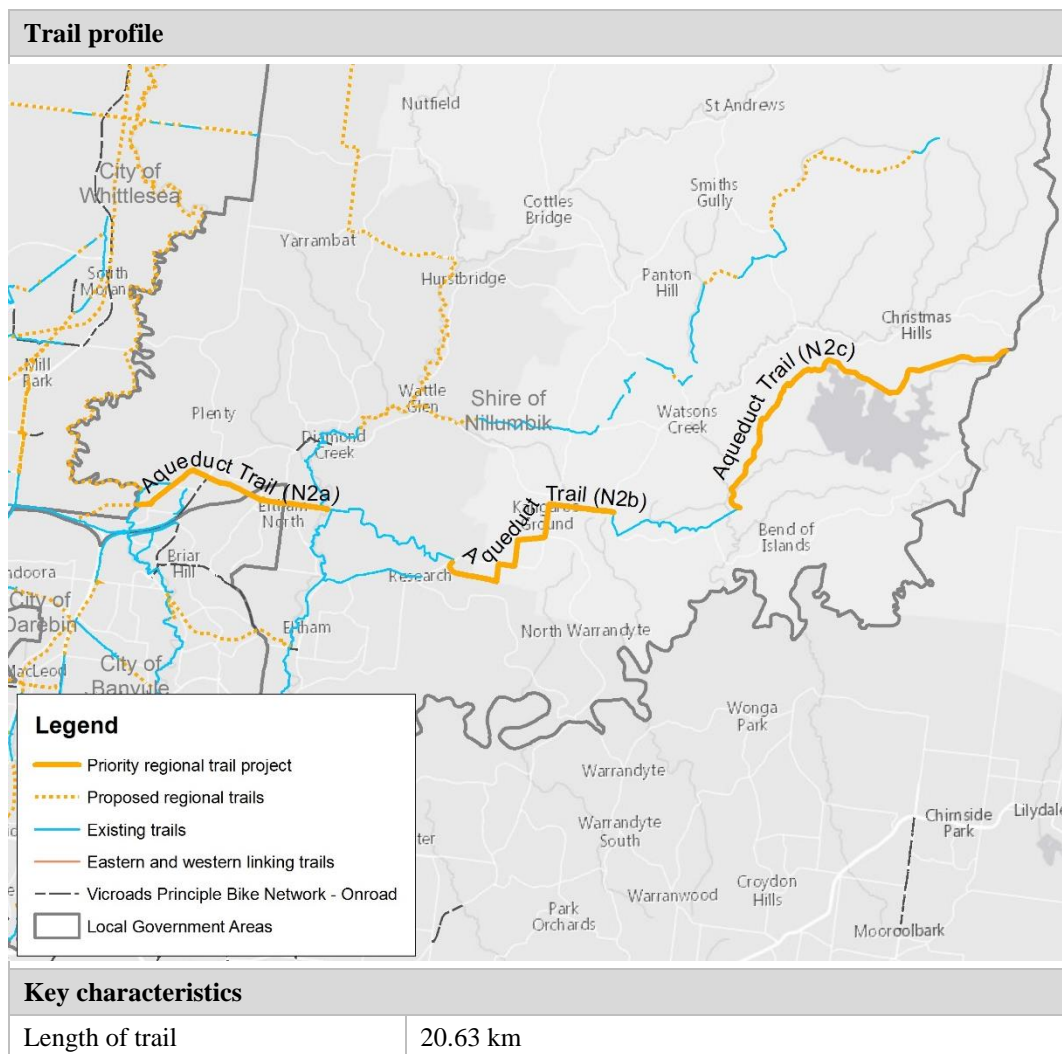
The proposed Aqueduct Trail project is comprised of three sections:

- N2a: from the Metropolitan Ring Road, through Diamond Creek to the existing Banyule Diamond Creek trail
- N2b: from Main Road Diamond Creek, along Eltham-Yarra Glen Road, Creek road and Eltham road to the commencement of the existing trail
- N2c: from Warrandyte Kinglake Road, north along Westering, Ridge and Muir Roads to Skyline Road

The trail is a high short term priority trail for Nillumbik Council and has the potential to provide a link to regional parks and conservation areas, and access to a large number of tourism destinations including Sugarloaf Reservoir and a range of wineries between Eltham and Watson’s Creek. The trail would also provide direct access to a leisure centre, and would itself provide strong tourism, amenity and recreational value.

The trail aligns with existing Council plans, however no concept design has been undertaken for the project. Detailed design has been completed for the first section of the trail link to Yarra Ranges.

Table 28 Aqueduct Trail overview (N2)



Current design stage		Concept design, partial detailed design				
Key benefits		Strong tourism, amenity and recreational value; provides access to regional parks and conservation areas, regional scale leisure centres, train stations, and recreational water bodies; services a large local population catchment				
Tourism features		Various wineries Andrew Ross Museum Kangaroo Ground War Memorial Sugarloaf Reservoir				
Benefits and costs analysis						
Width	Year	Construction cost (\$)	Maintenance cost (\$)	Wider economic benefits (\$)	Private land value benefits (\$)	Benefit - cost ratio
3m	1	8,041,000	372,000	4,709,000	109,000	0.6
	30		6,847,000	86,616,000	2,009,000	5.8
4m	1	10,275,000	496,000	7,401,000	109,000	0.7
	30		9,129,000	136,111,000	2,009,000	7.0
Employment creation in construction phase – 32.2 FTE for 3m trail, 41.1 FTE for 4m trail						

6.5.5 Green Wedge Trail (N3)

The proposed Green Wedge trail project would provide a link between the proposed Diamond Creek trail extension and Kinglake National Park. The trail would be divided into the following projects:

- N3a: from the proposed Diamond Creek trail to existing trail on Watery Gully Road
- N3b: comprising the Alma Road trail connection
- N3c: the Motschalls Road trail connection and Spanish Gully Road to Kinglake.

The Green Wedge trail has the potential to provide a link to regional parks and conservation areas, including Long Gully Bushland Reserve and Smiths Gully Nature Reserve. The trail in itself would have very high amenity and recreation value. The trail would also improve local tourism by providing improved access to key destinations including wineries and aforementioned conservation areas.

The Green Wedge trail would also provide direct access to and from Wattle Glen train station.

Table 29 Green Wedge Trail overview (N3)

Trail profile						
Key characteristics						
Length of trail		8.22 km				
Current design stage		No design				
Key benefits		Strong tourism, amenity and recreational value; provides access to regional parks and conservation areas, train stations, and recreational water bodies; services a large local population catchment				
Tourism features		Ellis Cottage Long Gully Bushland Reserve Smiths Gully Nature Conservation Reserve Various wineries Kinglake National Park Warrandyte Kinglake Nature Conservation Reserve				
Benefits and costs analysis						
Width	Year	Construction cost (\$)	Maintenance cost (\$)	Wider economic benefits (\$)	Private land value benefits (\$)	Benefit - cost ratio
3m	1	2,911,000	135,000	814,000	7,000	0.3
	30		2,479,000	14,976,000	126,000	2.8
4m	1	3,720,000	180,000	1,280,000	7,000	0.3

	30		3,305,000	23,534,000	126,000	3.4
Employment creation in construction phase – 11.6 FTE for 3m trail, 14.9 FTE for 4m trail						

6.6 Whittlesea

6.6.1 Council Context

The City of Whittlesea spans a total of 489 square kilometres of land across Melbourne’s northern, with a population of around 194,000 residents. Whittlesea is one of Australia’s fastest growing municipalities in Australia, with almost 8,000 new residents in 2014. The municipality is home to a number of recreational, environmental and tourism features including the Plenty Gorge Park, the Yan Yean Reservoir Park, the Quarry Hills Park and the Plenty Ranges Arts Centre and Theatre.

Whittlesea hosts a number of major off-road trails including the South Morang Rail Trail; the Plenty River Trail; the Merri Creek Trail; the Edgars Creek Trail; and the Darebin Creek Trail.

The City of Whittlesea has developed its *Integrated Transport Strategy 2014* to identify the transport priorities for the municipality and actions necessary to ensure that the transport needs of the community are met. One of the key policy areas in the Strategy is cycling and Council has outlined the following objective:

‘Council will enable the community to adopt cycling as a viable alternative to the car for a wide variety of trips within the municipality and our neighbouring municipalities, through provision of infrastructure, encouragement programs and supporting infrastructure.’

Within the strategy, the ‘Existing and Proposed Bicycle Network’ identifies key off-road trail projects in the municipality. The Whittlesea Bicycle Plan 2015-2019 has also been developed.

6.6.2 Overview of Priority Trails

The following five priority trails have been identified in the City of Whittlesea, as shown in Figure 16, as well as the upgrade of a number of existing trails:

- Edgars Creek Trail (W9)
- Merri Creek Trail (W20)
- Whittlesea Rail Trail (W24)
- Yan Yean Pipe Trail (W25)
- Plenty Road Shared Path (W27)

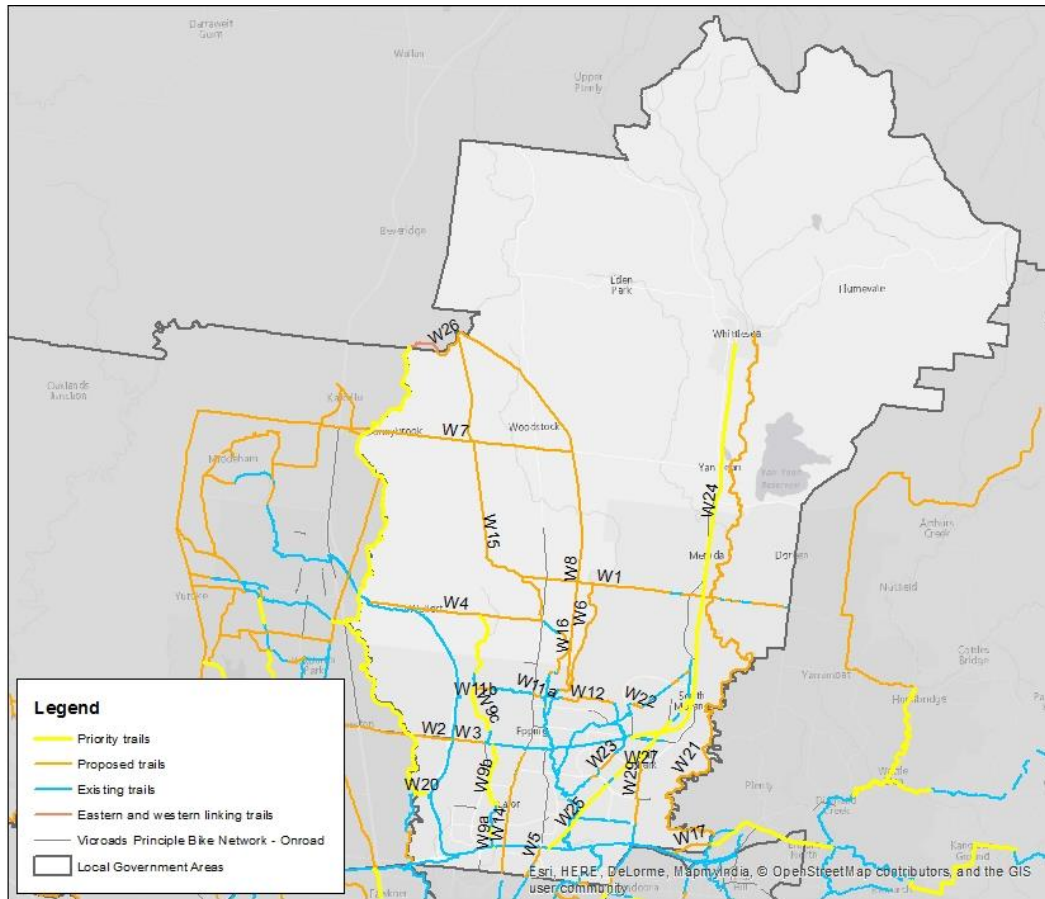


Figure 16 Northern Regional Trails Network priority trails – City of Whittlesea

6.6.3 Edgars Creek Trail (W9)

This proposed trail links the existing Edgars Creek Trail between Craigieburn Road and the Northern Ring Road. It has been subdivided into three sections:

- W9a: north of the Northern Ring Road
- W9b: provides a link between Cooper Street and Tramoo Street
- W9c: to the north of Cooper Street on either side of the Aurora development

The trail provides access to Thomastown Aquatic Recreation Centre, the nearby Lalor and Thomastown train stations and key employment areas. The trail also has strong amenity and recreation value. The size of the population serviced within one kilometre is relatively high.

It is also worth noting that there may be potential to fund the trail north of Childs Road through developer contributions.

Table 30 Edgar’s Creek Trail overview (W9)

Trail profile						
Key characteristics						
Length of trail		7.98 km				
Current design stage		No design				
Key benefits		Strong amenity and recreational value; provides access to activity centres, regional scale leisure centres, and train stations; services a large local population catchment				
Tourism features		Ziebell’s Farmhouse				
Benefits and costs analysis						
Width	Year	Construction cost (\$)	Maintenance cost (\$)	Wider economic benefits (\$)	Private land value benefits (\$)	Benefit - cost ratio
3m	1	2,585,000	120,000	3,847,000	38,000	1.4
	30		2,201,000	70,753,000	697,000	14.8
4m	1	3,303,000	160,000	6,045,000	38,000	1.7
	30		2,935,000	111,183,000	697,000	17.8
Employment creation in construction phase – 10.3 FTE for 3m trail, 13.2 FTE for 4m trail						

6.6.4 Merri Creek Trail Link (W20)

This proposed project will provide an additional link within the existing Merri Creek Trail, comprising a section between the City of Hume and City of Whittlesea portions via the City of Whittlesea Public Gardens.

The trail has strong amenity and recreational value; providing access to the gardens and Merri Creek Park which are both of regional importance. The trail will also improve east-west linkage between Campbellfield and Thomastown.

The policy context for this development is favourable, as the land is entirely owned by the City of Whittlesea, however funding has not yet been secured for the trail.

Table 31 Merri Creek Trail Link overview (W20)

Trail profile	
<p>Legend</p> <ul style="list-style-type: none"> — Priority regional trail project - - - Proposed regional trails — Existing trails Local Government Areas 	
Key characteristics	
Length of trail	0.34
Current design stage	No design
Key benefits	Strong amenity and recreational value; provides access to regional parks and conservation areas, activity centres, and recreational water bodies; services a large local population catchment
Tourism features	Merri Creek Parklands City of Whittlesea Public Gardens

Benefits and costs analysis						
Width	Year	Construction cost (\$)	Maintenance cost (\$)	Wider economic benefits (\$)	Private land value benefits (\$)	Benefit - cost ratio
3m	1	110,000	5,000	1,014,000	400	8.8
	30		94,000	18,645,000	8,000	91.4
4m	1	141,000	7,000	1,593,000	400	10.8
	30		125,000	29,299,000	8,000	110.1
Employment creation in construction phase – 0.4 FTE for 3m trail, 0.6 FTE for 4m trail						

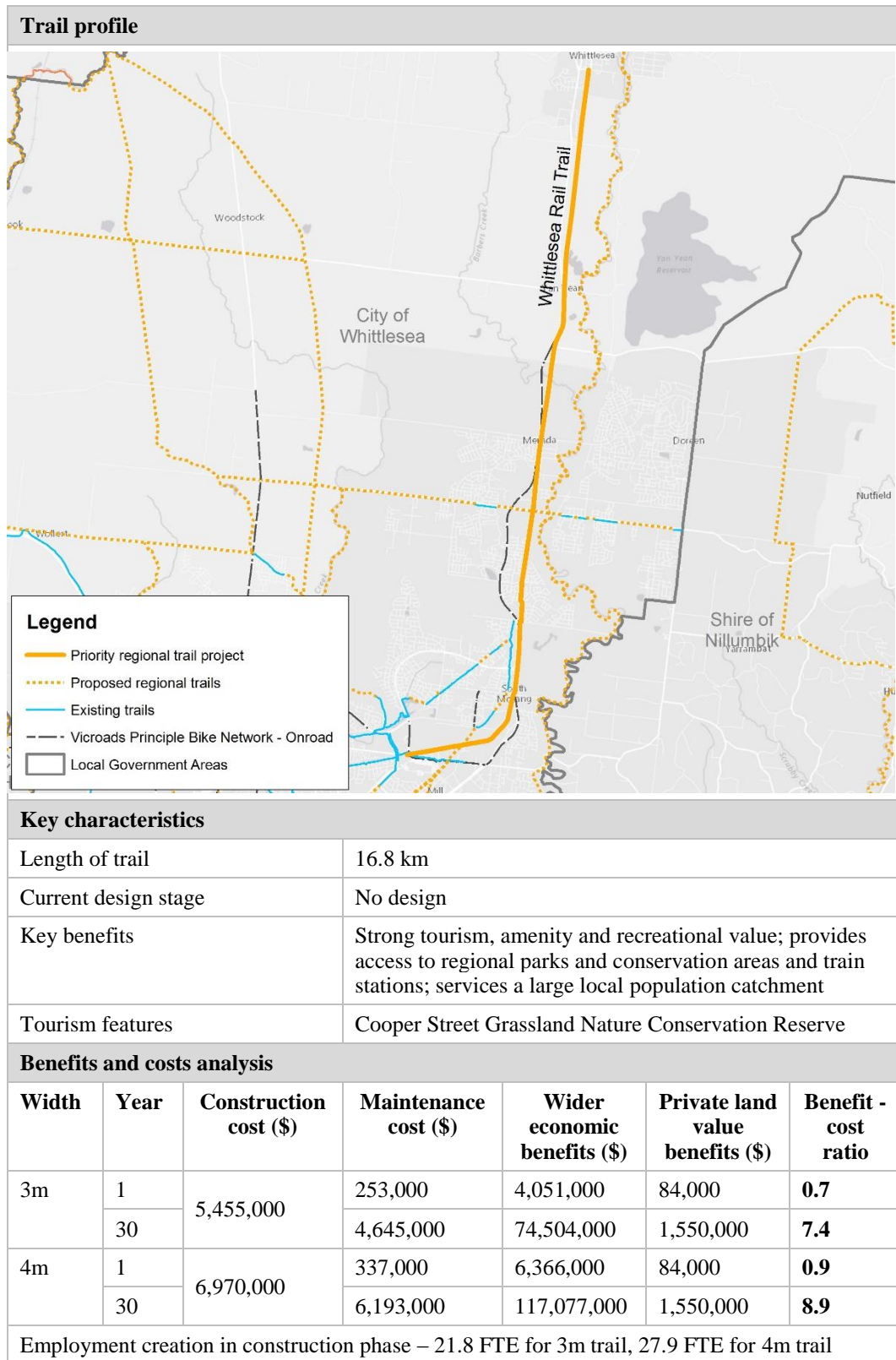
6.6.5 Whittlesea Rail Trail (W24)

The Whittlesea Rail Trail project extends from McDonalds Road in South Morang to Laurel Street in Whittlesea.

The proposed trail project is 16.8 kilometres in length and provides access to South Morang station and a number of Regional Parks and Conservation areas including Plenty Gorge Parklands, Mernda Streamside Reserve and Yan Yean Conservation Park. The trail therefore has strong amenity and recreational value and it has the potential to support local tourism. The size of the population catchment within one kilometre is relatively high.

The land on which the project is located is predominantly owned by VicTrack. The potential for State Government funding for project design and delivery is under consideration. Further, there is also the potential to get funding via the Mernda Rail Extension Project.

Table 32 Whittlesea Rail Trail overview (W24)



6.6.6 Yan Yean Pipe Trail (W25)

The Yan Yean Pipe Trail project would bridge a current gap in the trail from the Metropolitan Ring Road northwards to the existing northern section above Gordons Road.

The trail extension will provide a link to Plenty Gorge Parklands, and access to Mill Park Leisure Centre, South Morang station and nearby activity centres. The size of the population catchment directly serviced by this trail would be relatively high.

The trail would strongly enhance regional connectivity of the existing network by completing the Yan Yean pipe trail. The land is predominantly owned by City of Whittlesea, which will improve the ease of implementation. However, funding has not been secured for the trail.

Table 33 Yan Yean Pipe Trail overview (W25)

Trail profile	
<p>Legend</p> <ul style="list-style-type: none"> — Priority regional trail project ⋯ Proposed regional trails — Existing trails - - - Vicroads Principle Bike Network - Onroad Local Government Areas 	
Key characteristics	
Length of trail	6.88 km
Current design stage	No design
Key benefits	Provides access to regional parks and conservation areas, activity centres, regional scale leisure centres, train stations, and recreational water bodies; services a large local population catchment

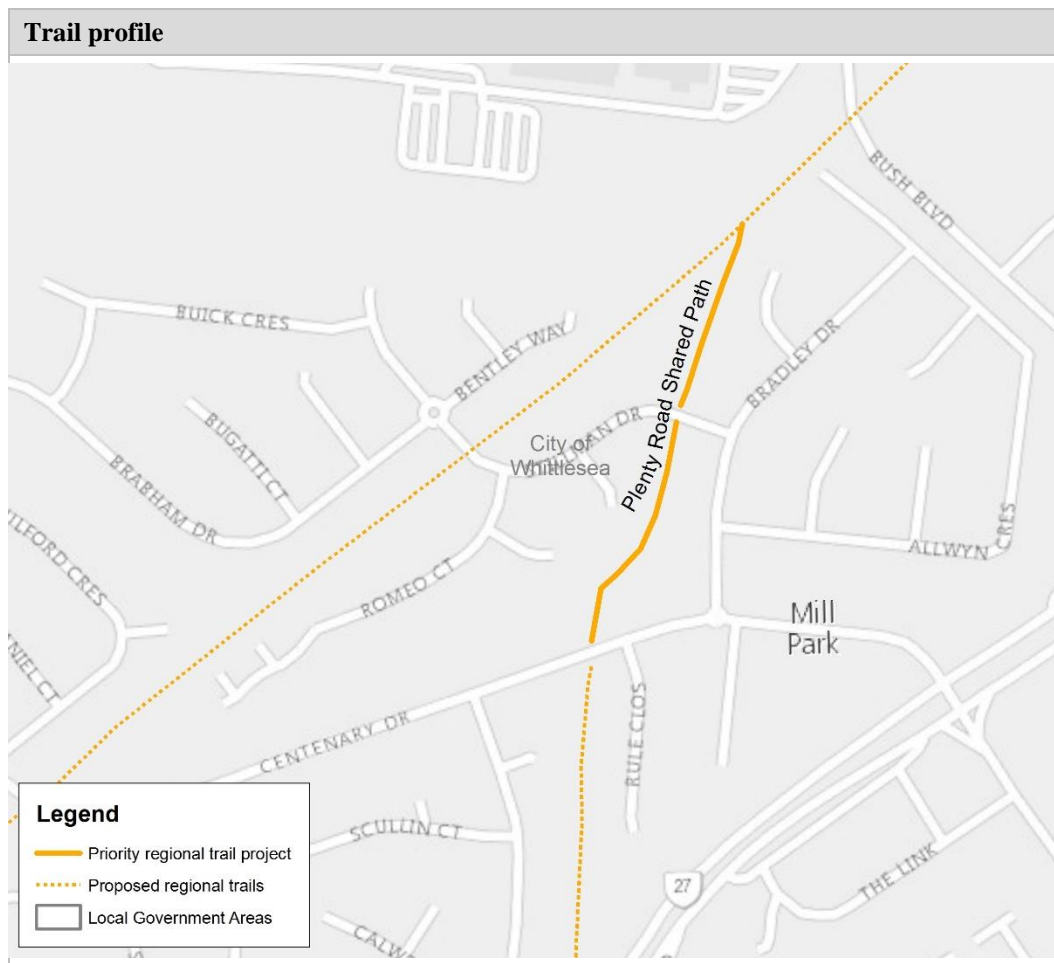
Tourism features		Hawkstowe Park (includes Le Page Homestead at Hawkstowe Picnic Area) Farm Vigano				
Benefits and costs analysis						
Width	Year	Construction cost (\$)	Maintenance cost (\$)	Wider economic benefits (\$)	Private land value benefits (\$)	Benefit - cost ratio
3m	1	2,228,000	103,000	6,120,000	52,000	2.6
	30		1,897,000	112,567,000	956,000	27.3
4m	1	2,847,000	138,000	9,618,000	52,000	3.2
	30		2,530,000	176,892,000	956,000	32.9
Employment creation in construction phase – 8.9 FTE for 3m trail, 11.4 FTE for 4m trail						

6.6.7 Plenty Road Shared Path (W27)

The Plenty Road Shared Path comprises a link between the existing trail and the Yan Yean Pipe Trail. The trail would improve connectivity to the Plenty Gorge Parklands and would provide access to nearby South Morang train station. Few constraints exist in relation to planning and terrain. Land ownership status is also favourable, as the entire tract is owned by City of Whittlesea.

Funding has not been secured for the trail.

Table 34 Plenty Road Shared Path overview (W27)



Key characteristics						
Length of trail	0.43 km					
Current design stage	No design					
Key benefits	Provides access to regional parks and conservation areas, and train stations					
Tourism features	<i>Not applicable</i>					
Benefits and costs analysis						
Width	Year	Construction cost (\$)	Maintenance cost (\$)	Wider economic benefits (\$)	Private land value benefits (\$)	Benefit - cost ratio
3m	1	138,000	6,000	2,138,000	1,000	14.8
	30		118,000	39,319,000	21,000	153.6
4m	1	177,000	9,000	3,359,000	1,000	18.1
	30		157,000	61,787,000	21,000	185.0
Employment creation in construction phase – 0.6 FTE for 3m trail, 0.7 FTE for 4m trail						

6.6.8 Upgrades of existing trails

The AustRoads publication *Guide to Road Design, Part 6A – Pedestrian and Cyclist Paths* (AustRoads, 2013) and the VicRoads supplementary publication *Widths of Off-Road Share Use Paths* (VicRoads, 2013) provides guidance on design standards for recreational trails. Both emphasise that trails that the smoothness of the journey is an important consideration for cyclists and recommend either asphalt or concrete surfaces. The VicRoads guidance notes that trails that are made of granitic sand can pose a problem for those in wheel chairs or other aids, such as walking frames.

The City of Whittlesea has identified a number of its existing trails that form part of the Northern Regional Trails network as requiring upgrade to concrete from current granitic sand. These trails are:

- Darebin Creek Trail (M80 to Childs Road)
- Darebin Creek Trail (Childs Road to Findon Road)
- Merri Creek Trail
- Hendersons Road Drain Trail
- South Morang Pipe Trail

6.7 Yarra

6.7.1 Council Context

The City of Yarra is an inner metropolitan municipality, spanning 19.5 square kilometres to the north east of central Melbourne. Yarra hosts a diverse community and is home to a number of notable tourism features including Yarra Bend Park, the Edinburgh Gardens, Dights Falls, Collingwood Children’s Farm, the Abbotsford Convent, Burnley Park and Victoria Park.

Major existing trails within the municipality include the Capital City Trail (shared path) and the Merri Creek Trail (which will also include the Coulston Reserve Path once constructed). The *City of Yarra Bicycle Strategy 2010-2015* establishes a long term vision for cycling in the municipality. It recognises strong local growth in off-road cycling, the prevalence of spatial constraints in the off-road network and it states that *‘The off-road network has developed with path widths primarily established for recreational use by a mixture of pedestrians and low number of cyclists’*.

The Bicycle Strategy also details the status of bicycle initiatives, lays out future plans for bicycle facilities and lists strategies and actions for stimulating greater bicycle use across the City of Yarra.

The Bicycle Strategy is consistent with the City of Yarra’s *Strategic Transport Statement*, *Open Space Strategy* and *Inner Melbourne Action Plan (IMAP)*. It also has links to Council’s *Encouraging and Increasing Walking Strategy*.

6.7.2 Overview of Priority Trails

The following three priority trails have been identified for the City of Yarra, as shown in Figure 17:

- Y4: Yarra River Northern Trail (Y4)
- Main Yarra Trail – Gipps Street Steps (Y7)
- Rushall Reserve (Y9)

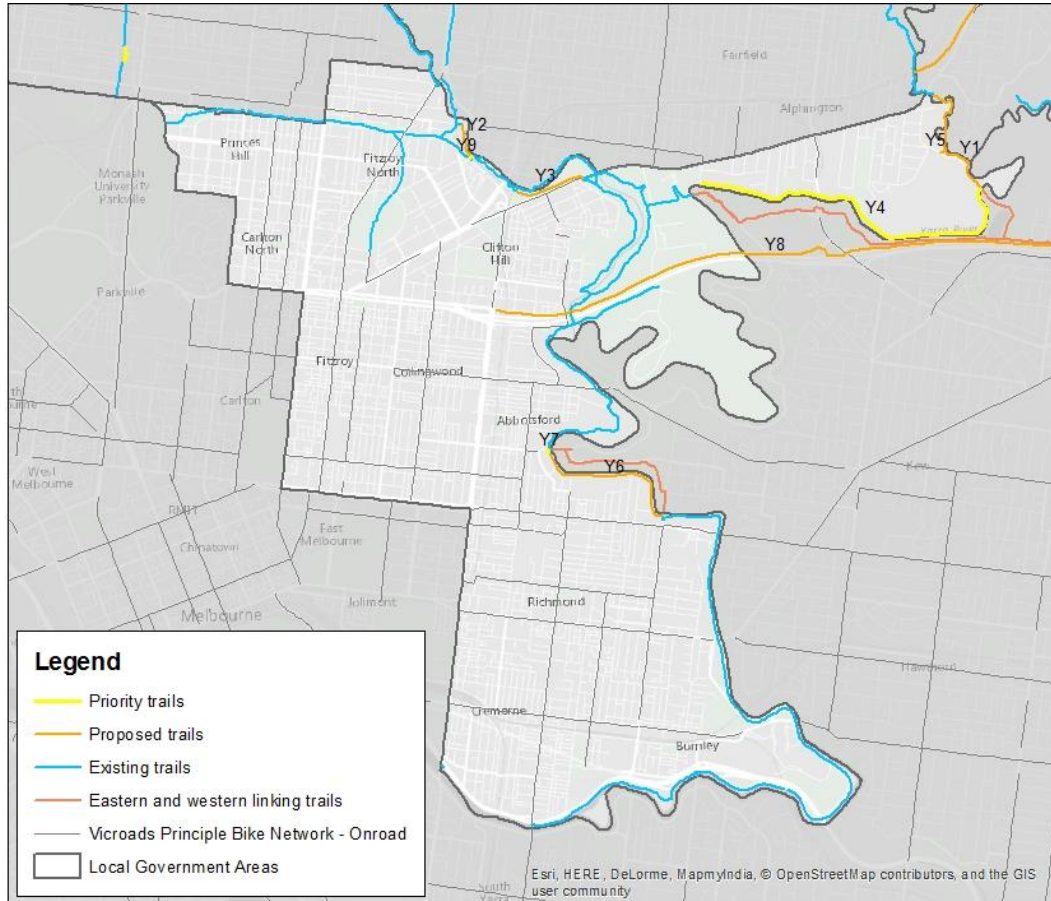


Figure 17 Northern Regional Trails Network priority trails – City of Yarra

6.7.3 Yarra River Northern Trail (Y4)

The Yarra River Northern Trail project comprises a connection from the Main Yarra Trail near Fairfield Park Boathouse, along the Yarra, under Chandler Bridge, to the south of La Trobe Gold Club to the proposed Darebin Creek Trail project (Y1).

The trail is favourable in terms of tourism, cultural, amenity and recreational value and links to regional parks given the close proximity of Yarra Bend Park and the Yarra River. It also provides a direct link to major tourism attractions, including the Fairfield Boat House. The concept design of the trail has already been developed.

Table 35 Yarra River Northern Trail overview (Y4)

Trail profile	
Key characteristics	
Length of trail	2.97 km
Current design stage	Concept design
Key benefits	Strong tourism, amenity and recreational value; provides access to regional parks and conservation areas and recreational water bodies
Tourism features	Fairfield Boat House Coate Park and Rudder Grange Alphington Park La Trobe Golf Course

Benefits and costs analysis						
Width	Year	Construction cost (\$)	Maintenance cost (\$)	Wider economic benefits (\$)	Private land value benefits (\$)	Benefit - cost ratio
3m	1	962,000	45,000	4,813,000	45,000	4.8
	30		819,000	88,520,000	826,000	49.7
4m	1	1,229,000	59,000	7,563,000	45,000	5.9
	30		1,092,000	139,103,000	826,000	59.9
Employment creation in construction phase – 3.8 FTE for 3m trail, 4.9 FTE for 4m trail						

6.7.4 Main Yarra Trail – Gipps Street Steps (Y7)

This portion of the Main Yarra Trail encompasses the replacement of Gipps Street steps with a ramp to enable unimpeded access along the Main Yarra Trail.

The trail is favourable in terms of tourism, cultural, amenity and recreational value and links to regional parks given the close proximity of Lower Yarra River land, Yarra Bend Park and the Yarra River. The trail also provides a link to Collingwood and North Richmond stations and the Tertiary Institute on York Street. The trail will enhance access to key tourism destinations such as the Collingwood Children’s Farm and the Abbotsford Convent.

The trail will improve the continuity of the network by providing step-free access between the existing trails and Gipps Street. It has potential to link to the proposed Gipps Street to Walmer Street link to the south. Construction could be undertaken relatively easily.

Table 36 Main Yarra Trail – Gipps Street Steps overview (Y7)

Trail profile						
Key characteristics						
Length of trail		0 km (40 metres)				
Current design stage		No design				
Key benefits		Strong tourism, amenity and recreational value; provides access to regional parks and conservation areas, tertiary institutions, train stations, and recreational water bodies				
Tourism features		Abbotsford Convent Collingwood Children’s Farm Victoria Park Dights Falls				
Benefits and costs analysis						
Width	Year	Construction cost (\$)	Maintenance cost (\$)	Wider economic benefits (\$)	Private land value benefits (\$)	Benefit - cost ratio
3m	1	1,361,000	600	1,968,000	200	1.4
	30		10,000	36,191,000	4,000	26.4
4m	1	1,815,000	700	3,092,000	200	1.7
	30		14,000	56,872,000	4,000	31.1
Employment creation in construction phase – 5.4 FTE for 3m trail, 7.3 FTE for 4m trail						

6.7.5 Rushall Underpass (Y9)

The Rushall Underpass extends from Rushall Train Station under the railway line linking to the Rushall Reserve. The trail therefore links the existing Capital City Trail to the west and the existing Merri Creek Trail and proposed Rushall Reserve Trail to the east. There is currently an underpass under the station, however the expansion of this underpass would facilitate easier access by trail users.

The trail is favourable in terms of tourism, cultural, amenity and recreational value given the close proximity of the Liner Park and Edinburgh Gardens further south on the Capital City to Edinburgh Garden Trails. The trail also links to Rushall Train Station, Collingwood Leisure Centre and the size of the population catchment directly serviced by the trail is relatively high.

As previously noted, the trail would enhance regional connectivity by linking to other existing and proposed trails. The trail also aligns with council priorities and the land is owned by VicTrack and VicParks, which will improve the ease of implementation, however funding has not been secured and there is no design for the trail at this stage.

Table 37 Rushall Underpass overview (Y9)

Trail profile						
<p>The map shows the Rushall Underpass area in the City of Yarra and City of Darebin. It highlights the Rushall Underpass as a priority regional trail project (solid orange line). Other trails shown include existing trails (solid blue line) and proposed regional trails (dotted orange line). The map also shows local government areas (grey outlines) and reserves like Thomas Kidney Reserve and Baton Reserve. A legend in the bottom left corner defines the symbols: Priority regional trail project (solid orange line), Proposed regional trails (dotted orange line), Existing trails (solid blue line), Vicroads Principle Bike Network - Onroad (dashed black line), and Local Government Areas (grey outline). The map is credited to Esri, HERE, DeLorme, MapmyIndia, OpenStreetMap contributors, and the GIS user community.</p>						
Key characteristics						
Length of trail		0 km (25 metres)				
Current design stage		No design				
Key benefits		Strong tourism, amenity and recreational value; provides access to regional parks and conservation areas, train stations, leisure centre and other trails				
Tourism features		Linear Park Edinburgh Gardens				
Benefits and costs analysis						
Width	Year	Construction cost (\$)	Maintenance cost (\$)	Wider economic benefits (\$)	Private land value benefits (\$)	Benefit - cost ratio
3m	1	900,000	400	2,797,000	200	3.1
	30		7,000	51,435,000	4,000	56.7
4m	1	1,200,000	500	4,395,000	200	3.7
	30		9,000	80,826,000	4,000	66.9
Employment creation in construction phase – 3.6 FTE for 3m trail, 4.8 FTE for 4m trail						

7 Implementation

7.1 Memorandum of Understanding

It is recognised that successful implementation of the Northern Regional Trails Strategy requires a coordinated and aligned approach between the key government and agency stakeholders of Melbourne's North. In recognition of this, the commissioning councils of Melbourne's North have committed, as an initial step in the implementation of the Strategy, to the development and formation of a Memorandum of Understanding (MoU) between the councils and relevant Victorian Government agencies and landowners.

The intent of the MoU is to define an agreed set of governance principles that will guide the design, construction and operation and maintenance of trails identified in the Strategy over coming years. A fundamental principle of the MoU will be a focus on fostering a collaborative approach between councils and relevant agencies to implementation of the Strategy. It is recognised that such a collaborative approach is necessary to address the challenges posed by multiple landowners, optimising the user experience and attractiveness of the network and the requirement for ongoing trail maintenance.

An overview of key issues and opportunities to be addressed by the MoU is provided below.

7.2 Agency landowners

Figure 18 illustrates that there are a wide range of land owners across the northern region that will need to be considered and engaged throughout the implementation of the Northern Regional Trails Strategy. These include councils, state agencies and private land owners.

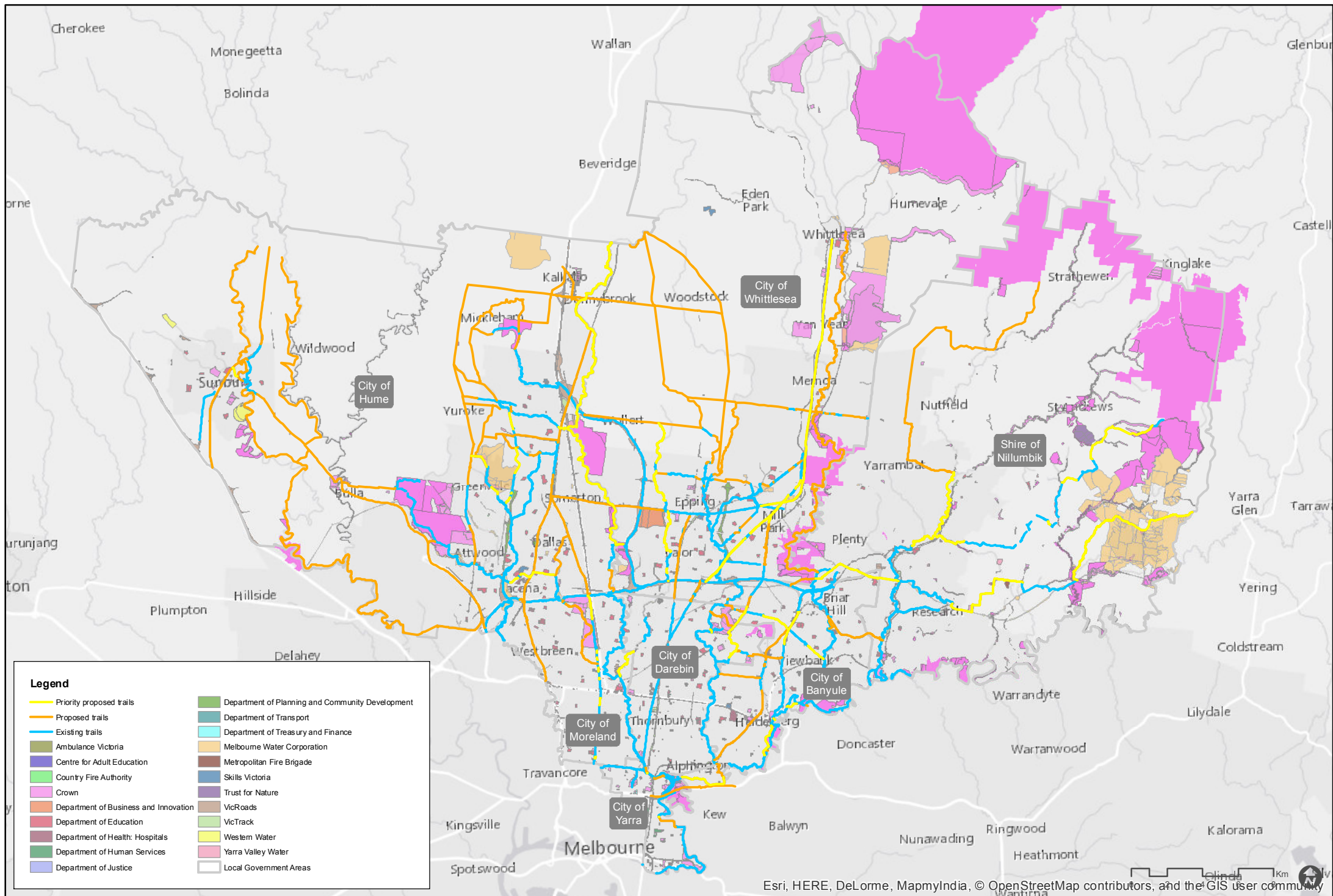
There is a need to work with the existing land owners and engage stakeholders in order to implement the development of the trail network. Meetings have been held with some of the land owners and it has generally been acknowledged that VicTrack, VicRoads, Parks Victoria Melbourne Water are amenable to considering the construction of the trail network on their land. However in the instance where the land is privately owned and/or the land owners have not been identified there may be issues in both gaining access to development the land and providing sources of funding.

7.3 User experience

To enhance the experience and way finding of users of the Northern Regional Trail network, an agreed set of design parameters will be developed to clearly denote that they are accessing a part of the off road recreational trail network of Melbourne's North.

To complement this on ground experience it is proposed that a package of digital information be developed and be provided as freely available open source information, including to the Victorian Government Data portal (www.data.vic.gov.au). The package will consist of a collation of information regarding the Northern Regional Trail network, together with supporting tourist and destination information collated from each of the councils.

The City of Darebin has set a target of 90% maintenance of off-road shared paths in their Cycling Strategy. Further they have outlined actions for cycle infrastructure include ensuring that cycling facilities are included in Council's planned maintenance.



Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, and the GIS user community

Figure 18 - Land ownership in the north

7.4 Maintenance

7.4.1 Introduction

During the development of the Strategy the former Department of Transport, Planning and Local Infrastructure recommended that it would assist their planning if an agreed set of governance principles were developed, in particular addressing the consideration of ongoing maintenance requirements. This would provide assurance that the trail network would be supported and maintained to an appropriate standard in accordance with the Design Guidelines.

There are varying approaches to maintenance across the region and regular maintenance of the regional trail network is important to account for surface issues as well as increasing usage to ensure that users can benefit from the trails as intended. In some cases, both within the region and in the wider Melbourne metropolitan area, cycle trails have fallen into disrepair and become unpopular with users, as they have not received funding and/or maintenance. Many of the councils have identified the need for trail maintenance in their respective policies and strategies and in some instances funding sources and indirect positive impacts have also been identified.

7.4.2 Council plans

In their Bicycle Strategy Action Plan, the City of Banyule has identified actions to develop and implement a maintenance program for the off-road network and to consider cyclist needs when undertaking regular maintenance works in the municipality. A range of opportunities for funding maintenance have been identified and the *Bicycle Strategy 2010-2020* has outlined that Council has allocated some of the \$1million funding (committed through Council's New Works and Services Program) in the past three years for bicycle path maintenance.

As previously noted, the City of Darebin has set a target of 90% maintenance of off-road shared paths and they have outlined actions such as ensuring that cycling facilities are included in Council's planned maintenance.

The City of Hume identified the need for undertaking appropriate maintenance and allocating funding for the maintenance of paths in the Walking and Cycling Strategy 2010-2015, however the maintenance of trails has not been specifically outlined in their Bicycle Network Plan.

The Moreland Bicycle Strategy outlines that Council will use routine asset management, open space management and citizen response processes to identify maintenance issues and that *'Council will use its open space management and asset maintenance programs to ensure bicycle routes are attractive places to ride, where the chance of encountering hazards, such as potholes, broken glass or obscuring vegetation, is low'*. Moreland City Council committed funding of approximately \$800,000 in 2009/10 and they have acknowledged that they need to increase funding in the future. This will be increased by updating their accounting systems to ensure that asset management and management activities to maintain the trails are included as bicycle expenditure.

In the Shire of Nillumbik the indirect positive impacts from maintaining the trail network has been explored in the Nillumbik Trails Strategy. Voluntary trail maintenance has been identified as a trail activity that could encourage participation and social interaction and the maintenance of trails has also been identified as a potential generator of employment

opportunities in the municipality. Further, it has been recommended that \$1.2 million is invested in maintenance over the next 10 years based on the following indicative maintenance costs for various trail surfaces:

Trail surface	Annual maintenance cost
Natural	\$0.1/m ²
Toppings (i.e. crushed rock)	\$2/m ²
Asphalt	\$3/m ²
Concrete	\$5/m ²
Boardwalk	\$10/m ²

The City of Whittlesea has a strategy for better recreational trails, of which a key action is to build and upgrade major recreation trails to a suitable all weather surface.

One of the key strategies in the City of Yarra Bike Strategy is focused on better bicycle network maintenance. It recognises the importance of maintaining a high quality condition of trails and it states that *'Paths, roads and bicycle lanes should be regularly inspected and maintained to ensure quality does not fall below appropriate levels'*. Further it details that all major bicycle routes in the municipality should be inspected quarterly. A number of funding sources have been identified for the overall implementation of the strategy, however there has been no specific commitment of funding to maintenance activities.

