



HUME INTEGRATED LAND USE AND TRANSPORT STRATEGY

SUMMARY

Creating Transport Choices

The Hume Integrated Transport and Land Use Strategy (HILATS) covers public transport, walking, cycling, traffic and parking management initiatives in order to provide improved transport options for Hume residents. It aims to create more accessible, liveable and sustainable communities, giving residents full access to jobs, education, and shopping and community facilities by expanding the range of transport choices and modes.

Hume City Council faces a broad suite of development issues, and challenges in delivering sustainable communities in the context of growth area planning and urban regeneration. The development must be planned in the context of climate change and peak oil, population growth, community health, social exclusion and transport disadvantage. There is a need to address current and future accessibility issues within the municipality to ensure residents are not, and do not become, isolated, and that transport choices are maintained and improved. Accessibility by a range of modes is a key factor in the creation of sustainable living environments.

Last year a series of consultation and engagement workshops were held with residents, stakeholders, businesses and government to identify current issues faced in the municipality. These workshops helped determine the vision, and identified strategic policy directions and priority actions for the Draft Strategy.

The key issues, policy directions and actions are outlined below in this summary document.

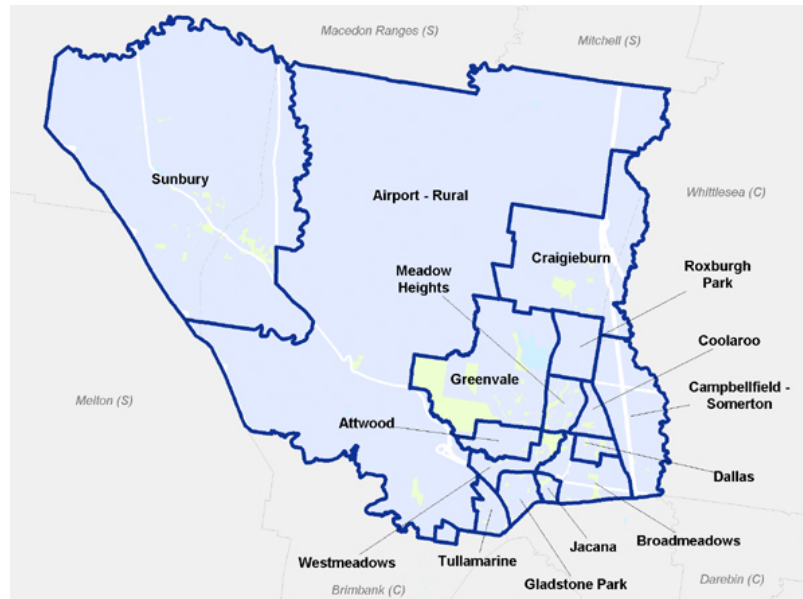
TO ACCESS A FULL VERSION OF THE DRAFT STRATEGY:	
<p>ELECTRONIC COPIES are available for download from:</p> <ul style="list-style-type: none"> • www.humehaveyoursay.com.au • www.hume.vic.gov.au 	<p>PRINTED COPIES are available for viewing at:</p> <ul style="list-style-type: none"> • Sunbury • Craigieburn and • Broadmeadows Council Offices. <p>Or email: hilats@hume.vic.gov.au to have a paper copy sent out to you.</p>

The release of the Draft Hume Integrated Land Use and Transport Strategy represents the final stage of community consultation, and offers residents, businesses and government and opportunity to provide input into the Final Strategy that will be adopted by Council.

Please refer to the last page of this document for details on how you can have your say.

Current Context in Hume

The municipality of Hume is situated at the outer north-western edge of metropolitan Melbourne. It borders the City of Melton to the west, Whittlesea to the east, Moreland to the south, Brimbank to the southwest and the Shires of Macedon Ranges and Mitchell to the north.



