



Integrated Transport Plan 2024 – 2034



Acknowledgement of Traditional Owners

We recognise the rich Aboriginal heritage of this country and acknowledge the Wurundjeri Willum Clan and Taungurung People as the Traditional Owners of lands within the City of Whittlesea.

Contents

Executive summary	4
Introduction	5
How the plan was developed	6
Our plan	22
Vision	22
Guiding principles	22
Objectives	22
Land use integration	25
Walking and cycling	29
Public transport	33
Road network	38
Travel behaviour change	40
Technology and innovation	41
Freight	42
Parking management	45
Action plan	46
Monitoring progress	54

Executive summary

The Integrated Transport Plan (ITP) sets out a vision for transport planning in the municipality over the next ten years. It will allow Council to strategically plan for, and respond to, future challenges and opportunities, inform advocacy for our transport needs and guide the development and expansion of the transport network.

The ITP will demonstrate Council's leadership and commitment to improving transport outcomes in the municipality. It is also envisaged to guide and influence future investment decisions.

The following vision statement has been adopted for the ITP:

The City of Whittlesea is a well-connected and sustainable city, which allows everyone to easily and safely move around the municipality and beyond.

A set of nine guiding principles have been identified to help support Council's work in achieving the long term vision for the ITP:

- Choice
- Inclusion
- Environmental sustainability
- Economic opportunity
- Safety
- Network efficiency
- Integration of transport and land use
- Health
- Liveable streets.

The ITP has identified eight focus areas with corresponding objectives and supporting actions for each:



Land use integration



Walking and cycling



Public transport



Road network



Travel behaviour change



Technology and innovation



Freight



Parking management.

If the ITP is fully implemented, the community can expect to benefit from:

- Improved travel choices (especially for short trips)
- Reduced trip distances
- Greater social connections
- Improved access to employment and recreation
- Improved safety
- Reduced transport emissions
- Improved health outcomes.

The implementation of the ITP is intended to help support the delivery of the Liveable Neighbourhoods Strategy and the *Whittlesea 2040 vision*.

Introduction

The City of Whittlesea is a large and growing municipality located about 20km north of the Melbourne Central Business District (CBD). It consists of established urban areas in the south, growth areas and rural areas in the north – it is currently home to 244,124 people and this is forecast to increase to just over 360,692 by 2040 (forecast.id 2023).

The City of Whittlesea's road transport network is well-established with major north-south and east-west road connections enabling movement within the municipality and providing linkages to the CBD, neighbouring Local Government Areas (LGAs) and Regional Victoria. It also supports our community connections to jobs within and outside the municipality, including to Melbourne Airport.

In terms of public transport, the rail network is also developed with the Mernda Line providing direct connections to the inner northern suburbs and central city and V/Line services connecting the growing area of Donnybrook. Multiple bus services also provide local connections within the municipality and beyond. However, there are many parts of the municipality which are not served by any form of public transport and rely on the private car.

Council has developed a network of over 2300km of footpaths and shared user paths, including regional trails along the river corridors such as Edgars Creek Trail, Plenty River Trail and Darebin Creek Trail. Other major trails within the network include the Yan Yean Pipe Trail and the Galada Tamboore Trail, that provide connections within Whittlesea and to neighbouring municipalities.

Continued population growth and car dependency are placing ongoing pressure on transport infrastructure and impacting the lives of residents.

A sustainable, reliable and safe transport system is critical to the City of Whittlesea's success as a city and its neighbourhoods. It connects people to employment, education, health, recreational pursuits, shopping and services. A well-connected transport system is integral to supporting the movement of freight. The ITP provides a coordinated approach to delivering these outcomes.

Integrated transport planning concerns all modes of transport. The ITP is the key strategic document that will guide Council's approach to integrated transport planning and land use planning over the next ten years. It will also guide the ongoing development and expansion of the transport network in the City of Whittlesea.

The ITP creates the framework required to align future investment into the transport system. It also provides a strong platform for positioning Council's priority transport advocacy projects and initiatives.

The ITP aims to support a transport system in the City of Whittlesea which offers the community a greater range of convenient and attractive transport choices. This will enable road infrastructure to be most efficiently used by those who have the greatest need to drive. This will also tackle affordability issues associated with car dependency and allow people to engage in healthier lifestyles, noting that many of our residents have sedentary lifestyles and are exposed to chronic health issues. Transport is a key determinant of health and can significantly impact health outcomes. Reduced car dependency will also assist with achieving the Council's environmental sustainability goals.

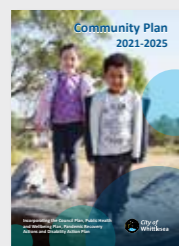


How we plan – an integrated people-focused approach

Level 1: Vision Council's overarching vision



Whittlesea 2040



Community Plan

The Integrated Transport Plan is a Level 3 Plan in Council's Integrated Planning Framework.

This plan is identified as a key action in the Liveable Neighbourhoods Strategy to provide the overall vision for the transport network, underpinned by the long term community vision – *Whittlesea 2040 A Place For All*.

The Integrated Transport Plan will support the Council's Liveable Neighbourhoods Strategy, specifically through Key Direction 1: Smart, Connected transport network and its desired outcome:

Our community has sustainable options to easily travel where they need to go.

This plan will also support the Connected Communities Strategy, Sustainable Environment Strategy, Strong Local Economy and Long Term Infrastructure Plan.

The Integrated Transport Plan will in turn be supported by level 4 plans, including the Walking and Cycling Plan, Road Safety Strategy, Place and Movement Plan and Roads and Public Transport Plan which will provide detailed priorities and actions.

Level 2: Strategy Strategic direction and action plan



Liveable Neighbourhoods Strategy 2023-2033



Liveable Neighbourhoods Action Plan

Level 3: Approach Long term plans, detailed analysis and detailed rationale



Integrated Transport Plan

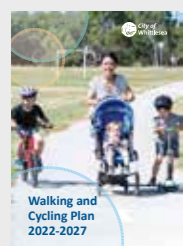


Open Space Plan (under development)



Housing Diversity Strategy 2013-2033

Level 4: Operations Operational programs, guidelines and technical documents



Walking and Cycling Plan 2022 – 2027



Place and Movement Plan 2023



Road Safety Strategy 2017 (update pending)



Roads and Public Transport Plan 2017

Strategic alignment

Transport policy in the City of Whittlesea is influenced by all levels of Government. The Federal and State Governments have significant control of transport planning outcomes through the control of Land Use Planning and implementation of infrastructure.

The lists below show the main policies that affect transport outcomes in the City of Whittlesea.

Federal

- National Charter of Integrated Transport and Land Use Planning, 2003
- National Cycling Strategy
- National Road Safety Action Plan 2023-25
- Black Spot Program
- Roads to Recovery
- Infrastructure Australia, 2021 Australian Infrastructure Plan.

State

- Transport Integration Act 2010
- Movement and Place in Victoria 2019
- Plan Melbourne 2017-2050
- Precinct Structure Planning Guidelines: New Communities in Victoria
- Safe Systems Approach
- 20 Minute Neighbourhoods
- Infrastructure Victoria – Victoria's Infrastructure Structure 2021 – 2051
- Victoria's Climate Change Strategy
- Policy Planning Framework
- Victorian Public Health and Wellbeing Plan 2023–27.

Regional

- Northern Regional Transport Strategy (Northern Councils Alliance) 2020
- Northern Regional Transport Study – Bus Network (Northern Councils Alliance) 2022
- Northern Trails Strategy 2022
- Community Electric Vehicle Transition Plan (Northern Councils Alliance) 2023
- Draft Northern Metro Land Use Framework Plan
- Northern Growth Corridor Plan.

Roles and responsibilities

The Federal Government is responsible for the framework underpinning road, rail, maritime and aviation transport in Australia. The Federal Government also provides funding to State Government transport projects, to maintain national highways, freight and logistics infrastructure and contribute towards major transport projects.

The Victorian Government is responsible for the public transport network (trains, trams and buses). It is also responsible for the arterial road network, which includes:

- | | |
|------------------|-----------------------|
| • Mahoneys Road | • Childs Road |
| • Plenty Road | • Gorge Road |
| • Dalton Road | • Craigieburn Road |
| • High Street | • Bridge Inn Road |
| • Edgars Road | • Donnybrook Road |
| • Epping Road | • Merriang Road |
| • Cooper Street | • Wallan Road |
| • O'Herns Road | • Whittlesea-Yea Road |
| • McDonalds Road | • Yan Yean Road. |
| • Epping Road | |

This includes the planning and delivery of new infrastructure, as well as operations and maintenance of the existing infrastructure.

The City of Whittlesea is responsible for the maintenance and operation of the local road and collector road network.¹

The City of Whittlesea is also responsible for the planning, design and delivery of footpaths, shared user paths and trails, together with other walking and cycling infrastructure within the municipality. Council advocates to the Victorian Government for the provision of arterial road infrastructure and public transport infrastructure and service provision. Council also advocates for investment in the walking and cycling network, including the expansion of the Northern Trails.

¹ The function of a collector road is to provide connections and links for all modes of transport between residential areas, local facilities and destinations as well as provide connections to arterial roads and public transport networks for longer regional journeys.

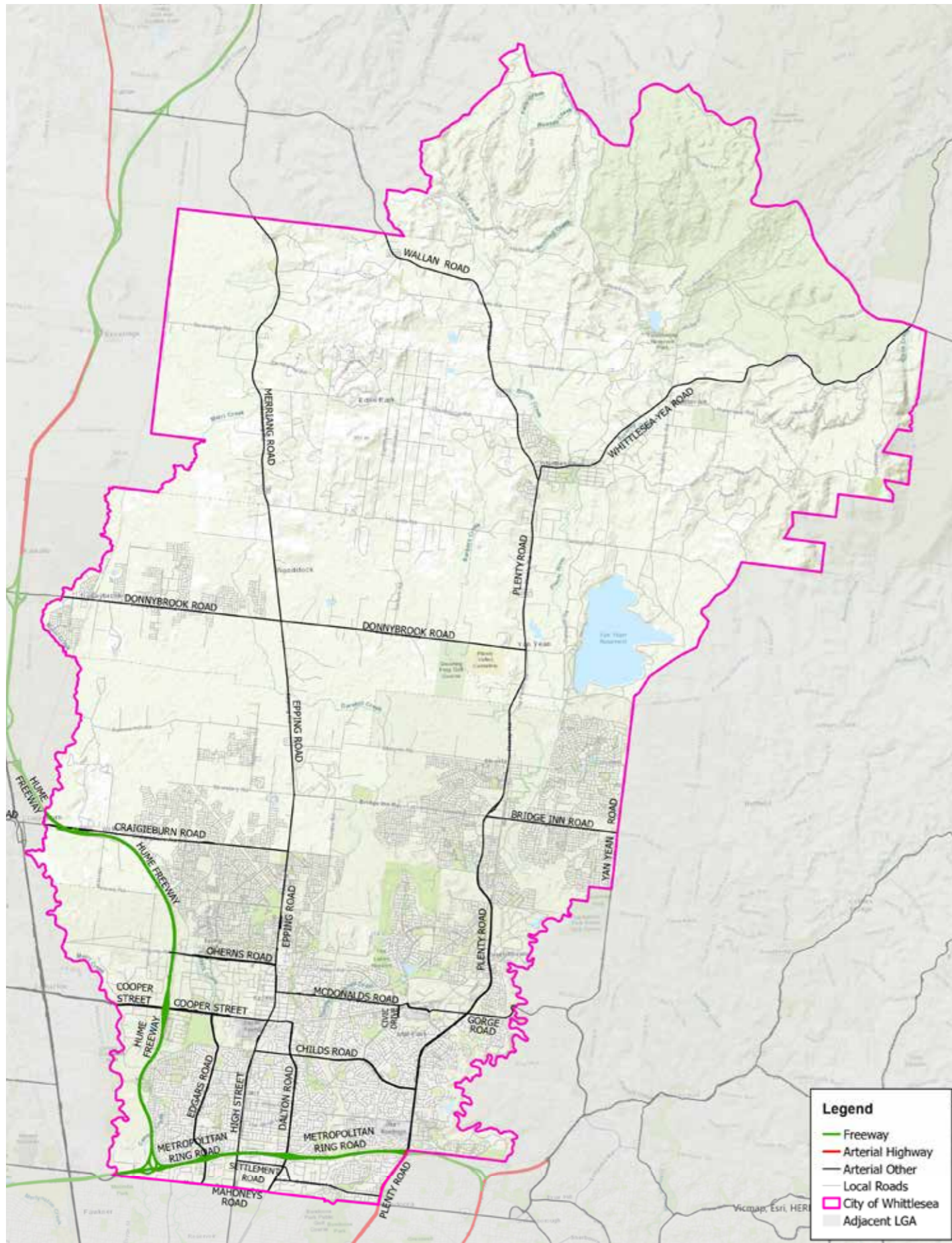


Figure 1: State managed Arterial roads within the City of Whittlesea

Integrated Transport Strategy 2014

The previous Integrated Transport Strategy 2014 (ITS 2014) was successful in the development of various partnerships established between Council and the Department of Transport and Planning (DTP) in support of Council's transport advocacy portfolio.

In terms of practical outcomes, the following were delivered:

- 1) Mernda Rail Line Extension
- 2) Arterial Road upgrades, which included sections of O'Herns Road, Plenty Road and Childs Road.
- 3) Whittlesea Bicycle Plan 2016-2020
- 4) Walking and Cycling Plan 2022-2027
- 5) Road Safety Strategy 2016.

However, the ITS was not successful in effecting any real change in mode choice, with continual strong reliance by our community on private vehicle travel evidenced through the 89% of trips to work undertaken by private car in 2021 noting this data was recorded during the COVID-19 pandemic.