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APPENDIX C

Proposed Northern Regional
Trails Network and multi-criteria
analysis

A1 Proposed Northern Regional Trails

Council	Trail	Map Reference
Banyule	Banyule Shared Trail	B1
	Unnamed La Trobe University Link Path	B2
	Darebin Creek Trail	B3
	Unnamed East-West Power Easement	B6
	Hurstbridge Line Rail Trail	B7
	Main Yarra Trail bridge	B8
	Plenty Road Shared Path	B9
	Main Yarra Trail realignment	B11
	Main Yarra Trail	B12
	Main Yarra Trail	B13
	Banyule Shared Trail	B14
	Plenty River Trail	B15
	Greensborough to Eltham Link Trail	B16
	Dougharty Road	B17
Darebin	Bundoora Park Shared Path	D1
	Darebin Creek Trail bridge	D2
	La Trobe University Shared Path	D7
	Plenty Road Shared Path	D8
	Unnamed - La Trobe University Link Path	D9
	Unnamed - East-West Power Easement	D10
Hume	Aitken Boulevard Shared Path	H1
	Aitken Creek Shared Path	H2
	Aitken Creek Shared Path	H3
	Blind Creek Trail Link	H4
	Bulla – Woodlands Historic Park Connection	H5
	Craigieburn Rail Line Shared Trail	H6
	Craigieburn Rail Line Shared Trail	H7
	Donnybrook Road Shared Path	H10
	Emu Creek Shared Trail	H11
	Greenvale Reservoir Park Trail	H12
	Jacksons Creek Regional Path	H13
	Jacksons Creek Regional Path	H14
	Malcolm Creek Trail	H15
	Maribyrnong River Shared Path	H16
	Meadowlink shared pathway	H17
	Melbourne Water Pipe Track	H18
	Merri Creek Shared Trail	H20
	Mickleham Road Shared Path	H21
	Somerton Rd Shared Path/ Cooper Street Shared Path	H24
	Ring Road - Moonee Ponds Creek Bike Path	H25
Sunbury Rail Line Shared Trail	H26	

Council	Trail	Map Reference
	Sunbury Rail Line Shared Trail	H27
	Sunbury to Melbourne Airport Offroad Shared Path	H28
	Tullamarine Freeway Regional Path	H29
	Tullamarine Offroad Shared Path	H30
	Unnamed - Craigieburn to Merrifield Link	H31
	Unnamed - Mickleham Rd to Craigieburn Link	H34
	Unnamed - Roxburgh Park east-west Link Path	H36
	YVW Pipetrack - south Craigieburn east-west Link	H37
	Unnamed - southwest Craigieburn north-south link	H38
	Upfield Shared Path extension	H39
	Merlynston Creek Trail	H40
	Mt Ridley Road to Donnybrook Road	H41
Moreland	Craigieburn Rail Line Shared Trail	M1
	Upfield Rail Trail - North	M2
	Upfield Rail Trail - South	M3
	Edgars Creek Trail	M4
	Merlynston Creek Trail	M5
	Merri Creek Trail Upgrades	M6
Nillumbik	Diamond Creek Trail	N1
	Aqueduct Trail	N2
	Green Wedge Trail	N3
	Kinglake Way Trail	N4
Whittlesea	Bridge Inn Road Shared Path	W1
	Cooper Street Shared Path	W2
	Cooper Street Shared Path	W3
	Craigieburn Road Shared Path	W4
	Dalton Road Shared Path	W5
	Darebin Creek Trail	W6
	Donnybrook Road Shared Path	W7
	E6 Freeway Trail	W8
	Edgars Creek Trail	W9
	Epping North Transmission Trail	W11
	Epping North Transmission Trail	W12
	Epping Road Shared Path	W14
	Findon Creek Trail	W15
	Findon Creek Trail	W16
	Maroondah Aqueduct Trail	W17
	Merri Creek Trail Link	W20
	Plenty River Trail	W21
	South Morang Pipe Trail	W22
	Sycamore Morang Trail	W23
	Whittlesea Rail Trail	W24
Yan Yean Pipe Trail	W25	
Plenty Road Shared Path	W27	

Council	Trail	Map Reference
	Upgrades to Existing Trails	W28
	Plenty Road Shared Path	W29
Yarra	Darebin Creek Trail	Y1
	Rushall Reserve Shared Path	Y2
	Coulsen Reserve Ramp	Y3
	Yarra River Northern Trail	Y4
	Farm Road Link	Y5
	Main Yarra Trail - Gipps St to Walmer Street Link	Y6
	Main Yarra Trail – Gipps St Steps	Y7
	North East Bicycle Corridor	Y8
	Rushall Underpass	Y9

A2 Multi-criteria analysis Framework

Criteria	Weighting	Scoring		
		0	1	2
Project Characteristics				
Provides access to Regional parks and conservation areas	High	Provides no access	-	Provides direct access
Provides access to destinations with tourism and/or cultural heritage value (defined manually by councils)	High	Provides no access	-	Provides direct access
Has potential to create a new, or enhance an existing tourism experience (an aggregate of results from amenity, recreation, cultural heritage, historic environments and sites nominated by councils)	High	No creation or enhancement of tourist experience	-	Creates a new or enhances an existing tourist experience
Provides access to regional scale leisure centres	Low	Provides no access	-	Provides direct access
Provides access to train stations	Medium	Provides no access	-	Provides direct access
Provides access to tertiary institutions	Medium	Provides no access	-	Provides direct access

Criteria	Weighting	Scoring		
		0	1	2
Provides access to activity centres or business parks	Medium	Provides no access	-	Provides direct access
Has strong amenity and recreational value	High	20% or less of the trail is within natural environment and is predominantly used for commuting	20 to 80% of the trail is within natural environment and is predominantly recreational	Greater than 80% of trail is within natural environment area and is clearly recreational
Provides access to recreational water bodies	High	Provides no access	-	Provides direct access
Size of population catchment serviced within a 1km radius of the proposal regional trail	Medium	Trail population catchment is less than 0.1% of the population of Melbourne's North	Trail population catchment is between 0.1% and 1% of the population of Melbourne's North	Trail population catchment is equal to or greater than 1% of the population of Melbourne's North
Policy context				
Alignment with existing LGA plans	High	There is no reference to the trail in LGA plans	-	The trail is clearly referenced in LGA plans
Design stage of trail	High	No design has been undertaken	Concept design has been undertaken	Detailed design has been undertaken and the project is 'shovel ready'.
Land ownership	Medium	There are multiple land owners, private land owners who are likely to be non-conducive to the trail development	The land ownership is unknown in portions and/or there are multiple local government or agency land owners for the trail who are likely to be conducive to its development	There is one local government or agency land owner for the trail who is likely to be conducive to its development
Ease of construction	High	There are large sections of the trail (greater than 70%) with significant terrain / planning constraints to development	There are terrain / planning constraints to development along 30% - 70% of the trail	There are terrain / planning constraints to development along less than 30% of the trail
Connectivity to existing network	Medium	The trail does not connect to the existing network	The trail connects to the existing network but does not enhance regional connectivity	The trail connects and enhances regional connectivity of the existing network of Melbourne's North

Criteria	Weighting	Scoring		
		0	1	2
Alignment with external stakeholder plans	Medium	There is no reference to the trail in external stakeholder plans	-	The trail is clearly referenced in external stakeholder plans

A3 Multi-criteria analysis

								SECTION 1: TRAIL CHARACTERISTICS										SECTION 2: POLICY CONTEXT				
Criteria								Provides Link to Regional Parks and Conservation Areas	Provides access to destinations with tourism and/or cultural heritage value	Has potential to create a new, or enhance an existing tourism experience	Provides access to regional scale leisure centres	Provides access to train stations	Provides access to tertiary institutions	Provides access to activity centres or business parks	Has strong amenity and recreational value	Provides access to recreational water bodies	Size of population catchment serviced within a 1km radius of the proposal regional trail	Alignment with existing LGA plans	Design stage of trail	Land ownership	Ease of construction	Connectivity to existing network
Weighting								High 3	High 3	High 3	Low 1	Medium 2	Medium 2	Medium 2	High 3	High 3	Medium 2	High 3	High 3	Medium 2	High 3	Medium 2
Range								0/2	0/2	0/2	0/2	0/2	0/2	0/2	0/1/2	0/2	0/1/2	0/2	0/1/2	0/1/2	0/1/2	0/1/2
REF	TRAIL NAME	LOCATION	LGA	Score 1	Score 2	Agg. score	Rank															
B1	Banyule Shared Trail	Yallambie Road to Grimshaw Street	Banyule	18	17	35	40	2 6	0 0	0 0	0 0	2 4	0 0	2 4	0 0	2 4	2 6	0 0	2 4	1 3	2 4	
B2	Unnamed - La Trobe University Link Path	Link to La Trobe Uni	Banyule	18	2	20	88	0 0	0 0	0 0	2 2	2 4	2 4	2 4	0 0	2 4	0 0	0 0	0 0	0 0	1 2	
B3	Darebin Creek Trail	Link to Main Yarra Trail - and extended south (project under construction)	Banyule / Yarra	24	16	40	24	2 6	0 0	2 6	0 0	2 4	0 0	2 6	0 0	1 2	2 6	2 6	1 2	0 0	1 2	
B6	Unnamed - East-West Power Easement	Along east-west power easement. 6a, Between NJ Tefler Reserve and Watsonia Rd. 6b, Plenty River trail to Yallambie Road	Banyule	30	15	45	8	2 6	0 0	2 6	0 0	2 4	0 0	2 4	2 6	2 4	2 6	1 3	1 2	0 0	2 4	
B7	Hurstbridge Line Rail Trail	Along length of Line. B7a, Southern section from Rosanna Station to Darebin Creek Trail; B7b, small section at Macleod Park; B7c, Macleod Station north to Elder Street.	Banyule	32	8	40	24	2 6	2 6	2 6	2 2	2 4	0 0	2 4	0 0	2 4	0 0	2 4	0 0	2 4	2 4	
B8	Main Yarra Trail - Cross River Link	Bridge into Banksia Park	Banyule	33	10	43	13	2 6	2 6	1 3	0 0	0 0	0 0	2 4	2 6	2 6	1 2	2 6	0 0	1 2	0 2	
B9	Plenty Road Shared Path	Link from southern end to join proposed northern extension of Bundoora Park Shared Path	Banyule	8	9	17	94	0 0	0 0	0 0	0 0	0 0	2 4	0 0	2 4	0 0	2 4	0 0	2 4	1 3	1 2	
B11	Main Yarra Trail	Realignment of Main Yarra Trail through Banyule Flats	Banyule	26	18	44	9	2 6	0 0	2 6	0 0	0 0	0 0	2 6	2 6	1 2	2 6	2 6	1 2	0 0	2 4	
B12	Main Yarra Trail	Bridge linking Main Yarra Trail with Birrarung Metropolitan Park	Banyule	20	10	30	59	2 6	0 0	2 6	0 0	0 0	0 0	2 6	0 0	1 2	2 6	0 0	1 2	0 0	1 2	
B13	Main Yarra Trail	Bridge linking proposed Banyule Shared Trail ext with Bulleen Park	Banyule	20	10	30	59	2 6	0 0	2 6	0 0	0 0	0 0	2 6	0 0	1 2	2 6	0 0	1 2	0 0	1 2	
B14	Banyule Shared Trail	Continue trail south of Banksia Street - proposed commuter link adjacent to western boundary of Yarra Flats Metropolitan Park	Banyule	30	13	43	13	2 6	0 0	2 6	0 0	0 0	2 4	2 6	2 6	1 2	2 6	1 3	1 2	0 0	1 2	
B15	Plenty River Trail	Realignment of the Plenty River Trail to opposite side of river to overcome extremely steep section (next to an activity centre)	Banyule	17	15	32	51	0 0	0 0	2 6	0 0	2 4	0 0	0 3	1 0	2 4	2 6	1 3	1 2	0 0	2 4	
B16	Greensborough to Eltham Link Trail	Potential link between the Plenty River Trail and Diamond Creek Trail utilising the Hurtsbridge Rail corridor	Banyule / Nillumbik	31	8	39	26	2 6	2 6	1 3	2 2	2 4	0 0	0 0	2 6	2 4	0 0	2 4	0 0	2 4	0 4	
B17	Dougharty Road	East west link along the Dougharty Road corridor connecting the Darebin Creek trail and the Hurstbridge line rail trail (B7)	Banyule	20	9	29	63	1 3	1 3	0 0	1 1	1 2	2 4	2 4	1 0	3 0	0 0	0 0	1 2	1 3	2 4	
D1	Bundoora Park Shared Path	Through Bundoora Park - including Darebin Creek bridge crossing	Darebin	30	13	43	13	2 6	0 0	2 6	0 0	0 0	2 4	2 4	2 6	0 0	2 6	2 6	1 2	1 3	1 2	

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							High 3	High 3	High 3	Low 1	Medium 2	Medium 2	Medium 2	High 3	High 3	Medium 2	High 3	High 3	Medium 2	High 3	Medium 2
							0/2	0/2	0/2	0/2	0/2	0/2	0/2	0/1/2	0/2	0/1/2	0/2	0/1/2	0/1/2	0/1/2	0/1/2
REF	TRAIL NAME	LOCATION	LGA	Score 1	Score 2	Agg. score	Rank														
D2	Darebin Creek Trail	Extension and bridge to connect via Beenak/McMahon Reserve path: bridge over Darebin Creek from Rathcrown Road and sealed path to Tee St	Darebin	20	15	35	40	0	0	0	0	0	2	2	2	2	2	1	1	0	2
								0	0	0	0	0	4	6	6	4	6	3	2	0	4
D7	La Trobe University Shared Path	Through Latrobe Uni	Darebin	33	13	46	4	2	0	0	2	2	1	2	2	1	1	1	1	1	1
								6	0	6	0	4	4	3	6	4	3	3	2	3	2
D8	Plenty Road Shared Path	Between Main Dr and Arthur St	Darebin	18	13	31	56	2	0	0	2	2	0	0	2	2	0	1	1	1	1
								6	0	0	4	4	0	0	4	6	0	2	3	3	2
D9	Unnamed - La Trobe University Link Path	Links the Hurstbridge Rail Line Trail with La Trobe University	Darebin	37	4	41	20	2	2	2	2	2	1	0	1	0	0	1	0	0	1
								6	6	6	2	4	4	3	0	2	0	2	0	2	2
D10	Unnamed - East-West Power Easement	Link Darebin Creek Trail to proposed east-west shared trail (links with Plenty River Trail at its eastern end)	Darebin	14	9	23	82	2	0	0	0	2	0	0	2	0	0	1	1	0	2
								6	0	0	0	4	0	0	4	0	0	2	3	0	4
H1	Aitken Boulevard Shared Path	Incomplete sections between Craigieburn road and south to join the Melbourne Water Pipe Track. H1a - South of Somerton Road, concept design in place, VicRoads land and to be delivered with road, H1b - North of Somerton Road, under construction	Hume	19	16.5	35.5	38	2	0	0	0	0	1	2	2	2	1.5	1	0	0	2
								6	0	0	0	0	3	6	4	6	4.5	2	0	0	4
H2	Aitken Creek Shared Path	Extension east to join the proposed Merri Creek Shared Trail extension. Requires route over / under rail and Sydney Road. Completion linked with H20 occurring.	Hume	33	8	41	20	2	2	2	0	2	1	2	1	2	0	0			1
								6	0	6	2	4	0	4	3	6	2	6	0	0	2
H3	Aitken Creek Shared Path	Extension northwest from Craigieburn including link section west of the Craigieburn Golf Course	Hume	8	16	24	80	0	0	0	0	0	2	0	1	2	1	1	1	1	1
								0	0	0	0	0	6	0	2	6	3	2	3	3	2
H4	Blind Creek Trail Link	Link between Jacksons Creek Regional Trail and the Sunbury Rail Line Shared Trail	Hume	24	20	44	9	2	2	0	2	0	0	2	1	2	2	1	2	0	0
								6	6	0	0	4	0	0	6	2	6	2	6	6	0
H5	Bulla - Woodlands Historic Park Connection	Between Bulla and Woodlands Historic Park	Hume	12	16	28	70	2	2	0	0	0	0	0	0	2	0	1	2	1	1
								6	0	6	0	0	0	0	0	6	0	2	6	6	2
H6	Craigieburn Rail Line Shared Trail	H6a - North of existing path (from Limpopa Sq) to Craigieburn Station. H6b North or Craigieburn to the Lockerbie development along the Craigieburn Rail Line	Hume	18	10	28	70	2	0	2	2	0	2	0	0	1	2	0	1	0	1
								6	0	2	4	0	4	0	0	2	6	0	2	0	2

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						High 3	High 3	High 3	Low 1	Medium 2	Medium 2	Medium 2	High 3	High 3	Medium 2	High 3	High 3	Medium 2	High 3	Medium 2		
						0/2	0/2	0/2	0/2	0/2	0/2	0/2	0/1/2	0/2	0/1/2	0/2	0/1/2	0/1/2	0/1/2	0/1/2		
REF	TRAIL NAME	LOCATION	LGA	Score 1	Score 2	Agg. score	Rank															
H7	Craigieburn Rail Line Shared Trail	North of Somerton Rd along rail corridor past Roxburgh Park and south from Somerton Road to Moreland (M1)	Hume	18	15	33	48	0		0	2	2	2	2	0	2	2	0	1	1	2	
								0	0	0	2	4	4	4	0	0	4	6	0	2	3	4
H10	Donnybrook Road Shared Path	Between Mickleham Road and Lockerbie	Hume	19	10	29	63	2		0	0	2	0	2	1	0	1	2	0	1	0	1
								6	0	0	0	4	0	4	3	0	2	6	0	2	0	2
H11	Emu Creek Shared Trail	Between Jacksons Creek Regional Trail/ Sunbury Road and the UGB via Emu Creek	Hume	20	8	28	70	0		2	0	0	2	2	0	1	2	0	1	0	0	
								0	0	6	2	0	0	4	6	0	2	6	0	2	0	0
H12	Greenvale Reservoir Park Trail	Extension to north of Greenvale Reservoir	Hume	21	18	39	26	2		2	0	0	0	1	2	0	2	0	2	2	1	
								6	0	6	0	0	0	3	6	0	6	0	4	6	2	
H13	Jacksons Creek Regional Path	Trail continuation north from Sunbury to slightly north of the UGB via Emu Bottom Wetland	Hume	30	13	43	13	2	2	2	2	2	0	0	2	0	2	1	1	0	1	
								6	6	6	2	4	0	0	6	0	6	3	2	0	2	
H14	Jacksons Creek Regional Path	Sunbury to Deep Creek via Jacksons Creek and Organ Pipes National Park	Hume	21	13	34	43	2	2	2	0	0	0	1	0	0	2	1	1	0	1	
								6	6	6	0	0	0	3	0	0	6	3	2	0	2	
H15	Malcolm Creek Trail	Extension to north through Mickleham. (H15a - east-west section connecting to proposed H31; H15b - north-south section connecting to existing trail)	Hume	20	21	41	20	2		2	0	0	0	2	0	1	2	1	2	2	1	
								6	0	6	0	0	0	6	0	2	6	3	4	6	2	
H16	Maribyrnong River Shared Path	Runs along the Maribyrnong River from Deep Creek to the edge of Melbourne Airport.	Hume	20	11	31	56	2		2	0	0	0	2	0	1	2	1	1	0	0	
								6	0	6	0	0	0	6	0	2	6	3	2	0	0	
H17	Meadowlink shared pathway	Through Broadmeadows town centre linking Westmeadows with Merlynston Creek/ Seabrook Reserve	Hume	24	19	43	13	0		0	2	2	2	0	2	2	2	2	1	1	1	
								0	0	0	2	4	4	4	0	6	4	6	6	2	3	2
H18	Melbourne Water Pipe Track	Extension to north of existing path to Greenvale Reservoir. Melbourne Water owner of missing link land.	Hume	37	12	49	2	2		2	2	2	2	1	2	1	2	0	1	0	2	
								6	0	6	2	4	4	4	3	6	2	6	0	2	0	4

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						High 3	High 3	High 3	Low 1	Medium 2	Medium 2	Medium 2	High 3	High 3	Medium 2	High 3	High 3	Medium 2	High 3	Medium 2		
						0/2	0/2	0/2	0/2	0/2	0/2	0/2	0/1/2	0/2	0/1/2	0/2	0/1/2	0/1/2	0/1/2	0/1/2		
REF	TRAIL NAME	LOCATION	LGA	Score 1	Score 2	Agg. score	Rank															
H19	Merri Creek Shared Trail	Extension to fill gap between Moreland and Somerset Rd	Hume	24	15	39	26	2	6	2	0	0	0	2	2	0	1	2	1	1	0	2
								6	0	6	0	0	0	4	6	0	2	6	3	2	0	4
H20	Merri Creek Shared Trail	North of Barry Road to far northern border of Hume. H20a - Section south of Craigieburn Station, H20b Craigieburn Station, H20c, North of Craigieburn Station.	Hume	34	12	46	4	2	6	2	0	2	0	2	2	2	1	2	0	1	0	2
								6	0	6	0	4	0	4	6	6	2	6	0	2	0	4
H21	Mickleham road Shared Path	Between Somerton Road and Merrifield via Mickleham Road. H21a South of Somerton Road along Mickleham Road to Moonee Ponds Creek. H21b North of Somerton Road to Merrifield	Hume	13	21	34	43	2	6	0	0	0	0	0	1	0	2	2	1	1	2	2
								6	0	0	0	0	0	3	0	4	6	3	2	6	6	4
H24	Somerton Rd Shared Path/ Cooper St Shared Path	Runs east west along Somerton Road and Cooper St between the Craigieburn Rail Line Shared Trail and the Merri Creek Shared Trail extension. The Cooper St section extends into Whittlesea. Noted that on-road exists.	Hume	22	14	36	35	2	6	2	0	2	0	2	0	0	1	2	0	1	2	0
								6	0	6	0	4	0	4	0	0	2	6	0	2	6	0
H25	Ring Road - Moonee Ponds Creek Bike Path	Link across existing gap over Pascoe Vale Rd. Langton St to Freeland St.	Hume	22	15	37	32	2	6	0	2	2	2	2	0	0	1	2	0	1	1	2
								6	0	0	2	4	4	4	0	0	2	6	0	2	3	4
H26	Sunbury Rail Line Shared Trail	Between Calder Freeway and The Skyline (Sunbury)	Hume	14	15	29	63	0	0	2	0	2	0	0	0	0	2	2	0	2	1	1
								0	0	6	0	4	0	0	0	4	6	0	4	3	3	2
H27	Sunbury Rail Line Shared Trail	Between The Skyline (Sunbury) and the Urban Growth Boundary (UGB)	Hume	16	15	31	56	0	0	2	0	2	0	0	0	1	2	0	2	1	1	1
								0	0	6	0	4	0	4	0	0	2	6	0	4	3	2
H28	Sunbury to Melbourne Airport Offroad Shared Path	Sunbury to Melbourne Airport including link to Moonee Ponds Creek Trail - need to confirm entry to Melbourne Airport	Hume	17	15	32	51	2	6	2	0	0	0	0	1	0	1	2	0	1	1	2
								6	0	6	0	0	0	0	3	0	2	6	0	2	3	4
H29	Tullamarine Freeway Regional Path	Links the proposed Sunbury to Melbourne Airport Offroad Shared Path south to Moreland and the Maribyrnong River, to link in with the forthcoming	Hume	8	13	21	87	2	2	0	0	0	0	0	0	0	1	2	0	1	1	1

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					High 3	High 3	High 3	Low 1	Medium 2	Medium 2	Medium 2	High 3	High 3	Medium 2	High 3	High 3	Medium 2	High 3	Medium 2	
					0/2	0/2	0/2	0/2	0/2	0/2	0/2	0/1/2	0/2	0/1/2	0/2	0/1/2	0/1/2	0/1/2	0/1/2	
REF	TRAIL NAME	LOCATION	LGA	Score 1	Score 2	Agg. score	Rank													
		widening of the Tullamarine Freeway	Hume	8	13	21	87	6	0	0	0	0	0	2	6	0	2	3	2	
H30	Tullamarine Offroad Shared Path	Links the proposed Maribyrnong River Shared Path to the Tullamarine Offroad Shared Path	Hume	10	14	24	80	0	0	2	0	0	0	2	2	0	1	2	0	
H31	Unnamed - Craigieburn to Merrifield link	Runs from the north west of Craigieburn via Mickleham to the Hume Hway in the northeast with links to Malcolm Creek Trail and proposed Merri Creek Shared Trail extension	Hume	26	11	37	32	2	0	2	0	0	2	2	0	1	1	0	0	
H34	Unnamed - Mickleham Rd to Craigieburn link	East west connector between Mickleham Rd and Craigieburn (Aitken Creek Shared Path)	Hume	11	16	27	75	0	0	2	2	0	0	1	2	0	1	2	1	
H36	Unnamed - Roxburgh Park east west link path	Extension from James Miriam Dr north west along Lysterfield Dr (H36a) and fill gaps along James Miriam Drive (H36b)	Hume	14	16	30	59	2	0	0	0	2	0	2	2	0	1	2	1	
H37	YVW Pipetrack - south Craigieburn east west link	East west connector path along the southern edge of Craigieburn between the Upfield/ Craigieburn Line Shared Trail and the unnamed - West Craigieburn north south link	Hume	14	15	29	58	2	0	0	0	2	0	2	2	0	1	1	2	
H38	Unnamed - southwest Craigieburn north south link	North south connector path along the southwestern edge of Craigieburn between the Greenvale Reservoir Park Trail and the unnamed - Mickleham Rd to Craigieburn link	Hume	11	8	19	90	2	0	0	0	0	1	1	2	0	1	0	0	
H39	Upfield Shared Path extension	Extension north from Moreland along the Upfield line to join the proposed Craigieburn Rail Line Shared Trail	Hume	18	18	36	35	0	2	0	2	0	0	2	2	0	1	2	2	
H40	Merlynston Creek Trail	Complete Hume section of Merlynston Creek Trail, connecting to the Western Ring Road	Hume	19	15	34	43	0	0	0	2	2	2	2	0	1	1	2	0	
H41	Mt Ridley Road to Donnybrook Road	Mt Ridley Road to Donnybrook Road. On new Hume Network Plan.	Hume	0	0	0	97	0	0	0	0	0	0	0	0	0	0	0	0	
M1	Craigieburn Rail Line Shared Trail	Along Length of Trail. M1a. CityLink to Devon Road. M1b. Devon Road to Barina Road. M1c. Barina Road to Ring Road.	Moreland	14	21.5	35.5	38	0	0	2	0	0	0	2	2	1.5	2	1	2	
M2	Upfield Rail Trail	Box Forest Road - Ring Road (note Council is considering an alternative route along the Campbellfield CK)	Moreland	18	23	41	20	0	2	2	2	0	2	1	2	1	2	2	2	
M3	Upfield Rail Trail	Fill in various onroad sections between Reynard St and Wilson Ave. M3a. Link section to east of Jewell Station. M3b. Reynard Street to Munro Street. M3c. Four missing links trail.	Moreland	26	8	34	43	0	2	2	2	0	0	2	0	2	0	0	2	

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					High 3	High 3	High 3	Low 1	Medium 2	Medium 2	Medium 2	High 3	High 3	Medium 2	High 3	High 3	Medium 2	High 3	Medium 2			
					0/2	0/2	0/2	0/2	0/2	0/2	0/2	0/1/2	0/2	0/1/2	0/2	0/1/2	0/1/2	0/1/2	0/1/2			
REF	TRAIL NAME	LOCATION	LGA	Score 1	Score 2	Agg. score	Rank															
								0	6	6	2	4	4	0	0	0	4	0	0	4	0	4
M4	Edgars Creek Trail	Between Merri Creek trail and Carrington Road M4a. Merri Creek Trail to Ronald St (funded by MCC and Melbourne Water). M4b. Ronald St to Photography Drive. M4c. Photography Drive to Carrington Road	Moreland	25	7	32	51	0	2	2	0	0	0	0	1	2	2	1	0	1	0	1
M5	Merlynston Creek Trail	Between Ring Road - Moonee Ponds Creek Path and Upfield Rail Trail. M5a. Boundary Road to Upfield Rail Trail. M5b. Boundary Road to Ring Road.	Moreland	18	11	29	63	0	0	1	0	2	0	2	1	0	2	2	1	1	0	0
M6	Merri Creek Trail Upgrades	Upgrade the standard of the existing Merri Creek Trail	Moreland	0	0	0	97															
N1	Diamond Creek Trail	Between the existing trail at Diamond Creek to Hurstbridge and the commencement of N4	Nilumbik	38	16	54	1	2	2	2	2	0	0	2	2	1	2	2	1	1	1	1
N2	Aqueduct Trail	N2a. From Metropolitan Ring Road, through Diamond Creek to existing Diamond Creek trail. N2b. From Main Road Diamond, along Eltham-Yarra Glen Road Creek Road and Eltham Road to commencement of existing trail. N2c. From Warrandyte Kinglake, north along Westering, Ridge and Muir Road to Skyline Road.	Nilumbik	33	13	46	4	2	1	2	2	0	0	2	2	2	2	2	1	1	0	1
N3	Green Wedge Trail	Between extended Diamond Creek Trail to Kinglake National Park. N3a. Proposed Diamond Creek Trail to existing trail on Watery Gully Road. N3b. Alma Road trail connection. N3c. Motschalls Road trail connection and Spanish Gully Road to Kinglake NP.	Nilumbik	33	10	43	13	2	1	2	0	2	0	2	2	1	2	0	1	1	0	1
N4	Kinglake Way Trail	Hurstbridge to Kinglake National Park.	Nilumbik	27	8	35	40	2	1	2	0	2	0	0	2	2	1	2	0	1	0	0
W1	Bridge Inn Road Shared Path	Between Epping road and Yan Yean Road, and west along Boundary Road to connect with Findon Creek path.	Whittlesea	11	16.5	27.5	74	2	0	0	0	0	0	1	0	1	2	1.5	1	0	0	2
W2	Cooper St Shared Path	Between the boundary with Hume City Council and Edgars Rd	Whittlesea	13	16	29	63	2	0	0	0	0	2	1	0	0	2	0	1	2	2	1
W3	Cooper St Shared Path	Connection with Darebin Creek Trail and Hendersons Rd	Whittlesea	4	24	28	70	0	0	0	0	0	2	0	0	0	2	2	1	2	2	2
W4	Craieburn Road Shared Path	Between Epping Road and Hume FWY	Whittlesea	13	9	22	83	2	0	0	0	0	2	1	0	0	1	0	1	0	0	2
W5	Dalton Road Shared Path	Bridge gaps between Wood St and Keon Pde and between Nothern Ring Road and Wood Street	Whittlesea	10	23	33	48	0	0	0	0	2	0	0	0	1	2	1	2	2	2	2
W6	Darebin Creek Trail	Between Bridge Inn Road and Cottage Blv	Whittlesea	16	10	26	77	0	0	2	0	0	0	2	0	2	1	0	1	1	1	1
W7	Donnybrook Road Shared Path	Between Findon Creek Trail and Merri Creek Trail and east past Epping Road to connect with the E6 Freeway	Whittlesea	11	8	19	90	0	0	0	2	0	2	1	0	0	1	0	1	1	0	0
W8	E6 Freeway Trail	From Darebin Creek Trail north to the proposed Merri Creek Trail extension	Whittlesea	11	9	20	88	0	0	2	0	0	0	1	0	1	1	0	1	0	0	2
								0	0	6	0	0	0	3	0	2	3	0	2	0	0	4

							SECTION 1: TRAIL CHARACTERISTICS										SECTION 2: POLICY CONTEXT					
							Provides Link to Regional Parks and Conservation Areas	Provides access to destinations with tourism and/or cultural heritage value	Has potential to create a new, or enhance an existing tourism experience	Provides access to regional scale leisure centres	Provides access to train stations	Provides access to tertiary institutions	Provides access to activity centres or business parks	Has strong amenity and recreational value	Provides access to recreational water bodies	Size of population catchment serviced within a 3km radius of the proposal regional trail	Alignment with existing LGA plans	Design stage of trail	Land ownership	Ease of construction	Connectivity to existing network	
							High 3	High 3	High 3	Low 1	Medium 2	Medium 2	Medium 2	High 3	High 3	Medium 2	High 3	High 3	Medium 2	High 3	Medium 2	
							0/2	0/2	0/2	0/2	0/2	0/2	0/2	0/1/2	0/2	0/1/2	0/2	0/1/2	0/1/2	0/1/2	0/1/2	
REF	TRAIL NAME	LOCATION	LGA	Score 1	Score 2	Agg. score	Rank															
	Trails	including: 1. Darebin Creek Trail – McKimmies Road – Findon Road 2. Hendersons Road Drain Trail 3. South Morang Pipe Trail	Whittlesea	0	0	0	97	0	0	0	0	0	0	0	0	0	0	0	0	0		
W29	Plenty Road Shared Path	From McKimmies Road north along Plenty Road to Melbourne Pipe Track	Whittlesea	10	6	16	95	2	0	0	2	0	0	0	0	0	1	0	2			
								6	0	0	4	0	0	0	0	0	2	0	4			
Y1	Darebin Creek Trail	Between Heidelberg Rd and Yarra River	Yarra	24	18	42	19	2	0	0	2	0	2	2	1	2	2	1	0	2		
								6	0	0	4	0	6	6	2	6	6	2	0	4		
Y2	Rushall Reserve Shared Path	Shared path through Rushall Reserve linking Rushall Train Station to existing path at the end of Holden St, North Fitzroy	Yarra	19	15	34	43	0	0	2	2	0	1	0	2	2	1	1	0	2		
								0	0	6	2	4	0	3	0	4	6	3	2	0	4	
Y3	Coulsen Reserve Ramp	Coulsen Reserve to Knott Reserve	Yarra	29	15	44	9	2	0	2	2	0	1	0	2	2	1	1	0	2		
								6	0	6	2	4	4	0	3	0	4	6	3	2	0	4
Y4	Yarra River Northern Trail	Connection from the Main Yarra Trail near Fairfield Parok Boathouse, along the Yarra, under Chandler Bridge, to the south of La Trobe Gold Club to the Darebin Creek Trail (Y1)	Yarra	30	16	46	4	2	2	2	0	2	2	0	2	2	1	0	1	2		
								6	6	6	0	6	6	0	6	3	0	3	4			
Y5	Farm Road Link	Farm Road link to the Darebin Creek Trail	Yarra	22	10	32	51	2	0	2	0	2	0	0	0	0	1	2	1			
								6	0	6	0	4	0	6	0	0	2	6	2			
Y6	Main Yarra Trail - Gipps St to Walmer Street Link	Connection of Main Yarra Trail on the southern side of the Yarra between Gipps Street and Walmer Street	Yarra	32	4	36	35	2	2	2	2	0	2	0	0	0	1	0	1			
								6	6	6	0	4	4	0	6	0	2	0	2			
Y7	Main Yarra Trail - Gipps Street Steps	Replacement of Gipps Street steps with a ramp to enable unimpeded access along the Main Yarra Trail	Yarra	38	9	47	3	2	2	2	0	2	2	0	0	0	1	1	2			
								6	6	6	0	4	4	0	6	0	2	3	4			
Y8	North East Bicycle Corridor	Corridor along the Eastern Freeway from Alexandra Road to the Main Yarra Trail, east of the Chandler Highway Bridge.	Yarra	22	4	26	77	2	0	2	2	0	0	0	0	0	1	0	1			
								6	0	6	2	4	4	0	0	0	2	0	2			
Y9	Rushall Underpass	Underpass from Rushall Station to Rushall Reserve	Yarra	25	14	39	26	0	2	2	2	0	1	0	2	2	2	0	2			
								0	6	6	2	4	0	3	0	4	6	4	0	4		

Appendix B

Cost-benefit analysis

B1 Cost-benefit analysis

B1.1 Costs

The capital works and maintenance costs were identified for each priority trail project.¹⁰ Table 38 below provides a summary of construction cost estimates adopted for this work. A full list of relevant assumptions is outlined in Section B2.¹¹¹²

Table 38 Proposed trail construction cost estimate per km of trail (rounded)

Description	Cost (\$/km) at 3.0m width	Cost (\$/km) at 4.0m width
Design Fees	30,000	30,000
Construction Preliminaries	11,800	15,300
Demolition of Excavation	24,800	29,800
Concrete Works	195,000	260,000
Stormwater Drainage	8,400	9,450
Ancillary Works	7,500	7,500
Total	269,900	344,600
Contingencies	54,000	68,900
Total Cost (incl. contingencies)	324,000	414,000

B1.2 Benefits

The benefit calculation has involved the following stages, as presented in Figure 10, with an example illustrating this process provided at B1.2.6:

1. The public benefits associated with recreational trail use were identified from a literature review;
2. A suitable quantified benefit metric rates was identified for recreational trails each benefit on a \$ per km cycled basis;
3. Each benefit metric was converted into a standard ‘per kilometre of trail’ rate to provide a common assessment base for both the 3m wide and 4m wide scenario;
4. For each benefit metric, scaling factors were identified to account for variations across each Council and particular trail location. Scaling factors were based on a comparison between councils as illustrated in Table 40;

¹⁰ Maintenance is estimated as \$5 per square metre of trail annually. All maintenance costs were identified from the *Nillumbik Trails Strategy* 2011.

¹¹ Costs are based on previous Arup cycling infrastructure projects and on standard civil rates supplied by Rawlinsons Australian Construction Handbook, 30th Edition, 2015. Otherwise, estimates are derived from generally accepted industry rates for civil engineering works and in some cases proprietary pricing information for specific item.

¹² Three trails are either bridges, or have a bridge included at some point along their length. The approximate cost for a shared pedestrian and bicycle bridge is between \$8,000 and \$12,000 per metre squared of track length. This report adopts the conservative figure of \$12,000/ m² of bridge unless the council has previously specified a cost estimate for the bridge.

5. Each benefit was quantified by multiplying the converted and scaled standard benefit metric rate by the proposed trail length;
6. The output from each benefit calculation was summed to determine the overall benefit value for a proposed trail; and
7. The benefit was determined after one year and 30 years and for 3m and 4m width scenarios.

The metrics used in estimating the wider economic benefits of the proposed Northern Regional Trail network are summarised in

Table 39. Units were converted from \$/km cycled to \$/km of track (annual), based upon assumptions on track utilisation and cycling and walking speeds.¹³ These assumptions are detailed in section B2. The values were also scaled in accordance with public transport, industry, land use, utilisation, rent and dwelling factors. These scaling factors are detailed in section B1.2.3.

Table 39 Benefit metrics

Benefit	Value	Unit	Scaling Factor			
			LGA	Trail		
Benefits included in the cost-benefit analysis						
Reduce absenteeism benefits and improved worker productivity	\$0.09	\$/km cycled	Public Transport	Utilisation		
	\$78,000	\$/km track				
Savings in user costs	\$0.10	\$/km cycled				
	\$80,000	\$/km track				
Reduced road congestions	\$0.15	\$/km cycled				
	\$123,000	\$/km track				
Greenhouse gas reduction	\$0.004	\$/km cycled				
	\$3,000	\$/km track				
Public health - walking	\$2.25	\$/km walked			Industry	Land Use
	\$210,000	\$/km track				
Public health - cycling	\$1.17	\$/km cycled				
	\$984,000	\$/km track				
Cycling tourism	6%	Annual increase in Victorian cycling related tourism spending if whole network is built	N/A			
Private land value benefits						
Property values	\$3,000	\$/km track built in year 1	Rent	Dwellings		

¹³ Where dollar values for benefits have been drawn from publications, values have been scaled to 2015 dollars.

B1.2.1 Benefits quantified in the cost-benefit analysis

The wider economic benefits associated with constructing the Northern Regional Trails can be further summarised in three categories:

- Benefits associated with increased commuting;
- Benefits associated with increased or improved recreation, and
- Benefits associated with increased tourism.

See Section 2 for full descriptions of each of the benefits quantified in the cost-benefit analysis.

Commuting¹⁴

Benefits associated with increased commuting are:

- Reduce absenteeism benefits and improved worker productivity (AECOM, 2010);
- Savings in user costs (Price Waterhouse Coopers, 2009);
- Reduced road congestion¹⁵; and
- Greenhouse gas emissions reduction (Price Waterhouse Coopers, 2009).

Recreation^{16 17}

Two primary avenues through which cycle trails can lead to improved health outcomes are:

- Public health – walking (Queensland Department of Transport and Main Roads, 2011); and
- Public health – cycling (Queensland Department of Transport and Main Roads, 2011).

Tourism¹⁸

The key benefit associated with increased tourism is:

- Cycling tourism revenue (Tourism Victoria, 2011).

¹⁴ The existing and planned northern trails network is not considered to be designed for commuting to a similar extent as the trails in the studies referenced in this analysis. As such, each commuting benefit was reduced by 50% from the original reference value.

¹⁵ Average of results from above AECOM & PWC reports

¹⁶ The benefits of reduced mortality are measured using the quantified value of a human life, while reduced morbidity benefits reflect the avoided financial costs of treating illness and disease associated with physical inactivity.

¹⁷ Recreation benefits were increased by 50% to reflect that such benefits are the primary goal of the Northern Regional Trails Network.

¹⁸ The increase in revenue associated with cycling tourism in Victoria was estimated to increase 6% upon completion of the entire NRT network. No incremental increases were calculated for the construction of individual trails. Note the current estimate for cycling-derived tourism in Victoria is \$404 million (in 2015 dollars) as measured by Tourism Victoria.

B1.2.2 Land value benefits

The construction of regional trails has been shown to have a positive impact on property values surrounding the trail areas, and as such, local landowners stand to benefit from the construction of the network (Karadeniz, 2008).

B1.2.3 Scaling factors

Scaling factors were applied to benefits to reflect the relative value to each council and trail of the various benefits. These are summarised for each council in Table 40 and Table 41, and defined in Table 6.

Table 40 Benefit Scaling Factors by council

LGA	Benefit Scaling Factor - LGA			
	Industry	Public Transport	Land Use	Rent
Banyule (C)	1.07	0.79	0.71	0.94
Darebin (C)	1.07	1.53	0.51	0.97
Hume (C)	0.86	0.53	0.58	0.87
Moreland (C)	1.03	1.97	0.26	1.02
Nillumbik (S)	1.02	0.24	2.33	1.01
Whittlesea (C)	0.92	0.49	1.80	0.98
Yarra (C)	1.03	1.46	0.80	1.20

Table 41 Benefit scaling factors by trail

Trail Reference	Benefit Scaling Factor - Trail	
	Utilisation	Dwellings
B1	1.41	1.22
B2	1.03	1.15
B3	8.74	0.90
B5	0.99	1.10
B6	0.95	1.48
B7	0.43	3.69
B8	7.99	0.79
B9	1.82	1.02
B11	1.36	0.88
B12	5.72	0.65
B13	9.04	0.68
B14	0.57	1.17
B15	1.24	1.18
B16	0.48	1.75
D1	0.62	1.18
D2	4.59	0.94

Trail Reference	Benefit Scaling Factor - Trail	
	Utilisation	Dwellings
D7	0.62	1.26
D8	0.78	1.29
D9	1.06	1.21
D10	1.09	1.15
H1	0.69	1.70
H2	1.26	0.61
H3	0.20	0.61
H4	0.99	0.49
H5	0.01	0.02
H6	0.17	0.95
H7	0.40	2.28
H8	0.09	0.06
H10	0.00	0.01
H11	0.01	0.18
H12	0.15	0.15
H13	0.05	0.53
H14	0.03	0.55
H15	0.07	0.23
H16	0.06	0.49
H17	0.57	1.21
H18	1.23	0.56
H19	0.51	0.69
H20	0.05	0.92
H21	0.07	0.75
H22	0.02	0.04
H24	0.23	0.58
H25	2.52	0.97
H26	0.14	0.80
H27	0.04	0.18
H28	0.02	0.27
H29	0.20	1.00
H30	0.25	0.97
H31	0.02	0.22
H34	0.18	0.30
H35	0.02	0.02
H36	0.35	0.91
H37	0.22	0.86
H38	0.09	0.24

Trail Reference	Benefit Scaling Factor - Trail	
	Utilisation	Dwellings
H39	0.30	1.47
H40	0.35	0.87
M1	0.60	2.87
M2	0.73	1.06
M3	3.40	4.06
M4	0.81	1.82
M5	0.73	2.47
N1	0.07	0.44
N2	0.07	1.39
N3	0.03	0.24
N4	0.01	0.15
N5	0.12	0.65
W1	0.06	0.48
W2	0.07	0.09
W3	0.24	0.25
W4	0.03	0.18
W5	1.05	1.02
W6	0.32	1.44
W7	0.00	0.01
W8	0.04	0.53
W9	0.23	1.55
W11	1.96	0.57
W12	0.54	0.99
W14	0.51	1.93
W15	0.00	0.03
W16	0.22	0.41
W17	0.61	0.82
W20	1.40	0.41
W21	0.08	2.07
W22	0.87	0.81
W23	1.43	1.36
W24	0.11	1.63
W25	0.42	2.46
W26	0.00	0.01
W27	2.36	0.86
Y1	1.16	1.41
Y2	6.64	2.33
Y3	2.99	2.18

Trail Reference	Benefit Scaling Factor - Trail	
	Utilisation	Dwellings
Y4	1.16	4.01
Y7	26.19	1.64
Y9	6.64	2.33

B1.2.4 Benefit calculation – individual trails

The value for each benefit metric, with the exception of cycling tourism, is expressed in dollars per kilometre of track. To calculate the benefit, the dollar value per kilometre of track was multiplied by the trail length and the relevant scaling factors at both a council and track level.

The resultant value represented the benefits after one year. Using a 30 year window and discount rate representing long-term government bonds, the long-term benefits of each northern regional trail was calculated. This returned, with the exception of cycling tourism, the long-term wider economic and land value benefits of each trail’s construction.

B1.2.5 Benefit calculation – entire trail network

To calculate the benefits of the entire northern regional trail network, the wider economic benefits from each trail and the tourism benefit of implementing the entire network were summed.

The increased value of tourism from implementing the entire trail network was calculated based on the assumption that the revenue from cycle tourism will increase in proportion with the length of trails provided. The annual value of cycle tourism in Victoria in 2010 was \$362 million (Tourism Victoria, 2010) which is equivalent to \$404 million in 2015 dollars.

In 2014, Victoria had 8,000 kilometres of recreational trails across regional and urban areas (Tourism Victoria, 2014). This strategy proposes a further 480 kilometres of priority trails, which is an additional 6% on top of the existing trails. It is assumed the establishment of the proposed trail network will increase tourism expenditure by 6% of current tourism expenditure, or \$24.28 million per year for a 3 metre wide trail.

The benefits for a 4 metre wide trail were scaled using a factor of 1.57 as outlined in Section B2.

B1.2.6 Benefit calculation – example

The following presents an example benefit calculation to assist in understanding the overall approach.

Banyule Shared Trail (B1) – Reduced Road Congestion

Trail Benefit

1. Reduced road congestion was identified as a potential benefit. Research was undertaken, and it was determined that the benefit of cycling was between 24.28 cents per km cycled (**Price Waterhouse Coopers, 2009**) and 27.06 cents in 2010 dollars (**AECOM, 2010**).

The benefit from cycling per km cycled was taken as the average of these two values in 2015 dollars. The benefit of reduced road congestion is therefore 29.2 cents per km cycled.

Recreational Trail Benefit

2. A general metric for the benefits of reduced road congestion from a recreational trail was quantified in per km cycled:

$$\begin{aligned} \text{Benefit (\$ per km cycled)} \\ &= \text{Reference benefit (\$ per km cycled)} \times 50\% \\ \text{Benefit} &= 0.292 \times 50\% = 0.15 \end{aligned}$$

As the NRTs are not designed for commuting to the extent that trails in the reference studies are, each commuting benefit was reduced by 50% from their reference value. As such a value of 0.15 cents per km cycled was derived.

Conversion from per km cycle to per km trail

3. The metric per km cycled was converted to a standard rate per km of trail. This was undertaken in the following stages:

(a) The number of cyclists using each trail was determined assuming that 12.5% of the population living within 2km of a trail would regularly use it and 75% of these would be cyclists.

$$\begin{aligned} \text{Number of cyclists} &= \text{Population} < 2\text{km from trail} \times 12.5\% \times 75\% \\ \text{Number of cyclists using B1} &= 75,700 \times 12.5\% \times 75\% = 7,100 \end{aligned}$$

(b) The annual distance travelled by cyclists using each trail was calculated assuming that each cycled for 1 hour/week at 15 km/hour.

$$\begin{aligned} \text{Distance cycled (km per year)} \\ &= \text{Number of cyclists} \times \frac{\text{hours}}{\text{week}} \times \frac{\text{kms}}{\text{hour}} \times \frac{\text{weeks}}{\text{year}} \end{aligned}$$

$$\text{Distance cycled (km per year)} = 7,100 \times 1 \times 15 \times 52 = 5,535,000$$

This distance was calculated for each trail, and the average was determined for the entire trail network.

(c) The annual average distance cycled on each kilometre of trail was determined for the network using the equation:

$$\begin{aligned} \text{Average distance cycled (per km trail)} \\ &= \frac{\text{Average distance cycled (km per year)}}{\text{Average trail length (km)}} \end{aligned}$$

$$\text{Average distance cycled (per km trail)} = 841,000$$

(d) The benefit of reduced road congestion is then calculated as a general metric of the network using the equation:

$$\begin{aligned} \text{Benefit (\$ per km trail)} \\ &= \text{Average distance cycled} \times \text{Benefit (\$ per km cycled)} \\ \text{Benefit (\$ per km trail)} &= 841,000 \times 0.15 = \$123,000 \end{aligned}$$

The value of \$123,000 per km trail is the benefit metric rate applicable to all trail calculations.

Council scaling

Availability of public transport

4. The scaling factor for Banyule Council is made up of two parts: the council-based and trail-based factors (Table 5).

The council-based factor relates to the availability of public transport in the council:

$$\text{Public transport factor} = \frac{\% \text{ travel to work by p. t. in Banyule}}{\% \text{ travel to work by p. t. in northern LGAs}}$$

$$\text{Public transport factor} = \frac{8.2\%}{10.3\%} = 0.79$$

Utilisation

The trail-based factor is based on the utilisation of the trail relative to other analysed trails. This is based on the number of people living within 2 km of the trail.

