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# INTRODUCTION

The Hume Integrated Transport and Land Use Strategy (HILATS) outlines land-use and transport initiatives aimed at improving transport options for Hume residents, workers and visitors. It aims to create more accessible, liveable and sustainable communities, giving residents full access to jobs, education, shopping and community facilities by expanding the range of transport choices and modes.

This strategy is designed to tackle a range of challenges which are facing Hume and the rest of Australia. These challenges include:

- Climate change
- Peak oil
- Population growth
- Congestion
- Health and wellbeing
- Social inclusion.

HILATS provides a framework to plan and manage land-use and transport together; balancing the use of different modes of transport to encourage more sustainable travel patterns and reduce reliance on private cars. This is a major challenge in Hume where transport patterns are currently overwhelmingly based on private car use. The Strategy has six sections:

- 1 Leaderships and Partnerships
- 2 Land-use and Development
- 3 Walking and Cycling
- 4 Public Transport
- 5 Roads and Freight
- 6 Education, Information and Marketing

HILATS identifies policies, guiding principles, strategic directions, advocacy items and actions that will be undertaken to implement the Strategy.

The associated HILATS Action Plan 2011 – 2014 outlines the timing and responsibility for undertaking specific actions, and expected outcomes. An expanded version of the Strategy, with more background and detail is available from Council on request.

The policies, guiding principles, and strategic directions are intended to be applicable over a timeline of a decade or more; the actions and advocacy items will be undertaken over a three year time frame.

# POLICY > GUIDING PRINCIPLES > STRATEGIES ACTIONS ADVOCACY

# VISION

Hume is a municipality that has a convenient, equitable and sustainable transport system, offering a range of transport choices for residents, workers, visitors and businesses. Employment and industry are supported by high quality and direct transport routes that link vibrant activity centres and communities, where housing, jobs and key attractions can be accessed by walking, cycling or public transport.

# POLICY FRAMEWORK

Six key policy objectives have been identified to guide future decisions about transport in Hume.

#### Leadership and Partnerships

Hume will promote collaborative and sustainable integrated planning to ensure that land use and transport are planned, funded and implemented in a coordinated manner to offer a range of transport choices.

#### Land Use and Development

Hume will plan and build an urban form which increases opportunities for walking and cycling, supports the effective operation of public transport, and encourages development that minimises the need to travel.

#### Walking and Cycling

Hume will encourage walking and cycling for recreation and local transport by providing safe, connected and enjoyable pedestrian and cycling environments. Walking and cycling will be recognised as foundation modes of transport.

#### **Public Transport**

Hume will plan and advocate for the development of a high quality public transport network that links key activity centres by fast, frequent, and reliable transport services, supported by local feeder services.

MMETRO

#### **Road Network and Freight**

Hume will plan and maintain a safe and efficient road system to accommodate the needs of all road users and meet moderated demands for vehicle travel, without adversely impacting on other modes. Hume will aim to deliver safe and efficient freight and transport operations to support industry and economic development, with minimal impact to others in the community.

#### Education, Information and Marketing

Hume will plan and promote an environmentally sustainable and socially just transport system that offers residents, workers, visitors and businesses a range of transport choices.



# **ABOUT HUME**

Hume City is a culturally and geographically diverse municipality on the outer north-western edge of metropolitan Melbourne. It includes well established urban centres, rural communities, and growth and development on the urban fringe. Twenty five percent of the land is zoned urban land, with 10% occupied by Melbourne Airport.

Growth in the municipality is in the growth corridor from Craigieburn north towards Donnybrook, and urban expansion in Sunbury. Broadmeadows is a designated Central Activities Area, the only one in the north of Melbourne, which means it will play an increasingly significant role in commercial and residential development. Significant employment and freight growth is expected in the Airport precinct, and population growth is also expected in brownfield sites.



# CURRENT TRAVEL PATTERNS

Hume residents are largely dependent on private vehicles for transport. Ninety-four percent of households own at least one car. Over 60% of Hume residents work either within Hume, or in a neighbouring municipality.





# Hume resident's daily trips are made by ...81% car9% public transport

8% walking

9% public transport 1% bike





1 LEADERSHIP & PARTNERSHIPS

#### POLICY

Hume will promote collaborative, integrated and sustainable planning to ensure that land use and transport are planned, funded and implemented in a coordinated manner to offer a range of transport choices.

# **GUIDING PRINCIPLES**

- Sustainability, integration and partnerships are the foundations of successful integrated transport planning.
- Transport and land use planning will be designed to increase accessibility for the safe and efficient movement of people and of goods, rather than the movement of vehicles.
- Planning and investment decisions will be evidence based, utilising best practice principles to ensure sustainable system-wide outcomes.
- The transport system will be planned and managed in order to make best use of existing infrastructure.

# **1.1 PROVIDE LEADERSHIP, AND WORK IN PARTNERSHIP**

Responsibilities for the management of land use, transport services and infrastructure are spread across all three levels of government. While Council has direct responsibilities for planning and management, in many cases Council's role is limited to one of advocacy. To achieve many of the aims set out in HILATS Council will need to work collaboratively with other transport and land-use bodies.

#### STRATEGIES

- S1.1 Engage and develop partnerships across government, industry and the community in order to plan and provide for options to reduce reliance on the private car.
- S1.2 Establish cooperative partnerships between Council, government and external stakeholders for the planning, funding and prioritising of infrastructure improvements.
- S1.3 Use the full range of Council policies, strategies, programs and processes to implement HILATS.

#### ACTIONS

- A1.1 Review Council's processes, programs and policy to identify ways to support and implement HILATS.
- A1.2 Incorporate the Policies and Principles of HILATS into the Hume Municipal Strategic Statement and relevant statutory planning instruments.



# **1.2 MANAGE AND MONITOR TO ENSURE SUCCESS**

### STRATEGIES

S1.4 Monitor and review HILATS to ensure successful implementation.

#### ACTIONS

- A1.3 Develop a set of HILATS Key Performance Indicators and establish baseline transport and traffic data (including traffic counts, travel time surveys, public transport patronage, pedestrian and cycling counts, customer service requests) as required for these KPI's.
- A1.4 Undertake and support pedestrian and bicycle surveys and counts, regular monitoring of public transport patronage, and other data collection as required for these KPI's; and report on these annually.
- A1.5 Establish a HILATS Steering Group and plan a program of implementation, management and monitoring, including establishing project specific working groups as required.







# 2 LAND USE AND DEVELOPMENT: BUILDING A CONNECTED CITY

# POLICY

Hume will plan and build an urban form which increases opportunities for walking and cycling, supports the effective operation of public transport, and encourages development that minimises the need to travel.

# **GUIDING PRINCIPLES**

- Land use activity, location, densities and design should be aligned with transport routes and services to ensure efficiency, connectivity and amenity. Transport corridors should be identified, and adjoining land use determined and planned. This will ensure opportunities for transit oriented development, and allow development to be matched to appropriate accessibility.
- Activity centres, commercial, industrial and freight precincts should be well connected locally and regionally, and accessible by a range of transport modes. The links between Broadmeadows, the only Central Activities Area in the northern region, and other activity centres, including Melbourne, and other regional centres, are of particular importance.
- Planning and transport infrastructure should reflect the hierarchy of activity centres in the municipality and region, with Broadmeadows recognised as the pre-eminent activity centre.
- Major housing and commercial development should be concentrated along public transport corridors and development intensified around activity centres and transport nodes. Clustering development in nodes will reduce trip lengths, concentrate trips and make transport patterns more efficient, and make walking, cycling and public transport more viable.
- Higher densities and a mix of land uses such as major new retail, employment, commercial and entertainment areas should be concentrated in designated activity centres located close to existing or proposed public transport services.
- Care needs to be taken to balance and limit parking provision where quality public transport alternatives exist, as prominent, plentiful, cheap and unrestricted parking encourages people to drive. In other areas, without adequate service provision, parking needs to be managed over time to gradually limit parking supply as quality services are introduced.
- New developments should be designed and located to make it easy for people to walk, cycle and catch public transport. Significant new developments should be required to submit Green Travel Plans as part of development applications.
- Design should contribute to a pedestrian supportive environment including street orientation to provide natural surveillance; footpaths, kerb ramps, lighting, weather protection and shade; and other design features that provide safety, security, amenity and convenience.