Since the ITS 2014, the municipality has experienced significant population growth with residents continuing to consistently rate transport as a priority issue and request improvements to the local transport system. The COVID-19 pandemic has also changed travel patterns.

How the Plan was developed

To develop the Integrated Transport Plan Council has:

- Reviewed the Integrated Transport Strategy 2014.
- Prepared a Background and Directions Paper to obtain a snapshot of current transport conditions and identify a number of possible pathways to shape and direct the Integrated Transport Plan.
- Undertaken community consultation to gain an understanding the key challenges and opportunities from the perspective of our local residents and businesses.
- Undertaken a Gender Impact Assessment to ensure that the plan supports Council to create better and fairer transport outcomes for all people.
- Defined a future scenario to enable a well-connected city.

Transport Context

A snapshot of current transport conditions in the municipality is shown below in Figure 2.

City of Whittlesea Integrated Transport Plan

City of Whittlesea is young and diverse



Median age of **35 years**
41% of residents are born overseas



The City of Whittlesea's population is expected to see **57%** in growth by **2041**



Car ownership is **1.9 vehicles** per household in the City of Whittlesea

Source: ABS Census

Where residents work

25% live and work in the City of Whittlesea



75% live in the City of Whittlesea but work outside



Travelling to work

89% of residents travel to work by car

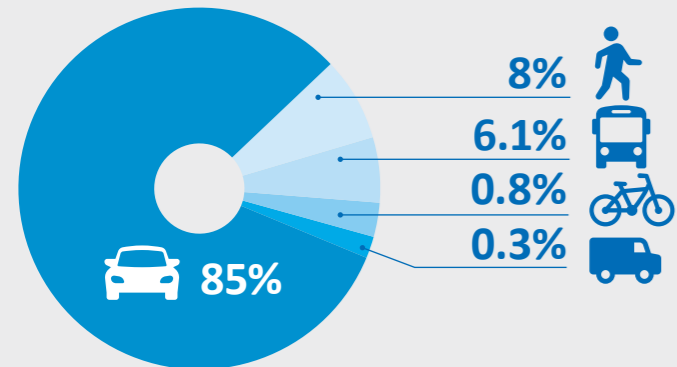
Source: ABS Census



14% of car trips to work are **5km or less**

Source: ABS Census

Travel in general



An average walking trip **1.1km**

Source: VISTA

Men are **3.3 times** more likely to ride a bike compared to women

Source: VISTA



Road safety



There were **16 fatalities** and **436 serious injuries** on State and Council-owned roads in the City of Whittlesea, between 2016-2020

The municipality consists of established urban areas in the south, growth areas and rural areas in the north. It is currently home to 244,124 people and this is forecast to increase to just over 360,692 by 2040 (forecast.id 2023).

The City of Whittlesea has an extensive network of north-south and east-west arterial roads, offering connectivity by motor vehicle within the municipality and beyond. Complementing this is a network of over 1400km of local roads. The Mernda rail line provides a connection to the CBD and activity centres including Epping, Reservoir, Preston and Northcote. Tram 86 also provides connectivity from RMIT, Bundoora to the CBD. Bus services also provide connections within the municipality.

Some catchments within the municipality are poorly served by public transport and low quality, or missing, walking and cycling infrastructure. This can position car usage as the most convenient option for travel, including for short trips. Public transport, especially bus services in the City of Whittlesea, often operate on an infrequent schedule and do not integrate well with connecting public transport, leading to lengthy journey times. Bus travel is often uncompetitive with car travel on journey times.

The provision of public transport services in our growth areas is non-existent or inadequate to provide residents with opportunities to use other modes of travel than their car. It is particularly important to improve this network to influence travel behaviour early on in their move to these suburbs before the travel behaviours become entrenched.

Good public transport provision promotes a more inclusive and equitable society. Despite high car ownership levels in the municipality, 4.1% of households have no car (Census 2021), due to factors including disability, disadvantage or age.

There may be an opportunity through the ITP to examine young people's travel habits and preferences.

Traffic congestion is consistently reported as one of the top priorities for residents, including for commuting and around school precincts. The dominance of car travel, even for short trips, exacerbates traffic congestion and parking issues. The City of Whittlesea also has a road network which is developing and fragmented due to out of sequence development in growth areas. If infrastructure development continues to lag behind population growth, and alternative travel choices are not delivered, traffic congestion is expected to worsen further. Current and potential major transport infrastructure is shown below in Figure 3.



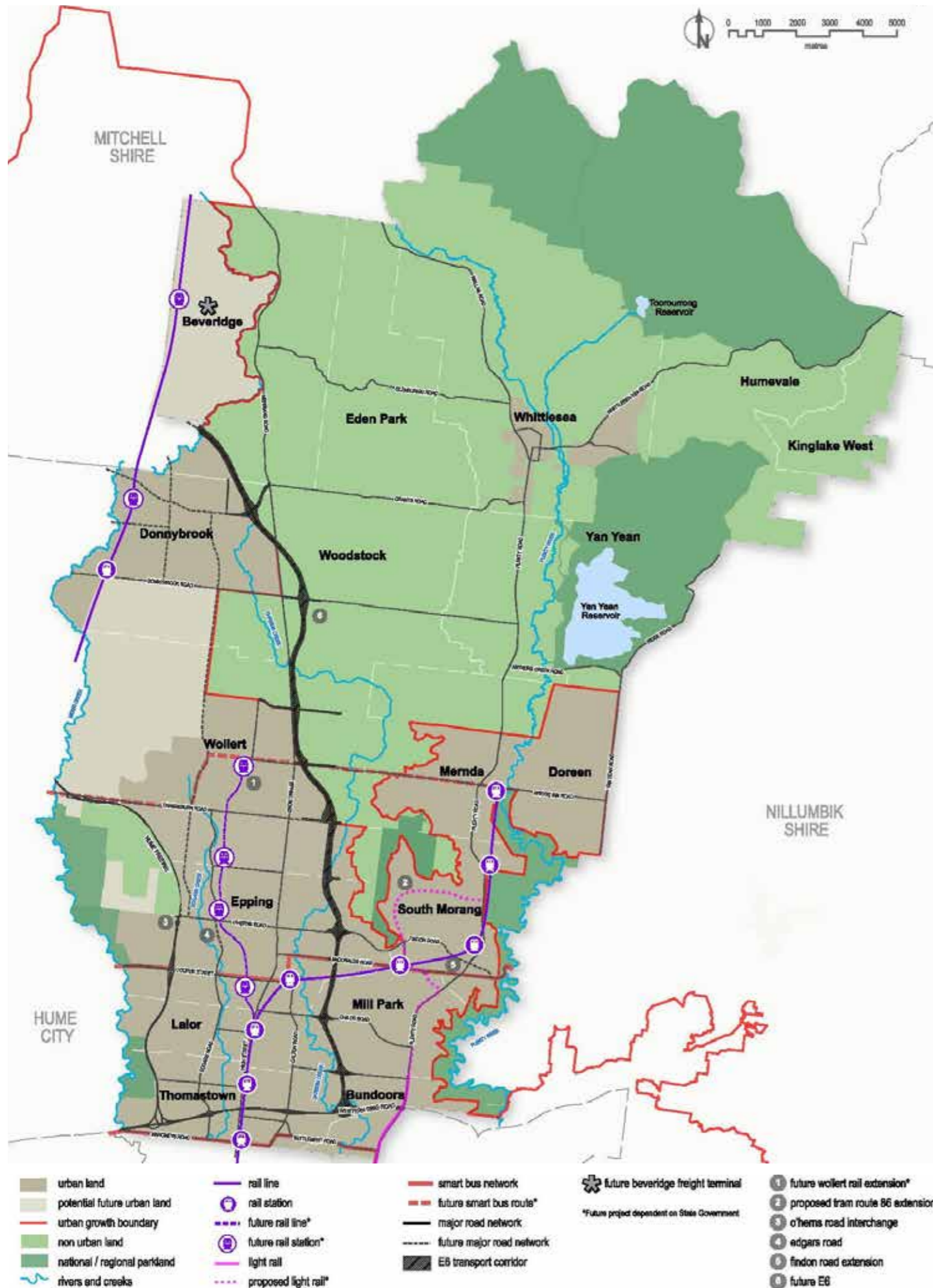


Figure 3: Current and potential future major transport infrastructure (Whittlesea Planning Scheme)

Socio-economic context and transport affordability

As the State’s fifth most socio-economically disadvantaged Local Government Area (Census 2021), many of the City of Whittlesea residents are facing economic challenges brought on by mortgage stress, rising cost of living and reduced access to high value jobs. This is exacerbated by the high level of car dependency and costs associated with car ownership.

Lower income suburban households are more likely to live in areas of poor transport choice. This compounds socio-economic disadvantage and leads to higher levels of car ownership. Car dependency is high and is linked to long travel distances and journey times. This can expose households, particularly in growth areas, to increased vulnerability to changes in fuel prices. Improvements to public transport should therefore be a priority focus for these areas. Transitioning to electric vehicles would also result in lowered car running costs however this currently requires a significant initial outlay which may be out of reach for many.

The most recent Transport Affordability Index (Q3, 2023) records that the cost of car ownership in Melbourne for households was \$528.90 per week (assuming two cars per household). The cost includes car loan payments, registration and licensing, insurance, servicing and tyres, fuel, tolls and roadside assistance. In comparison, a weekly Zone 1 & 2 full fare Myki pass costs \$53 per week.



The cost of car ownership in Melbourne for households was **\$528.90 per week**



In comparison, a weekly Zone 1 & 2 full fare Myki pass costs **\$53 per week**

2021 Census Data (ABS) recorded that the median weekly household income in City of Whittlesea is \$1,768. The Census also indicated that average household car ownership in City of Whittlesea is 1.9 vehicles. Therefore, around 30% of weekly household income is being spent on car ownership and travel.

It is likely that transport affordability is going to worsen over time. Therefore, a key aim for the Integrated Transport Plan is to focus on opportunities to increase transport choices to allow our residents convenient, and more cost effective, ways to move around and reduce overall car dependency. Improved transport choices will ensure that people are able to better meet their daily transport requirements.

Mode share and trip distances

Active transport has the greatest potential for mode shift for trips below 5km. Based on existing travel data, up to 38% of trips in the City of Whittlesea have the potential to be taken by active transport.



38% of trips in Whittlesea are less than 5km



Through the ITP, Council will investigate improved travel choices for those who are able to walk, cycle or use public transport.

There is significant opportunity to replace short car trips with walking and cycling through investment in a high quality and connected active transport network. There is also considerable capacity for micromobility devices such as e-bikes and e-scooters to meet a greater portion of trips within this range. The provision of greater transport choices would allow capacity to be freed up on the road network for those who need to drive. It will also allow us to accommodate an increase in traffic levels resulting from ongoing population growth.

The mode share of all trips starting or finishing in the City of Whittlesea is shown in Figure 4, with motor vehicles the highest at 85%, however 8.8% of trips are walking or cycling, which is higher than public transport at a combined 6.1%.

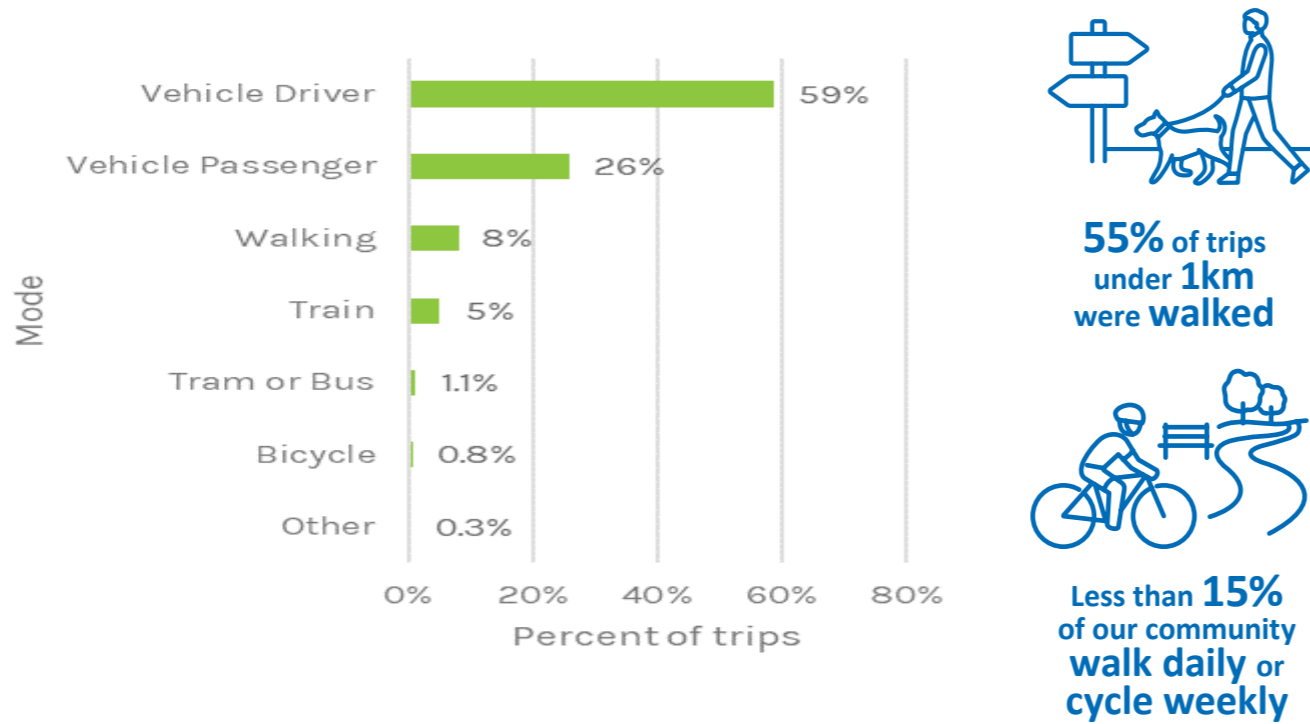


Figure 4: Mode share of trips in Whittlesea. (VISTA, 2020)

When examining mode share by distance (shown in Figure 5), 55% of trips up to 1km were walked and 0.6% were done with a bicycle. At 5km, 21% were walked and 1.6% were done with a bicycle. This shows that people are more likely to walk shorter distances than use any other mode of travel, however walking participation decreases as distances grow.