Number of people using trail per km

$$= \frac{\text{Population} < 2\text{km from trail} \times 12.5\%}{\text{trail length (km)}}$$

$$\text{Number of people using B1 per km} = \frac{75,700 \times 12.5\%}{2 \text{ km}} = 4.8$$

$$\text{Utilisation factor} = \frac{\text{Number of people using B1 per km}}{\text{Av. number of people using all trails per km}}$$

$$\text{Utilisation factor} = \frac{4.8}{3.4} = 1.4$$

Council scaling

The council scaling factor is then calculated as:

$$\text{Scaling factor} = \text{Public transport factor} \times \text{Utilisation factor}$$

$$\text{Scaling factor} = 0.79 \times 1.4 = 1.1$$

Final road congestion benefit calculation for Banyule Shared Trail B1

5. The scaled benefit metric for reduced road congestion for trail B1 is calculated as:

$$\text{Benefit} = \$ \text{ per km track} \times \text{scaling factor} \times \text{trail length}$$

$$\text{Benefit} = \$123,000 \times 1.1 \times 0.88\text{km} = \$121,000$$

B2 Cost-benefit analysis assumptions

Assumption	Value	Unit
VicRoad Guidelines and Scaling		
Cyclist per hour (3m wide trail)	300	cyclists
Walkers per hour (3m wide trail)	50	walkers
Total (3m)	350	people
Cyclist per hour (4m wide trail)	400	cyclists
Walkers per hour (4m wide trail)	150	walkers
Total (4m)	550	people
3m to 4m scaling factor	1.57	
Benefit Specific Assumptions		
(Measure of trail utilisation) Proportion of population within 2km using the trails	12.5%	%
Average cycling speed	15.00	kmph
Average walking speed	5.00	kmph
Average time on trail - cycled	1.00	hours per week
Average time on trail - walked	1.00	hours per week
Proportion of cyclists	75%	%
Proportion of walkers	25%	%
Discounted rate over 30 years	3.5%	%
Period	30.00	years
Average house price	550,000.00	\$
Reduce absenteeism benefits and improved worker productivity	50%	%
Savings in user costs	50%	%
Reduced road congestions	50%	%
Greenhouse gas reduction	50%	%
Personal wellbeing - walking	150%	%
Personal wellbeing - cycling	150%	%
Increase in cycling tourism if complete network funded	6%	%
Costs per km of 3m concrete shared path	324,000	\$/km
Costs per km of 4m concrete shared path	414,000	\$/km
Cost Specific Assumptions		
<p>These development cost estimates are based on:</p> <ul style="list-style-type: none"> - Standard civil rates supplied by Rawlinsons Australian Construction Handbook, 30th Ed. 2015 - Previous related projects 		
<p>The development cost estimates are based on quantities derived from the above and generally accepted industry rates for civil engineering works and in some cases proprietary pricing information for specific item</p>		
<p>All costs exclude GST</p>		

The cost estimate also excludes:

- Surveyor and geotechnical investigation fees
- Crossovers, intersections, etc.
- Signage
- Landscaping, including topsoil
- Stormwater reticulation (i.e. formed swale/culverts only)
- Lighting
- Excavation/removal of trees or significant vegetation
- Major earthworks
- Escalation to completion
- Interest costs
- Holding fees
- Legal fees
- Soil contamination
- Flora/fauna or heritage conservation

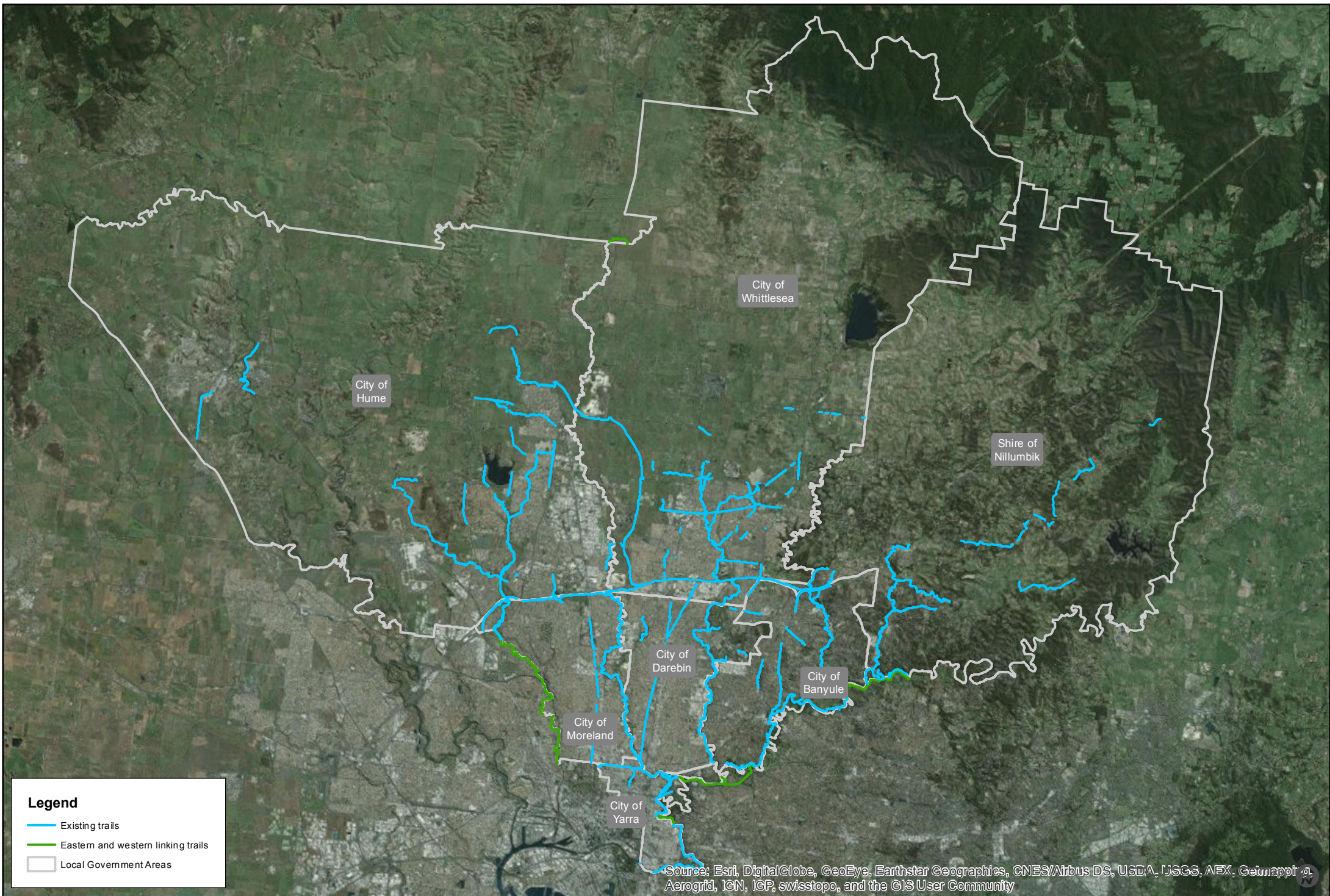
Rates will be subject to variation depending on a range of factors including timing, competition in the local market place, labour and material costs.

There is a stormwater network within the site boundary with sufficient capacity to accept runoff from the proposed development without detention being required and that no flooding or site contamination will arise.

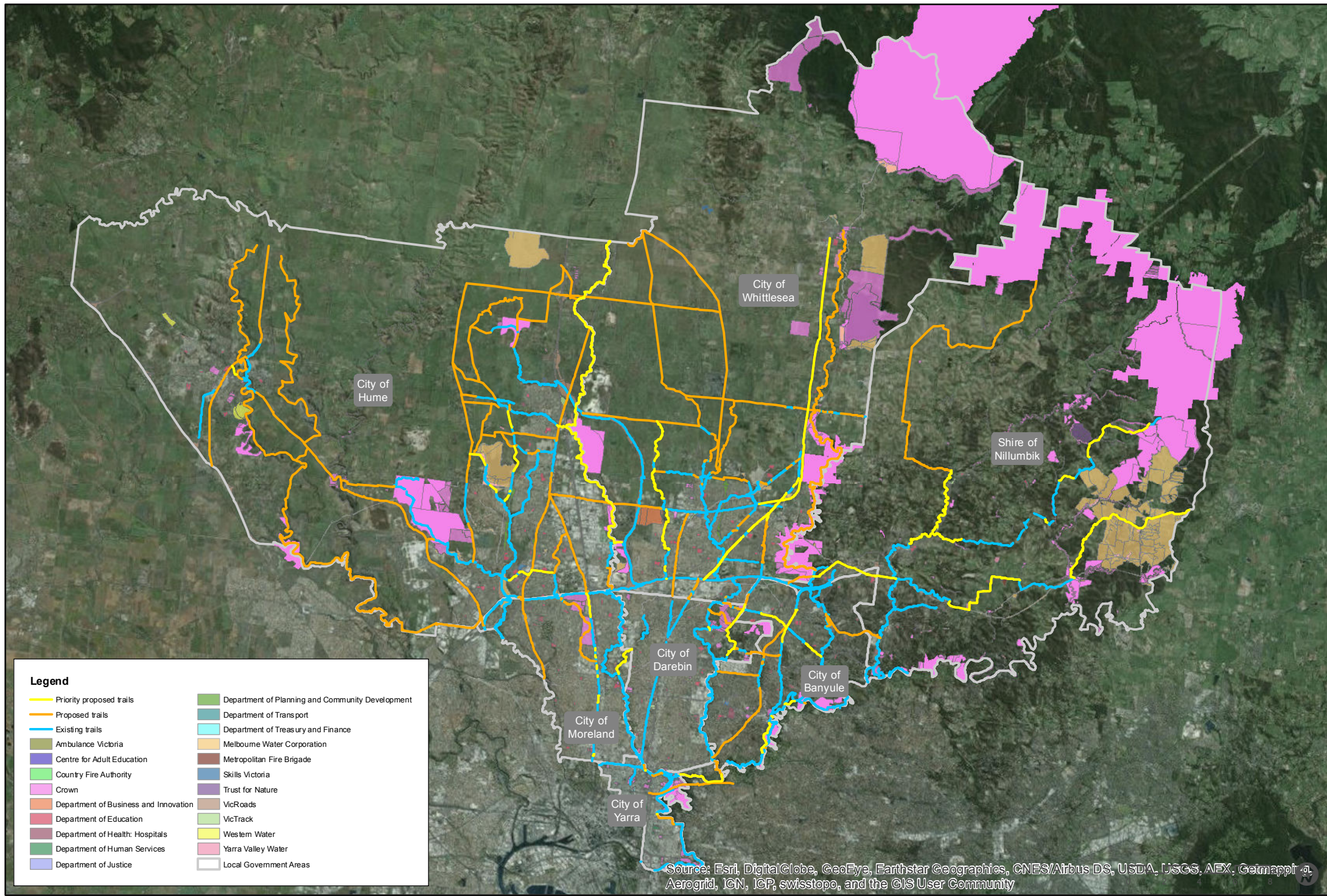
Appendix C

Aerial maps

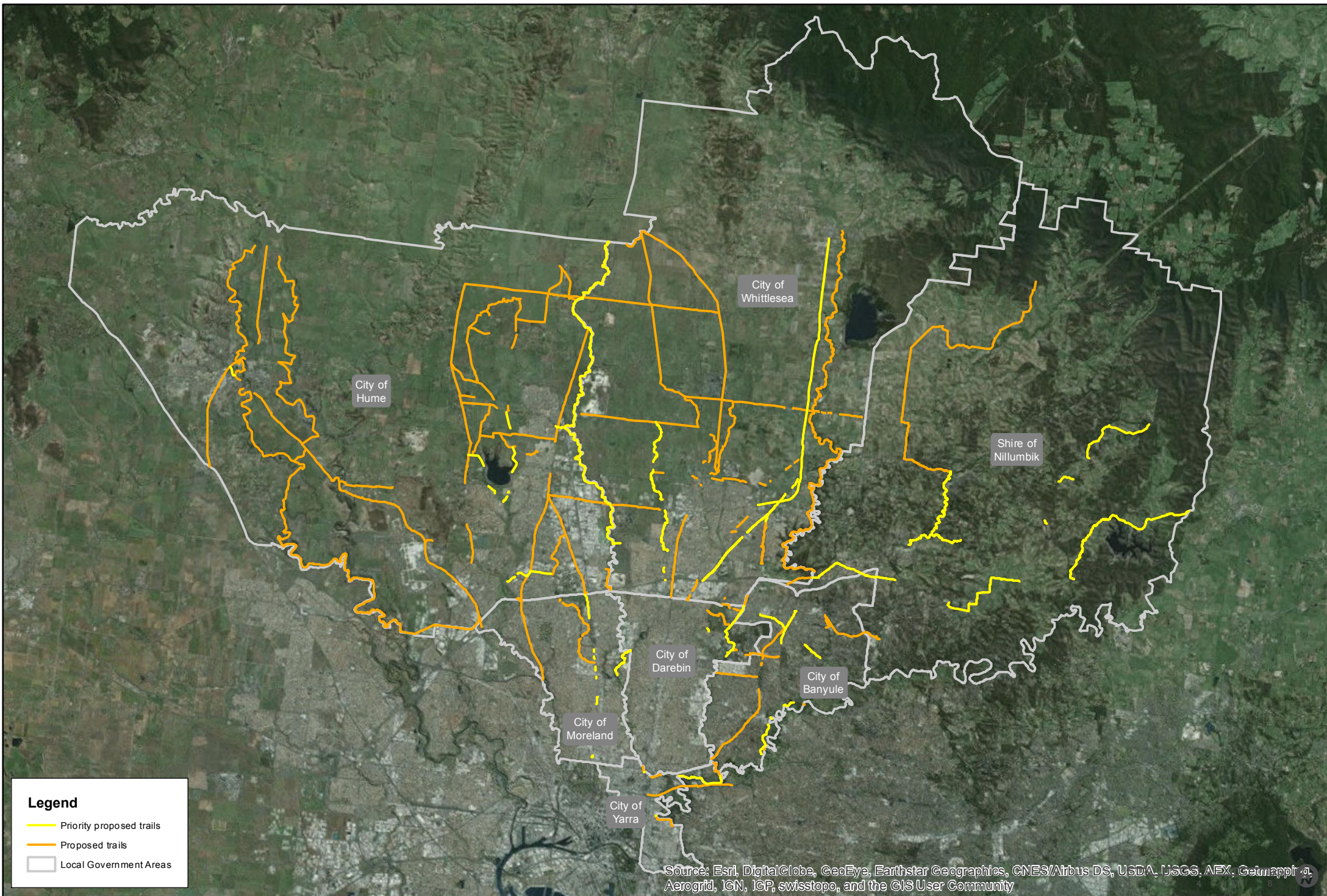
C1 Regional maps



Aerial map - existing regional trails in the north



Aerial map - Land ownership in the north

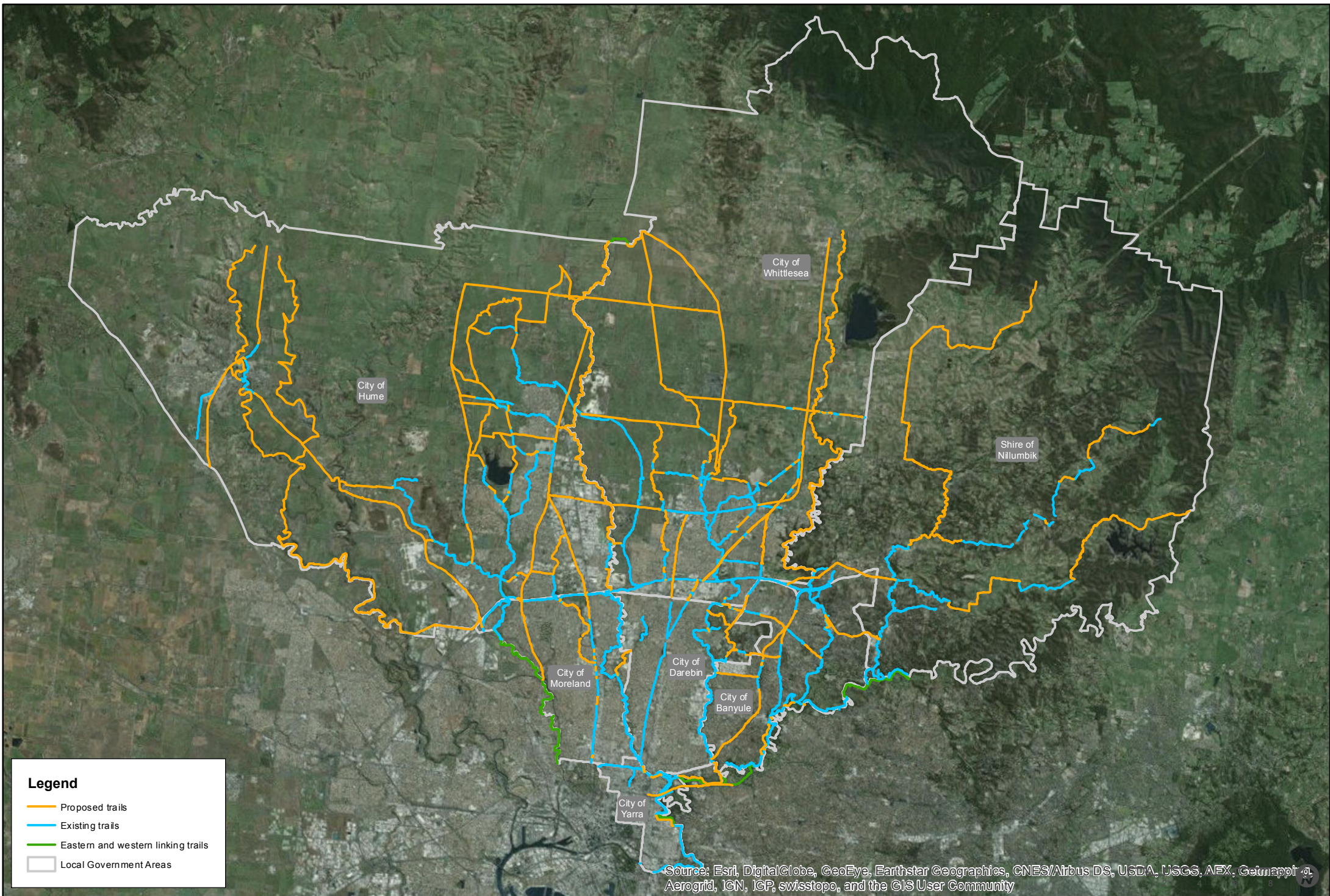


Legend

- Priority proposed trails
- Proposed trails
- Local Government Areas

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Geomatics, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

Aerial map - priority proposed trails in the northern region

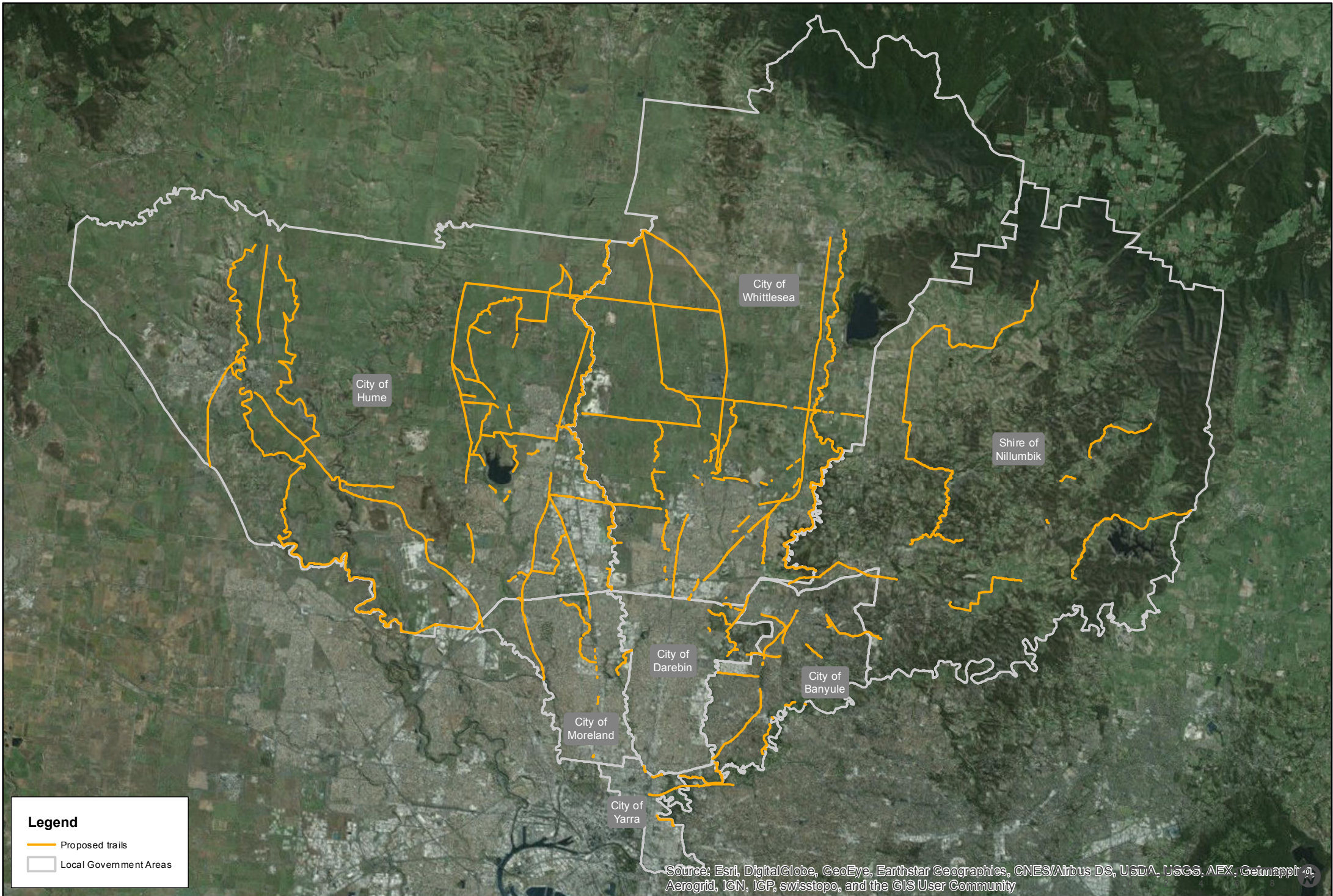


Legend

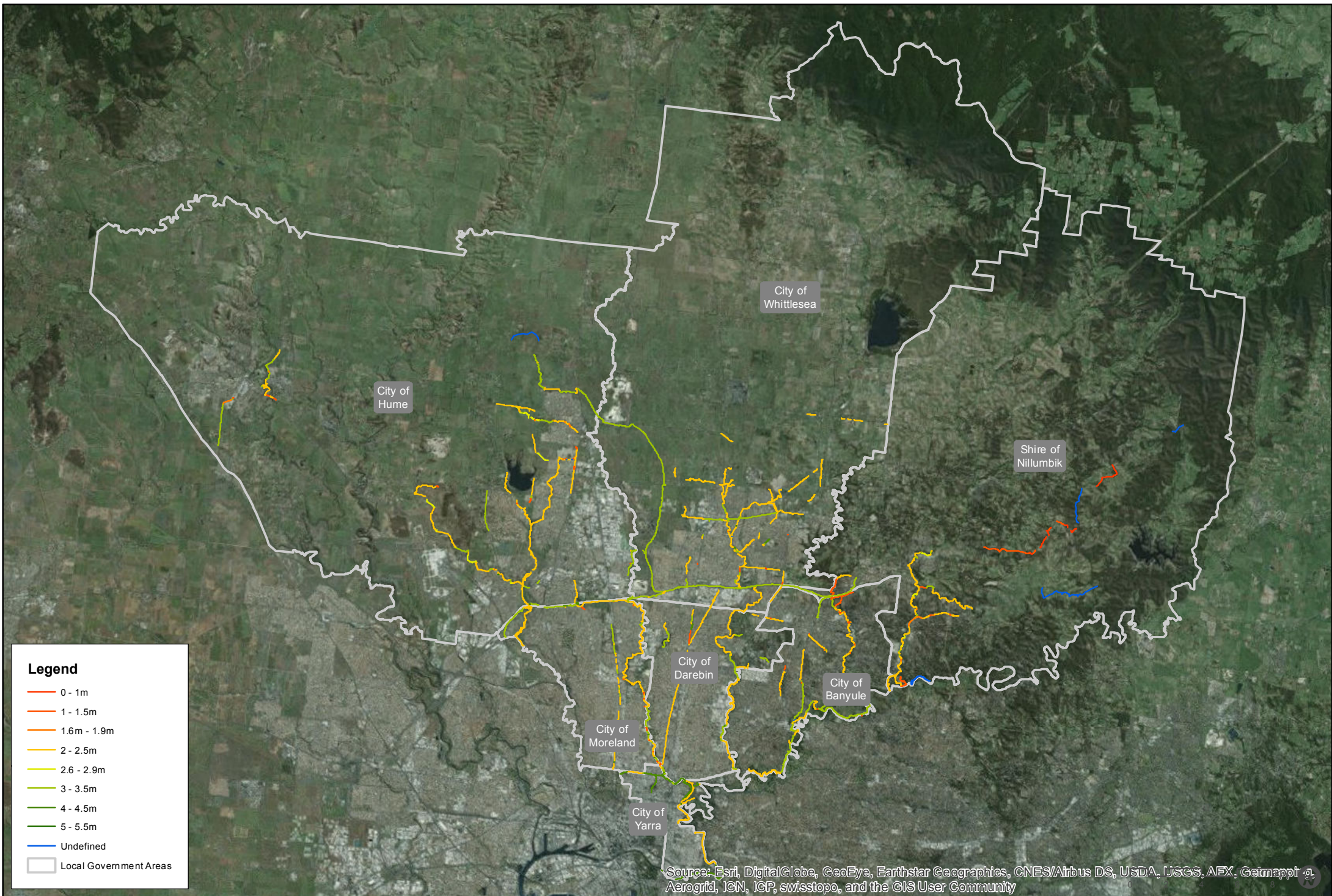
- Proposed trails
- Existing trails
- Eastern and western linking trails
- Local Government Areas

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Geomatics, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

Aerial map - Northern Regional Trails Strategy

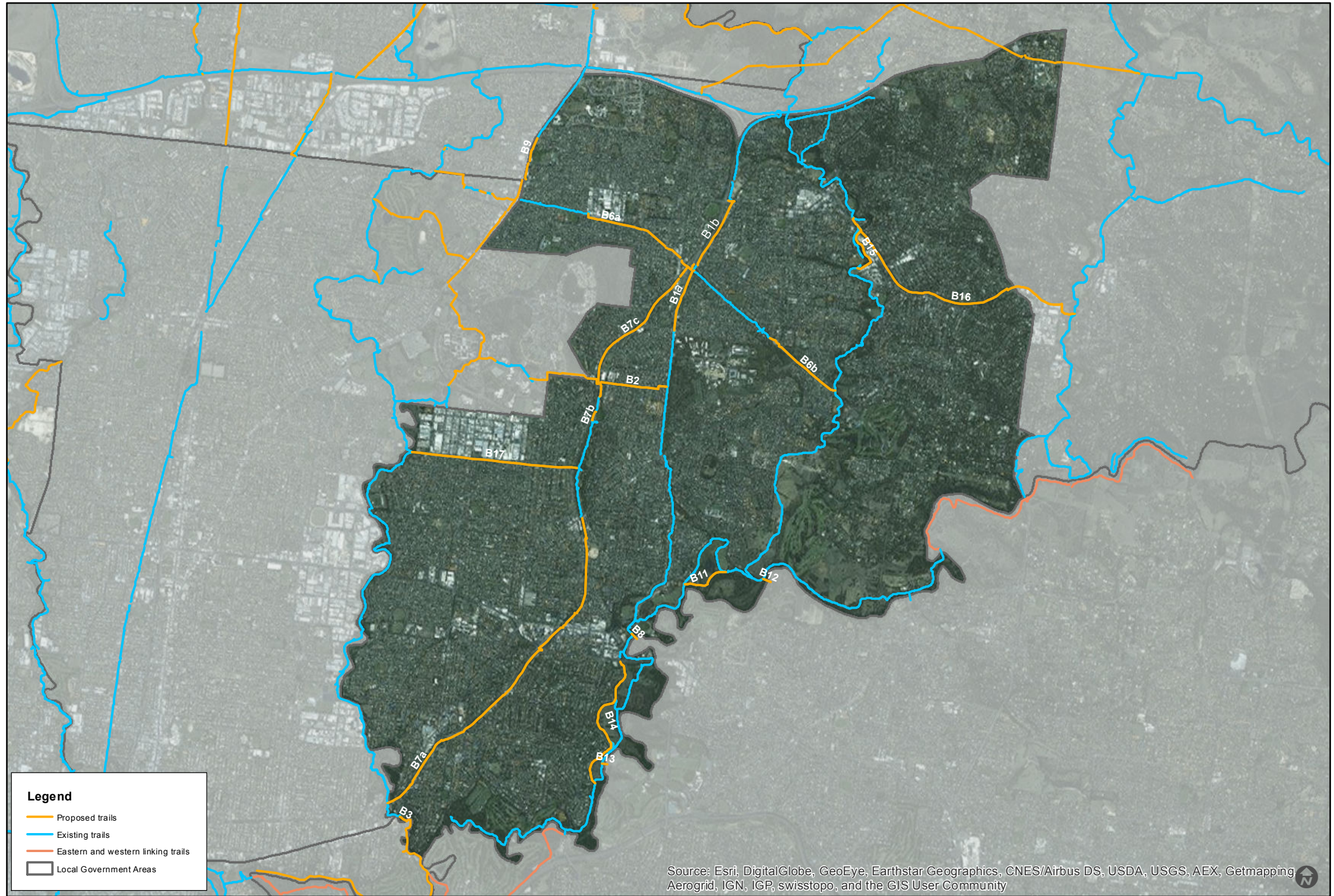


Aerial map - proposed regional trails in the north



Aerial map - width of existing regional trails in the north

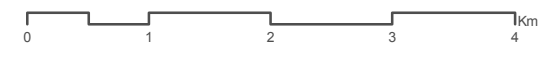
C2 Local Government Area trail strategy maps

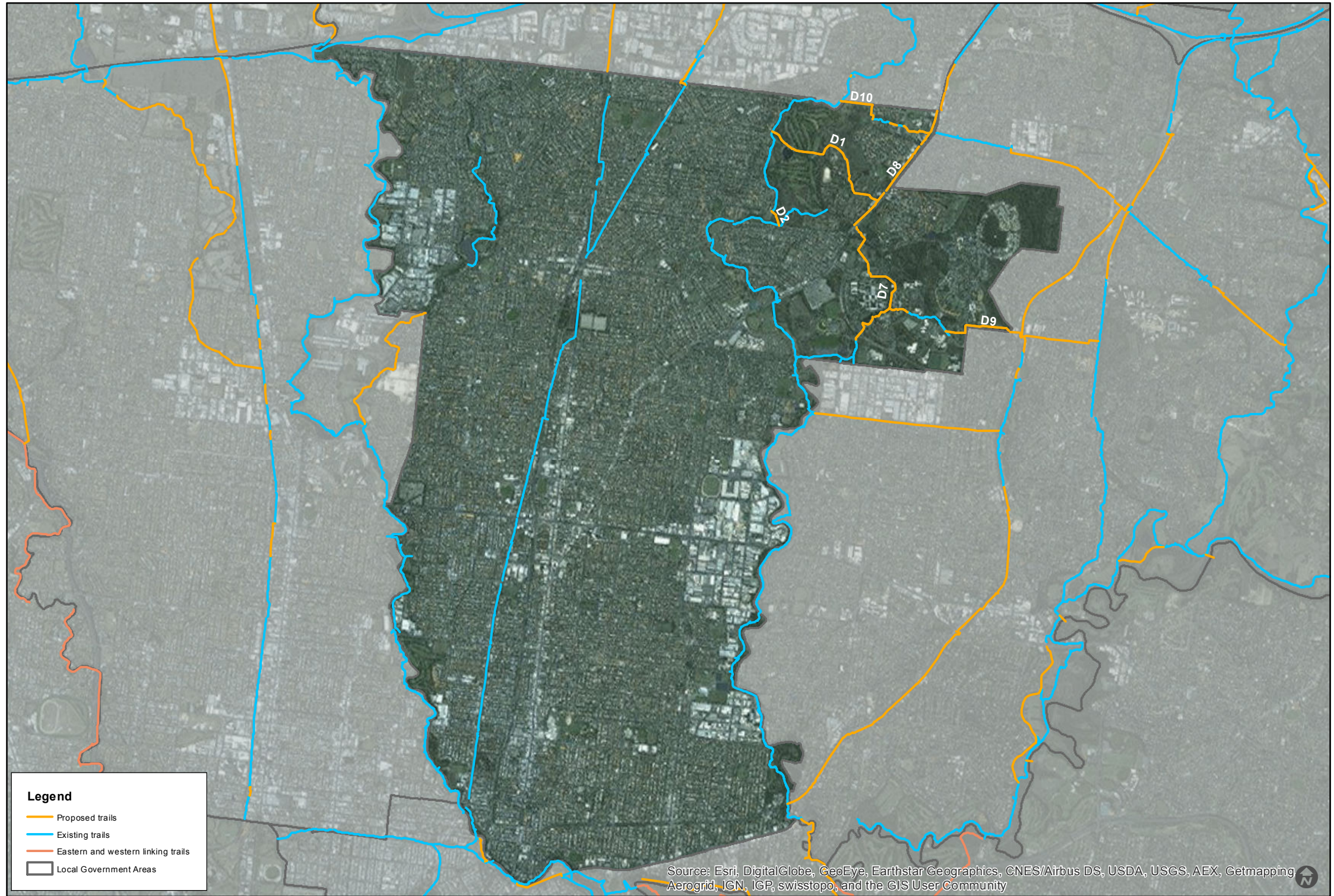


Legend

- Proposed trails
- Existing trails
- Eastern and western linking trails
- Local Government Areas

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

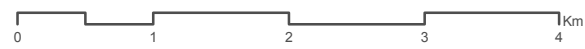


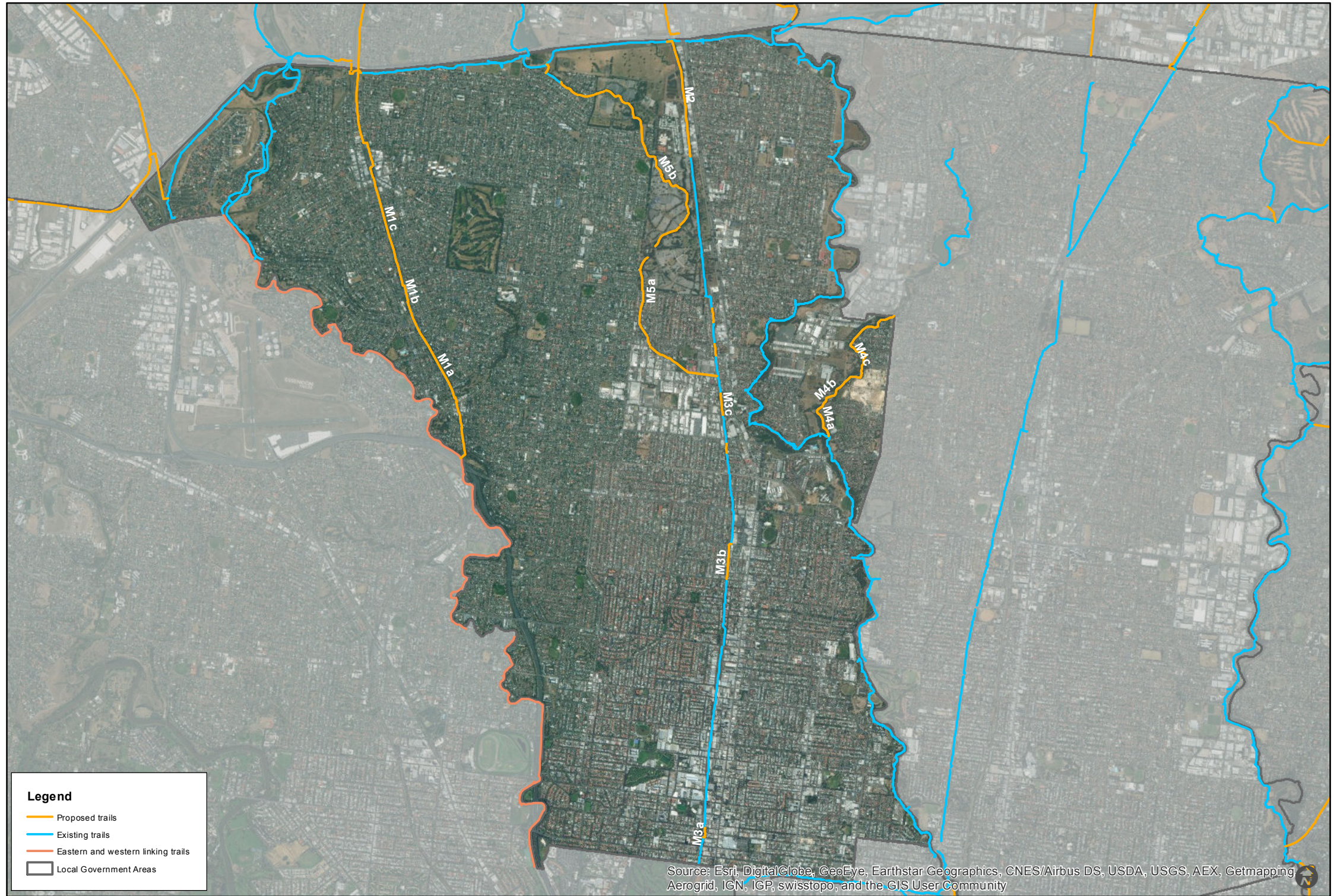


Legend

- Proposed trails
- Existing trails
- Eastern and western linking trails
- Local Government Areas

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

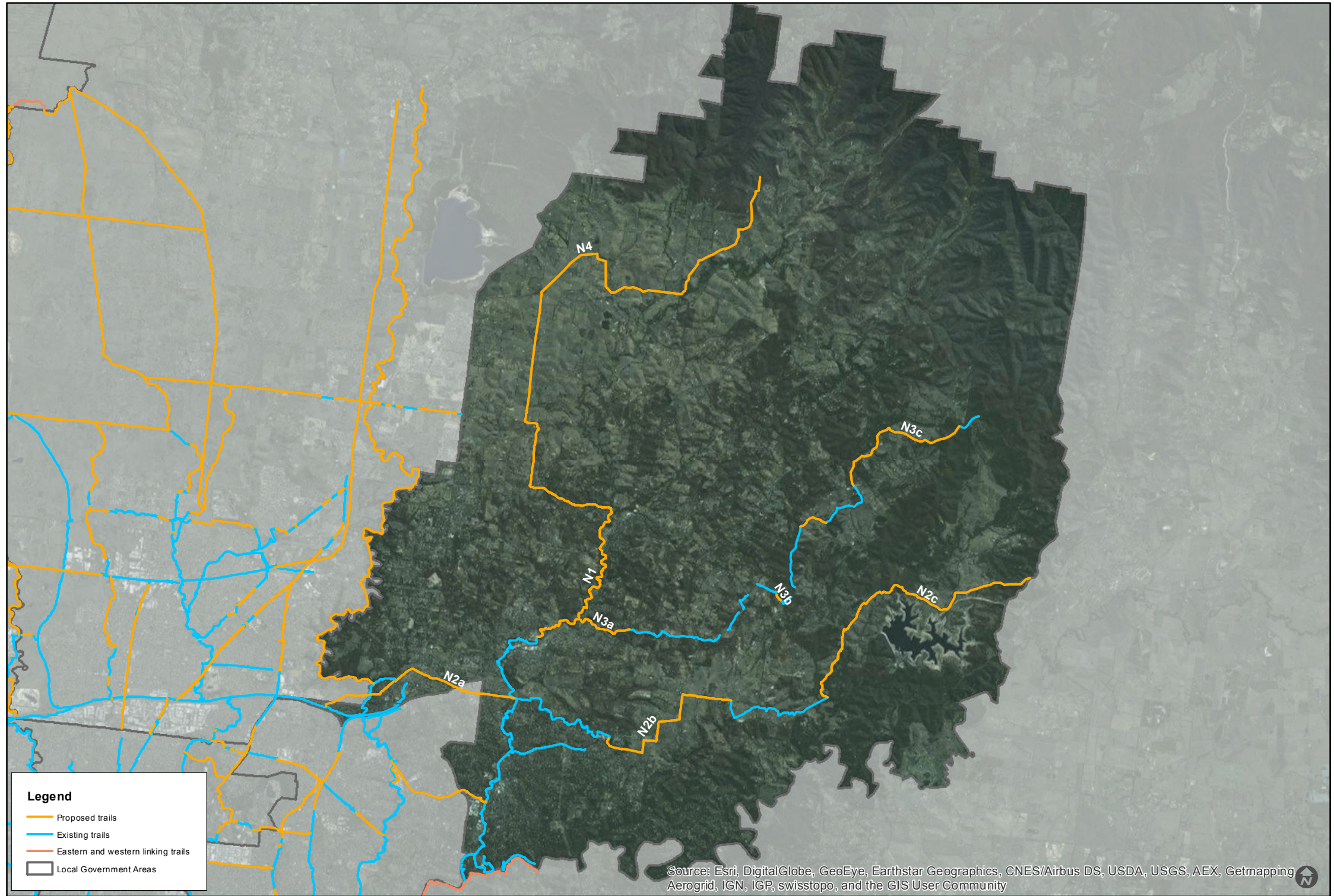




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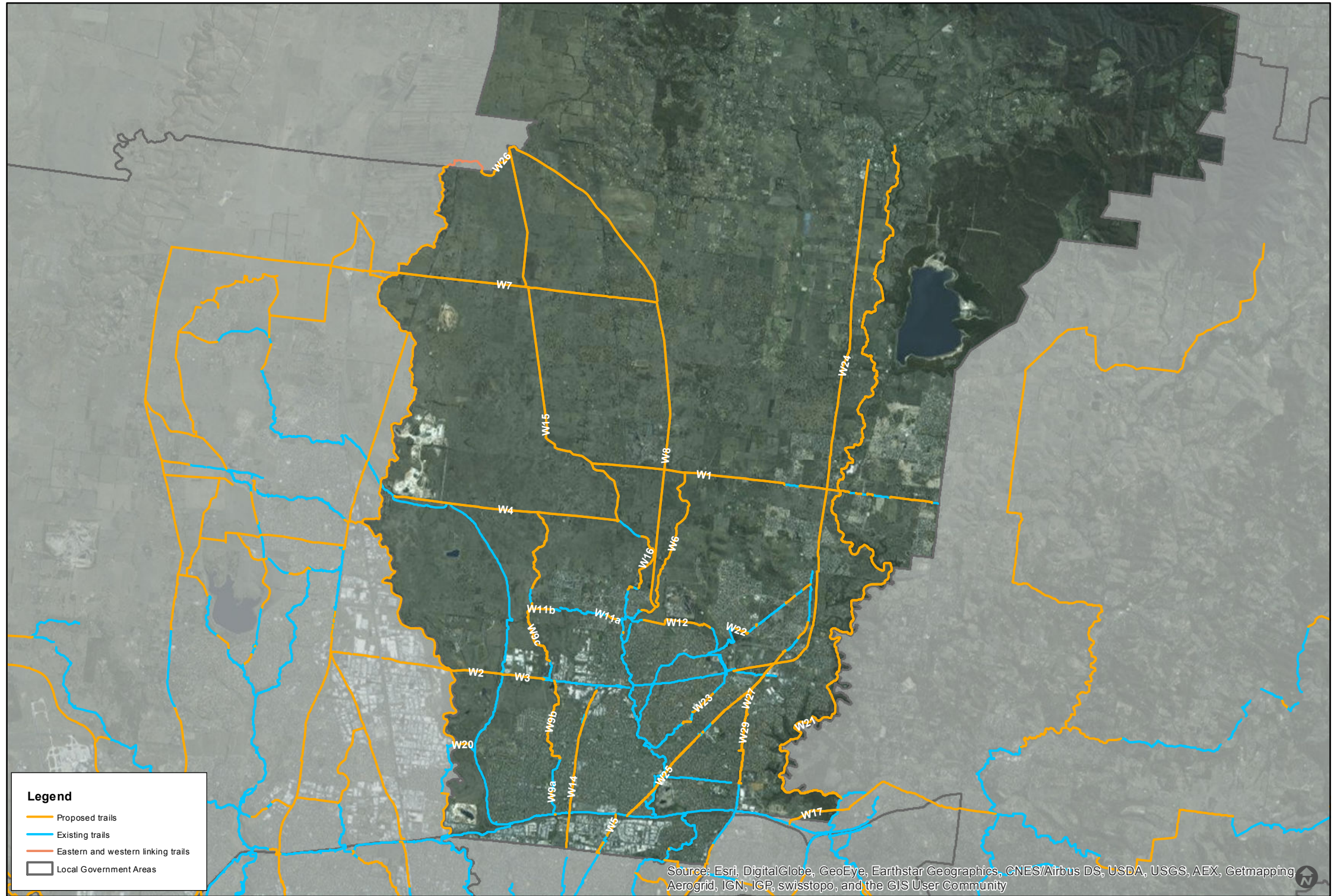
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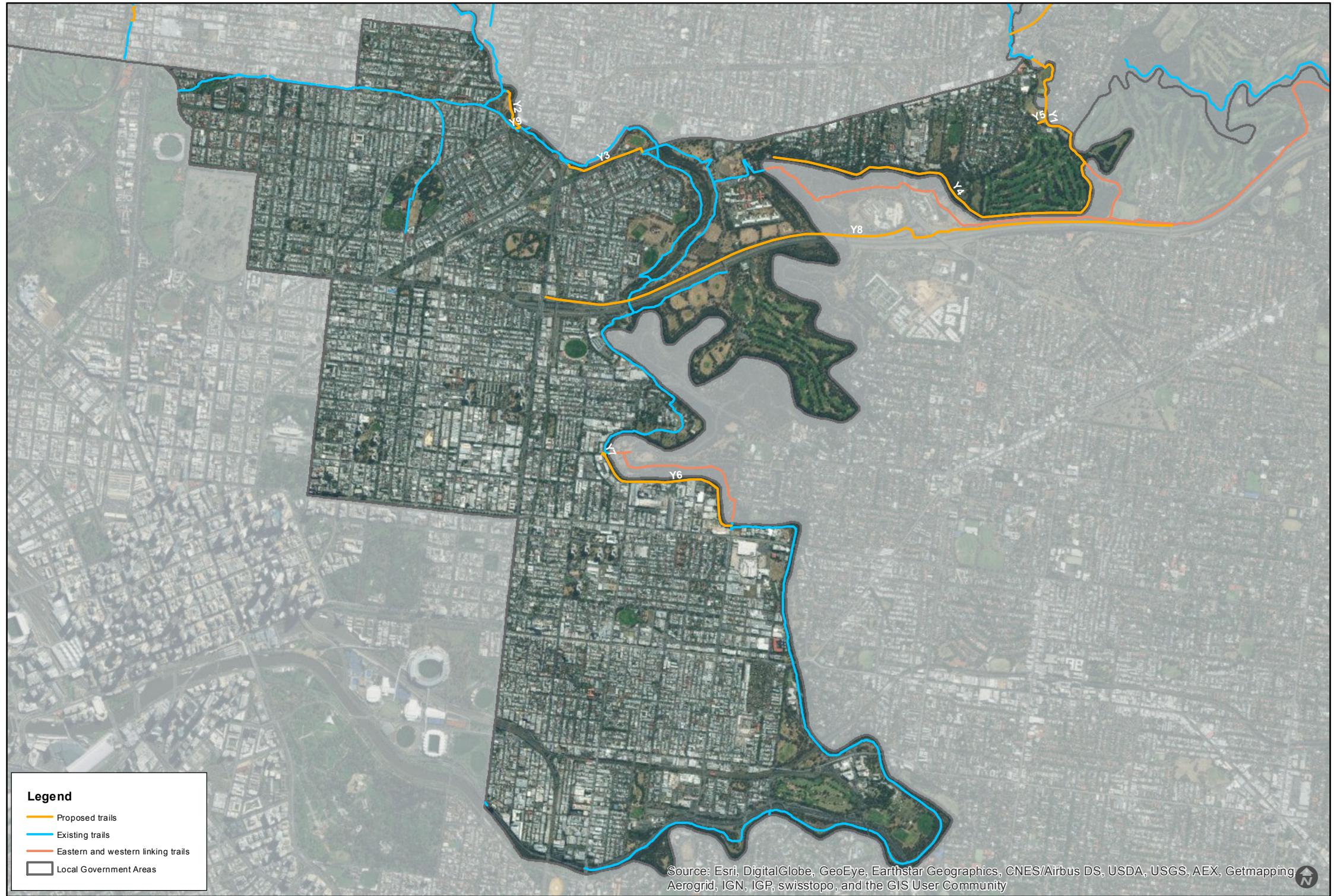
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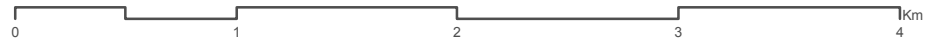
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D1 Key tourism attractions in northern LGAs

Council	Tourism feature
Banyule	WaterMarc Aquatic Centre
	Heidelberg Artist Trail
	Heidelberg Gardens
	Heidelberg Golf Club
	Yarra Flats
	Ivanhoe Public Golf Course
	Olympic Leisure Centre
	MacLeod Recreation and Fitness Centre
	Ivanhoe Aquatic and Leisure Centre
	Westerfolds Park (along eastern border)
	Warringal Parklands
	Heide Museum of Modern Art (just outside eastern border)
	Banksia Park (along eastern border)
	Chelsworth Park
Banyule Flats	
Darebin	Bundoora Park (includes Coopers Settlement, Children's Farm and Heritage Village)
	Darebin Parklands
	Bundoora Park Golf Club
	La Trobe Wildlife Sanctuary
	Gresswell Forest Nature Conservation Reserve
	Edwardes Lake Park
	Reservoir Leisure Centre
	Northcote Aquatic and Recreation Centre
	Darebin Community Sports Stadium
	Kevin P Hardiman Reserve
	Darebin International Sports Centre
	Northcote Golf Course
	All Nations Park
	Bundoora Homestead Art Centre
	Darebin Arts and Entertainment Centre
Hume	Woodlands Historic Park (includes Historic Homestead)
	Organ Pipes National Park
	Craigieburn Golf Course
	Jacksons Creek Streamside Reserve
	Holden Flora Reserve
	Greenvale Reservoir Park
	Mount Ridley Nature Conservation Reserve
	Cooper St Grassland Nature Conservation Reserve
	Broadmeadows Aquatic and Leisure Centre
	Craigieburn Leisure Centre
	Sunbury Aquatic and Leisure Centre
	Goonawarra Public Golf Course
	Wineries

