

21.03 TRANSPORT AND ACCESSIBILITY

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21.03-1 Overview

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The provision of appropriate and accessible transport is a major determinant of urban form. Both private and public transport have a significant impact on the environment, by influencing land use planning decisions and shaping the physical form of our suburbs. To ensure that travel both within and through Maroondah meets community expectations, long term planning of our suburbs must include strategies for public transport, the road network, pedestrian links and bicycle paths.

Convenient, safe, reliable and affordable transport is vital to the well being and development of any community. Transport provides accessibility to schools, work places, shopping and community facilities. The ease of access to such facilities depends mainly on the level of service provided by the various transport systems. It is also important that a city's transport systems are provided in an environmentally responsible and sustainable manner.

Transport services need to ensure that no members of the community are deprived of opportunities to participate in the broad range of activities available within the municipality. Special attention is required to ensure that "transport disadvantaged" groups in the community, such as the young, aged and disabled, can access all the principal activities available.

The City of Maroondah has a number of arterial route development opportunities including the Northern Arterial link, the proposed Healesville Freeway and the North East link (the Metropolitan Ring Road extension to the Eastern Freeway).

These opportunities require detailed evaluation of potential benefits and amenity impacts for both Maroondah and the wider community.

21.03-2 Objectives, strategies and implementation

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Objective 1

- To ensure maximum efficiency of traffic flow through the municipality.

Strategy

- Provide an appropriate network of road infrastructure in the municipality by lobbying for arterial road capital expenditure from both State and Federal Governments.

Objective 2

- To promote design and development that encourages pedestrian activity and where possible, increases the permeability of our suburbs.

Strategies

- Promote increased residential densities around rail stations.
- Promote greater integration of compatible land uses to reduce travel time and reliance on transport infrastructure.

Objective 3

- To develop effective road traffic and public transport management programs that will improve residential amenity, facilitate economic activity and minimise stress on our natural environment.

Strategies

- Encourage increased use of public transport and alternative means of transport to reduce the dependency on motor vehicle based travel within Maroondah.
- Reduce the environmental impact of vehicular traffic on local amenity, through traffic calming and road safety mechanisms.
- Increase the level of access to public transport services within Maroondah and facilitate improvements to facilities associated with public transport nodes.
- Lobby the State Government for improved car parking facilities associated with railway stations.
- Promote Ringwood and Croydon as major modal interchange hubs to ensure safe, secure and efficient public transport services.
- Lobby the State Government for improved coordination of public transport provision and timetables.

Implementation

These strategies will be implemented by:

Local policy and exercise of discretion

- Encouraging higher densities in the Ringwood Activity Centre in the area bounded by the Ringwood Bypass, Warrandyte Road and the Maroondah Highway, Ringwood.
- Ensuring that development accords with the Ringwood Activity Centre Clause 22.06.
- Encouraging the reinforcement of the existing retail and commercial hierarchy so as to build upon existing transport infrastructure as identified in the Retail and Commercial Development Clause 22.05.
- Ensuring higher residential densities around and adjacent to rail stations.
- Ensuring major developments incorporate opportunities for the use of transport alternatives such as pedestrian and bicycle modes.
- Ensuring development for residential accommodation including retirement village, hostel, residential village, nursing home, boarding home or other communal style living provides access to public transport as identified in the Residential Accommodation Policy, Clause 22.10.

Zones and overlays

- Applying the appropriate Road Zone category over main and secondary roads.
- Applying the Public Use Zone 4 over the heavy rail lines.
- Applying a Development Plan Overlay to provide for the development of an integrated public transport interchange in the Ringwood Town Centre.

Future strategic work

- Investigating the need to improve access to activity nodes and facilities for alternative forms of transport such as public transport, bicycles and walking.
- Developing and implementing appropriate traffic management and planning strategies to reduce dependency on the motor vehicle as a source of transport.
- Initiating the findings and recommendations contained in the Integrated Transport Strategy, , Croydon Major Activity Centre Parking Strategy and Ringwood Ringwood CAD Parking Strategy and the Future Conditions Paramics Modelling Ringwood Transit City.

Other actions

Reference documents

Integrated Transport Strategy, Maroondah City Council, 2006

Croydon Major Activity Centre Parking Strategy, Traffix Group, 2012

Ringwood Central Activities District Parking Strategy, AECOM, 2009

Future Conditions Paramics Modelling Ringwood Transit City, O'Briens Traffic, 2007

Sustainability Strategy, Maroondah City Council, 2009

Ringwood Transit City Urban Design Masterplan, Hansen Partnership, 2004

Maroondah Transport Land Use Framework Plan

- Principal Road Network
- Proposed Major Arterial Roads
- Railway Lines & Stations
- Waterways

