



# 6

## IMPLEMENTATION

The *Liveable Streets Plan* will be implemented over the next ten years. There should be periodic review of the actions to assess achievement, appropriateness and value.

The key component of the Plan's implementation is the four year action plan. A significant component of this action plan is the prioritisation of actions and task for the first years.

## 6.1

# FOUR YEAR ACTION PLAN

This action plan provides direction on actions that will be undertaken in the first four years of the life of this *Plan*. The action plan presents goals, approaches and actions, resources required, partners who are essential to the action and success measures.

A series of actions are presented. Each action is intended to be a significant body of work which may take several years to complete. Within some actions, high priority tasks are also listed.

An action is a discrete piece of work that can be completed in a limited amount of time and which will contribute to the completion of an approach.

### FUNDING FOR THIS ACTION PLAN

Approval of the *Plan* does not mean Council has committed budget to its implementation.

Funding for priority tasks will be sought by Council, both from internal funds and external funding opportunities.

Further budget will be allocated in following years as a part of the rolling action planning process.

They also are expected to respond to the local context, connect with other streets and form a wider network.



## 6.2

# STREETS AS PLACES

## ACTION PLAN

APPROACH	COUNCIL ACTIONS	
<p>Approach 1</p> <p>Commit to a coordinated Council approach to street design and implementation to ensure best possible infrastructure, community and environmental outcomes</p>	Action 1.1	Council to commit to the implementation of this <i>Plan</i> over the next 10 years with a review every 3 years. Each year clear priorities should be agreed to, budgeted for and implemented
	Action 1.2	Ensure each street project is guided and assessed by the Liveable Streets Checklist. Update checklist after a period of use and review
	Action 1.3	Adopt the Liveable Streets Design Guidelines for all new street design and redesign by Council
	Action 1.4	Review <i>Liveable Streets Plan</i> and action plan annually to measure success and update where necessary
	Action 1.5	Develop a risk mitigation plan of street design, maintenance and community street activities

## GOAL

To create and strengthen Knox's distinct sense of place through high quality streets

	PRIORITY	Council Responsibility	Internal & External Stakeholders	MEASURE OF SUCCESS
	1	Capital Works program	Council directorates: <ul style="list-style-type: none"> <li>• Engineering and Infrastructure</li> <li>• City Development</li> <li>• Community Services</li> </ul>	<ul style="list-style-type: none"> <li>• <i>Plan</i> adopted by 2011 and part of each directorship's yearly planning</li> </ul>
	1	Capital Works program managers	<ul style="list-style-type: none"> <li>• Traffic and Transport</li> <li>• Sustainability</li> <li>• Project Delivery</li> </ul>	<ul style="list-style-type: none"> <li>• Number of projects guided and assessed by the Liveable Streets Checklist</li> </ul>
	1	Capital Works and City development	<ul style="list-style-type: none"> <li>• Engineering infrastructure</li> <li>• Sustainability</li> <li>• Asset Protection</li> <li>• Parks Services</li> <li>• Local Laws</li> <li>• City Development</li> </ul>	<ul style="list-style-type: none"> <li>• Adopted by 2011</li> </ul>
	1	Sustainability	<ul style="list-style-type: none"> <li>• All directorates</li> </ul>	<ul style="list-style-type: none"> <li>• <i>Liveable Streets Plan</i> and Action plan reviewed each year and actions receive funding on an ongoing basis</li> </ul>
	2	Governance and Assett strategy	<ul style="list-style-type: none"> <li>• VicRoads</li> </ul>	<ul style="list-style-type: none"> <li>• Risk management review undertaken and projects can proceed with confidence with Council and VicRoads support</li> </ul>

## 6.2 STREETS AS PLACES ACTION PLAN

APPROACH	COUNCIL ACTIONS	
<p>Approach 2</p> <p>Promote and enhance Knox's distinctive urban, suburban and rural landscape identity through the design of its major streets and gateways</p>	Action 2.1	<p>Implement planting and design of Knox's key streets:</p> <ul style="list-style-type: none"> <li>Dandenong creek gateways</li> <li>Bush boulevards</li> <li>Principal avenues</li> <li>Paths into the hills</li> </ul>
	Action 2.2	<p>Implement the Liveable Streets Design Guidelines to achieve the desired character for Knox's main streets and gateways</p>
	Action 2.3	<p>Establish a protocol or memorandum of understanding with VicRoads for non-standard streets to achieve greater liveability</p>
	Action 2.4	<p>Revise the <i>Knox Street Tree</i> and <i>Nature Strip Policy</i> as separate policies to include recommendations from the:</p> <ul style="list-style-type: none"> <li>Neighbourhood Character Study;</li> <li>Sustainable Environment Strategy;</li> <li>Sites of Biological Significance;</li> <li>Net Gain Policy;</li> <li>Native Vegetation Framework;</li> <li>Draft Native Vegetation Generic Integrity Policy;</li> <li>Indigenous Roadside Vegetation programme;</li> <li>WSUD Strategy;</li> <li>Knox Heat Island Effects Study and to</li> </ul> <p>Develop a Street Tree Management Plan</p> <p>Develop a Street Tree Selection Tool</p> <p>Conduct a Street Tree Audit to feed into the plans above</p> <p>Develop a Nature Strip Planting Application form and process</p>
<p>Approach 3</p> <p>Enhance Knox's neighbourhood character through integrated street design</p>	Action 3.1	<p>Ensure street design is consistent with Knox residential design guidelines and the Liveable Streets Design Guidelines</p>
	Action 3.2	<p>Adopt and implement green neighbourhood streets as a priority street type for improving neighbourhood character</p>

## GOAL

To create and strengthen Knox's distinct sense of place through high quality streets

	PRIORITY	Council Responsibility	Internal & External Stakeholders	MEASURE OF SUCCESS
	1	Capital works program	<ul style="list-style-type: none"> <li>• Sustainability</li> <li>• Construction Group</li> <li>• Traffic and Transport</li> <li>• Parks Services</li> </ul>	<ul style="list-style-type: none"> <li>• Dandenong creek gateways completed in five years</li> <li>• Bush boulevards and principle avenues planted in 10 years</li> <li>• Paths into the hills planted in 15 years</li> </ul>
	1	Engineering Infrastructure, Sustainability	<ul style="list-style-type: none"> <li>• Parks Services</li> <li>• Asset Protection</li> <li>• City Strategy</li> <li>• Local Laws</li> </ul>	<ul style="list-style-type: none"> <li>• Street improvements comply with checklist</li> </ul>
	3	Engineering Infrastructure	<ul style="list-style-type: none"> <li>• Sustainability</li> <li>• Local Laws</li> </ul>	<ul style="list-style-type: none"> <li>• Memorandum adopted by 2012</li> </ul>
	1	Sustainability and Parks services	<ul style="list-style-type: none"> <li>• Parks</li> </ul>	<ul style="list-style-type: none"> <li>• Revision of the <i>Knox Street Tree and Nature Strip Policy</i> by 2011</li> </ul>
	1	Engineering Infrastructure, City Strategy	<ul style="list-style-type: none"> <li>• Sustainability</li> </ul>	<ul style="list-style-type: none"> <li>• Street improvements comply with checklist and criteria</li> </ul>
	1	Engineering Infrastructure, City Strategy	<ul style="list-style-type: none"> <li>• Sustainability</li> </ul>	<ul style="list-style-type: none"> <li>• Implement 3 green neighbourhood streets in 5 years.</li> </ul>



## 6.2 STREETS AS PLACES ACTION PLAN

APPROACH	COUNCIL ACTIONS	
Approach 4  Support community participation in street activities	Action 4.1	Talk to local communities to list the qualities that give their locality a sense of place, and bring their perspectives into the design process and maintenance, in particular for home streets
	Action 4.2	Facilitate and promote street and neighbourhood-based sustainable streets, community events and activities (e.g. street parties, garden clubs, nature strip maintenance groups)
	Action 4.3	Work with community groups to facilitate community involvement in streetscape design and maintenance
	Action 4.4	Encourage community initiated groups to form and be proactive in street design and use

**GOAL**

To create and strengthen Knox's distinct sense of place through high quality streets

	PRIORITY	Council Responsibility	Internal & External Stakeholders	MEASURE OF SUCCESS
	3	Traffic and Transport Community Wellbeing	<ul style="list-style-type: none"> <li>• Sustainability</li> <li>• Engineering Infrastructure</li> <li>• Community</li> </ul>	<ul style="list-style-type: none"> <li>• Collaborative consultation approach with residents and levels of community participation</li> </ul>
	2	Traffic and Transport Community Wellbeing Sustainability	<ul style="list-style-type: none"> <li>• Local laws</li> <li>• Community Programs</li> <li>• Parks services</li> <li>• Asset strategy</li> <li>• Community</li> </ul>	<ul style="list-style-type: none"> <li>• Clear easy procedures available on web and through customer service</li> <li>• Record number of people who download information and number of activities that occur</li> </ul>
	1	Traffic and Transport Community Wellbeing	<ul style="list-style-type: none"> <li>• Sustainability</li> <li>• Asset Protection</li> <li>• Community</li> <li>• Parks services</li> </ul>	<ul style="list-style-type: none"> <li>• Collaborative consultation approach with residents and level of community participation</li> <li>• Number of community groups and residents approaching Council for stakeholdership</li> </ul>
	1	Community Wellbeing	<ul style="list-style-type: none"> <li>• Sustainability</li> <li>• Community</li> </ul>	<ul style="list-style-type: none"> <li>• Number of community initiated groups</li> </ul>

## 6.2 STREETS AS PLACES ACTION PLAN

COMMUNITY ACTIONS Communities can contribute to this goal by:	Links to Council Action Nos.	Key partner community groups (if any)	Measure of success for community
<p><b>Community initiation</b></p> <p>Community groups initiating residential streetscape projects and working with Council to deliver</p>	3, 4, 5	<ul style="list-style-type: none"> <li>• Sustainability</li> <li>• Community Wellbeing</li> </ul>	<ul style="list-style-type: none"> <li>• Number of community initiated street projects in Knox</li> </ul>
<p><b>Community participation</b></p> <p>Participating in street-based programs to improve the design of local streets including Gardens for Wildlife and 'edible streets' and the design of their garden to enhance neighbourhood character</p>	3, 4, 5	<ul style="list-style-type: none"> <li>• Sustainability</li> <li>• Community Wellbeing</li> </ul>	<ul style="list-style-type: none"> <li>• Level of community involvement in street projects</li> <li>• Number and extent of edible and gardens for wildlife private gardens</li> <li>• Increase in amenity and maintenance of private gardens</li> </ul>

**GOAL**

To create and strengthen Knox's distinct sense of place through high quality streets

## 6.3

# STREETS FOR TRAVEL

## ACTION PLAN

APPROACH	COUNCIL ACTIONS	
Approach 1 Encourage travel behaviour change by supporting alternative travel modes	Action 1.1	Make better provision for cyclists and pedestrians in streets and open spaces to support increased take-up of walking and cycling as an alternative to car travel for short (5 min.) and medium (15 min.) journeys
	Action 1.2	Improve the number and amenity of pedestrian and cyclist links between neighbourhoods and key attractions. Refer to <i>Knox Pedestrian Plan</i> , <i>Knox Bicycle Plan</i> and <i>Knox Integrated Transport Plan</i>
	Action 1.3	Improve pedestrian and cyclist connections to public transport nodes, by improving the safety and comfort of the journey and facilities at waiting points – e.g. at bus stops, road crossings – through increased seating, shelter, safety, shade
Approach 2 Make walking a viable choice for residents	Action 2.1	Walking trips to schools, shops and community facilities by the footpath to be made safe and more accessible with the introduction of green neighbourhood streets See Section 5 <i>Liveable Street Design Guidelines</i>
	Action 2.2	The 10 hotspots identified in the Knox Pedestrian Plan should be extended to include all key pedestrian generators such as schools and shops
	Action 2.3	Align capital and maintenance works with the <i>Knox Footpath and Shared Path Asset Management Plan</i>
	Action 2.4	Ensure a separation (via nature strips and planting) between the carriageway and pedestrian pathways to increase comfort and safety
	Action 2.5	Implement Knox walkable school programs and support programs, for example a 'walking school bus' program  Refer to <i>Knox Pedestrian Plan</i> , <i>Knox Bicycle Plan</i> and <i>Knox Integrated Transport Plan</i>
	Action 2.6	Ensure adequate pedestrian lighting in key pedestrian streets as identified in the <i>Knox Pedestrian Plan</i>
	Action 2.7	Implement footpaths on at least one side of the street and preferable both sides of the street

## GOAL

To improve the ability of streets to cater for an increase in sustainable transport options in Knox.