# 2.1 INTEGRATE LAND-USE AND TRANSPORT PLANNING

Integrating land use and public transport planning achieves the following benefits:

- Improved access to housing, jobs and services by walking, cycling and public transport
- Increased range of transport choices and reduced reliance on cars
- People can be encouraged to travel shorter distances and make fewer trips
- Public transport services become more viable
- Higher quality public spaces
- More efficient land-use
- Protection for freight movements and against impacts of freight movements.

Planning for new infrastructure should be integrated into corridor and regional land use strategies. These strategies will influence housing and employment location, densities and other factors that maximise the catchment for the infrastructure.

#### PLANNING FOR SUSTAINABLE TRANSPORT USE

There are two broad land-use planning methods to encourage greater use of sustainable transport modes. These are to have a greater mix of land uses clustered together; and to increase density. Good urban design is also important, as safe, human-scale development encourages walking.

Land-use mixture Having a greater mixture of residential, commercial and employment areas clustered together encourages local employment, reduces travel distances and makes journeys by public transport and active transport more viable.

**Density** Increasing housing and job densities close to transport infrastructure enables better use of infrastructure and services. Public transport services can be concentrated rather than dispersed, allowing for service improvements. Higher density of jobs at transport nodes enables benefits of employment agglomeration, and higher density in residential areas reduces land consumption and associated infrastructure costs.

#### STRATEGIES

- S2.1 Plan land use patterns that are conducive to walking, cycling and public transport use. This includes planning for a greater diversity of uses supported by a fine grained street network. Development will be directed into areas that are, or will be, well-served by high quality public transport.
- S2.2 Ensure that new developments have convenient and prominent pedestrian entrances, active street frontages, and that buildings are oriented to the street to offer passive surveillance, and make a positive contribution to the public realm.
- S2.3 Require Green Travel Plans to be provided as part of significant new commercial, business and mixed-use development planning permits. See Section 6 for more discussion of Green Travel Plans.

#### ACTIONS

- A2.1 Incorporate "Healthy By Design" into Council's Municipal Strategic Statement as a reference document.
- A2.2 Develop Policy and Guidelines for Green Travel Plans, including when they are required, and how this will be assessed through the statutory planning process.
- A2.3 Identify walking and cycling infrastructure projects that can be used for developer contribution requirements.
- A2.4 Review Council's planning processes to identify changes required to ensure that provision for walking, cycling and public transport are appropriately assessed as part of planning approval processes and the planning system

#### ADVOCACY

Advocate for funding from the Growth Areas Infrastructure Charge to be put towards walking, cycling and public transport infrastructure.



# 2.2 PLAN AND CONNECT SUSTAINABLE ACTIVITY CENTRES

Activity centres are places where employment, education, recreation and retail uses are situated, ranging in size and intensity of use from local neighbourhood strip shopping centres to universities and major regional shopping malls.

#### TRANSIT ORIENTED DEVELOPMENT

Transit Oriented Development (TOD) is a style of development which concentrates a mix of uses, including residential, in activity centres at transport nodes. In turn, these centres are clustered along strategic public transport corridors that feature high frequency, fast and reliable public transport.

# ACTIVITY CENTRES IN HUME

**Broadmeadows Activities Area** As a CAA, Broadmeadows is planned to be the 'Capital of the North', servicing the expanding northern region of Melbourne and as far north as Seymour. It will be the focus of a substantial proportion of future jobs and commercial services in the region, with significant opportunities for housing redevelopment, including transit oriented development.

**Melbourne Airport** The Airport is an important economic precinct that generates high numbers of work and visitor trips. Approximately 13 000 people are employed there. Current public transport links to the airport are inadequate given its role as a regional employment hub and a major traffic generator. In particular access from Sunbury is very poor.

Major Activity Centres Major Activity Centres are large centres with a mix of activities that should be well served by public transport. The existing Hume Major Activity Centres are:

- Sunbury
- Craigieburn
- Craigieburn
   Town Centre
   (development to
   commence 2011)
- Roxburgh Park
- Gladstone Park.

# Neighbourhood Activity

Centres Neighbourhood Activity Centres have a limited mix of uses meeting local needs. Having social, recreational and retail facilities within walking distance in residential neighbourhoods reduces demand for private vehicle travel. The existing Hume Neighbourhood Activity Centres are:

- Campbellfield
- Upfield
- Olsen Place
- Dallas
- Westmeadows
- Meadow Heights
- Greenvale Village
- Roxburgh Homestead
- Gap Road (Sunbury West)
- Tullamarine







Connected City Approach for Hume, with activity centres linked by high quality transport networks

#### STRATEGIES

# STRATEGIC TRANSPORT CORRIDORS

The backbone for land-use planning for a connected Hume are the Craigieburn, Upfield and Sunbury rail lines, supported by high quality public transport along other key strategic corridors.



- S2.4 Plan and support a network and a hierarchy of activity centres linked by high quality public transport services, including reflecting Broadmeadow's pre-eminent role as the only Central Activities Area in the northern region.
- S2.5 Plan for Transit Oriented Development in mixed-use activity centres within walking distance of major public transport nodes.
- S2.6 Plan for, and reserve land in "strategic transport corridors" for the provision of walking, cycling and public transport infrastructure to link activity centres.
- S2.7 Discourage 'out of centre' commercial and community services development.

See also strategies 4.1 and 4.2 regarding provision of public transport to link activity centres.

ACT	IONS
A2.5	Develop an Activity Centres Strategy that defines a hierarchy of mixed use and specialist centres that maximise the benefits of current and proposed public transport networks.
A2.6	<ul> <li>Investigate opportunities for Transit Oriented Development (TOD).</li> <li>Specific opportunities include:</li> <li>Broadmeadows Activities Area</li> <li>New rail stations (Campbellfield, Jacksons Hill, Sunbury North, potential station north of Craigieburn)</li> <li>Craigieburn station</li> <li>Around Bus Rapid Transport Stations planned along Aitken Boulevard.</li> </ul>
A2.7	Update the planning scheme and Municipal Strategic Statement to reflect identified sites for Transit Oriented Development.
A2.8	<ul> <li>Develop Activity Centre Plans for Activity Centres and other identified TOD sites. These plans will include:</li> <li>Urban Design Framework</li> <li>Local Area Transport Plan</li> <li>Parking Precinct Plan (see Action 2.14)</li> <li>Parking plan for railway station ( if applicable)</li> </ul>

# 2.3 MAKE THE BEST USE OF TRANSPORT INFRASTRUCTURE

Accessibility of sites to public transport can be measured, based on distance to the nearest stop or station and the frequency of service. Sites with high accessibility can then be prioritised for higher density development. Highly vehicle dependent industries should be located at sites with high accessibility by highways. There are opportunities for Hume to undertake accessibility profiling to ensure that the best and most appropriate use and density of development goes into the location that matches its accessibility needs or potential.

#### STRATEGIES

S2.8 Encourage more intensive development to locate at sites of high accessibility by public transport, and highly vehicle dependent industries to locate at sites with high accessibility by highway.

#### **ACTIONS**

A2.9 Develop an accessibility mapping tool and accessibility profiling to identify sites and centres with high access within Hume which may be suitable for more intensive development, and encourage appropriate development to locate there. Develop accessibility criteria for new developments.

A2.10 Research and propose possible planning mechanisms to use the results of accessiblity profiling.

# 2.4 PLAN RESIDENTIAL AREAS TO MAKE IT EASY TO WALK, CYCLE OR CATCH PUBLIC TRANSPORT

The majority of Hume City is a relatively low density urban environment. Only a minority of residents live close to key destinations and high frequency public transport services, limiting the opportunities for walking and cycling, and making it expensive to provide public transport.

The new residential areas in Hume are north and west of Craigieburn and in the Sunbury area. Planning control for these growth areas is shared between Council and the Growth Areas Authority. Providing quality links between new residential areas and activity centres by sustainable transport modes is crucial.