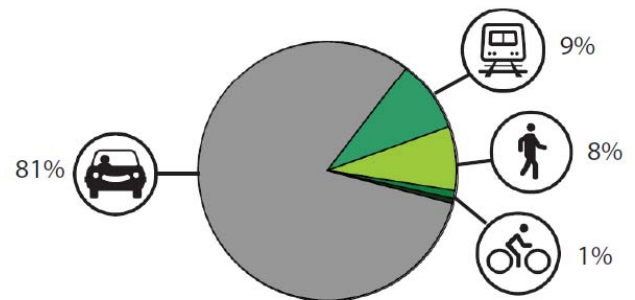
Hume City is a culturally and geographically a diverse municipality, ranging from well established urban centres, rural communities, and growth and development on the urban fringe.

Hume's vast 504 square kilometres comprise approximately 65% rural land, 25% urban land, with the remaining 10% occupied by Melbourne Airport.

With the recent shift of the Urban Growth Boundary (UGB), the municipality will continue to experience growth in the north-west section of Craigieburn towards Donnybrook, and urban expansion in Sunbury. There will also be significant population growth into infill areas such as Broadmeadows CAD, and in brownfield sites where industrial uses are no longer warranted. Planning housing and development that offers a range of transport choices in these areas is crucial to delivering accessible, liveable and sustainable communities.

Current Travel Patterns

Hume residents are largely dependent on private vehicles to access their daily needs. 81% of residents' daily trips are made by car, with 9% of trips made by public transport and 9% by walking and cycling.



In Hume, over 85% of the households own at least one car, and of these car-owning households, nearly 60% have two or more cars.

Over 60% of Hume residents' journey to work was either within Hume, or to a neighbouring municipality, with only 13% travelling to the Melbourne LGA for work.



Considering the high proportion of persons under 18 in the municipality and the fact that 85% of the working population do not travel to the CBD for work, the issue of improvements to non-radial and local public transport provision, and enhancements to walking and cycling networks, are of high importance to Hume.

Key Challenges Facing Hume

CLIMATE CHANGE:

Globally transport remains the single biggest growth sector of greenhouse gases emissions. In Australia, the transport sector is estimated to be the 3rd largest emitter of greenhouse gas emissions accounting for around 14% of total greenhouse emissions.

Almost 90% of transport greenhouse emissions are derived from the road transport sector with approximately 54% from private cars alone.



POPULATION GROWTH:

Hume's population is growing rapidly and with a rising population comes the demand for new housing. In Hume most of the new development is happening in areas where public transport services are non-existent or service coverage, span and frequency are so low that taking public transport remains impractical. These families have little option to access jobs, education and services other than by running multiple private vehicles. Transport in fringe areas overtakes housing as a major expenditure item and is a significant contributor to household stress.



Melbourne experienced strong population growth between 2001 and 2006, the rate of growth being higher than any other Australian city, and the population growth has been faster in the new growth areas on Melbourne's fringe.

PEAK OIL:

Projections by Australian Government forecasting agencies indicate that Australia is facing a rapid decline in liquid petroleum production over the next decade. The size and dispersed nature of Hume's population and industry base creates a heavy reliance on oil, particularly oil-based transport and freight. A constraint in oil supply will significantly increase the price of petrol and the cost of living, the costs of which will be most felt by those living on the urban fringes of cities which are generally areas of widespread car dependency.



Households living in the outer suburbs use a car 10 times more than residents of inner and middle city suburbs, and in many cases fringe suburb households are spending as much as 40% of their income on transport.

CONGESTION:

Road systems in Australian cities are becoming progressively more crowded and urban traffic congestion affects business transportation costs and productivity, and hence the “bottom-line” cost of doing business. Building new roads may provide some initial relief, but within a short period the extra road capacity generates more traffic. One of the significant ways to tackle road congestion is to invest heavily in alternative modes, creating a dedicated transport network that is flexible enough to provide a viable alternative to the private motor car, whilst freeing up road space and easing congestion for necessary freight vehicles. Dedicating more space for pedestrians, cyclists and public transport supports sustainable travel alternatives, reduces vehicle congestion and improves the safety of all road users.



40% of trips within the Melbourne metropolitan area are less than 2km, and almost two-thirds are less than 5km. Many could be replaced with public transport, cycling and walking – reducing greenhouse pollution, congestion, and saving money on petrol.