	PRIORITY	Council Responsibility	Internal & External Stakeholders	MEASURE OF SUCCESS
	1	Traffic and Transport		<ul style="list-style-type: none"> <li>Refer to <i>Knox Pedestrian Plan</i>, <i>Knox Bicycle Plan</i> and <i>Knox Integrated Transport Plan</i> success indicators</li> </ul>
	2	Traffic and Transport		<ul style="list-style-type: none"> <li>Refer to <i>Knox Pedestrian Plan</i>, <i>Knox Bicycle Plan</i> and <i>Knox Integrated Transport Plan</i> success indicators</li> </ul>
	1	Traffic and Transport Sustainability		<ul style="list-style-type: none"> <li>Refer to <i>Knox Pedestrian Plan</i>, <i>Knox Bicycle Plan</i> and <i>Knox Integrated Transport Plan</i> success indicators</li> </ul>
	2	Traffic and Transport		<ul style="list-style-type: none"> <li>Implement 3 green neighbourhood streets in 5 years</li> </ul>
	3	Traffic and Transport		<ul style="list-style-type: none"> <li>10 hotspots improved and additional hotspots identified</li> </ul>
	2			<ul style="list-style-type: none"> <li>Asset Strategy, Footpath and Shared Path Asset Management Plan</li> </ul>
	3	Traffic and Transport	<ul style="list-style-type: none"> <li>VicRoads</li> </ul>	
	2	Traffic and Transport	<ul style="list-style-type: none"> <li>Community</li> </ul>	<ul style="list-style-type: none"> <li>Refer to <i>Knox Pedestrian Plan</i>, <i>Knox Bicycle Plan</i> and <i>Knox Integrated Transport Plan</i> success indicators</li> </ul>
	2	Traffic and Transport	<ul style="list-style-type: none"> <li>Service Authority eg. SP Ausnet</li> </ul>	
	1	Construction Group and Urban planning	<ul style="list-style-type: none"> <li>Traffic and Transport</li> </ul>	<ul style="list-style-type: none"> <li>All newly constructed roads have at least one footpath</li> </ul>

## 6.3 STREETS FOR TRAVEL ACTION PLAN

APPROACH	COUNCIL ACTIONS	
Approach 3 Make cycling a viable choice for residents	Action 3.1	Design and implement a network of commuter bike routes in accordance with the recommendations of the <i>Knox Bicycle Plan</i>
	Action 3.2	Indicate entrances to bike paths through signage or artwork, and implement signage on bike paths with distance markers to destinations such as shopping centres
Approach 4 Encourage pedestrian use of residential streets by reducing vehicle speed	Action 4.1	Provide road pavement treatments to highlight a non-car dominated space and encourage drivers to slow down
	Action 4.2	Ensure carriageway widths for vehicles meet the minimum safety and legislative requirements
Approach 5 Provide accessible footpaths and crossings	Action 5.1	Provide accessible crossings to all streets
	Action 5.2	Determine appropriate widths of footpaths to facilitate pedestrian movement in commercial and residential environments (or example, minimum 1.4 metres for residential streets and 2.5 metres for commercial streetscapes), as defined in the <i>Footpath and Shared Path Asset Management Plan</i>
	Action 5.3	Provide seats with backs and arm rests along streets and at pedestrian pause points
Approach 6 Implement shared use zones and home zones in streets to promote walking and cycling	Action 6.1	Identify streets in residential and commercial areas which have the capacity to become shared use zones and prioritise for implementation
	Action 6.2	Identify through the <i>Knox Pedestrian Plan</i> those streets that are likely candidates for home zone treatment and prioritise

## GOAL

To improve the ability of streets to cater for an increase in sustainable transport options in Knox.

	PRIORITY	Council Responsibility	Internal & External Stakeholders	MEASURE OF SUCCESS
	1	Traffic and Transport	<ul style="list-style-type: none"> <li>• Bicycle Victoria</li> </ul>	<ul style="list-style-type: none"> <li>• Increase in the number of seats on streets</li> </ul>
	3	Traffic and Transport	<ul style="list-style-type: none"> <li>• Bicycle Victoria</li> <li>• Strategic Planning</li> <li>• Marketing and Communications</li> <li>• Sustainability</li> </ul>	
	3	Project Delivery	<ul style="list-style-type: none"> <li>• Traffic and Transport</li> </ul>	
	3	Project Delivery	<ul style="list-style-type: none"> <li>• Traffic and Transport</li> </ul>	
	1	Project Delivery	<ul style="list-style-type: none"> <li>• Traffic and Transport</li> <li>• Healthy Ageing</li> <li>• Community Wellbeing</li> </ul>	
	3	Construction Group	<ul style="list-style-type: none"> <li>• Traffic and Transport</li> <li>• Healthy Ageing</li> <li>• Community Wellbeing</li> </ul>	
	1	Sustainability Parks services	<ul style="list-style-type: none"> <li>• Traffic and Transport</li> <li>• Healthy Ageing</li> <li>• Community Wellbeing</li> </ul>	
	2	Traffic and Transport	<ul style="list-style-type: none"> <li>• Bicycle Victoria</li> </ul>	<ul style="list-style-type: none"> <li>• Shared use zones implemented in key pedestrian priority locations in commercial and residential areas</li> </ul>
	2	Traffic and Transport	<ul style="list-style-type: none"> <li>• Community Wellbeing</li> <li>• Sustainability</li> <li>• Healthy Ageing</li> </ul>	<ul style="list-style-type: none"> <li>• Candidates for home zones identified, prioritised and 2 home zones implemented in 5 years</li> </ul>



## 6.3 STREETS FOR TRAVEL ACTION PLAN

COMMUNITY ACTIONS Communities can contribute to this goal by:	Links to Council Action Nos.	Key partner community groups (if any)	Measure of success for community
<p><b>Home Zones</b></p> <p>Communities to work with Council to implement a prototype home zone</p>	6		<ul style="list-style-type: none"> <li>• Implementation of prototype</li> <li>• Increase in pedestrian activity and social connectivity within home zone area</li> <li>• Increase in perceptions of safety</li> </ul>
<p><b>Shared Use Zones</b></p> <p>Communities to work with Council to implement shared use zones</p>	6		<ul style="list-style-type: none"> <li>• Implementation of prototype</li> <li>• Increase in pedestrian activity and social connectivity within home zone area</li> <li>• Increase in perceptions of safety</li> </ul>
<p><b>Walking School Bus</b></p> <p>Communities to promote and utilise walking and cycling to school programmes</p>		<ul style="list-style-type: none"> <li>• Partner - Travel Smart, see <a href="http://www.travelsmart.gov.au/schools/schools2.html">www.travelsmart.gov.au/schools/schools2.html</a></li> </ul>	<ul style="list-style-type: none"> <li>• Increase in number of pedestrians and cyclists</li> </ul>
<p><b>Pause Points</b></p> <p>Communities to promote and utilise pause points</p>			<ul style="list-style-type: none"> <li>• Number of people observed using pause points</li> </ul>

## GOAL

To improve the ability of streets to cater for an increase in sustainable transport options in Knox.

## 6.4 STREETS FOR THE ENVIRONMENT ACTION PLAN

APPROACH	COUNCIL ACTIONS	
Approach 1  Increase sustainable water use, capture and treatment in streets	Action 1.1	Incorporate Stormwater Quality Improvement (SQUID) and Water Sensitive Urban Design (WSUD) – into all new streets as per current best practice guidelines as published by Melbourne Water, CSIRO and Monash University
	Action 1.2	Coordinate SQUID/WSUD works with <i>Knox Road Asset Management Plan</i> and capital works programme to ensure incorporation into all works
	Action 1.3	Implement SQUID/WSUD through the street network as opportunities arise, based on the <i>Liveable Streets Design Guidelines</i>
	Action 1.4	Capture stormwater on a street scale and allow residents to use it

## GOAL

To improve environmental sustainability of streets in Knox.

	PRIORITY	Council Responsibility	Internal & External Stakeholders	MEASURE OF SUCCESS
	1	Engineering, Draft WSUD plan	<ul style="list-style-type: none"> <li>• Sustainability</li> <li>• Place Management</li> <li>• Asset Management</li> </ul>	<ul style="list-style-type: none"> <li>• Ensure links to WSUD strategy, identify opportunities for water reuse and recycling</li> </ul>
	1	Engineering	<ul style="list-style-type: none"> <li>• Sustainability</li> <li>• Place Management</li> <li>• Asset Management</li> </ul>	<ul style="list-style-type: none"> <li>• Ensure links to WSUD strategy, identify opportunities for water reuse and recycling</li> </ul>
	1	Engineering	<ul style="list-style-type: none"> <li>• Sustainability</li> <li>• Place Management</li> <li>• Asset Management</li> </ul>	<ul style="list-style-type: none"> <li>• Ensure links to WSUD strategy, identify opportunities for water reuse and recycling</li> </ul>
	3	Engineering	<ul style="list-style-type: none"> <li>• Sustainability</li> <li>• Place Management</li> <li>• Asset Management</li> </ul>	<ul style="list-style-type: none"> <li>• Ensure links to WSUD strategy, identify opportunities for water reuse and recycling</li> </ul>

## 6.4 STREETS FOR THE ENVIRONMENT ACTION PLAN

APPROACH	COUNCIL ACTIONS
<p>Approach 2</p> <p>Improve biodiversity and habitat values through enhancement of Knox's street vegetation</p>	<p>Action 2.1</p> <p>Revise the <i>Knox Street Tree and Nature Strip Policy</i> to include recommendations from the:</p> <p><i>Neighbourhood Character Study;</i>  <i>Sustainable Environment Strategy;</i>  <i>Sites of Biological Significance;</i>  <i>Net Gain Policy;</i>  <i>Native Vegetation Framework;</i>  <i>Draft Native Vegetation Generic Integrity Policy;</i>            Indigenous Roadside Vegetation programme;  <i>WSUD Strategy;</i>  <i>Revegetation Plan;</i>  <i>Knox Heat Island Effects Study</i></p> <p>Develop a Street Tree Management Plan</p> <p>Develop a Street Tree Selection Tool</p> <p>Conduct a Street Tree Audit to feed into the plans above</p> <p>Develop a Nature Strip Planting Application form and process</p>
	<p>Action 2.2</p> <p>Revise the <i>Knox Street Tree and Nature Strip Policy</i> to include:</p> <ul style="list-style-type: none"> <li>• A valuation method for street trees that includes economic, habitat and amenity values</li> <li>• Recommendations from the Bushfires Royal Commission</li> </ul>
	<p>Action 2.3</p> <p>Increase street tree planting across the municipality to provide shade and reduce summer heat gain</p>
	<p>Action 2.4</p> <p>Review Council's street lighting policy to preserve views of the night sky and respond to the needs of nocturnal species. This should take into account community safety issues and Australian standards</p>

## GOAL

To improve environmental sustainability of streets in Knox.

