

21.12 MOVEMENT

19/01/2006
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21.12-1 Overview

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Movement is the element that ties all locations and activities together. It provides the links and access to all the economic, social and cultural activities that we need and value.

Movement at the local level links activities within the City, on a broader scale it links the City of Boroondara with the rest of the Melbourne metropolitan area, the State, other States and the world. Physical movement can be by private means such as walking, bicycle or the car, or by public means which include buses, trains, and trams. Movement can also be electronic and includes the phone, fax or the internet.

The City has two freeways, the Eastern Freeway and the South Eastern Freeway, on its northern and southern borders, respectively. The development of the South Eastern Freeway and the link to the Westgate Freeway (City Link) has the potential of increasing spill-over traffic in the City and generating further emissions close to our residential areas.

Many of our major roads carry through-traffic from the eastern suburbs to the Central Business District (CBD). As a result of this and the traffic generated locally by schools, offices and so forth, many of our main arterial roads are heavily trafficked, primarily during peak periods. Some of this traffic spills over into our quieter residential streets, causing amenity and safety problems for our residents. Residents abutting main roads are affected by air and noise pollution and there is a worsening environment in strip shopping centres.

A 1994 and 1996 Road Survey undertaken by the RACV within the City showed that it scored unfavourably high in terms of traffic problems, particularly at key intersections. The EPA has estimated that approximately 22% of all greenhouse gas emissions in Victoria are the result of private car usage. A reduction in car trips will reduce traffic congestion and effects on the environment.

The 1998 -2001 Corporate Plan sets as one of its key objectives to:

"Encourage a high proportion of movement throughout the City by means other than private motor vehicle."

Boroondara is fortunate in that it generally has very good coverage in terms of access to the public transport network, particularly in an east/west direction. This network, which is able to accommodate both local and inter-suburb trips, comprises trains, trams and buses. The network provides most residents with good access to one or more types of public transport, however, the north/south system is not as comprehensive as the east/west links. Furthermore, information on the available services, especially its connectivity, is poor.

The efficiency of a public transport network does not only relate to the coverage that the network has, but also to the frequency and quality of the service provided. Linkages between modes of transport are also important in facilitating use of the public transport system.

Land use location decisions play an important part in the mode of transport used. If compatible uses are located close to public transport greater support can be given to the use of public transport.

The effects of 24 hour trading and new technologies on travel patterns will be monitored. New technologies such as tele-commuting, including the Internet, may allow more people to work and shop from home without the necessity to travel as frequently as before.

Less energy is consumed by walking or cycling compared to the motorised forms of transport. In order to better accommodate cycling and walking in the City, a number of off-road bicycle and pedestrian tracks have been established, many of which are integrated into the open space network and can be utilised for commuting purposes.

The on-road network is also being extended as a component of the implementation of the Boroondara Bicycle Strategy. This strategy, together with the "Open Space Policy " (1996) and "Boroondara Walks Booklet", are being used to promote these modes of movement in the City.

A major problem for commuter cyclists, however, is the lack of secure bike parking and shower or change room facilities, particularly in or near stations and shopping centres.

Council provides both on and off-street car parking throughout the City. The majority of the Council provided parking areas are located in or near our commercial centres and recreation reserves. It is not uncommon for demand to outweigh supply, especially in large commercial centres.

Balancing the supply and demand for parking is an ongoing concern for Council, resulting in the preparation of Council's "Parking Policy" and "Parking Code" (1997). Separate and special rate schemes have been established over the years and are one mechanism to allow for the financing and development of car parks in commercial centres, ensuring that they can best meet customer needs.

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What are the movement issues?

In spite of a well developed public transport network, Boroondara suffers from heavily trafficked main roads, particularly during peak periods.

Decreased use of the private car and increased use of public transport, cycling and walking is a major challenge for the community.

The limited availability of parking for major activity centres affects the amenity of surrounding areas and the viability of some commercial centres.

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Objectives, strategies and implementation

Objectives

- To achieve good access by all modes of movement to all activity centres and community facilities within the City.
- To increase use of the public transport system or alternative healthier forms of movement such as walking or cycling.
- To encourage land use patterns which reduce the need for travel and therefore, also the need for parking.
- To optimise use of the City's roads in an environmentally sustainable manner.

Strategies

- Plan for an integrated movement system that assists the economic viability of the City's activity centres.
- Optimise the provision and use of parking facilities for the benefit of all users.
- Reduce car use during traditional peak traffic periods.
- Advocate public transport systems which cater to the needs of residents and visitors to the City.
- Provide walking and cycling facilities which cater to the needs of residents and visitors to the City.
- Promote linkages between all forms of transport.
- Concentrate workplaces close to public transport.

- Locate new higher density residential development in and around existing commercial centres and close to public transport.
- Contain traffic to main roads to ensure efficient and free flow.
- Protect local residential areas from through traffic.

Implementation

These strategies will be implemented by:

Policy and exercise of discretion

- Ensuring that all developments are accessible for people with special needs.
- Applying local policy (Car Parking Policy at Clause 22.03) to ensure that sufficient parking is provided as a component of a change of use or new development.
- Ensuring the appropriate design of access points to all new developments.
- Applying local policy (Car Parking Policy at Clause 22.03) to restrict traffic and parking intrusion from commercial areas into residential areas.

Zones and overlays

- Applying the Business 1, 2 and 3 Zones to encourage the concentration of workplaces and other activity generators close to public transport.
- Including Declared Main Roads under the Transport Act 1980 in the Road Zone 1 to ensure development does not affect the flow of traffic.
- Applying the Public Acquisition Overlay to ensure that adequate provision is made for new main roads and widening as advised by the Roads Corporation.

Further strategic work

- Preparing Structure Plans to ensure safe and convenient pedestrian links within commercial centres.
- Preparing a Housing Needs Strategy to identify suitable locations for more intensive housing forms to meet the needs of the future population. Include selected areas in a Residential 2 Zone, as appropriate.
- Undertaking an “Urban Villages” feasibility study to assess the suitability of selected areas for higher density residential and commercial development. Include selected areas in a Residential 2 Zone, Business 2 Zone or Mixed Use Zone as appropriate.

Other actions

- Implementing the City of Boroondara Parking Policy to optimise the use of the existing parking supply.
- Preparing a Home Based Business Strategy, to encourage home businesses and reduce the need for travel.
- Consulting with the relevant regional authorities regarding the correction of any deficiencies in route networks and hours of service of bus, tram and train operations throughout the City and particularly within the Camberwell Junction area, the Swinburne area and other large commercial centres.

- Promoting out of normal working hours public transport to support people working part-time or longer business hours.
- Implementing the City of Boroondara Bicycle Strategy, and Open Space Policy to continue to improve the shared path system.
- Advocating to the relevant authorities to improve the design of the train and tram interchange at Camberwell Railway Station.
- Encouraging the development of secure bicycle parking at stations and shopping centres, and shower and change room facilities at places of work in shopping centres.
- Preparing a set of integrated strategies for the effective management of the City's traffic and parking needs.
- Implementing existing adopted Local Area Traffic Management Plans and prepare new plans to reduce traffic on local roads.
- Preparing an Arterial and Local Roads Management Strategy to direct through-traffic onto main roads.

Reference documents

City of Boroondara Economic Policy, 1996

City of Boroondara Parking Policy, 1997

City of Boroondara Car Parking Code, 1997

Camberwell Junction Structure Plan, 1993

Kew Junction Commercial Centre Strategy Plan, 1991

Boroondara Bicycle Strategy (draft), 1997

Feasibility Study for Eastern Rail Trail, 1996

Movement Framework Plan

Framework Plan - Movement

