

## 21.11 TRANSPORT

11/05/2017  
C197

### 21.11-1 Integrated Transport

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The City of Whittlesea supports the development of liveable, prosperous and sustainable communities where people and businesses are connected within the municipality and with the rest of Melbourne to access jobs and opportunities in ways that meet their access needs. The need for integrated transportation systems is heightened within the municipality where there is currently a lack of north south road capacity beyond the municipal boundaries and few options for uninterrupted east west travel. Successful implementation of an integrated transport system requires land to be set aside in the early stages of development to provide for long term roads and public transport to be established. This imperative applies to all scales of development and is fundamental to the successful attainment of the transportation network. Provision of public transport is a key municipal objective.

**Objective 1: To establish an efficient, interconnected multi-modal transportation system which increases the level of accessibility and choice within and beyond the City of Whittlesea.**

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| Strategy 1.1  | Reduce dependence on car based transport and provide improved public transport and pedestrian/cycle options within existing urban and growth areas of the municipality.   |
| Strategy 1.2  | Provide new and improved arterial roads to enable the provision of trunk public transport services between activity areas, railway stations and public transport interchanges.  |
| Strategy 1.3  | Ensure the future light rail extension maximises opportunities for integrated multi-modal connections.  |
| Strategy 1.4  | Plan and advocate an interchange at O'Herns Road to the Hume Highway and Edgars Road extension to improve access to the Epping North growth corridor and reduce through-traffic pressure and congestion in the Epping Central Metropolitan Activity Centre. |
| Strategy 1.5  | Support improvements to major north-south and east-west roads including Plenty Road widening, Epping Road widening, O'Herns Road widening, Findon Road extension and Bridge Inn Road widening and upgrade.  |
| Strategy 1.6  | Ensure the future Mernda Railway Line stations are well-located and integrated with town centres.   |
| Strategy 1.7  | Support transit orientated development which provides opportunities for higher density development, intermodal transport connections, public buildings and spaces.  |
| Strategy 1.8  | Ensure the railway corridor is designed such that it enhances movement, linkages across and along the rail corridor.  |
| Strategy 1.9  | Minimise the impacts of rail infrastructure and rail noise on adjacent land uses and environmental values.  |
| Strategy 1.10 | Implement the strategies and actions of the <i>Epping Central Structure Plan</i> to prioritise transport modes such as walking, cycling and public transport over private vehicle use within the Epping Central Principal Activity Centre.                  |
| Strategy 1.11 | Provide local road networks which facilitate the operation of public transport, walking and cycling.  |



- Strategy 1.12 Improve the level of accessibility to services and facilities within growth areas so that individual communities are more self-sufficient and do not rely on access to existing services and facilities in existing communities.
- Strategy 1.13 Reduce dependence on the arterial and main road network by establishing a high level of connectivity and accessibility for all forms of transport within and between subdivisions.
- Strategy 1.14 Require Developer Contributions to support the delivery of essential infrastructure in the growth areas and in established areas undergoing renewal.
- Strategy 1.15 Increase residential densities within walking distance of the Principal Public Transport Network.
- Objective 2: To facilitate the safe and efficient movement of freight in a manner that minimises the impact on sensitive land uses.**
- Strategy 2.1: Facilitate freight movements onto routes which minimise impacts on the amenity of sensitive uses.
- Strategy 2.2: Plan and design industrial areas to meet current and emerging freight vehicle demands.

**21.11-2**11/05/2017  
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A move towards sustainable modes of transport will deliver economic, social, and environmental outcomes sought by the community. The principles for sustainable transport include early delivery of infrastructure and its contribution to affordability, universal access, a mix of land uses, well designed public realm, built form and walkability.

The transport networks should reflect the needs and function of the activity centres. The higher order Activity Centres of Epping, Plenty Valley (South Morang), University Hill, and in the future Mernda, Wollert and Donnybrook should be serviced by high capacity rail and have good access to the arterial road network. Smaller neighbourhood centres serve an important focal point for local communities and should be located to be served by local public transport services.

**Objective 1: To improve transport options and accessibility outcomes for residents.**

- Strategy 1.1 Provide a safe urban environment for walking through appropriate infrastructure and a built environment that encourages walking.
- Strategy 1.2 Deliver walking paths and supporting infrastructure to improve access to activity centres, employment areas, schools, community facilities and public transport interchanges.
- Strategy 1.3 Provide a safe urban environment that enables cycling to be a viable mode for a wide variety of trips in the municipality and to neighbouring municipalities.
- Strategy 1.4 Deliver cycling paths and appropriate supporting infrastructure, such as signage and bicycle parking, in key locations across the cycling network.

**Objective 2: To provide a frequent, fast and reliable public transport network that meets the diverse needs of users throughout the municipality.**

- Strategy 2.1 Support residential intensification around stations.
- Strategy 2.2 Provide infrastructure in new subdivisions which can accommodate efficient bus movements.
- Strategy 2.3 Protect the dedicated railway corridor between South Morang, Mernda and Whittlesea Township, and facilitate the reservation of a public transport corridor between Lalor and Wollert.

- Strategy 2.4 Ensure that development is integrated with, and does not prejudice the future viability of heavy rail between Mernda and Whittlesea Township, or between Lalor and Wollert.
- Strategy 2.5 Protect the dedicated light rail corridor between Bundoora and South Morang.

**21.11.-3**11/05/2017  
C197**Implementation****Further Strategic Work**

- Investigate the location of stops along the Wollert public transport corridor to maximise patronage, pedestrian accessibility and land use integration.
- Investigate more detailed planning of the dedicated light rail corridor between Bundoora and South Morang in the Plenty Valley Structure Plan.
- The Plenty Valley Structure Plan will identify the location of the dedicated light rail corridor between Bundoora and South Morang.

**Other Actions**

- Plan for the ultimate northern alignment of the E6.
- Reserve land for strategic transport corridors.
- Facilitate the implementation of direct, fast and frequent bus services along Council's north-south and east-west trunk corridors between activity centres, employment areas, railway stations and public transport corridors.
- Facilitate improvements to public transport services to effectively align services to community needs.
- Integrate the delivery of bus routes with urban development expansion in Council's growth areas.

**Reference documents**

- *Bicycle Strategy 2005*
- *Epping Central Structure Plan 2013*
- *Integrated Transport Strategy 2014*
- *Mernda Local Structure Plan 1998*
- *Mernda Rail Extension Design Guidelines*
- *Plenty Valley Transport Strategy 1989*
- *South Morang Structure Plan Local Structure Plan 1997*
- *Whittlesea Walking Strategy 2008*