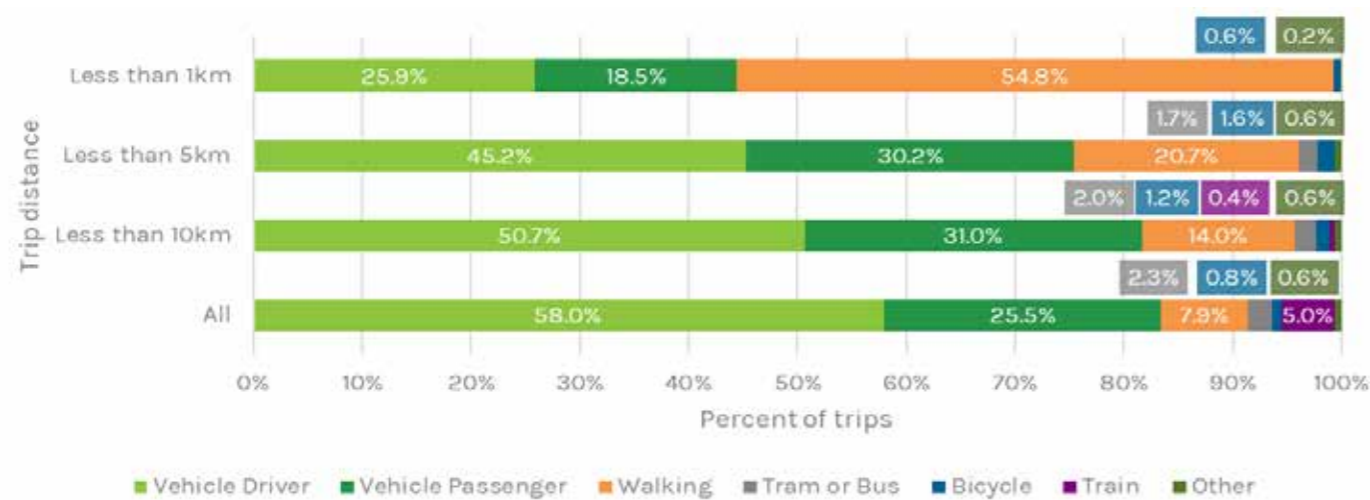


Figure 5: Mode share by distances travelled in Whittlesea, (VISTA 2020)

In terms of trip purpose within the City of Whittlesea, work trips make up 22% of all trips, the highest category. Shopping, socialisation, and picking up or dropping off someone are next highest, at 18%, 15% and 12% respectively. Almost one quarter of all trips (22%) beginning in the City of Whittlesea have a social or recreational purpose. (VISTA, 2022).

Currently 63% of the City of Whittlesea residents work outside the municipality (ABS Census of Population and Housing 2021) which places pressure on the transport network. It is important to have improved access to local jobs and for greater job density within the municipality. This will assist with allowing our residents to access economic opportunities more easily and close to home.

Car usage for the journey to work has remained high and public transport has remained low over the past 20 years, as shown in Figure 6.



Currently **63%** of the City of Whittlesea residents work outside the municipality

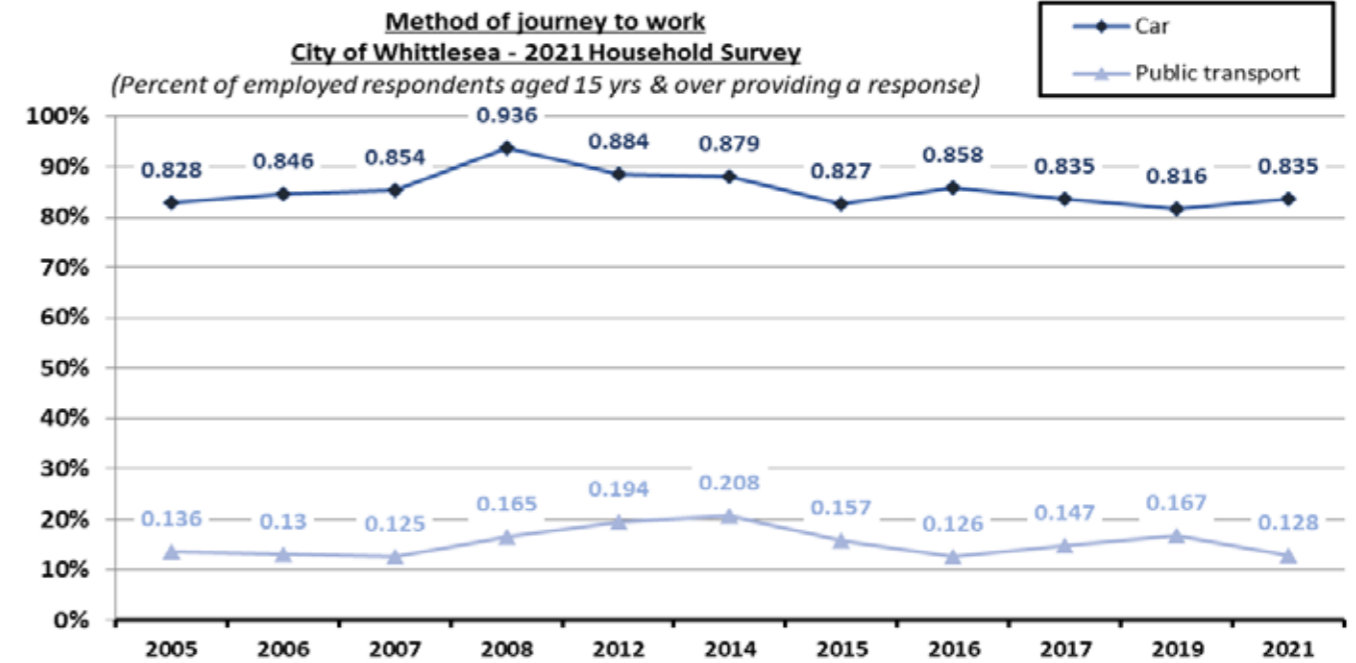


Figure 6: Method of Journey to Work. (City of Whittlesea Household Survey, 2021)

Climate and transport emissions

By improving the range of convenient transport choices available to our residents, lower car dependency may result, which presents an opportunity to reduce emissions from the transport sector. Figure 7 displays a breakdown of the transport emissions in City of Whittlesea.

Council's vision is to transition to a zero emissions municipality by 2036 to address the climate risks we face and hence it is vital that we improve our transport system now and change the way we travel.

COVID-19 Pandemic

The impact of the pandemic has seen a change in the way people are choosing to live and work. There is a greater emphasis on the importance of local living and hybrid working is now a widely accepted practice. This underscores the need for easy access to a range of services and infrastructure for our residents. Accordingly, travel patterns have changed resulting in higher car use and reduced public transport trips for the way people commute to work and for recreational purposes.



Transport is also the second largest and fastest growing source of carbon emissions in the City of Whittlesea.

Sector	Component	Emissions (t-CO ₂ e) per annum
Road	Passenger vehicles, light commercial, motorcycles	467,015
Road	Light and heavy trucks	236,371
Road	PTV Buses	4,826
Rail	Yarra Trams	0
Rail	Metro Trains Melbourne	6,026
Rail	V/Line	756
Rail	Freight trains	2,812
Total		717,806

Figure 7: Estimated Transport emissions in Whittlesea 2023 (Background Paper, Institute for Sensible Transport, 2023)

How we engaged

The development of the Integrated Transport Plan has been informed by community and stakeholder consultation.

Council engaged with the community and key stakeholders to obtain an understanding of the transport challenges, opportunities and priorities in the City of Whittlesea.

Stakeholders invited to participate include the Department of Transport and Planning, Federal and State Members of Parliament, Victoria Police, Public Transport Users Association, Metro Trains, Victoria Walks, Bicycle Network Victoria, the Whittlesea Bicycle Users Group, local schools and local businesses.

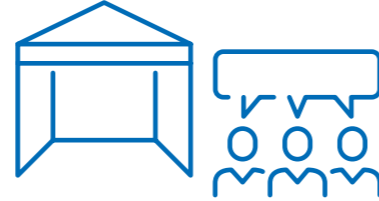
In addition, Council's internal working group and advisory committees from a range of disciplines have contributed.



More than 400 people participated



Community surveys



Pop-up events



Focus Groups



Workshops



Mapping of site-specific issues

The following priorities were reported, which helped to inform and shape the ITP:

- Traffic congestion**
 This is consistently highlighted as one of the top priorities to address in the Council's Annual Household Survey, including the ongoing issue of congestion around schools.
- Walking and cycling infrastructure**
 Improved accessibility and connections in local areas (including east-west connections) and to public transport. Expansion of recreational off-road shared trails. Improved connectivity of paths and trails. More pedestrian crossings and bike parking. Improved lighting along footpaths and shared user paths. Improved safety for cyclists.
- Public transport connectivity and safety**
 The need for increased frequencies, especially bus services, and the integration between different modes of transport. Improved access to Myki ticket machines. The importance of safe and connected public transport routes, including bus route coverage in growth areas as well as the long-awaited Wollert Rail connection and Tram 86 extension. Bus Rapid Transit (BRT) opportunities. More school buses to better support school travel.
- Community transport**
 Emphasise the role of community transport to support residents with greater mobility needs.
- Improved road safety**
 Address gaps in the on-road cycle network, provide pedestrian crossings near bus stops, upgrade of unsafe intersections and arterial roads and reduce speed limits.
- Behaviour change**
 Invest in behaviour change programs to help people make smarter transport choices.
- Technology**
 Embrace the role of technology in supporting improvements to transport and mobility.

"There needs to be less focus on road projects and more on PT... especially bus services."
 - Community member

"Council needs to split this into things that are in its control, and back with concrete investment plans, and things that are not, and design an advocacy plan and be very loud about it."
 - Community member

"Different modes have to co-exist and there will always be some level of dependence on motor vehicles."

On greenfield sites, sufficient space should be provided in the PSP to cater for all modes of transport.

For existing suburbs, strategic corridors should be identified for cycling and appropriate infrastructure installed."

- Community member



Gender equity in transport

Equity and inclusion sit at the heart of our 2040 vision *A Place For All*. To consider the experience and needs of all our community when developing our Integrated Transport Plan, we undertook a gender impact assessment which revealed the following data and influenced the development of the action plan.

The car remains the primary mode of transport for both female and male individuals. However, it is observed that women tend to drive less than men. It is evident that women use public transport more in comparison to men, with a respective mode share of 8.5% versus 5.4%. Women also demonstrate a greater prevalence of 'walked only' trips.

Conversely, the data reveals that women's involvement in cycling is notably lower than men. This trend is similar to that found across Greater Melbourne. A mode share comparison is presented in Figure 8 below.

Prior to the COVID-19 pandemic, a greater proportion of females than males worked from home. The work from home population for males was approximately half that of females, at 1% in 2011 and 2% in 2016. Both populations saw significant growth in 2021 as a result of the changed working conditions from COVID-19 lockdowns, increasing to 17% for males and 27% for females. (Background Paper, Institute for Sensible Transport, 2023).

It is important to consider gender variations around transport mode for the journey to work. Overall, males are more likely to use the car for short trips to work than females, with 79% as drivers and 8.2% as passengers. Public transport patronage and walking participation is higher for females at 4.4% and 7.2%, respectively. For males, the proportion of short trips to work via public transport or walking only is approximately half that of females (Background Paper, Institute for Sensible Transport, 2023).

Cycling participation to work for females is significantly lower than their male counterparts, at 0.2%. This may be attributed to the danger associated with cycling due to conflict with motor vehicles and lack of safe cycling infrastructure (Background Paper, Institute for Sensible Transport, 2023).

Figure 9 below shows the proportion of different trip types by purpose and by gender.

Females complete 1.8 times as many trips to pick-up or drop-off someone, and twice as many trips to pick-up or deliver something, as males. Females are also more likely to perform trip chaining, where trips include more than one stop before arriving at the final trip destination. (Background Paper, Institute for Sensible Transport, 2023).