	PRIORITY	Council Responsibility	Internal & External Stakeholders	MEASURE OF SUCCESS
	1	Sustainability Parks	<ul style="list-style-type: none"> <li>• safety risk and well being</li> <li>• asset preservation and urban planning</li> </ul>	<ul style="list-style-type: none"> <li>• Revise the Knox Street Tree and Nature Strip Policy by 2012</li> </ul>
	1	Sustainability	<ul style="list-style-type: none"> <li>• Parks</li> </ul>	<ul style="list-style-type: none"> <li>• Incorporated into revised Knox Street Tree and Nature Strip Policy</li> </ul>
	1	Parks	<ul style="list-style-type: none"> <li>• Sustainability</li> </ul>	<ul style="list-style-type: none"> <li>• Increase in number of trees planted annually</li> </ul>
	3	Engineering	<ul style="list-style-type: none"> <li>• Sustainability</li> </ul>	<ul style="list-style-type: none"> <li>• Review Council's street lighting policy by 2012</li> </ul>

## 6.4 STREETS FOR THE ENVIRONMENT ACTION PLAN

APPROACH	COUNCIL ACTIONS
<p>Approach 3</p> <p>Design and implement environmentally sustainable streetscapes</p>	<p>Action 3.1 Promote the development of edible streetscapes within the <i>Street Tree and Nature Strip Policy</i></p>
	<p>Action 3.2 Design and implement one edible street prototype</p>
	<p>Action 3.3 Use appropriate vegetation in conjunction with maintenance in fire prone areas to reduce fire risk and balance environmental outcomes</p>
	<p>Action 3.4 Develop a palette of materials for street construction that will enhance the environmental sustainability of the street. Incorporate this materials palette into the <i>Liveable Streets Design Guidelines</i> and apply to all new street works</p>
	<p>Action 3.5 Investigate the feasibility of wind collectors within public recreational spaces and in streets</p>
	<p>Action 3.6 Implement solar lighting for pedestrian path and shared path lighting in neighbourhood streets</p>
	<p>Action 3.7 Educate residents about the contribution that street trees make to environmental sustainability and involve them in programs to care for their local street trees. Undertake through a “care for your street tree” program that distributes brochures about how to care for your street tree to each resident</p>
	<p>Action 3.8 Educate residents regarding safe use of treated stormwater. Identify opportunities where streets can contribute to wildlife corridors or connect sites of biological significance. Particularly important in foothills area close to the national parks</p>
	<p>Action 3.9 Use porous paving adjacent to significant trees when constructing streets and repairing footpaths</p>

## GOAL

To improve environmental sustainability of streets in Knox.

	PRIORITY	Council Responsibility	Internal & External Stakeholders	MEASURE OF SUCCESS
	2	Sustainability	<ul style="list-style-type: none"> <li>• Parks</li> </ul>	
	2	Sustainability	<ul style="list-style-type: none"> <li>• Local residents &amp; fruit growers</li> <li>• Parks Services</li> </ul>	<ul style="list-style-type: none"> <li>• Design and implement one edible street prototype</li> <li>• 2 edible streets created by the community in 5 years</li> </ul>
	3	Sustainability	<ul style="list-style-type: none"> <li>• Community safety,</li> <li>• Emergency management</li> <li>• CFA</li> </ul>	
	2	Sustainability	<ul style="list-style-type: none"> <li>• Parks</li> <li>• Engineering</li> <li>• Asset Protection</li> </ul>	<ul style="list-style-type: none"> <li>• Installation of tree pits for water quality, tree health and drainage solutions</li> </ul>
	3	Sustainability	<ul style="list-style-type: none"> <li>• Recreation</li> </ul>	
	2	Sustainability	<ul style="list-style-type: none"> <li>• Integrated Transport,</li> <li>• Travelsmart</li> </ul>	
	1	Sustainability Parks Services	<ul style="list-style-type: none"> <li>• City Planning</li> </ul>	<ul style="list-style-type: none"> <li>• Implement a care for your street tree program</li> </ul>
	2	Project Delivery	<ul style="list-style-type: none"> <li>• Sustainability</li> <li>• City Planning</li> </ul>	
		Engineering Infrastructure		



## 6.4 STREETS FOR THE ENVIRONMENT ACTION PLAN

COMMUNITY ACTIONS Communities can contribute to this goal by:	Links to Council Action Nos.	Key partner community groups (if any)	Measure of success for community
<p><b>Participation</b></p> <p>Getting involved when their street is being redesigned, and working with Council to implement improvements</p>			<ul style="list-style-type: none"> <li>Greater participation and input from residents during design process</li> </ul>
<p><b>Instigation</b></p> <p>Initiating a local activity in their street such as Gardens for Wildlife or edible streetscapes</p>		<ul style="list-style-type: none"> <li>Gardens For Wildlife</li> <li>Knox Environment Society</li> </ul>	
<p><b>Maintenance</b></p> <p>Care for their street nature strips and vegetation through maintaining their street tree, not parking on nature strips and disposing of rubbish responsibly</p>			<ul style="list-style-type: none"> <li>Reduction in the number of complaints and fines in relation to rubbish dumping and parking on nature strips</li> </ul>
<p><b>Stormwater use</b></p> <p>Utilisation of detained water from WSUD treatments for residential purposes such as gardening and car washing</p>	1.4		<ul style="list-style-type: none"> <li>Number of WSUD treatments that are being accessed</li> </ul>

**GOAL**

To improve environmental sustainability of streets in Knox.

## 6.5 STREETS AND THE ECONOMY ACTION PLAN

APPROACH	COUNCIL ACTIONS
<p>Approach 1</p> <p>Build the capability of the residents to work collectively to 'populate' the streets to make it a desirable, healthy place to live and work</p>	<p>Action 1.1 Create and encourage ownership and pride. Support and allow residents to plant their nature strips</p>
	<p>Action 1.2 Enable appropriate community action through education programs, distribution of guidelines for street based activities, provision of Council grants to groups and in-kind support</p>
	<p>Action 1.3 Revise <i>Knox Street Tree and Nature Strip Policy</i> to include a valuation method for street trees' economic, habitat and amenity. This will help promote the economic value of street trees and how they contribute to residential desirability</p>
	<p>Action 1.4 Targeted street tree planting: streets ranked at a higher priority if they have no street trees currently, if the residents in the street approach Council as a collective, or if the planting will have a large impact on the surrounding area</p>
	<p>Action 1.5 Encourage new developments to implement well designed and appropriate threshold and gateway treatments to residential areas to increase desirability. Refer to <i>Liveable Street Design Guidelines</i></p>
<p>Approach 2</p> <p>Build capacity of the commercial and retail 'people' to animate the refreshed streetscape</p>	<p>Action 2.1 Council to support traders to develop cohesive traders associations in order to work together to improve their shopping</p>
	<p>Action 2.2 Based on trader interest, willingness and drive, develop a priority plan for refreshing shopping streets</p>
	<p>Action 2.3 Develop templates toolbox that can be used by traders to develop ideas for enhancing the commercial and pedestrian capacity of their shopping street</p>
	<p>Action 2.4 Develop a matching funding program for shopping streets and traders associations</p>

## GOAL

To build and advocate for quality streets that attract, retain and enhance business and workers, families and communities.

	PRIORITY	Council Responsibility	Internal & External Stakeholders	MEASURE OF SUCCESS
	2	Parks Services	<ul style="list-style-type: none"> <li>• Sustainability</li> <li>• Asset Protection</li> <li>• Marketing and communication</li> </ul>	<ul style="list-style-type: none"> <li>• Visible signs of community maintaining their nature strips</li> </ul>
	2	Traffic and Transport	<ul style="list-style-type: none"> <li>• Community</li> <li>• Residents</li> <li>• Community Wellbeing</li> </ul>	<ul style="list-style-type: none"> <li>• Increase in community street groups</li> </ul>
	1	Sustainability Parks Services	<ul style="list-style-type: none"> <li>• Residents</li> <li>• VicRoads</li> </ul>	<ul style="list-style-type: none"> <li>• Increased resources in the 2010/11 budget to implement a 'no net loss' of street tree numbers</li> <li>• Achieve overall increase in trees</li> </ul>
	1	Parks Services	<ul style="list-style-type: none"> <li>• Strategic Planning</li> <li>• Sustainability</li> <li>• VicRoads</li> </ul>	<ul style="list-style-type: none"> <li>• Increased number of streets being planted because of community initiated action, and increase in treed streets</li> </ul>
	2	Strategic Planning City Planning	<ul style="list-style-type: none"> <li>• Housing developers</li> </ul>	<ul style="list-style-type: none"> <li>• All new gateway elements are designed according to <i>Liveable Street Design Guidelines</i></li> </ul>
	1	Economic Development	<ul style="list-style-type: none"> <li>• Parks Services</li> <li>• Sustainability</li> </ul>	<ul style="list-style-type: none"> <li>• Trader associations for each shopping precinct</li> </ul>
	2	Place Management	<ul style="list-style-type: none"> <li>• Economic Development</li> </ul>	<ul style="list-style-type: none"> <li>• Priority plan developed</li> </ul>
	2	Economic Development	<ul style="list-style-type: none"> <li>• Traders</li> </ul>	<ul style="list-style-type: none"> <li>• Tool box developed and communicated to traders</li> </ul>
	3	Economic Development	<ul style="list-style-type: none"> <li>• Traders</li> </ul>	<ul style="list-style-type: none"> <li>• Programme developed</li> </ul>

## 6.5 STREETS AND THE ECONOMY ACTION PLAN

APPROACH	COUNCIL ACTIONS
<p><b>Approach 3</b></p> <p>Refresh streets in activity centres and neighbourhood shopping strips to enable improved economic outcomes</p>	<p><b>Action 3.1</b> Assess the potential for undergrounding powerlines in key shopping areas and defined Activity Centres to improve the liveability of selected streets and areas</p>
	<p><b>Action 3.2</b> Implement minimum amenity standards including shade, bins, seating, threshold treatments and pedestrian pavements to retail and business precincts, progressively improving the public realm for all</p>
	<p><b>Action 3.3</b> Establish car park design standards, based on <i>Liveable Streets Design Guidelines</i> and <i>Knox WSUD Policy</i>, and apply to all public car parks (including those associated with retail and commercial developments)</p>
	<p><b>Action 3.4</b> Make allowances for street trading (goods for sale, A-frames), particularly on wide paths in shopping areas. Allowance of 1.2m clear spaces along building frontage as required by local law</p>
<p><b>Approach 4</b></p> <p>Improve economic longevity of street pavements through appropriate street tree planting</p>	<p><b>Action 4.1</b> Plant appropriate street trees that provide shade to road pavements and help increase their longevity through reduced exposure to heat</p>
<p><b>Approach 5</b></p> <p>Promote walking and cycling activity in Knox streets to reduce community health costs and increase well-being</p>	<p><b>Action 5.1</b> Enact green neighbourhood streets to increase walking and cycling in local areas</p>
	<p><b>Action 5.2</b> Increase pedestrian and cycle amenity to make journeys more desirable with a priority on links to major destinations points such as open space, community hubs, schools and shopping precincts</p>
	<p><b>Action 5.3</b> Promote street and neighbourhood community events to build a local sense of identity and connection and develop clear and easy procedures for community members to run these events</p>

## GOAL

To build and advocate for quality streets that attract, retain and enhance business and workers, families and communities.