Council	Tourism feature
	Alister Clark Memorial Rose Garden
	Indigenous Earth Rings
	Emu Bottom Homestead
	Emu Bottom Wetlands
	Living Legends
	Melbourne Airport Viewing Area
	Billy Thorpe Memorial
	Bulla Hill Railway
	Rupertswood Mansion
	Sunbury Pop Festival Site (Future)
	Merri Creek Parklands
	Broadmeadows Valley Park
	Moonee Ponds Creek Trail
Moreland	Brunswick Baths
	Counihan Gallery
	Coburg Leisure Centre
	Coburg Olympic Pool
	Fawkner Leisure Centre
	CB Smith Reserve
	Oak Park Aquatic Centre
	Pascoe Vale Outdoor Pool
	Ceres Community Environment Park
	Roberts Reserve
	Moomba Park Reserve
	Harmony Park
	Lake Reserve
	Coburg Lake
	Randazzo Park
Central Parklands	
Nillumbik	Montsalvat
	Farmers markets
	Art galleries
	Hurstbridge rural township
	St Andrews Market
	Sugarloaf Reservoir
	Warrandyte Kinglake Nature Conservation Reserve
	Warrandyte State Park (along eastern border)
	Candlebark Park (along eastern border)
	Long Gully Bushland Reserve
	Panton Hill Bushland Reserve
	St Andrews Nature Conservation Reserve
	Smiths Gully Nature Conservation Reserve
	Queenstown Bushland Reserve / Cemetery
	Edendale Community Environment Farm
	Ellis Cottage
	Eltham Lower Park (Diamond Valley Miniature Railway and adventure playground)

Council	Tourism feature
	Wineries
	Yarrambat Golf Course
	Butterfly Reserves
	Eltham Leisure Centre
	Diamond Valley Sports and Fitness
	Community Bank Stadium
	Diamond Creek Outdoor Pool
	Yellow Gum Park and Blue Lake
	Eltham North Adventure Playground
	Hurstbridge rural township
	St Andrews market
	Eltham Library Community Gallery
Whittlesea	Plenty Gorge Park
	Craigieburn Grassland Nature Conservation Reserve
	City of Whittlesea Public Gardens
	Yan Yean Reservoir
	Yan Yean Reservoir Park
	Growling Frog Golf Course
	Quarry Hills Park
	Hawkstowe Park (includes Le Page Homestead at Hawkstowe Picnic Area)
	Funfields fun park
	Whittlesea Park
	Uncle Nev's Horseriding
	Plenty Ranges Arts Centre and Theatre
	Whittlesea Courthouse
	Ziebell's Farmhouse
	Yarrambat Park
	Carome Homestead
	Bear's Castle
	Farm Vigano
	Whittlesea Golf Course
Yarra	Yarra Bend Park
	La Trobe Golf Course
	Burnley Golf Course
	Burnley Gardens
	Burnley Bouldering Wall
	Fairfield Boathouse
	Edinburgh Gardens
	Darling Gardens
	Alphington Park (includes native display gardens)
	Coate Park and Rudder Grange
	Koori Garden
	Dights Falls
	Collingwood Children's Farm
	Abbotsford Convent
	Burnley Tunnel Vent Stack
	McConchie Reserve and Burnley Harbour

Council	Tourism feature
	Barkley Gardens
	Burnley Park
	Linear Park
	Mayor's Park
	Collingwood Leisure Centre
	Fitzroy Swimming Pool
	Richmond Creation Centre
	Victoria Park

Appendix E

Full list of northern regional
trails

E1 Full list of existing northern regional off-road trails by LGA

LGA	
Banyule	Aqueduct Link Trail
	Banyule Shared Trail
	Darebin Creek Trail
	Gabonia Avenue Reserve - Unknown Trail
	Hurstbridge Line Rail Trail
	Main Yarra Trail
	Metropolitan Ring Road Trail
	N J Telfler Reserve - Unknown Trail
	Plenty River Trail
	Plenty Road Shared Path
	Rosanna Parklands - Unknown Trail
	Wilson Reserve Trail
Darebin	A.H. Capp Reserve - Concrete Path
	Beenak/Mcmahon Reserve - Concrete Path
	Capital City Trail
	Cheddar Road Reserve - Concrete Path
	Clements Reserve Path
	Darebin Creek Corridor Between Heidelberg Road And Darebin Road - Concrete*
	Darebin Creek Trail
	Edgars Creek Trail
	G.E. Robinson Park - Concrete Path
	La Trobe University Shared Path
	Merri Ck Path Central Bikepath
	Merri Ck Path South Bikepath
	Merri Creek Trail
	St Georges Road Reserve Path
	Unnamed - East-West Power Easement
W.H. Robinson Reserve - Concrete Path	
Hume	Aitken Boulevard Shared Path
	Aitken Creek Shared Path
	Broadmeadows Valley Park Trail
	Cragieburn Shared Path
	Galada Tamboore Trail
	Greenvale Reservoir Park Trail

	Malcom Creek Trail
	Meadowlink Shared Pathway
	Melbourne Water Pipe Track
	Merlynston Creek Trail
	Merri Creek Trail
	Mickleham Road Shared Path
	Moonee Ponds Creek Trail
	Ring Rd-Moonee Ponds Creek Bikepath
	Shankland Reserve Trail
	Unnamed - Near Jackons Creek
	Unnamed - Roxburgh Park East West Link Path
	Unnamed Link - Moonee Ponds Creek Trail / Broadmeadows Valley Park Trail
	Upfield / Craigieburn Rail Line Shared Trail
	Vineyard Rd Shared Path
Moreland	Albert St-Merri Ck Path Bikepath
	Albert-Victoria Bikepath
	Albion St-Merri Ck Path Bikepath
	Alister St Bikepath
	Barkers Bikepath
	Blyth St Bdwalk-Merri Ck Path Bikepath
	Blyth St Sth-Merri Ck Path Bikepath
	Capital City Path Bikepath
	Carr St Nth Bikepath
	Carr St Sth Bikepath
	Ceres Nth Access Path Bikepath
	Ceres South-Merri Ck Path Bikepath
	Clara St-Merri Ck Path Bikepath
	Coburg Pool Bikepath
	Connelly Bikepath
	Coventry-Gowanbrae Bikepath
	De Chene Pde Bikepath
	De Chene Reserve Bikepath
	Devereaux St Bikepath
	Devereaux-Primula Link Bikepath
	Edna Gv Bikepath
	Emma St-Merri Ck Path Bikepath
	Eva Crt Bikepath
	Eva Crt Bridge Bikepath
	Fran St Bikepath

	Goleen Bikepath
	Harding St Bikepath
	Hare-Emma-Merri Ck Path Bikepath
	Hood Cr Bikepath
	Ida St Bikepath
	John St Linear Park Bikepath
	Lorne St Bikepath
	Lorne-St Basil Homes Bikepath
	Mathieson Bikepath
	Merri Ck Path Central Bikepath
	Merri Ck Path South Bikepath
	Merri Creek Trail
	Moonee Blvd Bikepath
	Newlands Bikepath
	Outlook Dve Bikepath
	Parkview Av-Merri Ck Path Bikepath
	Primula Blvd Bikepath
	Queens Pde Bikepath
	Ring Rd-Moonee Ponds Creek Bikepath
	Ring Rd-North Side Bikepath
	Roberts Reserve Bikepath
	Upfield Path Central Bikepath
	Upfield Path North Bikepath
	Upfield Path South Bikepath
	Urquhart Bikepath
	Valley Cres Bikepath
	Victoria Rd Nth-Merri Ck Path Bikepath
	Wallace Reserve Bikepath
	Weigall St-Merri Ck Path Bikepath
Nillumbik	Aqueduct Trail
	Diamond Creek Trail
	Diamond Hills Trail
	Eltham - Yarra Glen Road - Onroad Trail
	Green Wedge Trail
	Local Trail - Eltham Lower Park
	Metropolitan Ring Road Trail
	Plenty River Trail
	Unnamed - Adjacent To Fitzimons Ln
	Unnamed - Griffith Park

Whittlesea	Bridge Inn Road Shared Path
	Cheddar Road Reserve - Concrete Path
	Civic Drive Shared Path
	Cooper Street Shared Path
	Dalton Road Shared Path
	Darebin Creek Trail
	Edgars Creek Trail
	Epping North Transmission Trail
	Epping Road Shared Path
	Findon Creek Trail
	Findon Road Shared Path
	Galada Tamboore Trail
	Greenborough Bypass Trail
	Mckimmies Rd Shared Path
	Merri Creek Trail
	Metropolitan Ring Road Trail
	Plenty River Trail
	Plenty Road Shared Path
	Scyamore Morang Trail
	South Morang Pipe Trail
South Morang Rail Trail	
Yan Yean Pipe Track	
Yarra	Capital City Trail
	Capital City Trail To Edinburgh Gardens
	Coulsten Reserve Path
	Merri Ck Path South Bikepath
	Merri Creek Trail

E2 Full list of proposed northern region off-road trails by LGA

LGA	Name	Map reference
Banyule	Banyule Shared Trail	B1
	Main Yarra Trail	B11
	Main Yarra Trail	B12
	Banyule Shared Trail	B14
	Plenty River Trail	B15
	Dougharty Road	B17
	Unnamed - La Trobe University Link Path	B2
	Unnamed - East-West Power Easement	B6a
	Unnamed - East-West Power Easement	B6b
	Hurstbridge Rail Line Trail	B7a
	Hurstbridge Rail Line Trail	B7b
	Hurstbridge Rail Line Trail	B7c
	Main Yarra Trail - Cross river link	B8
	Plenty Rd Shared Path	B9
	Greensborough to Eltham Link Trail	B16
	Darebin Creek Trail	B3
Main Yarra Trail	B13	
Darebin	Bundoora Park Shared Path	D1
	Unnamed - East-West Power Easement	D10
	Darebin Creek Trail	D2
	La Trobe University Shared Path	D7
	Plenty Road Shared Path	D8
	Unnamed - La Trobe University Link Path	D9
Hume	Donnybrook Road Shared Path	H10
	Emu Creek Shared Trail	H11
	Greenvale Reservoir Park Trail	H12
	Jacksons Creek Regional Path	H13
	Jacksons Creek Regional Path	H14
	Malcolm Creek Trail	H15a
	Malcolm Creek Trail	H15b
	Maribyrnong River Shared Path	H16
	Meadowlink Shared Pathway	H17
	Melbourne Water Pipe Track	H18
	Merri Creek Shared Trail	H19
	Aitken Boulevard Shared Path	H1a

	Aitken Boulevard Shared Path	H1b
	Aitken Creek Shared Path	H2
	Merri Creek Shared Trail	H20a
	Merri Creek Shared Trail	H20b
	Merri Creek Shared Trail	H20c
	Mickleham Road Shared Path	H21a
	Mickleham Road Shared Path	H21b
	Somerton Rd Shared Path/ Cooper St Shared Path	H24
	Ring Rd - Moonee Ponds Creek Bike Path	H25
	Sunbury Rail Line Shared Trail	H26
	Sunbury Rail Line Shared Trail	H27
	Sunbury to Melbourne Airport Offroad Shared Path	H28
	Tullamarine Freeway Regional Path	H29
	Aitken Creek Shared Path	H3
	Tullamarine Offroad Shared Path	H30
	Unnamed - Craigieburn to Merrifield link	H31
	Unnamed - Mickleham Rd to Craigieburn link	H34
	Unnamed - Roxburgh Park east west link path	H36a
	Unnamed - Roxburgh Park east west link path	H36b
	Unnamed - south Craigieburn east west link	H37
	Unnamed - southwest Craigieburn north south link	H38
	Upfield Shared Path Extension	H39
	Blind Creek Trail Link	H4
	Merlynston Creek Trail	H40
	Bulla - Woodlands Historic Park Connection	H5
	Craigieburn Rail Line Shared Trail	H6a
	Craigieburn Rail Line Shared Trail	H6b
	Craigieburn Rail Line Shared Trail	H7
	Craigieburn Road Shared Path	H8
Moreland	Craigieburn Rail Line Shared Trail	M1a
	Craigieburn Rail Line Shared Trail	M1b
	Craigieburn Rail Line Shared Trail	M1c
	Upfield Shared Path	M2
	Upfield Shared Path	M3a
	Upfield Shared Path	M3b
	Upfield Shared Path	M3c
	Edgars Creek Trail	M4a
	Edgars Creek Trail	M4b
	Edgars Creek Trail	M4c

	Merlynston Creek Trail	M5a
	Merlynston Creek Trail	M5b
Nillumbik	Diamond Creek Trail	N1
	Aqueduct Trail	N2a
	Aqueduct Trail	N2b
	Aqueduct Trail	N2c
	Green Wedge Trail	N3a
	Green Wedge Trail	N3b
	Green Wedge Trail	N3c
	Kinglake Way Trail	N4
	Greensborough to Eltham Link Trail	B16
Whittlesea	Bridge Inn Road Shared Path	W1
	Epping North Transmission Trail	W11a
	Epping North Transmission Trail	W11b
	Epping North Transmission Trail	W12
	Epping Road Shared Path	W14
	Findon Creek Trail	W15
	Findon Creek Trail	W16
	Maroondah Aqueduct Trail	W17
	Cooper Street Shared Path	W2
	Merri Creek Trail	W20
	Plenty River Trail	W21
	South Morang Pipe Trail	W22
	Scyamore Morang Trail	W23
	Whittlesea Rail Trail	W24
	Yan Yean Pipe Track	W25
	Merri Creek Trail	W26
	Plenty Road Shared Path	W27
	Plenty Road Shared Path	W29
	Plenty Road Shared Path	W29
	Cooper Street Shared Path	W3
	Craigieburn Road Shared Path	W4
	Dalton Road Shared Path	W5
	Darebin Creek Trail	W6
	Donnybrook Road Shared Path	W7
	E6 Freeway Trail	W8
	Edgars Creek Trail	W9a
	Edgars Creek Trail	W9b
Edgars Creek Trail	W9c	

Yarra	Darebin Creek Trail	Y1
	Rushall Reserve Shared Path	Y2
	Coulsen Reserve Ramp	Y3
	Yarra River Northern Trail	Y4
	Farm Road Link	Y5
	Main Yarra Trail - Gipps St to Walmer St Link	Y6
	Main Yarra Trail - Gipps Street Steps	Y7
	North East Bicycle Corridor	Y8
	Darebin Creek Trail	B3

6.3 OUTCOME OF STATUTORY LEASING PROCEDURES – NEIGHBOURHOOD HOUSES

Author: Manager, Assets and Properties
Manager Children, Families and Community

Reviewed By: Director Assets and Business Services
Director Community Development

Report Background

This report is further to a Council resolution made at its meeting on 5 October 2015 relating to the outcome of the statutory process for the proposed leases with Neighbourhood Houses and seeking approval for execution of new leases.

Previous Resolution

At its meeting on 5 October 2015, Council resolved:

That Council:

- (1) *Commence the statutory process, under section 190 and section 223 of the Local Government Act 1989, to give effect of its intention to enter into leases with the neighbourhood houses at the following Council premises;*
 - a) *Alphington Community Centre, 2 Kelvin Road, Alphington*
 - b) *Jika Jika Community Centre, Corner Plant and Union Streets Northcote and 2 East Street, Northcote*
 - c) *Preston Neighbourhood House, 218-220 High Street, Preston*
 - d) *Preston Reservoir Adult Community Education (PRACE), Merrilands Community Centre- 35 Sturdee Street, Reservoir*
 - e) *Reservoir Neighbourhood House, 2B Cuthbert Road, Reservoir*
 - f) *SPAN Community House Inc, 64 Clyde Street, Thornbury*
 - g) *Thornbury Women's Neighbourhood House, 131 Shaftesbury Parade, Thornbury and 99 Leinster Grove, Thornbury*
- (2) *Give public notice under section 190 and section 223 of the Local Government Act 1989 of Councils intention to enter into leases with Neighbourhood Houses in the appropriate newspaper; and*
- (3) *Be presented with a further report on the outcome of the statutory process for the proposed leases with Neighbourhood Houses.'*

Briefing Date

This matter has not previously been to a Councillor Briefing.

Council Plan Goal/Endorsed Strategy

Goal: Healthy and Connected Community (Goal 2 – Strategy 2.1 Community Services)

Strategy: Property Asset Management Strategy (19 May 2014)

Summary

There are seven neighbourhood houses that occupy and use Council premises for the provision of services and programs via various agreement types. These agreements have expired and require renewal.

Council undertook the statutory procedures, advertising its intention to enter into lease agreements on the week commencing 19 October 2015. No submissions were received. Discussions have been held with each neighbourhood house regarding the proposed leases.

Council approval is now sought to enter into new lease agreements with the seven Neighbourhood Houses in accordance with terms and conditions stated in **Appendix A** whilst taking into consideration the Memorandum of Understanding contained in **Appendix B** and the Funding and Service Agreement provided in **Appendix C**.

Neighbourhood houses have been traditionally funded and supported by the State government and are now being partially funded by Council.

Recommendation

That Council:

- (1) Having complied with section 190 and section 223 of the *Local Government Act 1989*, and with no submissions having been received, resolve to enter into new lease agreements with each of the following Neighbourhood Houses-
 - a) Alphington Community Centre, 2 Kelvin Road, Alphington
 - b) Jika Jika Community Centre, Corner Plant and Union Streets Northcote and 2 East Street, Northcote
 - c) Preston Neighbourhood House, 218-220 High Street, Preston
 - d) Preston Reservoir Adult Community Education (PRACE), Merrilands Community Centre, 35 Sturdee Street, Reservoir
 - e) Reservoir Neighbourhood House, 2B Cuthbert Road, Reservoir
 - f) SPAN Community House Inc, 64 Clyde Street, Thornbury
 - g) Thornbury Women's Neighbourhood House, 131 Shaftesbury Parade, Thornbury and 99 Leinster Grove, Thornbury

for the terms and conditions detailed in the statutory advertisement attached at **Appendix A** to this report.

- (2) That a special condition be included in the lease with the Thornbury Women's Neighbourhood House to provide for the merger with Preston Neighbourhood House effective April 2016 and the changes in name, administration and premises use.
- (3) Authorises the Director, Community Development to execute new lease agreements with each of the Neighbourhood Houses for the above mentioned Council premises.

Introduction

There are seven neighbourhood houses, each with their own committee, (the Houses) that operate their services from Council-owned buildings across Darebin. Together the Houses form the Darebin Neighbourhood House Network (DNHN) to provide services and programs that benefit the broader Darebin community.

Over the years there have been many forms used to facilitate the tenancy arrangements and the provision of the neighbourhood house services between Council and the Houses. These arrangements have now expired and the Houses are currently in 'overholding' until such time as they are renewed or terminated.

Council and the Houses have entered into a Memorandum of Understanding (MOU) that provides details on how each of the parties will conduct their business with the other (**Appendix B**). A further Funding and Service Agreement, has been negotiated between each Neighbourhood House and Council that provides for their occupation and use of various Council premises across the municipality (the Agreement). The Agreement details Council's service expectations and performance requirements (**Appendix C**).

Issues and Discussion

1. New Leases

Standard lease and licence agreements have been developed for various property use types by Council's legal advisors in conjunction with internal departments.

Council's standard lease has been modified by Council's legal advisors to meet the needs of Council's Children, Families and Community Department, Facilities Maintenance and Properties units to provide for neighbourhood house services and site specific terms and conditions. The lease takes into consideration the MOU and the Agreement. The Houses were provided the opportunity to review the lease, and, where agreed, their comments were also incorporated into the standard lease.

The 'in principle' terms and conditions shown in **Appendix A** have been agreed to by all parties.

It should be noted, that Council has been advised that it is the intention of Thornbury Women's Neighbourhood House to merge with Preston Neighbourhood House effective from April 2016. The change will mean that the Council premises located at 131 Shaftesbury Parade, Thornbury and 99 Leinster Grove, Thornbury will operate as "Thornbury Neighbourhood House" and will be administered by Preston Neighbourhood House. The lease will provide for the exclusive occupation and use of 131 Shaftesbury Parade, Thornbury whilst providing for a licence for the shared occupation and use of 99 Leinster Grove, Thornbury. A special condition to effect the change will be provided in that particular lease.

2. Legislation

Statutory Process

At its Ordinary Meeting of 5 October 2015, Council resolved to commence the statutory process under section 190 and section 223 of the *Local Government Act 1989* ("the Act"), to give effect of its intention to enter into leases with each of the Neighbourhood Houses operating services at Council premises.

Public notice of Councils intention was given in the Preston and Northcote Leader newspapers in the week commencing 19 October 2015 (**Appendix A**). Notification was also given on Councils website. The notification advised the community that submissions received in writing would be considered in accordance with section 223 of the Act.

No submissions in regards to the public notice were received by Council.

Options for Consideration

Option 1

Enter into new leases with the Houses. This will ensure that the terms and conditions are up to date and comply with current legislation, policy and service delivery requirements.

Option 2

Do not enter into new leases with the Houses and continue to operate under the status quo. Should this option be chosen it may result in potential liabilities for Council as terms and conditions of occupancy and use have not been agreed to as well as service delivery requirements not being defined.

Financial and Resource Implications

Annual leasing fee of \$52 will apply to all Neighbourhood Houses lease agreements.

Council is primarily responsible for the annual maintenance of all Neighbourhood Houses.

Risk Management

There is moderate risk to Council that requirements and obligations may not be met by the Houses and this may affect service delivery requirements and the achievement of some of its objectives.

Stakeholder relationships may be impacted and somewhat deteriorate with the Houses unclear of the terms and conditions of use of Council's premises. The community may also feel the effects with a reduction in the provision of services from the Houses.

Policy Implications

Economic Development

The proposed leases for the Neighbourhood Houses will enable the ongoing services and programs to be offered to the community, thus providing a stimulus for growth and regeneration that will promote businesses and jobs.

Environmental Sustainability

There are no factors in this report which impact upon environmental sustainability.

Human Rights, Equity and Inclusion

The proposed leases for the Neighbourhood Houses enable the ongoing services and programs to continue to benefit the Darebin community. Consultation has occurred with each of the Houses regarding the lease.

Public notices were also been placed in local newspapers advising the community of Council's intention to enter into new agreements with each of the Houses and providing them with the opportunity to make submissions.

Other

This report has been prepared having regard to Council's lease renewal practice and relevant legislative requirements.

Future Actions

- Enter into new leases with each of the Neighbourhood Houses at the respective Council premises.

Consultation and Advocacy

- Children, Families and Community Department
- Facilities Maintenance Unit
- Darebin Neighbourhood House Network
- Maddocks Lawyers
- Public Notice of Council's intention to enter into new lease agreements was advertised in the Local Leader Newspapers which extends consultation to the wider community.

Related Documents

- Original House Agreements, Licences and Leases
- Council's Standard Lease
- *Local Government Act 1989*
- Retail Leases Act 2003
- Public Notice (**Appendix A**)
- Memorandum of Understanding (**Appendix B**)
- Funding and Service Agreement (**Appendix C**)
- Council Minutes – 5 October 2015

Disclosure of Interest

Section 80C of the *Local Government Act 1989* requires members of Council staff and persons engaged under contract to provide advice to Council to disclose any direct or indirect interest in a matter to which the advice relates.

The Officer reviewing this report, having made enquiries with relevant members of staff, reports that no disclosable interests have been raised in relation to this report.



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NOTICE OF INTENTION TO LEASE

Darebin City Council (**Council**) gives notice under section 190 of the *Local Government Act 1989 (Act)* of its intention to enter into a lease with each of the following Neighbourhood Houses that provide services to the community located at the various Council premises:

- a. Alphington Community Centre, 2 Kelvin Road, Alphington
(Reference Number **fA359439**);
- b. Jika Jika Community Centre, Corner Plant and Union Streets Northcote and 2 East Street, Northcote
(Reference Number **fA359442**)
- c. Preston Neighbourhood House, 218-220 High Street, Preston
(Reference Number **fA359443**)
- d. Preston Reservoir Adult Community Education (PRACE), Merrilands Community Centre- 35 Sturdee Street, Reservoir
(Reference Number **fA359441**)
- e. Reservoir Neighbourhood House, 2B Cuthbert Road, Reservoir
(Reference Number **fA359444**)
- f. SPAN Community House Inc, 64 Clyde Street, Thornbury
(Reference Number **fA359440**)
- g. Thornbury Women's Neighbourhood House, 131 Shaftesbury Parade, Thornbury and 99 Leinster Grove, Thornbury
(Reference Number **fA359445**)

The principal terms of the lease will be:

1. A term of 3.5 years with the option of 2 further terms of 3 years.
2. A commencement rent of \$52.00 per annum.
3. Rent to be reviewed annually by a fixed increase of \$1.00 per annum.
4. To occupy and use the premises for a community centre for activities including art, craft, recreational, education, occasional childhood education and care services.

Any person may make a submission on the proposal.

In accordance with section 223 of the Act, any person wishing to make a submission in relation to Council's proposal must do so in writing by no later than **Thursday, 19 November 2015**.

Submissions quoting any of the above **reference numbers** should be addressed to:

**Chief Executive
Darebin City Council
PO Box 91
PRESTON VIC 3072**

A person making a submission is entitled to request in the submission that they wish to appear in person, or to be represented by a person specified in the submission, in support of the submission at a meeting of the Council or its Committee on a date, time and place to be determined by the Council. All submissions will be considered in accordance with section 223 of the Act.

**Rasiah Dev
Chief Executive**



2015-2017 MEMORANDUM OF UNDERSTANDING

the place
to live

BETWEEN DAREBIN CITY COUNCIL AND
THE DAREBIN NEIGHBOURHOOD HOUSE NETWORK

Purpose and Scope

This Memorandum of Understanding formally acknowledges the partnership between the Darebin Neighbourhood House Network (DNHN) and Darebin City Council (Council) and provides a foundation for collaboration and partnership development.

The Memorandum of Understanding:

- Articulates a shared vision, principles and commitments to build a strong, inclusive, healthy and connected community.
- Provides a foundation for collaborative partnerships to address the needs and issues of the wider community.
- Does not limit the rights of signatories to participate in any other activities or relationships.
- Has no legal binding.

Vision

To build a strong, inclusive, healthy and connected Darebin community which is supported and resourced to:

- identify and strengthen opportunities, issues and needs and develop responsive strategies.
- participate in lifelong learning opportunities and develop communities of learning.
- support the needs and wellbeing of all community members through shared resources, volunteering, participation, self-help and mutual support.

Principles

The working partnership between the DNHN and the Council will embody the following principles:

- A collaborative and cooperative approach to partnership.
- The sharing of skills, knowledge, planning and resources.
- A respectful, collaborative and robust relationship.
- A commitment to open dialogue for effective problem solving.
- Working collaboratively with government, community groups and other organisations.
- Developing the capacities of Council, DNHN, and the Darebin community.
- Delivering projects and programs in partnership that achieve our shared vision.

Obligations of the Parties

By signing this Memorandum of Understanding, all parties agree to:

- Develop and review an annual service agreement.
- Jointly develop an annual Action Plan which forms the basis of partnership activity and works to achieve the partnership's vision.
- Allocate appropriate resources to achieve partnership goals and implement the plan.
- Jointly develop a process to review the action plan and its implementation.



This MOU will be reviewed in 2017.



1. Purpose

Darebin City Council has leased land and buildings to the House to facilitate the provision of a Neighbourhood House service to benefit the Darebin community. The Neighbourhood House Operational funding is provided to support Neighbourhood House with operational costs such as administration and core program delivery. The operational funding should support the community's access to community based health, wellbeing, learning and social programs from a local Council-owned facility, aligning with the 2013-2017 Darebin Council Plan.

The agreement is development and implemented under the themes and principles of the 2015-2017 Memorandum of Understanding between Darebin City Council and the Darebin Neighbourhood House Network (**Appendix B**).

2. Development and Delivery of the Service Program

The House must develop and operate a service which:

- is for the benefit of the Darebin community;
- is designed to accommodate the needs and interests of local groups and populations in an integrated and flexible way;
- reflects the policy directions of the Darebin Council Plan and strategies including but not limited to the Health and Wellbeing Plan 2013-2017 and the Darebin Early Years Strategy 2011-2021.

3. Eligibility

To qualify for Neighbourhood House Operational Funding the House must:

- maintain itself as an incorporated association under the provisions of the *Associations Incorporation Reform Act 2012* (VIC)
- operate under a Committee of Governance that represents the local community or as defined in the Neighbourhood House Coordination Program
- be a member of the Darebin Neighbourhood House network.
- be recognised under the State Government Department of Human Services Neighbourhood House Coordination Program.
- not operate for the financial gain of the management, participants, employees or volunteers – this excludes wage payments, cost reimbursements and the generation of funds for the house within the rules of the Act under which the house is incorporated.

4. Compliance with Legal Obligations

The House must comply with all Local, State and Federal laws relevant to its operations and delivery of the services, outcomes and programs.



This applies to any premises from which the House operates irrespective of whether the relevant laws place the obligation upon the owner or occupier of those premises. If any provision of this Agreement is inconsistent with any relevant legislation the legislation will prevail over the Agreement.

4.1 Occupational Health and Safety

The House must ensure that it is familiar with and complies with all requirements under Victorian Occupational Health and Safety legislation.

4.2 Principles of Staff Management

The House must ensure that it acts with fairness and equity in all matters concerning staff and volunteer recruitment and staff and volunteer management and that it adopts sound and efficient management principles and procedures in dealing with staff and volunteers.

4.3 Insurance

The House must ensure that their insurance coverage is suitable for all operational activities outlined in this agreement.

5. Conditions of funding

The Neighbourhood House Operational funding is provided to support Neighbourhood House with operational costs such as administration and core program delivery. The operational funding should support the community's access to community based health, wellbeing, learning and social programs from a local Council-owned facility, aligning with the 2013-2017 Darebin Council Plan.

Funding is provided by Darebin City Council on a financial year basis (1 July to 30 June) through one annual lump sum payment, preferably through electronic funds transfer (EFT).

Once the funding agreement has been signed the City of Darebin will provide the House with a 'recipient created tax invoice' (RCTI) for the amount outlined in this agreement (No GST applied) which will be paid within 30 days from invoice date.

There will be an annual process between Darebin Council and the Darebin Neighbourhood House Network to review the Agreement. Funding is to be used to meet the commitments outlined in this agreement.

5.1 Funding breakdown

Item	Amount
Eg Administration Staff Salary	
Eg Printing	
Total	



5.2 GST

Unless otherwise specified, all amounts payable under this Agreement do not include any amount for GST. The amount of funding provided under this agreement is deemed an appropriation under GST legislation (New Tax System (Goods and Services Tax) Act 1999).

5.3 Further Funding

Nothing in this Agreement will be construed as creating any obligation or commitment by Council to provide additional or recurrent funding beyond that specifically provided for in this Agreement.

The House is eligible to apply to Council's annual Community Support Program provided that it is for a new program / initiative outside of operational funding that aligns with the one or more of the programs three priority areas. Applications for funding to support core business and operational activities will not be accepted.

5.2 Management of Funds (Unexpended Funds)

The Neighbourhood House shall keep clear records of and account separately for all funds received under this agreement. Funds provided to the House under this agreement shall be expended only on the provision of those services for which the funding has been provided. All interest earned on funds provided to the House under this agreement should be used for the same purpose as the original grant.

The House agrees that all funds paid to it under this agreement and not expended in accordance with the terms and conditions of this agreement shall be returned to Darebin City Council.

5.3 Variation of Agreement

This Agreement may be varied by both parties consenting to a variation in writing. The variation must be attached as an addendum to this Agreement and relevant Schedules.

Any variation will take effect from the date that written consent to the variation is obtained from both parties.

5.4 Withdrawal and Withholding of Funds

Council may withhold or withdraw some or all of the funding if terms and conditions under this Agreement (including any policy guidelines and program standards referred to in this Agreement) are not met. Failure to meet the terms and conditions of this Agreement may be considered as a breach of the conditions of the Agreement.

5.5 Breach of Conditions of funding

If either party believes that it may not be able to fulfil any or all of its responsibilities under this Agreement it must advise the other party in writing within ten working days of the breach being identified.



6. Reporting and Acquittal Requirements

The Neighbourhood House is required to report on expenditure and outcomes achieved under this agreement.

6.1 Annual Reports

The Neighbourhood House must provide a copy of the Annual Report on an annual basis (30 days after the AGM). The Neighbourhood House must forward a copy (within 30 days of receipt) of the annual report summary of the Neighbourhood House Coordination Program required by the Department of Human Services.

Subsequent funding agreements will not be negotiated without the receipt of the annual report.

6.2 Financial reporting

The House must provide the Council with a copy of its independently audited annual accounts and operating budget for the following financial year on an annual basis (30 days after the AGM) or when requested. The only exception will be Alphington Neighbourhood House.

Annual accounts which will be audited must be done so by a person or firm holding recognised accounting qualifications.

The Council may, at its own expense, require the financial books and records of the House to be independently audited. If the Council does so, then the Council shall provide the House with a copy of the auditor's report.

6.2 2015/2016 Action Plan

The House must fulfil its responsibilities as outlined in the 2015/2016 Action Plan (**Appendix B**) and provide evidence of outcomes achieved under actions specified as the responsibility of the Darebin Neighbourhood House Network.

6.3 Additional outcome reporting

In addition to the provision of the Annual Report, the House as a partner in the DNHN will provide further information on selected programs / initiatives to illustrate the contribution of House to the strategic goals of the 2013-2017 Darebin Council Plan. The reporting template for this process is attached as **Appendix C**.

7. Additional Requirements

8.1 Publicity

Where possible the House must acknowledge Darebin City Council as the source of the funds for the project in all publicity and written material.

Council will actively support the promotion of DNHN programs and activities, as illustrated in the 2015/2016 Action Plan.

For partnership projects, the House must contact Council prior to the release of any promotional material to the media.



The House must ensure that Council is given the opportunity of having a representative participate in significant events.

8.2 Dispute Resolution

If a dispute arises out of, or relates to, this Agreement at the instigation of either party by proposal in writing submitted to the other party. If both parties consent, the variation will be an addendum to this Agreement.

- a. the party claiming that a dispute has arisen, must give written notice to the other party specifying the nature of the dispute;
- b. on receipt of the notice specified in paragraph (a), the parties must within fourteen days of receipt of the notice seek to resolve the dispute in good faith; and
- c. if the dispute is not resolved within fourteen days or within such further period as the parties agree, then the dispute will approach seek mediation alternatives including Dispute Settlement Centre Victoria.
- d. the parties will continue to perform their obligations under this Agreement despite the existence of any dispute.

8. Contact Persons

Each party nominates one person who is the key contact and the person accountable for this agreement.

xxxxxxxxxxxxxxxxx Name: Position: Manager Phone: Email:	Darebin City Council Name: Jess Fraser Position: Community Wellbeing Team Leader Phone: 8470 8594 Email: jess.fraser@darebin.vic.gov.au
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9. Appendices

- **Appendix A:** 2015-2017 Memorandum of Understanding
- **Appendix B:** 2015/2016 Action Plan – Darebin City Council and Darebin Neighbourhood House Network
- **Appendix C:** Outcome Reporting template
- **Appendix D:** Lease Agreement Darebin Neighbourhood House

**6.4 PROPOSED RIGHT OF WAY (ROAD) DISCONTINUANCE
ADJOINING 12 AND 14 INVERNESS STREET, RESERVOIR**

Author: Manager Assets and Property

Reviewed By: Director Assets and Business Services

Report Background

This report is further to a Council resolution made at its meeting on 5 October 2015 relating to the outcome of the statutory procedures to discontinue the road adjoining 12 and 14 Inverness Street, Reservoir and sell the land.

Previous Resolution

At its meeting held on 20 July 2015, Council resolved:

'That Council:

- (1) Commence the statutory procedures under section 206 and clause 3 of Schedule 10 to the Local Government Act 1989 ("the Act") to discontinue the road (Road 1) adjoining 12 and 14 Inverness Street, Reservoir shown hatched on Appendix A, and*
- (2) Give public notice under sections 207A and 82A and 223 of the Local Government Act, 1989 of the proposed discontinuances (Road 1) adjoining 12 and 14 Inverness Street, Reservoir in the appropriate newspapers and on Council's website and such notice state that if discontinued, Council proposes to sell the land from the roads (Road 1) to the adjoining owners by private treaty.'*

Briefing Date

This matter has not previously been to a Councillor Briefing.

Council Plan Goal/Endorsed Strategy

Goal: Excellent Service (Goal 5 – Strategy 5.4 Long term responsible financial planning)

Strategy: Property Asset Management Strategy (May 2015)

Summary

Council received an application from the owner of 12 Inverness Street, Reservoir for the discontinuance and sale of the right-of-way adjoining their property. Macquarie Lawyers were commissioned to undertake the process to facilitate the possible discontinuance and sale of the 3.05m wide section of right of way (Road).

All of the immediate adjoining owners have been consulted regarding the proposal; no objections were received at that time.

In November 2014, the owners of both 12 and 14 Inverness Street confirmed their interest in acquiring the land from the Road at current market value as well as meeting all of the reasonable costs associated with Council discontinuing the Road, by signing 'in-principle' agreements for Council to progress the matter.

Public notice of the proposal was given in Preston and Northcote Leader newspapers in the week commencing Monday 27 July 2015. Notification was also given on Council's website. The notice period ended on 27 August 2015 with no submissions received by Council.

Before Council was in a position to consider this matter further, and on 4 September 2015, Council received notification from the owners of 14 Inverness Street's legal representative advising of their intention to make an application to Land Victoria to acquire title to the Road via adverse possession and not to proceed with the 'in-principle' agreement Council had with them. A title search confirmed that application had been made and was lodged on 8 September 2015 over the land.

Whilst an application has been made to Land Victoria for adverse possession of the land by the owner of 14 Inverness Street, Reservoir, the application presently remains unregistered on title. Council is, accordingly, within its powers to progress the proposal and seek to finalise the matter in accordance with the signed 'in-principle' agreements, legislation and Council Policy. It is otherwise noted that the owner of 12 Inverness Street still wishes to proceed with a sale of the land in the discontinued road in accordance with the 'in-principle' agreement which Council has with that person.

This report provides Council with the outcome of the statutory procedures for the proposed discontinuance and sale of a 3.05m wide right-of-way (road) adjoining 12 and 14 Inverness street, Reservoir and, now having completed them, recommends that the Road be discontinued and sold by private treaty in accordance with Council policy.

Recommendation

THAT Council, having given public notice of a proposal to discontinue the section of road adjoining 12 and 14 Inverness Street, Reservoir, shown hatched on the plan enclosed as **Appendix A** to this report, and having received no submissions in respect of this proposal under section 223 of the *Local Government Act 1989*:

- (1) Discontinues the section of road in accordance with section 206 and schedule 10, Clause 3 of the *Local Government Act 1989*;
- (2) Directs that a notice be published in the Victoria Government Gazette;
- (3) Directs that the land from the road be sold by private treaty to the owners of the adjoining properties in accordance with Council policy and signed 'in-principle' agreements;
- (4) Signs and seals all documents relating to the sale of any land from the discontinued road to the owners of the adjoining properties;
- (5) Delegate power to the Chief Executive to do all other acts, matters and things as are determined to be necessary to protect Council's right, title and interest in the discontinued road, including the commencement of legal proceedings if required.

Introduction

Council had received an application from the owner of 12 Inverness Street, Reservoir for the discontinuance and sale of the road shown hatched in the site plan (see **Appendix A**) and aerial photo (see **Appendix B**).

Council officers commenced investigations and commissioned Macquarie Lawyers to undertake the process to facilitate the possible discontinuance and sale of the 3.05m wide section of right of way (Road).

Investigations indicated that the Road is not listed on Council's Road Register, is not constructed and is not used for access. Additionally, the Road appears to have been enclosed within 14 Inverness Street for a considerable period of time.

Issues and Discussion

Statutory requirements

At its Ordinary Meeting of 20 July 2015, Council directed that the statutory procedures for the proposed discontinuance and sale of the road adjoining 12 and 14 Inverness Street, Reservoir, be commenced.

Public notice of the proposal was given in Preston and Northcote Leader newspapers in the week commencing Monday 27 July 2015. Notification was also given on Council's website.

Owners and occupiers of all of the adjoining properties were also notified in writing and were advised that submissions, in writing, would be considered by Council pursuant to the provisions of section 223 of the *Local Government Act 1989*.

The notice period ended on 27 August 2015 with no submissions received by Council.

Council and all necessary Service Authorities have been consulted in respect to the proposal and no objections have been received.

Adverse Possession Claim

Before Council was in a position to consider this matter further, and on 4 September 2015, Council received notification from the owners of 14 Inverness Street's legal representative advising of their intention to make an application to Land Victoria to acquire title to the Road via adverse possession and not to proceed with the 'in-principle' agreement Council had with them. A title search confirmed that application had been made and was lodged on 8 September 2015 over the land.

According to the Department of Environment, Land, Water and Planning,

"Adverse possession is a legal principle that enables the occupier of a piece of land to obtain ownership if uninterrupted and exclusive possession of the land for at least 15 years can be proven."

Adverse possession claims cannot be made against the Crown, council-owned land and land owned by other public or service authorities and bodies. However, most roads remain in the name of the original subdividers and only vest with Council in some cases, so the legislative protection that Council enjoys on titled properties does not apply to these roads. The status of the road and whether it has been deemed a public highway often determines ownership and protection from possessory claims.

Options for Consideration

Option 1

Council could proceed with the recommendation to discontinue and sell the land from the road adjoining 12 & 14 Inverness Street, Reservoir, in accordance with the signed 'in-principle' agreements and consistent with the statutory procedures which have been completed.

Whilst an application had been made to Land Victoria for adverse possession of the land by the owner of 14 Inverness Street, Reservoir, the application remains unregistered on title.

Council is within its powers to progress the proposal and seek to finalise the matter in accordance with legislation and Council Policy. On that basis it would be reasonable for Council to finalise the statutory procedures to discontinue and sell the land from the road to the adjoining property owners.

Option 2

Council could defer consideration of the proposed discontinuance and sale of the land from the road adjoining 12 & 14 Inverness Street, Reservoir, pending the outcome of the lodged claim. If the claim is successful, this would result in a loss of a public asset and any potential income from the future sale of the road by Council.

If the claim is unsuccessful, Council could progress the proposal and seek to finalise the matter in accordance with legislation and Council Policy.

Option 3

Council could abandon the proposal which would enable the adverse possession claim to proceed without opposition. This would result in the loss of a public asset and any future sale income by Council.

Potential litigation or complaints may also be forthcoming from the adjoining property owner as Council would not be able to fulfil the terms and conditions of (and may be seen to have unfairly and unreasonably abandoned) the signed 'in-principle' agreement it has with that property owner.

Financial and Resource Implications

In November 2014, the owners of 12 and 14 Inverness Street, Reservoir had agreed to acquire the land from the Road, shown as Lots A & B as shown in **Appendix B**, at its current market value and to also meet all of Council's reasonable costs associated with undertaking the discontinuance, should Council resolve to discontinue and sell. The approximate income from the sale of the land from the Road is in excess of \$110,000.

Should Council wish to assert ownership rights over the land (and if Council discontinues the Road it will have an estate and interest in the land) or abandon the proposal legal action may be necessary.

Risk Management

Should Council not further progress the discontinuance and sale of the Road, then it presents a financial risk to Council in that income from the potential sale of the Road will not be achieved which may impact on the ability of Council to achieve targets projected in the 2015/2016 Budget. It will also result in the loss of a public asset from Council's property portfolio.

Should Council wish to assert ownership rights over the land to prevent the loss of a public asset, then this may present the risks attendant with legal action.

Policy Implications

Economic Development

There are no factors in this report which impact upon economic development.

Environmental Sustainability

There are no factors in this report which impact upon environmental sustainability.

Human Rights, Equity and Inclusion

Consultation with the immediate adjoining owners has been undertaken and the statutory procedures extended this to the public by giving public notice of the proposal.

Other

This report has been prepared having regard to the relevant legislation and Council's Sale of Minor Council Property Assets Policy.

Future Actions

- Arrange for a notice to be published in the Victoria Government Gazette and for the land to be sold and transferred to the owners of the adjoining properties by private treaty in accordance with Council policy.
- Council to do all other acts, matters and things as are determined to be necessary to protect Council's right, title and interest in the discontinued road, including the commencement of legal proceedings if required.

Consultation and Advocacy

All of the immediate adjoining owners had been consulted regarding the proposal and no objections were received.

In November 2014, the owners of both 12 and 14 Inverness Street confirmed their interest in acquiring the land from the Road at current market value as well as meeting all of the reasonable costs associated with Council discontinuing the Road, by signing in-principle agreements to progress the matter.

The proposed division of the land is shown in **Appendix C**.

- Macquarie Local Government Lawyers
- Owners of adjoining properties

- Statutory Authorities
- Council Departments
- Notice of Council's intention to discontinue and sell the land from the road was advertised in the Local Leader Newspapers which extended consultation to the wider community.

Related Documents

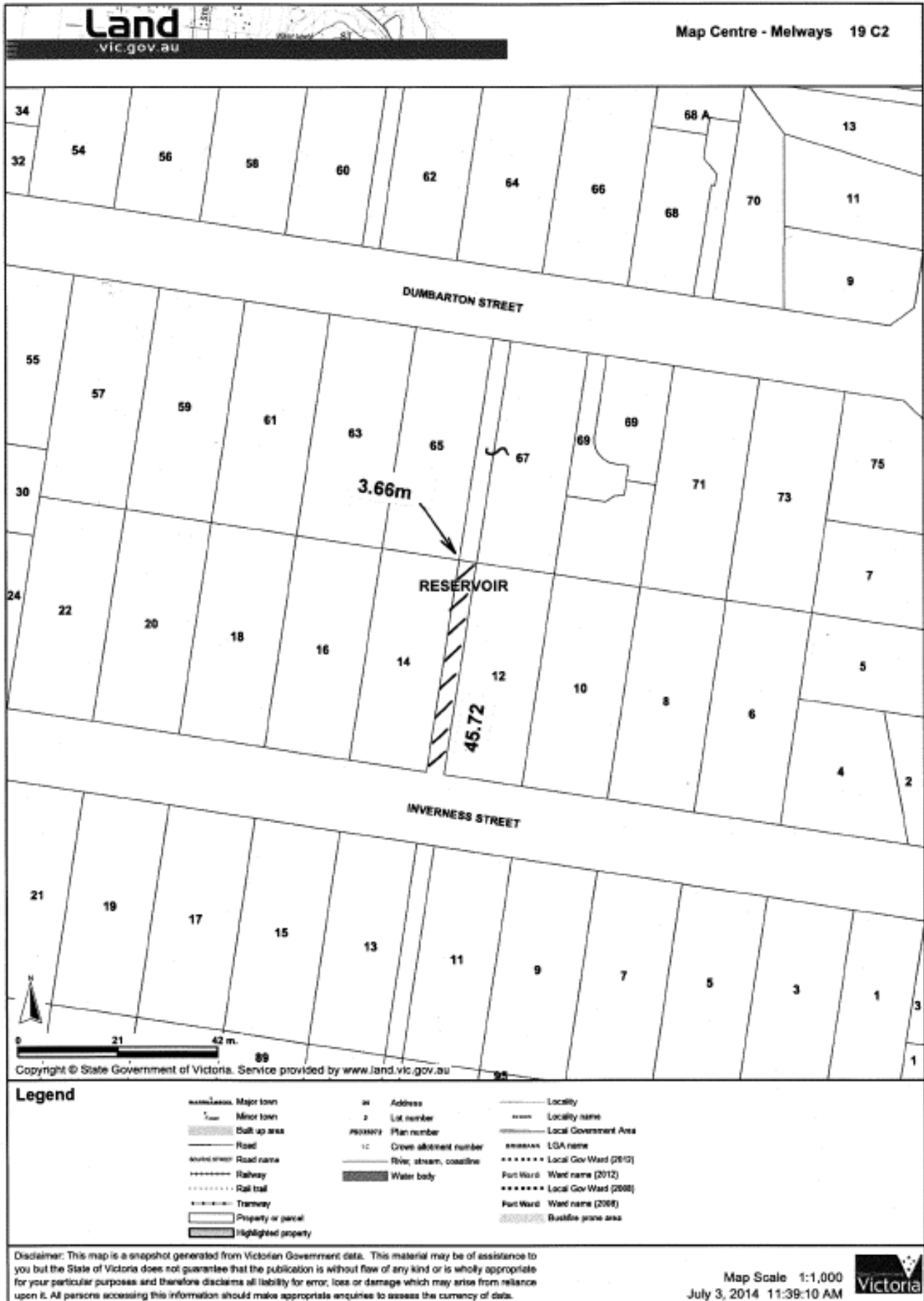
- Site Plan (**Appendix A**)
- Aerial photo (**Appendix B**)
- Allocation plan (**Appendix C**)
- *Local Government Act 1989*
- *Road Management Act 2004*
- Council's Sale of Minor Council Property Assets Policy – May 2015
- Council Minutes – 5 July 2015

Disclosure of Interest

Section 80C of the *Local Government Act 1989* requires members of Council staff and persons engaged under contract to provide advice to Council to disclose any direct or indirect interest in a matter to which the advice relates.

The Officer reviewing this report, having made enquiries with relevant members of staff, reports that no disclosable interests have been raised in relation to this report.