HEALTH AND WELLBEING:

The decline in walking and cycling is contributing to the current obesity epidemic faced by many developed nations. It is estimated that seven million Australians are now overweight or obese. Projections show that by 2020 this figure will account for 75% of the Australian population. Daily participation in walking and cycling offers significant health and social benefits, contributing to the liveability of streets, making them safer and friendlier and creating a sense of place and social belonging within communities.



Regular exercise such as walking and cycling reduces the risk of cardiovascular disease, diabetes and some cancers, helps control weight, and contributes to mental well-being. Taking part in physical activity also increases opportunities for making friends and feeling part of the community.

SOCIAL INCLUSION AND TRANSPORT DISADVANTAGE:



Some areas of Hume remain reliant on private cars to access particular destinations or travel outside ‘core’ hours. Given that over one third of Hume residents are either too young or too old to drive, this lack of transport choice enforces dependence on others to access basic services and amenities. For others families’ this translates to high transport costs from owning and maintaining multiple cars due to a lack of transport alternatives, because they ‘need’ the accessibility afforded by a car.

Many Hume residents cannot afford to own multiple cars, or are unable to drive as they are too young, too old or have a disability. These residents are reliant upon walking, cycling and public transport for their access needs, or require friends and family members to drive them to their destinations.

Integrating Land Use and Transport

The integration of land use and public transport provides opportunities to create sustainable and well connected communities that are connected by high quality public transport networks. Increasing housing along public transport corridors and within activity centres provides better accessibility for residents to employment, shopping, education, community and recreation facilities, and allows more people to live within walking and cycling distance of these services.

When housing and mixed use activity centre development are created around public transport nodes, and along high quality transport corridors (with fast, frequent and reliable services) it is likely that more people will be encouraged to use public transport. Increased densities in residential areas and activity centres reduces land consumption and associated infrastructure costs, and provides catchment for better utilisation of existing infrastructure and services. Providing for a range of development types that allow for a mix of day and night time activities supported by dense residential activity, active frontages, high amenity open space and recreation areas will provide a safe and convivial urban realm for all users.

The road network is a finite resource and requires a road use hierarchy that designates route priority to freight, cars, cyclists, pedestrians and public transport users at different times of the day, and is managed according to location and need. Inappropriate traffic occurs when the pattern of land uses and the road network are not coordinated. Demands for road space and carparking should be managed not only by limiting supply, but also by investment in alternative modes (walking, cycling and public transport networks), area specific carpooling initiatives and travel behaviour change programs.

Vision

Hume is a municipality that has a convenient, equitable and sustainable transport system that offers 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 and public transport.

Themes

Leadership and Partnerships



Land Use and Development



Walking and Cycling



Public Transport



Roads and Freight



Education and Marketing

1. LEADERSHIP & PARTNERSHIPS

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 (as with public transport and arterial roads) Council's role is limited to one of advocacy. Council must work in collaboration with the various government agencies, developers and the community in order to ensure integrated transport and land use planning outcomes for Hume.



KEY OBJECTIVE

Promote collaborative 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.

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.

STRATEGIC POLICY DIRECTIONS

Hume will:

P1.1 - Hume will engage and develop partnerships across the government, industry and the community in order to plan and provide for options to reduce reliance on the private car.

P1.2 - Establish cooperative partnerships between Council, government and external stakeholders for the planning, funding and prioritising infrastructure improvements.

P1.3 - Hume will ensure integrated, sustainable and holistic transport planning, and champion the principles and policies of HILATS.

ACTIONS

A1.1 - Establish baseline transport and traffic data (such as traffic counts, travel time surveys, public transport patronage, pedestrian and cycling counts) to develop a set of transport indicators so that this can be reported against, and improved on, annually.

A1.2 - HILATS will be monitored and reviewed to ensure successful implementation. Key performance indicators of the Strategy will be reported against annually.

2. LAND USE & DEVELOPMENT

Transport and Land Use shape each other. Urban planning done strategically can open up opportunities to use viable alternatives to the private car and improve transport choice. Conversely, poor land use planning can reduce transport choice and, as a consequence, encourage greater car reliance. If housing and mixed use development are created around public transport nodes, and along high quality transport corridors (with fast, frequent and reliable services) it is likely that more people will be encouraged to use public transport, and allow more people to live with walking and cycling distance of these facilities.