#### **STRATEGIES**

S2.9 Plan all new residential development so that it is consistent with the policies and strategies outlined in this Strategy, and meets the Public Transport Guidelines for Land-use and Development published by the Department of Transport.

#### **ACTIONS**

A2.11 Develop Street Guidelines for new developments and subdivisions, based on the guidelines developed by the Growth Areas Authority, to ensure that streets are multimodal, incorporate best practice urban design and principles and are developed using a network approach.

#### ADVOCACY

Advocate for Growth Area Plans, Precinct Structure Plans and similar to be consistent with the policies of HILATS.



# 2.5 PLAN EMPLOYMENT AREAS TO MAKE IT EASY TO WALK, CYCLE OR CATCH PUBLIC TRANSPORT

Hume is a large domestic employer, and also attracts workers from neighbouring municipalities. Ensuring access to jobs is of primary importance. Part of this can be addressed through accessibility profiling (discussed above). Within existing employment nodes, there are also opportunities to develop area wide travel plans or initiatives to support and encourage more sustainable travel.

There are two areas of potential employment importance in addition to the employment hubs of Broadmeadows and Melbourne Airport (discussed in section 2.2).

**Donnybrook / Merrifield.** This is planned to be Victoria's largest integrated business and employment hub. It is proposed that the public transport spine serving this precinct would be bus rapid transit along Aitken Boulevard (see section 4.4.1)

Attwood. Council has advocated for a large corridor of land in the Attwood area to be included within the Urban Growth Boundary and rezoned for employment purposes. This land lies between Melbourne Airport and the Broadmeadows CAA, and is currently zoned as green wedge. The potential development of this land would be subject to the constraints of the airport environs overlay, and would need to be compatible with maintaining the airport's curfew free status, and the residential amenity of Greenvale and Attwood. The review of the Urban Growth Boundary in 2011 did not recommend rezoning of this land. Council has decided to refer its planning for the future of this land to the Hume Integrated Growth Area Planning Process to commence in 2012.

#### STRATEGIES

S2.10 Protect and provide for freight generating land uses and freight handling centres (e.g. container storage sites) with appropriate residential buffering.

See also Strategy 6.5, encouraging the development of Green Travel Plans throughout Hume, and Strategy 2.3 requiring Green Travel Plans for significant commercial, business and mixed use developments

#### ADVOCACY

Advocate for employment areas to be served by high quality public transport services.

# **2.6 REDUCE DEMAND FOR PARKING**

Demand for car parking varies between different land uses, and depends on location and convenience of other transport modes. Strategies to reduce demand for parking include investment in walking, cycling and public transport, carpooling initiatives, travel behaviour change programs and precinct based parking plans.

Trying to reduce car use by just limiting car parking will usually fail. If viable transport alternatives are not available, or competing destinations offer copious car parking, then limiting car parking is more likely to displace trips to other areas than force people to change modes. However, as viable transport alternatives in Hume increase, it is a fair expectation that parking can be restricted and could involve direct costs to users.

# STRATEGIES

S2.11 Manage car parking based on an 'assess and reduce demand' approach, and maximise consolidated and shared carparking opportunities.

#### **ACTIONS**

A2.12 Develop Parking Management Policy and Strategy for Hume.

A2.13 As part of developing Activity Centre Plans (see Action 2.8), develop parking precinct plans for specified areas that take account of local conditions such as road capacities, traffic levels through sensitive areas, existing parking conditions and community aspirations.







#### POLICY

Hume will encourage walking and cycling for recreation and local transport by providing safe, connected and enjoyable pedestrian and cycling environments.

#### **GUIDING PRINCIPLES**

- Walking and cycling are important modes of transport, as well as recreation activities. On and off-road walking and cycling networks legitimise the importance of these modes.
- Walking and cycling should be encouraged as safe, convenient and attractive modes of transport by providing a supportive environment and infrastructure.
- Walking and cycling networks should be designed to be continuous, direct and legible using a mix of on and off-road routes to link residents to key destinations, such as schools, shopping centres, railway stations and major public transport stops, community facilities and parks.
- The safety and amenity of the environment should match the needs of all users, including older people, children and the mobility and vision impaired. Footpaths should have ramps at all kerb corners for wheelchairs and pram access, tactile ground indicator tiles, and safe crossing points. Street furniture should be attractive but not obstruct footpaths.
- End-of-trip facilities (e.g. seating, showers, secure bicycle parking) should be provided at workplaces, activity centres and at transport hubs.
- Development in activity centres should be focused at the human scale, with a concentration of related activities within an easy walk or cycle of each other, with direct and legible access to public transport stops.
- Clear way-finding signage should direct patrons along priority routes to community facilities, recreation and open space, public transport stops and taxi ranks.



# **3.1 BUILD NETWORKS FOR WALKING AND CYCLING**

Both the pedestrian and cycling networks in Hume have considerable gaps, and large parts are not of adequate standard and condition. Council developed a Walking and Cycling Strategy in 2010 which has begun to address these gaps.

# **ON-ROAD PATHS**

On road cycle paths and footpaths for pedestrians provide safe direct access to local services and destinations. Currently however most roads in Hume are designed primarily for motor vehicle users; with roundabouts, slip turn lanes and intersections that can be dangerous for pedestrians and cyclists. Many pedestrian crossings have unfavourable light cycles which slow and discourage pedestrian movement.

#### **OFF-ROAD SHARED PATHS**

Many of the off-road shared paths in Hume were built for recreation but now are used for commuting and/or to access local services. The most significant recreation cycling paths are located along Moonee Ponds Creek and Broadmeadows Valley Park. The meandering nature of these paths means they are less suitable for commuter cycling and this highlights the need to identify, prioritise and create a more direct cycling network for commuter and utility cycling purposes.

Challenges in relation to shared paths include safety, path surface standards, path widths, signage, and hazards such as blind corners. The mix of different path users such as pedestrians, recreational cyclists, and commuter cyclists can generate conflicts.

STR/	ATEGIES CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONT		
S3.1	Develop safe, direct and continuous networks of on and off-road pedestrian and bicycle priority routes to link key destinations such as activity centres, schools, employment areas, recreation facilities and public transport nodes; offering a range of routes to suit different walking and cycling needs. Routes on the priority networks will offer a higher level of amenity and comfort, offering increased infrastructure, lighting, seating and end of trip facilities, and will in general be no more than 800m apart.		
S3.2	Prioritise path and facilities spending on identified priority pedestrian and cyclist routes. Review the prioritised program of works annually.		
S3.3	Ensure future development areas include cycle and pedestrian routes and facilities.		
\$3.4	Use existing and proposed green corridors, waterways and proposed transport corridors (both railway services and roads) to improve recreational and commuter cycling facilities.		
ACT	IONS		
A3.1	Develop a comprehensive bicycle and pedestrian network plan that identifies priority pedestrian and cyclist routes, and ensures bicycle and pedestrian networks are connected and co-ordinated with neighbouring municipalities. Update the Walking & Cycling Strategy to reflect this plan.		
A3.2	Undertake a comprehensive audit of the path networks and prepare a prioritised program of works based on this information.		
A3.3	Incorporate planning for high quality walking and cycling infrastructure and connections into the planning scheme and the Municipal Strategic Statement.		
A3.4	Continue to ensure that as part of the planning for new subdivisions, on or off-road bicycle routes are mandated on key connector roads, and off-road paths on arterial roads to provide access to activity centres, and are integrated with the wider walking and cycling network.		
A3.5	Work with Moonee Valley, Moreland, and Melbourne Councils to develop plans for a cycling route along the Craigieburn rail-line.		
See a	See also Action 2.12 regarding the development of Guidelines for New Developments and Subdivisions.		
ADVOCACY			
	Continue to advocate for the Principal Bicycle Network, Metropolitan Trail Network, Principal Pedestrian Networks and		

Continue to advocate for the Principal Bicycle Network, Metropolitan Trail Network, Principal Pedestrian Networks an other regional corridor projects (such as the rail corridor routes) to be planned and funded.





# **3.2 ENCOURAGE WALKING AND CYCLING**

Key ways to improve walking and cycling are to improve safety, to support organisations that encourage walking and cycling, and to ensure sufficient resources are being put towards walking and cycling infrastructure.

