

**21.09**25/10/2012  
C63**TRANSPORT AND MOBILITY****Overview**

The municipality seeks an integrated transport system that enables residents, commercial and industrial operators and visitors to access their destination in a safe, equitable and efficient manner. The transport network needs to balance good road access for industrial and residential land uses and carefully manage the impacts associated with a growth in freight to protect residential amenity.

High quality integrated public transport, cycle and pedestrian paths to enhance walkability and safety, and promotes adequate parking in tourist precincts and activity centres is supported. Williamstown will continue to be an important water transport terminal and tourism node in Hobsons Bay.

**Objective 1**

To provide access to, through and within the municipality by all modes of transport, including walking, cycling, public transport and private and commercial vehicles.

**Strategies**

- Have regard to the State transport strategies and opportunities for transport improvements in the assessment of broader regional patterns of land use and transport movements.
- Ensure that the cost of new road and transport infrastructure required to serve specific development is met by the developer.
- Ensure that developers provide a continuous network of bicycle paths and pedestrian facilities in new residential subdivisions that contributes to community health and well being by encouraging walking and cycling.
- Ensure bicycle paths and pedestrian facilities interconnect with the existing transport network and form a safe, efficient and convenient network that promotes walkability.
- Liaise with surrounding municipalities and VicRoads to improve the connectivity of the bicycle network.
- Encourage the improvement of the arterial road system to service the industrial areas.
- Support more direct connections to the Western Ring Road (from Grieve Parade industrial areas) and the upgrade of the arterial link road network.
- Encourage the development of new industrial access roads to service industrial areas.

**Objective 2**

To protect residential and other sensitive land uses from the adverse effects of vehicular traffic.

**Strategies**

- Ensure that the impact of traffic on the safety of other road users and pedestrians generated by new land uses and development is minimised.
- Discourage industrial land uses and developments that are dependent upon heavy transport or high volumes of vehicle trips in locations that require trucks to use roads through predominantly residential areas.

- Conduct traffic management studies of the surrounding areas to avoid transferring traffic problems.
- Ensure that new land uses and developments provide adequate car parking and loading bay facilities that are safe, convenient and visually attractive.

### **Objective 3**

To support increased use of public transport and an efficient network.

### **Strategies**

- Support upgrading public transport within the municipality to reduce traffic congestion within and from Hobsons Bay to surrounding suburbs and the Central Business District.
- Encourage the provision of bus services that maximise convenience for the local community.
- Encourage the provision of bus interchanges at activity centres or where they interconnect with other modes of travel.
- Facilitate an integrated local and sub-regional transport network that provides residents, businesses and visitors opportunities to use safe, efficient and reliable infrastructure.
- Encourage and facilitate walking, cycling and other alternative transport modes to driving.

### **Implementation**

These strategies will be implemented by:

#### **Policy Guidance (criteria for the exercise of discretion)**

- Encourage developers to consult with VicRoads prior to rezoning land.
- Use local policy at Clause 22.04 in the consideration of planning applications to address the shortage of on-street car parking in Altona Meadows.
- Use local policy at Clause 22.05 in the consideration of planning applications to address the shortage of available car parking in Williamstown.

#### **Application of zones and overlays**

- Apply the Road Zone Category 1 over VicRoads declared main roads.

#### **Further Strategic Work**

- Undertake parking precinct plans for Newport/Spotswood, Altona Gate, Aviation Road, Millers Road activity spine and Altona Beach Activity Centre.
- Continue to identify opportunities and encourage the connections between existing and proposed bicycle trails.

### **Reference Documents**

Hobsons Bay Integrated Transport Strategy 2006

Williamstown Activity Centre Parking Study 2009

Hobsons Bay Strategic Bicycle Plan 2003

Hobsons Bay Road Safety Strategy 2008-2010

**Map 4 Key Transport Routes**