APPENDIX A- Site Plan



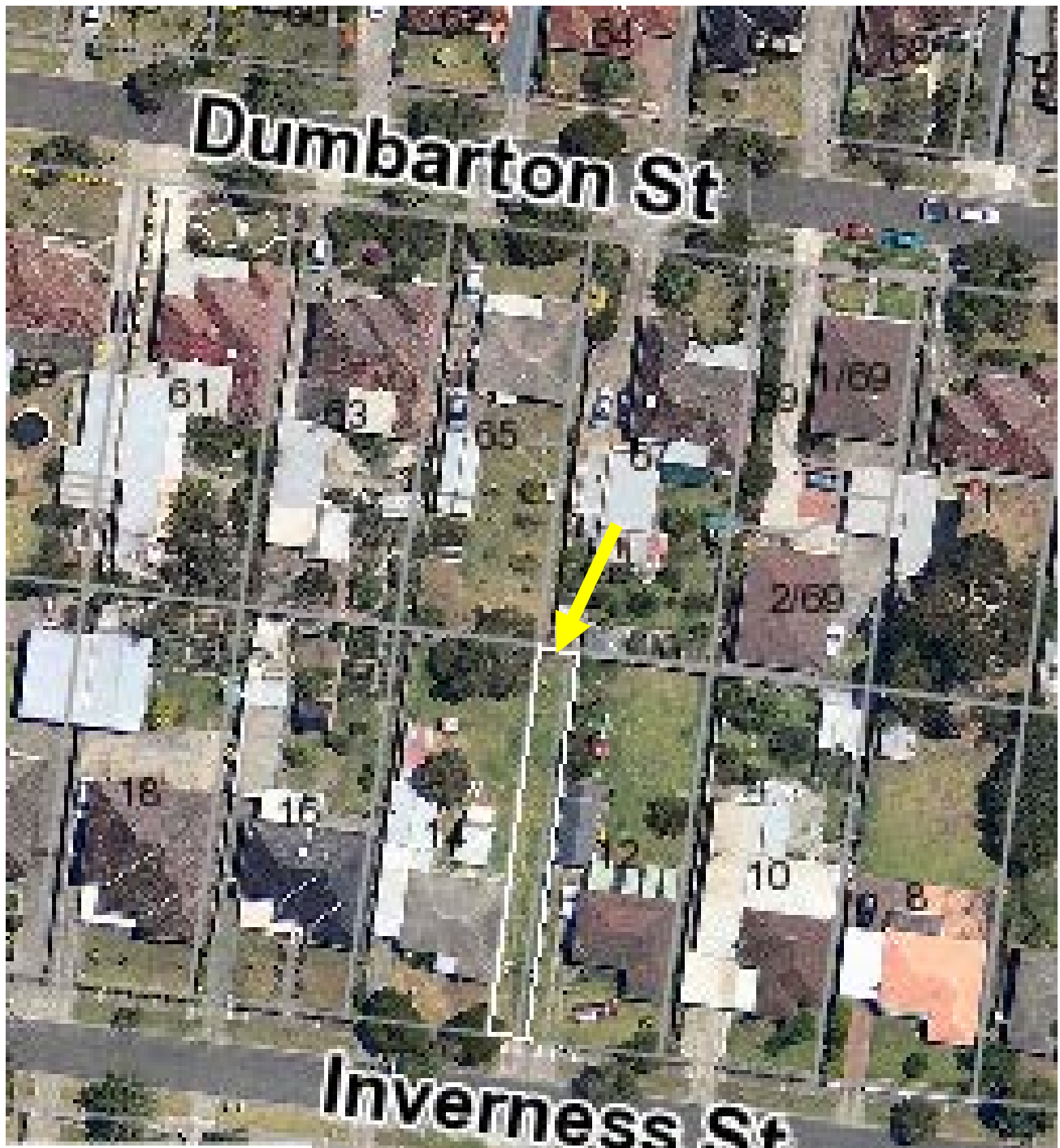
Legend

- | | | | | | |
|--|----------------------|--|--------------------------|--|-----------------------|
| | Major town | | Address | | Locality |
| | Minor town | | Lot number | | Locality name |
| | Built up area | | Plan number | | Local Government Area |
| | Road | | Crown allotment number | | LGA name |
| | Road name | | River, stream, coastline | | Local Gov Ward (2012) |
| | Railway | | Water body | | Local Gov Ward (2008) |
| | Rail trail | | | | Full Ward name (2012) |
| | Tramway | | | | Local Gov Ward (2008) |
| | Property or parcel | | | | Full Ward name (2008) |
| | Highlighted property | | | | Bushfire prone area |

Disclaimer: This map is a snapshot generated from Victorian Government data. This material may be of assistance to you but the State of Victoria does not guarantee that the publication is without flaw of any kind or is wholly appropriate for your particular purposes and therefore disclaims all liability for error, loss or damage which may arise from reliance upon it. All persons accessing this information should make appropriate enquiries to assess the currency of data.

Map Scale 1:1,000
July 3, 2014 11:39:10 AM





6.5 GREEN STREET PEDESTRIAN PATH

Author: Senior Coordinator Transport Management

Reviewed By: Director Assets and Business Services

Report Background

This report is in response to the submission of a petition at the Council meeting held on 7 December 2015.

Previous Resolution

At its meeting held on 7 December 2015, Council resolved:

'That the petition:

"Create a safe and legal thoroughfare for the Community. We the residents of Westgarth petition Darebin Council to pave and fence the informal Green Street pedestrian path.

This path is regularly used by residents to access east-west along the railway line, Dennis Station and the primary school, shops, cafes and parks over the railway line. By restricting access, a long standing amenity and important access to public transport has been significantly diminished.

Formalising this path will make it the same as the other public thoroughfares at Knowles, Harper and Rathmines Streets.

I urge the Darebin Council to indefinitely lease the land from PTV/Vic Track so that they can then create a safe and legal thoroughfare to Dennis Station and beyond by early 2016."

be tabled and a report be presented to Council at its February 2016 meeting.'

Briefing Date

This matter has not previously been to a Councillor Briefing.

Council Plan Goal/Endorsed Strategy

Strategies:

- Darebin Transport Strategy (DTS)
- Darebin Safe Travel Strategy (DSTS)

Summary

- In October 2015, Council received reports that signs were erected around the Green Street pedestrian path, indicating that the path was closed to the public.
- Subsequent investigations by Council have identified that the signs have been removed.
- Council officers have investigated the merits of formalising the path. This investigation indicates that whilst the route offers a local connection, it does not form part of a strategic link in the pedestrian network.

- In order to formalise the path, Council would need to enter into a lease arrangement with the land owner (VicTrack), fence the portion of leased land and construct a path. The cost of formalising the path would be in the order of \$94,000.
- Enquiries to VicTrack and Metro Trains Melbourne (MTM) confirmed that there were no specific safety concerns and that path access could be maintained without issue.
- It is intended that Council will continue to advocate on behalf of the community to retain pedestrian access in this location and encourage the land holder to improve the quality of connection.

Recommendation

That:

- (1) Council continues to advocate on behalf of the community to retain pedestrian access through the VicTrack owned land at the end of Green Street, Northcote.
- (2) The Mayor write to the CEO of VicTrack and CEO of Metro Trains Melbourne requesting that the organisations consider formalising the path and funding any works in their future budgets.

Introduction

- The informal route between Green Street and Cain Street, Westgarth offers a local pedestrian connection, catering for residents wishing to access a number of key destinations, including Dennis Train Station, Westgarth Primary School and High Street, Westgarth as indicated on Figure 1. Such pedestrian links are important in promoting sustainable, active and public transport modes and “living local” (in accordance with the DTS).
- In October 2015 signs were put up to suggest that the path would be closed to the public and those using the path would be trespassing. Residents were concerned at this apparent path closure (which was assumed to have been done by MTM, which leases the land from VicTrack).
- In response, a petition was submitted to Council calling for Council to lease the land and formalise the path.
- Following the tabling of the petition at the 7 December 2015 Council meeting, officers have investigated the issue further with the outcomes detailed within this report.



Figure 1 Extract from VicTrack's Railmap website, showing VicTrack land boundary (blue dashed line) and the MTM Lease (light green shaded area), with the Green Street informal path (yellow dashed line).

Issues and Discussion

In response to residents' concerns and the subsequent council resolution, council staff have enquired about the signs with both VicTrack and MTM and expressed the importance of the connection to the local community. MTM, who currently lease the land, has confirmed that there are no known driver concerns or any other safety concerns and are satisfied that the informal path can continue to be used in its present form.

Options for Consideration

While MTM is satisfied with the current public use of the Green Street path, leasing and upgrading the route was considered, evaluating the associated costs, safety issues and project prioritisation:

- The Draft Principal Pedestrian Network (PPN) has been developed to determine the strategic merit of each element of our pedestrian network and will ultimately inform the development of the Darebin Walking Strategy. The draft PPN was checked to ascertain the status of the route. While the route provides links to and between Dennis train station and important destinations such as Westgarth Primary School, Station Street Fairfield and High Street Westgarth, the PPN does not identify it as a primary or secondary route.
- The estimated cost of installing fencing and surfacing the Green Street path is \$94,000.
- VicTrack and MTM have confirmed that they do not have safety concerns and will maintain the current public access arrangements.

On this basis, it is not recommended that Council enter into a lease arrangement for the path/land.

Financial and Resource Implications

Maintaining current access arrangements will not have a financial implication on Council. Should Council choose to lease the land and provide a formal connection, this would cost in the order of \$94,000.

Risk Management

As Council does not own or lease the land, we do not presently have a risk of liability should there be an accident on the informal pathway. Entering in to a lease arrangement and formalising the path would increase Council's risk exposure as we would be accepting liability should an incident occur.

Policy Implications

Economic Development

There are no factors in this report which impact upon economic development.

Environmental Sustainability

The DTS includes the objective, "to increase the role of sustainable transport modes" and the DSTS includes the objective, "to encourage more people to adopt sustainable modes of travel by improving infrastructure and amenity". While improved path facilities generally promote active (and sustainable) transport use, surfacing the path will have numerous negative impacts, including use of materials and energy, and creation of impervious surface.

Human Rights, Equity and Inclusion

There are no factors in this report which impact on human rights, equity and inclusion.

Other

There are no other factors which impact on this report.

Future Actions

Subject to the adoption of the recommendations of this report, community members who wrote to Council will be informed of the ongoing access arrangements.

Consultation and Advocacy

Metro Trains Melbourne (MTM) and VicTrack were consulted about this issue.

Related Documents

- Darebin Transport Strategy
- Darebin Safe Travel Strategy
- Council Minutes – 7 December 2015

Disclosure of Interest

Section 80C of the *Local Government Act 1989* requires members of Council staff and persons engaged under contract to provide advice to Council to disclose any direct or indirect interest in a matter to which the advice relates.

The Officer reviewing this report, having made enquiries with relevant members of staff, reports that no disclosable interests have been raised in relation to this report.

6.6 FENCING AT LATROBE WILDLIFE SANCTUARY

Author: Manager City Development

Reviewed By: Director Assets and Business Services

Report Background

This report is in response to the submission of a petition at the Council meeting held on 7 December 2015.

This petition has come about as a result of the construction of a colorbond fence along the south eastern boundary of La Trobe University's Wildlife Sanctuary (Gate 9).

Previous Resolution

At its meeting held on 7 December 2015, Council resolved:

'That the petition titled:

"Petition for the removal of Colorbond Fencing at Wildlife Sanctuary Gate 9

We, the undersigned, hereby petition La Trobe University to remove the Colorbond fencing at Gate 9. First, Gate 9 was relocated to the end of Hideaway Turn without notification, and then Colorbond fencing was erected without any consultation or community engagement by La Trobe University with Springthorpe residents.

The negative effects of the erection of this Colorbond fence are numerous:

- *Loss of amenity (akin to buying a beachside property and being built out of a view of the sea) for residents.*
- *Reduction in aesthetic appeal of the area for all residents and visitors.*
- *Devaluation of properties adjacent to the fence.*
- *Compromised pedestrian/cyclist safety.*

La Trobe University claims that the fence is needed to protect wildlife from headlight sweep into the Wildlife Sanctuary at night. However, this claim is unsupported by empirical evidence such as light-level surveys. Furthermore, no effort has been made to explore less intrusive options that meet the same intent, such as the use of natural plantings.

We hereby petition La Trobe University to follow a socially responsible course of action, engage with the community, undertake light-level surveys, and work with local residents to formulate a solution that meets the needs of all stakeholders."

be tabled and a report be presented to Council at its February 2016 meeting.'

Briefing Date

This matter has not previously been to a Councillor Briefing.

Council Plan Goal/Endorsed Strategy

Not applicable

Summary

The recently constructed colorbond fence is located along the south eastern boundary of LaTrobe University's Wildlife Sanctuary (Gate 9), providing an extension to the existing black chain and wire fencing.

Recommendation

That Mayor writes to La Trobe University:

- a) Outlining the concerns raised by residents in the petition tabled at the Council meeting of 7 December 2015.
- b) Encouraging the University to engage with the local community on the issue.
- c) Requesting La Trobe University to confirm that the necessary permits/exemptions are in place for the fence.

Introduction

- A petition signed by 355 residents was tabled at the Council Meeting on 7 December 2015.
- At this meeting, Council resolved to accept the petition.

Issues and Discussion

In response to the petition received requesting the removal of the recently constructed colorbond fence, it is recommended that the Mayor write to La Trobe University outlining the concerns raised by residents in the petition tabled at the Council meeting of 7 December 2015. Resolution of this matter is primarily the responsibility of the La Trobe University.

Options for Consideration

Nil

Financial and Resource Implications

There are no financial implications associated with this report.

Risk Management

There are no risk management factors associated with this report.

Policy Implications

Economic Development

There are no factors in this report which impact on economic development.

Environmental Sustainability

There are no factors in this report which impact on environmental sustainability.

Human Rights, Equity and Inclusion

There are no factors in this report which impact on human rights, equity and inclusion.

Other

There are no other factors which impact on this report.

Future Actions

- The Mayor to write to La Trobe University as per the recommendation.

Consultation and Advocacy

Not applicable

Related Documents

- Council Minutes – 7 December 2015

Disclosure of Interest

Section 80C of the *Local Government Act* 1989 requires members of Council staff and persons engaged under contract to provide advice to Council to disclose any direct or indirect interest in a matter to which the advice relates.

The Officer reviewing this report, having made enquiries with relevant members of staff, reports that no disclosable interests have been raised in relation to this report.



La Trobe Wildlife Sanctuary
Gate 9

La Trobe Wildlife Sanctuary
Gate 9

015

 **La Trobe Wildlife Sanctuary**

La Trobe University's
Outdoor Laboratory

**Gate
9**

Enter via
La Trobe Avenue

Enquiries 9479 1206
Emergencies 9479 2222




Conservation Protected
Habitat

These premises are under 24 hour security surveillance

**Melbourne
Wildlife
Sanctuary
9**
La Trobe University





LA TROBE UNIVERSITY

Gate 9

Melbourne Wildlife Sanctuary 9 La Trobe University



Melbourne
Wildlife
Sanctuary
9
La Trobe University

LA TROBE
UNIVERSITY

La Trobe Wildlife Sanctuary

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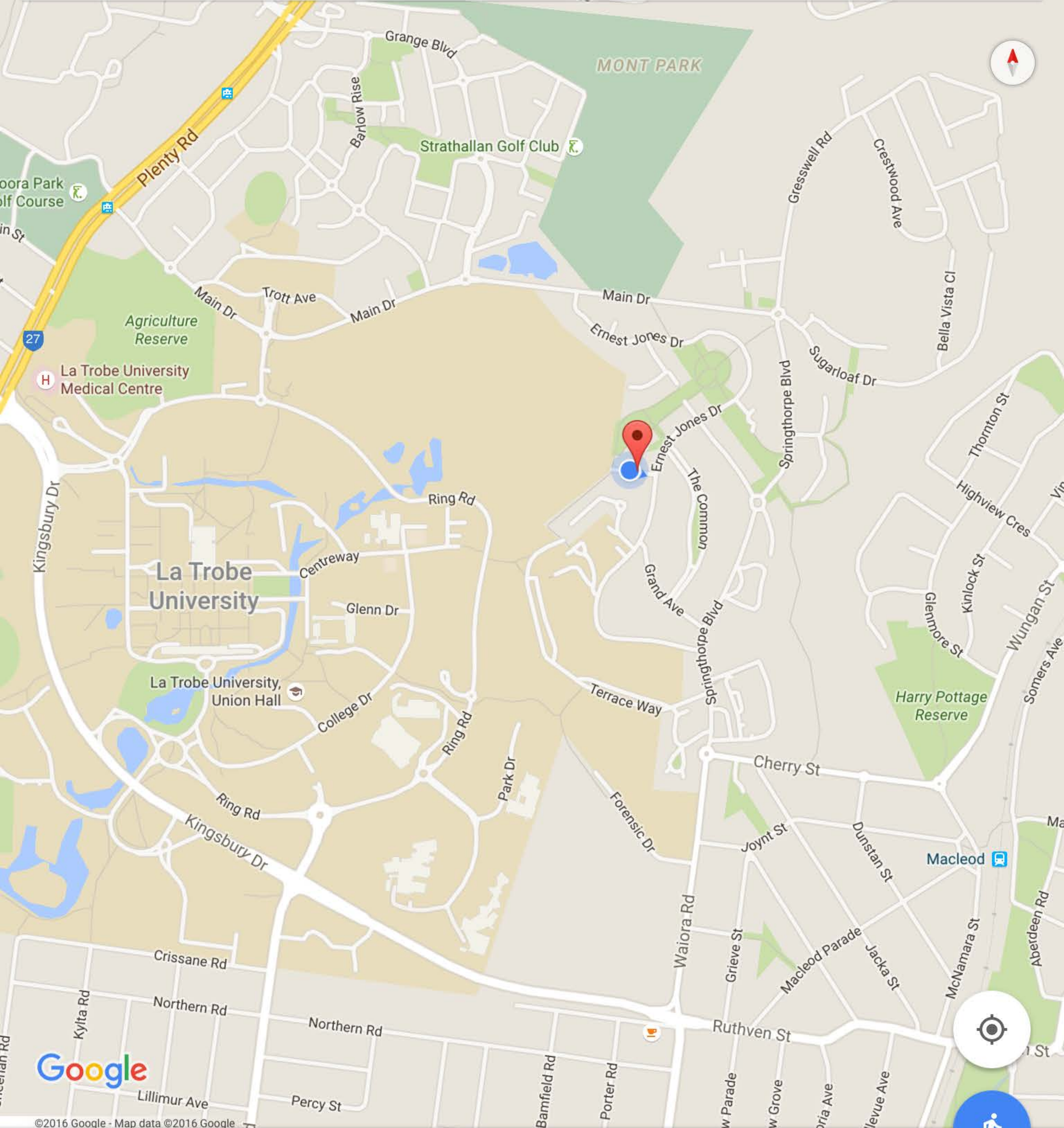




La Bona Winery
Bona 9

LA BONA WINERY

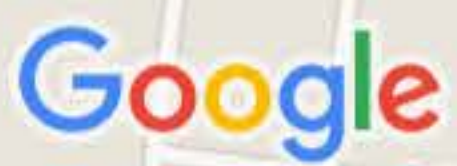




Hideaway Turn

Hideaway Turn, Macleod VIC 3085

1 min



6.7 2016 ELECTION PERIOD POLICY**Author:** Election Officer**Reviewed By:** Executive Manager Corporate Governance and Performance**Report Background**

Section 93B of the *Local Government Act 1989* (as amended in 2015), states that councils must adopt an Election Period Policy (the Policy) by 31 March 2016.

Adoption of the Policy would ensure that Council is compliant with recent changes to the *Local Government Act* in relation to general elections.

Previous Resolution

This matter is not the subject of a previous Council resolution.

Briefing Date

This matter has not previously been to a Councillor Briefing.

Council Plan Goal/Endorsed Strategy

Not applicable

Summary

The policy extends to all Councillors and candidates who are standing for election as well as staff in their dealings with candidates during the pre-election and election periods.

A copy of the Election Period Policy must:

- Be given to each Councillor as soon as practicable after it is adopted
- Be available for inspection by the public at the Council office and any district offices
- Be published on the Council's website.

Recommendation

That Council adopt the Election Period Policy as attached at **Appendix A** to this report.

Introduction

The objectives of the Election Period policy are to:

- To ensure the highest standard of good governance is achieved by the incumbent Council and all Council staff.
 - To ensure that the conduct of Council elections and by-elections are conducted in an environment that is open and fair to all candidates by outlining the use of council resources, council publications, functions and events, requests for information, liaisons with the media and Councillor expenditure in the lead up to an election.
-

- To supplement the requirements of the Local Government Act with additional measures to ensure that best practice is achieved in transparency and independence.

Issues and Discussion

In accordance with section 93B of the Act, an Election Period policy has been developed and includes, but is not limited to:

- Procedures intended to prevent the Council from making inappropriate decisions or using resources inappropriately during the election period before a general election;
- Limits on public consultation and the scheduling of Council events;
- Procedures to ensure that access to information held by Council is made equally available and accessible to candidate's during the election.

During an election period a Council, a special Committee or a person acting under a delegation given by the Council must:

- Not make major policy decisions.
- Not make inappropriate decisions or use resources inappropriately.
- Limit public consultation and the scheduling of council events.
- Ensure that access to information held by council is made equally available and accessible to candidates.

Section 55D of the Act imposes restrictions on councils in relation to the publication and distribution of electoral material during the election period. In addition, section 93A of the Act restricts the conduct of a Council, a special Committee or a person acting under a delegation given by the Council during the election period.

Options for Consideration

Not applicable

Financial and Resource Implications

There are no financial implications associated with this report.

Risk Management

There are no risk management factors associated with this report.

Policy Implications**Economic Development**

There are no factors in this report which impact on economic development.

Environmental Sustainability

There are no factors in this report which impact on environmental sustainability.

Human Rights, Equity and Inclusion

There are no factors in this report which impact on human rights, equity and inclusion.

Other

There are no other factors which impact on this report.

Future Actions

Once adopted by Council, the Election Period policy will be;

- Be given to each Councillor as soon as practicable.
- Be available for inspection by the public at the Council office and any district offices.
- Be published on the Council's website.

Consultation and Advocacy

Not applicable

Related Documents

- Election Period Policy (**Appendix A**)
- *Local Government Act 1989*

Disclosure of Interest

Section 80C of the *Local Government Act 1989* requires members of Council staff and persons engaged under contract to provide advice to Council to disclose any direct or indirect interest in a matter to which the advice relates.

The Officer reviewing this report, having made enquiries with relevant members of staff, reports that no disclosable interests have been raised in relation to this report.



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to live

ELECTION PERIOD POLICY 2016

darebin.vic.gov.au



This policy, which is to be read in addition to the requirements of the *Local Government Act 1989*, was adopted by resolution of Darebin City Council on 1 February 2016.

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PART 1 - PRELIMINARY

1 Policy Objectives

- (1) to ensure the highest standard of good governance is achieved by the incumbent Council and all Council staff.
- (2) to ensure that the conduct of Council elections and by-elections are conducted in an environment that is open and fair to all candidates by outlining the use of council resources, council publications, functions and events, requests for information, liaisons with the media and Councillor expenditure in the lead up to an election.
- (3) to supplement the requirements of the Local Government Act with additional measures to ensure that best practice is achieved in transparency and independence.

2 Definitions

- (1) In this Policy, these terms have the same meaning as defined in section 3(1) of the *Local Government Act 1989* -

Election Day

Election Period

Entitlement Date (57 days before Election Day)

Electoral Advertisement, handbill, pamphlet or notice

Publish

- (2) and as defined in section 93A(6) of the *Local Government Act 1989* ('Act')-

Major Policy Decision

- (3) In this Policy, these terms have the following definitions -

Act means the Local Government Act (Vic) 1989

Pre-Election Period means the period that-

- (a) starts at 4 pm on the entitlement date
- (b) ends at the commencement of the Election Period

Election Period and the Pre-election Period

The Local Government Act defines the 'Election Period' as the period that starts on the last day on which nominations for that election can be received and ends at 6pm on election day. This policy defines an additional 'Pre-election period' as beginning at 4pm on the Entitlement Date and ending at the commencement of the Election Period.

For the 2016 general election, the dates are:



3 Legislation

- (1) This policy should be read in conjunction with the Act, particularly the following sections-

Section 55D - Prohibition on Council

- (1) *A Council must not print, publish or distribute or cause, permit or authorise to be printed, published or distributed, any advertisement, handbill, pamphlet or notice during the election period unless the advertisement, handbill, pamphlet or notice has been certified, in writing, by the Chief Executive Officer.*
- (2) *The Chief Executive Officer must not intentionally or recklessly certify an electoral advertisement, handbill, pamphlet or notice during the election period unless it only contains information about the election process.*
- (3) *Despite section 98(2), the Chief Executive Officer must not delegate the power to certify any advertisement, handbill, pamphlet or notice under this section to a member of Council staff.*
- (4) *A Councillor or member of Council staff must not intentionally or recklessly print, publish or distribute or cause, permit or authorise to be printed, published or distributed an electoral advertisement, handbill, pamphlet or notice during the election period on behalf of, or in the name of, the Council or on behalf of, or in the name of, a Councillor using Council resources if the electoral advertisement, handbill, pamphlet or notice has not been certified by the Chief Executive Officer under this section.*

Penalty: 60 penalty units

Section 93A - Conduct of Council during election period

- (1) *Subject to this section, a Council, a special Committee or a person acting under a delegation given by the Council must not make a major policy decision during the election period for a general election.*
- (2) *If a Council considers that there are extraordinary circumstances which require the making of a major policy decision during the election period, the Council may apply in writing to the Minister for an exemption from the application of this section to the major policy decision specified in the application.*
- (3) *If the Minister is satisfied that there are extraordinary circumstances, the Minister may grant an exemption from the application of this section to the major policy decision specified in the application subject to any conditions or limitations that the Minister considers appropriate.*
- (4) *A major policy decision made in contravention of this section is invalid.*
- (5) *Any person who suffers any loss or damage as a result of acting in good faith on a major policy decision made in contravention of this section is entitled to compensation from the Council for that loss or damage.*
- (6) *In this section, a major policy decision means any decision—*
 - (a) *relating to the employment or remuneration of a Chief Executive Officer under section 94, other than a decision to appoint an acting Chief Executive Officer;*
 - (b) *to terminate the appointment of a Chief Executive Officer under section 94;*
 - (c) *to enter into a contract the total value of which exceeds whichever is the greater of—*
 - (i) *\$100 000 or such higher amount as may be fixed by Order in Council under section 186(1); or*
 - (ii) *1% of the Council's revenue from rates and charges levied under section 158 in the preceding financial year;*
 - (d) *to exercise any power under section 193 if the sum assessed under section 193(5A) in respect of the proposal exceeds whichever is the greater of \$100 000 or 1% of the Council's revenue from rates and charges levied under section 158 in the preceding financial year.*

Section 76D Misuse of position

- (1) *A person who is, or has been, a Councillor or member of a special committee must not misuse his or her position—*
 - (a) *to gain or attempt to gain, directly or indirectly, an advantage for themselves or for any other person; or*
 - (b) *to cause, or attempt to cause, detriment to the Council or another person.*

600 penalty units or imprisonment for 5 years or both.

- (2) *For the purposes of this section, circumstances involving the misuse of a position by a person who is, or has been, a Councillor or member of a special committee include—*
- (a) *making improper use of information acquired as a result of the position he or she held or holds; or*
 - (b) *disclosing information that is confidential information within the meaning of section 77(2); or*
 - (c) *directing or improperly influencing, or seeking to direct or improperly influence, a member of Council staff in contravention of section 76E; or*
 - (d) *exercising or performing, or purporting to exercise or perform, a power, duty or function that he or she is not authorised to exercise or perform; or*
 - (e) *using public funds or resources in a manner that is improper or unauthorised; or*
 - (f) *failing to disclose a conflict of interest as required under this Division.*
- (3) *This section—*
- (a) *has effect in addition to, and not in derogation from, any Act or law relating to the criminal or civil liability of Councillors or members of special committees; and*

76E Improper direction and improper influence

- (1) *A Councillor must not improperly direct or improperly influence, or seek to improperly direct or improperly influence, a member of Council staff in the exercise of any power or in the performance of any duty or function by the member.*
- (2) *A Councillor must not direct, or seek to direct, a member of Council staff—*
- (a) *in the exercise of a delegated power, or the performance of a delegated duty or function of the Council; or*
 - (b) *in the exercise of a power or the performance of a duty or function exercised or performed by the member as an authorised officer under this Act or any other Act; or*
 - (c) *in the exercise of a power or the performance of a duty or function the member exercises or performs in an office or position the member holds under another Act; or*
 - (d) *in relation to advice provided to the Council or a special committee, including advice in a report to the Council or special committee. Page 19*
- (3) *This section does not apply to a decision of the Council or a special committee that is made within the powers, duties or functions conferred under this or any other Act.*

PART 2 - APPLICATION

4 Candidates for election

- (1) Councillors must comply with this policy, regardless of whether they intend to nominate or have already nominated as candidates for election.
- (2) Council staff who are candidates for election must comply with this policy and in addition:
 - (a) take leave from their duties for the duration of the election period in accordance with section 29(3) of the Act (if not enough paid leave is accrued, unpaid leave will be available).
 - (b) return any council equipment (including, but not limited to, motor vehicles, telephones and computers), documents or information which is not available to the public for the duration of the election period.
 - (c) immediately resign upon election in accordance with s 29(3) of the Act.
- (3) Council committee members who are candidates for election are expected to comply with this policy and in addition:
 - (a) submit apologies for any committee meetings or other activities held during the election period.
 - (b) return any council equipment, documents or information which is not available to the public for the duration of the election period.
 - (c) immediately resign from the committee upon election.
- (4) Other candidates for election are expected to comply with the obligations of this policy where they apply.

PART 3 - POLICY

5 Council Resources

- (1) In accordance with section 55D of the Act, Council will ensure that probity is observed in the use of all Council resources during the pre-election and election periods, and Council staff are required to exercise appropriate discretion to ensure compliance with s55 D of the Act. In any circumstances where the use of Council resources might be construed as being related to a candidate's election campaign, advice must be sought from the Chief Executive Officer or the Executive Manager Corporate Governance and Performance.
- (2) In determining whether the use of council resources during the pre-election or election periods is appropriate, officers will have regard to whether these same resources are available to other candidates at the election. For example, the use by a candidate of a Council provided computer for the preparation of campaign material would not be permitted, regardless of whether such use comes at no cost to Council as other candidates do not have council computers available to them.
- (3) Council resources, including (but not limited to) offices, meeting rooms, support staff, hospitality services, photographs, equipment and stationery will be used exclusively for normal Council business during the pre-election and election periods, and will not be used in connection with any election campaign.
- (4) Reimbursements of candidates' out-of-pocket expenses during the pre-election period will only apply to costs that have been incurred in the performance of normal Council duties, and not for expenses that could be perceived as supporting or being connected with a candidate's election campaign.
- (5) Council logos, publications, letterheads, or other City of Darebin branding are not to be used for, or linked in any way to, a candidate's election campaign.
- (6) Council funded telephone numbers and email addresses are not to be used in candidate election material.
- (7) Officers will not assist in preparing candidate election material.
- (8) Officers will not provide candidates with access to databases, contact lists, property counts, email addresses or any other information that would assist in mailing or other distribution of election material.

6 Information

- (1) The Council recognises that all election candidates have certain rights to information from the Council administration. However, it is important that sitting Councillors continue to receive information that is necessary to fulfil their elected roles. Neither Councillors nor candidates will receive information or advice from Council staff that might be perceived to support election campaigns, and there shall be complete transparency in the provision of all information and advice during the election period.
- (2) Information and briefing material prepared by staff or the contractor conducting the elections on behalf of Council during the election period will relate only to factual matters or to existing Council services. Such information will not relate to policy development, new projects or matters that are the subject of public or election debate or that might be perceived to be connected with a candidate's election campaign.
- (3) An Information Request Register will be maintained during the election period. The Register will:
 - (a) include a record of all requests for information by Councillors and candidates, and the responses given to those requests (including those requests that were denied).
 - (b) be updated and published on Council's website each Monday morning during the election period and on the morning of the Thursday and Friday immediately prior to election day.
 - (c) wherever practicable, include full copies of the information provided to the candidate in relation to the request.
 - (d) Be updated immediately following election day and published on Council's website until at least the last day available for application for an inquiry into the election by a municipal electoral tribunal under Section 45 of the Act.
- (4) Public consultation of a limited kind normally associated with the routine administration of planning, building, traffic, parking or other matters will continue through the election period. However significant community or ward-wide consultation on major strategy or policy issues will not occur, or if already commenced should be discontinued during the election period

7 Council Publications

- (1) In accordance with Section 55D of the Act the Council must not print, publish or distribute or cause, permit or authorise to be printed, published or distributed, any advertisement, handbill, pamphlet or notice during the election period unless the advertisement, handbill, pamphlet or notice has been certified, in writing, by the Chief Executive Officer.
- (2) All advertisements, handbills, pamphlets or notices for printing, publication or distribution during the election period will be certified by the Chief Executive Officer using Form 1 (attached) and the process for the certification will be as follows:
 - (a) Publication authors are to check that no election material is included when preparing a publication and submit the completed publication to the Executive Manager Corporate Governance and Performance for review
 - (b) The Executive Manager Corporate Governance and Performance is to confirm that no election material is included, and return the publication to the author (if election material is present) or submit it to the Chief Executive for authorisation (if it complies with the requirements of the Act).
 - (c) The Chief Executive is to authorise or reject the publication and return it to the Executive Manager Corporate Governance and Performance.
 - (d) The Executive Manager Corporate Governance and Performance is to maintain a register of all documents authorised under this section.
- (3) During the pre-election period, Council may publish a single municipal-wide edition of Darebin Community News or similar publication, provided that it contains photographs of Councillors only with contact details (no columns), no Councillor photographs on the cover and a single Mayoral message which does not contain electoral matter. During the election period, Council will cease publication of Darebin Community News and any similar publication altogether.
- (4) During the pre-election period, Council will restrict Councillor details on the Council web-site to Councillor names, contact details and committee or other bodies Councillors have been appointed to by the Council.
- (5) For the avoidance of doubt, this policy does not prevent candidates from publishing their own campaign material from their own funds outside the Council, and not bearing any reference or inference that such material is from the Council, supported or endorsed by the Council and must not bear any Council identification such as logos or similar. Candidates must ensure that such publications comply with the requirements of the Act.

8 Publicity

- (1) It is recognised that Council publicity is intended to promote Council activities and services. Council publicity will not be used in any way that might influence the outcome of a Council election.
- (2) During the pre-election period and election period, no Council employee may make any public statement that could be construed as influencing the election. Neither may a representative of any subsidiary organisation of Council make political statements during the pre-election period or election period. This does not include statements of clarification that are approved by the Chief Executive.
- (3) During the pre-election period and election period, publicity campaigns, other than for the purpose of conducting the election, will be avoided wherever possible. Where a publicity campaign is deemed necessary for a Council service or function, it must be approved by the Chief Executive. In any event, Council publicity during the pre-election period and election period will be restricted to promoting normal Council activities.
- (4) Any requests for media advice or assistance from Councillors during the pre-election period or election period will be channelled through the Chief Executive Officer, or the Chief Executive's designated delegate. In any event, no media advice or assistance will be provided in relation to election campaign matters, or in regard to publicity that involves specific Councillors.
- (5) Councillors will not use their position as an elected representative or their access to Council staff and other Council resources to gain media attention in support of an election campaign.

9 Decisions

- (1) Council will comply with section 55D and section 93A of the Act with respect to making major policy decisions.
- (2) In addition to major policy decisions, other decisions may be controversial. Council Management will present advice on these matters in the context of:
 - (a) Council obligations under relevant legislation
 - (b) Existing Council policies and strategies
 - (c) Good professional practice.
- (3) The Council will, where possible, avoid making significant decisions during an election period, unless the matter under consideration is urgent and cannot be deferred without having a negative impact on the Council, the municipality or the local community.

10 Conduct of Council Meetings

- (1) Public Question Time will be suspended at all Council Meetings during the election period.
- (2) During the election period, Councillors will limit their discussion during debate to the topic under consideration and will avoid raising electoral matter where possible.
- (3) During the election period General Business and Notice of Motions will be suspended at all Council Meetings.

11 Events and Functions

- (1) Councillors are able to continue to attend meetings, events and functions during the election period which are relevant to the Council and the community.
- (2) Council's annual program of events will continue during the election period however speeches will be contained to a short welcome, and should not contain any express or implied reference to the election. Any publicity will be mindful of the controls on electoral material outlined in these guidelines.
- (3) The Annual Mayoral event (or similar) will not be held during the pre- election period or the election period.
- (4) Councillors are able to attend events or functions conducted by external bodies during the pre-election period and the election period, however when attending as a representative of Council, Councillors must not use that opportunity to promote their election campaign.

12 Assistance to Candidates

- (1) The Council affirms that all candidates for the Council election will be treated equally.
- (2) Any assistance and advice to be provided to Candidates as part of the conduct of the Council Election will be provided equally to all candidates. The types of assistance that are available will be documented and communicated to all candidates in advance.
- (3) All election related inquiries from candidates will be directed to the Returning Officer or, where the matter is outside the responsibilities of the Returning Officer, to the Chief Executive and Executive Manager Corporate Governance and Performance.

13 Council to adopt an election period policy

- (1) In accordance with Section 93B
 - (a) A Council must prepare and adopt an election period policy by 31 March 2016; and
 - (b) Following the general election on 22 October 2016, continue to maintain the election period policy by reviewing and, if required, amending the policy not later than 12 months before the commencement of each subsequent general election period.
- (2) An election period policy must include the following ;
 - (a) Procedures intended to prevent the Council from making inappropriate decisions or using resources inappropriately during the election period before a general election;
 - (b) Limits on public consultation and the scheduling of Council events;
 - (c) Procedures to ensure that access to information held by Council is made equally available and accessible to candidates during the election.
- (3) A copy of the election period policy must be given to each Councillor as soon as practicable after it is adopted; and
 - (a) Be available for inspection by the public at the Council office and any district offices; and
 - (b) Be published on the Council's Internet website maintained under section 82A.

14 Miscellaneous

- (1) During the Pre-election Period or the Election Period, the Chief Executive may, at his absolute discretion, introduce additional provisions to this policy where he believes they are necessary to support the achievement of its stated Policy objectives.
- (2) Any changes made by the Chief Executive will be reflected in an update to this policy and published on Council's website and sent to all Councillors and candidates.

Summary of Election Period Restrictions

		Pre-election Period	Election Period
4(2)	Council staff standing as a candidate	No restriction	Must take leave and return all Council equipment and information
4(3)	Committee member standing as a candidate	No restriction	Must lodge apologies for meetings and return all Council equipment and information
5(3)	Council resources used in conjunction with an election campaign	Not permitted	Not permitted
5(4)	Reimbursement of out of pocket expenses to Councillors	Cannot include expenses that could be perceived as electoral expenses	Cannot include expenses that could be perceived as electoral expenses
5(5)- 5(6)	Use of Council logo, branding of phone number in campaign material	Not permitted	Not permitted
5(7)	Officer assistance in preparing campaign material	Not permitted	Not permitted
5(8)	Officer provision of databases and contact lists	Not permitted	Not permitted
6(3)	Maintenance of an Information Request Register	Not required	Required
6(4)	Routine community consultation	Permitted	Permitted
6(4)	Significant community consultation	Permitted	Not permitted
7(1)	Printing, publishing or distributing a handbill, pamphlet or notice containing electoral matter	Permitted	Not permitted
7(1) - 7(2)	Printing, publishing or distributing a handbill, pamphlet or notice <u>not</u> containing electoral matter	Permitted	Permitted following certification by the Chief Executive
7(3)	Publication of the Darebin News or similar publication	Permitted, subject to restrictions	Not permitted
7(4)	Councillor details on Council's website	Restricted to names, contact details and committee or other appointments	Restricted to names, contact details and committee or other appointments

		Pre-election Period	Election Period
8(2)	Employee of Council or subsidiary organisation making a public statement that could be construed as influencing the election	Not permitted, apart from clarifications made by the Chief Executive	Not permitted, apart from clarifications made by the Chief Executive
8(3)	Publicity campaigns for Council services or functions	Should be avoided where possible, and otherwise approved by the Chief Executive	Should be avoided where possible, and otherwise approved by the Chief Executive.
8(4)	Councillor requests for media assistance	Must be approved by the Chief Executive or delegate but cannot relate to election campaigns or promote individual Councillors	Must be approved by the Chief Executive or delegate but cannot relate to election campaigns or promote individual Councillors
9(1)	Council making Major Policy Decisions	Permitted	Not permitted, except in accordance with the Act
9(3)	Council making Significant Decisions	Permitted	To be avoided, except where it is urgent and cannot be deferred
10(1)	Public Question Time at Council Meetings	Continues as normal	Suspended
10(2)-10(3)	Discussion of matters and raising of General Business	Continues as normal	Comments by Councillors not to include Electoral Matter
11(1)	Councillor attendance at meetings, events and functions	Permitted	Permitted
11(2)	Speeches by candidates at Council events	Permitted	Limited to a short welcome, with no reference to the election.
11(3)	Annual Mayoral fundraising event (or similar)	Not permitted	Not permitted
11(4)	Attendance by Councillors at external events as representatives of Council	Permitted, but Councillors not to use the opportunity to promote their election campaign.	Permitted, but Councillors not to use the opportunity to promote their election campaign.
12(3)	Enquiries to Council from candidates	Shall be referred to the Returning Officer	Shall be referred to the Returning Officer
13(1)	Introduction of additional provisions by the Chief Executive	Permitted	Permitted



REQUEST FOR CERTIFICATION OF PUBLICATION DURING THE ELECTION PERIOD

1 Author to complete

Document description (attach document)	
Intended distribution channel	
I declare that this material contained in the attached document has been checked by me and to the best of my knowledge does not contain any electoral matter.	
Name and Title	
Signature	
Date	

2 Executive Manager Corporate Governance and Performance (or delegate) to complete

I have reviewed the material contained in the attached document can advise that to the best of my knowledge it does not contain any electoral matter.

Name and Title	
Signature	
Date	

3 Chief Executive to complete

In accordance with section 55D(1) of the Local Government Act 1989, I certify that the attached advertisement, handbill, pamphlet or notice may be printed, published or distributed during the election period on behalf of the City of Darebin

Signature	Rasiah Dev, Chief Executive Officer
Date	



SUBMISSION TO INFORMATION REQUEST REGISTER

1

Council officer to complete

Name of Councillor or candidate making the request	<input type="text"/>		
Date of request	<input type="text"/>		
Information requested (attach documents if required)	<input type="text"/>		
Was information provided?	<input type="checkbox"/> Yes	<input type="checkbox"/> No (if no, got to 2)	
Date information provided	<input type="text"/>		
Information provided (attach documents if required)	<input type="text"/>		

2

Submit to Executive Manager Corporate Governance and Performance (or delegate) within 24 hours

3

Executive Manager Corporate Governance and Performance (or delegate) to place on Register

CONTACT US

274 Gower Street, Preston
PO Box 91, Preston, Vic
3072 T 8470 8888
F 8470 8877
E
mailbox@darebin.vic.gov.a
u darebin.vic.gov.au



National Relay Service
TTY dial 133 677 or
Speak & Listen 1300 555 727
or iprelay.com.au, then enter 03
8470 8888



Speak Your Language
8470 8470

6.8 COUNCILLOR AND STAFF INTERACTION PROTOCOL

Author: Executive Manager Corporate Governance and Performance

Reviewed By: Chief Executive

Report Background

In October 2013 Council adopted a Councillor and Staff Interaction Protocol (Interaction Protocol) that was subsequently incorporated into both the Councillor Code of Conduct and Excellence in Governance Employee Code of Conduct as a guide for Councillors and officers when communicating formally or informally.

Previous Resolution

The Councillor and Staff Interaction Protocol was adopted by Council on 7 October 2013.

Briefing Date

Councillor Strategic workshop – 12 December 2015

Council Plan Goal/Endorsed Strategy

Goal 6 - Open and Accountable Democracy

Summary

This report provides for changes to the Councillor and Staff Interaction Protocol to enable greater efficiency and effectiveness in the exchange of information between Councillors and staff.

Recommendation

That Council:

- (1) Adopt the Councillor and Staff Interaction Protocol (amended as at December 2015) attached as **Appendix A** to this report.
- (2) Note as a consequence of adopting changes to the Councillor and Staff Interaction Protocol corresponding changes will need to be made to the Councillor Code of Conduct and a report will be brought to Council in March 2016.

Introduction

The Protocol attached at **Appendix A** applies whenever a Councillor and Council staff member interact.

The Protocol covers:

- Requests for information on strategic and service issues; and

- Discussions or other communications (including verbal discussions, emails and SMS communications) that take place outside a formal meeting (e.g. where a Councillor approaches a staff member for clarification in relation to a report) and involve an issue affecting Council.

Issues and Discussion

Recent work by the Councillors, Chief Executive and EMT, which was facilitated by the Municipal Inspectors, looked at a variety of activities to improve the efficiency and effectiveness of communication between councillors and staff.

The main change to the Interaction Protocol is in relation to Part B, clause 2.3:

- *'The Councillor may in the first instance, request information from the relevant Director or Manager...'*

Options for Consideration

There are no further options for consideration.

Financial and Resource Implications

There are no financial implications in relation to the protocol.

Risk Management

There are no risk management factors associated with this report.

Policy Implications

Economic Development

There are no factors in this report which impact on economic development.

Environmental Sustainability

There are no factors in this report which impact on environmental sustainability.

Human Rights, Equity and Inclusion

There are no factors in this report which impact on human rights, equity and inclusion.

Other

There are no other factors which impact on this report.

Future Actions

- Provide the updated Councillor Code of Conduct to Council for adoption in March 2016.

Consultation and Advocacy

Not applicable

Related Documents

- Councillor and Staff Interaction Protocol (**Appendix A**)
- Inspectors of Municipal Administration – Darebin City Council – Final Report to the Minister for Local Government
- Councillor Code of Conduct
- *Local Government Act 1989*
- Council Minutes – 7 October 2013

Disclosure of Interest

Section 80C of the *Local Government Act 1989* requires members of Council staff and persons engaged under contract to provide advice to Council to disclose any direct or indirect interest in a matter to which the advice relates.

The Officer reviewing this report, having made enquiries with relevant members of staff, reports that no disclosable interests have been raised in relation to this report.

APPENDIX A



COUNCILLOR AND STAFF INTERACTION PROTOCOLS

The following Protocols apply whenever a Councillor and Council staff member interact. They cover both:

- requests for information on strategic and service issues; and
- discussions or other communications (including verbal discussions, emails and SMS communications) that take place outside a formal meeting (eg where a Councillor approaches a staff member for clarification in relation to a report) and involve an issue affecting Council.

PART A: CENTRAL CONCEPT IN ALL INTERACTION

1. Respect

- 1.1 The Councillor and member of Council staff will in all interactions treat each other respectfully. The respect should help build and maintain a constructive relationship between Councillors and Council staff.
- 1.2 The Councillor will, in accordance with section 76E(1) of the *Local Government Act 1989*, refrain from improperly directing or improperly influencing, or seeking to improperly direct or improperly influence, the member of Council staff.
- 1.3 The Council staff member will, in accordance with the Excellence in Governance Employee Code of Conduct, maintain the integrity of the decision making process.
- 1.4 Any interaction between Councillors and Council staff should be restricted to those interactions required to further matters of Council business following the normal course of Council operating procedures and processes. Where social interaction occurs between Councillors and Council staff, any discussion of Council business and/or operational matters is prohibited.

PART B: REQUESTS FOR INFORMATION

2. Reasonableness of Request

- 2.1 The Councillor's request for information must be reasonable in the circumstances.
- 2.2 It must not, for example, impose an unreasonable burden on the member of Council staff or set an unrealistic or impracticable deadline for a response.
- 2.3 The Councillor may in the first instance, request information from the relevant Director or Manager. If the councillor requests information from a Manager, then the Director must be copied into any such requests.
- 2.4 The request should not be designed to embarrass a member of Council staff or put him or her in a difficult position. If the Councillor intends to make public the information sought, this must be communicated to the staff member prior to disclosure to the public.

3. Responsiveness

- 3.1 The member of Council staff must, in respect of any request for information which is reasonable in the circumstances, endeavour to provide the information sought in a considered, responsive and timely way.

4. Transfer of Request

- 4.1 If the Director considers that the request for information can or should more appropriately be dealt with by a staff member, the Director may transfer the request to the appropriate staff member.
- 4.2 In that event, the Director who has transferred the request must inform the Councillor that the request has been transferred and advise of the name of the staff member now processing the request.

5. Copying Response

- 5.1 Unless the member of Council staff considers that it is inappropriate to do so, he or she will copy any written communication to or from the Councillor to all other Councillors.
- 5.2 The member of Council staff must also copy the written communication to or from the Councillor to their Director. If he or she considers that the contents of the communication should be brought to the attention of the Chief Executive, the Chief Executive must be copied into the response.
- 5.3 If the written communication is copied under 5.1 and/or 5.2 of these Protocols, the Councillor will be advised by being copied into the email (or other communication).

6. Reacting to the Response

- 6.1 The member of Council staff's role is to provide the information which has been requested.
- 6.2 The Councillor should not, therefore, debate or attempt to debate any aspect of the information, or anything arising out of the information with the staff member.
- 6.3 If the Councillor feels the information is inadequate or inappropriate, they may take this up with the Chief Executive Officer or the relevant Director.