Pedestrians are the most vulnerable road users. In 2008, 9% of all road crashes in Hume involved a pedestrian (33 crashes). During that year there was one fatal casualty which accounts for the 13% of fatalities in the municipality. Cyclists are also vulnerable road users, with 3% of all serious injured users in road crashes in 2008 being cyclists.

BiXE is an index of annual spending on bike infrastructure by local government that has been developed by Bicycle Victoria. They suggest that \$5.00 per resident is a reasonable benchmark for expenditure. A considerable portion of this expenditure would be on shared paths and other infrastructure which benefits both walking and cycling. Hume City Council had a BiXE in 2009 of \$5.57 and a 4 year average of \$4.34.

# STRATEGIES

- S3.5 Continue to develop and support education and safety campaigns for pedestrians, cyclists and drivers through implementation of the Road Safety Action Plan.
- S3.6 Continue to establish, promote and support walking and cycling groups.
- S3.7 Ensure sufficient expenditure on walking and cycling infrastructure to build high quality networks over time.

See also Strategy 6.1 regarding promotion of sustainable and active transport

# ACTIONS

- A3.6 Investigate opportunities for further support, encouragement and promotion of walking and cycling groups in Hume, including amongst children, young people and older people.
- A3.7 Monitor and report on Hume's expenditure on walking and cycling and aim to maintain a 5 year average BiXe index of above \$5 per resident. This will require expenditure in the coming years above the \$5 benchmark.

# **3.3 IMPROVE CYCLING INFRASTRUCTURE**

#### **STRATEGIES**

S3.8 Encourage the provision of end-of-trip facilities (including parking, shower and changing facilities) and other cycling infrastructure in new developments and at key destinations within Hume.

#### **ACTIONS**

- A3.8 Identify priorities for end of trip facilities at existing destinations and investigate opportunities for facilitating or requiring the provision of these facilities.
- A3.9 Establish standards for walking and cycling infrastructure, including as part of the reviews of Council's Guidelines for the Planning, Design and Construction of Open Space, and Development Principles for Recreation and Community Facilities; and establish processes to ensure all new or upgraded walking and cycling infrastructure meets these standards.

#### **BIKE SHARE**

There are over 90 bike share programs in approximately 135 cities around the world, including in the City of Melbourne.

#### **ACTIONS**

A3.10 Investigate opportunities to introduce a bike share scheme (bikes hired by the hour) for Hume's major activity centres, including Broadmeadows, Craigieburn and Sunbury.

#### **BICYCLES ON BUSES**

Bicycles can be taken on trains in Victoria but not on buses or trams. There are opportunities for pilot projects on some of Hume's more significant routes such as the SmartBus routes, or within the Aitken Boulevard corridor.

#### ADVOCACY

Advocate for bikes to be carried on buses on significant routes in Hume.



Melbourne Bike Share Scheme, Source: Daniel Bowen Bicycle rack on front of bus, Portland Oregon, Source: Roger Geller







# POLICY

Hume will plan and advocate for the development of a high quality public transport network that links key activity centres by fast, frequent, and reliable transport services, supported by local feeder services.

# **GUIDING PRINCIPLES**

- High quality public transport with 'go anywhere anytime' convenience requires a fully-integrated network with fast, frequent, reliable, affordable and safe services; easy transfers, accessible by safe, legible and direct walking and cycling networks.
- Planning for public transport should be integrated into corridor and regional land use strategies to ensure that mixed use, accessible centres are clustered along key strategic transport corridors.
- Although many of the decisions relating to public transport services and land-use are made by the State Government, Hume can influence this process through strategic advocacy and partnerships with State Government.
- Increased residential, retail and employment density around train stations, principal public transport routes and transport nodes will make it possible to provide public transport more economically.
- Council has control over some of the streets and roads on which Principal Public Transport Network (PPTN) services run. These streets will be managed in Hume to ensure public transport services can run quickly and reliably. Hume will prioritise access by public transport over private vehicles on these roads.
- Quality pedestrian and cycling environments should be provided around transport corridors, stops and stations. Amenity and safety of access to public transport has a strong influence on mode choice. By providing pedestrian and cyclist-friendly urban environments, Hume will be supporting the development of an integrated transport network that allows easy access to public transport by walking and cycling.
- Council will promote public transport as a viable transport choice, ensuring that timetables and information are readily available and promoted to residents.

# 4.1 IMPROVE PUBLIC TRANSPORT

Hume is served by three rail lines with both suburban and regional services (Craigieburn, Upfield and Sunbury), two high frequency SmartBus services (Frankston to Melbourne Airport; and Chelsea to Airport West) 25 local bus services, and a Nightrider Bus Service. Broadmeadows Activities Area is a transport hub served by metropolitan, country and interstate rail, both SmartBus services, as well as eight local bus services. The Airport West tram terminates just outside the Municipality. Community transport and taxis are also integral parts of the public transport mix.

#### 4.1.1 IMPROVE SERVICE COVERAGE AND EXTENT

Public transport coverage is generally considered adequate for residents living within 800 metres of a train station, or 400 metres of a tram or bus stop.

#### THE PRINCIPAL PUBLIC TRANSPORT NETWORK (PPTN)

The Principal Public Transport Network (PPTN) has been established as "a high quality transport network that connects Principal and Major Activity Centres". Of critical importance in Hume are the connections between Broadmeadows Activities Area, Melbourne Airport Specialised Activity Centre, and other activity centres. The Principal Public Transport Network should be an integrated network with high frequency, fast, reliable and direct services, short waiting times and easy transfers.



#### BUILDING A NETWORK FOR NEW RESIDENTIAL AREAS

Providing public transport infrastructure and services to new residential areas as they are established is particularly important. Best practice is to provide a quality public transport service before people arrive, allowing residents a choice from day one.

#### STRATEGIES

- S4.1 Plan and advocate for high quality public transport services to link activity centres, and provide high quality regional links.
- S4.2 Plan and advocate for new public transport infrastructure to be integrated into activity centres and local and regional land use strategies.
  - See also Strategies 2.4 and 2.6 regarding land-use planning in activity centres to support public transport.

#### ADVOCACY

Advocate for increased public transport coverage, and extensions to Hume's Principal Public Transport Network (PPTN) to link activity centres and neighbourhoods, and so that all residents in urban areas are within 800m of a train station or 400m from a bus stop.

Advocate for planned sequencing of Growth Area development so that services can be extended sequentially to allow timely provision as residents arrive.

#### A REGIONAL TRANSPORT PLAN

Hume has developed an indicative regional network plan. This needs to be built upon to develop a plan that when implemented would provide key links between Hume's activity centres, and connect residents to other municipalities.

#### ACTIONS

A4.1 Work with neighbouring municipalities to develop a regional public transport plan.

#### ADVOCACY

Advocate for the implementation of the regional public transport plan.

#### 4.1.2 IMPROVE FREQUENCY AND TIME SPAN OF PUBLIC TRANSPORT

A frequent service increases passenger confidence in the system. A services frequency of at least every 15 minutes results in passengers not needing to consult a timetable, and makes the timing and coordination of connecting services less important. A high quality public transport system needs to maintain high frequency service throughout the day and night.



It is important that less frequent services are 'harmonised', so that less frequent local bus services can meet more frequent buses and trains. This could be met by a model of:

Туре	Frequency	Service Span
Rapid Public Transport (trains and proposed bus rapid transit/ light rail)	7minutes peak 15 minutes inter-peak 15 minutes evenings and weekends	5am - midnight Monday – Friday 7am - midnight Saturday 8am - 10pm Sunday
Principal Public Transport (PPTN bus services)	15 minutes peak and inter-peak 15 - 30 minutes evenings and weekends	5am - midnight Monday – Friday 7am - midnight Saturday 8am - 10pm Sunday
Local buses	15 minutes peak and inter-peak 30 minutes evenings and weekends	6am - midnight Monday – Friday 7am - 11pm Saturday 8.30am - 10pm Sunday

Levels of Public Transport Service Provision Source: Adapted from Darebin Transport Strategy, Darebin City Council

Although bus services in Hume have recently been reviewed, only 35% of the Hume/Moreland Bus Service Review recommendations and only 22% from the Brimbank/Melton/Hume/Moonee Valley Bus Service Review have been implemented.

