

21.0912/09/2013
C162**TRANSPORT**

The structure of the City is a fundamental determinant of its economy, liveability creativity and its ecological footprint. Compact, mixed use and walkable cities built around public transport corridors and nodes are more efficient, more accessible and more sustainable.

The municipality is a key destination for intercity, interstate and international travel for business, tourism, arts and culture. The City's transport infrastructure must meet the demands of the growing intensity and diversity of land uses, major events and the growth in residential and the commuter population places significant demands on. Approximately 705,000 people visit the City of Melbourne on a daily basis, and by 2030 the number of daily trips is expected to increase to around 1 million (City Research, City User forecasts 2011).

An efficient transport system is therefore vital for the economic, cultural and social operation of the City. Public transport is the most economic and efficient mode for mass travel to and from the City. Within the municipality, the network of trains, trams and buses complemented with a good quality, comprehensive walking network for pedestrians provides a rich means for local short trips.

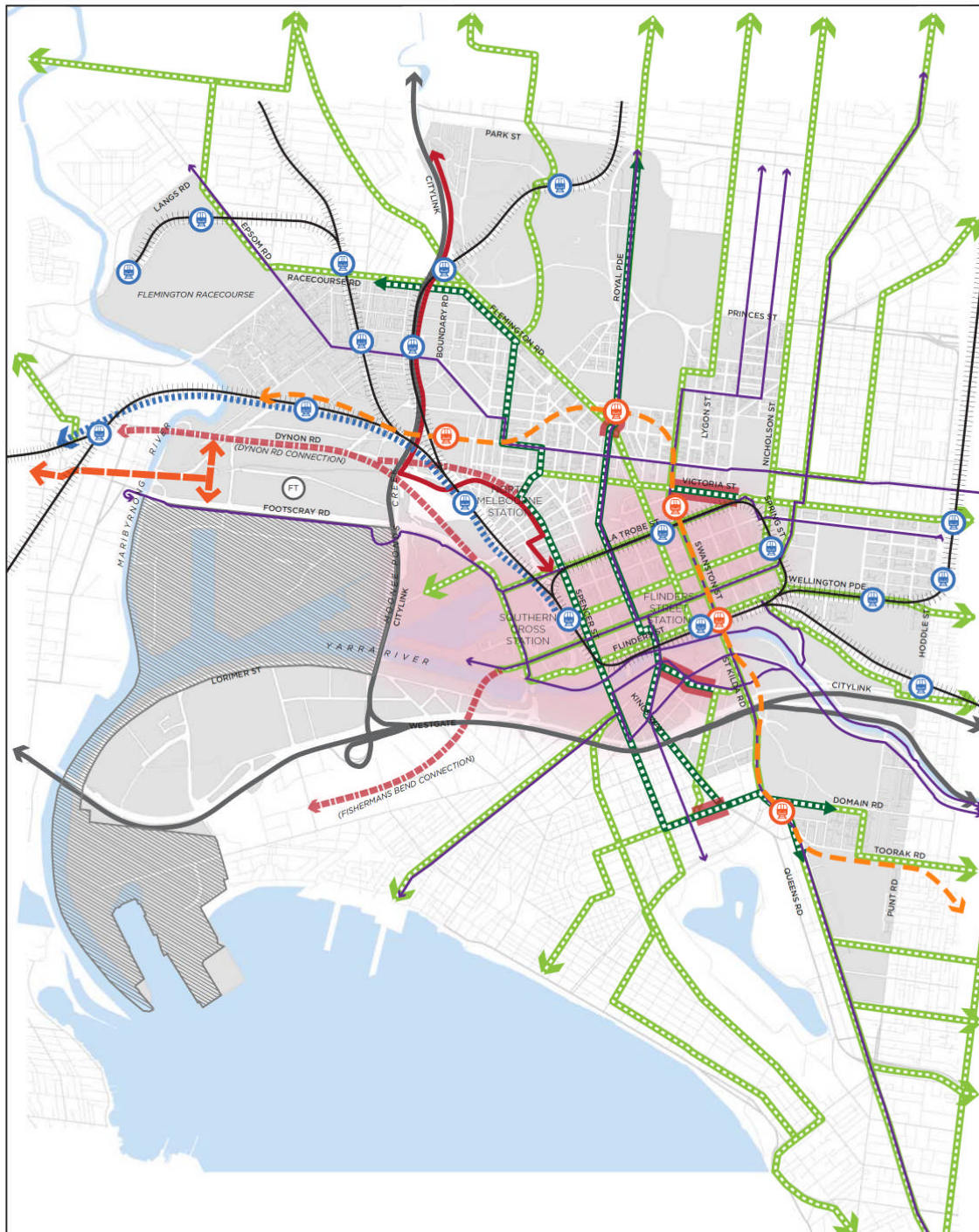
Walking accounts for the greatest proportion of trips within the municipality. An excellent walking network is necessary for the functioning of all the other modes but is particularly crucial for an efficient and effective public transport system.