	PRIORITY	Council Responsibility	Internal & External Stakeholders	MEASURE OF SUCCESS
	2	Place Management	<ul style="list-style-type: none"> <li>• Electrical suppliers</li> <li>• Traders</li> </ul>	<ul style="list-style-type: none"> <li>• Undergrounding of powerlines in key activity centre main streets undertaken by 2015</li> </ul>
	2	Place Management	<ul style="list-style-type: none"> <li>• Development</li> <li>• Traders</li> </ul>	<ul style="list-style-type: none"> <li>• Precinct has adequate street trees, footpaths, pedestrian seating, bins and cycle hoops</li> </ul>
	2	Project Delivery	<ul style="list-style-type: none"> <li>• Traders</li> <li>• Parks Services</li> <li>• Sustainability</li> </ul>	<ul style="list-style-type: none"> <li>• All new public car parks to achieve minimum standards of: shade trees, appropriate WSUD treatments, and pedestrian paths</li> </ul>
	2	Local laws	<ul style="list-style-type: none"> <li>• Economic Development</li> <li>• City Planning</li> <li>• Traders</li> <li>• Community</li> </ul>	<ul style="list-style-type: none"> <li>• All traders have applied for a street trading permit and all retail areas have 1.2m clear space along building frontage</li> </ul>
	2	Parks Services	<ul style="list-style-type: none"> <li>• Sustainability</li> <li>• City Planning</li> <li>• Strategic Planning</li> </ul>	<ul style="list-style-type: none"> <li>• Ensure street trees provide shade to road pavements where possible</li> </ul>
	3	Traffic and Transport	<ul style="list-style-type: none"> <li>• Community,</li> <li>• Traders</li> </ul>	<ul style="list-style-type: none"> <li>• Implement 3 green neighbourhood streets in 5 years</li> </ul>
	1	Sustainability	<ul style="list-style-type: none"> <li>• Traffic and Transport</li> </ul>	<ul style="list-style-type: none"> <li>• Number of kilometres of improved amenity along paths</li> </ul>
	2	Economic Development Community Wellbeing	<ul style="list-style-type: none"> <li>• Community</li> <li>• Traders</li> <li>• Marketing and communication;</li> <li>• Culture and leisure</li> <li>• Sustainability</li> </ul>	<ul style="list-style-type: none"> <li>• Community initiated street events increase</li> </ul>

## 6.5 STREETS AND THE ECONOMY ACTION PLAN

COMMUNITY ACTIONS Communities can contribute to this goal by:	Links to Council Action Nos.	Key partner community groups (if any)	Measure of success for community
<p><b>Residents Initiated Activities</b></p> <p>Communities identifying opportunities to improve the nature strips in their local streets</p>	1		<ul style="list-style-type: none"> <li>• Community initiated street tree planting increased</li> <li>• Community initiated nature strip planting and maintenance increased</li> </ul>
<p><b>Trader Initiated Activities</b></p> <p>Traders can improve their shopping area by upgrading their shop frontages</p>	3	<ul style="list-style-type: none"> <li>• Gardens For Wildlife</li> <li>• Knox Environment Society</li> </ul>	<ul style="list-style-type: none"> <li>• Increase in shop frontage upgrades</li> </ul>
<p>Traders to develop cohesive traders associations in order to work together to improve their shopping area</p>	2		<ul style="list-style-type: none"> <li>• Trader associations for each shopping precinct</li> </ul>

## GOAL

To build and advocate for quality streets that attract, retain and enhance business and workers, families and communities.



## 6.6

# SAFE STREETS ACTION PLAN

APPROACH	COUNCIL ACTIONS
<p>Approach 1</p> <p>Decrease vehicle speeds in residential streets and retail environments</p>	<p><b>Action 1.1</b> Work with LATM (Local Area Traffic Management) plans to improve problematic streets with treatments that will reduce vehicles speeds</p>
	<p><b>Action 1.2</b> Identify potential shared use zones and implement a program of pilot studies into different areas. For example short streets, school streets, residential courts, transport hubs and within key Activity Centres See also Theme: Streets for Travel</p>
	<p><b>Action 1.3</b> Ensure all new and upgraded streets are designed to reduce vehicle speed and increase pedestrian safety</p>
<p>Approach 2</p> <p>Improve pedestrian access and amenity in streets to provide equitable space for non-vehicle movement</p>	<p><b>Action 2.1</b> Implement footpaths to at least one side of streets and preferably to both sides See also Theme: Streets for Travel</p>
	<p><b>Action 2.2</b> Enact green neighbourhood streets to promote bike and pedestrian travel See also Theme: Streets for Travel</p>
	<p><b>Action 2.3</b> Implement safety lighting as set out in the <i>Knox Pedestrian Plan</i> with a review to ensure appropriate sustainability and environmental outcomes</p>
	<p><b>Action 2.4</b> Apply CPTED (Crime Prevention Through Environmental Design) principles to all new capital works projects and public transport structures</p>
	<p><b>Action 2.5</b> Encourage residents to improve the safety of their homes, through clear sightlines between street and front door</p>
	<p><b>Action 2.6</b> Expand the 'Mothers Living Well' program across all suburbs. This program encourages walking and playing in public spaces</p>
	<p><b>Action 2.7</b> Ensure adequate maintenance of footpaths, as per <i>Knox Footpath and Shared Path Asset Management Plan</i></p>

## GOAL

To improve the safety of Knox's streets for pedestrians, cyclists and motorists.

	PRIORITY	Council Responsibility	Internal & External Stakeholders	MEASURE OF SUCCESS
	1	Project delivery	<ul style="list-style-type: none"> <li>Local community</li> <li>Traffic and transport</li> <li>Public transport authority</li> </ul>	<ul style="list-style-type: none"> <li>Traffic counts showing speed reduction and reduced accidents</li> </ul>
	1	Engineering, Sustainability, Assets, Strategic Planning, Traffic and transport	<ul style="list-style-type: none"> <li>Local community, Parks</li> </ul>	<ul style="list-style-type: none"> <li>Increased number of shared use zones</li> </ul>
	3	Planning, Subdivisions, Engineering	<ul style="list-style-type: none"> <li>Planning permit applicants</li> <li>sustainability</li> </ul>	<ul style="list-style-type: none"> <li>No new streets have ongoing problematic speeding issues</li> </ul>
	2	Project Delivery	<ul style="list-style-type: none"> <li>Construction Group</li> <li>Traffic and Transport</li> </ul>	<ul style="list-style-type: none"> <li>Increase in footpaths</li> </ul>
	1	City Planning Sustainability Project delivery Traffic and transport	<ul style="list-style-type: none"> <li>Parks Services</li> <li>Strategic Planning</li> </ul>	<ul style="list-style-type: none"> <li>Increase in pedestrians and cyclists</li> </ul>
	2	Engineering		<ul style="list-style-type: none"> <li>Priority lighting projects in <i>Knox Pedestrian Plan</i> undertaken</li> </ul>
	2	Community Safety Capital works project managers	<ul style="list-style-type: none"> <li>Local community</li> </ul>	<ul style="list-style-type: none"> <li>Reduction in reported crimes and complaints to police and safer communities group within Council</li> </ul>
	3	Community Safety	<ul style="list-style-type: none"> <li>Local community</li> <li>Marketing and communications</li> </ul>	<ul style="list-style-type: none"> <li>Reduction in reported crimes and complaints to police and safer communities group within Council</li> </ul>
	2	Community and Engineering, KCHS development	<ul style="list-style-type: none"> <li>Local community</li> </ul>	<ul style="list-style-type: none"> <li>Each suburb having their own Mothers Living Well program</li> </ul>
	1	Asset Operations, Parks, Construction group	<ul style="list-style-type: none"> <li>Local community</li> </ul>	<ul style="list-style-type: none"> <li>Reduction in complaints to Council and increased pedestrian activity</li> </ul>

## 6.6 SAFE STREETS ACTION PLAN

APPROACH	COUNCIL ACTIONS
<p>Approach 3</p> <p>Provide safe areas for parking of vehicles</p>	<p>Action 3.1 Educate residents on legal parking options, ie on the road, not on the footpath or nature strips</p>
	<p>Action 3.2 Mark parking lanes on wider streets</p>
	<p>Action 3.3 Ensure all new streets provide minimum width for car parking with car parks housed in landscape outstands. Refer to <i>Liveable Streets Design Guidelines</i></p>
<p>Approach 4</p> <p>Create community destinations – reasons to be on the street</p>	<p>Action 4.1 Work with communities and planning permit applications to increase the number of interesting destinations in residential streets, such as gardens of interest, artwork, places for play, meeting places and pause points</p>

## GOAL

To improve the safety of Knox's streets for pedestrians, cyclists and motorists.

	PRIORITY	Council Responsibility	Internal & External Stakeholders	MEASURE OF SUCCESS
	2	Traffic and transport and Local laws	<ul style="list-style-type: none"> <li>Local community,</li> <li>VicRoads</li> <li>Marketing and communications</li> </ul>	<ul style="list-style-type: none"> <li>Vehicles parked legally and safely</li> <li>Minimal ongoing use of nature strips for residential parking</li> </ul>
	1	Traffic and transport, Project delivery Local laws	<ul style="list-style-type: none"> <li>VicRoads</li> </ul>	<ul style="list-style-type: none"> <li>Fewer complaints recorded</li> </ul>
	1	City Planning	<ul style="list-style-type: none"> <li>Planning permit applicants</li> </ul>	<ul style="list-style-type: none"> <li>Streets designed in accordance with <i>Liveable Streets Design Guidelines</i></li> </ul>
	2	City Planning Traffic and transport Sustainability Community Wellbeing	<ul style="list-style-type: none"> <li>Local community</li> <li>Planning permit applicants</li> <li>culture and leisure</li> </ul>	<ul style="list-style-type: none"> <li>Increased pedestrian activity on streets</li> </ul>

## 6.6 SAFE STREETS ACTION PLAN

COMMUNITY ACTIONS Communities can contribute to this goal by:	Links to Council Action Nos.	Key partner community groups (if any)	Measure of success for community
<p><b>Community reporting</b></p> <p>Community members identifying opportunities for improved driver and pedestrian safety</p>	1.1, 1.3, 3.1		<ul style="list-style-type: none"> <li>Increase in community reporting of issues</li> </ul>
<p><b>Neighbourhood watch</b></p> <p>Becoming active in neighbourhood watch type activities</p>			<ul style="list-style-type: none"> <li>Active neighbourhood watch groups across Knox</li> </ul>
<p><b>Activities</b></p> <p>Actively using the street</p>	4.1		<ul style="list-style-type: none"> <li>Increase activity in streets</li> </ul>
<p><b>Maintenance</b></p> <p>Educate and encourage residents to keep footpaths clear of foliage</p>	2.5, 2.7		<ul style="list-style-type: none"> <li>Less reported complaints about private vegetation</li> </ul>
<p><b>Gardens</b></p> <p>Encourage garden beautification and blending into streetscape to provide interest for pedestrians</p>	2.5	<ul style="list-style-type: none"> <li>Gardens for Wildlife</li> </ul>	<ul style="list-style-type: none"> <li>Increase in gardening as a recreational activity</li> </ul>

**GOAL**

To improve the safety of Knox's streets for pedestrians, cyclists and motorists.