#### ADVOCACY

Advocate for increased frequency and span of service based on harmonised services at the above standards.

Advocate for increased funding for bus services in state transport budgets to implement the recommendations of the recent bus service reviews.

# 4.1.3 MAKE PUBLIC TRANSPORT FASTER AND MORE RELIABLE

In addition to a frequent service, the service needs to run on-time and have consistent travel speeds. Often buses experience significant delays in congestion with general traffic. Overcrowding also slows services down.

STRATEGIES		
S4.3	Plan and design a local road network to ensure that neighbourhood streets are 'bus ready' prior to service commitments, and have high quality pedestrian and cycling access to stops.	
S4.4	Identify intersections in Precinct Structure Plans where bus priority measures such as separate lanes are needed and require these measures to be provided.	
ADVOCACY		
	Advocate for bus priority measures, including traffic signal optimisation, to ensure bus services are fast and reliable.	
	Advocate for regular monitoring of passenger numbers and the ability to increase service frequencies or vehicle size or introduce new services in response to overcrowding.	
	Advocate for regular express train services connecting Broadmeadows Activities Area with Melbourne CBD	



Bus priority in Mickleham Road

# 4.1.4 IMPROVE ACCESSIBILITY AND QUALITY OF PUBLIC TRANSPORT STATIONS, STOPS, AND INTERCHANGES

Public transport station and stops should be designed and managed to include direct, safe and well-lit pedestrian links, safe pedestrian crossings and clear lines of sight. Stops should be safe, well-lit and comfortable with shelter, information and clear signage. Access should include appropriate provision for people with disabilities. Stations and stops should be located to maximise their walking catchment and access by other modes of transport, and ideally be co-located with other activity generating land-uses. Interchanges should be well planned to ensure seamless connections when changing.

Bus stop with footpaths,, shelter, signage and rubbish bin infrastructure

Poor pedestrian infrastructure



# STRATEGIES

S4.5 Ensure high quality walking and cycling access to public transport stations and stops, and high quality amenity and infrastructure at public transport interchanges and stops.

#### ADVOCACY

Advocate for information/timetables to be available, adequate shelter and lighting to be provided, locations to incorporate principles of Crime Prevention Through Urban Design (CPTUD), and stations that are staffed.

Advocate for redevelopment of Broadmeadows, Craigieburn and Upfield stations to improve access and amenity, and incorporate improved bus interchanges well connected with the stations.







# 4.1.5 MAKE PUBLIC TRANSPORT AFFORDABLE

Currently residents in the outer suburbs pay more for public transport than inner city residents despite having lower service levels and transport coverage. Under the existing zone system, Broadmeadows is in Zone 2, with Glenroy (two stations south) being the last Zone 1 station on the rail-line. The change in zones also undermines the attractiveness of the Broadmeadows Activities Area. It costs more for people to travel to Broadmeadows from the south than it does for them to travel to Melbourne. Possible solutions would be to remove or move the zone boundary, or to introduce a "BAA Saver" ticket for the Broadmeadows Activities Area, similar to the 'City Saver' ticket which used to exist for Melbourne CBD.

# ADVOCACY

Advocate for a review of the current public transport fare zones to address the cost and equity issues in relation to public transport provision, including proposing the introduction of a BAA Saver ticket.

# 4.1.6 MANAGE CAR PARKING AT STATIONS

The most sustainable way for people to access railway stations is through frequent feeder bus services and high quality safe walking and cycling networks.

Car parking at railway stations (park and ride) can provide benefits for commuters, but is also problematic. Park and ride sites usually occupy high value land which could be used for more valuable purposes. The traffic generated by parking facilities can cause congestion on the local road network and a decrease in local amenity. However, in the absence of adequate feeder bus services, and for those residents for whom walking and cycling is not a practical option, adequate parking is usually needed at stations.

#### ACTIONS

- A4.2 Review the current parking provision at train stations, in the context of: (See also Action 2.8)
  - preferring and facilitating access by walking, cycling and buses where possible,
    - providing appropriate park and ride facilities integrated with mixed use developments.

#### ADVOCACY

Advocate for parking provision at stations to be based on preferring and facilitating access by walking, cycling and buses where possible; and providing appropriate park and ride facilities integrated with mixed use developments.



# 4.2 SUPPORT COMMUNITY TRANSPORT

Hume Transport Links is one of the State Government's Transport Connections programs. They run services including an on-call transport service to assist residents who are not able to access public or private transport. The Out and About program run by LINK Community Transport in the northern region of Melbourne, is another community transport service.

#### STRATEGIES

S4.6 Continue to support, develop and promote Community Transport Initiatives to meet the needs of elderly, disabled and other socially disadvantaged residents and support locally based transport initiatives and programs.

#### ACTIONS

A4.3 Review existing and potential community transport initiatives to determine rationale and priorities for funding.

#### ADVOCACY

Advocate for more investment for Community Transport Initiatives.

# 4.3 IMPROVE TAXI SERVICES

Taxis provide an essential service and are an integral component of the public transport mix. They are particularly important to people with limited mobility due to the inaccessibility of existing public transport.

#### STRATEGIES

S4.7 Support taxi services in Hume and provide taxi rank upgrades as part of major redevelopments of activity centres and transport hubs.

### ACTIONS

A4.4 Apply to the Taxi Rank Safety Program within Department of Transport for funding to install taxi ranks at Hume's Activity Centres and other key destinations.

#### ADVOCACY

Advocate for improvements to taxi services and improved accessiblity to services including through organisations such as Victorian Council Social Service (VCOSS) and the Metropolitan Transport Forum.



# **4.4 OPPORTUNITIES FOR HUME**

# 4.4.1 AITKEN BOULEVARD AND THE ATTWOOD CONNECTOR

The Attwood Connector would provide a connection between Sunbury Road/ Tullamarine Freeway near Melbourne Airport in the west, and Aitken Boulevard and Barry Road in the east. It would link through the Attwood land which may potentially be rezoned for employment purposes. The Connector would also link Sunbury with Broadmeadows and further east. The public transport element of the Attwood Connector could potentially be met by the possible Airport Rail link.

Council will undertake further planning in collaboration with the state government and Melbourne Airport with regard to Aitken Boulevard and the Attwood Connector.



Attwood Connector and Aitken Boulevard.



#### **STRATEGIES**

S4.8 Support, and plan for the construction of the Attwood Transit Corridor with high quality public transport services to link Melbourne Airport and Sunbury to Hume's northern growth area and the Broadmeadows CAA.

# ADVOCACY

Advocate for the timely delivery of the Aitken Boulevard Transit Corridor, serviced by either Bus Rapid Transit or Light Rail.



#### 4.4.2 IMPROVE PUBLIC TRANSPORT CONNECTIONS BETWEEN MELBOURNE AIRPORT, BROADMEADOWS, HUME CORRIDOR AND SUNBURY

Currently the airport is served by the SmartBus service from Broadmeadows, and infrequent bus services to Airport West and Sunbury. The only access to the Airport, Broadmeadows Activities Area and Craigieburn Town Centre from Sunbury is along Sunbury Road. High quality public transport would alleviate the constraints of limited road space along this corridor.

In addition, as Sunbury develops there will be an increasing need to provide public transport connections between Sunbury and the northern section of the Hume corridor.

There are both short-term and long-term opportunities to improve connections between Broadmeadows, the airport and Sunbury.

#### SHORT-TERM

**ROUTE CHANGES TO SMARTBUS SERVICES** Rerouting the 902 SmartBus from Broadmeadows to Melbourne Airport, then on to Sunbury would provide a high quality connection between these destinations. This would then enable the 901 SmartBus to be routed along the original alignment as planned through Greenvale and along Mickleham Road, serving existing and new residential areas.

**BUS STOPS AT MELBOURNE AIRPORT** Currently the convenience of the SmartBus service to the Airport is reduced by the airport bus stop being at terminal T4.

