

18.02 MOVEMENT NETWORKS

28/03/2018
VC145

18.02-1 Sustainable personal transport

31/03/2017
VC134

Objective

To promote the use of sustainable personal transport.

Strategies

Encourage the use of walking and cycling by creating environments that are safe and attractive.

Develop high quality pedestrian environments that are accessible to footpath-bound vehicles such as wheelchairs, prams and scooters.

Ensure development provides opportunities to create more sustainable transport options such as walking, cycling and public transport.

Ensure cycling routes and infrastructure are constructed early in new developments.

Improve access to the public transport network by:

- Ensuring integration with walking and cycling networks.
- Providing end of trip facilities for pedestrians and cyclists at public transport interchanges.

18.02-2 Cycling

31/03/2017
VC134

Objective

To integrate planning for cycling with land use and development planning and encourage as alternative modes of travel.

Strategies

Direct and connected bicycle infrastructure should be provided to and between key destinations including activity centres, public transport interchanges and major attractions.

Cycling infrastructure (on-road bicycle lanes off-road bicycle paths) should be planned to:

- Separate cyclists from other road users, particularly motor vehicles.
- Provide the most direct route practical.

Require the provision of adequate bicycle parking and related facilities to meet demand at education, recreation, shopping and community facilities and other major attractions when issuing planning approvals.

Provide improved facilities, particularly storage, for cyclists at public transport interchanges, rail stations and major attractions.

Ensure provision of bicycle end of trip facilities in commercial buildings.

Develop local cycling networks and new cycling facilities that support the development of 20-minute neighbourhoods and that link to and complement the metropolitan-wide network of bicycle routes - the Principal Bicycle Network.

Policy guidelines

Planning must consider as relevant:

- *Guide to Road Design, Part 6A: Pedestrian and Cycle Paths.*
- *Cycling into the Future 2013 – 23* (State Government of Victoria, 2012).

18.02-3

31/03/2017
VC134

Principal Public Transport Network

Objective

To facilitate greater use of public transport and promote increased development close to high-quality public transport routes in Metropolitan Melbourne.

Strategies

Maximise the use of existing infrastructure and increase the diversity and density of development along the Principal Public Transport Network, particularly at interchanges, activity centres and where principal public transport routes intersect.

Identify and plan for new Principal Public Transport Network routes.

Support the Principal Public Transport Network with a comprehensive network of local public transport.

Plan for local bus services to meet the need for local travel as well as providing for connections to the Principal Public Transport Network.

Improve the operation of the public transport network by providing for:

- A metro-style rail system.
- Extended tram lines and the establishment of a light rail system.
- Road-space management measures including transit lanes, clearways, stops and interchanges.

Ensure development supports the delivery and operation of public transport services on the Principal Public Transport Network.

Policy guidelines

Planning must consider as relevant:

- *Public Transport Guidelines for Land Use and Development* (Department of Transport, 2008).
- *The Victorian Transport Plan* (Department of Transport, 2008).
- *Cycling into the Future 2013 - 23* (State Government of Victoria, 2012).
- *Principal Public Transport Network 2017* (State Government of Victoria, 2017).

18.02-4

31/03/2017
VC134

Management of the road system

Objective

To manage the road system to achieve integration, choice and balance by developing an efficient and safe network and making the most of existing infrastructure.

Strategies

Plan and regulate the design of transport routes and nearby areas to achieve visual standards appropriate to the importance of the route with particular reference to landscaping, the control of outdoor advertising and, where appropriate, the provision of buffer zones and resting places.

Provide for grade separation at railway crossings except with the approval of the Minister for Transport.

Make better use of roads for all road uses through such techniques as the provision of wider footpaths, bicycle lanes, transit lanes (for buses and taxis) and specific freight routes.

Selectively expand and upgrade the road network to provide for:

- High-quality connections between Metropolitan Melbourne and regional cities, and between regional cities.
- Upgrading of key freight routes.
- Ongoing development in outer suburban areas.

- Higher standards of on-road public transport.
- Improved key cross-town arterial links in the outer suburbs including circumferential and radial movement.

Improve roads in developing outer-suburban areas by providing for all road users including cars, bicycles, public transport, and freight, commercial and service users.

Improve the management of key freight routes to make freight operations more efficient while reducing their external impacts.

Ensure that road space complements land use and is managed to meet community and business needs.

18.02-5

31/03/2017
VC134

Car parking

Objective

To ensure an adequate supply of car parking that is appropriately designed and located.

Strategies

Allocate or require land to be set aside for car parking subject to the existing and potential modes of access including public transport, the demand for off-street car parking, road capacity and the potential for demand management of car parking.

Encourage the efficient provision of car parking through the consolidation of car parking facilities.

Prepare plans for the design and location of local car parking to:

- Protect the role and function of nearby roads, enable easy and efficient use and the movement and delivery of goods.
- Achieve a high standard of urban design and protect the amenity of the locality, including the amenity of pedestrians and other road users.
- Create a safe environment, particularly at night.
- Facilitate the use of public transport.

Protect the amenity of residential precincts from the effects of road congestion created by on-street parking.

Plan adequate provision for taxi ranks as part of activity centres, transport interchanges and major commercial, retail and community facilities.

Policy guidelines

Planning must consider as relevant:

- *Public Transport Guidelines for Land Use and Development* (Department of Transport, 2008).