## 6.7

# STREETS FOR THE COMMUNITY

## ACTION PLAN

APPROACH	COUNCIL ACTIONS
<p>Approach 1</p> <p>Design streets to enable community activity</p>	<p><b>Action 1.1</b> Develop a priority list of achievable home zones in Knox based on current list provided by the <i>Knox Pedestrian Plan</i> See also Theme: <i>Streets for Travel</i></p>
	<p><b>Action 1.2</b> Based on community interest and willingness to participate develop a prototype for a home zones See also Theme: <i>Streets for Travel</i></p>
	<p><b>Action 1.3</b> Initiate community consultation of the green neighbourhood streets in identified priority suburbs. Green neighbourhood streets primary function is to increase community use of key streets in each Knox suburb</p>
	<p><b>Action 1.4</b> Develop templates and toolbox that can be used by residents to develop ideas for enhancing the community capacity of their street</p>
	<p><b>Action 1.5</b> Promote dog walking in neighbourhood streets. Dog walking promotes community socialisations and improves mental and physical health of the community. Refer to the <i>Knox Domestic Animal Management Plan</i></p>
<p>Approach 2</p> <p>Support community initiatives in streets</p>	<p><b>Action 2.1</b> Work with community groups to establish local street and neighbourhood events focused on creating streets as community spaces</p> <p>Develop a simplified process and checklist for the community</p>
	<p><b>Action 2.2</b> Support and promote specific community-based programs including Gardens for Wildlife, Mothers Living Well and edible streetscapes</p> <p>Council to provide training, modest resources, education and publications</p>
	<p><b>Action 2.3</b> Undertake 3 community arts projects annually within local streets, based on the Knox Placemakers community artists model</p>
	<p><b>Action 2.4</b> Develop a matching community grants program and guidelines which provides matching funding and resourcing to improve their street</p>
<p>Approach 3</p> <p>Streets as places to produce, harvest and share food</p>	<p><b>Action 3.1</b> Work with community groups and residential street groups to create edible streets and private edible gardens</p>

Note: all actions need to contribute to consistent neighbourhood character

## GOAL

To increase community pride and action in Knox streets.

	PRIORITY	Council Responsibility	Internal & External Stakeholders	MEASURE OF SUCCESS
	2	Traffic and Transport	<ul style="list-style-type: none"> <li>• Sustainability</li> <li>• Strategic Planning</li> </ul>	<ul style="list-style-type: none"> <li>• Priority list of Home zones by 2012</li> </ul>
	1	Traffic and Transport	<ul style="list-style-type: none"> <li>• Sustainability</li> <li>• Strategic Planning</li> </ul>	<ul style="list-style-type: none"> <li>• Two home zone prototypes implemented in 5 years</li> </ul>
	1	Traffic and Transport Sustainability	<ul style="list-style-type: none"> <li>• Parks Services</li> <li>• Project Delivery</li> </ul>	<ul style="list-style-type: none"> <li>• By 2012 communities have been involved in the planning and design of at least 3 green neighbourhood streets</li> </ul>
	2	Community Wellbeing	<ul style="list-style-type: none"> <li>• Sustainability</li> <li>• Gardens for Wildlife</li> <li>• Culture and leisure</li> </ul>	<ul style="list-style-type: none"> <li>• Templates and toolbox available to the community by 2012</li> </ul>
	1	Local Laws		<ul style="list-style-type: none"> <li>• Increased dog walking in residential streets</li> </ul>
	2	Community Wellbeing Traffic and Transport	<ul style="list-style-type: none"> <li>• Safety, Risk and Wellbeing ,</li> <li>• Culture and leisure</li> <li>• Sustainability</li> </ul>	<ul style="list-style-type: none"> <li>• Streamlined process and checklist for the community street events by 2012</li> </ul>
	2	Community Wellbeing	<ul style="list-style-type: none"> <li>• Sustainability</li> <li>• Marketing and communications</li> </ul>	<ul style="list-style-type: none"> <li>• Increased number of community base programs in Knox</li> </ul>
	1	Sustainability Community Wellbeing	<ul style="list-style-type: none"> <li>• Community Groups</li> <li>• Culture and leisure</li> </ul>	<ul style="list-style-type: none"> <li>• 3 community arts projects annually</li> </ul>
	4	Community Wellbeing	<ul style="list-style-type: none"> <li>• Sustainability</li> </ul>	<ul style="list-style-type: none"> <li>• Matching community grants program established by 2015</li> </ul>
	3	Sustainability	<ul style="list-style-type: none"> <li>• Parks Services</li> </ul>	<ul style="list-style-type: none"> <li>• Design and implement one edible street prototype</li> <li>• 2 edible streets created by the community in 5 years</li> <li>• Increase in private edible gardens</li> </ul>



## 6.7 STREETS FOR THE COMMUNITY ACTION PLAN

COMMUNITY ACTIONS Communities can contribute to this goal by:	Links to Council Action Nos.	Key partner community groups (if any)	Measure of success for community
<p><b>Community Groups</b></p> <p>Develop a local community group of interested residents to work with Council to identify opportunities to improve community spaces and activities in their streets</p>	1.2, 2.1		
<p><b>Community involvement in street design</b></p> <p>Getting involved when their street is being redesigned, and working with stakeholders and Council to implement improvements</p>	2.1, 3.3		
<p><b>Initiate a local activity</b></p> <p>In their street such as;</p> <ul style="list-style-type: none"> <li>• Gardens for Wildlife</li> <li>• Edible streetscapes</li> <li>• Walking tour of edible gardens</li> <li>• Walking tour of Gardens for Wildlife</li> <li>• 'Walking pool system' with people in your street.</li> <li>• Encourage a 'count the birds competition' in your street</li> <li>• Develop a 'barter with your neighbours system' e.g. walk their dogs in return for lemons off their tree</li> <li>• Run a garden competition in your street</li> <li>• Parent supervised play groups in local playgrounds</li> <li>• Adopt a street tree program</li> </ul>		<ul style="list-style-type: none"> <li>• Gardens for Wildlife</li> <li>• Knox Environment Society</li> <li>• Friends groups</li> </ul>	<ul style="list-style-type: none"> <li>• Increase community networks;</li> <li>• Increased activity in streets;</li> <li>• A feeling of greater sense of belonging</li> </ul>
<p><b>Community Newsletter</b></p> <p>Develop a community newsletter of local activities</p>			

**GOAL**

To increase community pride and action in Knox streets.

## 6.8 STREETS FOR INFRASTRUCTURE ACTION PLAN

APPROACH	COUNCIL ACTIONS	
<p>Approach 1</p> <p>Improve the coordination of street design, works and maintenance between Council, state authorities and utility providers</p>	Action 1.1	Develop a priority plan for undergrounding of overhead power lines to improve visual amenity in main shopping streets and built up residential areas. Priority plan should be based on feasibility and value for money assessment
	Action 1.2	Develop a priority plan for undergrounding of overhead power lines in fire hazard areas. This requires coordination with relevant authorities and subject to State Government review and Bushfire Royal Commission recommendations
	Action 1.3	Coordinate between service authorities and Council's works programs to ensure works are undertaken in the best sequence
<p>Approach 2</p> <p>Improve the coordination of street design, works and maintenance across Council</p>	Action 2.1	Periodic reviews of all capital works to ensure best value for money and recommendations made to improve
	Action 2.2	Ensure all works identified in the <i>Knox Road and Footpath</i> and <i>Shared Path Asset Management Plans</i> are reviewed on a yearly basis of with this <i>Plan</i>
<p>Approach 3</p> <p>Improve the quality of street design</p>	Action 3.1	Develop a priority street renewal plan incorporating the <i>Liveable Streets Design Guidelines</i> where appropriate
	Action 3.2	Ensure maintenance principles and requirements inform the design process and final physical outcomes
	Action 3.3	Build the missing footpath links identified in the <i>Knox Pedestrian Plan</i>
	Action 3.4	Ensure consistency of speed control measures and other road treatments across the municipality

## GOAL

Coordinate street design and maintenance to balance infrastructure and community needs.

	PRIORITY	Council Responsibility	Internal & External Stakeholders	MEASURE OF SUCCESS
	4	Place Management	<ul style="list-style-type: none"> <li>• Sustainability</li> <li>• Power utilities</li> </ul>	<ul style="list-style-type: none"> <li>• Undergrounding priority plan by 2015</li> </ul>
	2	Sustainability	<ul style="list-style-type: none"> <li>• State Government,</li> <li>• power utilities</li> </ul>	<ul style="list-style-type: none"> <li>• All power lines in high hazards fire areas to be undergrounded by 2015</li> </ul>
	1	Capital works program managers		
	Ongoing	Capital works program		
	1	Traffic and Transport		<ul style="list-style-type: none"> <li>• Missing links footpaths built as per Knox Pedestrian Plan action list</li> </ul>
	2	Sustainability	<ul style="list-style-type: none"> <li>• Strategic Planning</li> </ul>	
	1	Capital works program managers	<ul style="list-style-type: none"> <li>• Parks Services</li> <li>• Asset Protection</li> <li>• Operations Centre</li> </ul>	
	1	Traffic and Transport		
	1	Project Delivery	<ul style="list-style-type: none"> <li>• Sustainability</li> <li>• Traffic and transport</li> </ul>	

## 6.8 STREETS FOR INFRASTRUCTURE ACTION PLAN

APPROACH	COUNCIL ACTIONS	
<p>Approach 4</p> <p>Make sustainability a priority for future infrastructure works</p>	<p>Action 4.1</p>	<p>Design of new streets must incorporate all requirements such as road width and adequate nature strip width for required trees. A holistic approach to the design process</p>
	<p>Action 4.2</p>	<p>Facilitate the consideration of integrated water managing systems (ie SQUID and WSUD) in all new and retrofitting streetscape works. Refer to draft <i>Knox WSUD Plan</i></p>
<p>Approach 5</p> <p>Ensure a balanced approach to on-street car parking</p>	<p>Action 5.1</p>	<p>Ensure the design and location of on-street car parking is responsive to the needs of pedestrians and cyclists and the space requirements for street tree and nature strip planting. Refer to Knox Planning Policy in regards to car parking requirements on streets</p>

## GOAL

Coordinate street design and maintenance to balance infrastructure and community needs.