#### ADVOCACY

Advocate for high quality public transport links between Melbourne Airport, Broadmeadows and Sunbury.

Advocate for the rerouting of 901 and 902 SmartBus routes to link Broadmeadows, Melbourne Airport and Sunbury, and to service Attwood and Greenvale; and for a high frequency direct bus route to link Broadmeadows, Gladstone Park and Airport West.

Advocate for the establishment of centrally located high quality bus stops at the airport to service the Broadmeadows-Airport-Sunbury Smartbus services and Skybus service.

Advocate for bus service span of hours to better service airport staff travel requirements.

#### LONGER-TERM RAIL CONNECTION

The State Government has announced a \$6.5 million planning study into an airport rail link. The last inquiry into a rail link to Melbourne Airport resulted in the establishment of a gazetted corridor from Albion to the Airport. If this route was a metropolitan rail connection and it extended beyond the Airport through to Broadmeadows (potentially through the Attwood land) it could provide an orbital rail link between Broadmeadows and Albion/ Sunshine.

#### PROPOSED HIGH SPEED RAIL AND AIRPORT RAIL LINK

The Federal Government is undertaking a study into high speed rail between Melbourne and Brisbane. The first stage of the study indicates a route from Melbourne via Melbourne Airport, and then north through Beveridge. The project is unlikely to be implemented in the short-term, but if/when built there will be major opportunities for Broadmeadows Activities Area, particularly if a rail link is also established between the Airport and Broadmeadows.

#### ACTIONS

A4.5 Develop Council's position regarding rail connection to the Airport and potential orbital rail connection to Albion/ Sunshine, and participate in the planning study into an airport rail link.

#### 4.4.3 DEVELOP RAIL OPPORTUNITIES IN SUNBURY AND NORTH OF CRAIGIEBURN

The proposed electrification to Sunbury is due to be finished in 2012. There is the opportunity to establish new stations and associated Transit Oriented Development in Sunbury's south (Jacksons Hill), and two stations to accommodate growth in Sunbury's north. Electrification of the Craigieburn train line north of Craigieburn would service new growth areas in Kalkallo, Donnybrook, and Beveridge.

#### ADVOCACY

Advocate for a rail station in Sunbury's south at Jacksons Hill, for electrification of the rail line beyond Sunbury to Clarkefield to serve new communities in Sunbury's north, and for additional rail stations in Sunbury's north.

Advocate for early identification of the station sites to enable planning for transit oriented development at these stations.

Advocate for electrification of the Craigieburn train line north of Craigieburn to service new growth areas in Kalkallo, Donnybrook, and Beveridge, and advocate for transit oriented development around stations.

#### 4.4.4 BUILD CAMPBELLFIELD STATION AND TRANSIT ORIENTED DEVELOPMENT

Establishing a station at Campbellfield, (and undertaking rail upgrades between Gowrie and Roxburgh Park) would provide an opportunity to create mixed use Transit Oriented Development (TOD).

Extending the tram from North Coburg would also support TOD. High quality walking, cycling and public transport links would also be needed between Campbellfield and Broadmeadows CAA.

#### STRATEGIES

S4.9 Plan for a train station at Campbellfield, supported by mixed use transit oriented development.

S4.10 Plan for high quality public transport and associated transit oriented development from Campbellfield to Broadmeadows Activities Area.

#### ADVOCACY

Advocate for a new station at Campbellfield, electrification and duplication of the Upfield line from Upfield Station to Roxburgh Park Station, and duplication from Gowrie Station.

# 4.5 ADVOCATE FOR PUBLIC TRANSPORT

#### **ACTIONS**

A4.6 Develop a Public Transport Advocacy plan that brings together the advocacy items as outlined in this section.

Use this plan to engage and advocate for transport improvements directly and using a regional platform, such as the Metropolitan Transport Forum (MTF) and Interface Councils.



Campbellfield station 1889 – 1956 Source: Broadmeadows Historical Society







# POLICY

Hume will plan and maintain a safe and efficient road system to accommodate the needs of all road users and meet moderated demands for vehicle travel, without adversely impacting on other modes. We will aim to achieve safe and efficient freight and transport operations to support industry and economic development, with minimal impact to others in the community.

# **GUIDING PRINCIPLES**

- Although the State Government is responsible for many of the decisions relating to key road and transport corridors Hume can influence this process by planning compatible land uses to protect regional and freight movements, and make public transport provision more viable.
- Council recognises that road space is a limited resource, and requires effective management to meet different access needs. The road network should be managed to meet competing demands for access from vehicles, freight, pedestrians, cyclists, public transport services, commercial trips and personal trips.
- Council will provide specific objectives for each type of road environment. Segregating and making provision for different user types across the road hierarchy, including using a variety of traffic management and street design measures will aid in maintaining the efficiency and safety of the road environment.
- New and upgraded arterial and orbital roads should be designed to provide for trunk public transport services between centres, and interchange points to link with feeder services, and where appropriate provide access for freight.
- Development of a freight movement network using the primary arterial road network will reduce the impact of freight on the community, local roads and the environment. The dominance of freight on the Hume Highway also needs to be well managed.
- A higher proportion of passenger trips will need to be made by walking, cycling and public transport to relieve vehicle congestion on the road network and protect freight routes.
- Freight efficiencies need to be maximised to reduce the growth in the freight task.
- Rail should play an increasing role in freight movements.
- Freight generating land uses and freight handling centres need to be carefully located and protected.

Hume has an arterial road network of local, state, national and global significance, and freight movements that are critical to the local, state and national economy. Managing roads to ensure that freight is handled in an efficient manner while preserving neighbourhood amenity is a challenge that requires the commitment of all stakeholders.

# **5.1 IMPROVE THE ROAD NETWORK**

The level of through traffic in Hume is a significant issue. Traffic volumes are particularly high on some routes giving rise to congestion hotspots and safety issues. A balance needs to be struck between through and local traffic needs, based on investigation of the current road hierarchy, network constraints and traffic routing, and current and future land use patterns.

### ADVOCACY

Advocate for duplication of Somerton Road (including signals at Magnolia Boulevard/ Ravenhill Boulevard, Aitken Boulevard/Kirkham Drive and Fleetwood Drive), and provide for an upgraded bus service between Mickleham Road and Roxburgh Park Station.

Advocate for timely duplication of Craigieburn Road and signals at Hanson Road, Bridgewater Road and Dorchester Street and for dedicated bus provision from the Craigieburn Town Centre to Craigieburn Station.

Advocate for duplication of Sunbury Road with bus priority measures to allow for future rapid public transport services.

Advocate for duplication of Mickleham Road between Somerton Road and Donnybrook Road.

Advocate for the Bulla By-pass/ Bulla section of the Outer Metropolitan Ring Road (OMR).

# **5.2 MAKE ROADS SAFER**

The factors identified as contributing to road accidents in Hume include large volumes of traffic including trucks; the need for residents to travel comparatively greater distances; local dependency on car travel; and deficiencies in the road network and public transport.

Other road safety concerns include the standard and provision of road networks; safe access to facilities such as schools, kindergartens and shops; inadequate facilities for pedestrians and cyclists; increasing proportions of young families, and a need for lower speed limits and enforcement.

#### TRAFFIC CALMING AND SPEED LIMITS

The road reserve serves many functions other than a route for vehicle traffic. With appropriate design of the road reserve, streets can be safe and comfortable for walking and cycling, and responsible driving can be encouraged.

In local streets, reducing vehicle speed should be integral to the design of the road reserve, as it is difficult to control driver behaviour and reduce speeds solely through regulation and enforcement. Traffic calming or Local Area Traffic Management schemes are effective in reducing vehicle speeds and 'hoon' behaviour. The draft Structure Plan for Broadmeadows Activities Area includes traffic calming measures on Pascoe Vale Road.

'Shared space' techniques used in Australia and overseas are based on the removal of traffic control devices and building the social life of streets. These actions aim to create spaces where car drivers expect to encounter people walking, cycling, standing and socialising and consequently slow down instinctively.

