

21.08 INFRASTRUCTURE

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21.08-1 Overview

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Whitehorse City is committed to providing a safe and high quality transport network for the benefit of all users, including drivers of freight transport, motorists traversing the City, motorists on local trips, pedestrians, cyclists, public transport users, and those in the community with limited mobility. This requires an arterial road network designed to operate at capacity and not beyond, but also a road network that makes safety a priority. The local road network also needs to be protected from traffic that is not generated from the immediate neighbourhood.

Several arterial roads serve the City, with freeways located to the north and south and to the east. Completion of the freeway network has had some impact upon the main arterials that traverse the City by reducing traffic on other main roads. With the completion of EastLink it is hoped that there will be a long term reduction in freight traffic, and to an extent some private vehicle traffic. This will enable the arterial roads in Whitehorse to operate more efficiently and possibly enable greater consideration of local issues in the operation of the network.

Council acknowledges the important role played by public transport and promotes public transport usage and efficiency. The extension of the Burwood Highway tramline through the municipality to the City of Knox is strongly supported.

Provision has been made in the State Planning Policy Framework for Councils to consider the partial funding of physical and community infrastructure by the use of development contributions. The Council is yet to adopt a fully developed policy, however, the aspects to be covered in the policy are clear.

21.08-2 Key issues

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- To ensure that future roads are only constructed where they provide a net benefit to the community. New roads must be designed and developed in a manner which is environmentally sensitive, whilst minimising impacts on abutting land uses, particularly if they abut residential uses.
- In order to preserve residential amenity, it is vital that non-residential traffic travelling on residential streets is minimised. This is an ongoing and significant issue that faces this Council. Council is therefore committed to investigate and implement traffic management measures that will reduce through traffic.
- It is important that the appropriate measures are taken to maximise the capacity of the City's arterial road network, including the introduction of clearways to ensure that the network runs efficiently. To this end, it is vital that the impact of new development with regards to traffic generation, parking provision and the location of accessways is comprehensively assessed and controlled.
- Council strongly supports the extension and augmentation of existing public transport facilities. In particular, the extension of the tramline along Burwood Highway to Knox City is seen to have substantial benefits for the City and its population. Council also supports grade separation of all remaining rail level crossings in Whitehorse.
- Land use and transport planning needs to be integrated with development around public transport facilities designed to ensure maximum utilisation.
- Public transport needs to be better integrated and coordinated, including improved services during evenings and weekends.

- Providing improved facilities and safety for cyclists, pedestrians and public transport users, and maximising accessibility for all users but particularly the elderly, disabled and people with prams and young children is important. This includes upgrading the functionality, appearance, comfort, security and way-finding at the Box Hill Transport Interchange.
- Council needs to further investigate the opportunities to introduce Development Contributions to ensure that appropriate facilities are provided where new development is occurring within the City.
- Council has the responsibility to utilise open space contributions to help meet its future open space needs. Land contributions will be taken in certain areas where there is an opportunity to improve existing open space linkages and provision in accordance with Clause 22.15.

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Objectives

- To ensure that adequate road capacity is provided to meet the future needs of the City.
- To obtain appropriate and sustainable developer contributions for infrastructure.
- To ensure that the community is provided with safe, efficient and accessible walking, cycling and public transport options.
- Improve road safety in Whitehorse to reduce the number of road injuries and deaths.

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Strategies

Strategies to achieve these objectives include:

- Ensuring that land set aside for future roads is put to use where appropriate.
- Developing a road hierarchy that has regard to the abutting land uses and connectivity.
- Maintaining a hierarchy that distributes locally generated traffic onto the arterial road network.
- Discouraging non-locally generated transport activity from using the local road network.
- Developing parking precinct plans for selected shopping centres to effectively manage the provision of parking as required.
- Identifying the type of developer contributions required to meet the infrastructure needs resulting from a development.
- Obtaining developer contributions toward cumulative infrastructure needs to which the development will add further demand.
- Providing better pedestrian and bicycle path links throughout the municipality.
- Actively promoting extensions and improvements to the public transport network to service the needs of the community.
- Advocate for the state government to address high crash locations on arterial roads, as well as locations where there is high potential for crashes to occur.

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Implementation

These strategies will be implemented by:

Zones and overlays

- Applying a Road Zone Category 1 to major arterial roads to recognise their function and control the impact that new development and use may have on them via generation of parking and location of accessways.
- Applying a Public Acquisition Overlay on arterial road reservations and land where land required for road widening has been identified.
- Applying a Parking Overlay and Schedule to the Box Hill Activity Centre which prescribes reduced rates of car parking provision for specified development types.

Policy and the exercise of discretion

- Ensuring that new development provides for adequate car parking.
- Ensuring that accessways are appropriately located, while ensuring safety for vehicles and pedestrians.
- Generally taking open space contributions as cash in lieu, except where the contribution as land meets the selection and location criteria under Clause 22.15.

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Further strategic work

Investigate appropriate tools and locations for requiring Development Contributions across the municipality.

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Reference documents

Blackburn Station Shopping Centre Parking Strategy and Management Plan, March 2001

City of Whitehorse Bicycle Strategy, April 2007

Meeting our Transport Challenges, Department of Infrastructure, 2006

Whitehorse Community Road Safety Strategy, 2013

Whitehorse Integrated Transport Strategy, 2011

Whitehorse Open Space Strategy, Thompson Berrill Landscape Design Pty Ltd, in association with Environment & Land Management Pty Ltd, November 2007

Box Hill Central Activities Area Car Parking Strategy 2013