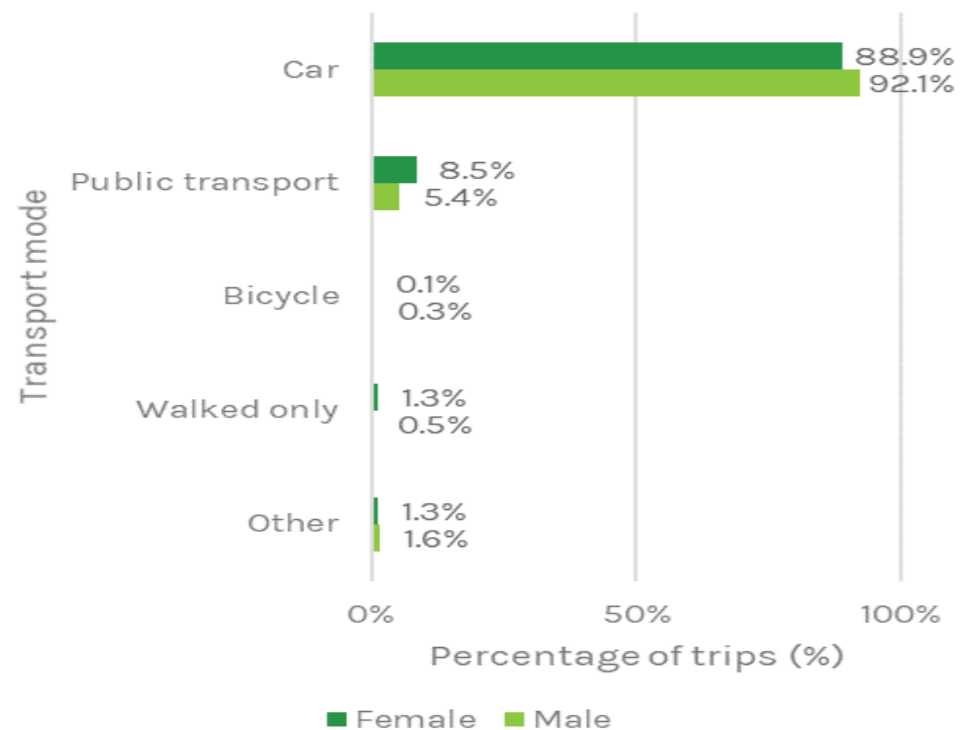


Figure 8: Mode share of trips by gender (Directions Paper, Institute for Sensible Transport, 2023).

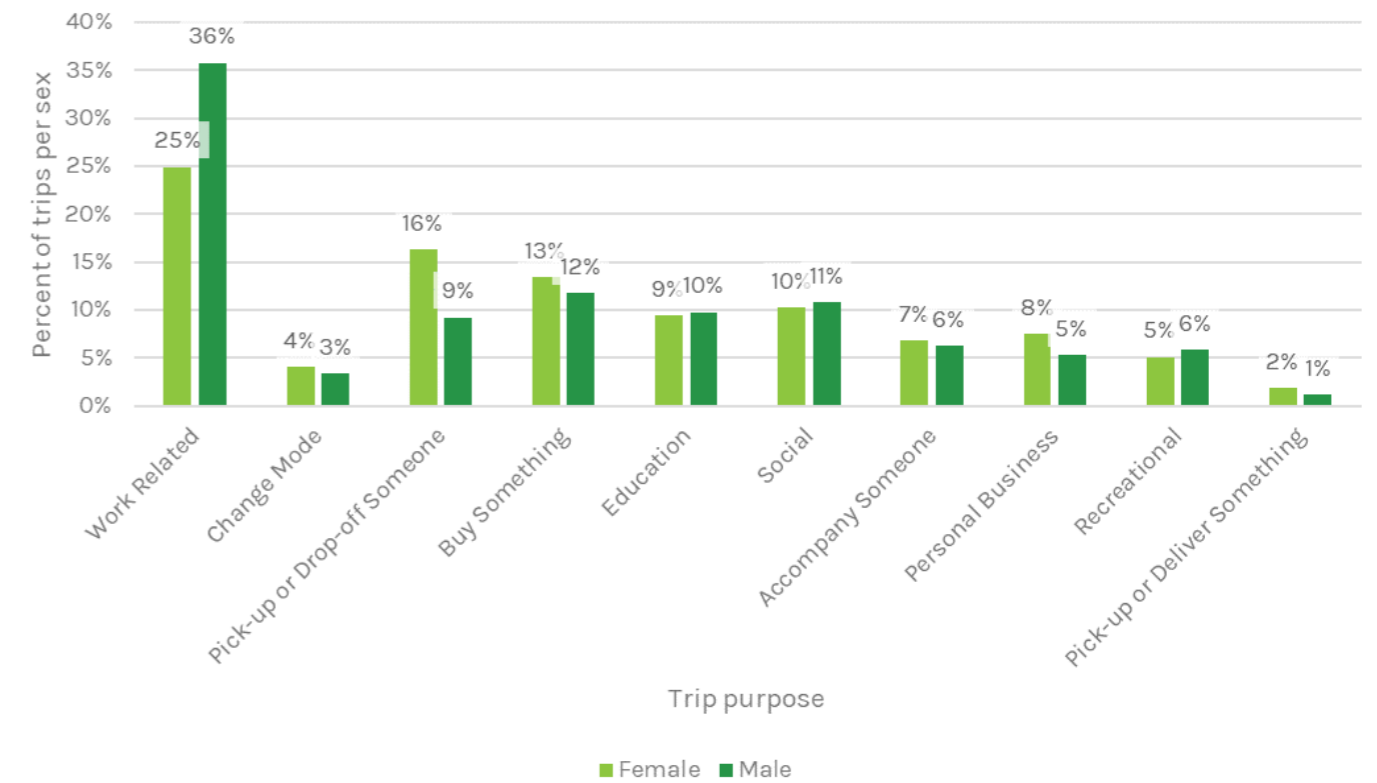


Figure 9: Percent of trips by purpose, by sex (VISTA, 2020)



Future scenario

Continuing a business-as-usual approach will exacerbate the current challenges of climate change, traffic congestion, social isolation, poor health outcomes, safety and economic disadvantage. A focus on delivering improved transport choices is expected to tackle affordability issues and improve lives.

To ensure that the City of Whittlesea remains a vibrant and attractive place to live and visit, the ITP puts forward the case for sustainable change. This would involve concentrating new housing development in established areas around public transport. Development within the growth areas will be focused on more compact and liveable neighbourhoods. Larger increases in active travel and an expansion of the public transport network will be more achievable in areas of greater population density, as will active transport infrastructure.

Improved densities will lead to a reduction in trip distances, which are more conducive to walking and cycling. Whilst there are expected to continue to be a large percentage of trips by car, by concentrating development around mixed use areas, more trips will be suited to walking and cycling. (Please refer to Figure 10).

Based on the sustainable change scenario, it is expected that by 2040 there will be a 9% reduction in the proportion of trips by private vehicles and a corresponding increase in the proportion of trips undertaken by walking, cycling and public transport, when compared to the baseline, as illustrated in Figure 11. Accordingly, future investment in the implementation of the ITP will need to be commensurate with the outcomes anticipated under the sustainable change scenario.



Figure 10: Linkage between densities, trips and mode share (Directions Paper, Institute for Sensible Transport, 2023)

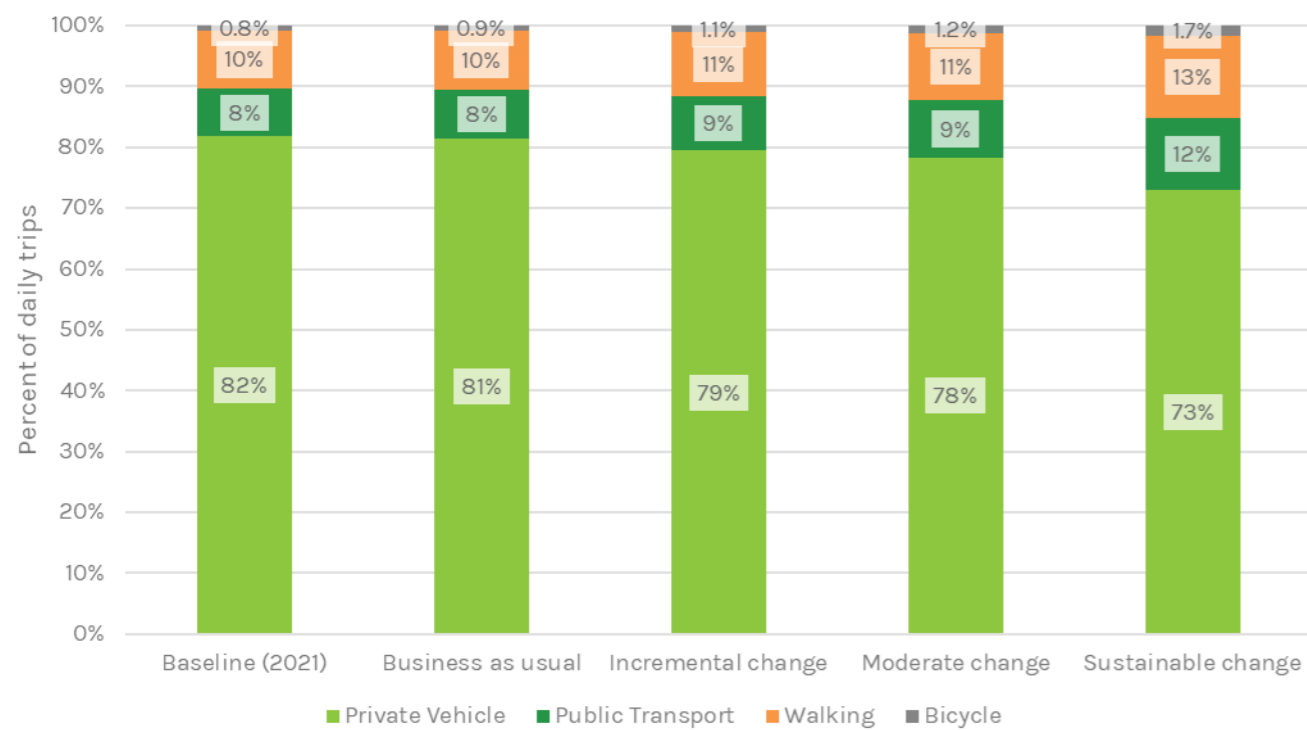


Figure 11: Change in mode share by future scenario (Directions Paper, Institute for Sensible Transport, 2023)



Our plan

Vision

The City of Whittlesea is a well-connected and sustainable city, which allows everyone to easily and safely move around the municipality and beyond.

Guiding principles

A set of nine guiding principles help to align transport investment and policy with our objectives. These help to support Council's work in achieving the long term vision for the ITP. By incorporating these principles, the ITP becomes a cohesive part of the broader policy framework, reinforcing Council's strategic vision and enhancing the plan's effectiveness.



Choice

Provide everyone convenient transport choices, so that for every trip, people can choose the best mode/s for them and the community.



Inclusion

The transport system in the City of Whittlesea will be fully accessible and inviting to all members of our diverse and expanding community.



Environmental sustainability

Promote transport choices with the least impact on the environment and committing to net zero emissions in our transport network, including a transition towards zero emissions vehicles.



Safety

Implement a Safe Systems approach will ensure our road network is designed so that everyone can travel safely across our municipality. There is a commitment to Vision Zero for transport safety, whereby it is not acceptable that fatalities and lifelong injuries should occur on our streets.



Network efficiency

The transport system should be efficient, facilitate seamless integration between different modes of travel and provide predictable and reliable journey times.



Integration of transport and land use

Coordinate planning and development of the transport system and provide transport infrastructure in a timely manner to match population growth and changing land uses. Increase densities around train stations and town centres.



Economic opportunity

Foster economic opportunity by facilitating improved access to employment and services.



Health

The transport system should facilitate opportunities to contribute to improved health outcomes.



Liveable streets

Our public realm (streets and public spaces) will be well designed, safe, attractive and comfortable places that encourage walking, cycling and people to connect.

Objectives

Supporting the Vision and Guiding Principles are eight objective statements for each of the main transport focus areas. The objective statements set the direction for the ITP and the outcomes for the transport system in the City of Whittlesea.



Land use integration

Integrate transport and land use to connect and activate our city and enable more local trips to be undertaken by sustainable modes of travel, including walking, cycling and public transport.



Walking and cycling

Enable walking and cycling to be the first choice for short and local trips, supported by a safe, connected and well-designed transport network.



Public transport

An integrated, reliable, efficient, safer and accessible public transport network, which caters for our growing population



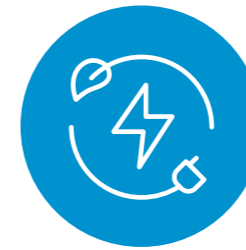
Road network

An efficient and safe road transport network, which is future-proofed for our growing community.



Travel behaviour change

Promote and encourage greater adoption of healthy and sustainable transport choices within the community, including for new residents.



Technology and innovation

Harness technology to develop innovative solutions to contemporary transport challenges.



Freight

Support the efficient movement of goods in, out, through and around the municipality



Parking management

Deliver an equitable and inclusive design to parking management in the municipality, which provides a balanced approach to the parking needs of our growing community.



Land use integration



Objective:

Integrate Transport and Land Use to connect and activate our city and enable more local trips to be undertaken by sustainable modes of travel, including walking, cycling and public transport.

The linkage between land use and transport is based on the relationship between the way land is developed and the transport choices individuals make. Some of the contributing factors include location of activities, land-use mix and access to different transport modes.

Sustainable land use planning and development can actively encourage sustainable and efficient transport choices, leading to tangible benefits, including improved air quality and an enhanced quality of life for residents.

Factors such as accessibility, public transport provision, a well-connected active transport network, parking supply and proximity to suitably skilled workers all have a significant influence on where people decide where to live and work. This is why residential development is often closer to activity centres, where people have greater access to services and facilities.

Urban and building design, safer by design principles, neighbourhood character, and environmentally sustainable design principles are other key considerations to retain the municipality’s character amid development.

The City of Whittlesea faces significant urban growth, with its population expected to reach 360,692 by 2040 (forecast.id 2023). Residential development is concentrated in the growing areas of Epping North and Wollert (up to 2030) and Donnybrook (up to 2035). Further development is expected in the established areas, particularly in proximity to train stations.

Rapid population growth continues to impact poor development staging and out of sequence developments in growth areas.

This can lead to incomplete networks and disconnected infrastructure (including for walking and cycling) and greater reliance on car travel. Lagging infrastructure also extends to public transport, which can lead to inadequate provision of bus and rail services and therefore constrain choices leading to car dependency and traffic congestion. Provision of an adequate response by State Government is complicated by the fast pace of development.

