

**21.07**21/12/2017  
C108**TRANSPORT AND INFRASTRUCTURE****Overview**

The Banyule Integrated Transport Plan 2015-2035 is Council's key planning tool for transport priorities. This clause implements the land use planning aspects of the Plan.

The Plan provides an overall framework to address transport issues, and create a more accessible, safe, liveable and sustainable community, and to accommodate future growth. The Vision of the Plan is *"Banyule is a City with accessible, sustainable and active communities, with good access to jobs, education, shopping and community opportunities within a safe transport network."*

Banyule's established infrastructure continues to age, while implications arising from land development introduce the need for renewal, change and continual improvements to local infrastructure provision.

**Key Issues**

The primary transport issues for Banyule are:

- Many arterial roads that perform a regional function are congested. Future changes that affect Banyule's road network need to be monitored and assessed.
- The logical and efficient provision, use and maintenance of urban infrastructure must be a central consideration when planning for development and redevelopment.
- Residents have a high dependency on private vehicles.
- While some parts of Banyule have good access to public transport, others do not.
- Improvements to the safety, accessibility and inclusiveness of the transport network are required.
- Action is required to encourage higher levels of cycling and walking in the community
- On-going investigation is needed to determine the extent of future infrastructure needs as household structure, house size and density change.
- Banyule's ageing population will result in a growing number of residents relying on non-car travel modes to maintain their mobility and social well-being.
- Pressures on car parking in Banyule are increasing which provides challenges to ensure the spaces are managed equitably.
- Expected population growth will increase travel demand within and across Banyule.
- Adverse impacts resulting from increasing freight movements across the Banyule road network.

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C108**Objectives and Strategies****Objective 1 – Accessibility and Mobility**

To promote a safe, efficient and effective integrated transport network for all abilities that reduces our reliance on private cars.

Strategies to achieve this objective include:

- Encourage a safe, continuous, direct and convenient local on-road bicycle network.
- Encourage and support walking as a preferred transport mode on short trips.
- Improve accessibility to and within Activity Centres and Neighbourhood Centres.
- Encourage the provision of access for people with disabilities and limited mobility in all streets, public transport infrastructure and public and commercial buildings.
- Encourage appropriate traffic management and provision of car parking.

## BANYULE PLANNING SCHEME

- Encourage increased use of public transport, particularly to and from Activity Centres, Neighbourhood Centres and major employment areas.
- Advocate for improvements to the public transport service, accessibility and infrastructure in Banyule.
- Encourage the provision of adequate and appropriately located car parking at transport interchanges, Activity Centres and Neighbourhood Centres and in association with individual uses.
- Approach parking as a limited, shared resource in Banyule and use a wide range of parking management tools to manage parking demand.
- Discourage land uses and development adjacent to arterial roads which would detrimentally affect the capacity of those roads.
- Encourage high quality pedestrian links to key destinations with appropriate way finding and remove physical barriers within the existing pedestrian network.
- Support integrated transport and pedestrian improvements around train stations and other public transport nodes and interchanges to encourage the use of public transport.

### **Objective 2 – Integration of Transport and Land Use**

To facilitate land use and development in Banyule that will support sustainable transport and reduce the distance travelled.

Strategies to achieve this objective include:

- Support and facilitate a mix of land uses and greater housing densities in and around locations that offer greatest access to public transport, including railway stations, tram routes and high frequency bus routes, and walking and cycling infrastructure.
- Encourage new developments that incorporate sustainable transport modes to assist in reducing parking demand and traffic.
- Require the preparation of Green Travel Plans where there is a substantial reduction in car parking from Clause 52.06 requirements and to determine car parking credits.
- Encourage businesses and new developments to provide for adequate end of trip facilities for pedestrians and cyclists.

### **Objective 3 – Amenity**

To reduce the detrimental effects of transport on amenity.

Strategies to achieve this objective include:

- Restrict non-residential traffic and parking intrusion into residential areas.
- Protect residential areas from the intrusion of non-local traffic.

### **Objective 4 – Environmental effects**

To reduce the detrimental effects of transport on the natural environment of Banyule.

Strategies to achieve this objective include:

- Promote safe and suitable pedestrian and bicycle access within the municipality.
- Increase the use of public transport and reduced dependency on private vehicles.
- Encourage the provision of a safe, linked system of bike and walking trails throughout the municipality as an alternative to vehicular transport.
- Encourage land use and development which facilitates multi-purpose trips.
- Consider the 'Local Road User Hierarchy' as a decision making tool to inform preferred design outcomes that are geared towards prioritised modes particularly within activity centres.

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**Implementation**

The Responsible Authority will implement the objectives and strategies for Transport by:

- Appropriate zones and overlays in the Banyule Planning Scheme, including:
  - Road Zones 1 and 2 as appropriate.
  - Develop and implement Parking Plans and Parking Overlays for the Heidelberg, Ivanhoe and Greensborough Activity Centres.
- Analysing drainage catchments, undertake an audit of the drainage network, identify overland flow paths in planning scheme maps and consider these matters in the determination of permit and amendment applications, particularly in relation to higher-density residential development.
- Using the Environmentally Sustainable Development Local Policy (22.05) when assessing relevant planning permit applications to encourage residential and non-residential proposals to address sustainable development principles and objectives.
- Reviewing Structure Plans for Banyule's Activity Centres
- Identifying and implementing the most appropriate mechanism to require Green Travel Plans. Preparing a Principal Pedestrian Network to identify key walking routes in Banyule,
- Create Activity Centre Pedestrian Priority Precincts where accessibility, mobility and safety will inform the design of the public realm.
- Developing a Banyule Walking Strategy.
- Reviewing and updating the Banyule Bicycle Strategy.

**Reference Documents**

Banyule Integrated Transport Plan 2015-2035