	PRIORITY	Council Responsibility	Internal & External Stakeholders	MEASURE OF SUCCESS
	1	Urban Planning, Traffic and Transport Sustainability	<ul style="list-style-type: none"> <li>• Planning permit applicants</li> </ul>	<ul style="list-style-type: none"> <li>• All new streets designed to enable optimum street tree growth</li> </ul>
	1	City Planning Project Delivery		
	1	Urban Planning	<ul style="list-style-type: none"> <li>• Planning permit applicants</li> </ul>	

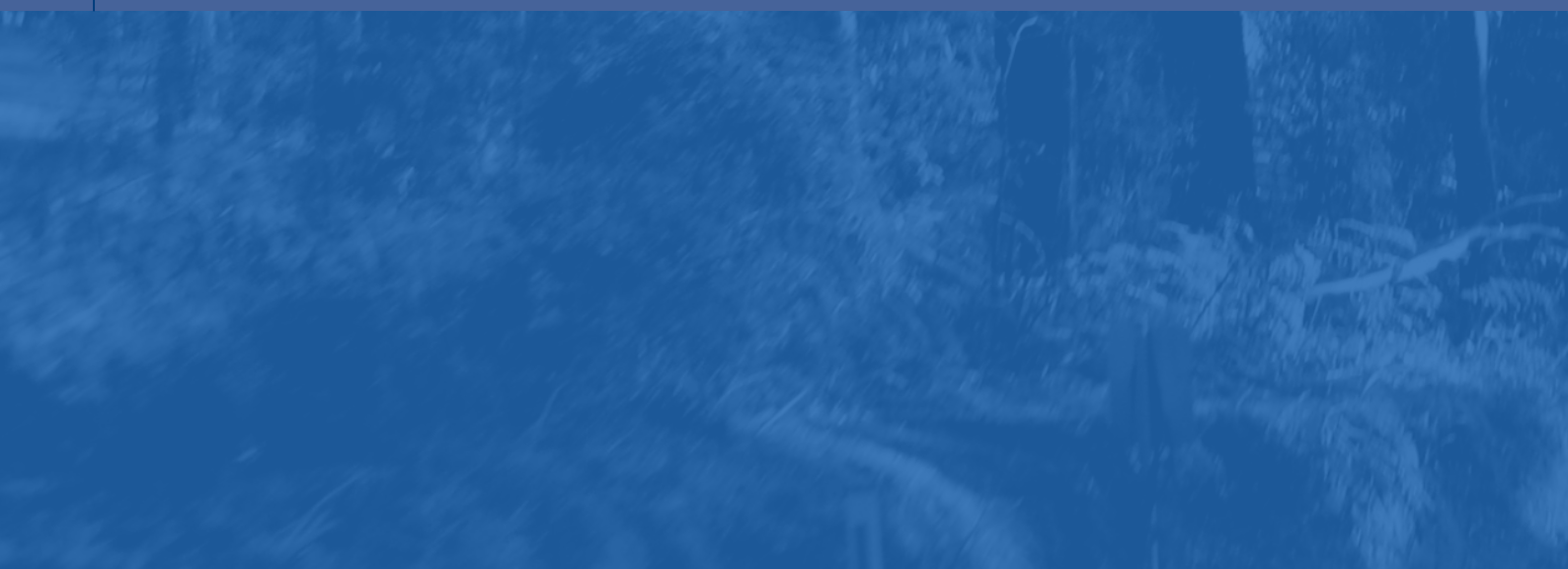
## 6.8 STREETS FOR INFRASTRUCTURE ACTION PLAN

COMMUNITY ACTIONS Communities can contribute to this goal by:	Links to Council Action Nos.	Key partner community groups (if any)	Measure of success for community
<p>Reporting promptly any issues with their street to Council</p>			
<p>Work with Council in the maintenance of their streets. For example “adopt a street tree program” and mowing their nature strip</p>			

**GOAL**

Coordinate street design and maintenance to balance infrastructure and community needs.





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# APPENDIX



# POLICY CONTEXT

## STATE GOVERNMENT POLICY FRAMEWORK

### Planning for all of Melbourne, Victorian State Government

Policy directions specifically relevant to this strategy are:

- Transport and managing congestion: Implement 'Keep Melbourne Moving' to deliver traffic management and road network improvements to alleviate congestion, and deliver new walking and cycling infrastructure to provide more transport choice.
- Improved Planning and design for sustainable communities – which emphasises the importance of well designed and sustainable built environments and coordinated planning
- Prioritising actions to support a rapid modal shift over the next five years from car to public transport – tram, train/ or bus – and walking and cycling.
- Make Melbourne, the surrounding cities and town and critical infrastructure more resilient to climate change impacts.
- Land-use and transport: Land-use planning guides urban form, street and neighbourhood layout, solar orientation of lots, diversity of development and building type. All these factors influence the amount of energy used to run a home or building, and the choices we make on whether to walk or drive to the local shops. Practical transport choices must also be supported by infrastructure improvements in the metropolitan area that encourages walking, cycling and use of public transport.
- The government will develop urban design standards that build on the 'Neighbourhood Principles' in Melbourne 2030 to promote walkable and less car-dependent communities in both existing and newly developing areas

### Melbourne 2030

- Policy 5.3 – Improve community safety and encourage neighbourhood design that makes people feel safe. 'Concerns about safety may restrict people's mobility and levels of activity and may exclude them from some places, particularly at night. 'Perceptions of safety have an influence on travel choice'.
- Policy 5.5 – Promote excellent neighbourhood design to create attractive, walkable and diverse communities. Melbourne 2030 intends that neighbourhoods should be created as integrated and interconnected communities, not just as subdivisions; See also Neighbourhood Principles.
- Reduce dependence on car use because public transport is easy to use, there are safe and attractive spaces for walking and cycling, and subdivision layouts allow easy movement through and between neighbourhoods;
- Environmentally friendly development that includes improved energy efficiency, water conservation, local management of stormwater and waste water treatment, less waste and reduced air pollution.

## CITY OF KNOX POLICY FRAMEWORK

The following policies are strategic, outlining the vision for the City of Knox. Below are noted the key points that relate to Knox streetscapes:

### Vision 2025

The recent plan 'Vision 2025' describes the Knox community's hopes and aspirations for the future. The Vision directly influences the decisions and actions that the Council undertakes to move towards a sustainable future for the municipality. The Vision aims to simultaneously pursue social equity, economic prosperity and environmental sustainability. The key themes articulated by the community are summarised as:

- Healthy, Connected Communities;
- Culturally Rich and Active Communities;
- Dynamic Services and Facilities;
- Accessible Transport Choices;
- Sustainable Natural Environment;
- Balanced Quality Urban Development;
- A Prosperous, Modern Economy

### Sustainable Environment Strategy

The Sustainable Environment Strategy is a high level document developed by Knox City Council to guide the Council's ambition of achieving a sustainable city within a sustainable environment. The document focus's on a number of themes, all of which contribute to and guide the design of liveable streetscapes. These themes include biodiversity; water quality; community engagement; waste minimisation; sustainable planning and development; integrated transport and climate change mitigation and adaptation.

### Municipal Strategic Statement (MSS)

Key elements of the MSS are:

#### Clause 21.05 Promoting the identity and image of Knox

##### Overview/Objective:

- The attractive, green, leafy, lifestyle image which Knox presents contributes significantly to the popularity of Knox as a residential and business address. Maintenance and enhancement of this image is important in order to retain and attract business and residents.
- To retain and enhance valued character elements of Knox, in particular the 'green, leafy image' of urban areas and the rural image of non-urban areas, which give the community a sense of identity and make Knox an attractive place to live and do business in.

##### Relevant Strategies / Actions

- Maintain and enhance the "green leafy" character of public open space.
- Maintain and enhance a high standard of urban design along major roads and entries ("gateways") to the municipality.
- Maintain and enhance a high standard of visual amenity in industrial, business and restricted retail sales areas.
- Undertaking Council initiated landscape works at major gateways to the municipality.

## POLICY CONTEXT

### CITY OF KNOX POLICY FRAMEWORK

#### Clause 21.06 Making better use of urban facilities and services

##### Overview/Objective:

The City of Knox is a well regarded and sought after residential and business address.

##### Relevant Strategies / Actions

- Maintaining a high standard of urban design and amenity in industrial precincts, and business parks designed for businesses seeking a high profile location.
- Ensuring that a high level of residential amenity is provided in residential areas.

#### Clause 21.08 Recognising and Protecting Significant Natural Features and Cultural Heritage

##### Overview/Objective:

- Knox contains important habitats for flora and fauna and plays an important role in maintaining natural processes in the broader region. The importance of Knox's natural assets has been documented in a number of state, regional and local studies. The local community values the natural flora and fauna of Knox and sees its preservation and enhancement important.

##### Relevant Strategies / Actions

- Ensuring best practice environmental management be used in the design, construction and operation of drainage systems to reduce impacts on surface waters and ground water.
- Ensuring development be designed and managed to minimise the impact of urban storm water runoff on waterways, in accordance with any best practice environmental management guidelines approved by relevant statutory authorities.
- Encouraging the retention of remnant native vegetation for its habitat and other ecological values, particularly where the vegetation is located:
  - Along creek valleys.
  - Along linear reserves.
  - In the vicinity of the Dandenong Ranges National Park.
  - In the vicinity of other parks and reserves.

### Clause 21.09 Enhancing the Potential for Lifestyle and Cultural Activities in the Community

#### Overview/Objective:

- To encourage the provision of places where there is a strong community focus and where the community can carry out their domestic, business, leisure or social life.

#### Relevant Strategies / Actions

- Promote mixed uses and higher density housing around Activity Centres.
- Preparing urban design guidelines which promote safe, interactive spaces.

### Clause 21.10 Facilitating Effective Transportation and Movement in the Municipality

#### Overview/Objective:

- Facilitating effective movement of both people and goods in Knox is important in social, economic and environmental terms.
- To reduce dependence on private cars for travel.
- To achieve good access by all modes of movement to all Activity Centres and community facilities within the City.

#### Relevant Strategies / Actions

- Promote higher density housing and mixed uses within walking distance to community and commercial facilities including major public transport nodes.
- Plan for an integrated movement system that assists the economic vitality and development of the City.
- Encouraging new development to connect to the bicycle/pedestrian trail system.
- Encouraging trails to link with the key public transport network.
- Investigating means of re-designing inappropriate street patterns.
- Encouraging provision of safe and sheltered transport stops.
- Encouraging improved access to public transport for people with restricted physical mobility.
- Installing traffic calming works where appropriate.



# POLICY CONTEXT

## CITY OF KNOX POLICY FRAMEWORK

### Local Planning Policy 22.01 Dandenong Foothills

#### Relevant Objectives:

- Protect and enhance the metropolitan landscape significance of the Dandenong Foothills and maintain uninterrupted view lines from within the municipality and vantage points in metropolitan Melbourne by ensuring that all buildings and works are sensitively designed and sited to sit below the dominant tree canopy height.
- Promote the maintenance and improvement of the continuous closed tree canopy by allowing enough open space within new development for the retention of existing canopy vegetation and growth of new canopy vegetation.
- Maintain the low density residential character of the landscape areas by ensuring that preferred subdivision patterns and lot sizes are retained.
- Protect the rural environments of The Basin and the Lysterfield Valley and Lysterfield Hills.
- Ensure that new buildings, works and landscaping in The Basin and the Lysterfield Valley and Lysterfield Hills protect the physical and visual amenity of the open pastoral setting.