PART C: OTHER INTERACTION

7. Recording of Discussion or Other Communication

- 7.1 Any other communication, including text messages and oral discussions between Councillors and Council staff, must be recorded by the Council staff member on a file note and referred to the relevant Director for endorsement and filing by the Director within one working day of the communication occurring.
- 7.2 Where there is oral communication between a Councillor and Director, the Director must record the request or discussion on a file note.
- 7.3 The Chief Executive and Executive Management Team are exempt from recording every discussion with Councillors however the exemption does not apply in relation to the recording of discussions that are of a confidential nature.

PART D: COMPLIANCE

8. Complaints

- 8.1 If a Councillor or the member of Council staff considers that either has breached any of these Protocols, he or she:
 - 8.1.1 may immediately terminate the interaction with the Councillor or Council staff member;

- 8.1.2 must report, in relation to a Councillor, what has occurred to the Chief Executive who must inform the Councillor of the nature of the complaint; or
 - 8.1.3 must report, in relation to a member of Council staff, to the Chief Executive the nature of the complaint.
- 8.2 The Chief Executive or a person chosen by the Chief Executive for the purpose who is independent of the parties must, if it is practicable to do so, encourage the Councillor and member of Council staff to attend a mediation. If held, the mediation and everything said or done with respect to the mediation must be kept confidential by the Chief Executive, Councillor and member of Council staff.
- 8.3 If it is not practicable to encourage the parties to attend a mediation or:
- 8.3.1 encouragement is given but the mediation does not take place; or
 - 8.3.2 the mediation takes place but the Councillor or member of Council staff still feels aggrieved by the interaction which occurred
- the Chief Executive may progress the handling of the complaint in the manner set out in paragraphs 8.4 and 8.5.
- 8.4 The Chief Executive may engage a person chosen for the purpose who is independent of the parties to investigate the complaint. In that event:
- 8.4.1 the investigation must be carried out fairly and sensitively;
 - 8.4.2 the Councillor and member of Council staff must provide the person with reasonable assistance in the carrying out of his or her investigation; and
 - 8.4.3 the Councillor, member of Council staff and, subject to paragraph 8.5, Chief Executive, must keep confidential the investigation and any report from the person during or at the conclusion of the investigation.
- 8.5 Upon receiving a response from the person at the conclusion of the investigation, the Chief Executive must:
- 8.5.1 in the case of a complaint against a member of Council staff, consider what, if any, disciplinary action should be taken against the member of Council staff; or
 - 8.5.2 in the case of a complaint against a Councillor, designate the report as confidential in accordance with section 77(2)(c) of the *Local Government Act* 1989, and submit a copy of the report to a closed meeting of Council so that Council can consider what, if any, action should be taken against the Councillor.

RASIAH DEV
CHIEF EXECUTIVE
December 2015

**6.9 COUNCILLOR CONDUCT PANEL – CR. JULIE WILLIAMS V
CR. ANGELA VILLELLA**

Author: Executive Manager Corporate Governance and Performance

Reviewed By: Chief Executive

Report Background

In accordance with section 81M of the *Local Government Act 1989* it is a requirement that the determination and reasons made by the Councillor Conduct Panel be tabled at the next Ordinary meeting of Council and be recorded in the minutes of the meeting.

Previous Resolution

This matter is not the subject of a previous Council resolution.

Briefing Date

This matter has not previously been to a Councillor Briefing.

Council Plan Goal/Endorsed Strategy

Not Applicable

Summary

This report is to advise Council of the outcome made by the Councillor Conduct Panel after the Panel recently held a hearing into the conduct of Cr. Angela Villella.

Recommendation

That Council note:

- (1) The Councillor Conduct Panel determination in relation to an application for misconduct against Cr. Angela Villella was dismissed.
- (2) The Councillor Conduct Panel determination and reasons attached at **Appendix A** to this report.

Introduction

An application was made to the Councillor Conduct Panel Registrar, by Cr. Julie Williams on 12 June 2015.

The Councillor Conduct Panel application arose from a censure motion submitted by Cr. Angela Villella for consideration at Council's Ordinary meeting of Council on 18 May 2015.

Issues and Discussion

The Councillor Conduct Panel hearing was held on 20 October 2015, at Council Offices with the panel being constituted through the Municipal Association of Victoria processes.

The Decision and Reasoning paper of the Councillor Conduct Panel has been distributed to each party to the Panel proceedings and the Minister for Local Government.

Options for Consideration

Not Applicable

Financial and Resource Implications

The total cost to Council for this Councillor Conduct Panel was \$2,585 incl. GST. This does not include operational costs to Council associated with the setup of, attendance at and finalisation of the Panel.

Risk Management

There are no risk management factors associated with this report.

Policy Implications**Economic Development**

There are no factors in this report which impact on economic development.

Environmental Sustainability

There are no factors in this report which impact on environmental sustainability.

Human Rights, Equity and Inclusion

There are no factors in this report which impact on human rights, equity and inclusion.

Other

There are no other factors which impact on this report.

Future Actions

Not Applicable

Consultation and Advocacy

Not Applicable

Related Documents

- Decision and Reasons of the Councillor Conduct Panel dated 6 December 2015 (Appendix A)

Disclosure of Interest

Section 80C of the *Local Government Act 1989* requires members of Council staff and persons engaged under contract to provide advice to Council to disclose any direct or indirect interest in a matter to which the advice relates.

The Officer reviewing this report, having made enquiries with relevant members of staff, reports that no disclosable interests have been raised in relation to this report.

Local Government Act 1989

IN THE MATTER OF AN APPLICATION FOR A COUNCILLOR CONDUCT PANEL BY COUNCILLOR JULIE WILLIAMS CONCERNING COUNCILLOR ANGELA VILLELLA - CITY OF DAREBIN

DECISION OF THE PANEL

**Councillor Julie Williams' application to the Panel made on 12 June 2015
for a finding of misconduct against Councillor Angela Villella is dismissed.**

REASONS FOR THE PANEL'S DECISION

1. Councillor Julie Williams complains that Councillor Angela Villella breached the Code of Conduct of the City of Darebin by submitting a Notice of Motion for consideration at the Ordinary Meeting of the Council to be held on 18 May 2015. That Notice of Motion proposed that the Council resolve to censure Councillor Williams.
2. The motion was recorded in the Agenda for the meeting as follows:

10.2	CENSURE MOTION	
NOTICE OF MOTION NO.	192	CR. ANGELA VILLELLA
Take notice that at the Ordinary meeting to be held on 18 May 2015, it is my intention to move:		
THAT Council censure Cr. Laurence and Cr. Williams for distributing confidential information via email on certain matters, to individuals who have disclosed conflicts of interest in these matters.		
Notice Received:	13 May 2015	
Notice Given to Councillors:	14 May 2015	
Date of Meeting:	18 May 2015	

3. The allegation that Cr. Williams had distributed confidential information was based upon the following email, sent on 11 May 2015 to Ms Jacinta Stevens, Manager, Corporate Governance and Performance, with copies to Councillors Greco, Walsh, McCarthy, Fontana, Villella, Li, Laurence and Lewinsky and Mayor Tsitias and the Chief Executive Officer, Mr Rasiah Dev.
4. The email read as follows:

Hi Jacinta

From my recollection from Friday's meeting Cr Bo Li has verbally told Rasiah Dev that he has been reappointed as CEO, that he has a contract of three years, and that his pay is \$358. Highlighting terms and conditions needs to be renegotiated in line with the motion carried in December last year.

On the contrary, Cr Bo Li has emailed an [sic] motion to set aside everything and put Mr Dev as acting CEO which contradicts what he said on Friday.

Where are we going from here?

*Kind regards
Cr Julie Williams*

Sent from my iPhone

5. The Panel was informed at the hearing that the Notice of Motion was removed from the Web-based Agenda for the meeting apparently over the following weekend.
6. The Agenda for the meeting of 18 May 2015 was published on Council's Web page on Thursday 14 May 2015. All Councillors received the agenda that evening. As is apparent from the Notice of Motion set out above, Councillor Villella sought that the Council censure both Cr Williams and Cr Laurence.
7. The Agenda having been circulated, Cr Laurence wrote to the CEO and the Mayor on Saturday 16 May 2015 advising he had received legal advice concerning the censure motion. The Notice of Motion was removed from the website on the evening of Saturday 16 May due to action Cr Laurence was proposing to take against Cr Villella and against the Council for publishing it. The agenda was re-printed on the Monday without the censure motion for the meeting that evening.
8. Under clause 25 of the *City of Darebin Governance Local Law 2013* it is provided that:
 - (1) The Chief Executive Officer may reject a notice of motion if he or she is of the opinion that it is:
 - a) Defamatory;
 - b) Objectionable in language or nature;
 - c) Vague or unclear in intention; or
 - d) Outside the powers of the Council.
9. There is no provision under clause 24 of the *Governance Local Law 2013* for the withdrawal of a Notice of Motion. In any event the Notice of Motion was

Sub-clause 25(2) allows for a Notice of Motion, where it is has been rejected by the CEO, to be amended and resubmitted, subject to time considerations. In the present case, it may be assumed that the CEO accepted the Notice of Motion.

not referred to in the Minutes for the Ordinary Meeting of the Council held on 18 May 2015.

10. Councillor Williams objects to Councillor Villella's lodging of the Notice of Motion for the following reasons:
 - (a) Cr. Villella did not inform her of her intention to lodge the Notice of Motion, which was subsequently recorded as an Agenda item;
 - (b) The Notice of Motion was circulated as an Agenda item, published on the Council Web site, seen by many people – including close family, friends and residents who approached her about the matter and sought an explanation.
 - (c) Circulation of the Notice of Motion meant that she would be questioned at length about the alleged impropriety, including by a journalist, and was damaging to her reputation in the community.
 - (d) She feared that the Notice of Motion, being a censure motion, might have led to her being removed from her position on the Council, or painted her as an inappropriate person to hold office.
 - (e) Cr. Villella has not acknowledged any wrongdoing in the matter.

11. At the hearing before the Panel, Councillor Williams said that she believed the Notice of Motion to have asked for her removal from the Council, as the Notice of Motion suggested that she had been guilty of misconduct. She was also concerned that the allegation contained in the Notice of Motion might be used against her during the next election campaign. She said that the Notice of Motion has now affected the way in which she conducts herself at Council meetings. In light of these matters, Councillor Williams sought that there be an apology from Councillor Villella.

12. Councillor Williams says that, in submitting the Notice of Motion Councillor Villella breached the City of Darebin Councillor Code of Conduct 2013 (Amended February 2014). In particular, she argues that Councillor Villella:
 - (a) Failed to act with integrity, by not informing her that she proposed the Notice of Motion, contrary to clause 2.2.1 of the Code;
 - (b) Inappropriately conferred a disadvantage of her, contrary to clause 2.2.3 of the Code;
 - (c) Made a statement that was intended to mislead or deceive a person, contrary to clause 2.3.2 of the Code; and
 - (d) Did not treat her with respect and demonstrated a failure of appropriate behaviour, contrary to clause 2.3.3 and 3.1.2 of the Code.

Councillor Villella's explanation

13. Councillor Villella told the Panel that at the time she lodged the Notice of Motion it was "a toxic time" for Council. There had been issues concerning the re-appointment of the CEO and issues about the terms of his contract. A Monitor had been appointed to observe the operation of the Council. There had been communication with the Minister. There had been evident conflicts

of interest involving Mayor Tsitas. The Council was “in disarray”, and there had been several email exchanges between various Councillors.

14. In that “toxic atmosphere”, as she described it, Councillor Villella said that she had not had a good relationship with Councillor Williams. Had she had a better relationship, she might have handled things differently. Councillor Villella said that she put forward the censure motion to stop the breaches that had been occurring. It was not intended as a personal attack upon Councillor Williams and was not intended to harm Councillor Williams’ reputation.
15. On Sunday 15 May 2015, Councillor Villella received a telephone call from the CEO who told her that Councillor Laurence wanted the Notice of Motion withdrawn, and was seeking legal advice as to whether the allegation made in the Notice of Motion was defamatory. According to Cr. Villella, the Notice of Motion was not put to the meeting (the Panel has noted that the matter is not referred to in the Minutes of the meeting of 18 May 2015). The Panel notes that, pursuant to clause 24(8) of the *Governance Local Law*, a Notice of Motion that is not put, lapses.
16. With regard to Councillor Williams’ explanation as to how she came to include the CEO in the list of recipients of her email, Councillor Villella was uncertain whether Councillor Williams’ action was merely careless, or deliberate.

Was there a proper basis in fact for the Notice of Motion?

17. It is not immediately obvious that the information in Councillor Williams’ email was “confidential”. There is no evidence that Councillor Bo Li intended his email communication, referred to in Councillor Williams’ email, to be “confidential”. Councillor Villella has not provided any evidence that the communication by Councillor Li to Councillor Williams (or for that matter Councillor Laurence) was confidential, or that the communication was to be confidential even in respect of the CEO, Mr Dev.
18. Nor was any evidence was presented to the Panel by Cr Villella that the information conveyed in the email was considered to be Confidential Information as defined in the *Local Government Act 1989* Section 77, and in particular that the information in the email was confidential as per subsection 77(2). The allegation that a Councillor has conveyed “confidential” information is a serious one and, if such allegation is made, ought to be well founded, or not made.
19. Whilst the act of including the CEO in the list of recipients of the email would not amount to the disclosure of confidential information, it was certainly careless for Councillor Williams to include the CEO in the distribution list of her email, and her so doing presumably complicated an already complex negotiation between the Council and the CEO. Neither Cr Williams nor Cr

Villella were able to convey to the Panel the procedure adopted at Darebin for appointing a person to the position of CEO.

20. Councillor Williams gave to the Panel an explanation as to how the email came to be addressed to a group of councilors and to the CEO. That explanation had to do with her unfamiliarity with the use of her iPhone and that she did notice that the phone's email client had defaulted to a list addresses that would commonly be used. In effect, her explanation was that she had inadvertently included the CEO in the list of addressees. Whilst the Panel has some reservations about the credibility of this explanation, in the absence of evidence to the contrary we will accept Cr Williams' explanation.
21. On this basis, the Panel takes Councillor Williams to assert that she did not intentionally disclose confidential information to the CEO.

Conclusion

Did Councillor Villella engage in misconduct by lodging the Notice of Motion?

22. The use of "censure motion" has no foundation in Council's Local Law relating to meeting procedure. It is borrowed from procedures in the Federal Parliament to express dissatisfaction with performance of a particular Minister or Government¹. Against that background, and having regard to the extract from the House of Representatives Practice footnoted below, it is understandable that Councillor Williams felt that the motion was damaging to her reputation and amounted to an attack on her fitness to hold office.
23. It was not an appropriate mechanism to employ where the Local Laws do not provide for it and to do so was especially inappropriate to be employed in circumstances where to do so was only likely to inflame problems in a divided Council. It is fortunate that the Notice of Motion was removed from the Agenda by reason of Cr. Laurence's intervention on the basis of legal advice.
24. It is to be hoped that, in the future, Councillor Villella will confine herself to the procedures available under the Local Laws when seeking to resolve disputes. The Panel notes that Councillor Villella said that she did not approach Councillor Williams about her concerns because, at the time, she had a poor relationship with her. Councillor Villella would have been justified in approaching Councillor Williams about her email, because the appointment of the CEO was a controversial and divisive matter within the Council. Had she done so, she may have been given the explanation that Councillor Williams gave to the Panel.

¹ See for example the following description of parliamentary practice:
http://www.aph.gov.au/About_Parliament/House_of_Representatives/Powers_practice_and_procedure/Practice6/Practice6HTML?file=Chapter9§ion=07

25. In the absence of any evidence to the contrary, the Panel accepts Councillor Williams' evidence as to how the CEO came to be included as a recipient of her subject email. Even accepting her explanation, Councillor Williams was clearly careless and should have ensured that the email was addressed only to persons who were properly concerned with the matter - certainly not the CEO. That was particularly important in view of the high degree of disagreement and conflict amongst Councillors as to the contractual position of the CEO.
26. The making of a finding of misconduct against a Councillor is a serious matter. The *Local Government Act 1989* at section 81A tells us that misconduct is "(a) conduct by a Councillor that is in breach of the Councillor Code of Conduct".
27. It has to be remembered that in Council processes are very often contentious and involve debate and disagreement between Councillors over issues of policy and procedure. Procedural rules, such as those in the Local Laws are designed to promote the efficient disposition of Council business and, so far as possible in formal meetings of Council, to regulate relationships between Councillors.
28. The Panel has said that it would have been desirable and appropriate for Councillor Villella to approach Councillor Williams about her concerns. In light of her response, she may not have prepared the subject Notice of Motion. The Panel has also expressed the view that the device of proposing a censure motion was not something contemplated by the Local Law. It was an inappropriate and excessive response to Councillor Williams' email. It is hard to escape the conclusion that, in putting forward the Notice of Motion Councillor Villella intended to isolate and to punish Councillor Williams.
29. With regard to the specific grounds raised by Councillor Williams in her Application, the following are noted. As to the allegation that Councillor Villella failed to act with integrity in lodging the Notice of Motion (clause 2.2.1 of the Code), the Panel is of the view that the concept of failing to act with "integrity" requires some substantial degree of dishonesty. The Panel does not accept that Councillor Villella acted dishonestly in submitting the Notice of Motion.
30. As to the ground based on clause 2.2.3 of the Code – that Councillor Villella inappropriately conferred a disadvantage on Councillor Williams – the Panel notes that the text of the clause uses the word "improperly" seek to confer a disadvantage on any person and does not use the word "inappropriately". Again, the word "improperly" requires that there be some conduct on the part of Councillor Williams that is outside the bounds of accepted proper conduct and appears to require some reprehensible intention. Whilst the Panel agrees that it was "inappropriate" for Councillor Villella to lodge the Notice of Motion, we are unable to say that she did so "improperly".

31. With regard to the complaint made by Councillor Williams that, in breach of cl. 2.3.2 of the Code, Councillor Villella made statements of actions in an attempt to mislead or deceive a person, the Panel does not regard a Notice of Motion as being a statement in writing or an action that was likely to mislead or deceive a person envisaged by the sub-clause. In the Panel's view the deliberative processes of the Council in respect of motions before it are not what was envisaged by this provision in the Code.
32. As to Councillor Williams' complaint that the Notice of Motion was in breach of the Code in that it was evidence that Councillor Villella did not treat her with respect and did not constitute appropriate behaviour – reliance being placed on cl. 2.3.3 and 3.1.2. Again, in the Panel's view, these provisions are not apt to apply to the lodging of a Notice of Motion – though they might well apply to the conduct and statements of a Councillor, during the course of a debate or otherwise in a Council meeting, in respect of a Councillor or another person.

Disposition

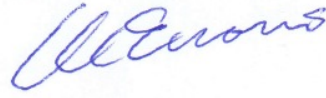
33. The *Local Government Act 1989* gives the Panel the option of either dismissing the application or making one or other of the formal orders allowed namely a reprimand, an apology or requirement to take a period of leave.
34. Although the Panel has been critical of Councillor Villella's conduct, both in failing to directly raise her concerns with Councillor Williams, and in proposing a censure motion which was both outside the procedural rules governing the Council, in circumstances where there was no evidence of any conflict of interest. Despite those findings, the Panel is not able to say, for the technical reasons given above, that there has been a breach of the Code of Conduct by Councillor Villella. In future, the Panel suggests that Councillor Villella should confine her actions to the agreed processes in the Councillor Code of Conduct and the Local Laws of the City of Darebin.

The Panel was informed by the parties that one or two special inspectors of Municipal Administration who that are currently working with the Councillors have been tasked with helping to improve Council's working relationship and procedures for resolving disputes. Although under sub-section 81J(1)(c) of the Act, the Panel may make findings as to such remedial action as may be required, such as amendment of the Code of Conduct – even where misconduct is not found to have occurred – the Panel will not do so on this occasion (other than as explained above) in order to avoid any duplication of the work being undertaken by the Inspectorate.

Dated: 6 December 2015



PETER HARRIS
Chairperson, Legal Member



MATT EVANS
Governance Member

7. CONSIDERATION OF RESPONSES TO NOTICES OF MOTION AND GENERAL BUSINESS

7.1 POKIES IN DAREBIN: DAREBIN ELECTRONIC GAMING MACHINE POLICY 2016-2019

Author: Manager Children, Families and Community

Reviewed By: Director Community Development

Report Background

This report is in response to Notice of Motion No 211 from the Council Meeting held on 17 August 2015.

In addition to responding to the Notice of Motion, the adoption of the Darebin Electronic Gaming Machine Policy 2016-2019 is proposed.

Previous Resolution

At its meeting held on 17 August 2015, Council resolved:

That Council:

- (1) *Notes the following:*
 - a) *The loss of \$84 million in pokies last year by residents of Darebin.*
 - b) *The estimated damage caused by gambling harm is \$16 billion per annum, compared with the estimated \$7 billion caused by illicit drugs.*
 - c) *Three quarters of problem gamblers admitted they have addiction to pokies.*
 - d) *93% of all pokies applications are successful at the Victorian Commission for Gambling and Liquor Regulation (VCGLR).*
- (2) *Continues to work to reduce the harm caused by pokies in Darebin and Australia wide by signing up as supporters of National Alliance on Gambling Reform at no cost to the council.*
- (3) *Receives a report on initiatives council can undertake with key stakeholders such as other councils, clubs and other agencies to reduce the harm caused by pokies including any projects for referral to the 2016/2017 budget process.'*

Briefing Dates

23 February 2015, 25 May 2015 and 14 December 2015

Council Plan Goal/Endorsed Strategy

1. Healthy and Connected Community
2. Darebin Electronic Gaming Machine (EGM) Policy and Strategic Action Plan 2010-2014

Summary

The Draft Darebin Electronic Gaming Machine Policy 2016-2019 (**Appendix A**) has been developed on the premise that the negative impacts of EGMs greatly outweigh any benefits generated by State Government taxes and any specific benefits created through Community benefits from Clubs.

Due to the saturation of EGMs across the city and the particularly high concentration of EGM's in neighbourhoods of high disadvantage any additional EGM's or transfer of EGM's within Darebin will not be supported.

The draft policy is underpinned by four key strategies:

1. Planning and Licencing
2. Research
3. Advocacy
4. Social Inclusion and Economic Sustainability.

In addition to the policy Council has and is undertaking a number of initiatives to reduce the harm caused by Pokies. These include:

- Membership of the recently formed Alliance for Gambling Reform.
- Participated in and contributed to the local government led *Enough Pokies* campaign in the lead up to the 2015 State election.
- Will advocate for stronger problem gambling provisions in the proposed Victorian State Government 'Review of Gaming Machine Arrangement'.
- Will participate in a three year research project lead by Monash University to create an evidence based 'harm minimisation' Electronic Gaming Machine (EGM) model.

Recommendation

That Council:

1. Endorse the Draft Darebin Electronic Gaming Machine Policy 2016-2019.
2. Note the initiatives being undertaken to reduce harm caused by pokies as outlined in this report.

Introduction

The previous Electronic Gaming Machine Policy (*Darebin Electronic Gaming Machine (EGM) Policy and Strategic Action Plan 2010-2014*) has now lapsed. At the Council meeting on 1 June 2015, Council did not support the adoption of the draft *Darebin City Council Gaming Machine Policy 2014-2017*. Since the meeting in June 2015, Council officers have undertaken further research and policy analysis.

As a result of this further work in and addition to responding to the Notice of Motion, a new electronic gaming policy (Darebin Electronic Gaming Machine Policy 2016-2019). The policy includes a social impact analysis to complement Council's regulatory planning assessment for every application for a gaming licence or planning permit.

Issues and Discussion

EGM Presence and Losses in Darebin

In 2005, Darebin's annual losses from EGM's were around \$68,000,000 generated from 963 machines. In 2014, Darebin's annual losses from EGM's were around \$68,000,000 generated by 787 machines (18% fewer machines).

Darebin's 'market maturity' and the growth of a 'gentrified' population may likely result in few new EGM applications and may even result in a gradual reduction of EGM's over time.

Further, based on emerging data from the Victorian Commission for Gambling and Liquor Regulation (VCGLR), there is also a growing trend towards 'on-line' gambling. The presence of national and international betting agencies is becoming more prominent in all aspects of mainstream media, with a particular focus on the promotion of gambling on televised sporting events.

Municipal Association of Victoria Research on Council Appeals

The Municipal Association of Victoria (MAV) commissioned researchers from Monash University to undertake a thematic review of the 142 EGM license applications considered and decided by the VCGLR between 1 July 2007 and 30 June 2014. The purpose was to provide evidence to inform the decisions of Local Councils when considering applications for EGM's.

Of the 142 applications reviewed, 132 (94%) were approved by the Commission and 10 (6%) were refused. Of those approved, 17 were granted with conditions imposed. It is important to note that these written determinations do not necessarily create precedents for future appeals.

Managing EGM Applications – Examples of Other Councils

Four Councils (Frankston, Greater Geelong, Whittlesea and Maribyrnong) with similar rankings of disadvantage and losses were compared to Darebin. The analysis indicated that there seems to be no consistent policy or regulatory approach being taken to manage EGM applications.

In the current State Government legislative environment, and poor EGM appeals history, Councils are all struggling to tailor their policy and regulatory instruments to gain traction for any future EGM appeals and to reduce harm to their communities.

Without any successful models, each Council will need to create their own policy and regulatory frameworks in the short term.

National Alliance on Gambling Reform

The Alliance for Gambling Reform is a newly-formed national collaboration of organisations with a shared concern about the harmful impacts of gambling in Australia.

The mission of the Alliance aligns closely with, and builds upon, the local government led *Enough Pokies* campaign which Council was a key participant in and contributor to in the lead up to the 2015 State election.

Council has taken out membership in the Alliance.

Monash University Research Project

Darebin Council will participate in a three year research project lead by Monash University to create an evidence based 'harm minimisation' Electronic Gaming Machine (EGM) model. This model will be created specifically for metropolitan Council's to support and strengthen their future appeals against EGM applications in the VCGLR and VCAT.

Darebin's total contribution will be \$15,000 (\$5,000 per year for 3 years). At the end of the research, Darebin Council will have a fine grained tailored EGM model for every venue in the city underpinned by SEIFA and other indices of disadvantage to support any economic and social impact assessments. That will most importantly be able to measure impacts at a local level.

Any EGM applications received by Council during the research phase will be assessed using a standard independent Social and Economic Impact Statement as required under the Planning and Environment Act.

Summary of the Draft Darebin Electronic Gaming Machine Policy 2016 - 2019

The Darebin Electronic Gaming Machine Policy 2016 – 2019 is underpinned by the premise that the negative impacts of EGMs greatly outweighs any general benefits generated by State Government taxes and any specific benefits created through Community benefits from Clubs. Due to the saturation of EGMs across the city and the particularly high concentration of EGM's in neighbourhoods of high disadvantage any additional EGM's or transfer of EGM's within Darebin will not be supported.

The draft policy is underpinned by four key strategies:

1. Planning and Licencing

Council will discourage all applications for additional EGMs and the transfer of existing EGMs in Darebin. Council may consider an application for the transfer of EGMs where the application includes a significant reduction in EGM numbers and a significant reduction in gambling losses.

2. Research

To develop a strong, robust and defensible evidence base that will enhance Council's capacity to effectively influence the location, management and operation of EGMs in the municipality.

3. Advocacy

To demonstrate leadership in advocating for necessary changes to the legislative and policy framework in order to reduce the harmful impacts of problem gambling

4. Social Inclusion and Economic Sustainability.

To maximise the community's capacity and to support the network of community based agencies to prevent and address the harms associated with problem gambling.

Initiatives Undertaken to Reduce Harm Caused by Pokies

Council continues to be actively working with key stakeholders such as other councils, clubs and agencies to reduce the harm caused by pokies.

Activities include:

- Darebin Council's membership to The Alliance for Gambling Reform. Council was a key participant in and contributor to the local government led Enough Pokies campaign in the lead up to the 2015 State election. The mission of the Alliance aligns closely with and builds upon this campaign.
- The proposed 'Review of Gaming Machine Arrangements' by the new Victorian State Government will provide an opportunity for Council to advocate for stronger problem gambling provisions under any revised regulatory framework.
- Darebin City Council will participate in a three year research project lead by Monash University to create an evidence based 'harm minimisation' Electronic Gaming Machine (EGM) model.

Council will be provided with regulate updates on the progress of the work of the Alliance and the Monash research project.

These activities are funded through an allocation within the existing operational budget.

Options for Consideration

Postponing the adoption of the new EGM policy until the State Government review of licencing arrangements has been completed may be an option for consideration, however there is no real advantage to Council in this option as Council may receive planning applications for EGMs and the need for a current policy position is required given the former policy has lapsed.

Financial and Resource Implications

The main resource impacts associated with the draft policy will be legal and consultancy costs associated with mounting an appeal to future EGM applications.

Specific actions such as integrating an EGM policy into Council's land use strategies has cost implications that may need to be considered in future budgets.

Initiatives Council is undertaking to reduce harm caused by pokies as outlined in this report are funded within the existing operational budgets.

Risk Management

Based on the MAV research outlined in this report it is unlikely that any appeal lodged by Darebin Council against the increase and transfer of EGM's will be successful in the short to medium term.

At the conclusion of the three year research Project lead by Monash University to create an evidence-based 'harm minimisation' Electronic Gaming Machine (EGM) model, Darebin Council may be in a stronger position to support and strengthen their future appeals against EGM applications in the VCGLR and VCAT.

Policy Implications

Economic Development

Venues with EGMs generate the majority of their profits from EGMs. This is partly due to the efficiency of EGMs and requiring less direct staff and less competent staff compared to other venue functions.

Summary Income Sources: 60%:- EGMs; 25% - Bar; 10% - Food; 5% - Other (*Productivity Commission Report on Gambling*)

Environmental Sustainability

There are no factors in this report which impact on environmental sustainability.

Human Rights, Equity and Inclusion

The fundamental driver for the policy design and associated strategic actions have been to lend the greatest protection to those communities and families who are vulnerable to the greatest harms associated with EGMs. The most vulnerable groups are people on low income, public tenants, Aboriginal and Torres Strait Islanders. The policy has been assessed using the EIPAT tool.

Other

There are no other factors which impact on this report.

Future Actions

Nil

Consultation and Advocacy

- Victorian Local Governance Association (VLGA)
- Victorian Responsible Gambling Foundation
- Neighbourhood House Network including Reservoir Neighbourhood House, East Reservoir Neighbourhood renewal
- Women's Health in the North
- Preston Reservoir Adult Community Education
- Darebin Community Legal Service
- The North East Primary Care Partnership
- Alphington Community House
- Victorian Aboriginal Community Services Association Ltd
- The Multicultural Gamblers Help program (Centre for Ethnic Health)
- Summerhill Hotel
- Junction Hotel
- Australian Liquor and Hospitality Group
- Olympic Hotel
- Edwardes Lake Hotel
- Reservoir RSL
- Feedback from Darebin Community on preliminary draft of the Policy

Council received one written submission from Susan Rennie, Regional Advisor on the Prevention of Gambling Related Harm. Ms Rennie's comprehensive submission was considered prior to the finalisation of the draft policy.

Related Documents

- Draft Darebin Electronic Gaming Machine Policy 2016-2019 (**Appendix A**)
- Council Minutes – 17 August 2015

Disclosure of Interest

Section 80C of the *Local Government Act 1989* requires members of Council staff and persons engaged under contract to provide advice to Council to disclose any direct or indirect interest in a matter to which the advice relates.

The Officer reviewing this report, having made enquiries with relevant members of staff, reports that no disclosable interests have been raised in relation to this report.

APPENDIX A

DRAFT

Darebin Electronic Gaming Machine Policy 2016 - 2019

November 2015

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Darebin Electronic Gaming Machine Policy 2016-2019

1 Basis for Policy

In Darebin, gambling through Electronic Gaming Machines (EGMs) continues to be directly associated with the greatest harms to individuals, their families and the general community. The negative impacts persist despite the management measures introduced by the Federal and State Governments.

Council is empowered through the planning legislation and planning provisions to manage the location of EGMs in the municipality, particularly in relation to groups which are most at risk of problem gambling.

The *Darebin Electronic Gaming Machine Policy 2016-2019* (the Policy) has been developed and tailored in response to the following key issues affecting Darebin residents and communities:

1. In 2012 /2013, the City of Darebin had the second highest gambling expenditure per adult compared to adjoining municipalities. This has been consistently high for over a decade.
2. In 2012/2013 loss per adult in Darebin was \$695. This amount is 23% more per adult from Darebin than in the Melbourne Metropolitan area.
3. In 2012/2013 the level of annual gambling losses due to EGMs (\$82M) was equivalent to 80% of Council's total annual income from rates.
4. In 2012/13 the City of Darebin has the highest density of EGMs compared to adjoining municipalities.
5. The areas in the City of Darebin with the greatest disadvantage had the greatest density of EGMs and the greatest gambling losses.

(Please refer to Appendix 8: Key Facts. Provides comparative details between adjoining municipalities and information with regards to specific venues in Darebin)

6. Recent changes to the gaming policy and legislative framework, including recent decisions made in relation to applications for EGMs and gaming venues in Darebin, have highlighted the need for Council to update and review its current gaming policy.

(Please refer to Appendix 2: National and State Legislative and Strategic Framework)

The Council Plan 2013-2017 objective 'a Healthy and Connected Community' stipulates that Council will develop a strong physical, social and Economic environment that supports and enhances the health and wellbeing of all Darebin residents.

Darebin Electronic Gaming Machine Policy 2016-2019

2 Purpose of the Policy

Council recognises that gambling through EGMs is a lawful activity that can generate legitimate social and recreational opportunities.

At a deeper level it is Council's view that gambling through EGMs has had and will continue to have a negative effect to individuals, families and communities. The cumulative detriment caused by the consistent high annual losses incurred in Darebin is reflected in a range of socio economic and health and wellbeing indicators.

The primary purpose of this Policy is to guide Council in executing its legislative and statutory mandate to prevent and minimise any future systemic long term social, health and economic harms associated with problem gambling (See Appendix 10: Problem Gambling. Definitions and discussion around Problem Gambling) It is Council's view that the current State Government Gambling Legislation and Regulatory framework unfairly privileges operators. In this current environment Council will oppose every application for additional EGMs or transfer of EGMs within the city of Darebin. Darebin City Council may also oppose those applications that will decrease the number of EGMs in the city of Darebin, where Council believes the reduction in numbers will not decrease gambling losses.

3 Council's decision making Framework

Council acknowledges that participating in EGM gambling is a lawful form of entertainment that provides social, leisure and recreational opportunities to a large number of adults. It also acknowledges that the use of EGMs is harmless for those who are able to control the amount of time and money they spend on EGM gambling. It further acknowledges that EGM gambling is an important source of revenue that is used by both the venue operator and the State government to support the delivery of social and community activities and facilities to communities across Victoria and Darebin.

However, Council also recognises that the use of EGMs is closely associated with a range of social, health and economic harms that have a direct and indirect impact on the wellbeing of individuals, their families and the broader community. These harms are concentrated within groups that are particularly vulnerable to problem gambling due to their socio-economic circumstances, health status or cultural background.

Council will exercise its statutory and legislative mandate to reduce the harmful effects of EGM gambling in Darebin by giving detailed and balanced consideration to all future applications for EGMs lodged as;

- a. A Gaming Licence; and / or
- b. A Planning Permit

A socio economic impact assessment will underpin every application for a Gambling Licence and / or Planning permit. This assessment will be consistent with Council's requirement to also assess these applications as prescribed by the Planning and Environment Act 1987.

However the current gambling losses and EGM density within a 2.5km radius of all the EGM venues in Darebin are higher than the Melbourne Metropolitan average. The concentration and spread of EGMs across the city means that every resident in the city is within the catchment of at least one EGM venue.

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Council's approach to managing EGM gambling

The approach to address problem gambling from a health prevention perspective encompasses a range of harm prevention and harm minimisation measures that focus on the social, economic and environmental determinants of problem gambling. (Refer to Appendix X: Discussion and definition for Problem Gambling).

This whole of Council approach is underpinned by the following legislation

1. The Planning and Environment Act 1987
2. The Local Government Act 1989
3. The Public health and Wellbeing Act 2008.

The following framework describes Council's statutory and regulatory approach and structure for the strategic action plan incorporating the goal for each area.

Goals:	Action Area
<p>Regulation and Planning:</p> <p>1. To demonstrate leadership in the planning, management and regulation of EGMs in Darebin.</p>	<p>Council will apply a socio economic impact assessment to guide every decision relating to the future location, operation and management of EGMs in Darebin.</p> <p>Social, health and economic impacts of every application will be rigorously and transparently assessed and considered on its merits and based on the social, economic and physical context within which it will operate.</p> <p>Providing certainty and consistency in decision-making that reflects Council's intent and is robust, independently defensible and transparent.</p>
<p>Social inclusion and economic Sustainability.</p> <p>2. To maximise the community's capacity to prevent and address the harms associated with problem gambling.</p>	<p>Maximise the social and economic benefits to the Darebin community from EGM gambling.</p> <p>Darebin's most vulnerable communities and areas are protected from the harms associated with problem gambling.</p> <p>The community is well informed.</p> <p>Council has strong partnerships with all key stakeholders including, venue operators, service providers, local governments and the State Government.</p>
<p>Advocacy</p> <p>3. To demonstrate leadership in advocating for necessary changes to the legislative and policy</p>	<p>Council will advocate for the strengthening of National and State Government initiatives that focus on preventing and minimising the social, economic and health harms</p>

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<p>framework in order to reduce the harmful impacts of problem gambling</p>	<p>associated with problem gambling.</p> <p>Council’s capacity to influence the decision-making process is strengthened and simplified.</p>
<p>Research, monitoring and evaluation</p> <p>4. To develop a strong, robust and defensible evidence base that will enhance Council’s capacity to effectively influence the location, management and operation of EGMs in the municipality.</p>	<p>Council’s approach to preventing and minimising harms associated with problem gambling is appropriate to the contemporary statutory, decision-making and policy framework and is informed by best practice.</p> <p>The community is well informed about existing and emerging research findings.</p>

4 Scope

Gambling and gaming take many forms including racing, gaming and sports betting, some of which are facilitated through technology that enables participation online and through the use of smart devices. The scope of this Policy is limited to gambling through the use of electronic gaming machines (EGMs) in clubs and hotels in Darebin as this is the form of gambling over which Council has the most direct influence and control through its planning and regulatory processes.

The scope of this Policy is based on;

1. The findings presented in the *City of Darebin Electronic Gaming Machines Policy 2016-2019 Background Report*;
2. Changes to State Government policy and legislative framework within which electronic gaming machines (EGMs) operate in Darebin; and
3. Recent decisions made in relation to applications for EGMs and gaming venues in Darebin.

Council recognises that this social policy will be most effective, influential and defensible in combination with Council’s Local Planning Policy for Gambling (Land Use) that has been incorporated into the Darebin Municipal Strategic Statement (Darebin Planning Scheme).

4.1 Hotels versus Clubs

Currently there are 4 clubs that operate EGMs in Darebin (Compared to 10 hotels) and generate 12% of the city’s annual gambling expenditure. It is Council’s view that the losses incurred through clubs are not sufficiently offset by the additional community benefits that they may provide to positively affect problem gamblers.

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In assessing any future proposals for the operation of EGMs in the municipality, applications from clubs will be treated in the same way as applications from pubs and other venue operators.

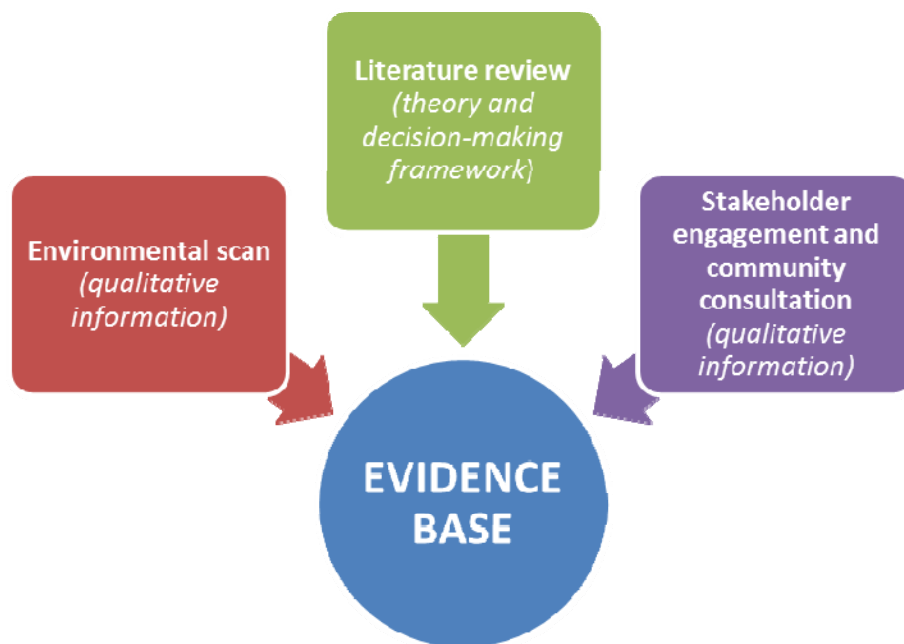
4.2 EGMs on Council owned land

Council will discourage any application by clubs to operate EGMs where the club is located on or in a Council owned asset.

5 Process

The preparation of the *Darebin Electronic Gaming Policy 2016-2019* involved three key tasks, namely a comprehensive environmental scan; document and literature review and stakeholder engagement and community consultation process. The findings from these tasks are presented in the *City of Darebin Electronic Gaming Machines Policy 2016-2019 Background Report*.

Each of these tasks provided a different aspect to the evidence on which this Policy and the *Assessment Tool* are based.



Stakeholder Engagement and Community consultation

In order to accurately represent the views of multiple stakeholders, the *City of Darebin Electronic Gaming Machines Policy 2016-2019* was informed and guided by a comprehensive process of stakeholder engagement and community consultation including:

1. Specialist stakeholder feedback (combination of phone and face to face interviews) from Gambling peak bodies, gamblers help groups, community health and welfare agencies and venue operators.
2. An independent community survey to measure community sentiment around EGMs.

Darebin Electronic Gaming Machine Policy 2016-2019

The planning and design of the policy was informed by the Darebin Gambling Policy Reference Group to ensure the development of a policy that equally recognised all stakeholders.

The consultation outcomes provided a range of conflicting views and comments with regards to Council's role in managing EGMs and reducing the impacts of problem gambling. Selections of key comments that support this contested public policy issue include;

- The residents surveyed were generally not supportive of EGMs in their neighbourhood but were not directly affected.
- The operators were of the view that they 'over deliver' on harm minimisation measures and that venue based gambling will be overtaken by on line versions.
- Community based agencies were 'torn' between the impacts on their clients from EGMs and the potential for EGMs to contribute to their programs.
- The peak bodies indicated that Council's faced a dilemma in designing their policies as there is no consistency in the decision making at the VCGLR and VCAT.

Environmental Scan

The City of Darebin Electronic Gaming Machines Policy 2016-2019 was informed by a comprehensive Background Report that describes the historical, social and economic context within which gambling takes place in Australia, Victoria and Darebin. It also discusses historical expenditure trends, and how the revenue derived from gambling. It further discusses the legislative, statutory and decision-making framework within which applications for gaming venues and additional EGMs are considered. It also describes the strategic context within which EGMs operate in Darebin, and key decision-making principles that are underpinning the decisions made by VCAT and the VCGLR.

6 Strategic action plan

The *City of Darebin Electronic Gaming Machines Policy 2016-2019 Strategic Action Plan* is based on a number of evidence based best practice principles that seek to effectively manage EGMs in the municipality and prevent and reduce the harmful impacts of problem gambling.

Action area 1 - Regulation and planning:

Goal: to demonstrate leadership in the planning, management and regulation of EGMs in Darebin.

Strategic actions	Tasks
	Develop a local planning policy on gaming for incorporation into the MSS of the Darebin Planning Scheme.
	Prepare and/or review master plans and development plans for

Darebin Electronic Gaming Machine Policy 2016-2019

<p>Council will actively consider decisions relating to the future location, operation and management of EGMs in Darebin.</p>	<p>Council's activity centres that give strong guidance as to the preferred location of gaming venues.</p>
	<p>Where Council approves the operation of EGMs on Council owned land, it will negotiate the maximum community benefits and harm minimisation interventions for people affected by problem gambling.</p>
	<p>Make submissions to the VCGLR on behalf of the community if it is found that a proposal for additional EGMs or a new gaming venue will result in a net detriment to the wellbeing of the community.</p>
	<p>Include actions that address the systemic social, health and economic and impacts of problem gambling in all Council's key strategic documents and policies</p>
	<p>Prepare a referral framework that ensures that all internal departments and relevant external agencies are involved in the decision-making process.</p>

Key performance Indicators

- Incorporation of local planning policy on gaming into the Darebin Planning Scheme MSS by December 2018
- 100% of applications to Council assessed using a socio economic assessment tool
- Monitor number of planning and licencing applications and report on the outcomes annually

Action area 2 – Social inclusion and economic sustainability

Goal: To maximise the community's capacity to prevent and address the harms associated with problem gambling.

Strategic actions	Tasks
<p>Maximise the social and economic benefits to the community from EGM gambling.</p>	<p>Investigate the option to prioritise initiatives that prevent problem gambling in the Community Support program Priority Areas.</p>

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	<p>Explore options around revenue generated by additional EGMs operating in Darebin is provided to Council for redistribution via Community Support Fund.</p> <p>Advocate that funds allocated through the Community Support Funds reach local communities characterised by high expenditure on gambling and a high incidence of problem gambling.</p> <p>Apply the principles and strategies in the <i>City of Darebin Equity and Inclusion Planning and Audit Tool</i> to all applications for an increase in EGMs or additional gaming venues.</p> <p>Continue to enhance access to non-gaming activities and facilities through Council programs, services, infrastructure development, and funding and information dissemination.</p> <p>Ensure that consumer information about social programs and alternatives to gaming is available in a range of appropriate languages and formats.</p>
<p>The community is well informed.</p>	<p>Provide information to the community on proposals for an increase in EGMs or gaming venues in the municipality, and the outcomes of these decisions.</p> <p>Support and facilitate initiatives that disseminate information to the community, including new residents and businesses on the harms associated with problem gambling and services available to those who are directly and indirectly affected by problem gambling.</p>
<p>Council has strong partnerships with venue operators, agencies, local governments and the State Government</p>	<p>Support, seek funding opportunities and facilitate local events held in the annual Responsible Gambling Awareness Week.</p>

Darebin Electronic Gaming Machine Policy 2016-2019

	Engage with venue operators to identify ways to strengthen their harm minimisation initiatives including: -diversifying and expand non-gaming activities in their venues, -supplementing statutory responsible service of gambling measures, -participating in a gambling taskforce, -A shut-down period of 6 hours that commences at 2am.
	Ensure that all gaming venues adhere to the conditions in their planning permits.
	Collaborate with Victorian Commission for gambling and Liquor Regulations to monitor compliance with the conditions in their licence permits.

Key Performance indicators

- Support all funding applications by community based agencies aimed at reducing gambling related harm.
- Monitor the number of successful and unsuccessful applications for funding to prevent problem gambling in Community Support program.
- Increase the number of Community benefits statements by clubs that have increased their contribution to community organisations, non-gaming activities and problem gambling.
- 100% of applications assessed for social inclusion and health impacts using the EIPAT (Equity and Inclusion planning and Audit Tool).
- Monitor the number of hotels who voluntarily contribute directly to local community activities and problem gambling programs.
- Partner with external agencies and stakeholders involved in managing the harms associated with problem gambling.

Action area 3 – Advocacy

Goal: To demonstrate leadership in advocating for necessary changes to the legislative and policy framework in order to reduce the harmful impacts of problem gambling.

Darebin Electronic Gaming Machine Policy 2016-2019

Strategic actions	Tasks
<p>Council will advocate strengthening National and State Government initiatives that focus on preventing and minimising the harms associated with problem gambling.</p>	<p>Advocate for changes to the Community Benefit Statement that will ensure that clubs participate in programs and initiatives that address problem gambling.</p>
	<p>Advocate for a proportion of the revenue generated by each additional EGM operating in Darebin is provided to Council for redistribution to local programs addressing problem gambling (via Community Support Fund).</p>
	<p>Advocate for changes to the Community Benefit Statement requirements that all club venues be required to contribute to non-statutory problem gambling programs and services.</p>
	<p>Advocate for changes to the legislation that will introduce a mandatory pre-commitment program.</p>
	<p>Advocate to the State government to retain the existing regional cap on the number of EGMs in Darebin.</p>
	<p>Make submissions to inquiries, reviews and committees to reflect the fears, aspirations and needs of the Darebin community on issues associated with problem gambling.</p>
	<p>Actively participate in working groups and networks that conduct research and advocate for the implementation of a strengthened harm minimisation framework.</p>
	<p>Advocate for the review of the VCGLR submission form to reflect recent changes to the licensing arrangements and streamline the preparation of the social and economic impact assessment.</p>

Darebin Electronic Gaming Machine Policy 2016-2019

	Advocate for a greater length of time during which Councils may prepare their submissions to the VCGLR.
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Key Performance Indicators

- A minimum of two submissions per year to the State Government to advocate for a greater share of gambling loss be returned to Darebin through changes to regulations and licensing arrangements.
- 100% of potential funds made available to Council by gaming venues are redirected to programs that address problem gambling.
- 100% participation in collaborative partnerships between Council and other municipalities during research processes.