KEY OBJECTIVE

To 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.
- 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.
- Prominent, plentiful, cheap and unrestricted parking encourages people to drive. Care needs to be taken to balance and limit parking provision where quality public transport alternatives exist. 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 or cycle to catch public transport. 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.

STRATEGIC POLICY DIRECTIONS

Hume will:

P2.1 - Encourage employment, retail and complementary uses to be located within close proximity of each other, and allow mix of uses that will allow shorter travel distances and more travel by walking and cycling in the area.

P2.2 - Encourage land use patterns that are conducive to public transport use. This includes planning for a greater number and diversity of uses, supported by a fine grained street network incorporating mixed land uses within public transport catchments. Development will be directed into areas that are, or will be, well-served by high quality public transport areas.

P2.3 - Encourage Transit Oriented Development, and support residential development around public transport nodes to maximize current and proposed infrastructure.

P2.4 - Ensure that new developments have convenient and prominent pedestrian entrances, active street frontages, and buildings are oriented to the street to offer passive surveillance, and make a positive contribution to the public realm.

P2.5 - Plan for concentrated mixed use centres (containing housing, employment, services and public facilities) within an acceptable walking distance of major public transport nodes, such as railway stations and along high frequency bus routes.

P2.6 - Investigate existing accessibility to public transport and services in activity centres to encourage a greater density and mix of land uses (such as employment, commercial and residential) within high accessibility nodes and corridors.

P2.7 - Plan, reserve land, and advocate for high quality mass transit public transport services that link key activity centres.

P2.8 - Major new development applications will be required to be accompanied by a Green Travel Plan, which outlines the ways in which the use of public transport and other more sustainable means of travel will be encouraged amongst employees and customers.

P2.9 - Car parking will be managed to ensure that consolidated and shared car parking opportunities are maximise. A car parking policy will be developed that allows for parking dispensations and development contributions to be used for area-wide parking solutions, and towards sustainable transport infrastructure.



ACTIONS

A2.1 - Develop Urban Design Guidelines for Activity Centres to encourage transit-oriented development and design 'streets for people' to encourage sustainable transport.

A2.2 - Incorporate the Policies and Principles of HILATS into the strategic MSS review, and relevant statutory planning instruments. Incorporate "Healthy by Design" into Council's MSS as a reference document.

A2.3 - Investigate opportunities for Transit Oriented Development, and update the planning scheme and MSS to reflect this. Use these as a basis for revising planning requirements and to provide options for better public transport, and walking and cycling opportunities, and encourage a greater density and mix of land uses within high accessibility nodes and corridors.

A2.4 - Develop Local Area Transport Plans (LATP) for each of the major, principal and neighbourhood activity centres within Hume. Each LATP will seek to address the particular transport issues within the policy principles and direction as set out in HILATS.

A2.5 - Develop an Activity Centres Strategy that defines a hierarchy of mixed use and specialist centres to maximise current and proposed public transport networks.

A2.6 - Develop an accessibility mapping tool and accessibility profiling to identify sites and centres with high access within Hume, and encourage appropriate development to locate there. Develop accessibility criteria for new developments.

A2.7 - Develop Policy and Guidelines requiring Green Travel Plans to be provided as part of new major commercial, business and mixed-use development planning permits.

A2.8 - Develop Guidelines and Policy for Parking Management in Hume. Investigate options for Development Contributions to be used towards public transport and pedestrian street scaping enhancements in lieu of car parking.



3. WALKING & CYCLING

Walking and cycling are often overlooked as means of transport but are the most efficient and emission-free form of transport due to their low cost, low impact, suitability for all ages and significant health benefits. Walking and cycling participation is largely dependent on a wide network of on-road and off-road bicycle paths and walking paths integrated with public transport and supported by educational and behaviour change programs. Transport hubs and significant destinations, such as central business districts and activity centres also offer an opportunity to provide end of trip facilities to encourage cycling.