There is a long-term jobs deficit within the municipality. Population growth has and will continue to outstrip the number of new local jobs created – each year the city welcomes 8,300 new residents but creates only 2,300 new jobs. In addition, skills mismatch is an issue with 70% of residents travelling outside the municipality to find more suitable employment, including to access relatively skilled jobs. (City of Whittlesea Strong Local Economy Strategy 2022-2026).

Precinct Structure Plans (PSPs) represent the key framework underpinning planning for growth areas. It covers proposed land uses as well as the required infrastructure to support these land uses. There is an opportunity to advocate for higher density developments to occur closer to activity centres to enable improved viability of walking, cycling and public transport with improved clustering of employment hubs, retail and services co-located for improved convenience and shorter trip distances. The City of Whittlesea has several PSP areas, each enabling new growth areas to be managed and to integrate land use with transport.

Epping Central, as the only existing Metropolitan Activity Centre in the City of Whittlesea, is anticipating a large expansion, particularly in the health and retail sectors. Epping has also been identified in the State Government Housing Statement and Council’s Epping Central Structure Plan as a location to accommodate significant housing growth.

Council is continuing to advocate for the Wollert Rail extension which would provide a more direct rail service (the current Epping Station is on the edge of the activity centre) along with improved bus services and walking and cycling infrastructure.

The City of Whittlesea also supports the 20 minute neighbourhood concept which is all about ‘living locally’ and enabling people to meet most of their daily needs within a 20 minute return walk from home. The concept aims to make our neighbourhoods more liveable, walkable and cycle-friendly to improve residential densities and catchments around existing service and community hubs.

Good land use and transport planning requires proposed transport infrastructure (including future roads and road upgrades, walking and cycling paths, public transport links) to be identified as part of strategic plans. Future Strategic Plans should ensure that the land use is influenced by the proximity of proposed transport infrastructure. This may mean setting aside land for future projects, ensuring that development does not prejudice the future delivery of transport infrastructure and supporting a density of development which responds to anticipated future service provision.

The Department of Transport and Planning’s (DTP) Movement and Place framework recognises that streets perform different functions and consider key destinations. Council has prepared a Place and Movement Plan (Figure 12, right) which integrates the DTP’s Movement and Place Framework into how the City of Whittlesea Plans and designs streets and places to ensure that Council can create great streets for the community.

Action

Land use integration

- 1.1 Partner with developers and state government agencies to improve outcomes in our growing suburbs, including innovative solutions to see early delivery of essential infrastructure to avoid gaps in the network (particularly active transport network) and opportunities to provide higher density housing near the Principal Public Transport Network.
- 1.2 Support the implementation of the Epping Central Structure Plan and partner with State Government to implement the activity centre program and deliver improved public and active transport infrastructure required to support the provision of more housing and jobs within the activity centre.
- 1.3 Integrate the Place and Movement Plan into the development of infrastructure projects (including developer works) to support the delivery of liveable streets.
- 1.4 Plan for and deliver improved and safe walking infrastructure and amenity within the walkable catchment of activity centres (including neighbourhood activity centres) and industrial parks.
- 1.5 Incorporate and protect existing and proposed transport infrastructure as part of strategic land use plans and future development proposals, including the land use outcomes required to support the transport infrastructure.
- 1.6 Encourage intensification of housing and other development within the walkable catchment of activity centres and high frequency public transport stops.

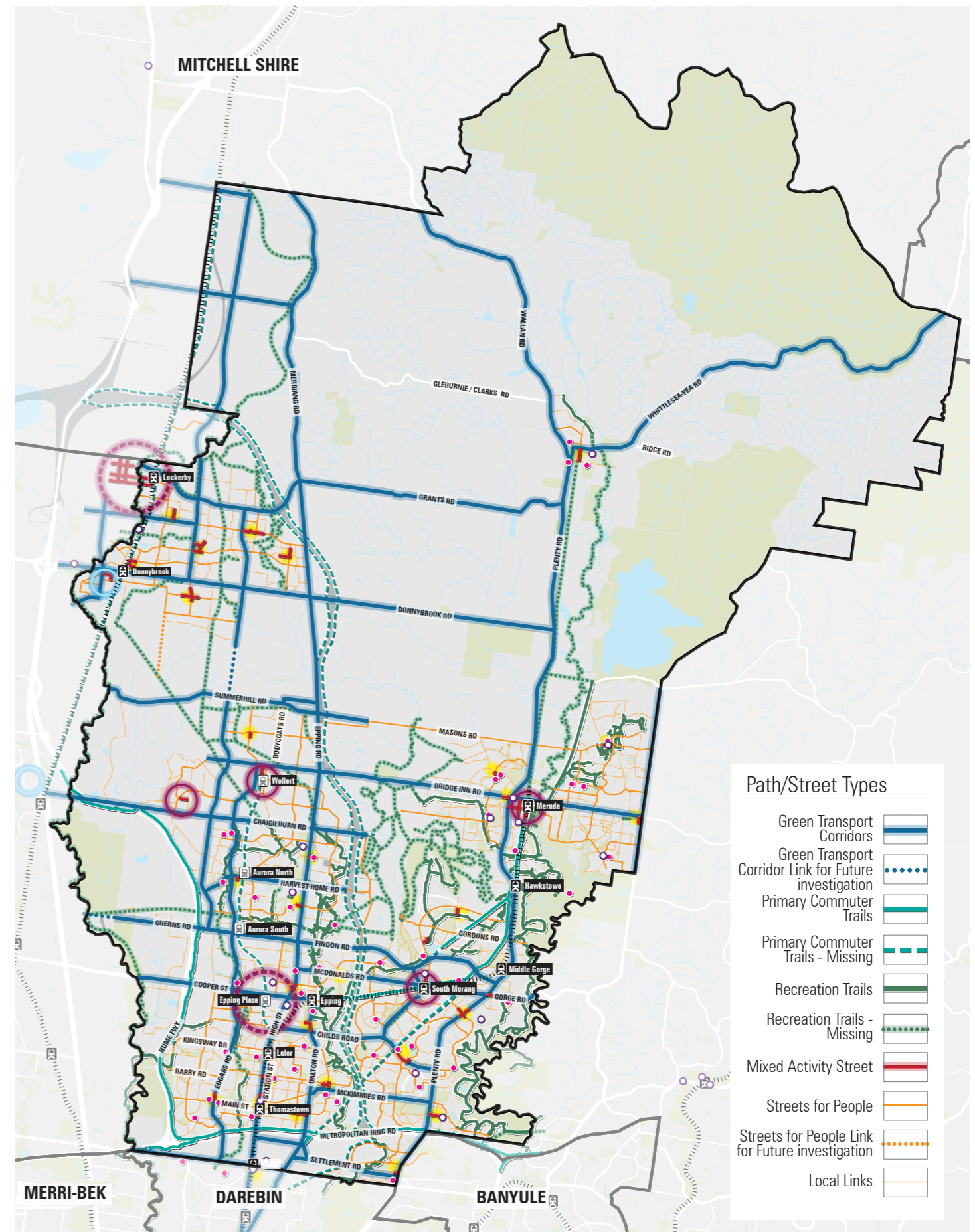


Figure 12: Place and Movement ultimate network for Whittlesea



Walking and cycling



Objective:

Enable walking and cycling to be the first choice for short and local trips, supported by a safe, connected and well-designed transport network.

Walking and cycling are popular forms of recreational activity within the municipality and the resulting physical activity has flow-on impacts on health and wellbeing. Walking and cycling do not produce carbon emissions and therefore do not contribute to climate change. Victoria’s Climate Change strategy has set a target of 25% of trips to be undertaken by active transport (walking or cycling) by 2030.

Walking and cycling are efficient and convenient modes of transport for short and local trips. Walking and cycling for transport are often best supported with direct connected and safe networks.

Many car trips in the City of Whittlesea are under 5km and could be potentially more effectively by walking and cycling if a complete network of supporting infrastructure was available. Safe and convenient crossing points are also important. The potential for more trips undertaken by walking and cycling can assist with managing congestion and parking pressures, particularly around town centres and activity centres.

Encouraging new residents to consider walking and cycling will be dependent on access to a connected and safe active transport network with services and facilities available within an acceptable catchment. Council will work with developers to deliver best practice walking and cycling infrastructure in new estates such as separated bicycle paths and raised crossing points on priority networks.

It is also important to encourage greater walking and cycling participation for school travel which will lead to healthier students and manage congestion around school precincts.

Council has developed the Walking and Cycling Plan 2022-2027 which sets out the key directions for walking and cycling (see Figure 13). This in combination with the Place and Movement Plan and the Northern Trails Strategy will continue to guide Council in its delivery of active transport projects throughout the municipality.

“Shared roads with bikes aren’t a comfortable concept for inexperienced riders.”
– Community member

“More off-road bike and walking paths included into future plans.”
– Community member



Walking will generally form an important link at the beginning and end of every trip, including the integration with public transport trips.

Figure 13: Key Directions from Council’s Walking and Cycling Plan

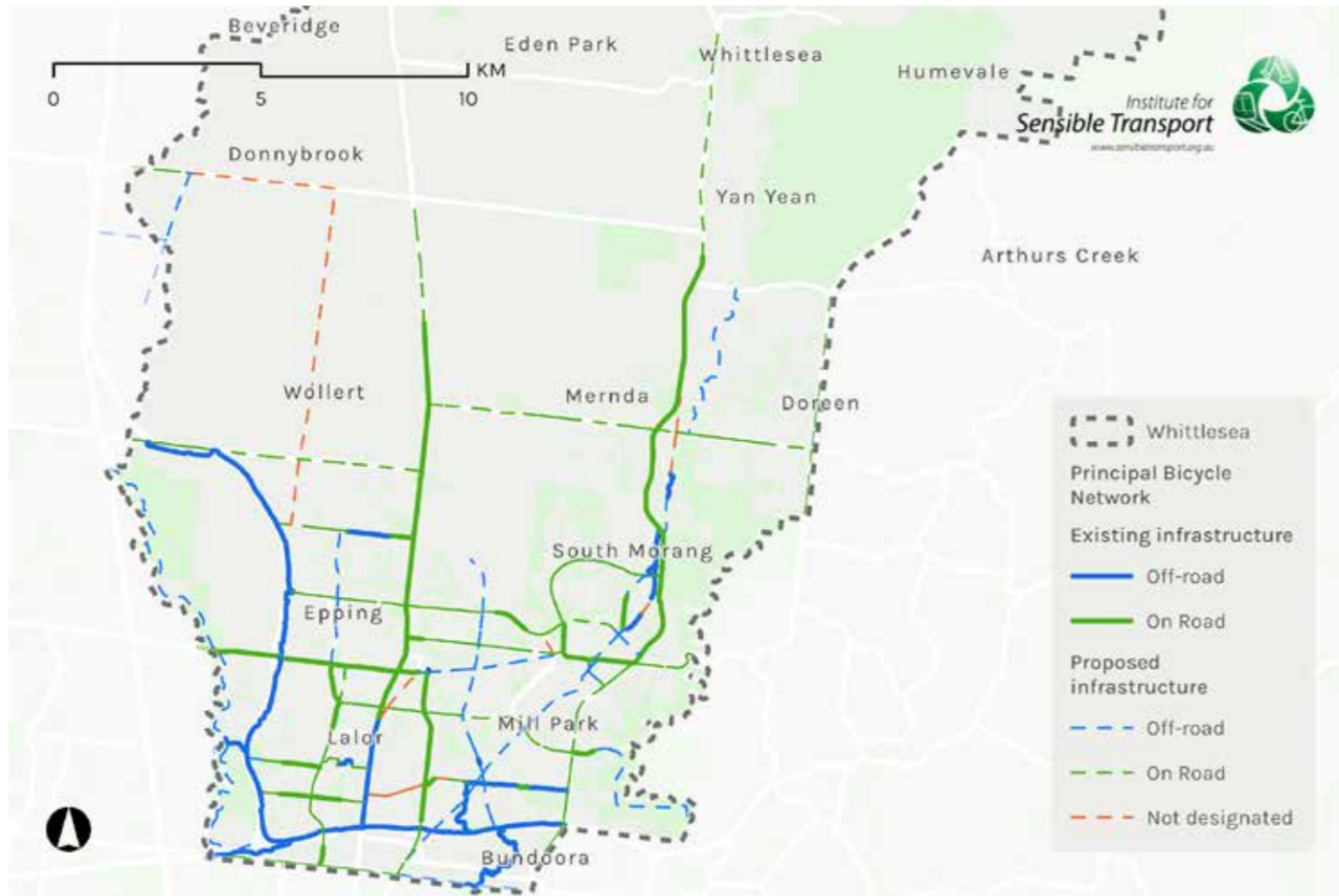


Figure 14: Principal Bike Network – Existing and proposed infrastructure (Background Paper, Institute for Sensible Transport, 2023)

Council will continue to seek opportunities to increase investment in walking and cycling infrastructure to ensure that we have a strong network that overcomes barriers to the uptake of walking and cycling. Council will continue to work in partnership with the DTP in the delivery of new infrastructure to support walking and cycling. Figure 14 above shows the Principal Bike Network within the municipality.

Action

Walking and cycling

- 2.1 Continue to implement the Walking and Cycling Plan 2022-2027, Northern Trails 2022 and Place and Movement Plan. Prepare a refresh of the Walking and Cycling Plan 2022-2027.
- 2.2 Prepare a Gender Design Guide to inform the design and development of new paths and other transport infrastructure.
- 2.3 Engage with under-represented community groups, including our CALD community, to encourage greater participation in walking and cycling.