Action area 4 – Research, monitoring and evaluation

Goal: To develop a strong, robust and defensible evidence base that will enhance Council's capacity to effectively influence the location, management and operation of EGMs in the municipality.

Objectives	Strategic actions
<p>Council's approach to preventing and minimising harms associated with problem gambling is appropriate to the contemporary statutory, decision-making and policy framework and is informed by best practice.</p>	Conduct ongoing research into changes to the regulatory and strategic framework within which EGMs operate in Darebin.
	Monitor decision-making principles emerging through the VCGLR and VCAT to inform future policies and actions.
	Explore options of including questions in the Community survey that gauge the community's attitudes to gaming in the municipality.
	Monitor and review Council's policy position on EGM gambling on a regular basis to ensure it is appropriate and effective.
	Participate in and support research undertaken by other local governments, organisations and agencies on the determinants and impacts of problem gambling, and effective harm prevention and harm minimisation measures.

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	<p>Publish annually key indicators describing the gambling environment in Darebin including expenditure, EGM numbers, problem gambling prevalence rates, gaming venues and community benefits.</p>
Monitor and Evaluate Council's Policy	<p>Monitor if Council's policy position, goals, objectives and actions align with the contemporary statutory, policy and decision-making process; Record challenges and limitations experiences in implementing the strategies.</p> <p>This monitoring and evaluation process will be informed by the research analysis and data gathering including the following tasks:</p> <ul style="list-style-type: none">• Annual stakeholder engagement and community consultation processes;• Ongoing research into emerging factors being considered by the VCGLR and VCAT;• Ongoing analysis of gambling indicators including expenditure, EGM density, health status and social and economic disadvantage both within the City of Darebin and municipalities within a 5km radius of the City of Darebin; and• Assessment of the extent to which the Strategic Action Plan aligns with Council's broader strategic framework, and changes to the state and national statutory, policy and decision-making processes.

Key Performance Indicators

- Monitor and report on the extent to which the key objectives in strategy have been met;

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7 Monitoring and evaluation

The goals, objectives and actions in the Strategic Action Plan will be monitored within 12 months of adopting this Strategy and thereafter on an annual basis. The criteria used to guide the evaluation is incorporated into the Strategic Action plan and includes Key performance Indicators meeting targets, the extent to which Council's policy position, goals, objectives and actions align with the contemporary statutory, policy and decision-making process. The evaluation process will also record challenges and limitation experiences in implementing the strategies. The monitoring and evaluation process will also be informed by the research analysis and data gathering.

APPENDICES

Appendix 1: Acronyms and glossary of terms

Acronyms

ATM	Automatic Teller Machine
BCSC	Bass Coast Shire Council
DPCD	Department of Planning and Community Development, now called the Department of Transport, Planning and Local Infrastructure
EGM	Electronic gaming machine
LPPF	Local planning policy framework
MSS	Municipal Strategic Statement
SEIFA	Socio-economic Index for Areas
SLA	Statistical local area
SPPF	State Planning Policy Framework
VCAT	Victorian Civil and Administrative Tribunal, the Tribunal
VCGLR	Victorian Commission for Gambling and Liquor Regulation, the Commission

Glossary of terms

Accessibility¹	The access people have to EGMs in terms of density of EGMs (number of EGMs per 1,000 adults), total number of EGMs, number of venues, venue size (number of EGMs), type of venue, location of venue, operating hours and venue design.
Attached EGM entitlement	An EGM entitlement can be understood as a 'right to operate an EGM in a venue'. Venue operators are only permitted to operate an EGM if they hold an EGM entitlement. The entitlement must also be attached to a venue approved by the VCGLR for the number of machines the venue intends to operate.
Community benefit	The positive outcomes generated through EGM gambling activity in the community, in particular the social outlet component, creation of employment in the local area and revenue generation for communities ² .

¹ Adapted from State Government of Victoria (2011)

² State Government of Victoria (2011)

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	<p>This does not include the items included in the annual audited Community Benefit Statement (CBS) submitted to the VCGLR by a gaming venue with a club or racing club licence.</p>
Community harm	<p>The negative impacts on the community as a result of EGM activity. This includes the cost of ease of access to EGM gambling venues in low socio-economic communities, the impacts of problematic gaming activity and the burden this places on community members³. In some instances community harm may result from the cumulative impact of access to EGM gambling in a community.</p>
Convenience gambling ⁴	<p>Gambling that comes about as a result of people going about other business and other concerns being confronted with opportunities to gamble that they have not set out to find.</p>
Docile of disadvantage ⁵	<p>All areas are ordered from the lowest to highest score, the lowest 10% of areas are given a docile number of 1, and the next lowest 10% of areas are given a docile number of 2 up to the highest 10% of areas which are given a docile number of 10. This means that areas are divided up into ten equal sized groups, depending on their score.</p>
Destination gaming ⁶	<p>A venue that 'encourages pre-determined decisions to travel to play games or undertake a range of non-gaming activities. A destination venue provides some barriers to the consumption of gaming products, with a degree of effort required. Destination venues involve a premeditated decision to travel to the venue, often over a significant distance.'</p>
Disadvantaged communities ⁷	<p>Those with a low socio-economic status which are characterised by high rates of unemployment, low incomes and a low skilled workforce. In the gambling context this includes communities characterised by a high concentration of EGMs and EGM venues.</p>
Economic benefits	<p>Positive [financial] effects (favourable consequences) of increased gaming provision which are likely to contribute to the growth of the economy of the municipal district and an increase in the overall wealth of the community⁸. These benefits do not necessarily relate to the benefits outlined in the CBS that may only benefit the club.</p>
Economic costs ⁹	<p>Negative [financial] effects (adverse consequences) of increased gaming provision which are likely to contribute to deterioration of the economy of the municipal district and greater economic dependence.</p>
Economic impact ¹⁰	<p>The sum of the effects on the viability and development of the economy (of the municipal district) in the short or medium term, and how this is likely to affect the well-being of the community. This includes</p>

³ State Government of Victoria (2011)

⁴ Queensberry Hotel para 67

⁵ ABS (2011) *Socio-Economic Indexes for Areas Technical Paper* Cat. No. 2033.0.55.001

⁶ The Allen Consulting Group (2009) *Casinos and the Australian Economy*

⁷ State Government of Victoria (2011)

⁸ Application form, VCGLR

⁹ Application form, VCGLR

¹⁰ Application form, VCGLR

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consideration of benefits and costs (or favourable and adverse effects). Where a municipal economy shows no net gain or loss, the economic impact can be said to be neutral.

EGM density	Number of EGMs per 1,000 adults.
Electronic gaming machine	See definition for 'gaming machine'.
Expenditure¹¹	The total revenue generated by venues from EGMs. Losses -The total amount of revenue generated by venues from EGMs minus the revenue equivalent to 83% pay out rate required per EGM.
Gambling¹²	An entertainment based on staking money on uncertain events driven by chance, with the potential to win more than staked, but with the ultimate certainty those gamblers as a group will lose over time. The fact that gamblers inevitably lose overall and that gambling is intended to be a recreational activity, distinguishes these outlays from investment activities, where chance also plays a prominent role. Refers to all forms of betting including wagering and gaming.
Gaming¹³	All legal forms of gambling other than wagering. In general terms, legal gaming also includes lotteries, casino table games and keno. For the purposes of this study, gaming is understood to be legal gambling on electronic gaming machine.
Gaming machine¹⁴	Any device, whether wholly or partly mechanically or electronically operated, that is so designed that it may be used for the purpose of playing a game of chance or a game of mixed chance and skill; and as a result of making a bet on the device, winnings may become payable.
Gaming premise	Land used for gambling by gaming and where there is the ability to receive a monetary reward.
Gaming sensitive use	A particular land use that increases the risk of problem gambling due to the relatively high utilisation by people who are vulnerable to the risks of problem gambling.
Group household	A group household is defined as "A household consisting of two or more unrelated people where all persons are aged 15 years or over. There are no reported couple relationships, parent-child relationships or other blood relationships in these households" ¹⁵ .
Housing stress¹⁶	Where housing costs (rental or mortgage) constitutes 30% or more of income if the individual earns in the bottom 40% of the income range

¹¹ Australian Government Productivity Commission (1999)

¹² Productivity Commission (2010) p1.4

¹³ Australian Government Productivity Commission (2010) p2.4

¹⁴ Gaming Regulation Act 2003

¹⁵ <http://www.aifs.gov.au/institute/info/charts/glossary.html>

¹⁶ http://www.ahuri.edu.au/themes/housing_affordability

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Incidence¹⁷	The number of new events i.e. cases in a defined population.
Licensed EGM	An EGM licensed under the Gambling Regulation Act 2003. It differs from an EGM entitlement which is the right to operate an EGM in an area. The number of licensed EGMs may therefore differ from the number of EGM entitlements.
Net economic and social impact	An evaluation which weighs up the positive and negative economic and social effects of the proposed change in gaming provision to estimate what the impact will be on the municipal district from the proposal ¹⁸ . In some instances the net economic and social impact may be assessed at a sub-municipal or neighbourhood level.
Not detrimental to¹⁹	When the net economic and social impact of the proposal (i.e. the sum of the incremental effects) is considered neutral or positive.
Prevalence²⁰	The number of events i.e. instances of a condition, in a population at a designated time.
Problem gambling	<p>Difficulties in limiting money and/or time spent on [all forms of] gambling which leads to adverse consequences for the gambler, others, or for the community. Problem gambling is a continuum – some people have moderate problems and others have severe problems in limiting the time and/or money spent gambling²¹.</p> <p>In the context of this research, problem gambling refers specifically to gambling involving the use of EGMs.</p>
Risk segment²²	The risk status allocated to gamblers who completed the survey as measured by the Problem Gambling Severity Index: non-problem gamblers (score = 0), low risk gamblers (score = 1-2), moderate risk gamblers (score = 3-7) and problem gamblers (score = 8 or higher).
Social benefit	<p>Positive effects (favourable consequences) of increased gaming provision which are likely to contribute to development of social infrastructure, social opportunities and social interaction, and an overall improvement of the social capital of the municipal district²³.</p> <p>These benefits do not necessarily relate to the benefits outlined in the CBS that may only benefit the club.</p>
Social capital²⁴	The product of social structures and personal interaction that can be leveraged from to achieve personal and social goals.
Social cost²⁵	Negative effects (adverse consequences) of increased gaming provision which are likely to contribute to a decline of social infrastructure, social

¹⁷ State Government of Victoria (2008)

¹⁸ Application form, VCGLR

¹⁹ Application form, VCGLR

²⁰ State Government of Victoria (2008)

²¹ Australian Government Productivity Commission (1999)

²² State Government of Victoria (2008)

²³ Application form, VCGLR

²⁴ State Government of Victoria (2011)

²⁵ Application form, VCGLR

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	opportunities and social interactions, and on overall deterioration of the social capital of the municipal district.
Social impact²⁶	The sum of the effects on the social infrastructure, social opportunities and social interactions (of the municipal district) in the short or medium term, and how this is likely to affect the well-being of the community. This includes consideration of benefits and costs (or favourable and adverse effects). Where the social capital of a municipal district shows no net gain or loss, the social impact can be said to be neutral.
Socio-economic Index for Areas	Relative socio-economic advantage and disadvantage in terms of <i>people's access to material and social resources, and their ability to participate in society</i> . SEIFA can be used to compare the relative socio-economic characteristics of areas at a given point in time.
Well-being of the community of the municipal district²⁷	Economic prosperity and social robustness or health of the overall community of the municipal district. Wellbeing has been further defined ²⁸ as: <i>Community wellbeing is the state of happiness, contentment and prosperity of a community, or part of it. Wellbeing is a holistic concept which sees people and communities in their whole context. It is a function of the physical, social, economic, cultural and spiritual condition of the people, individually and collectively. The wellbeing of a community is indicated (among other things) by its connectedness, its social infrastructure and its capacity for healthy and meaningful life. Democratic participation by people at the local level about issues affecting them reflects their capacity to build a healthy and prosperous community. Therefore it too is an aspect of wellbeing.</i>

Appendix 2: National and state legislative and strategic framework

The Liberal National Coalition's policy on gambling *Our Plan Real Solutions for All Australians* August 2013 acknowledges that, whilst gambling is a problem for some Australians, it is also an enjoyable recreational activity that can take place within limits set by an individual. The Policy supports targeted initiatives that address problem gambling across the full spectrum of gambling products, including gaming machines and online betting. These initiatives will operate within a framework that provides nationally consistent minimum standards in support of problem gamblers, and will be administered at the State and Territory levels.

Under Victorian legislation, the use of EGMs requires two permissions or 'approvals', namely a planning permit and a gaming licence. The first approval is obtained through the local authority in terms of the *Planning and Environment Act 1987* and relevant planning scheme. The second approval is obtained through the Victorian Commission for Gambling and Liquor Regulation (VCGLR) in terms of the *Gambling Regulation Act 2003*. Appeals against decisions made by both the VCGLR and the local authority are heard by the Victorian Civil and Administrative Tribunal (VCAT or the Tribunal).

²⁶ Application form, VCGLR

²⁷ Application form, VCGLR

²⁸ *Romsey Hotel Pty Ltd v Victorian Commission for Gambling Regulation & Anor (Occupational and Business Regulation)* [2009] VCAT 2275 para 441

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Key considerations under the planning legislation are whether both the location and the premises are deemed appropriate and whether the approval will result in net community benefit. The key consideration under the gaming legislation is whether the approval will result in net detriment to the wellbeing of the community and whether the premise is suitable for gaming. The social and economic impacts of the proposal are key considerations under both the planning and gaming legislation.

All planning schemes in Victoria contain a standard gaming provision (Clause 52.28), which was introduced in 2006. The Clause requires a planning permit for the installation and use of gaming machines in a new venue or for an increase in the number of EGMs in an existing venue. A default schedule prohibits gaming machines in all strip shopping centres where a detailed schedule has not been included in the scheme. Schedules to the Clause allow for local variations to the standard provisions, enabling planning authorities to prohibit gaming machines in some shopping complexes.

Appendix 3: Types of gambling

The three main forms of gambling in Australia are racing (bookmakers and totalisers), gaming (Casino, EGMs, lotteries, interactive gaming, Keno, Lotto, minor gaming and pools) and sports betting (bookmakers and TAB).

Online gambling takes the form of inline wagering, online gaming and lotteries. Online gambling is regulated by the *Interactive Gambling Act 2001*. This Act places restrictions on certain services provided to Australian customers. While online wagering and lotteries are permitted, the Act prohibits casino games such as blackjack and poker and versions of EGMs and bingo. The Act also prohibits online gaming services being provided to customers in Australia, Australia-based interacting gambling services being provided to customers in designated countries and the advertising of interactive gambling services.

The availability of smart devices has led to an increase in expenditure on online gambling, particularly amongst young children. It is also likely to have contributed to a significant increase in participation in sports betting, particularly amongst adults.

Expenditure on all forms of gambling in Victoria amounted to \$5.4 billion in 2012-2013.²⁹ It has been estimated that \$60 million was spent on online gambling in Australia in 2012.³⁰

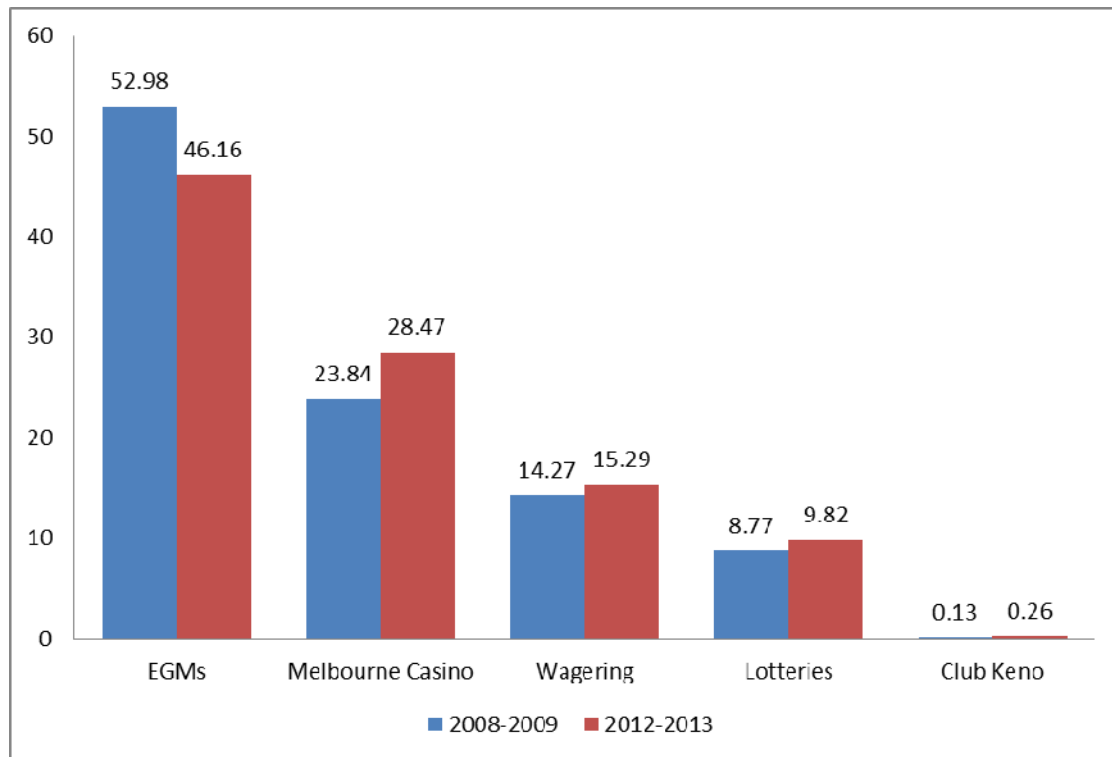
In the financial year 2012-2013, \$2.4 billion was spent on EGMs in Victoria. In this financial year, EGMs accounted for 46.16% of total expenditure on gambling in Victoria (\$5.4 billion). Over the past five years there has been a reduction in the proportion of expenditure derived from EGMs and an increase in the proportion of expenditure derived from gambling at the Melbourne Casino. In this time period the proportion of gaming expenditure in Victoria derived from lotteries and wagering has remained steady while the proportion of expenditure derived from Keno has doubled (refer to Figure 1).

²⁹ VCGLR Annual Report 2012-2013

³⁰ *The Responsible Gambling Guide* (2013) Victorian Responsible Gambling Foundation

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Figure 1 – Total expenditure on gambling, Victoria, 2008-2009 to 2012-2013



Source: VCGLR Annual Report 2012-2013

In the financial year 2012-2013, taxation revenue derived from EGMs in Victoria amounted to \$926,744,000³¹. This accounted for 50% of all income received by the Victorian Government from gambling in Victoria.

Appendix 4: Harm minimisation

The State Government has devised and implemented a number of measures that are intended to reduce the harms associated with EGM gambling. These include:

- The imposition of caps on the number of EGMs permitted in each municipality (municipal caps) and in some regions (regional caps). The City of Darebin is subject to a regional cap of 986 EGMs which applies to the entire municipality.
- Controls over the sizing and placement of signage advertising the presence of EGMs in hotels and clubs.
- A restriction on the number of hours EGMs are permitted to operate in hotels and clubs i.e. 20 out of every 24.
- A prohibition on ATMs in hotels and clubs.
- Funding for Gambler's Help Services, allocated through the Responsible Gambling Fund and the Community Support Fund.

³¹ VCGLR Annual Report 2012-2013

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- A statutory requirement for each gaming venue to adhere to the Responsible Service of Gambling Code of Conduct and ensure that their employees undergo Responsible Service of Gambling training.
- The requirement that all EGMs are to be fitted with technology that supports those patrons to participate in the voluntary pre-commitment scheme which enables them to set a limit on the amount of time and/or money spent using the EGMs in any one session.

Appendix 5: Licensing arrangements

In August 2012 the dual gaming operator structure was replaced with a venue operator model. As a result venue operators, including hotels and clubs, have assumed responsibility for the ownership and operation of EGMs in their venues. The purposes of these new arrangements were to introduce greater competition in the gambling industry and to deliver the greatest net benefits to the Victorian community.

The EGM entitlements were allocated through an auction process which led to the sale of 27,300 of the total 27,500 EGM entitlements that were available.

This new licensing arrangement resulted in a change in the way the gaming revenue is distributed with the result that the tax revenue is now split approximately 50% to the state and 50% to the venue operator. In addition, the obligations of maintenance, monitoring and reporting for EGMs now rest with the venue operators, and all venue operators are required to link their EGMs to the monitoring system and pay the relevant fee.

Appendix 7: Council's strategic framework

Council's commitment to achieving the goals set out in the *Council Plan 2013-2017* is that it will be accountable in the way it delivers its services and meets the community's expectations. This involves ensuring that its services are accessible and inclusive, monitoring its achievements and consulting with the community. Council is also committed to promoting a thriving economy; developing a strong physical, social and economic environment that supports health and wellbeing; working with agencies that deliver services; and ongoing research into existing and emerging needs and gaps. In particular, Council has committed to addressing social and physical isolation and supporting local employment education and training.

One of the goals in the *Health and Wellbeing Plan 2013-2017* is to "Build healthy, safe, accessible and sustainable places and neighbourhoods for people to live well, play and connect". A key action across the objectives under this goal is to "Review Council's policy position on Electronic Gaming Machines in the light of 2013 VCAT decisions and develop a re-defined and strategic position which continues to focus on prevention and harm minimisation for Darebin people from consequences of problem gambling".

The *City of Darebin Electronic Gaming Machine Policy and Strategic Action Plan 2010-2014* identifies that Darebin ranks as the fourth most adversely affected municipalities with respect to EGM gambling. This policy identifies that losses are largely sustained by people that can least afford them. Council's position in this Strategy is to reduce the number of EGMs, number of venues and EGM density in the municipality. The position also commits to reducing the negative impacts of gambling on the Darebin community, particularly amongst

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those who are most at risk of problem gambling. This Strategy also seeks to promote greater return of revenue raised through EGM gambling back to the community and improve transparency in relation to expenditure and community benefit.

The City of Darebin ***Equity and Inclusion Policy (2012-2015) and Planning and Audit Tool*** reinforce Council's long standing commitment to equity and inclusion, and focuses on addressing poverty and discrimination. The *Equity and Inclusion Planning and Audit Tool*, (EIPAT) has been developed as a resource for all levels of Council to use on an ongoing basis in their consideration, planning, development and evaluation processes in order to strengthen equity and inclusion in Darebin. The Tool identifies that groups most at risk of the impacts of problem gambling include Aboriginal and Torres Strait Islanders, CALD communities, people living on low and/or insufficient incomes, homeless people or those in housing stress, young and older people (particularly those included in the specific target groups), children, people with disabilities, people with mental illness, carers and LBTQI.

The objectives of the Activity Centres Policy, as outlined in **Clause 22.03 of the City of Darebin Planning Scheme** include encouraging a wide mix of activities, retaining and developing active street frontages, and encouraging a safe and accessible environment. In particular, the planning scheme encourages the development of Preston Central as a multi-functional centre, and Northland Shopping Centre as a regional centre for retail, entertainment and related uses. It also encourages the provision of a wide mix of uses, including venues providing for entertainment and leisure, in the Major Activity Centres.

Appendix 8: Key facts

Municipal

In the financial year 2012-2013:

- Total expenditure on EGM gambling was \$82,386,001.17
- There were 786 EGM attached entitlements and 986 EGM licences.
- Darebin was subject to a regional cap of 986 on the number of EGMs.
- The density of EGMs was 6.6 EGMs per 1,000 adults.
- There were 9,120 adults per venue.
- There were 14 venues, 10 of which were hotels and 4 of which were clubs.
- Expenditure per adult was \$695.
- Expenditure per attached EGM entitlement was \$105,623.08.
- Total expenditure in clubs was \$9,838,654.51. Total expenditure in hotels was \$72,547,346.66.
- Expenditure was highest in the Edwardes Lakes Hotel, Summerhill Hotel and Cramers Hotel.
- Expenditure per EGM entitlement was highest in the Cramers Hotel, Summerhill Hotel and Junction Hotel.

In the financial year 2012-2013, compared with the adjoining municipalities, metropolitan Melbourne and Victoria, Darebin had (refer to Table 1):

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- The second highest level of socio-disadvantage, total expenditure, expenditure per adult, number of EGM entitlements and number of gaming venues, with Whittlesea having the highest of all indicators;
- The highest density of EGMs;
- The third lowest number of adults per gaming venue; and
- A high concentration of EGMs located in hotels compared with clubs.

Table 1 –Key indicators of Darebin, adjoining municipalities, metropolitan Melbourne and Victoria, 2013

	SEIFA	Total Expenditure	Expenditure per adult	Density of EGMs per 1,000 adults	Number of EGM Entitlements	Number of gaming venues	Adults per venue
City of Darebin	990.32	\$82,386,001.17	\$695	6.6	786	14	9,120
City of Whittlesea	988.60	\$93,238,924.88	\$698	4.5	786	10	14,851
City of Banyule	1047.40	\$55,261,443.42	\$552	6.2	648	10	9,101
City of Yarra	1019.05	\$29,671,353.13	\$409	4.2	308	8	9,069
City of Moreland	998.06	\$63,669,829.73	\$504	5.7	721	15	8,423
Average Darebin and adjoining municipalities	1008.69	\$64,845,510	\$572	5.5	615	11.4	10,113
Average Metro	1,024.24	\$63,048,058.59	\$565	5.5	N/A	N/A	11,654
Average Victoria	N/A	N/A	\$436	5.8	N/A	N/A	8,904

Source: VCGLR

In this time period, Darebin was ranked high amongst metropolitan municipalities for socio-economic disadvantage, density of EGMs per 1,000 adults, total expenditure and expenditure per adult. It was however ranked relatively low for number of adults per venue (refer to Table 2).

Table 2 – Ranking of Darebin according to key gaming indicators, 2013

Indicator	Value	Ranking out of 31 metropolitan municipalities (1 being the highest and 31 being the lowest)
SEIFA index of disadvantage	990.32	6
Density of EGMs per 1,000 adults	6.63	8
Total expenditure	\$82,386,001.17	8
Expenditure per adult	\$694.86	10
Adults per venue	9,120.42	20

Source: VCGLR

The City of Darebin has consistently had the second highest expenditure on EGMs of all adjoining municipalities since 2007-08, with the City of Whittlesea having the highest.

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Between the financial years 2011-12 and 2012-13, expenditure in Darebin dropped, as it did across Victoria and a number of metropolitan municipalities, including those adjoining Darebin. This was as a result of the new licensing arrangements, which led to the removal of EGMs from the municipality (and in Victoria as a whole), and legislation that banned the presence of ATMs in gaming venues.

In Darebin expenditure has consistently been lower in clubs compared with hotels. Expenditure in hotels across Darebin represents a larger proportion of total expenditure than it does across Victoria. This is likely due to the fact that hotels make up a much more significant proportion of total venues (88%) compared with metropolitan Melbourne (75%) and Victoria (66%), and the fact that the average size (number of electronic gaming machines) in Darebin's hotels is larger (65) than hotels in metropolitan Melbourne (57) and Victoria (50). It may also be due to the location of Darebin's hotels in relation to shopping strips and shopping centres, and concentrations of disadvantage and the fact that Darebin's hotels have a relatively large number of EGMs.

Four of the venues in Darebin are located within 400m of another venue. These include the Fairfield and Alphington RSL and Grandview Hotel in Fairfield, and the Cramers Hotel and Darebin RSL in Preston West. Both clusters consist of one hotel and one club and are located within 400m of a shopping strip and a railway station. These factors enhance their potential to function as clusters of convenience gaming venues.

Total expenditure is typically higher in those venues which are both hotels and have a large number of EGMs. The large hotels and clubs, which are located in Preston and Reservoir, are the Reservoir Hotel, Summerhill Hotel, Olympic Hotel, Edwardes Lakes Hotel and Cramers Hotel. It is also higher where there is a cluster of gaming venues and where they function as convenience gaming venues.

In the years 2011/12 and 2012/13, expenditure in Darebin was highest in July and August and lowest in January and February. This may be attributable to the winter months during which people prefer to participate in entertainment and leisure activities that take place indoors and the end of the financial year at which time people receive tax refunds, bonuses or increases in their salaries.

i. Statistical local areas

Five of Darebin's venues are located in the southern statistical local area of Northcote. Nine of Darebin's venues are located in the northern statistical area of Preston. Although the Preston statistical local area represents just under two thirds of the total population, adults and number of venues, it has a significantly higher proportion of total expenditure than the Northcote statistical local area. It also has a higher expenditure per adult compared with Northcote and Darebin (\$694.86) (refer to Table 3).

This is due to the fact that the density of EGM entitlements per 1,000 adults is double that of the density in the Northcote statistical local area (refer to Table 3). It is noteworthy that this higher total expenditure, expenditure per adult and density of EGM entitlements per 1,000 adults in Preston is consistent with the higher level of socio-economic disadvantage in this statistical local area.

Table 3 – Analysis of key gaming data per statistical local area

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	Northcote	Preston	Darebin
SEIFA index of disadvantage	1046	966	990.22
Population (No. and % Darebin)	48,559 (35.6%)	87,916 (64.4%)	13,6475 (100%)
Adults (No. approximate and % Darebin)	41,000 (36.9%)	70,000 (63.1%)	111,000 (100%)
Number of venues (No. and % Darebin)	5 (35.7%)	9 (64.3%)	14 (100%)
EGM entitlements (No. and % Darebin)	225 (26.9%)	612 (73.1%)	837 (100%)
EGM licences* (No. and % Darebin)	297 (31%)	660 (69%)	957 (100%)
Difference between entitlements and EGMs (No. and % Darebin)	72 (60%)	48 (40%)	120 (100%)
Expenditure 2012/13 (\$ and % Darebin)	\$ 14,303,391.52 (17.4%)	\$ 68,082,609.65 (82.6%)	\$82,386,001.17 (100%)
Density of EGM licences per 1,000 adults	8.6	8.7	6.63
Expenditure per adult	\$ 348.86	\$972.61	\$694.86
Expenditure per person	\$294.56	\$774.41	\$603.67

Appendix 9: Feedback from the community

The following activities were carried out as part of the stakeholder engagement and community consultation process:

- Community Survey
- Telephone and personal interviews with the following stakeholders:
 - Marsh Risk Management
 - Victorian Local Governance Association (VLGA)
 - Victorian Responsible Gambling Foundation
 - Neighbourhood House Network including Reservoir Neighbourhood House, East Reservoir Neighbourhood renewal
 - Women's Health in the North
 - Preston Reservoir Adult Community Education
 - Darebin Community Legal Service
 - Alphington Community House
 - Victorian Aboriginal Community Services Association Ltd

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- The Multicultural Gamblers Help program (Centre for Ethnic Health)
- Summerhill Hotel
- Junction Hotel
- Australian Liquor and Hospitality Group
- Olympic Hotel
- Edwardes Lakes Hotel
- Reservoir RSL

The following feedback was received from the community and stakeholders during the engagement and consultation process.

Community survey

- 11.1% (n=22) of respondents to the community survey had used EGMs in the previous 12 months.
- 68.8% (n=11) of respondents to the community survey preferred to use EGMs locally.
- 63.5% (n= 127) of respondents to the community survey considered that the use of EGMs was harmful. These harms included debts and poverty, compromised health and alcohol and drug addiction.
- 70.9% of respondents to the community survey felt that their neighbourhood would be a better place without EGMs.
- Respondents to the community survey did not support the location of EGMs near other gaming venues, public transport, shopping centres and shopping strips, ATMs, public housing and schools and kindergartens.
- 77% (n=154) of respondents to the community survey felt that gaming venues should be restricted from advertising similar to the restrictions placed on tobacco products.
- 78% (n=156) of respondents to the community survey felt that Council should not allow more EGMs in the municipality.

Stakeholder engagement

The following feedback was received from stakeholders through personal and telephone interviews:

Who is most at risk?

- Females aged 30-45;
- Young males aged 19-25;
- Seniors;
- People experiencing social and economic disadvantage;
- No clear profile;
- Welfare recipients; and
- Pensioners.

Why do people develop gambling problems?

- They participate in EGMs for social reasons and then it becomes a chase;

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- Unemployment;
- Boredom;
- Loneliness; and
- Seeking to subsidise income.

What are the impacts of problem gambling?

- Breakdown in family and personal relationships;
- Mental health and wellbeing e.g. stress, frustration, anger, sadness;
- Economic stress;
- Spend too much time in gaming lounge; and
- Criminal activity including theft.

What strategies and actions are effective in preventing and addressing problem gambling?

- Awareness of and participation in Gambler's Help Services;
- There is little Council can do as it is an individual problem;
- Information and awareness as to the causes and impacts of problem gambling;
- Pre-commitment schemes;
- Enhancing partnerships with the gambling industry;
- Address impacts of online gambling;
- Initiatives that increase non-gaming activities in venues, including those that encourage a 'break in play';
- Evaluate effectiveness of strategies;
- Councils play an important role in managing EGMs; and
- Research existing and emerging trends in gambling expenditure, decision-making principles.

Appendix 10: Problem gambling

Problem gambling has been defined as³²:

..... Difficulties in limiting money and/or time spent on gambling, which leads to adverse consequences for the gambler, others, or for the community.

Participating in EGM gambling has been recognised as a significant risk factor which can contribute to developing problems with gambling. It is estimated that problem gamblers account for an average of 41% of total expenditure on EGMs³³. In Victoria, 64.1% of problem gamblers and 46.3% of moderate risk gamblers recorded their highest spend on EGMs compared to 16.8% for all Victorians³⁴. In particular, 91.0% of problem gamblers and 77.2% of moderate risk gamblers reported that their highest participation in gambling activities was on EGMs³⁵, and this contrasts with just 21.4% for all Victorian adults.

³² Victorian Auditor-General's Report (2010) 11:2 p3 cited from Neal, Delfabbro, & O'Neil, 2005; commissioned by the Ministerial Council on Gambling

³³ Australian Government Productivity Commission (2010) p5.1

³⁴ State Government of Victoria (2008) A p127

³⁵ State Government of Victoria (2008) Fact Sheet 8, page 2

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Problem gambling is associated with a number of social, economic and health harms. These include family breakdown, crime, mental and physical health issues, diversion of expenditure from other businesses and spending on essential household goods, and loss of employment. It has been estimated that these harms associated with problem gambling cost the Victorian community between \$1.5 billion and \$2.7 billion per year³⁶.

A person's vulnerability to problem gambling is determined by a number of interrelated social, health, economic and physical factors.

Key factors that increase the risk of problem gambling at an individual or community level are:

- The gambling product and environment - EGMs are used regularly by less than 5% of the adult population yet are the source of 62.2% of national gambling revenue and account for around 80% of presentations to counselling agencies³⁷.
- Physical and geographic availability determined by density, spatial distribution, accessibility, advertising and opening hours.
- Socio-economic determinants such as socio-economic status, age, occupation, age, gender, household structure, culture and ethnicity, health and wellbeing status, lifestyle behaviours and social inclusion.

The following features of the Darebin community as a whole increase the risk of problem gambling (relative to Greater Melbourne and the Northern Region of Victoria):

- Higher levels of socio-economic disadvantage;
- Higher proportions of people experiencing housing stress, renting social housing, unemployed;
- Lower household median incomes;
- Higher proportions of Aboriginal and Torres Strait Islanders, people with Chinese and Vietnamese ancestry, people not fluent in English;
- People living in group households, people living alone;
- Higher proportions of older people aged 60+ and young people aged 18-25;
- Higher proportions of people with a personal income in the medium lowest income quartile;
- Higher proportions of group households and lone person households;
- Lower health status with higher proportions of people experiencing compromised mental health and wellbeing, people who smoke and people experiencing substance abuse; and
- Slightly higher proportions of Aboriginal and Torres Strait Islanders, people employed as community or personal services, older people aged 60+.

In addition, an analysis of the community profile of the small areas in Darebin, relative to the broader Darebin community, illustrates that there are distinct pockets of vulnerability to

³⁶ Victorian Competition and Efficiency Commission (2010) p1

³⁷ Australian Government Productivity Commission (2010) p5.26

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problem gambling which are derived from the social, economic and cultural characteristics of these suburbs. These concentrations of vulnerability are particularly distinct in:

- Kingsbury (including Bundoora);
- Preston (East and West);
- Reservoir (Cheddar, Edwardes Lakes, Oakhill and Merrilands); and
- The Northland, Preston and Reservoir Activity Centres.

Appendix 11: Darebin's commitment to managing EGM gambling

Council has a statutory responsibility to safeguard and enhance the health and wellbeing status of its community. This involves a number of activities including advocacy, service delivery, regulation and planning, research, information dissemination and collaboration. In particular, Council is empowered through the planning legislation and planning provisions to manage the location of EGMs in the municipality, particularly in relation to groups which are most at risk of problem gambling.

Council acknowledges that participating in EGM gambling is a lawful form of entertainment that provides social, leisure and recreational opportunities to a large number of adults. It also acknowledges that the use of EGMs is harmless for those who are able to control the amount of time and money they spend on EGM gambling. It further acknowledges that EGM gambling is an important source of revenue that is used by both the venue operator and the State government to support the delivery of social and community activities and facilities to communities across Victoria and Darebin.

However, Council also recognises that the use of EGMs is closely associated with a range of social, health and economic harms that have a direct and indirect impact on the wellbeing of individuals, their families and the broader community. These harms are concentrated within groups that are particularly vulnerable to problem gambling due to their socio-economic circumstances, health status or cultural background.

Council is therefore committed to reducing the harmful effects of EGM gambling in Darebin. Council adopts a community wellbeing approach to problem gambling which encompasses a range of harm prevention and harm minimisation measures that focus on the social, economic and environmental determinants of problem gambling.

7.2 CAR AND PEDESTRIAN SAFETY AND MANAGEMENT ON CHEDDAR ROAD

Author: Senior Coordinator Transport Management

Reviewed By: Director Assets and Business Services

Report Background

This report has been prepared in response to a General Business item raised at the Council meeting held on 4 May 2015.

Previous Resolution

At its meeting held on 4 May 2015, Council resolved:

'That officers prepare a feasibility report on the following:

- (1) Advocating the reduction of the speed limit from 60 km/h to 40 km/h on Cheddar Road.*
- (2) Installing a more prominent pedestrian/ zebra crossing or set of traffic lights where the current school crossing is on the corner of Hickford St and Cheddar Road.*
- (3) Installing another pedestrian/ zebra crossing halfway between Hickford Street and Broadway possibly near a bus stop.'*

Briefing Date

This matter has not previously been to a Councillor Briefing.

Council Plan Goal/Endorsed Strategy

- Council Plan Goal 2 – Healthy and Connected Community
- Darebin Transport Strategy 2007-2027
- Safe Travel Strategy 2010-2015 and the Principle Pedestrian Network

Summary

This report assesses the feasibility of lowering the speed limit of Cheddar Road and improving crossing points between Broadway and Hickford Street with the key findings as follows:

1. The proposed reduction of the speed limit on Cheddar Road to 40km/h does not meet VicRoads' Speed Zoning Guidelines and therefore would not be approved by VicRoads who are responsible for setting speed limits. In line with objectives of the Darebin Transport Strategy to advocate for reduced speed limits, it is proposed to submit an application to VicRoads to reduce the speed limit to 50 km/h along Cheddar Road.
2. Based on collected data, the existing school crossing on Cheddar Road near Hickford Street does meet VicRoads guidelines for a pedestrian 'zebra' crossing. However, 'zebra' crossings are not suitable for speed limits above 50km/h. If Cheddar Road is successfully reduced to a 50km/h speed limit, it is proposed to submit an application to VicRoads for approval to upgrade the existing school crossing to a 'zebra' crossing (subject to the outcome of an independent safety assessment).

In addition, a number of improvements have been identified to assist in improving the prominence of the existing school crossing.

3. The potential for an additional Cheddar Road crossing point between Broadway and Hickford Street was assessed at Crookston Road and Purinuan Road. Both locations met VicRoads warrants for a zebra crossing without flashing lights, however, this is not a suitable treatment for Cheddar Road given that multiple lanes of traffic would need to be crossed in one movement and the associated risk to pedestrians who are crossing. Whilst neither location met VicRoads warrants for Pedestrian Operated Signals, Council could still consider implementing a signalised crossing point or full traffic signals (subject to VicRoads approval) at a location between Hickford Street and Broadway given that a zebra crossing is not an appropriate solution. The cost of such a treatment would need to be considered as part of future budget deliberations, and based on strategic need.
4. The potential Cheddar Road crossing points near Purinuan Road and Hickford Street will be further considered through the development of the Darebin Walking Strategy.

Recommendation

That Council resolve to:

- (1) Apply to VicRoads for a reduction of the Cheddar Road speed limit from 60km/h to 50km/h.
- (2) Subject to the successful reduction in speed limit on Cheddar Road to 50km/h, seek approval from VicRoads to upgrade the existing school crossing on Cheddar Road near Hickford Street to a zebra crossing and progress with maintenance works to improve the visibility of the existing school crossing in the interim.
- (3) Review and consider the need for additional or upgraded crossing facilities for Cheddar Road near Hickford Street and / or Purinuan Road as part of the Darebin Walking Strategy.

Introduction

Cheddar Road is a major local road (Council managed) that provides a north – south connection between High Street and Keon Parade in Reservoir. Between High Street and Hickford Street Cheddar Road consists of two lanes in each direction, separated by a wide central median. Between Hickford Street and Keon Parade, Cheddar Road is an undivided carriageway with one lane in each direction. The speed limit along the entire length of Cheddar Road is 60 km/h and it carries an average of 21,000 vehicles per day with an 85th percentile speed of 65.2km/h (July 2015 traffic counts between Purinuan Road and Rathcown Road/ Corvey Road).

The Maharishi School (Prep to Grade 6) is located approximately 250m east of Cheddar Road at the corner of Hickford Street and Dundee Street. Reservoir Views Primary School is located approximately 400 metres east of Cheddar Road at the corner of Hickford Street and Borrie Street.

The locations of these schools are shown in Figure 1 below. To assist students and parents to cross Cheddar Road, a two leg supervised school crossing is in place, five metres south of the roundabout at Hickford Street.

In addition, the Cheddar Road Shared Path is within the central median of Cheddar Road, between High Street and Hickford Street, and on the eastern side of Cheddar Road to the north of Hickford Street.

There are number of midblock pedestrian crossing points with kerb ramps to assist pedestrians cross to and from the Cheddar Road median between Broadway and Hickford Street. There are a number of pedestrian refuges along the section of Cheddar Road between Hickford Street and Keon Parade.

Cheddar Road forms part of bus route 556 (Epping Plaza-Northland) which operates northbound and southbound. Consequently, there are a number of bus stops on Cheddar Road.

Pedestrian safety across Cheddar Road continues to be a concern for local residents as identified in the 2015 Transport Survey with several requests for additional crossing points. In responding to the Council resolution, the investigation has been undertaken in three parts; traffic speed, upgrade of existing facilities and the potential for installing new facilities as per the Council resolution with the findings provided as follows.



Figure 1: Cheddar Road supervised school crossing and nearby schools

Issues and Discussion

Cheddar Road Speed Limit

Cheddar Road currently has a posted speed limit of 60 km/h along its entire length. Darebin's Transport Strategy recommends advocating for lower speeds limits where appropriate, with a focus on shopping precincts to improve safety.

VicRoads is responsible for managing all speed limits in Victoria. In order for Council to change speed limits on Darebin managed roads, an application needs to be submitted to VicRoads which justifies the reduction in speed limit.

An appraisal of a 40km/h or 50km/h speed limit on Cheddar Road in line with VicRoads guidelines has been summarised as follows with a more detailed assessment provided in **Appendix A**.

Investigation of a 40 km/h speed limit

The speed limit guidelines specify that 40 km/h speed limits can only be applied in the following situations:

- High pedestrian activity areas (such as shopping precincts)
- Roads that have school access points
- High risk remote school crossings (school crossings that are used by at least 20 children per hour that are assessed as posing a high risk to pedestrians and are located on a section of road that does not have a gate that is used by students to access the school)
- Networks of local urban streets where speeds greater than 40 km/h are unlikely.

As none of the above situations apply to Cheddar Road, a 40 km/h speed limit on Cheddar Road is not in line with VicRoads guidelines and would not be supported by VicRoads.

Consideration of a 50 km/h speed limit

Although not referred to in the Council Resolution, the possibility of reducing the speed limit of Cheddar Road to 50 km/h has been considered in this report.

In line with objectives of the Darebin Transport Strategy to advocate for reduced speed limits, it is proposed to submit an application to VicRoads to reduce the speed limit to 50 km/h along its entire length. This is consistent with the objectives of the Darebin Transport Strategy and would be consistent with our systematic approach of ensuring that all of our local roads have speed limits of 50km/h or less.

Cheddar Road Pedestrian Crossing Facilities

At present, pedestrian access across Cheddar Road between Broadway and Hickford Street is provided via a supervised school crossing 5 metres south of Hickford Street. In addition, a number of uncontrolled midblock crossing points (kerb ramps) are provided at most side streets to assist pedestrians crossing to and from the central median.

Pedestrian crossing facilities at two locations on Cheddar Road, near Hickford Street, and midway between Hickford Street and Broadway were considered in this report with the finding summarised in the next two sections of this report. A more detailed appraisal is provided in **Appendix B**.

It is noted that as Cheddar Road is a Council managed road without a history of collisions involving pedestrians, and funding for any modifications or new crossing facilities would need to be provided by Council.

Pedestrians Crossing Cheddar Road near Hickford Street

Background

There is an existing two leg supervised school crossing on Cheddar Road near Hickford Street to assist students and parents of Maharishi School and Reservoir Views Primary School to cross Cheddar Road. Hickford Street has been identified as a secondary pedestrian route in the Darebin Principle Pedestrian Network.

Assessment of existing crossing

Pedestrian counts were carried out at the school crossing during school start and finish times in June 2015 to quantify the number of pedestrians using the crossing. Eight and eleven children used the crossing in the morning and afternoon respectively with a combined total of approximately 1,400 vehicles travelling north and south through the crossing within the hour. These survey results are consistent with other historic counts undertaken at various times of the year.

Assessment of potential upgrade of crossing facilities

The various types of pedestrian road crossing facilities are considered below. Each of the treatments are classified as Major Traffic Control Devices and as such require the approval of VicRoads to permit installation.

Pedestrian 'zebra' Crossing without flashing lights

Cheddar Road meets the required pedestrian and vehicle volumes for a 'zebra' crossing without flashing lights. This treatment is not typically suited to high volume roads such as Cheddar Road or speed limits above 50km/h. However, if Cheddar Road had a speed limit of 50km/h, a 'zebra' crossing may be suitable in this location.

As discussed above, it is proposed to submit an application to VicRoads to reduce the speed limit to 50 km/h on Cheddar Road. If the application is successful, Cheddar Road will have a suitable speed limit for a 'zebra' crossing and Council will begin the design process for a zebra crossing at this location with the intention of seeking approval for its installation from VicRoads.

It is noted that as part of the design process and prior to seeking VicRoads approval, Council would commission an independent safety assessment to ensure that the treatment and design were appropriate. If the findings of the safety assessment are satisfactory, an application will be submitted to VicRoads for the upgrade of the existing school crossing to a 'zebra' crossing. If approved, construction of the 'zebra' crossing will be referred to future Council funding programs.

Pedestrian 'zebra' crossing with flashing lights

A 'zebra' crossing with flashing lights.

Pedestrian Operated Signals

Cheddar Road does not meet the pedestrian warrants for pedestrian operated signals and there have not been any pedestrian casualty crashes at the location in the past five years of available data.

Visibility of crossing

The visibility of the crossing has been reviewed as per the Council Resolution, with the following improvements identified to assist in improving the conspicuity of the crossing:

- Upgrade existing warning signage on each approach to the crossing by replacing the orange signs with fluro yellow signs.
- Replace the short flag-holding red and white school crossing post at the northbound crossing with a 1.8 metre post as per VicRoads standards.
- Reinstate a missing red and white school crossing post at the northbound crossing.

- Repaint all existing red and white school crossing posts.
- Repaint the school crossing line marking.

These measures could be implemented as an interim treatment prior to applications being made for a 50km/h speed limit and 'zebra' crossing.

Recommendation

Based on the above assessments, it is recommended that applications be submitted to VicRoads for a reduction of the Cheddar Road speed limit to 50km/h and the upgrade of the existing school crossing to a 'zebra' crossing.

In the interim it is recommended that upgrade works are carried out to improve the visibility of the school crossing.

Pedestrians Crossing Cheddar Road midway between Hickford Street and Broadway

Background

Pedestrian facilities in the form of paths and kerb ramps are provided at most side streets along Cheddar Road between Broadway and Hickford Street. Purinuan Road to the west of Cheddar Road has been identified as a primary pedestrian route in the Darebin Principle Pedestrian Network.

To assist in assessing the need for formalised pedestrian crossing facilities for Cheddar Road, vehicle and pedestrian surveys were conducted at Purinuan Road and Crookston Road based on Ruthven Railway Station being a key walking destination.

The survey results revealed 24 and 27 pedestrians crossed the northbound and southbound lanes of Cheddar Road respectively at Purinuan Road, and 21 and 16 pedestrians crossed the northbound and southbound lanes of Cheddar Road respectively at Crookston Road.