Cycling is becoming one of the most effective means of mobility in the municipality. Cyclists are growing as a proportion of all commuter trips to the City, as is off-road cycling for leisure and recreation. There are good opportunities to increase cycling take-up.

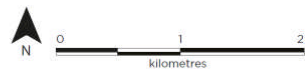
Private motor vehicles will continue to be part of the mix of modes available for city users but their use will be developed to be more complementary with the other modes and more compatible with good quality higher density inner city living and working. Car sharing is one significant opportunity for achieving this.

Melbourne's is Australia's freight hub and gateway. It supports business, and tourism needs in rural, regional, national and international markets. The Port of Melbourne and the City's industrial areas rely on efficient road and rail links for freight movement into and out of the City. In some of the high density mixed use areas of the municipality, freight traffic is degrading amenity. The impact of freight vehicles needs to be minimised.

Figure 4 Transport Map



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|--|--|--|--------------------------------|
| | Port of Melbourne - Subject to the Port of Melbourne | | Tram Network |
| | Planning Scheme | | Existing Routes |
| | Rail Station | | Potential Route Change |
| | Rail Network | | Potential New Routes |
| | Proposed Melbourne Metro Rail Station | | Road Network |
| | Proposed Melbourne Metro Rail Alignment | | Proposed Port Freight Link |
| | Melbourne Freight Terminal | | Bus Network |
| | Freeways | | DART and Skybus Routes |
| | Regional Rail Link | | Cycle Network |
| | | | Key Cycle Routes |
| | | | Walking |
| | | | High Intensity Pedestrian Area |



21.09 – 1 Integrated transport12/09/2013
C162**Objective 1 To integrate transport and urban growth.**

Strategy 1.1 The growth and development of the City in the Urban Renewal Areas will be integrated with planned major transport infrastructure initiatives including:

- The Regional Rail Link.
- The Melbourne Metro Rail Tunnel.
- The Melbourne Freight Terminal.
- East West Link.

Strategy 1.2 Encourage development in locations, which can maximise the potential use of public transport.

Strategy 1.3 Ensure a development pattern in the Urban Renewal Areas that is permeable and fine-grained with a legible pattern of access and movement.

Strategy 1.4 Consolidate development with a mix of uses along tram and bus corridors and at and around railway stations in Urban Renewal Areas.

Strategy 1.5 Locate major entertainment, recreation, retail, education and employment uses close to good public transport in Urban Renewal areas.

Objective 2 To maximise access to the City.

Strategy 2.1 Support the provision of adequate, safe public transport, pedestrian and bicycle facilities and car parking, in the City to suit 24 hour activity.

Objective 3 To enhance the role of the Boulevards and Principal Streets as entrances to the Central City.

Strategy 3.1 Ensure that development along the City's established boulevards of St. Kilda Road, Flemington Road, Victoria Parade, Royal Parade and Footscray Road (Harbour Esplanade) maintains the prominence of their landscape character.

Strategy 3.2 Ensure development along Principal Streets reinforces their character as major, high quality entries into and through the City.

21.09 – 2 Walking12/09/2013
C162**Objective 1 To develop and maintain a comprehensive, safe, comfortable and convenient pedestrian network throughout the municipality.**

Strategy 1.1 Give priority to pedestrian use in high volume pedestrian areas, particularly in the Retail Core and the Central City.

Strategy 1.2 Create high quality and safe pedestrian environments throughout the City.

Strategy 1.3 Support the extension of the existing system of dedicated pedestrian routes (including shared paths) to link all major parks and gardens.

Strategy 1.4 Ensure that pedestrian networks is accessible to all users, including those with wheelchairs and prams.

Strategy 1.5 Support the extension of the existing pedestrian network (including shared paths and through block links) throughout the municipality.

Strategy 1.6 Ensure that pedestrians are given priority around local centres, within the Retail Core of the Central City, along key pedestrian routes, at the rail stations, high volume tram and bus stops, and around major activity generators including sports and entertainment facilities.

Strategy 1.7 Protect and enhance the laneway system as a significant element of the pedestrian network and public realm.

Strategy 1.8 Encourage a permeable and fine-grained development pattern in Urban Renewal Areas.

Strategy 1.9 Ensure that pedestrians are not impeded by ground level activity or development.

21.09 – 3 Cycling

12/09/2013
C162

Objective 1 To develop a comprehensive, safe and convenient cycling network throughout the Municipality.

Strategy 1.1 Encourage improved connectivity of the City's bicycle network and support the extension of the existing system of dedicated cycle routes (including shared paths) to link all major parks and gardens in Melbourne.

Strategy 1.2 Support the extension of principal cycling routes into and through the City from surrounding municipalities.