#### STRATEGIES

- S5.1 Plan 'Bus ready' streets and prioritise access by public transport over access by private vehicles on Council controlled roads that form part of the Principal Public Transport Network and other streets with significant local bus services.
- S5.2 Plan local streets in activity areas, business and residential areas to prioritise safe walking and cycling, and to facilitate an active street life.
- S5.3 Install pedestrian and cyclist friendly traffic calming measures on local streets that form part of the designated walking and cycling priority network.

# ACTIONS

- A5.1 Undertake more research on "shared space" concept, and consider undertaking a demonstration / pilot project in one of Hume's activity areas.
- A5.2 Investigate reductions to speed limits on local streets around shopping centres, school zones and other major trip generators to increase pedestrian and cyclist safety.

See also Action 2.12 regarding Guidelines for new subdivisions.

# **5.3 DECREASE CONGESTION**

Congestion is an increasingly important issue. The best way to reduce congestion is to prioritise walking, cycling and public transport as viable travel modes. Dedicating more space for pedestrians, cyclists and public transport supports sustainable travel alternatives, and improves the safety of all road users. Travel demand management measures will also discourage private car use.

#### ADVOCACY

Advocate for major upgrades of the arterial and collector road network to be designed and engineered to accommodate high quality trunk-line public transport services, and provide for freight movements.



# **5.4 MANAGE ROADS FOR ALL ROAD USERS**

The road network is a limited resource carrying cars, trucks, bicycles, pedestrians, motorcycles, taxis, buses and trams, all of which are competing for limited road space. The mixing of incompatible functions leads to problems with inappropriate traffic and adjacent land uses. These problems can be overcome or averted through the use of a road use hierarchy.

VicRoads SmartRoads road hierarchy defines the top-level priority transport types on each road and has a methodology to allocate priority to the remaining transport types by traffic movement and time-of-day. The Cities of Moreland and Darebin Road Space Management Frameworks recognise the multi-modal nature of streets.

#### STRATEGIES

- S5.4 Manage roads on a basis of:
  - A focus on the movement of people and goods not just vehicle travel
  - Priority for the movement of people and goods on roads that have a primary through-movement purpose
  - Priority for public transport for streets that provide primary access to employment areas
  - Priority for pedestrians and cyclists on local streets in activity areas, business and residential area
  - Supporting 'living space' as a priority in quiet residential streets
  - Managing the road network and planning of adjacent uses to assist in managing unsuitable traffic.

#### **ACTIONS**

- A5.3 Undertake extensive transport and land use modelling and scenario testing for Hume. The modelling will test and assess transport policies and strategies, predict future demands on the transport network, and analyse the potential impacts of road, public transport and land-use planning projects to deliver an appropriate management framework.
- A5.4 Review and update Hume's road use hierarchy and road network based on the road management principles outlined above. Include this hierarchy in the Municipal Strategic Statement.

# INTEGRATED TRANSPORT PLANS

An integrated transport plan sets out how the various forms of transport are integrated with land use for a particular area.

# STRATEGIES

S5.5 Ensure that Integrated Transport Plans are prepared for local areas and centres that define access needs for all modes, and respond to Council's Road Use Hierarchy.

#### **ACTIONS**

A5.5 Develop a set of policy guidelines outlining when Integrated Transport Plans will be required as part of the planning permit process.







# 5.5 PLANNING FOR THE FREIGHT INDUSTRY AND THE COMMUNITY

Freight is a very significant local industry. Ten percent of employment in Hume is in the freight and logistics sector. It is also a growing industry; with the distance travelled by road freight in Victoria expected to increase by 70% by 2025.

This growth will cause a significant rise in road based freight movements, regardless of whether there is a significant shift to carrying freight on rail. It will add to congestion caused by increasing passenger travel. This congestion cannot be addressed through continuing expansion of the road network. Any strategy to address freight congestion has to include a large increase in public transport to reduce passenger vehicle movements, freeing up more road space for required freight movements.

The freight task can be broadly grouped as local, domestic and heavy freight.

**Local freight** serves either the end user of the freighted product or local retail premises. Planning for the so-called "last mile" of the supply chain - small delivery vans undertaking frequent deliveries in urban areas - is of crucial importance in activity area planning.

**Domestic freight** moves across the metropolitan area as part of distribution and logistics operations or supply chain logistics in processing and manufacturing. Domestic freight is generally carried using semi-trailers or larger vehicles, with the use of B double vehicles increasing. Preferred routes for these vehicles need to be clearly identified. These preferred routes should generally be arterial roads under the direct control of VicRoads.

Heavy freight vehicles carry goods that are principally not used in the municipality. The road freight industry is promoting the introduction of longer 'High Productivity Vehicles' (HPVs) which are between 30 and 36.5 metres in length for these purposes.



#### THE FREIGHT NETWORK

The State Government is identifying a Principal Freight Network (PFN), consisting of road and rail routes which it will protect and prioritise for investment. This will include some local roads which are managed by Local Government. Councils must approve local roads that HPVs can travel on.

The main strategy to manage freight is to clearly delineate a high quality arterial freight network. Most of the "last-kilometre" freight issues can be addressed by the establishment and use of this network, and ensuring that conflicting and sensitive land uses are discouraged along and near the principal freight network.

#### STRATEGIES

- S5.6 Plan for, and provide appropriate access for "last mile' freight deliveries. Regulate development to ensure an appropriate standard of parking and loading facilities are included in new commercial and industrial developments, ensuring on-street and off-street loading zones are provided to service commercial precincts.
- S5.7 Plan and advocate for freight movements to be protected by providing a network of high quality local and regional arterial roads throughout the City, supported by appropriate buffering.

#### ADVOCACY

Advocate for the regulation and enforcement of freight to ensure freight vehicles and High Productivity Vehicles (HPVs) are operating on preferred routes, at the appropriate times of the day. In general routes for the movement of vehicles that exceed 25 metres in length should be restricted to principal arterials with little or no residential interface.

Advocate for road separation, grade separation and duplications as necessary on those roads that form either part of the Principal Public Transport Network (PPTN) or Principal Freight Network (PFN). These will be prioritised where they provide significant benefits to freight and public transport provision, or are a high safety priority.

Advocate for change to the published over dimensional routes in order to reduce the flow of heavy traffic on Pascoe Vale and Barry Roads.

#### MELBOURNE AIRPORT

Melbourne Airport is a national and domestic airfreight hub, handling more than 30 per cent of Australia's airfreight market. Melrose Drive is currently carrying the largest burden of the Melbourne Airport related road freight task. The Melbourne Airport Ground Transport Plan proposes the extension of Airport Drive to link up with Melrose Drive within the airport, and the construction of new on-off ramps to service the Apac Drive area. Providing adequate public transport will however be the only long-lasting solution to reducing private vehicle congestion on the road network.

#### ADVOCACY

Advocate for the extension of Airport Drive into the airport.



#### **RAIL FREIGHT NETWORKS**

The standard gauge rail freight network replicates the freeway network of the Princes Highway, Hume Freeway and Western Ring Road. Increasing rail freight share in this corridor would have a direct impact upon congestion on these critical freeways. A modern freight train can carry as much as 300 trucks, so the benefits of shifting freight to rail are significant.

Use of the broad gauge metropolitan network for rail freight is also being considered by the State Government. This would need strong regulations and design standards to reduce conflict with other development around stations. It is likely to require quiet electric rail freight shuttles. There also needs to be capacity for increases in passenger rail patronage.

Delays at rail level crossings will increase with growth in both the freight task and suburban rail patronage and if the broad gauge passenger network is used for freight rail. Considerable investments in road/rail grade separations will be needed to overcome this.

#### ADVOCACY

Advocate for appropriate freight rail noise buffering and control of vibration and diesel emissions to protect residential amenity with developments around rail stations, particularly on the rail freight route north from Broadmeadows.

# **5.6 SUPPORT THE DEVELOPMENT OF INTERMODAL TERMINALS**

Freight handling areas should be located where good access to freight areas exist; and in sites which minimise the impact of freight movement, storage and distribution on the local community and environment. Clearly defining and designating the Principal Freight Network will allow for appropriate planning and zoning of freight precincts.