KEY OBJECTIVE

Encourage walking and cycling for recreation and local transport by providing a safe, connected and enjoyable pedestrian and cycling environment.

GUIDING PRINCIPLES

- Walking and cycling is an important mode of transport, as well as a recreation activity. A dedicated on and off-road walking and cycling network, with dedicated space legitimises the importance of these modes.
- Walking and cycling should be encouraged as a safe, convenient and attractive mode of transport by providing a supportive environment and infrastructure.
- The walking and cycling network 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, and tactile ground indicator tiles, safe crossing points, and ensure that street furniture is attractive but does 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.

STRATEGIC POLICY DIRECTIONS

Hume will:

P3.1 - Continue to establish, promote and support walking and cycling groups in Hume to increase community participation levels.

P3.2 - Ensure that data in relation to transport is collected, reported and monitored on an ongoing basis. Participate in pedestrian and cyclist surveys and counts, and regularly monitor public transport patronage.

P3.3 - Encourage the provision of end-of-trip facilities (including storage, shower and changing facilities) in new developments and at key destinations within Hume.

P3.4 - Continue to develop a safe, direct and continuous network of on and off-road pedestrian and bicycle priority routes that link key destinations such as activity centres, schools, recreation facilities and public transport nodes. Routes designated on the priority network will offer a higher level of amenity and comfort, offering increased infrastructure, lighting, seating and end of trip facilities.

P3.5 - Utilise existing and proposed green corridors, waterways and proposed transport corridors (e.g. railway service, roads) to improve recreational and commuter cycling facilities.

ACTIONS

A3.1 - Continue to develop and support education and safety campaigns for pedestrians, cyclists and drivers.

A3.2 - Provide ongoing support and promotion of walking and cycling groups in Hume to increase community participation levels.

A3.3 - Investigate opportunities to introduce a bike share scheme (bikes hired by the hour) for Hume

A3.4 - Continue to engage and advocate for the Principle Bicycle Network, Metropolitan Trail Network, and other regional corridor projects (such as the rail corridor routes) to be planned and funded.

A3.5 - Continue to implement and refine Council's Walking & Cycling Strategy. Update the Strategy to include a Comprehensive Bicycle and Pedestrian Network Plan that identifies Priority Pedestrian and Cyclist routes.

A3.6 – Review Council's Capital Works Program (CWP) to prioritise Infrastructure spending on path and facilities development, lighting, seating and end-of-trip facilities on the identified routes that form part of the Priority Pedestrian and Cycling Network.



4. PUBLIC TRANSPORT

Planning for new infrastructure should be integrated into corridor and regional land use strategies to ensure that mixed use, accessible centres are clustered along key strategic transport corridors within urban areas. High quality public transport provides the sort of 'go anywhere anytime' convenience that attracts people to cars. It requires a fully-integrated, network with high frequency reliable services, short waiting times and easy transfers, and accessible by safe, legible and direct walking and cycling networks.



KEY OBJECTIVE

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

GUIDING PRINCIPLES

Many of the decisions relating to key public transport corridors and provision of services are made by the State Government, however Hume can influence this process through:

- Strategic Advocacy and partnerships with State Government for service delivery
- Control of the land use process, which can locate density and transit-supportive design along public transport corridors, dictating future potential public transport ridership. Increased residential, retail and employment density around train stations, principal public transport routes and transport nodes will make public transport provision more viable.
- Control over some of the streets on which the PPTN services will run. On streets it manages, Councils have almost total control over peak and average public transport operating speeds, and largely influences public transport reliability. Hume can ensure that the PPTN will be immune from impacts and congestion by prioritizing access by public transport over access by private vehicles on Council controlled roads
- By providing quality pedestrian and cycling environments around transport corridors, stops and stations. The amenity and safety of access to public transport lines 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.
- Promoting public transport as a viable transport choice, and ensure that timetables and information are readily available and promoted to residents.

STRATEGIC POLICY DIRECTIONS

Hume will:

P4.1 - Plan and support a network of activity centres linked by high quality public transport services. Reserve land in these "key strategic transport corridors" for the provision of future walking, cycling and public transport infrastructure.