#### Relevant Strategies / Actions

##### Lysterfield Valley and Lysterfield Hills Rural Landscape

- Buildings and works be designed and sited to ensure that the rural landscape character is maintained and enhanced.
- Indigenous trees and understorey vegetation be retained and protected.
- A minimum of 80% of all new vegetation (both canopy trees and under storey) be indigenous.

##### Dandenong Foothills: Foothills Backdrop and Ridgeline Area'

- The design and siting of buildings, works and landscaping protects and enhances the visual dominance of vegetation, including canopy trees and native under storey plants, to ensure that:
  - There is a continuous vegetation canopy across residential lots and roads.
  - The significant landscape character of the area is protected and enhanced by retaining existing vegetation and planting indigenous canopy and under storey vegetation.
  - Indigenous trees and under storey vegetation be retained and protected.
  - A minimum of 80% of all new vegetation (both canopy trees and under storey) be indigenous.

##### The Basin Rural Landscape

- Indigenous trees and under storey vegetation be retained and protected.

##### Lysterfield Urban/Rural Transition and Lysterfield Valley Contributory Area

- Roads be aligned to provide an edge to the urban area and provide public access to reserves, parkland and views.
- Streets connect with adjoining development and provide informal street treatments incorporating indigenous vegetation and rollover kerbing.
- Indigenous trees and under storey vegetation be retained and protected.

## Local Planning Policy 22.07 Neighbourhood Character

### Relevant Analysis of Precincts:

#### Garden Court Character Precincts

##### Analysis:

- Planted street trees are generally medium height and formally arranged, with some informally or irregularly planted.

##### Statement of Desired Future Character

- Low scale dwellings set within an open landscape with, in some areas, occasional pockets of large native trees.

#### Villa Court Character Precincts

##### Analysis:

- Street trees are usually formally arranged, and are small and establishing at present.

##### Statement of Desired Future Character:

- Predominantly large scale dwellings set within an open garden setting.

#### Garden Suburban Character Precincts

##### Analysis:

- Planted street trees are generally medium height; sometimes formally arranged and
- Sometimes informally or irregularly planted. Nature strips are frequently wide.

##### Statement of Desired Future Character:

- Low scale dwellings set within an open landscape with occasional large native trees and
- In some precincts large stands of native and exotic trees.

#### Rural Parkland Character Precinct

##### Analysis:

- Trees in the public domain are informally occurring, and appear to be extensions of the private plantings or remnant indigenous trees.

##### Statement of Desired Future Character:

- Low scale dwellings set within a park-like landscape with occasional pockets of large native and exotic trees.

#### Bush Suburban Character Precincts

##### Analysis

- Planted street trees are generally medium height and informally or irregularly planted.
- In some streets the public area planting is indistinguishable from the private.

##### Statement of Desired Future Character

- Dwellings located within frequent bands of high canopy indigenous and native vegetation, creating a vegetation dominated backdrop.

#### Foothills Character Precincts

##### Analysis:

- Vegetation dominates the streetscape.
- Frequent native high canopy indigenous trees and planted Eucalypts, sometimes forming a closed canopy.
- Planted street trees are rare, with the public planting being remnant indigenous vegetation in a natural setting.

##### Statement of Desired Future Character

- Varied but often low scale buildings placed behind a heavily vegetated streetscape with a continuous flow of bush vegetation spread across private and public property.

## POLICY CONTEXT

### CITY OF KNOX POLICY FRAMEWORK

#### Streetscape Policy

In some instances, the nature strips are very generous, in some instances up to ten (10) metres in width, with the footpath being centrally placed. In these situations, residents have extended their landscaping up to the footpath.

Most naturestrips are provided with a concrete footpath to provide for the safe movement of pedestrians. Often vegetation from residents' properties is seen to grow over the footpath area, which can present a hazard to pedestrians when using the footpath.

A number of residents within the City of Knox have undertaken landscaping to their nature strip areas.

This landscaping often includes for structures such as letterboxes. This has been undertaken for practical purposes, as the "Postie" will not deviate from the footpath to deliver the mail (i.e. drive down a driveway to place mail in a letterbox situated on the property boundary).

In other situations, the nature strips have been landscaped for a reason of practicality for the resident or for public safety. These types of situations include;

- Where the resident is disabled and is unable to maintain a grassed nature strip area.
- Where there is a steep and hazardous batter or embankment associated with the nature strip.
- Where there are erosion problems caused by a slope.

Whilst in a number of cases permission has been sought from Council to undertake landscaping, in most cases it has been determined that no permission has been provided.

Any landscaping within the streetscape is ultimately the responsibility of Council, even if it has not been placed by Council.

Whilst Council would not wish to restrict opportunities for residents to enhance their environment, Council has to be mindful of the risk that this landscaping could present to members of the community and, ultimately, the risk exposure to Council if an injury should occur and a claim is made.

Given that Council owns and is responsible for the land that contains nature strips, then even if a resident is permitted to landscape the nature strip, the liability risk would still ultimately rest with Council. This risk is considered to be at higher level than if the nature strip was just grassed.

Further, in a number of instances residents have planted their own trees in the nature strip or tree reserve. This has involved in some cases, the removal of the Council planted species with a species of the residents own preference. In a number of instances the trees selected are not in keeping with the character of the surrounding landscape setting and streetscape environment and, based on the growing characteristics of the tree, will cause substantial damage to Council infrastructure such as paths, kerb and channel and the infrastructure of service authorities, including water, gas and electricity. In these situations approval has not been sought and, if it had been, would not have been provided.



## POLICY CONTEXT

### RELEVANT KNOX STRATEGIES AND PLANS

STRATEGIES AND PLANS	RELEVANT GOALS AND ACTIONS FOR LIVEABLE STREETSAPES PLAN
<p><b>Knox Vision 2025</b></p> <p>Vision 2025 describes the Knox community's hopes and aspirations for the future. It addresses a range of questions.</p> <p>Vision 2025 is described around seven key themes which have been articulated by the community for the community.</p> <ul style="list-style-type: none"> <li>• Healthy, Connected Communities</li> <li>• Culturally Rich and Active Communities</li> <li>• Dynamic Services and Facilities</li> <li>• Accessible Transport Choices</li> <li>• Sustainable Natural Environment</li> <li>• Balanced Quality Urban Development</li> <li>• A Prosperous, Modern Economy</li> </ul>	<p><b>Relevant Goals:</b></p> <ul style="list-style-type: none"> <li>• Healthy connected communities, with people working jointly toward the goals of sustainability;</li> <li>• People feeling physically, spiritually and emotionally connected to their neighbourhood through greater access to open space and nature, and through collaborative community activity;</li> <li>• Open spaces which are shared safe places that increase community cohesion and wellbeing through positive social interactions;</li> <li>• Support for sustainable living. Within all sectors of the community, the norm will be conservative use of energy and water, waste minimization and enhancement and protection of the natural environment;</li> <li>• Knox will have a green and leafy image</li> </ul> <p><b>Relevant Key Initiatives:</b></p> <ul style="list-style-type: none"> <li>• Establishing cycling as a transport mode of choice.</li> <li>• Delivering strategic main road infrastructure including the Dorset Road extension, the Kelletts Road duplication, the Wantirna Road Bridge widening, the Dorset Road widening and the Bayswater Bypass.</li> <li>• Achieving a 25% reduction in water use by Council by 2015 where alternative water sources such as grey water, storm water and rain water are used.</li> <li>• Planting of a minimum of 100,000 trees in public spaces per year until 2025 to enhance natural habitats, open spaces and bush boulevards.</li> <li>• Creating a seamless tree canopy stretching from the Dandenong Valley to the tip of the Dandenongs.</li> <li>• Maximising design standards for the urban and landscape environment through the encouragement of quality design.</li> </ul>

## STRATEGIES AND PLANS

## RELEVANT GOALS AND ACTIONS FOR LIVEABLE STREETS CAPES PLAN

### Knox Urban Design Framework

Sets out an urban design vision, framework and policy for the future of Knox. It is a design tool that provides physical interpretations of local visions and strategies. It focus's on managing change and setting new directions for integrated development of the urban environment.

This document provides a series of design guidelines for streetscapes that provide a strong basis for this Plan.

Establishes key urban design objectives strategies, actions and design guidelines for whole of Knox.

#### Relevant key areas include:

- Activity Centers and Working Environments,
- Activity Centre Vitality
- Pedestrian Friendly Environments
- Commercial Strips
- Industrial Areas
- Transport Corridors
- Bush Boulevard
- Gateway Route
- Principal Avenue
- Path into the Hills
- Rail Corridor
- Scoresby Corridor
- Residential Environments
- Knox Neighbourhood Character Study
- Public Domain Planting
- Improve Layouts for Walking

### Knox City Council 2008/2018 Sustainable Environmental Strategy

The Environment Strategy is a high level document developed by Knox City Council to guide the Council's ambition of achieving a sustainable city within a sustainable environment. The document focus's on a number of themes, all of which contribute to and guide the design of liveable streetscapes.

#### Key Themes and Goals:

- Biodiversity (protection of habitat, flora and fauna). To improve biodiversity and health of ecosystems
- Water (conservation and quality). To create healthy and productive water systems
- Community Engagement and Leading by Example. To lead an engaged and empowered community
- Waste Minimisation. To reduce waste and improve product lifecycles
- Integrated Transport. To develop integrated, sustainable transport systems that provide multiple, connected transport choices
- Climate Change Mitigation and Adaptation (greenhouse action). To reduce greenhouse gas emissions, improve air quality and be well prepared for climate change

## POLICY CONTEXT

### RELEVANT KNOX STRATEGIES AND PLANS

STRATEGIES AND PLANS	RELEVANT GOALS AND ACTIONS FOR LIVEABLE STREETSCAPES PLAN
<p><b>Access and inclusion Plan for People with Disabilities</b></p> <p>The vision for this plan is for Council to be responsive, innovative and energetic in developing an accessible and inclusive community that embraces people with disabilities. Council seeks to ensure that all Knox residents can participate in, and contribute to community life with independence, equity and dignity.</p> <p>The plan outlines a range of objectives and actions. These are based on the premise that the main issues affecting people with disabilities on a daily basis are interconnected and require a number of initiatives to address them effectively.</p>	<p><b>Objectives:</b></p> <ul style="list-style-type: none"> <li>• An Accessible Community:</li> <li>• Physical Access, Information Provision, Transport, Employment</li> <li>• an Inclusive Community: Organisational culture, Civic Life, Advocacy, Recreation, Arts and Culture</li> <li>• a Supportive Community: Council and Community Services</li> </ul>
<p><b>Knox Bicycle Plan</b></p> <p>The plan visions that the City of Knox will, through well planned bicycle networks and programs, increase the use of bicycles for commuting and recreation in a safe, convenient and sustainable manner for residents and visitors.</p>	<ul style="list-style-type: none"> <li>• To reduce the reliance on and use of cars for transport to work, school, shopping and recreation.</li> <li>• Provide well designed shared paths and on-road lanes that link the Knox communities to public transport, Activity Centres and recreation areas as well as regional destinations.</li> <li>• Plan to further reduce casualty crashes through well designed infrastructure and increase driver awareness of cyclists through pavement markings and signs.</li> <li>• To advocate that VicRoads provide on-road lanes as part of the Principal Bike Network and ensure that all new road works and or the introduction of bus lanes incorporate provision for bicycles.</li> </ul>