Strategy 1.3 Ensure that new development provides bicycle access and high quality, safe and secure end of trip cycle facilities.

Strategy 1.4 Ensure a safer cycling environment by encouraging passive surveillance of the bike network and safe and secure end of trip facilities.

Strategy 1.5 Support the extension of the existing system of dedicated cycle routes (including shared paths) across the entire street network.

Strategy 1.6 Support the provision of public bike hire stations convenient to pedestrians and public transport.

Strategy 1.7 Minimise the impact of development, including vehicular crossings, on principal cycling routes.

21.09 – 4 Public transport

12/09/2013
C162

Objective 1 To maximise the use of public transport through efficient urban structure.

Strategy 1.1 Ensure a development pattern in the Urban Renewal Areas that is permeable and fine-grained with a legible pattern of access and movement.

Strategy 1.2 Consolidate development with a mix of uses along tram and bus corridors and at and around railway stations in Urban Renewal Areas.

Strategy 1.3 Locate major entertainment, recreation, retail, education and employment uses close to good public transport in Urban Renewal Areas.

Strategy 1.4 Encourage public transport as the primary mode of access to the Central City

Strategy 1.5 Support improvements to the overall convenience, quality, and accessibility, level of service and safety of public transport.

Strategy 1.6 Support changes and improvements to the public transport system that serve the changing needs, demography, and structure of the City.

Strategy 1.7 Support improvements to public transport waiting areas, to ensure a high level of amenity, accessibility, and safety.

Strategy 1.8 Ensure major entertainment, recreation, retail, education and employment areas are accessible by public transport and walking.

Strategy 1.9 Support a public transport system that serves the City 24 hours a day.

Strategy 1.10 Facilitate access to public transport for people with a disability.

21.09 – 5 Private Motor Transport12/09/2013
C162**Objective 1 To encourage more efficient use of private motor vehicles.**

- Strategy 1.1 Recognise that cars are complementary to other modes of transport and their use should be visitors daily managed to minimise adverse impacts on other transport modes.
- Strategy 1.2 Support the provision of purpose designed off street parking for small and micro cars, motor scooters and motorbikes to meet the needs of residents and businesses.
- Strategy 1.3 Support provision of re-charging facilities powered by renewable sources of energy for electric powered vehicles.
- Strategy 1.4 Support a variation to the on-site car parking requirements on sites which are of identified heritage significance if the requirements are likely to adversely impact on the significant building fabric or other significant features.
- Strategy 1.5 Support the reduction or waiving of car parking for new uses and developments, which have good access to public transport.
- Strategy 1.6 Discourage new commercial car parks.
- Strategy 1.7 Discourage commuter car parking in the Central City.
- Strategy 1.8 Encourage the co-location and sharing of car parking facilities.
- Strategy 1.9 Minimise the extent of vehicle crossovers and their impediments to pedestrian access.
- Strategy 1.10 Manage neighbourhood parking to ensure an appropriate level of amenity for residents in Residential and Mixed Use Zones, and parklands.

Objective 2 To reduce the negative economic, social and environmental impacts of traffic and parking, particularly on residential areas and parklands.

- Strategy 2.1 Support traffic calming and parking management measures to improve the safety and amenity of the City.
- Strategy 2.2 Minimise the impact of traffic through Residential and Mixed Use zones and local neighbourhoods particularly commuter traffic and heavy vehicle traffic.
- Strategy 2.3 Ensure that the cumulative traffic and parking impact of developments on an area are considered.
- Strategy 2.4 Ensure that traffic and parking impacts from new development is minimised.

21.09 – 6 Port and Freight Movement12/09/2013
C162**Objective 1 To enhance Melbourne's role as Australia's freight hub and gateway.**

- Strategy 1.1 Support the provision of an efficient and integrated freight transport system that reduces negative environmental impacts in residential and public areas.
- Strategy 1.2 Support the sustainable development and efficient 24-hour operation of Melbourne's deep-water port and the transport links to it.

Objective 2 To improve freight links to Port Melbourne.

- Strategy 2.1 Support development of the Melbourne International Freight Terminal in the Dynon Precinct and transport links between the Port and the Terminal.
- Strategy 2.2 Support enhanced rail links with the Port particularly to Webb Dock and Swanson Dock and between the Port and interstate networks.
- Strategy 2.3 Support integrated planning of the Port, its environs and the road, rail and sea links to the Port.

Strategy 2.4 Ensure that the sustainable growth and development of the Port is maximised and that the Port area's environmental values are protected and enhanced.

Objective 3 To reduce the amenity and environmental impacts of road based service, delivery and waste freight vehicles.

Strategy 3.1 Support service, delivery and waste freight solutions, which improve efficiency and minimise negative impacts on amenity and the environment.

Strategy 3.2 Support improved rail links for freight movement servicing the Port of Melbourne and industry.

Strategy 3.3 Ensure that new developments have adequate on-site loading facilities.