

21.0719/10/2017
C176**TRANSPORT CONNECTIVITY AND INFRASTRUCTURE****21.07-1**19/10/2017
C176**Connectivity and Choice**

Transport connectivity and mode choice are critical to achieving productive, sustainable and socially just cities.

Travel demand will increase as the municipality grows and increasing numbers of people seek to access work, retail, education, leisure, health and entertainment opportunities.

New and upgraded roads will be critical to unlocking new development areas. However new train stations, train and bus services, and walking and cycling infrastructure will be required to provide the level of connectivity and mode choice required to manage this demand fully and sustainably. Improved connectivity and travel choice between residential areas, activity centres, employment areas and Melbourne Airport is particularly important.

There are a number of creeks, train lines and freeways that present significant barriers to transport connectivity, notably in Sunbury and the southern and eastern areas of the Hume Corridor. Overcoming these barriers is expensive but necessary to connect communities, increase accessibility to jobs, and provide genuine travel choice

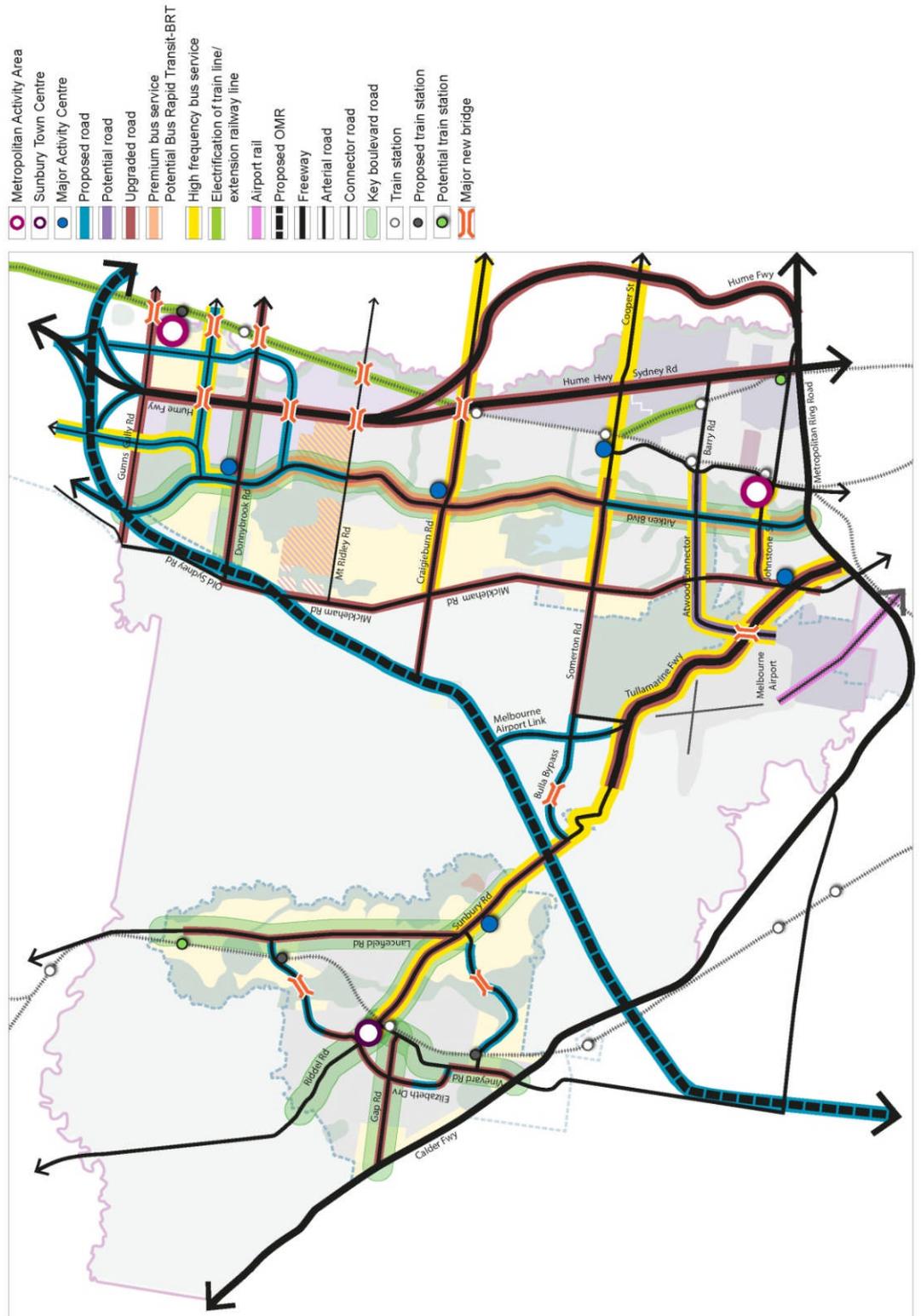
Failure to deliver this transport connectivity and mode choice will lead to increased congestion, long and unreliable journeys, and increased pollution. This will impact the health and well-being of the community, the environment and businesses. Keeping congestion on roads to a minimum is particularly important for the Hume Corridor, given the large number of freight and manufacturing businesses reliant on good transport connectivity. Any increase in travel time will impact upon their competitiveness and productivity.