Assessment of potential upgrade of crossing facilities

The various types of pedestrian crossing facilities available for Cheddar Road at both Purinuan Road and Crookston Road are considered below. Each of the treatments are classified as Major Traffic Control Devices and as such require the approval of VicRoads to permit installation. For further detail of the assessment of pedestrian crossing facilities of Cheddar Road at Purinuan Road and Crookston Road, refer to **Appendix B**.

Pedestrian 'zebra' crossing without flashing lights

The peak pedestrian movements across Cheddar Road at Purinuan Road and Crookston Road meet the required pedestrian volumes for a pedestrian 'zebra' crossing without flashing lights. However, the current speed limit of Cheddar Road is above the suitable speed limit for this treatment. Furthermore, a zebra crossing is not considered an appropriate treatment for crossing multiple lanes of traffic in one movement as visibility of pedestrians is often obscured by traffic in the other lane and as such, this treatment would not be recommended even if the Cheddar Road speed limit were to be reduced to 50 km/h.

Pedestrian 'zebra' crossing with flashing lights

The peak pedestrian volumes at Purinuan and Crookston Roads do not meet the warrants for a pedestrian crossing with flashing lights. Furthermore, this is not considered a suitable treatment for crossing multiple lanes of traffic in one movement.

Pedestrian Operated Signals / Signalisation of the Intersection

The peak pedestrian volumes at Purinuan and Crookston Roads do not meet the warrants for Pedestrian Operated Signals. However, traffic signals could be considered at a location on Cheddar Road given that a 'zebra' crossing is not a suitable treatment.

Given the complexity of the intersection in order to achieve an acceptable outcome for pedestrians, the entire intersection would need to be signalised, resulting in significant financial requirements.

Recommendation

Based on the above, it is recommended that no formalised pedestrian crossing be implemented for Cheddar Road between Hickford Street and Broadway at this stage. The number of pedestrians crossing Cheddar Road at Purinuan Road should be monitored and the adequacy of crossing facilities reviewed and further considered as part of the Principle Pedestrian Network and Darebin Walking Strategy.

Options for Consideration

- Apply to VicRoads for approval to reduce the Cheddar Road speed limit from 60km/h to 50km/h.
- Apply to VicRoads for approval to upgrade the existing school crossing on Cheddar Road near Hickford Street to a zebra crossing subject to the speed limit of Cheddar Road being reduced to 50km/h (and subject to the outcome of an independent safety assessment).
- Progress with maintenance works to improve the visibility of the existing school crossing.
- Review and consider the need for additional or upgraded crossing facilities for Cheddar Road near Hickford Street and / or Purinuan Road as part of the Darebin Walking Strategy.

Financial and Resource Implications

The cost to modify or install any pedestrian crossing facilities would need to be borne by Council and would create maintenance demands after installation.

Risk Management

There are no risk management factors associated with this report.

Policy Implications**Economic Development**

There are no factors in this report which impact on economic development.

Environmental Sustainability

There are no factors in this report which impact on environmental sustainability.

Human Rights, Equity and Inclusion

There are no factors in this report which impact on human rights, equity and inclusion.

Other

This report considers the following:

- Darebin Transport Strategy 2007-2027
- Safe Travel Strategy 2010-2015
- Draft Principle Pedestrian Network

Future Actions

- Apply to VicRoads for approval to reduce the speed limit of Cheddar Road from 60km/h to 50km/h.
- Apply to VicRoads for approval to upgrade the existing school crossing near Hickford Street to a 'zebra' crossing if the speed limit of Cheddar Road subject to the speed limit being reduced to 50km/h.
- Consider the upgrade of the existing school crossing to a 'zebra' crossing in future Council funding programs, if approved by VicRoads.
- Review Cheddar Road crossing points near Hickford Street and Purinuan Road through the development of the Darebin Walking Strategy.

Consultation and Advocacy

- Team Leader Transport Strategy
- Team Leader Transport Engineering
- Safe Travel Officer

Related Documents

- VicRoads supplement to Austroads Guide to Traffic Management Part 6 (Intersections, Interchanges and Crossings)
- VicRoads Speed Zoning Guidelines
- Darebin Transport Strategy 2007-2027
- Safe Travel Strategy 2010-2015
- Council Minutes – 4 May 2015

Disclosure of Interest

Section 80C of the *Local Government Act 1989* requires members of Council staff and persons engaged under contract to provide advice to Council to disclose any direct or indirect interest in a matter to which the advice relates.

The Officer reviewing this report, having made enquiries with relevant members of staff, reports that no disclosable interests have been raised in relation to this report.

Cheddar Road Speed Limit

Cheddar Road currently has a posted speed limit of 60 km/h along its entire length. Darebin's Transport Strategy recommends advocating for lower speeds limits where appropriate, with a focus on shopping precincts to improve safety.

VicRoads is responsible for managing all speed limits in Victoria. In order for Council to change speed limits on Darebin managed roads, an application needs to be submitted to VicRoads which justifies the reduction in speed limit.

An appraisal of a 40km/h or 50km/h speed limit on Cheddar Road in line with VicRoads guidelines has been undertaken as follows.

Investigation for a speed limit reduction to 40 km/h

The speed limit guidelines specify that 40 km/h speed limits can only be applied in the following situations:

High pedestrian activity areas (such as shopping precincts)

While there is some pedestrian activity along Cheddar Road due to the Cheddar Road Shared Path which encourages walking and cycling, there is not a sufficiently high intensity of pedestrian activity in the area to justify defining it as a 40 km/h 'pedestrian activity area', when compared to shopping strips such as Broadway where a driver would expect to encounter a pedestrian on nearly every trip.

Roads that have school access points

Although Cheddar Road is near Maharishi School and Reservoir Views Primary School, neither of these schools have access points located directly on Cheddar Road. Therefore, Cheddar Road is not eligible for a 40 km/h school zone speed limit, unless it is considered a high risk 'remote' school crossing as assessed against VicRoads criteria.

High risk remote school crossings (school crossings that are used by at least 20 children per hour that are assessed as posing a high risk to pedestrians and are located on a section of road that does not have a gate that is used by students to access the school)

VicRoads' remote school crossing assessment calculates a risk rating based on factors such as traffic speed and volumes, the proportion of heavy vehicles and the number of children using the crossing. Although the Cheddar Road school crossing does not meet the minimum number of school children per hour, the risk rating for the crossing was still calculated to confirm the speed limit along Cheddar Road could not be reduced on this basis.

The calculated risk rating for the Cheddar Road school crossing as a 'remote' school crossing is 3.6 with the minimum rating for a location to be considered for a speed limit reduction to 40 km/h being 80. Therefore, the Cheddar Road school crossing is not eligible for a 40 km/h school zone as a remote school crossing.

Further to the above, a 40 km/h school zone in the vicinity of the Cheddar Road school crossing may not provide a significant safety benefit as vehicles are generally already travelling less than 40 km/h as they approach or depart the roundabout at Hickford Street where the school crossing is located.

Networks of local urban streets where speeds greater than 40 km/h are unlikely

As Cheddar Road has an 85th percentile speed of 65.2km/h, this indicates that the current road environment does not currently limit vehicle speeds to less than 40km/h.

As none of the above situations apply to Cheddar Road, a 40 km/h speed limit on Cheddar Road is not in line with VicRoads guidelines and would not be supported by VicRoads.

Cheddar Road Pedestrian Crossing Facilities

Background and Strategic Need

Cheddar Road between Broadway and Hickford Street provides a supervised school crossing 5 metres south of Hickford Street, and a number of midblock crossing points with kerb ramps at most side streets to assist pedestrians crossing to and from the central median.

Council's Safe Travel Strategy includes an action to *provide safe road crossing points*. The upgrade of existing crossing points or providing additional crossing points on Cheddar Road would assist in achieving this objective.

Council is currently preparing the Darebin Walking Strategy and has mapped Darebin's Principle Pedestrian Network (PPN) to better understand pedestrian movements and future trends of walking activity. A PPN is a designated network of routes in a given area which support walking trips into and around key destinations such as activity centres, schools, and transport nodes. The PPN will inform the Darebin Walking Strategy and assist council in identifying gaps in the network, physical barriers to walking, prioritising works and setting a long term plan for the infrastructure and operational requirements to support people walking in Darebin. This will include identifying those sites where the PPN intersects with roads that carry high levels of traffic and prioritise the provision of suitable road crossing facilities.

The PPN identifies the route from Ruthven Railway Station to Cheddar Road along Purinuan Road as a Primary Pedestrian Route. On-site investigations have identified, Crookston Road as an alternative pedestrian route from Ruthven Station to Cheddar Road. Hickford Street is identified as a Secondary Pedestrian Route. Refer to Figure 1 for the PPN routes for the Cheddar Road area.

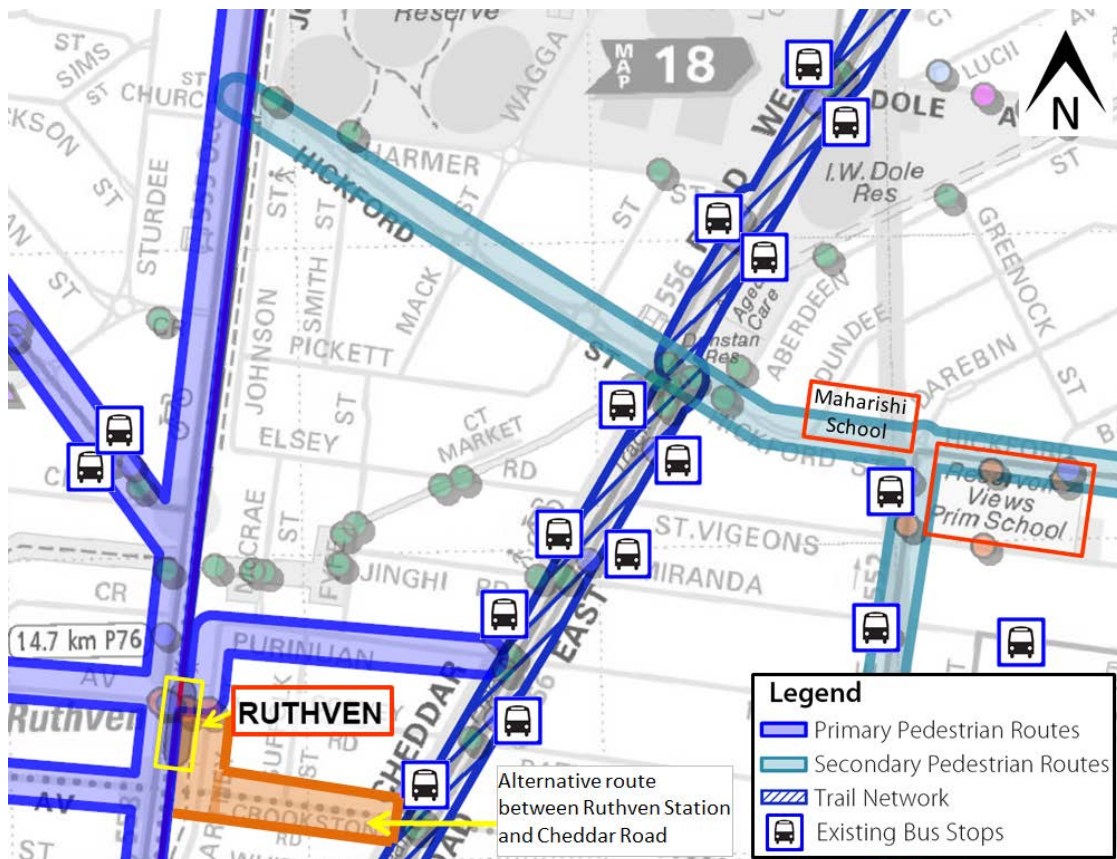


Figure 2: PPN routes in the vicinity of Cheddar Road

A review of the most recent available crash data for the past five years revealed that there have not been any casualty crashes involving pedestrians crossing Cheddar Road between Hickford Street and Broadway during that time. Therefore, crash patterns will not inform the location on Cheddar Road that may be prioritised for new or upgraded crossing facilities.

Pedestrian crossing facilities at two locations on Cheddar Road, near Hickford Street, and midway between Hickford Street and Broadway are considered in the next two sections of this report. It is to be noted that as Cheddar Road is a Council managed road without a history of collisions involving pedestrians, any modifications or new crossing facilities would need to be funded by Council.

Pedestrians Crossing Cheddar Road near Hickford Street

Background

There is an existing two leg supervised school crossing on Cheddar Road near Hickford Street to assist students and parents of Maharishi School and Reservoir Views Primary School to cross Cheddar Road. The crossing in this location is also used by other pedestrians and cyclists to access the Cheddar Road Shared Path from both sides of Cheddar Road. The central median of Cheddar Road allows pedestrians to cross one lane of traffic at a time, which is safer and more convenient than crossing two lanes.

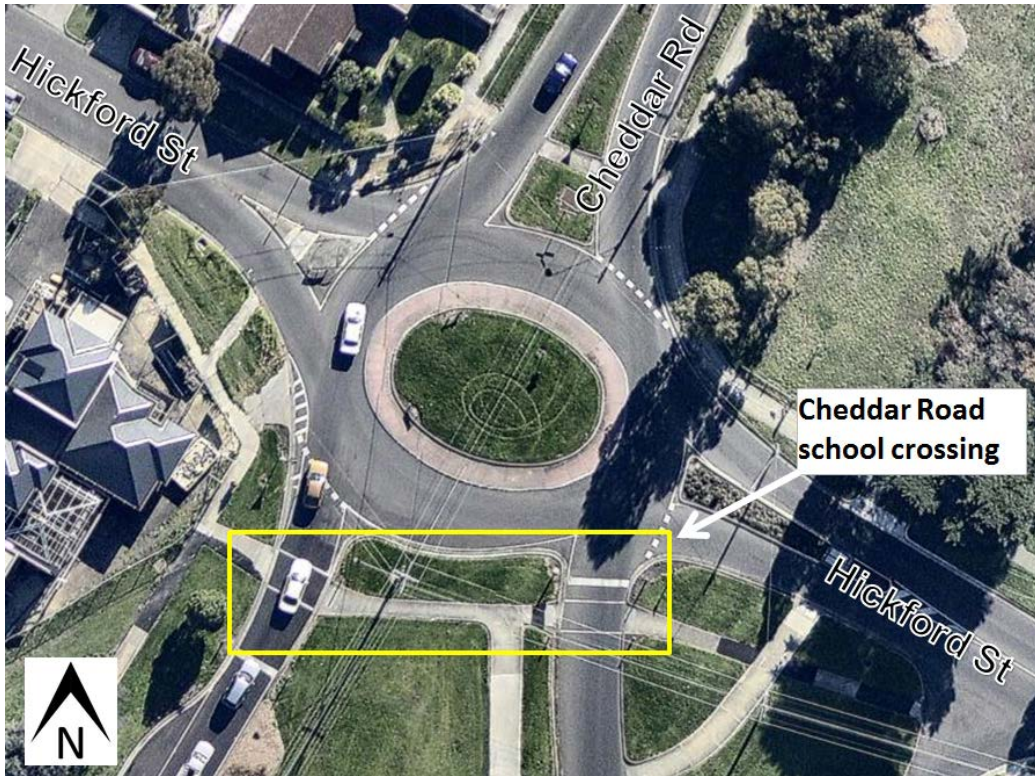


Figure 2: Cheddar Road school crossing



Figure 3: Cheddar Road school crossing (northbound)



Figure 4: Cheddar Road school crossing (southbound)

Previous work completed considering safety

A Travel to School Audit was carried out for Reservoir Views Primary School in May 2012. The purpose of the audit was to identify any safety issues or other issues that may discourage children from walking or riding to school. The audit found Cheddar Road is one of the key walking to school routes and identified needing to cross Cheddar Road as a potential barrier for children who live to the west of Cheddar Road to walk to school.

The audit recommended improving the roundabout at Hickford Street and Cheddar Road for pedestrians (not just school children) and suggested potential treatment options such as a raised school crossing, a pedestrian 'zebra' crossing, Pedestrian Operated Signals or signalisation of the whole intersection. However, it was beyond the scope of the audit to consider the suitability of the recommended treatment, the priority of treating this location compared to other schools and pedestrian areas within Darebin, the cost of treatments, funding method of each treatment or the number of students crossing at this location. The recommendations of the audit were assessed and none of the suggested treatments were considered warranted or appropriate as summarised below:

- Raised school crossing
 - There is a low number of students using the crossing relative to other schools and locations, including locations which are yet to have a school crossing installed.
 - Traffic management devices such as speed humps or raised crossings are generally not suited to roads with bus routes or high traffic volumes such as Cheddar Road.
 - Most vehicles are already travelling slowly due to the proximity of the crossing to the roundabout.
 - There have not been any recorded casualty crashes involving pedestrians crossing Cheddar Road at this location.

- Pedestrian 'zebra' crossing and Pedestrian Operated Signals are not considered to be warranted using VicRoads Traffic Engineering Manual, as discussed in detail later in this section.
- Signalising the entire intersection:
 - Signalising the entire intersection would come at a substantial cost and would be unlikely to benefit a significant number of pedestrians as it is not particularly highly used crossing point.
 - Most vehicles are already travelling slowly due to the proximity of the crossing to the roundabout.
 - Pedestrians are currently only required to cross one lane of traffic at a time which already reduces the risk to pedestrians.
 - There have not been any casualty crashes recorded in the latest five years of available data involving pedestrians crossing Cheddar Road at this location. There have been four recorded vehicle casualty crashes in the same period, with further investigation required to determine whether signalisation of the intersection would have assisted in avoiding these crashes.

A safety audit was also undertaken of the northern section of the Great Northern Bikeway Shared Path (between Tunaley Parade, Reservoir and Murray Road, Preston) in 2014/2015, which included the Cheddar Road Shared Path. The audit did not identify any safety issues associated with path users crossing to/from the median of Cheddar Road to/from the eastern side of Cheddar Road, as only one Cheddar Road traffic lane must be crossed and generally vehicles are travelling relatively slowly on their departure from the roundabout.

Assessment of existing crossing

Pedestrian counts were carried out at the school crossing during school start and finish time in June 2015 to quantify the number of pedestrians using the crossing. The results from the counts are summarised in Table 1 on the following page.

Morning					Afternoon				
Time	Adults	Children	N/B veh	S/B veh	Time	Adults	Children	N/B veh	S/B veh
8:15- 8:30	0	1	101	252	3:00- 3:15	3	1	174	190
8:30- 8:45	4	3	120	249	3:15- 3:30	5	2	181	185
8:45- 9:00	6	3	127	211	3:30- 3:45	6	8	181	151
9:00- 9:15	2	1	120	167	3:45- 4:00	2	0	181	141
Total	12	8	468	879	Total	16	11	717	667
	20		1347			27		1384	

Table 1: Cheddar Road school crossing pedestrian and vehicle data

Observations during counts:

- There was only one child that crossed while not accompanied by an adult in the each of the morning and afternoon counts. On both occasions the child was in their late years of high school.
- Many of the adults that crossed were pedestrians and cyclists going to/from the Cheddar Road Shared Path to/from either side of Cheddar Road rather than to Maharishi School or Reservoir Views Primary School. These pedestrians and cyclists did not necessarily need the school crossing to cross Cheddar Road safely as there tends to be gaps in the Cheddar Road traffic flow which enables crossing.
- The number of children using the crossing is increased by children younger than primary school age who are accompanying their parent to pick up/ drop off a sibling at the school then use the crossing again when returning in the opposite direction later within the crossing time of operation.
- The times that the counts were conducted are most likely the peak time for pedestrian movements including school children and parents, people walking home from work and people walking and cycling for recreation on the Cheddar Road Shared Path.
- The crossing appears to operate safely with the crossing supervisor waiting for a suitable gap in the traffic before stepping onto the road, ensuring that they have been noticed by drivers and vehicles have stopped before allowing pedestrians to cross the road.

- Vehicles are generally travelling reasonably slowly on the approach to the roundabout which assists with safety and reduces the braking distance required for vehicles to stop once the supervisor steps on to the road.
- Pedestrians are only required to cross one traffic lane at a time which is safer and more convenient than crossing two lanes.

Assessment of potential upgrade of crossing facilities

The Council Resolution requests the investigation of a more prominent crossing facility. VicRoads supplement to Austroads Guide to Traffic Management Part 6 (Intersections, Interchanges and Crossings) provides general guidelines for various pedestrian road crossing facilities, each of which are considered below. Each of the treatments are classified as Major Traffic Control Devices and as such require the approval of VicRoads to permit installation.

The times that the school crossing counts were conducted are most likely the peak time for pedestrian movements including school children and parents, people walking home from work and people walking and cycling for recreation on the Cheddar Road Shared Path. Therefore, the pedestrian and traffic volumes recorded during the survey at the school crossing (refer to Table 1) were used for assessing the different types of potential pedestrian facilities.

Pedestrian 'zebra' crossing without flashing lights

General guidelines for Pedestrian 'zebra' Crossings are as follows:

- Pedestrian volumes of 20 or more per hour, and
- Vehicle volumes of 200 or more per hour, and
- Speed limit of 50 km/h or less.
- Not suitable for crossing more than one lane in each direction in one movement.

Cheddar Road meets the required pedestrian and vehicle volumes for a 'zebra' crossing without flashing lights. This treatment is not typically suited to high volume roads such as Cheddar Road or speed limits above 50km/h. However, if Cheddar Road had a speed limit of 50km/h, given that vehicles are generally travelling reasonably slowly in the vicinity of the roundabout, a 'zebra' crossing may be suitable in this location.

As discussed in the Council report and Appendix A, it is proposed to submit an application to VicRoads to reduce the speed limit on Cheddar Road to 50 km/h. If the application is successful, Cheddar Road will have a suitable speed limit for a 'zebra' crossing and it is proposed to commission an independent safety assessment of a potential 'zebra' crossing at this location. If the findings of the safety assessment are satisfactory, an application will be submitted to VicRoads for the upgrade of the existing school crossing to a 'zebra' crossing. If approved, construction of the 'zebra' crossing will be referred to future Council funding programs.

Pedestrian 'zebra' Crossing with flashing lights

General warrants for Pedestrian 'zebra' Crossing with flashing lights are as follows:

- Pedestrian volumes of 60 or more per hour, and
- Vehicle volumes of 500 or more per hour.
- Suitable for lower traffic speeds and frequent pedestrian movements.
- Not suitable for crossing more than one lane in each direction in one movement.

Cheddar Road does not have the required number of pedestrians to warrant a zebra crossing with flashing lights.

Pedestrian Operated Signals

General warrants for Pedestrian Operated Signals are as follows:

- Pedestrian volumes of 100 or more per hour, and
- Vehicle volumes of 500 or more per hour per carriageway.
- May be considered where a pedestrian 'zebra' crossing is warranted but not appropriate.
- Where there have been two or more pedestrian casualty crashes in the last 3 years.

While Cheddar Road meets the required vehicle volumes, it does not meet the required number of pedestrians. Notwithstanding, Pedestrian Operated Signals can be a suitable treatment where pedestrian 'zebra' crossings are warranted but not appropriate for a particular location. However, there is a relatively low number of pedestrians crossing Cheddar Road in this location and signals may not provide sufficient benefit to justify the capital cost of installing the signals. In addition, there have not been any pedestrian casualty crashes at the location in the past five years of available data.

Where the crossing is primarily intended for use by school children, pedestrian operated signals may be appropriate where:

- The number of children crossing the road exceeds 50 per hour; and
- The number of vehicles exceeds 500 per hour; and
- Product of children multiplied by vehicles 25,000 or more for primary school children.

Cheddar Road doesn't meet the number of children or the product of children multiplied by vehicles ($11 \times 1384 = 15,224$) for pedestrian operated signals intended for use of school children. On this basis, pedestrian operated signals are not recommended at this location.

Visibility of crossing

As an interim measure prior to the submission of applications for a 50km/h speed limit and 'zebra' crossing, the visibility of the crossing has been reviewed as per the Council Resolution, with the following improvements identified to assist in improving the conspicuity of the crossing:

- Upgrade existing warning signage on each approach to the crossing by replacing the orange signs with fluoro yellow signs.
- Replace the short flag-holding red and white school crossing post at the northbound crossing with a 1.8 metre post as per VicRoads standards.
- Reinstate a missing red and white school crossing post at the northbound crossing.
- Repaint all existing red and white school crossing posts.
- Repaint the school crossing linemarking.

Recommendation

Based on the above assessments, it is recommended that applications be submitted to VicRoads for a reduction of the Cheddar Road speed limit to 50km/h and the upgrade of the existing school crossing to a 'zebra' crossing, subject to the outcome of an independent safety assessment.

In the interim it is recommended that upgrade works are carried out to improve the visibility of the school crossing.

Pedestrians Crossing Cheddar Road midway between Hickford Street and Broadway

Pedestrian facilities in the form of paths and kerb ramps are provided at most side streets along Cheddar Road between Broadway and Hickford Street.

To assist in assessing the need for formalised pedestrian crossing facilities for Cheddar Road, vehicle and pedestrian surveys were conducted at Purinuan Road and Crookston Road. The data was collected for a 12 hour period between 7am and 7pm on a weekday in July 2015 and included the northbound and southbound lanes of Cheddar Road and the number of pedestrians crossing at the two locations along Cheddar Road. The locations were selected based on Purinuan Road being identified as a Primary Pedestrian Route in the PPN (refer to Figure 1 above), and Crookston Road as a potential alternative route between Ruthven Station and Cheddar Road.

VicRoads guidelines state that each elderly pedestrian and unaccompanied child are to be counted as two pedestrians. The results for each location for the 12 hour period are summarised in Table 2 and 3 below with the increased number of pedestrians accounting for elderly and children indicated in brackets:

Period	Pedestrians crossing Cheddar Rd northbound lanes near Crookston Rd	Northbound vehicles	Pedestrians crossing Cheddar Rd southbound lanes near Crookston Rd	Southbound vehicles
7:00-19:00	114 (133 with elderly and unaccompanied children counted as two pedestrians)	7,211	75 (86 with elderly and unaccompanied children counted as two pedestrians)	9,929
Pedestrian AM peak hour	18 (21)	402	14 (16)	1,151
Pedestrian PM peak hour	14 (17)	814	11 (14)	780

Table 2: Cheddar Road at Crookston Road pedestrian and vehicle data

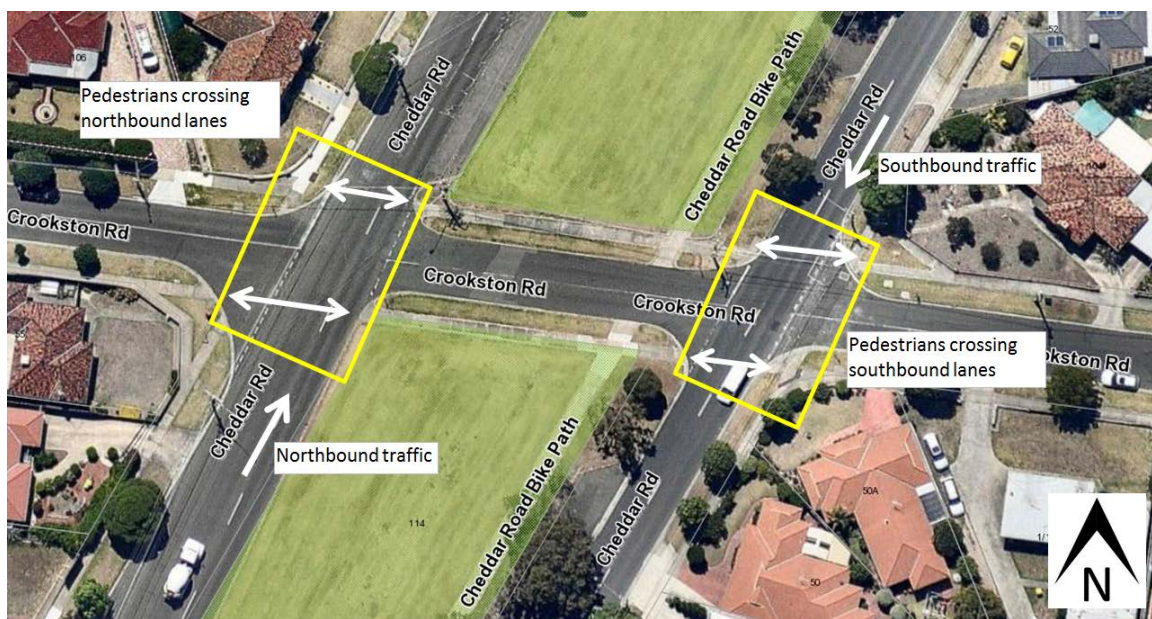


Figure 5: Pedestrian movements at Cheddar Road and Crookston Road

Period	Pedestrians crossing Cheddar Rd northbound lanes near Purinuan Rd	Northbound vehicles	Pedestrians crossing Cheddar Rd southbound lanes near Purinuan Rd	Southbound vehicles
7:00-19:00	111 (132 with elderly and children counted as two pedestrians)	7,211	86 (99 with elderly and children counted as two pedestrians)	9,929
Pedestrian AM peak hour	19 (24)	436	20 (27)	1,255
Pedestrian PM peak hour	19 (23)	507	13 (15)	716

Table 3: Cheddar Road at Purinuan Road pedestrian and vehicle data

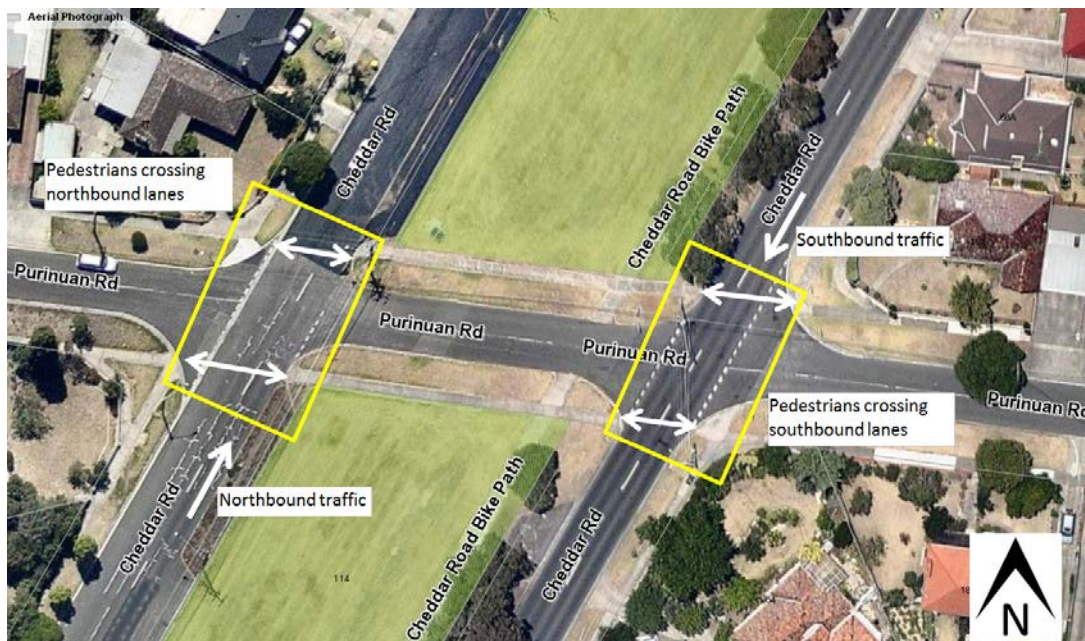


Figure 6: Pedestrian movements at Cheddar Road and Purinuan Road

The results in Tables 2 and 3 above were used to assess the various types of pedestrian crossing facilities, each of which are discussed below.

Pedestrian 'zebra' crossing without flashing lights:

The peak pedestrian movements across Cheddar Road at Purinuan Road and Crookston Road meet the required pedestrian volumes for a pedestrian 'zebra' crossing without flashing lights. However, the current speed limit of Cheddar Road is above the suitable speed limit for this treatment and a zebra crossing is not an appropriate treatment for crossing multiple lanes of traffic in one movement (even if the speed limit on Cheddar Road is successfully reduced to 50 km/h).

Consideration could potentially be given to reducing Cheddar Road between Hickford Street and Broadway to one traffic lane in each direction, resulting in pedestrians only needing to cross one lane at a time and Cheddar Road being easier to cross, thereby creating an environment may be suited to a 'zebra' crossing.

Pedestrian 'zebra' crossing with flashing lights:

The peak pedestrian volumes at Purinuan and Crookston Roads do not meet the warrants for a pedestrian crossing with flashing lights. In addition, pedestrian crossings with flashing lights should only be implemented where traffic speeds are lower, where pedestrians using the crossing would not be unexpected or infrequent such as within a shopping precinct and are not a suitable treatment for crossing multiple lanes of traffic in one movement.

Pedestrian Operated Signals:

The peak pedestrian volumes at Purinuan and Crookston Roads do not meet the warrants for Pedestrian Operated Signals. However, Pedestrian Operated Signals can be a suitable treatment where pedestrian 'zebra' crossings are warranted but not appropriate. Therefore, traffic signals could be considered at a location of Cheddar Road.

To minimise conflict points with vehicles and maximise safety, Pedestrian Operated Signals would have to be arranged in a 'dog leg' manner (refer to Figure 7 below). This is not considered an acceptable outcome for pedestrians, and therefore the entire intersection would need to be signalised, resulting in significant financial requirements for Council.



Figure 7: Required 'dog leg' arrangement of Pedestrian Operated Signals at Cheddar Road and a side road

Given that there is a relatively low number of pedestrians crossing Cheddar Road at midblock locations, and there have not been any pedestrian casualty crashes at the location in the past five years of available data, traffic signals are not considered to be warranted, and may not provide sufficient benefit to justify the capital cost of installing the signals.

Recommendation

Based on the above, it is recommended that no formalised pedestrian crossing be implemented for Cheddar Road between Hickford Street and Broadway at this time. The number of pedestrians crossing Cheddar Road at Purinuan Road should be monitored and the adequacy of crossing facilities reviewed and further considered through the development of the Darebin Walking Strategy.

8. NOTICES OF MOTION

8.1 CONDUCT OF 2016 LOCAL GOVERNMENT ELECTIONS

NOTICE OF MOTION NO. 261 CR. TRENT MCCARTHY

Take notice that at the Ordinary meeting to be held on 1 February 2016, it is my intention to move:

THAT:

- (1) In accordance with section 41A(2A) of the Local Government Act 1989, Council will conduct its 2016 General Election using the 'attendance' method, which includes a polling day of voters on the fourth Saturday in October.*
- (2) Council writes to all Darebin primary and secondary school councils and fundraising committees advising them of this change and outlining the advantages of conducting local fundraising activities in conjunction with Council's Election Day.*
- (3) Council receives a report in April on capacity building and in-kind support that can be provided to local schools to improve their fundraising opportunities on Council's Election Day.*

Notice Received: 11 January 2016

Notice Given to Councillors: 25 January 2016

Date of Meeting: 1 February 2016

9. URGENT BUSINESS

10. GENERAL BUSINESS

Nil

11. REPORTS OF STANDING COMMITTEES

11.1 AUDIT COMMITTEE

The Audit Committee is an Advisory Committee appointed, pursuant to section 139 of the *Local Government Act 1989*, to assist Council in fulfilling its responsibilities relating to internal control mechanisms and external reporting requirements.

A meeting of the Audit Committee was held on 5 December 2015. A summary report of the meeting is attached as **Appendix A** to this report. The minutes of the meeting, incorporating the reports considered by the Committee, have been circulated to Councillors.

Recommendation

THAT the Report of the Audit Committee meeting held on 5 December 2015 be received and the Committee Recommendations be adopted.

12. RECORDS OF ASSEMBLIES OF COUNCILLORS

12.1 ASSEMBLIES OF COUNCILLORS HELD

An Assembly of Councillors is defined in section 3 of the *Local Government Act 1989* to include Advisory Committees of Council if at least one Councillor is present or, a planned or scheduled meeting attended by at least half of the Councillors and one Council Officer that considers matters intended or likely to be the subject of a Council decision.

Written records of Assemblies of Councillors must be kept and include the names of all Councillors and members of Council staff attending, the matters considered, any conflict of interest disclosures made by a Councillor attending, and whether a Councillor who has disclosed a conflict of interest leaves the assembly.

Pursuant to section 80A (2) of the Act, these records must be, as soon as practicable, reported at an ordinary meeting of the Council and incorporated in the minutes of that meeting.

An Assembly of Councillors record was kept for:

- Councillor Briefing Session – 7 December 2015
- Darebin Aboriginal Advisory Committee – 9 December 2015
- Darebin Active and Healthy Ageing Board – 10 December 2015
- Councillor Briefing Session – 14 December 2015
- Darebin Environmental Reference Group – 15 December 2015
- Darebin Interfaith Council – 21 December 2015

Recommendation

THAT the record of the Assembly of Councillors held on 7, 9, 10, 14, 15 and 21 December 2015 and January 2016 be noted and incorporated in the minutes of this meeting.



ASSEMBLY DETAILS:	Title:	Councillor Briefing Session
	Date:	Monday 7 December 2015
	Location:	Function Room, Darebin Civic Centre
PRESENT:	Councillors:	Cr. Vince Fontana (Mayor), Cr. Oliver Walsh (Deputy Mayor), Cr. Steven Tsitas, Cr. Gaetano Greco, Cr. Bo Li, Cr. Trent McCarthy, Cr. Julie Williams, Cr. Tim Laurence.
	Council Staff:	Rasiah Dev, Steve Hamilton, Jacinta Stevens, Gavin Cator, Katrina Knox, Darren Rudd, Patti Wenn, Dave Bell (from 6.05 pm to 6.09 pm).
	Other:	
APOLOGIES:		Cr. Angela Villella.

The Assembly commenced at 5.55 pm

MATTERS CONSIDERED		DISCLOSURES AND COMMENTS
1	1 Bower Street (Verbal)	No disclosures were made.
2	Council Agenda Item 7.5 - Right of Way (Road) Discontinuance Rear 92 and 94 Miller Street and Adjacent 2 Mitchell Street, Preston. (Verbal)	No disclosures were made.
3	Beavers Road (Verbal)	No disclosures were made.
4	Confidential Item (Verbal)	No disclosures were made. Cr. Tsitas absent 6.25 pm to 6.40 pm
5	Leasing of Sullivan Reserve Stadium (Verbal)	Cr. Laurence disclosed an interest due to a family member living in proximity to the stadium. Cr. Laurence left the meeting at 6.30 pm
6	Outdoor Cinema (Verbal)	No disclosures were made Cr. Greco left the meeting at 6.46 pm

The Assembly concluded at 6.50 pm

RECORD COMPLETED BY:	Officer Name:	Katrina Knox
	Officer Title:	Director Community Development



ASSEMBLY DETAILS:	Title:	Darebin Aboriginal Advisory Committee
	Date:	Wednesday 9 December 2015
	Location:	Council Chambers, 350 High Street, Preston
PRESENT:	Councillors:	Cr. Vince Fontana (Mayor), Cr. Gaetano Greco
	Council Staff:	Mandy Bathgate, Stuart McFarlane, Jenaya Katsomontis (Trainee)
	Other:	Members of the Darebin Aboriginal Advisory Committee
APOLOGIES:		Alan Brown

The Assembly commenced at 4.00 pm

MATTERS CONSIDERED		DISCLOSURES AND COMMENTS
1	DECC proposed Victims Of Genocide Monument	No disclosures were made
2	SEIMA 3KND Radio relocation	No disclosures were made
3	Updates from actions arising from previous minutes <ul style="list-style-type: none"> Aboriginal Employment Strategy Aboriginal Employment officer DATSICC and Section 86 HACC Role Batman Park and Batman Electorate renaming VLGA Oxfam Strait talk Aboriginal Women in council workshops 	No disclosures were made
4	General Business <ul style="list-style-type: none"> Treaty- what does this mean at a local level Indigenous Advancement Strategy (IAS) 	No disclosures were made
5	Meeting Close	No disclosures were made

The Assembly concluded at 6.00 pm

RECORD COMPLETED BY:	Officer Name:	Stuart McFarlane
	Officer Title:	Aboriginal Contact Officer



ASSEMBLY OF COUNCILLORS PUBLIC RECORD

ASSEMBLY DETAILS:	Title:	Active and Healthy Ageing Board
	Date:	Thursday 10 December 2015
	Location:	Conference Room, Darebin Preston Offices
PRESENT:	Councillors:	Cr. Gaetano Greco
	Council Staff:	Bridget Monro-Hobbs, Gillian Damonze, Fionnuala Spillane and Mitchell Bowden
	Other:	Community representatives
APOLOGIES:		Cr. Julie Williams

The Assembly commenced at 5.00 pm

MATTERS CONSIDERED		DISCLOSURES AND COMMENTS
1	Present and apologies	No disclosures were made. Cr. Greco advised he would need to leave the meeting at 5.50pm to attend another meeting.
2	Matters arising from previous minutes	No disclosures were made.
3	NDIS and Aged Care Reforms	No disclosures were made. Cr. Greco left the meeting at 5.50pm and did not return.
4	AHAB Work plan Activities and 2016 priorities	No disclosures were made.
5	Recruitment of new members	No disclosures were made.
6	Close	No disclosures were made.

The Assembly concluded at 6.30 pm

RECORD COMPLETED BY:	Officer Name:	Mitchell Bowden
	Officer Title:	Marketing and Community Engagement Officer



ASSEMBLY OF COUNCILLORS PUBLIC RECORD

ASSEMBLY DETAILS:	Title:	Councillor Briefing Session
	Date:	Monday 14 December 2015
	Location:	Function Room, Darebin Civic Centre
PRESENT:	Councillors:	Cr. Vince Fontana (Mayor), Cr. Oliver Walsh (Deputy Mayor – from 6.05 pm), Cr. Steven Tsitas, Cr. Gaetano Greco, Cr. Bo Li, Cr. Trent McCarthy, Cr. Tim Laurence.
	Council Staff:	Rasiah Dev, Jacinta Stevens, Katrina Knox, Patti Wenn, Jim Barrett, Bridget Monro-Hobbs (from 5.50 pm to 6.20 pm), Peter Rollis from 6.32 pm.
	Other:	
APOLOGIES:		Cr. Julie Williams, Cr. Angela Villella.

The Assembly commenced at 5.50 pm

MATTERS CONSIDERED		DISCLOSURES AND COMMENTS
1	Pokies in Darebin	No disclosures were made. Cr. Tsitas absent from 5.50 pm to 6.00 pm
2	Darebin's Sporting History	No disclosures were made.
3	Status Report on Reports Outstanding as at October and November 2015	No disclosures were made.
4	Special Briefing NDIS	No disclosures were made. Cr. Laurence left the meeting at 6.12pm
5	VEC Election Advice (Verbal)	No disclosures were made
6	Planning Meeting Discussion (Verbal)	No disclosures were made Cr. Greco absent from 6.23 pm to 6.24 pm Cr. Walsh absent from 6.29 pm to 6.31 pm and 6.33 pm to 6.34 pm.

ASSEMBLY OF COUNCILLORS (CONTINUED)

7	Bent Street Traffic Issues (Verbal)	No disclosures were made Cr. Tsitas left the meeting at 6.40pm
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The Assembly concluded at 6.50 pm

RECORD COMPLETED BY:	Officer Name: Katrina Knox Officer Title: Director Community Development
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ASSEMBLY OF COUNCILLORS PUBLIC RECORD

ASSEMBLY DETAILS:	Title:	Darebin Environmental Reference Group (DERG) Membership renewal committee
	Date:	Tuesday, 15 December 2015
	Location:	Room 3, Northcote Town Hall
PRESENT:	Councillors:	Cr. Trent McCarthy
	Council Staff:	Libby Hynes
	Other:	Darebin Environmental Reference Group community representative
APOLOGIES:		

The Assembly commenced at 9:05 am

MATTERS CONSIDERED		DISCLOSURES AND COMMENTS
1	Darebin Environmental Reference Group (DERG) membership applications for 6 positions	<p>Cr. Trent McCarthy declared a conflict with an applicant due to a close association and abstained from voting in relation to the applicant.</p> <p>All committee members noted that they had attended the DERG with reapplying DERG members.</p> <p>Cr. Trent McCarthy and Libby Hynes declared that they knew a further applicant who had been a Darebin award recipient and participated in other Council programs and committees.</p>

The Assembly concluded at 9:55 am

RECORD COMPLETED BY:	Officer Name:	Libby Hynes
	Officer Title:	Manager Environment and Natural Resources



ASSEMBLY OF COUNCILLORS PUBLIC RECORD

ASSEMBLY DETAILS:	Title:	2016 Victorian Interfaith Network Conference Working Group Meeting (Sub-Committee of the Darebin Interfaith Council)
	Date:	Monday 21 December 2015
	Location:	Darebin Arts and Entertainment Centre
PRESENT:	Councillors:	Cr. Gaetano Greco
	Council Staff:	Mandy Bathgate, Amelia Basset; Stuart McFarlane, Cesar Diaz, Aziz Cooper
	Other:	Members of the Darebin Interfaith Council Committee and a representative from the Faith Communities Council of Victoria.
APOLOGIES:		No apologies

The Assembly commenced at 11 am

MATTERS CONSIDERED		DISCLOSURES AND COMMENTS
1	Presentation on Conference 2016	No disclosures were made
2	General discussion on event logistics, content, workshops and themes.	No disclosures were made

Cr. Greco left the meeting at 12:45.

The Assembly concluded at 1:30 pm

RECORD COMPLETED BY:	Officer Name:	Cesar Diaz
	Officer Title:	Multicultural Affairs Officer

13. REPORTS BY MAYOR AND COUNCILLORS

Recommendation

That Council note the Reports by Mayor and Councillors.

14. CONSIDERATION OF REPORTS CONSIDERED CONFIDENTIAL

CLOSE OF MEETING

MOVED: Cr.
SECONDED: Cr.

THAT in accordance with section 89(2) of the *Local Government Act 1989*, Council resolves to close the meeting to members of the public to consider the following items which relate to contractual matters:

- 14.1 Electricity Contracts
- 14.2 Public Lighting Electricity Contract
- 14.3 Gas Contracts

RE-OPENING OF MEETING

MOVED: Cr.
SECONDED: Cr.

THAT the meeting be re-opened to the members of the public.

CONFIDENTIAL**14.1 ELECTRICITY CONTRACTS (LARGE AND SMALL SITES)**

Author: Environmental Strategy Coordinator

Reviewed By: Director Assets and Business Services

Report Background

Council's electricity contracts, which have been auspiced through Procurement Australia (PA), as tender agent, expire 30 June 2016. PA has undertaken a tender process for small and large electricity sites.

Previous Resolution

At its meeting held on 1 July 2013, Council resolved to enter into an agreement with Procurement Australia for the retail supply of electricity and associated services for large sites (category 1) and small sites (category 2).

Briefing Date

This matter has not previously been to a Councillor Briefing.

Council Plan Goal/Endorsed Strategy

The tender process for these contracts was conducted in accordance with Council's Procurement Policy and Guidelines.

Summary

Procurement Australia was appointed as Council's tendering agent for energy contracts to take advantage of the large contract buying power.

Recommendation

That the Council report and resolution remain confidential with the exception of the successful tender(s) name and contract period.

CONFIDENTIAL**14.2 NATURAL GAS CONTRACTS**

Author: Environmental Strategy Coordinator

Reviewed By: Director Assets and Business Services

Report Background

Council's gas contracts, which have been auspiced through Procurement Australia (PA), as tender agent, expire 31 March 2016. Procurement Australia Procurement Australia (PA) has undertaken a tender process for the retail supply of natural gas to large and small market sites.

Previous Resolution

Nil – prior contracts within officer delegations

Briefing Date

This matter has not previously been to a Councillor Briefing.

Council Plan Goal/Endorsed Strategy

The tender process for these contracts was conducted in accordance with Council's Procurement Policy and Guidelines.

Summary

Procurement Australia was appointed as Council's tendering agent for energy contracts to take advantage of the large contract buying power. This tender includes the retail supply of natural gas to large and small market sites.

Recommendation

That the Council report and resolution remain confidential with the exception of the successful tender(s) name and contract period.

CONFIDENTIAL**14.3 PUBLIC LIGHTING ELECTRICITY CONTRACT**

Author: Environmental Strategy Coordinator

Reviewed By: Director Assets and Business Services

Report Background

Council's electricity contracts, which have been auspiced through Procurement Australia (PA), as tender agent, expire 30 June 2016. Procurement Australia (PA) have undertaken a tender process for public lighting electricity.

Previous Resolutions

At its meeting held on 20 June 2011, Council resolved to enter into a three year contract with further extension up to two years for the Electricity Supply to Public Lighting.

Subsequently on 23 June 2014, Council resolved to enter into a 2 year Contract extension for the Electricity Supply to Public Lighting.

Briefing Date

This matter has not previously been to a Councillor Briefing.

Council Plan Goal/Endorsed Strategy

The tender process for these contracts was conducted in accordance with Council's Procurement Policy and Guidelines.

Summary

Procurement Australia was appointed as Council's tendering agent for energy contracts to take advantage of the large contract buying power.

Recommendation

That the Council report and resolution remain confidential with the exception of the successful tender(s) name and contract period.

15. CLOSE OF MEETING

