

21.12 TRANSPORT, MOVEMENT AND ACCESS

15/01/2009
C75

21.12-1 Overview

19/01/2006
VC37

An efficient and accessible arterial transport network is a vital requirement for Kingston's industries and businesses, both in terms of facilitating efficient commercial and freight movements to local, interstate and international markets, and in linking residents to their places of employment.

A balanced transport network based on public transport, road, pedestrian and cycle systems is also important in providing access for Kingston residents to commercial and activity centres, community facilities, education and recreation areas. Increasing the range of transport choices available to Kingston's residents will be necessary however if the changing transport needs of our ageing population are to be met.

The sustainability of Kingston's transport network is also dependent upon future improvements to the primary arterial network. Several roads in Kingston are operating at or near capacity, and significant deficiencies have also been identified in Kingston's north-south and east-west arterial road connections. The impact of missing links in the primary arterial network has direct implications for inter/intra-regional movement patterns and the efficiency of local and industrial traffic movements throughout the municipality. Poor linkages between industrial precincts and the major arterial road network also cause significant conflict between industrial traffic and abutting land use.

Future improvements to the primary arterial network and the construction of missing links in regional networks will assist in reducing the impact of heavy traffic on Kingston's local traffic networks. Council's role in advocating for improvements to the arterial network must therefore be coordinated on a regional basis.

21.12-2 Key issues

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- Capacity deficiencies for both north-south and east-west traffic leading to conflicts between arterial traffic and abutting land use.
- High volumes of industrial traffic on roads which are operating at or near capacity.
- Retail/commercial activity centres located on main arterial roads experiencing high volumes of arterial through traffic which causes conflict with local user movements.
- Protection of residential areas from industrial through traffic.
- Need for improvements to key freight routes.
- Conflict between the traffic and non traffic functions of key scenic roads, particularly Beach Road.
- Poor linkages in some areas between industrial precincts and major arterial road network.
- Inadequate road widths and parking facilities within older industrial areas inhibiting accessibility and movement within and around these areas.

21.12-3 Objectives, strategies and implementation

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Objective 1

To create a safe, convenient and efficient road network based on a functional hierarchy of local and regional road linkages, which meets the transport and freight needs of Kingston's residents, businesses, and through traffic.

Strategies

Strategies to achieve this objective include:

- Advocate for major road infrastructure construction in key priority areas including the Dingley Freeway (to Boundary Road, then to Springvale Road), the extension of the Mornington Peninsula Freeway, and the Scoresby Freeway to assist regional movements in a north-south direction.
- Reinforce the road hierarchy recommended by the Kingston Transport Strategy to ensure that the function of the arterial and local roads, particularly adjacent to residential and shopping areas are maintained.
- Promote the completion of direct and continuous arterial routes which address existing north-south and east west deficiencies in Kingston's arterial road network and improve regional movements of freight and industrial traffic.
- Support the development of major road infrastructure projects and other traffic management initiatives which assist in containing freight traffic within Kingston's main arterial corridors.
- Ensure that the new development adjacent to major arterial roads seeks to minimise the impact on traffic movements on the adjoining road network and provides:
 - Safe and efficient access.
 - Adequate and well located car parking areas.
 - A detailed traffic assessment where the development is likely to significantly increase traffic volumes/movement on the adjoining road network.
 - Details of required intersection treatments where appropriate.
- Investigate the reconstruction of roadway and parking facilities within the road reservation in the older industrial areas, particularly in Moorabbin and Mordialloc, to improve road widths and parking facilities.
- Encourage improvements to traffic circulation, car parking, site layout and truck access to sites within Kingston's older industrial areas.

Objective 2

To integrate public transport, road, pedestrian and cycle systems with activity centres, schools and other community and social infrastructure, as a means of providing equitable and safe vehicular, pedestrian and cyclist movement and access for the community.

Strategies

Strategies to achieve this objective include:

- Advocate for improvements to the capacity and frequency of the existing public transport network and the development of integrated public transport interchanges at existing activity centres of Southland, Moorabbin, Cheltenham, Mentone, Mordialloc and Chelsea.
- Promote the development of bicycle and pedestrian linkages between residential, commercial, industrial and open space areas recognising the important role east/west alignments play by intersecting the key arterial roads and the rail corridor.
- Encourage opportunities for non car based travel by maximising access to public transport, pedestrian and cycling routes.

Objective 3

To protect and enhance the amenity of Kingston's residential areas and other sensitive land uses through appropriate management of transport networks.

Strategies

Strategies to achieve this objective include:

- Improve connections between industrial precincts and primary arterial routes to reduce congestion on the local network and to minimise conflict with abutting land uses.
- Protect the amenity of residential areas by minimising interaction between industrial traffic and residential areas.
- Promote and enhance the tourism and scenic functions of the Beach Road route.
- Ensure that traffic management of Beach Road and other key scenic routes seeks to balance the traffic and non traffic functions of the road.
- Ensure that suitable land use buffers and noise protection measures are taken into account in the siting and design of new development adjacent to freeway reserves.

Implementation

These strategies will be implemented by:

Policy and exercise of discretion

- Discouraging land use and development proposals which are not compatible with the identified hierarchy function of the surrounding road network and generate significant adverse impacts on the amenity of surrounding land use.
- Encouraging the diversion of freight/heavy traffic from Beach Road onto Nepean Highway and continue to support existing truck restrictions which apply to Beach Road.
- Discouraging any further works on Beach Road to increase its traffic capacity.

Zones and overlays

- Applying the Road Zone - Category 1 to all declared main roads to reflect their status under the Transport Act.
- Applying the Road Zone - Category 2 to all secondary roads in Kingston.
- Applying the Public Acquisition Overlay to the proposed Mornington Peninsula Freeway reservation and to all proposed road widenings.

Further strategic work

- Working in partnership with adjoining bayside municipalities (through the Eastern Bayside Traffic Committee) to prepare an integrated strategy plan for the protection and improvement of the Beach Road boulevard.
- Working in partnership with Vic Roads and the land owners to prepare a strategy plan for the connection of the former Gas and Fuel land and adjoining industrial land to its south with Nepean Hwy to address additional traffic across and circulation measures without disruption to Nepean Hwy flows.

- Working with adjoining Bayside municipalities to advocate for pedestrian and cycling path connections between the Lyle Anderson Reserve, and the Sir William Fry Reserve.
- Preparing land use policies for Kingston's major industrial areas which address traffic circulation and access, car parking, site layout, etc.

Other actions

- Developing Local Area Traffic Management Plans.
- Developing a long term road management program in conjunction with neighbouring municipalities and government agencies to determine priorities for the arterial network.
- Implementing the recommendations of the Kingston Transport and Accessibility Strategy.

City of Kingston Transport and Access Framework Plan