The Strategic Transport Plan at Figure 1 identifies new and upgraded transport infrastructure required to support Hume's proposed future urban structure.

Key issues

- Managing and responding to increases in travel demand.
- Increasing connectivity and travel choice, particularly between residential areas, activity centres, train stations, employment areas, and Melbourne Airport.
- Timing and funding of upgrades to arterial roads, public transport infrastructure and services, walking and cycling infrastructure.
- Addressing transport network barriers like creeks, train lines and freeways.
- Increasing the appeal and reliability of public transport.
- Provision of genuine public transport options to and from activity centres, employment nodes, residential areas and Melbourne Airport.
- Recognising the social and health benefits of reduced commuting times.
- Acknowledging the environmental, economic and public health benefits of alternative transport options.

Figure 1: Strategic Transport Plan



Objective 1

To improve the connectivity and capacity of the transport network.

Strategies

- 1.1 Facilitate improved road and public transport linkages to Melbourne Airport from Sunbury and the Hume Corridor.
- 1.2 Ensure land is identified for the upgrade of existing arterial roads and the delivery of future arterial roads on Figure 1.
- 1.3 Ensure land is identified for the Attwood Connector between Barry Road and Melbourne Airport.
- 1.4 Ensure land is identified for the extension of Aitken Boulevard to the Western Ring Road in the south and northwards to Wallan.
- 1.5 Ensure land is identified for the extension of Craigieburn Road, Mount Ridley Road, Summerhill Road, Gunns Gully Road, English Street and Cameron Street over the Hume Freeway, the train line and Merri Creek.
- 1.6 Confirm the need to safeguarded land to extend Coleraine Street over Pascoe Vale Road and the railway line in Broadmeadows.
- 1.7 Facilitate the delivery of crossings of the Jacksons Creek and train line in Sunbury.

Objective 2

To provide genuine mode choice for travel within Hume, particularly to activity centres, train stations, major employment areas and Melbourne Airport.

Strategies

- 2.1 Ensure that new and upgraded arterial roads leading to activity centres, train stations and employment areas make provision for bus priority at intersections.
- 2.2 Facilitate safe, direct and continuous networks of on and off-road pedestrian and cycling priority routes to suit different walking and cycling needs.
- 2.3 Ensure existing and proposed green corridors, waterways and road and rail corridors are used for direct and continuous walking and cycling links.
- 2.4 Encourage the provision of end-of-trip facilities (including bicycle parking, shower and changing facilities) and other cycling infrastructure in large scale commercial developments and at key destinations.
- 2.5 Encourage large scale residential, retail, commercial and industrial developments to provide Green Travel Plans.

Objective 3

To maintain reliable journey times for businesses reliant on the road network, particularly freight companies.

Strategies

- 3.1 Facilitate the development of intermodal freight terminals at Somerton.
- 3.2 Identify and monitor capacity constraints on arterial roads, particularly those on the Principal Freight Network.
- 3.3 Discourage non industrial uses in employment areas with immediate access to Principal Freight Network.

Objective 4

To design high quality, well-connected neighbourhoods which promote sustainable modes of transport.