P4.2 - Plan for new public transport infrastructure to be integrated into activity centre and regional land use strategies. These will influence housing and employment location, and encourage land use patterns that are conducive to public transport use. This includes planning for higher densities, and a fine grained street network with mixed land uses.

P4.3 – Advocate for increased public transport coverage, and extensions to Hume’s Principal Public Transport Network (PPTN) to link activity centres and neighbourhoods, and the development and delivery of a regional public transport plan that strengthens links to neighbouring municipalities.

P4.4 – Work with DOT and Metlink to increase the rail and bus infrastructure and quality services to meet current and future demand, so that public transport is one of first choice, not last resort.

P4.5 – Advocate for increased frequency and span of service (longer operating hours at nights and operating on weekends) on rapid and priority public transport routes in order to mitigate waiting times and delays, and improve coordination between bus and rail, to facilitate a "turn up and go" public transport system.

P4.6 – Planning and new developments will be designed to improve walking and cycling access to public transport nodes, and amenity at public transport interchanges and stops.

P4.7 - Work with DOT and Metlink to ensure that information/timetables are available, adequate shelter is provided and locations incorporate CPTUD principles.

P4.8 - Plan and design a local road network to ensure that neighbourhood streets are "bus ready" prior to service commitments. The street, footpath and open space network will be planned to provide multiple pedestrian and cycle routes, with connections to adjoining streets, open spaces, public transport stops and local activity centres.

P4.9 - Support taxi services in Hume and plan for taxi rank upgrades as part of major redevelopments of activity centres and transport hubs.

ACTIONS

A4.1 - Advocate for a revaluation of the current public transport fare zones to address the cost and equity issues in relation to public transport provision.

A4.2 - Review the current parking provision at train stations, with a view to Park & ride facilities integrated with mixed use developments.

A4.3 - Continue to support and develop Community Transport Initiatives to meet the needs of elderly and disabled residents and support locally based transport initiatives and programs.

A4.4 – Investigate, plan for, and reserve land in "strategic transport corridors" for high quality transport routes that link activity centres, and provide direct access to major centres containing housing, employment, retail opportunities and community facilities

A4.5 - Develop a Public Transport Advocacy plan that advocates for increased public transport service standards, expanded coverage including new stations and route extensions. Continue to engage and advocate for transport improvements directly and using a regional platform, such as the Metropolitan Transport Forum (MTF) and Interface Councils

ADVOCACY ITEMS

- Advocate for the timely delivery of the Aitken Boulevard Transit Corridor, serviced by either Bus Rapid Transit or Light Rail.
- Construction of the Attwood Transit Corridor to link Melbourne Airport to Hume's northern growth area and the Broadmeadows CAD.
- Provision of high quality public transport services along the Attwood Transit Corridor, in the form of rail link or Bus Rapid Transit.
- Advocate for extension of SmartBus service from Melbourne Airport to Sunbury (providing a connection to Broadmeadows CAD)
- Advocate for development of the Attwood Connector running from Broadmeadows CAD to Melbourne Airport and high quality rapid transit route
- Electrification of the rail line beyond Sunbury to Clarkefield to serve new communities in Sunbury's north
- Advocate for a rail station in Sunbury's south at Jackson's Hill
- Advocate for additional rail stations in Sunbury's north and associated transit oriented development
- Advocate for extension of SmartBus service from Melbourne Airport to Sunbury (providing a connection to Broadmeadows CAD)
- Plan for a train station at Campbellfield, supported by a mixed use transit oriented urban village
- Advocate for the electrification and duplication of the Upfield line from Upfield Station to Roxburgh Park Station, and duplication from Gowrie Station
- Plan for a quality light rail transit link from Campbellfield to Broadmeadows CAD



5. ROAD NETWORK & FREIGHT

Road space is a limited resource, and requires effective management to meet competing demands and provide access for vehicles, freight, pedestrians, cyclists, and public transport services. Maintaining vehicle access in the form of customer parking or commercial deliveries is vital for the prosperity of many local businesses, and promoting access by walking, cycling and public transport is vital to reducing local congestion. The freight and logistics sector remains a significant employer in Hume and freight movements are critical to the local and state economies. The road network needs to be managed efficiently to protect the freight task, and coordinated with land use planning to ensure appropriate buffering to preserve neighbourhood amenity.