Public transport



Objective:
 An integrated, reliable, efficient, safer and accessible public transport network, which caters for our growing population

Public transport in the municipality is planned and managed by the State Government through the Department of Transport and Planning (DTP).

Public transport is an important part of the transport system in the City of Whittlesea. A good public transport network can help to provide wider transport choices for the community. Public transport is a cost effective and environmentally friendly way of moving high volumes of people over longer distances. Figure 15 below shows the space comparison for 50 people using different modes of transport.

Good quality facilities at train stations, tram and bus stops, better information, effective ticketing systems and cheaper fares can also attract more people to use public transport. People often start or end their public transport journey by walking or cycling and so it is critical that these connections exist and are safe and attractive to use.

Partnerships with the State and Federal Government are critical due to the role played around the ongoing funding and delivery of services and infrastructure.

Although Council does not plan, fund or manage public transport, Council will need to work in partnership with the following stakeholders organisations in order to deliver public transport improvements:

- DTP and VPA (Victorian Planning Authority)
- Public Transport Operators
- The Northern Councils Alliance.

Long-term and collaborative advocacy will be required over the 10 year horizon of the ITP in order to progress Council's goals for improvements to the public transport system.

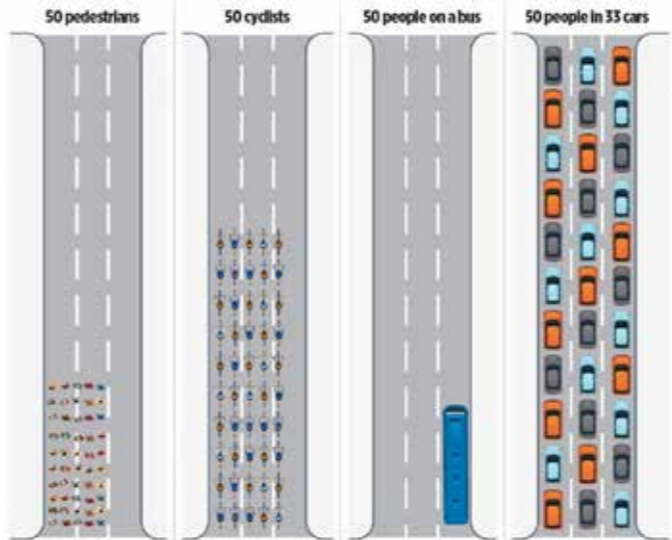


Figure 15: Space comparison for 50 people using different modes of transport

The key determinants of public transport patronage are well documented. Existing and prospective users want a safe, reliable, well-communicated, convenient and connected system. In addition, users also want fast and frequent services with short waiting times for modal interchange.

Public transport coverage and frequency are essential to improving mode share and providing convenient travel choices to the community. Improved coverage, particularly into our growing suburbs, will ensure that new residents are connected into the public transport network sooner and are not forced into car dependency. Increased frequency of services will provide more confidence, convenience and comfort to existing and prospective users including for trips that involve modal interchange. Council will continue to advocate for the items identified in the City of Whittlesea Advocacy Prospectus 2023 – 2025.

Improved densities of land use must be coordinated with improved public transport infrastructure. Continued engagement with the State Government will aim to ensure that improved public transport infrastructure is provided to support growing areas in a timely and efficient manner.

Council will continue to advocate to the State Government for the following public transport infrastructure:

- Wollert Rail extension (by 2030)
- Electrification north of the Craigieburn line to Donnybrook, Beveridge and Wallan (by 2030)
- Tram 86 route extension to South Morang station.

The existing public transport network in the City of Whittlesea is shown in Figure 16.

The Public Transport Accessibility Index (Figure 17) demonstrates ease of access to public transport based on catchment, number of services and frequencies.

Community transport provides accessible transport for residents who experience exclusion from a diverse range of activities due to barriers to accessing other forms of transport. Community transport’s primary purpose is to support people’s social connections and inclusion and to promote independence and wellbeing.

It can include door-to-door transport provided to people who require assistance with transport and mobility to undertake daily activities. It can also include flexible transport services (Flexi-Ride) to assist with mobility to fill gaps in the public transport system within growth corridors.

The perceived and actual safety of using public transport is an important factor in determining how willing people are to use public transport, particularly among female community members.

“Train to Wollert is a must!”
– Community member

“Better direct bus connections to other stations.”
– Community member

“Advocacy is vital to better connect Whittlesea residents with employment precincts, everyday destinations and Mernda line trains.”
– Community member

Local network issues to be progressed as part of the City of Whittlesea’s advocacy include:

- Extend existing bus routes into growth areas of Wollert and Donnybrook
- Increase bus frequencies for all existing services
- Improved provision of school bus routes
- Improve timetable integration between different modes of transport
- Provide a new bus route, by 2025, as an interim service until the Wollert rail extension is built
- Investigate the introduction of demand responsive bus services into the growth areas of Wollert and Donnybrook
- Explore the potential for Bus Rapid Transit (BRT).

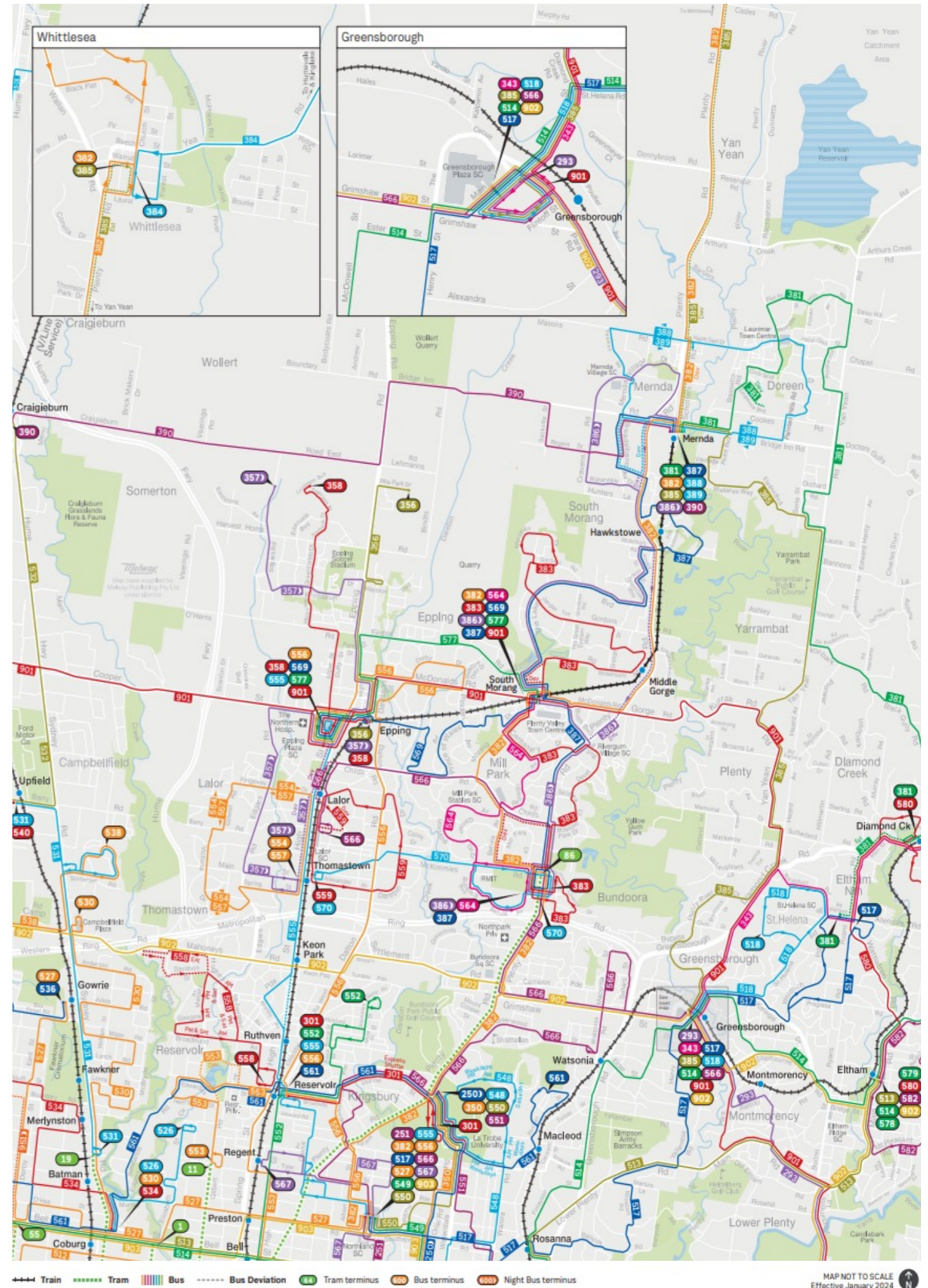


Figure 16: Existing Public Transport Network (Public Transport Victoria)

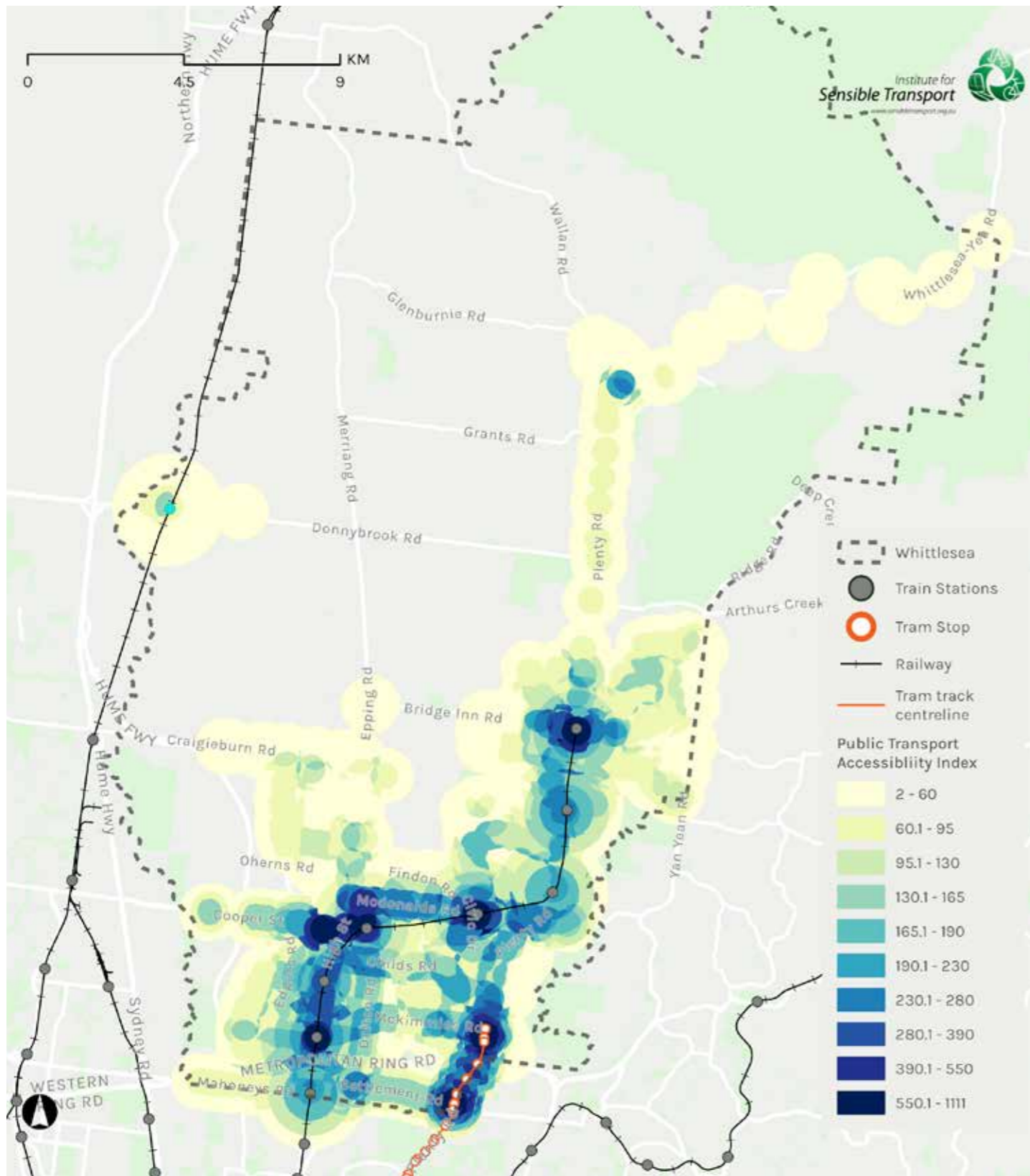


Figure 17: Public Transport Accessibility Index for Whittlesea (Background Paper, Institute for Sensible Transport, 2023)

Action

Public transport

- 3.1 Continue to advocate for improved bus route coverage/extensions and service frequencies, a new interim bus service, greater deployment of electric buses and the targeted introduction of on-demand services.
- 3.2 Advocate for safe, secure bike parking at train stations and bus stops.
- 3.3 Advocate for improved walking and cycling infrastructure and connections around the catchment of key public transport nodes and interchanges.
- 3.4 Advocate for the Bus Review to provide faster and more direct services and improved integration between different modes of public transport.
- 3.5 Advocate for safety and accessibility improvements to public transport interchanges and waiting facilities and improved access to Myki ticket machines for the benefit of all public transport users.
- 3.6 Continue to advocate for the Wollert Rail extension, electrification of the Craigieburn line to Donnybrook and for Tram 86 route extension.
- 3.7 Advocate for the provision of an early connected bus capable network to facilitate the timely implementation of new bus services commensurate with new residents moving in.
- 3.8 Propose local bus priority measures and advocate for bus priority on arterial roads.
- 3.9 Partner with relevant stakeholders, and advocate for increased funding, to support and resource the delivery of more effective community transport outcomes, that consider trip chaining (grouping multiple trips together) and caring needs for the community.
- 3.10 Prioritise the safety of women when designing or advocating for new public transport infrastructure and routes with consideration of the impact of trip chaining.