Strategies

- 4.1 Ensure the design of subdivisions provides a permeable and legible street network which allows safe and direct pedestrian and cycle access to local destinations and the major road network.
- 4.2 Ensure street layouts in new development areas connect into the existing movement network, including walking, cycling and public transport networks.
- 4.3 Ensure that gaps in the walking and cycling network are addressed in development applications to achieve a continuous network.
- 4.4 Ensure walking and cycling path networks incorporate shade, seating and directional signage, and provide safe access to activity centres, community and educational facilities, and open spaces.
- 4.5 Ensure pedestrian crossings are located along roads with heavy traffic volumes and at key destinations such as activity centres, schools and community facilities.
- 4.6 Ensure that crossing points are provided where the bicycle network crosses major roads.
- 4.7 Discourage areas of car parking that interrupt primary pedestrian and cyclist routes.
- 4.8 Ensure that all connector roads are “bus ready” prior to service commitments, and have high quality pedestrian access to stops.
- 4.9 Ensure public transport stops are located at the primary pedestrian activity points and close to key building entries.

Policy guidelines

When deciding on an application for use, development or subdivision the following local policies will be considered, as appropriate:

- Require transport and traffic impact assessments for all large scale developments.

Further work

- Work with VicRoads to prepare functional layout plans for all arterial roads.
- Identify opportunities to improve transport connectivity in new structure plans and place frameworks, and through large scale redevelopments.

Other actions

- Advocate for timely upgrades to the arterial road infrastructure within Hume in Figure 1.
- Advocate for the timely extension of the Upfield Train Line to Roxburgh Park, the electrified train services to Lockerbie in the Hume Corridor and the Lancefield Road north area of Sunbury.
- Advocate for the timely provision of new stations at Lockerbie, Sunbury South and Sunbury North.
- Advocate for the timely delivery of the Melbourne Airport Rail Link.
- Ensure that travel time benefits to businesses, and productivity and economic benefits to the Hume and Melbourne economy are recognised in the prioritisation of funding and preparation of business cases for upgrades to the transport network.
- Explore the potential for a new train station at Campbellfield.
- Plan and advocate for extensions to Hume’s Principal Public Transport Network to enable good accessibility to direct, frequent and reliable bus services.

- Advocate for timely extensions to the Metropolitan Trail Network and Principle Bicycle Network within Hume.
- Advocate for improved frequency, directness and reliability of bus services within Hume, particularly those leading to Melbourne Airport, activity centres and train stations.
- Advocate for better timetable integration between bus and train services.
- Advocate for bike parking infrastructure at train stations and other public transport interchanges.

21.07-2 Integrated Land Use and Transport

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The integration of land use and transport provides opportunities to create sustainable and well-connected communities with a broad range of genuine travel mode choices. Concentrating high trip generating uses, employment opportunities, community uses and an increasing proportion of new housing close to activity centres and public transport corridors provides the greatest potential to reduce reliance on the private vehicle.

The planning of the growth areas in Hume provides opportunities to achieve this land use and transport integration at the outset of new developments. Equally, the intensification of established areas and the upgrade of transport infrastructure offer significant opportunities to achieve this integration and higher density development within established areas.

The quality of the transport infrastructure is vital to providing the amenity and level of access required to attract and support higher density and diverse land uses. It is also vital to the take up of sustainable modes.

Key issues

- Increasing the number of public transport corridors capable of supporting higher density development and activity.
- Improving the amenity around activity centres, along public transport corridors and around train stations to support and enable more intense development.
- Improving the amenity and quality of the walking and cycling infrastructure within and leading to activity centres and train stations to support less car dependent development.
- Ensuring that the design of roads, parking and walking and cycling infrastructure in activity centres supports an integration of land uses.

Objective 5

To increase the number of transport corridors capable of supporting higher density development and increased integration of land uses.

Strategies

- 5.1 Ensure Aitken Boulevard and Craigieburn Road are designed to support high frequency buses, walking and cycling and have high quality landscaping amenity.
- 5.2 Ensure new connector roads are designed with bus priority at intersections with arterial roads, high quality walking and cycling infrastructure, and good landscaping and amenity to support higher density development over time.
- 5.3 Identify and review opportunities to improve the bus priority infrastructure, walking and cycling infrastructure, landscaping and amenity along arterial and connector roads with high frequency bus routes.