STRATEGIES AND PLANS	RELEVANT GOALS AND ACTIONS FOR LIVEABLE STREETSCAPES PLAN
<p><b>Knox Integrated Transport Plan</b></p> <p>The development of the Knox Integrated Transport Plan recognises that trying to provide for continuous traffic growth is both unwarranted and unsustainable. Any efficient and equitable transport network requires legitimate travel alternatives. The purpose of the KITP is to bring the key elements of individual transport strategies together, so future transport projects can be developed, assessed and delivered within a common framework.</p>	<ul style="list-style-type: none"> <li>• Ensure that all transport projects include an assessment of integration opportunities with other transport modes;</li> <li>• Create a safe and connected environment, which will encourage patronage onto public transport services throughout Knox;</li> <li>• Increase the use of cycling to account for 5% of all trips;</li> <li>• Provide accessible on-road and off-road networks that provides for safe and continuous travel throughout the municipality;</li> <li>• Ensure the needs of cyclists are taken into account through all infrastructure planning and design phases;</li> <li>• Embrace all opportunities to develop cycling links;</li> <li>• Deliver full DDA compliance on designated principal pedestrian corridors by 2015;</li> <li>• Maximise resident access to a connected path network;</li> <li>• Provide a safe, economical and continuous VicRoads network for the movement of goods and people, whilst maintaining local amenity and connectivity;</li> <li>• Provide a comprehensive range of public transport and pedestrian improvements as part of the Mitcham-Frankston Integrated Transport Corridor</li> </ul>
<p><b>Water Sensitive Urban Design (WSUD) Guidelines for the City of Knox</b></p> <p>The Guidelines for WSUD have been developed in response to the Knox 2001/2010 Sustainable City Plan and the embodied mission statement.</p>	<ul style="list-style-type: none"> <li>• Summarise the environmental issues around urban stormwater management;</li> <li>• Outline the benefits of incorporation of WSUD principles;</li> <li>• Provide guidance for the implementation and maintenance of WSUD principles in new and existing environments; and</li> <li>• Provide indicative details of adoption by council in order to include WSUD principles in new and existing developments.</li> </ul>



## POLICY CONTEXT

### RELEVANT KNOX STRATEGIES AND PLANS

STRATEGIES AND PLANS	RELEVANT GOALS AND ACTIONS FOR LIVEABLE STREETSCAPES PLAN
<p><b>Road Asset Management Plan</b></p> <p>The Road Asset Management Plan focuses on forward planning of the road network through strategic and operational techniques of management. It considers all lifecycle requirements and set out a management approach to obtain optimal return on its investment in road asset.</p>	<ul style="list-style-type: none"> <li>• Risk management, compliance and integration;</li> <li>• Meeting community outcomes;</li> <li>• Embed sustainability principles within road delivery and management processes;</li> <li>• Improving the management processes;</li> <li>• Emphasise the interdependency of decision makers across the asset lifecycle;</li> <li>• Integrate delivery of capital programs to realize construction efficiencies;</li> <li>• Reduce reactive maintenance costs by encouraging a shift toward proactive preventative maintenance practices and timely road surface renewal;</li> <li>• Review road design, construction and renewal standards to deliver an increase in asset life, meet sustainable resource use objectives and minimize adverse impacts on natural environment;</li> <li>• Delivering financial sustainability;</li> <li>• Introduce more strategic methods for prioritisation of asset renewal and upgrade projects</li> </ul>
<p><b>Knox City Council Streetscape Policy</b></p> <p>The Streetscape Policy provides a strategic and practical framework for Council and the community with regard to the management, protection and care of assets within the streetscape and in particular, the selection and management of street trees. The development of this Policy was intended to establish guidelines for all stakeholders and the community as to the objectives and priorities for management of the Streetscape into the future.</p>	<ul style="list-style-type: none"> <li>• Street tree management</li> <li>• Street tree selection</li> <li>• Precinct Character Area Policy Guidelines</li> <li>• Landscaping of Nature Strips</li> </ul>

## STRATEGIES AND PLANS

### Neighbourhood Character Study

The Neighbourhood Character Study is a detailed investigation into physical characteristics of Knox. It forms a collection of guidelines to aid Council in development controls that safeguard the important characteristics of special areas, and define, in a less prescriptive manner, what is acceptable across the municipality in terms of new types of higher density development, and more broadly in maintaining and enhancing particular recognised identities of streetscapes.

## RELEVANT GOALS AND ACTIONS FOR LIVEABLE STREETS CAPES PLAN

### Recommendations:

- Vegetation Protection Overlays;
- Specific and detailed Design guidelines to each character area;
- Coordinated Design Policies, That a project be initiated to establish coordinated design policy for all works in the public domain of residential areas, including street trees, traffic management devices, paving, kerb and channel and overhead and underground services, taking into account the variations of local character described in this study.

## POLICY CONTEXT

### RELEVANT KNOX STRATEGIES AND PLANS

STRATEGIES AND PLANS	RELEVANT GOALS AND ACTIONS FOR LIVEABLE STREETSAPES PLAN
<p><b>Footpaths and Shared Path Asset Management Plan</b></p> <p>The Knox municipality has an extensive shared pathway network, extending over 1250km. (1204km footpath, 70km shared path) This plan has been developed in response to the maintenance and establishment of this asset valued at \$94,536,000 in replacement terms in 2003/04. Sound asset management practices will ensure that Knox continues to meet the needs of current and future generations in a sustainable manner.</p>	<p>Council is committed to providing accessible connected communities within Knox and employing strategies to ensure sustainable sound stewardship of the footpath and shared path networks;</p> <p>Council has recognized the importance of providing health and environmental transport alternatives within the community;</p>

STRATEGIES AND PLANS	RELEVANT GOALS AND ACTIONS FOR LIVEABLE STREETSCAPES PLAN
<p><b>Knox Pedestrian Plan</b></p> <p>The Knox Pedestrian Plan's vision is to enhance the walkability of Knox. It accepts that increased levels of walking within a neighbourhood create greater benefits for the community, and can also measure an area's 'liveability' and social inclusiveness. The Plan makes focus on ten 'hotspots' with specific issues and recommendations for each. In this way the recognised benefits that walking provides to the environment and the community can be monitored and then expanded into areas of Knox.</p>	<p>Related objectives of the pedestrian plan include:</p> <ul style="list-style-type: none"> <li>• To facilitate walking as both a method of travel (walking as a means to an end) and walking as leisure/recreational activity (walking as an end in itself);</li> <li>• To stimulate more residents to choose walking as their preferred mode of travel for a variety of daily trips;</li> <li>• To provide a clear and long-term vision for the development of an integrated pedestrian network for the municipality. This will encourage a modal shift towards this active and sustainable transport option;</li> <li>• To identify opportunities to promote and encourage walking throughout the municipality through the promotion of safe neighbourhood design and interesting streetscapes that encourage an attractive walking environment;</li> <li>• To tailor different environments to different needs where appropriate, for example, a recreational route may have different characteristics to a commuting route;</li> <li>• To assist in the establishment of a network of safe and enjoyable pedestrian routes for the widest range of community members, in particular: commuters, recreational walkers, school children and older persons;</li> <li>• To integrate walking with other appropriate transport infrastructure to enable people to combine walking with cycling or public transport.</li> </ul> <p>Specific Recommendations / Actions:</p> <ul style="list-style-type: none"> <li>• Footpath construction priorities identified</li> <li>• Design Guidelines for Major and Minor pedestrian pause places</li> <li>• Milestone signage options</li> <li>• Home Zones and recommended Home Zones locations</li> <li>• Physical improvements for: <ul style="list-style-type: none"> <li>• Knox City</li> <li>• Fountain gate</li> <li>• Stud park</li> <li>• Wantirna Mall</li> <li>• Bayswater</li> <li>• Boronia</li> <li>• Ferntree Gully</li> <li>• Upper Ferntree Gully</li> <li>• Dandenong Creek and Blind Creek</li> </ul> </li> </ul>

# STUDIES AND INFORMATION

## EXISTING ROAD CLASSIFICATION

### VicRoads Managed Roads

ROAD HIERARCHY CLASSIFICATION	ROADS
Declared State Highways	<ul style="list-style-type: none"> <li>• Burwood Highway.</li> <li>• Dandenong Valley Highway (Stud Road) - Burwood Highway to Dandenong Creek.</li> <li>• Monash Highway (Wellington Road) - Dandenong Creek to Stud Road.</li> </ul>
Declared Main Roads	<ul style="list-style-type: none"> <li>• Boronia Road</li> <li>• Brenock Park Drive</li> <li>• Burwood Hwy</li> <li>• Croydon - Scoresby Road (Bayswater and Scoresby Roads)</li> <li>• Dorset Road</li> <li>• Ferntree Gully Road</li> <li>• Forest Road (Boronia Road to Mountain Hwy)</li> <li>• Glenfern Rd (Brenock Park Dr to Napoleon Rd)</li> <li>• High Street Road</li> <li>• Kelletts Road</li> <li>• Lysterfield Road</li> <li>• Napoleon Road (Lysterfield Road to Kelletts Road)</li> <li>• Stud Road</li> <li>• Wantirna Road</li> <li>• Wantirna-Sassafras Road (Mountain Highway)</li> <li>• Wellington Road</li> </ul>

## EXISTING ROAD CLASSIFICATION

### City of Knox Managed Roads

ROAD HIERARCHY CLASSIFICATION	CURRENT FUNCTIONS / FEATURES
Link Roads	<ul style="list-style-type: none"> <li>• Efficiently channel traffic through the Municipality</li> <li>• Carry traffic between major commercial, industrial and residential areas</li> <li>• Link VicRoads arterial roads</li> <li>• Provide for through traffic movements and heavy vehicle use</li> </ul>
Collector Roads	<ul style="list-style-type: none"> <li>• Provide connectivity to commercial and residential areas from Link Roads or directly from the VicRoads arterial network</li> <li>• Concentrate locally generated traffic to an outlet</li> <li>• Provide direct access to the local road network without acting as a through traffic route</li> <li>• Carry local traffic to shops, schools, commercial districts, hospitals, sporting and other local facilities.</li> </ul>
Industrial Roads	<ul style="list-style-type: none"> <li>• Service local light industrial as concentrated in small areas that tend to be adjacent to VicRoads arterial roads</li> <li>• Channel traffic through an Industrial Zone</li> </ul>
Access Roads	<ul style="list-style-type: none"> <li>• Provide access to abutting residential properties/and or fire truck access</li> <li>• Public amenity, safety and aesthetic aspects of these constructed roads take priority over speed and ease of movement of vehicles.</li> </ul>
Unsealed Roads	<ul style="list-style-type: none"> <li>• Generally have a gravel/crushed road surface</li> <li>• May function as Link, Collector or Access Roads.</li> </ul>



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