KEY OBJECTIVE

To 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. Ensure safe and efficient freight and transport operations to support industry and economic development, with minimum impact to others in the community.

GUIDING PRINCIPLES

- As with public transport provision, many of the decisions relating to key road and transport corridors are by the State Government, however Hume can influence this process by planning compatible land uses to protect regional and freight movements, and make public transport provision more viable.
- Recognise the different roles that various roads perform and provide specific controls or objectives for each type of road environment. Segregating, and making provision for, different user types across the road hierarchy will aid in maintaining the efficiency and safety of the road environment for all.
- In order to effectively protect freight routes, it will be increasingly important to capture a higher proportion of trips by walking, cycling and public transport to relieve vehicle congestion on the road network.
- Recognise that road space is a limited resource, and requires effective management to meet different access needs across the roads within the hierarchy. 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, which can be local, sub-regional or regional in nature.
- New and upgraded arterial and orbital roads should be designed to provide for trunk public transport services, between centres, including design for stops, and interchange points to link with feeder services, and where appropriate provide access for freight.
- A variety of traffic management and street design measures will be required in order to improve the amenity, comfort and safety of streets for all road users, and provide access via walking, cycling, and public transport.
- Parking rates and provision will depend on the level and type of road access, type of development, and the quality of alternative modes of access available.

STRATEGIC POLICY DIRECTIONS

Hume will

P5.1 – Plan “Bus ready” streets and prioritise access by public transport over access by private vehicles on Council controlled roads that form part of the current and proposed PPTN

P5.2 – To increase pedestrian and cyclist safety investigate reductions to speed limits on local streets in the area of shopping centres or school zones. Install pedestrian and cyclist friendly traffic calming measures on local streets that form part of the designated walking and cycling priority network.

P5.3 – 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.

P5.4 – In the context of growth, the current road use hierarchy and network plan for Hume will be reviewed in order to deliver an ultimate future urban arterial road, freight and public transport network plan for the region.

P5.5 - Ensure that integrated transport plans (ITPs) are prepared for local areas and centres that define access needs for all modes, and respond to Council’s Road Use Hierarchy.

P5.6 – Advocacy for road separation and duplications will be prioritised on those roads that form either part of the PPTN or PFN. Grade separations will be prioritised where they provide significant benefits to freight and public transport provision, or are a high safety priority

P5.7 - Plan for, and provide appropriate access for "last mile" freight deliveries. Regulate development in order 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.

P5.8 - Freight movements will be protected by providing a network of high quality local and regional arterial roads throughout the City, and supported by appropriate buffering.

P5.9 - Ensure that appropriate freight rail noise buffering is provided to protect residential amenity with developments around rail stations.

P5.10 - Plan and support "freight villages", and designated freight precincts. Protect and provide for freight generating land uses and freight handling centres (e.g. container storage sites) with appropriate residential buffering, within a network of high quality local and regional arterial roads throughout the City.

P5.11 - Mitigate the Impacts of Freight vehicles in local neighbourhoods and provide appropriate buffering to protect residential amenity.

P5.12 - Encourage off-peak freight movements along preferred freight routes designated to the PFN.

ACTIONS

A5.1 – Develop Street Guidelines for new developments and subdivisions that incorporate best practice urban design and principles for ensuring that streets are multi-modal and can accommodate a range of users, using a network approach. Develop a manual for developers that is readily available as a set of design guidelines and standard

A5.2 – Undertake extensive transport and land use modelling and scenario testing using for Hume. The model 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.

A5.3 – Update and review Hume’s existing road use hierarchy and Road Network plan to reflect desired land use and transport outcomes.

A5.4 – Develop a set of policy guidelines outlining when Integrated Transport Plans (ITPs) will be required as part of the planning permit process.

A5.5 – Advocate for the regulation and enforcement of freight to ensure freight vehicles and HPVs are operating on preferred routes, at the appropriate times of the day.