Objective 6

To ensure that the design of the transport infrastructure within and around activity centres and train stations supports and facilitates higher density development and activity.

Strategies

- 6.1 Encourage streetscape improvements that make existing activity centres more attractive and improve their function and viability.
- 6.2 Facilitate new activity centres in the locations shown in Figure 1 and discourage new activity centres on arterial roads.
- 6.3 Encourage the ‘main street’ of new activity centres to be perpendicular to roads anticipated to experience high levels of through traffic.
- 6.4 Facilitate new activity centres with streets and parking arrangements capable of supporting development above ground floor uses, particularly residential and commercial development.
- 6.5 Ensure that roads within and leading to new activity centres and new train stations are direct and have high quality landscaping and walking and cycling infrastructure.
- 6.6 Ensure activated frontages are provided on the primary pedestrian and bicycle routes to and within activity centres.

Further work

- Work with VicRoads to prepare functional layout plans for Craigieburn Road and Aitken Boulevard.
- Identify opportunities to improve transport infrastructure and amenity in existing areas in new structure plans and place frameworks, and through large scale redevelopments.

Other actions

- Advocate for delivery of high quality landscaping along all arterial roads in Hume, particularly around activity centres and train stations.
- Work with VicRoads to ensure that the design of Macedon Street retains its historic qualities and supports the potential for redevelopment.

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Parking

Streets provide for a diverse range of road users, including for vehicles to drive along and to park. Effective planning, management and design of parking are critical to achieving high levels of amenity, good accessibility and long term sustainability.

The benefits of car parking are that it facilitates easy access by car to residential, recreational and business activities, and to public transport. Provision of sufficient parking provides an economic benefit to businesses. However, the costs of car parking, including occupying large amounts of high value land, has the potential to generate demand for car travel causing congestion impacting on the environment and reducing local amenity. Given the costs and benefits of parking, it is desirable to optimise the amount and management of parking in order to provide ‘just enough’, and flexibility to provide for changing requirements over time.

The demand for car parking varies between different land uses, and is dependent on the location of the use and the convenience and level of service of other transport modes. In areas with good public transport, or convenient walking and cycling access, the demand for car parking will be lower, therefore it is critical to locate development in areas where it will have a lower demand for access by private car, such as at activity centres that are well served by public transport.

Key issues

- Balancing the need and demand for car parking with the needs of other uses.
- Encouraging the co-location and consolidation of parking.

- Ensuring car parking does not impact on the amenity of activity centres or streets.

Objective 7

To plan, design and manage parking so that the supply of parking is optimised and makes a positive contribution to the public realm.

Strategies

- 7.1 Ensure the design of new activity centres identifies opportunities for development of car parking areas in response to increased sustainable travel.
- 7.2 Encourage the co-location of land uses which generate large parking demand, and the sharing of their parking requirements.
- 7.3 Encourage parking in activity centres to be located on the edge of the centre on appropriate access roads.
- 7.4 Ensure that parking incorporates environmentally sustainable design and development principles, including canopy tree cover and sustainable storm water management measures.

Policy guidelines

When deciding on an application for use, development or subdivision the following local policies will be considered, as appropriate:

- Apply Council's Parking Hierarchy to prioritise the needs of the various users across different areas to ensure that kerbside space is allocated in an appropriate, fair, consistent and transparent way across the city.
- Require car parking plans for new and expanding activity centres and other major trip generating uses to balance demand for car parking with sustainable travel.

Other actions

- Advocate for increased car parking at Craigieburn and Sunbury Train Stations.

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Reference Documents

- Healthy by Design: a planners' guide to environments for active living, National Heart Foundation of Australia, 2004
- Hume Bicycle Network Plan, Hume City Council, 2015
- Hume Corridor HIGAP Spatial Strategy and Delivery Strategy, Hume City Council, 2015
- Hume Integrated Land Use and Transport Strategy 2011-2020, Hume City Council, 2011
- Hume Parking Management Policy 2015, Hume City Council, 2015
- Melbourne Airport Master Plan, Australia Pacific Airports Melbourne, 2013
- Sunbury HIGAP Spatial Strategy and Delivery Strategy, Hume City Council, 2012
- Walking and Cycling Strategy 2010-2015, Hume City Council, 2010