Road network



Objective:

An efficient and safe road transport network, which is future-proofed for our growing community

The City of Whittlesea has an extensive and growing road network. Council owns and manages the local and collector road network with the State Government having ownership and management of the declared arterial road network through the Department of Transport and Planning. (Please refer to Figure 1 which shows the arterial road network within the municipality).

Many of the declared arterial roads in the City of Whittlesea are heavily congested, particularly during peak times as reflected in the key concerns consistently expressed by our community. The impact of congestion and lengthy commutes can include lack of family time, social isolation and negative health outcomes.

Upgrades to sections of Donnybrook Road, Craigieburn Road East, Epping Road and Bridge Inn Road have long been called for by the City of Whittlesea, with the need identified early when the development of Precinct Structure Plans (PSPs) commenced for the growth areas of Wollert and Donnybrook. These roads are built to a rural standard, with poor shoulders, poor pedestrian infrastructure and an absence of bicycle infrastructure, yet are increasingly relied on for movement of our growing communities. The current condition of these roads creates safety issues, particularly for vulnerable road users.

Council will continue to advocate to the State Government for funding to upgrade these roads, including enhancing walking and cycling infrastructure provision.

It is widely recognised that adding capacity to the road network is not a solution to managing congestion. It requires an all-encompassing approach that appreciates the value and contribution of all modes of transport and how the network and assets are managed, to provide a sustainable outcome.

Specific changes to the use and functioning of the road network can allow more efficiency to be gained out of the existing assets. Improved traffic flow, reduced vehicle queuing and improved integration between connecting modes of public transport and active transport, have the potential to make the transport network more efficient. A more efficient network can offer more predictable and reliable journey times, noting that usage of the road network can vary considerably between the time of day, weekdays and weekends.

The City of Whittlesea will continue to advocate for:

- Targeted upgrades of declared arterial roads
- Pedestrian and cyclist infrastructure to be prioritised in cross section designs for new road upgrades to cater for the safe movement of vulnerable road users and active transport connectivity within our growing community
- The declaration and duplication of Findon Road to an arterial road
- The declaration of Bridge Inn Road (Epping Road to Plenty Road) to an arterial road.

The City of Whittlesea will also continue to upgrade targeted local roads, collector roads and intersections in the municipality.

As road networks develop in new estates, consideration should be given to interim turnaround options for buses.

The space on Whittlesea’s roads is limited and there is strong competition for this scarce space. A mode hierarchy can assist Council to determine the optimal amount of space to allocate between modes in situations where there is insufficient space to cater for all modes of transport.

Figure 18 shows the mode hierarchy in our urban areas and prioritises sustainable mobility. Figure 19 shows the mode hierarchy for our regional roads, where motorised transport will continue to be the priority in road space allocation, whilst aiming to provide safe and separated paths to support active transport.

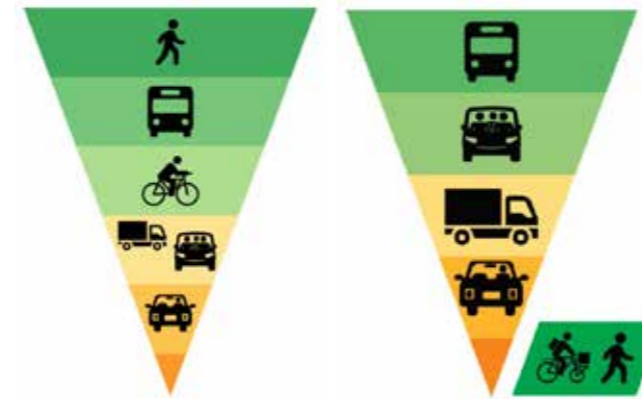


Figure 18: Mode Hierarchy – Urban Areas

Figure 19: Mode Hierarchy – Regional Roads

Accessibility and inclusion will be addressed through the following considerations of the road network:

- Ensure best practice walking and cycling infrastructure design is factored into the approval process for new roads and for upgrades of existing roads

- Providing connected footpaths and safe pedestrian crossings
- Ensure access to bus stops meets DDA compliance
- Re-configuration of road reserve space to balance the needs of competing transport modes.

Council’s Place and Movement Plan framework can also inform the classification of the road network, to more clearly illustrate the role and function of roads and associated levels of service linked to desired land use outcomes, to deliver an integrated network for all users and modes of transport.

Great streets have the potential to provide opportunity for social interaction and cohesion, to support and drive business activity and to serve as urban parks for locals. Applying the Place and Movement Plan and its concepts will help Council get more out of streets, integrating placemaking and design initiatives that activates them.

Road safety continues to be a focus in the municipality, particularly given the growth in population and increased number of residents moving around. Council is committed to the Safe Systems Approach and reducing road trauma to ensure that everybody can travel safely on our network.

The needs of vulnerable road users will continue to be a particular focus, noting that speeding is the leading cause of death on Victorian roads.

Action
Road Network
4.1 Continue to advocate for the identified upgrades to the arterial road network that support all modes of transport.
4.2 Prepare and implement a new Road Safety Plan.
4.3 Explore the potential for reduced speed limits and other initiatives to improve safety for all users on Council-owned local roads.
4.4 Continue to develop and implement Local Area Traffic Management (LATMs) across the municipality to improve road safety.
4.5 Investigate improvements to crossing facilities to better ensure that pedestrians can safely cross in one movement (and advocate for this on State Government roads).

Travel behaviour change



Objective:

Promote and encourage greater adoption of healthy and sustainable transport choices within the community, including for new residents

Achieving a meaningful and sustained uplift in mode share for active and public transport (particularly for the short trips) will depend on the provision of high quality infrastructure and connectivity, as well as ongoing education and promotion of active and public transport.

Part of the education challenge is to ensure the community understands how to undertake those shorter trips by walking, cycling or public transport, with the knowledge of routes, timetables, fares etc.

Education can also support the safe and respectful use of the transport system, including footpaths, shared user paths and public transport services. Once people become more aware of how to utilise these mode choices, they will be more likely to adopt more regular travel habits around these modes. Whilst residents may continue to own and use a car, there is an opportunity through travel behaviour change to expand the range of transport choices for certain trips.

It is also important for new residents to be provided with the tools and information early on in their relocation to the municipality to be able to make smarter travel choices.

Without the supporting infrastructure, or adequate education and promotion, it is likely that car dependency will become entrenched.

Travel habits around walking, cycling and public transport can be shaped through travel choices adopted for school travel. These can have a profound impact on a young person's health and wellbeing. Education, promotion and programs are an important mechanism to instil desired travel choices for school travel.

There is also a requirement for Green Travel Plans to be prepared as part of Planning Permit Applications for specific new developments and this presents an opportunity for new residents, schools or businesses moving in, or relocating, the chance to re-evaluate their travel choices.

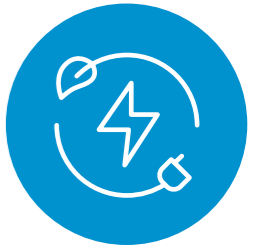
The Council's Green Travel Plan presents an opportunity to consider convenient travel choices for how staff travel to work. Extrapolating to the wider community, there is an opportunity to engage with the business community and promote alternative travel choices to staff through behaviour change initiatives and programs.

Action

Travel behaviour change

- 5.1 Work in partnership with relevant stakeholders, including schools and other community groups, to pilot and deliver new and innovative behaviour change initiatives, promotions and programs.
- 5.2 Promote informed transport choices targeted at our new residents.
- 5.3 Develop and implement the Green Travel Plan for Council staff.

Technology and innovation



Objective:

Harness technology to develop innovative solutions to contemporary transport challenges

Technology can play a role in supporting people to make informed, efficient and convenient travel choices.

This includes the growing role offered through micromobility options, including electric bikes and scooters. Cargo bikes are favourable for women and families, allowing them to take kids to childcare and to collect shopping.

This is highly relevant to the large portion of short car trips that occur within the municipality and the opportunity to substitute with walking, cycling and public transport. Key to enhancing opportunities for electric micromobility is the development of a network of protected bicycle lanes and paths.

Council supports the Victorian State Government's ZEB (Zero Emission Buses) transition plan.

An ever-expanding range of transport data, including Apps, can support incremental improvements to assist people to make more informed travel choices and route choices.

Technology is providing Council with opportunities to increasingly understand and improve the way people

travel around the municipality and better understand trip lengths, common origins and destinations.

Transport data may also inform Council as to congestion pinch-points, queue lengths and vehicle time delay across the road network at different times of day and for different types of vehicles, which can assist with improved planning and advocacy.

The rapid development of electric vehicle technology, including improvements in battery technology and charging infrastructure, will support the ongoing uptake of electric vehicles.

There is an opportunity to explore smarter parking management technologies in order to better manage the supply and demand of parking space in the municipality.

The rapid transformation of the transport sector, driven by technologies such as ride-sourcing platforms (for example, Uber), electric vehicles, and autonomous cars, presents both challenges and opportunities. These changes have the potential to significantly alter travel behaviour and the overall mobility landscape in the City of Whittlesea.

Action

Technology and innovation

- 6.1 Support the growing uptake of micromobility devices (including e-bikes and e-scooters) through promotion, consideration of share schemes and ensuring our infrastructure supports their use and investigate options to advocate for subsidised e-bikes.
- 6.2 Support the Northern Council Alliance partnership with the delivery of the Electric Vehicle Transition Plan.
- 6.3 Explore opportunities to utilise data sources and emerging technologies to allow people to make smarter route choices and travel choices, to inform planning and prioritisation of infrastructure and to boost effective and efficient parking management.
- 6.4 Engage with industry stakeholders to support the growing role of emerging technologies around ride sourcing and on-demand services.

Freight



Objective:

Support the efficient movement of goods in, out, through and around the municipality

A high quality, reliable and efficient freight network, to support a growing freight transport and logistics task, is critical to maintaining the City of Whittlesea’s economic vitality, connectedness and liveability. It is also essential to facilitate effective multi-modal and end-to-end supply chains. However, this is challenged by road congestion and rail capacity constraints in the efficient movement of goods in, out and around the municipality, and to service national networks and international gateways.

The City of Whittlesea needs to continue to work in partnership with the State Government and industry stakeholders to continue to improve the productivity of the freight sector and mitigate adverse impacts from

freight movements on the local community. This will be especially relevant for the future delivery and operation of the Beveridge Intermodal Precinct (BIP).

Freight network improvements will be important to help create and unlock capacity for increasing volumes of freight movements in, out and around the City of Whittlesea. The Principal Freight Network (PFN) is an important framework that identifies and protects Victoria’s key road and rail freight routes and places. The Hume Freeway is a key part of the PFN running along the western boundary of the municipality. The proposed E6 freeway also would be part of the future PFN. (See Figure 20).

The City of Whittlesea will work in partnership with all stakeholders in the freight industry, including freight transport and logistics operators, key freight owners, as well as the State and Federal Government, to:

- Plan and deliver the BIP and working in partnership with the State Government and the key freight owners to ensure the efficient and productive movement of goods through the BIP, whilst minimising the congestion impact of freight vehicles servicing the BIP on the local road network and discouraging the practice of empty running of vehicles
- Manage and minimise the impact of freight vehicles on the local community, including noise, vibration, air quality and severance
- Plan upgrades of Council owned roads to support our industrial precincts
- Advocate for the timely construction of the E6 freeway and the Outer Metropolitan Ring Road (OMR).

The City of Whittlesea will continue to support the freight transport requirements of our industrial precincts, which in turn support local manufacturing. There is a need to ensure the access and infrastructure provision is appropriate (e.g. for loading/unloading requirements) for the major commercial precincts supporting our retail and health sectors.

In the context of our fast-growing areas, Council will continue to support the requirements for construction related freight movements.

With regards to local freight movements and requirements, we will seek to:

- Assess new industrial land to be developed through the PSP process
- Review changes in the composition of freight movements resulting from the pandemic, including the rise in home deliveries using smaller vehicles.

Council will support the Victorian Freight Plan, to include High Productivity Freight Vehicles (HPFV), Heavy Vehicles, Rail Freight and first/last kilometre freight access.