A5.6 – Advocate for road separation and duplications will be prioritised on those roads that form either part of the PPTN or PFN where they provide significant benefits to freight and public transport provision, or are a high safety priority.

A5.7 – Develop a Strategic Advocacy Plan that highlights road, freight and public transport priorities for Hume’s arterial and collector road network.



6. EDUCATION & MARKETING (TDM)

Education and marketing plays a major role in encouraging individuals to make a voluntary travel behaviour change and to assist the business and community to develop innovative transport responses that address concerns about the environment, health, climate change, peak oil and car dependence. Information needs to be provided to people about the travel options available to them, and supported by opportunities and incentives to try alternatives. These incentives can include providing road space priority for cars that carry multiple occupants (carpooling) or parking priority for cars that are part of a car sharing program, or by encouraging Green Travel Plans for schools, businesses and activity centres.



KEY OBJECTIVE

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

GUIDING PRINCIPLES

- Council has a leadership role to play in the promotion of sustainable transport education the promotion of alternative modes of transport to establish social norms in business and the community that support 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, best supported by quality infrastructure.
- Support programs and develop policies to assist individuals, businesses and the community to undertake behaviour change and facilitate a mode shift towards more sustainable modes of transport. These must be part of a coordinated delivery program that is implemented and maintained over time.

STRATEGIC POLICY DIRECTIONS

Hume will:

P6.1 - Promote the health, environmental and transport benefits of sustainable and active transport modes to schools, community, business networks, and workplaces through workshops, community events, maps and the provision of accessible information.

P6.2 - Promote and encourage the development of Transport Access Guides by Activity Centres, businesses and employers, and for major events in Hume to encourage alternative travel modes to the site.

P6.3 - Encourage car-share arrangements either through body corporate or contracts with car-share operators for larger residential developments, and in Hume's activity centres.

P6.4 - 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 station) and the move towards more eco-friendly and efficient fuels.

P6.5 - Engage to change community perceptions about sustainable transport by promoting the health, environmental and transport benefits of sustainable and active transport modes to schools, community, Business Networks, and workplaces

ACTIONS

A6.1: Provide information to residents and the community via council's website and regular communications.

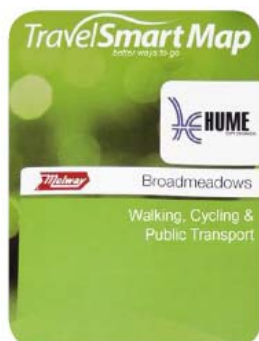
A6.2: Develop Transport Access Guides for Council's major facilities (customer service centres, libraries etc) to identify and promote alternative travel options.

A6.3 - Support and encourage the establishment of car pooling programs within Hume City.

A6.4 - Develop and implement a Green Travel Plan for the organization to encourage sustainable means of travel amongst employees and visitors

A6.5 - Work with major trip generators (e.g. Melbourne airport, industrial precincts etc) to develop Travel Plans or TMAs and encourage access by modes other than private vehicles (carpooling, public transport, walking and cycling).

A6.6 - Run a pilot schools program to undertake school planning within Hume to plan and implement ways of increasing student's active and independent travel



How to Have Your Say

The release of the Draft Hume Integrated Land Use & Transport Strategy represents the final engagement exercise of the consultation program, and offers residents, businesses and government and opportunity to provide input into the Final Strategy.

Submissions close on Tuesday 7th June 2011

Once the consultation period closes, all comments and feedback will be collated, and where possible, be incorporated into the Final Strategy that will be adopted by Council.

There are a number of ways that you can comment on the Strategy:



WEB

Participate in the online discussion forum, and fill in the survey at:
www.humehaveyoursay.com.au/transport



EMAIL

Send us an email with your feedback to:
hilats@hume.vic.gov.au



MAIL

Strategic Planning Department
Hume City Council
PO Box 119
DALLAS VIC 3047



PHONE

Call and speak to the Strategic Transport Planning Department on 9205 2200

HumeLink

Hume City Council's
multilingual telephone information service.
General enquiries: Telephone 9205 2200

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We look forward to your feedback!