Intermodal Terminals are designed for the loading and unloading of containers and trailers for movement by rail and subsequent movement by road. They should generally be located near key arterial road networks as well as fixed rail assets. Intermodal terminals are most efficient when they are within larger, clearly defined freight precincts or Freight Activity Centres (FACs). Specific planning and appropriate buffers for FACs are required to protect both freight movements and residential amenity.

Currently Austrak operate a 20ha private rail to road intermodal facility at Somerton. The facility is underutilised, and currently has no direct freight movements from the Port.

A new interstate rail terminal will be created in the Donnybrook/Beveridge area. Domestic intermodal freight handling will be relocated here from South Dynon and interstate rail freight will terminate at Donnybrook/Beveridge for distribution throughout Melbourne, reducing the need for some larger trucks to travel into the City.

#### STRATEGIES

S5.8 Plan and support the development of multi-use intermodal terminals, freight activity centres, and designated freight precincts within a network of high quality local and regional arterial roads throughout the City.

#### ADVOCACY

Advocate for the early development of a multi-use intermodal freight terminal and other necessary rail improvements to allow a significant shift of freight from road to rail.



# **5.7 MANAGE LOCAL FREIGHT IMPACTS**

Common local freight problems include excessive employee street parking in industrial estates; loading and unloading of goods on public roads; placement of bins, car bodies and other materials in the road reserve; and parking of freight vehicles in residential areas by owner drivers. These issues can mostly be addressed by enforcement of Council's local laws and statutory planning requirements. There may also be scope to encourage the establishment of shared freight vehicle storage facilities for smaller freight operators.

#### STRATEGIES

- S5.9 Mitigate the impacts of freight vehicles in local neighbourhoods and provide appropriate buffering to protect residential amenity.
- S5.10 Undertake more enforcement of Council freight regulations and local laws, and advocate for more enforcement from VicRoads and Police as appropriate.

# 5.8 ENCOURAGE QUIET EFFICIENT OFF-PEAK FREIGHT

Delivering freight at night can alleviate congestion and reduce a percentage of urban morning deliveries. In several European countries, 'quiet delivery' vehicles have proven to be highly beneficial. These vehicles can undertake night-time deliveries and so avoid the need for costly curfews, noise walls or local restrictions on deliveries. If the broad gauge rail network is to be used at night time, the running of new efficient and quiet electric rolling stock will be required to mitigate noise and emissions.

#### ADVOCACY

Advocate for off-peak freight movements using 'quiet delivery vehicles' along preferred freight routes on the Principal Freight Network which have adequate noise mitigation controls in place.

# **5.9 ADVOCACY**

# ACTION

A5.6 (See also A4.6) Develop a Strategic Advocacy Plan that highlights road, freight and public transport priorities for Hume's arterial and collector road network.







# 6 EDUCATION, INFORMATION AND MARKETING

# POLICY

Hume will plan, promote and facilitate an environmentally sustainable and socially just transport system to offer residents, workers, visitors and businesses a range of transport choices.

# **GUIDING PRINCIPLES**

- Council has a leadership role to play in the promotion of and education about sustainable transport.
- Collaborative planning with community, businesses, and government agencies is required to develop innovative transport responses that address concerns about the environment, health, climate change, peak oil and car dependence.
- Education and marketing should not be viewed as a stand alone element of transport planning but part of a comprehensive approach to managing all travel demand, supported by quality infrastructure.
- Council will support programs and develop policies to assist individuals, businesses and the community to change travel behaviours towards more sustainable modes of transport. These must be part of a coordinated delivery program that is implemented and maintained over time.

# 6.1 USE MOBILITY MANAGEMENT STRATEGIES TO CHANGE TRAVEL BEHAVIOUR

Mobility Management strategies include both "hard" measures such as improved infrastructure and public transport services, and "soft" measures like policy and financial incentives, land-use and transport planning, communication and marketing, and behavioural change campaigns.

Council should consider Mobility Management principles in all Council activities, as well as actively initiating policies and projects that improve the use and availability of sustainable transport modes for staff and for the community. Council can also be seen to be a leader in implementing Mobility Management principles.

#### STRATEGIES

S6.1 Promote sustainable and active transport modes and their health, environmental and transport benefits to community, schools, workplaces and business networks.

#### ACTIONS

- A6.1 Develop a communications and engagement plan to guide the communication with, and involvement of the community in promotion, use and advocacy of and for sustainable and active transport.
- A6.2 Provide information to residents and the community via Council's website and other regular communications.

#### TRANSPORT ACCESS GUIDES

Transport Access Guides (TAGs) provide customised travel information for people travelling to and from a particular site or venue.

#### STRATEGIES

S6.2 Promote and encourage the development of Transport Access Guides by Activity Centres, businesses and employers, and for major events in Hume.

#### ACTION

A6.3 Develop Transport Access Guides for Council's major facilities (customer service centres, libraries etc) to identify and promote alternative travel options.





# 6.2 ENCOURAGE MORE SUSTAINABLE CAR USE

#### CARPOOLING/ RIDE-SHARING

Carpooling or ride-sharing is the sharing of car journeys so that more than one person travels in a car. High-occupancy vehicle (HOV, or T2) lanes in which only vehicles with two or more passengers are allowed to drive encourage carpooling. Car-poolers can also be rewarded with priority car parking spaces at the workplace. Council operates a car pooling scheme for its employees that will be further developed as part of the development of a Green Travel Plan.

#### ACTION

A6.4 Support and encourage the establishment of car pooling programs within Hume.



#### **CAR SHARING**

Car-share schemes offer an alternative to private car ownership. Council can investigate car-sharing opportunities in activity centres, and provide parking spaces to support the initiative

#### **STRATEGIES**

S6.3 Encourage car-share arrangements either through body corporates or contracts with car-share operators for larger residential developments, and in Hume's activity centres.

#### **ELECTRIC VEHICLES**

It is likely that car use will continue to dominate for some time in Hume. In order to reduce greenhouse gas emissions and safeguard against peak oil vulnerability Hume should promote the use of electric vehicles and technologies.

#### STRATEGIES

S6.4 Promote and encourage the uptake of more efficient vehicle technologies, including electric vehicles (and provision of support infrastructure such as recharging points and battery change stations) and the move towards more eco-friendly and efficient fuels.



Source: Nissan

# 6.3 DEVELOP AND IMPLEMENT GREEN TRAVEL PLANS

A Green Travel Plan is a package of strategies, targets and actions to encourage walking, cycling and public transport trips and reduce the number of single occupant vehicle trips.

Green Travel Plans can be undertaken by an individual employer, or a collection of employers, education institutes, and major shopping and recreation destinations.

#### WORKPLACE TRAVEL PLANNING

Workplace initiatives focus on both the journeys to and from work, and employee travel while at work. Council has an internal Live Green Work Green Program that aims to engage and educate staff around the individual steps they can take to reduce their environmental impact, including reducing car travel. Current initiatives will be incorporated into a Council Green Travel Plan that can then be used as a model for other employers in Hume.

#### STRATEGIES

S6.5 Encourage the development of Green Travel Plans throughout Hume, after developing a Council Green Travel Plan as a model.

See also Strategy 2.3 requiring Green Travel Plans for certain commercial, business and mixed use developments.

#### ACTION

A6.5 Develop and implement a Green Travel Plan for Council.

# ACTIVITY CENTRE TRAVEL PLANNING

Green Travel Plans in business parks, industrial areas or activity centres can be facilitated through area-wide Green Travel Plans or establishing Transport Management Associations. Green Travel Plans can be mandated as part of the planning permit application to reduce traffic impacts of new developments. Addressing the issues of transport then becomes a responsibility of developers.

#### ACTION

A6.6 Work with major trip generators to develop Green Travel Plans and/or establish Transport Management Associations.

#### SCHOOL AND UNIVERSITY TRAVEL PLANNING

Green Travel Plans in schools play a key role in educating children about sustainability and personal health. Council has an opportunity to work with schools and Kangan Institute to encourage safe and sustainable travel to and from educational facilities.

#### ACTION

A6.7 Run a pilot schools travel program to plan and implement ways of increasing students' active and independent travel.













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# HumeLink

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