

MINUTES

Meeting of the Doncaster Hill Issues Forum No 3.

Meeting Details

Date of Meeting: Wednesday 22 October 2008

Time: 7.30pm

Venue: Function Room 2

Chairperson: Councillor Bill Larkin



INVESTOR IN PEOPLE

1. Present

The following Councillors and Council Officers were in attendance:

Cr Bill Larkin - Chair; Paul Molan - Director Planning and Environment; Claude Cullino - Director Assets and Engineering; Sofi DeLesantis – Doncaster Hill Place Manager; Subash Nanoo - Strategic Planning Engineer; Jane Waldock - Customer Service Engineer; Sam Ryan - Doncaster Hill Support Officer.

2. Apologies

Apologies were received from:

Cr Geoff Gough – Mayor; Cr Pat Young; Lydia Wilson – Chief Executive; Joyce Berdy; Frank D’Assisi; Paul Kounnas; Barry Plant; Eric Reichert; Nick Zoides.

3. Welcome by Chair, Cr Bill Larkin

Cr Larkin welcomed attendees to the third Doncaster Hill Issues Forum meeting and advised of activity since the July Forum meeting, namely the much anticipated opening of Westfield Doncaster, completion of the pedestrian and cycling path between Precinct 1 and Westfield and Underpass upgrade, and implementation of the Doncaster Hill Local Law, which has seen a clean up of the former Shell site at 642 Doncaster Road.

4. Recap on 23 July meeting and introduction to workshop

Cr Larkin gave a brief recap on the 23 July meeting of the Issues Forum and advised that copies of the questions and answers from that meeting, as well as the State Government’s recently released ‘Public Transport – Guidelines For Land Use and Development’ were available at the meeting.

Cr Larkin then outlined the purpose of the night’s workshop, which was to hear the views of Forum members on the vision and opportunities they want explored for traffic and parking, public transport, pedestrian and cycling accessibility for Doncaster Hill.

Notes from this meeting will be collated, distributed to members for comment and then forwarded to:

- The Strategic Transport Advisory Committee and
- The Doncaster Hill Implementation Committee.

The Strategic Transport Advisory Committee is comprised of all eight Councillors, the Chief Executive, two Directors and relevant senior Council Officers. Information provided by the Issues Forum will assist in the review of the Manningham Integrated Transport Strategy (MITS review).

The Doncaster Hill Implementation Committee includes six Councillors, the Chief Executive and three Directors, as well as key senior officers.

Feedback provided on pedestrian and cycling issues will also be fed into the Doncaster Hill Pedestrian and Cycling Plan review, which Council plans to deliver by the end of June 2009.

Doncaster Hill Place Manager, Sofi DeLesantis then explained the process for the night’s workshop and got the session underway.

5. Round table group discussion

Attendees were divided into four groups of 4-5 people to discuss the issues of public transport and pedestrian & cycling access, and traffic and parking, by considering the following questions:

Question 1

What is the group's 20 year vision for Doncaster Hill regarding public transport / pedestrian and cycling access?

Identify what opportunities the group sees to improve public transport / pedestrian and cycling access and prioritise the group's top three.

Question 2

What is the 20 year vision for Doncaster Hill regarding Traffic / Parking?

Identify what opportunities you see to improve Traffic / Parking and prioritise the group's top three.

Each group nominated a scribe/spokesperson, with notes from the discussion were taken on butchers paper to be placed on the wall for presentation.

6. Report back by each group on round table discussion

Cr Larkin invited the nominated spokesperson from each group to report back to the Forum the vision discussed on each topic and the top three opportunities identified.

[All opportunities are listed, with each group's top 3 priorities shown in **bold**]

Group 1

Q1 – Public Transport and Pedestrian / Cycle Access

- Tram extension
- All forms of transport
 - **Easy access for all**
 - Good footpath grid
 - **Motorised scooters and parking at centres for scooters or bicycles**
 - **Adequate parking for private vehicles**

Q2 Traffic and Parking

- **Increase surface level spaces**
- **Trams rail Westfield to Box Hill / City (Tram Rd)**
- Purposely make it more difficult for vehicle traffic to increase
- Increase ease to circulate around Westfield
- Pedestrian friendly road space
- **Develop one-way traffic routes**
- **No tram on Doncaster Road**
- More 'intelligent' traffic lights combined with more effective traffic flows, synchronisation of all major routes

Group 2

Q1 – Public Transport and Pedestrian / Cycle Access

- **Needs easy public transport access to maximise network connections**
- Additional Park and Rides
- Pedestrians should be separate to cycling
- Cyclists should stay on road or on special paths (no sharing with pedestrians)
- **Question of the type of public transport needs priority action**
- Transport options
- Bus to interlink, integrate and be accessible
- Trains – Heidelberg & Box Hill
- Trams – extension?
 - 48 – Box Hill / Station Street needed
 - Extension of tram line from Balwyn to Doncaster would serve no benefit
 - Environmentally cleaner
- **Need for total integration of public transport / pedestrians / cycling**

Q2 Traffic and Parking

- Car park stations are very questionable
 - Safety
 - Security
 - Visitors?
- **Strict planning controls needed**
- **Strict traffic management control**
 - Restrictions of what can be done
 - Signage controls
 - **More parking provisions to each development**
 - Control of access and exits
- More pedestrians, less cars
- Viability via options of public transport, will meet sustainability issues

Group 3

Q1 – Public Transport and Pedestrian / Cycle Access

- **Need separate cycling and walking paths – concern for safety**
- **Commuter and local needs – need to be separated**
- Cycling on Doncaster Hill? Gradient prevents cycling
- **Motorised cycles and wheelchairs – needs to be considered in planning (new development)**
- Appropriate parking for motorised cycles and wheelchairs, etc
- Wheelchairs – access needed, especially in public transport

Q2 Traffic and Parking

- **Access for service vehicles from Doncaster Road – width parking**
- Doncaster Road must not be narrowed
- **Better traffic light sequencing**
- All apartments be accessed from back and side streets, which need widening
- One-way traffic may be an answer to stop traffic congestion
- **More parking space per unit/apartment built for visitors and services / delivery**

- **Community bus – on demand, disabled-friendly**
- Better roads

Group 4

Q1 – Public Transport and Pedestrian / Cycle Access

- Active management of balance to promote non-car movement
- More efficient mass transport systems (rail / tram / buses)
- Encouragement of cycle and foot circulation
- Return to small format, multi-precinct. Linked by community bus, cycling, foot
- **Increased frequency of public transport**
- **Greater segregation for safety, amenity**
 - Bike paths (dedicated)
 - Overpasses to link high-rise
 - Subways
 - Speed controls
- **Distributed parking**

Q2 Traffic and Parking

- Segregation of high frequency/low value journeys away from Doncaster Hill
- Exclusion of through traffic
- High proportion must not have/require private transport (ie. Public transport must be adequate / greatly improved)
- **Reduce it**
 - Positive: Provide alternatives
 - Negative: Tax / charge / fine
- **Reduced fares rather than increased expenditure on private or inefficient systems**
- **Political systems that empower social agenda (e.g. carbon taxes)**
- Efficient and integrated ticketing
- Rapid bus lanes

It was suggested by some attendees that the session may have been more productive had the questions been sent out to Forum members prior to the meeting. This will be kept in mind for future workshops.

7. Closing remarks

Cr Larkin thanked Issues Forum members for their attendance and participation and closed the meeting shortly after 9.00pm. The next meeting of the Doncaster Hill Issues Forum is scheduled for February, with a specific date to be finalised following the council elections.