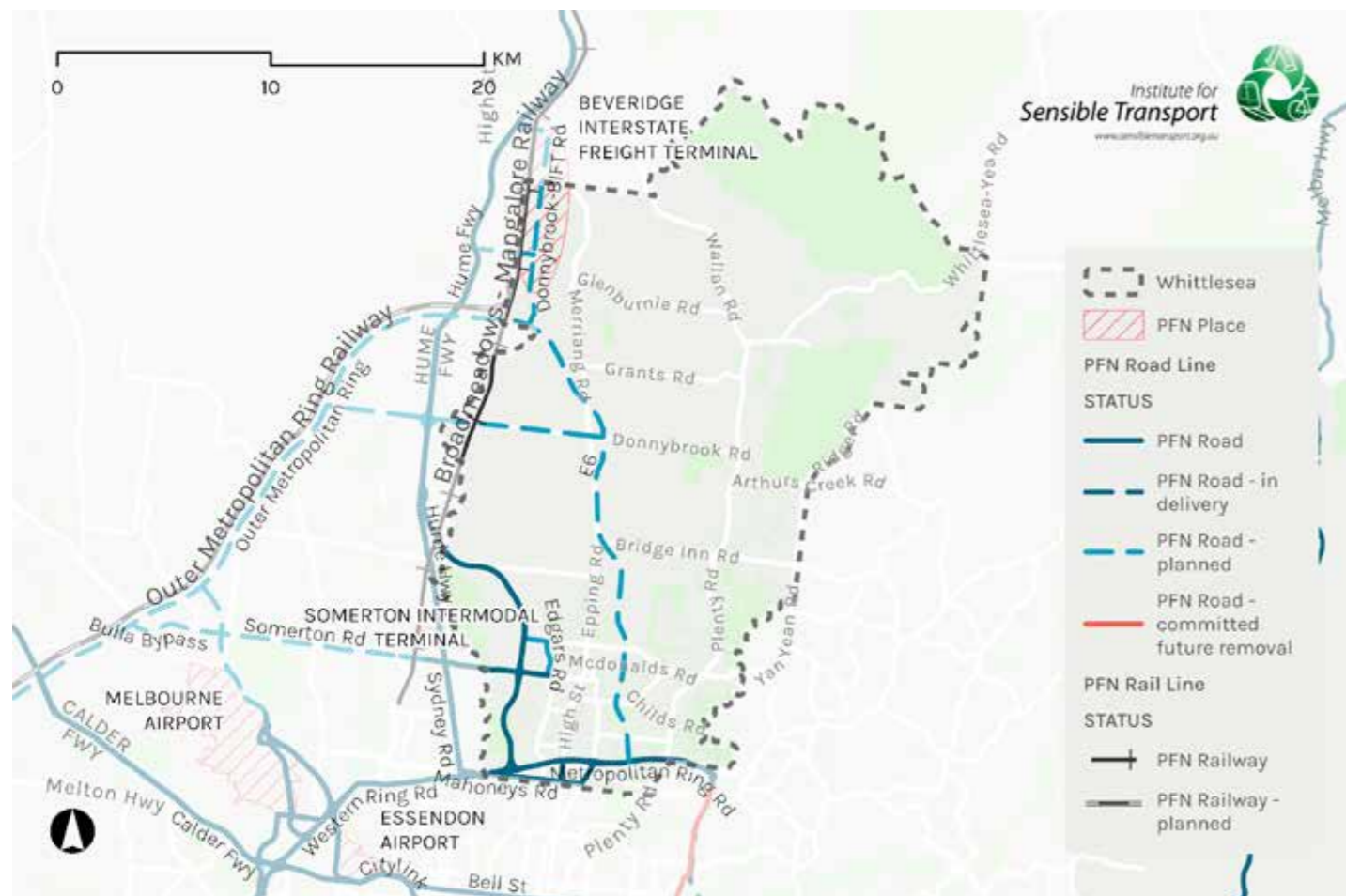


Figure 20: Principal Freight Network in the City of Whittlesea (DTP)

Action
Freight
7.1 Work in partnership with relevant stakeholders in the planning and delivery of Beveridge Intermodal Precinct and other industrial precincts.
7.2 Advocate to the State Government for the timely construction of the E6 freeway and the Outer Metropolitan Ring Road (OMR) which will provide the necessary capacity to service the future Beveridge Intermodal Precinct.
7.3 Undertake a freight study to understand impacts on the road network.



Parking management



Objective:

Deliver an equitable and inclusive design to parking management in the municipality, which provides a balanced approach to the parking needs of our growing community

The management of car parking is an ongoing challenge, particularly around activity centres and schools.

Providing additional parking capacity is not a long-term solution, given ongoing population growth, as it can encourage further car ownership and usage.

Parking can also impact the local amenity of our urban centres and public realm if turnover is not appropriately managed.

A sensible approach to parking management can influence the level of parking demand (particularly around Activity Centres and areas of high activity). Complementary actions to promote walking and cycling for shorter trips, and reduce unnecessary car use, will also be explored.

There is also a need to ensure accessible parking is provided for those with additional mobility needs.

Council will develop a parking management plan which considers the following key principals:

- Support economic prosperity and walkable town centres
- Protect amenity of activity centres and residential neighbourhoods
- Prioritise safety around schools and community facilities
- Ensure safe streets.

Action
Parking management
8.1 Develop a municipality-wide Parking Management Plan.

Action plan

The action plan seeks to deliver on each of the objectives and meet the vision of the ITP. The action plan will be reviewed every two years to ensure that it remains relevant to the ITP vision, the Integrated Planning Framework and the Whittlesea 2040 vision. This will also allow the inclusion of new actions identified in the Community Plan.

In terms of timeframes, short term is within 3 years, medium term is 4 – 6 years and long term is 7+ years.

Focus Area 1 Land use integration



Action	Team Lead	Timeframe	Cost/Funding Source
Land use integration			
1.1 Partner with developers and state government agencies to improve outcomes in our growing suburbs, including innovative solutions to see early delivery of essential infrastructure to avoid gaps in the network (particularly active transport network) and opportunities to provide higher density housing near the Principal Public Transport Network.	Strategic Futures	Long term	Operating Budget
1.2 Support the implementation of the Epping Central Structure Plan and partner with State Government to implement the activity centre program and deliver improved public and active transport infrastructure required to support the provision of more housing and jobs within the activity centre.	Strategic Futures	Medium term	Operating Budget/Capital
1.3 Integrate the Place and Movement Plan into the development of infrastructure projects (including developer works) to support the delivery of liveable streets.	Transport Planning; Traffic Engineering; Urban Design and Placemaking	Long term	Operating Budget
1.4 Plan for and deliver improved and safe walking infrastructure and amenity within the walkable catchment of activity centres (including neighbourhood activity centres) and industrial parks.	Transport Planning	Ongoing	Capital Budget
1.5 Incorporate and protect existing and proposed transport infrastructure as part of strategic land use plans and future development proposals, including the land use outcomes required to support the transport infrastructure.	Strategic Futures	Long term	Operating Budget
1.6 Encourage intensification of housing and other development within the walkable catchment of activity centres and high frequency public transport stops.	Strategic Futures	Long term	Operating Budget

Focus Area 2 Walking and cycling



Action	Team Lead	Timeframe	Cost/Funding Source
Walking and cycling			
2.1 Continue to implement the Walking and Cycling Plan 2022-2027, Northern Trails 2022 and Place and Movement Plan. Prepare a refresh of the Walking and Cycling Plan 2022-2027.	Transport Planning	Medium term	Capital Budget
2.2 Prepare a Gender Design Guide to inform the design and development of new paths and other transport infrastructure.	Transport Planning	Short term	Operating Budget
2.3 Engage with under-represented community groups, including our CALD community, to encourage greater participation in walking and cycling.	Transport Planning	Short term	Operating Budget

Focus Area 3

Public transport



Action	Team Lead	Timeframe	Cost/Funding Source
Public transport			
3.1 Continue to advocate for improved bus route coverage/ extensions and service frequencies, a new interim bus service, greater deployment of electric buses and the targeted introduction of on-demand services.	Transport Planning; Advocacy & Stakeholder Engagement	Long term	Operating Budget
3.2 Advocate for safe, secure bike parking at train stations and bus stops.	Transport Planning; Advocacy & Stakeholder Engagement	Medium term	Operating Budget
3.3 Advocate for improved walking and cycling infrastructure and connections around the catchment of key public transport nodes and interchanges.	Transport Planning; Traffic Engineering; Urban Design and Placemaking	Medium term	Operating Budget
3.4 Advocate for the Bus Review to provide faster and more direct services and improved integration between different modes of public transport.	Transport Planning; Advocacy & Stakeholder Engagement	Medium term	Operating Budget
3.5 Advocate for safety and accessibility improvements to public transport interchanges and waiting facilities and improved access to Myki ticket machines for the benefit of all public transport users.	Transport Planning; Advocacy & Stakeholder Engagement	Medium term	Operating Budget
3.6 Continue to advocate for the Wollert Rail extension, electrification of the Craigieburn line to Donnybrook and for Tram 86 route extension.	Transport Planning; Advocacy & Stakeholder Engagement	Long term	Operating Budget
3.7 Advocate for the provision of an early connected bus capable network to facilitate the timely implementation of new bus services commensurate with new residents moving in.	Transport Planning; Advocacy & Stakeholder Engagement	Medium term	Operating Budget
3.8 Propose local bus priority measures and advocate for bus priority on arterial roads.	Transport Planning; Advocacy & Stakeholder Engagement	Medium term	Operating Budget
3.9 Partner with relevant stakeholders, and advocate for increased funding, to support and resource the delivery of more effective community transport outcomes, that consider trip chaining (grouping multiple trips together) and caring needs for the community.	Access and Inclusion	Medium term	Operating Budget
3.10 Prioritise the safety of women when designing or advocating for new public transport infrastructure and routes with consideration of the impact of trip chaining.	Social Policy; Transport Planning; Strategic Futures	Medium term	Operating Budget

Focus Area 4

Road network



Action	Team Lead	Timeframe	Cost/Funding Source
Road network			
4.1 Continue to advocate for the identified upgrades to the arterial road network that support all modes of transport.	Transport Planning; Advocacy & Stakeholder Engagement; Strategic Futures	Long term	Operating Budget
4.2 Prepare and implement a new Road Safety Plan.	Transport Planning	Short term	Grant Funding
4.3 Explore the potential for reduced speed limits and other initiatives to improve safety for all users on Council-owned local roads.	Transport Planning; Traffic Engineering	Medium term	Operating Budget
4.4 Continue to develop and implement LATMs across the municipality to improve road safety.	Traffic Engineering	Medium term	Operating Budget
4.5 Investigate improvements to crossing facilities to better ensure that pedestrians can safely cross in one movement (and advocate for this on State Government roads).	Transport Planning; Traffic Engineering; Advocacy & Stakeholder Engagement	Short term	Operating Budget

Focus Area 5

Travel behaviour change



Action	Team Lead	Timeframe	Cost/Funding Source
Travel behaviour change			
5.1 Work in partnership with relevant stakeholders, including schools and other community groups, to pilot and deliver new and innovative behaviour change initiatives, promotions and programs.	Transport Planning	Medium term	Operating Budget
5.2 Promote informed transport choices targeted at our new residents.	Transport Planning	Short term	Operating Budget
5.3 Develop and implement the Green Travel Plan for Council staff.	Sustainable Organisation and Community	Short term	Operating Budget

Focus Area 6

Technology and innovation



Action	Team Lead	Timeframe	Cost/Funding Source
Technology and innovation			
6.1 Support the growing uptake of micromobility devices (including e-bikes and e-scooters) through promotion, consideration of share schemes and ensuring our infrastructure supports their use and investigate options to advocate for subsidised e-bikes.	Transport Planning	Short term	Operating Budget
6.2 Support the Northern Council Alliance partnership with the delivery of the Electric Vehicle Transition Plan.	Transport Planning; Sustainable Environment	Medium term	Operating Budget
6.3 Explore opportunities to utilise data sources and emerging technologies to allow people to make smarter route choices and travel choices, to inform planning and prioritisation of infrastructure and to boost effective and efficient parking management.	Transport Planning	Short term	Operating Budget
6.4 Engage with industry stakeholders to support the growing role of emerging technologies around ride sourcing and on-demand services.	Transport Planning	Short term	Operating Budget

Focus Area 7

Freight



Action	Team Lead	Timeframe	Cost/Funding Source
Freight			
7.1 Work in partnership with all stakeholders in the planning and delivery of Beveridge Intermodal Precinct and other industrial precincts.	Strategic Planning	Short term	Operating Budget
7.2 Advocate to the State Government for the timely construction of the E6 freeway and the Outer Metropolitan Ring Road (OMR) which will provide the necessary capacity to service the future Beveridge Intermodal Precinct.	Transport Planning	Long term	Operating Budget
7.3 Undertake a freight study to understand impacts on the road network.	Transport Planning	Medium term	Operating Budget

Focus Area 8

Parking management



Action	Team Lead	Timeframe	Cost/Funding Source
Parking management			
8.1 Develop a municipality-wide Parking Management Plan.	Transport Planning; Traffic Engineering; Parking Services	Medium term	Operating Budget

Monitoring progress

The outcome indicators included in evaluation framework below will enable Council to link and report the progress and performance of the Integrated Transport Plan to the delivery of the Integrated Planning Framework (IPF) goals.

ITP Focus Area	IPF Goal	Key Direction	Outcome Indicator/s
Land use integration	LNS	Smart, connected transport network	Improved access to public transport within walking distance of home
	LNS	Well designed neighbourhoods and vibrant town centres	Improved accessibility and walkability of public spaces
	LNS	Housing for Diverse Needs	Increased provision of higher density housing in appropriate locations
Walking and cycling	LNS	Smart, connected transport network	Increased use of walking and cycling paths
	SES	Leaders in clean, sustainable living	Increase in sustainable transport use
Public transport	LNS	Smart, connected transport network	Increased patronage of public transport
	SES	Leaders in clean, sustainable living	Increase in sustainable transport use
Road network	LNS	Smart, connected transport network	Improved connectivity of the road network
Travel behaviour change	SES	Leaders in clean, sustainable living	Increase in sustainable transport use
Technology and innovation	LNS	Smart, connected transport network	Improved connectivity of the road network
Freight	LNS	Smart, connected transport network	Improved connectivity of the road network
Parking management	LNS	Smart, connected transport network	Improved connectivity of the road network



Council Offices

25 Ferres Boulevard
South Morang VIC 3752

Email: info@whittlesea.vic.gov.au

Website whittlesea.vic.gov.au

Postal address

City of Whittlesea Locked Bag
Bundoora MDC VIC 3083

Phone: 9217 2170

National Relay Service: 133 677
(ask for 9217 2170)

For help with this strategy in your
preferred language contact:

Free telephone interpreter service



131 450