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TRANSPORT

Integrated transport

Key issues

- A balanced and integrated transport network based on public transport, road, pedestrian and cycle systems is 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 to meet the changing transport needs of our population.
- Greater consideration of transport and physical access issues is required to ensure accessibility to open space areas for an ageing population.

Objective 1

To develop an integrated transport network in Kingston.

Strategies

- 1.1 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.
- 1.2 Reduce dependence on the use of motorised vehicles for transport by encouraging new development to locate in key transport corridors and activity nodes.
- 1.3 Encourage opportunities for non car based travel by maximising access to public transport, pedestrian and cycling routes.

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Walking and cycling

- Kingston offers extensive opportunities for both cycling and walking, with 13 kilometres of coastline, open space corridors, internationally recognised wetlands, parklands and close proximity to the city.
- Cycling and walking are popular activities within Kingston as modes of transport and recreational activities. Kingston also attracts a great number of cyclists from other municipalities who enjoy Beach Road, the coastal bike path, and inland cycling routes.
- The completion of the bicycle Bay Trail from Charman Road to Mordialloc Creek can enhance access to the Mordialloc Creek and the Bay and will improve local links to destinations.

Objective 1

To support and promote sustainable personal transport.

Strategies

- 1.1 Encourage bicycle and end of trip facilities at key destination points such as schools, shops, workplaces, railway stations and in new developments.
- 1.2 Support improvements to the public realm to enhance accessibility and visibility of the pedestrian and bicycle network and facilities.
- 1.3 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 Frankston rail corridor.
- 1.4 Establish safe and continuous pedestrian and bicycle routes which enhance access to activity centres.
- 1.5 Encourage passive surveillance over pedestrian and bicycle paths through appropriate siting and design.
- 1.6 Encourage new development to facilitate connections and extensions to the existing pedestrian and bicycle network.

Further Strategic Work

- Work with adjoining bayside municipalities to advocate for pedestrian and cycling path connections between the Lyle Anderson Reserve, and the Sir William Fry Reserve.
- Prioritise the completion of the bicycle Bay Trail from Charman Road to Mordialloc Creek.

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Public Transport

- The designated Principal Public Transport Network (PPTN) does not reflect actual service provision. There are opportunities to improve the public transport services, upgrade interchange facilities and improve the links between activity centres.
- Facilitating the delivery of a new railway station at Southland and upgrades of existing railway stations is a key priority for Council.
- Inadequate access for some parts of the municipality to regular and convenient public transport services is an ongoing issue for the community.

Further strategic work

- 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.
- Support improvements to the overall convenience, quality, and accessibility, level of service and safety of public transport.
- Support improvements to the designated Principal Public Transport Network (PPTN) to reflect actual service provision / demand.

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Road system and car parking

- The sustainability of Kingston's transport network is dependent upon future improvements to the primary arterial road network. Several roads within 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. Residential areas are impacted by traffic congestion, air and noise pollution, and road safety issues.
- Poor linkages between industrial precincts and the major arterial road network also cause significant conflict between industrial traffic and abutting land uses. Future improvements to the primary arterial network and the construction of missing links in regional networks can assist in reducing the impact of heavy traffic on Kingston's local traffic networks.
- Capacity deficiencies for both north-south and east-west traffic leads to conflicts between arterial traffic and abutting land uses.
- High volumes of industrial traffic on roads which are operating at or near capacity causes amenity conflicts through traffic taking alternative routes and adds economic costs through congestion.
- Retail/commercial activity centres located on main arterial roads experience high volumes of arterial through traffic causing conflict with local user movements.
- There is an on going conflict between the traffic and non traffic functions of key scenic roads, particularly Beach Road.
- Older industrial areas have inadequate road widths and parking facilities inhibiting accessibility and movement within and around these areas.

Objective 1

To create a safe, convenient and efficient road network based on a functional hierarchy of local and regional road linkages.

Strategies

- 1.1 Reinforce the road hierarchy depicted in the Transport and Access Framework Plan to ensure that the function of the arterial and local roads, particularly adjacent to residential and shopping areas are maintained.
 - 1.2 Ensure that the new development adjacent to major arterial roads minimises the impact of traffic movements on the adjoining road network.
 - 1.3 Improve traffic circulation, car parking, site layout and truck access to sites within Kingston's older industrial areas.
 - 1.4 Protect the ongoing efficient and safe operation of arterial roads for all road users through ongoing management of vehicular access points.
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Objective 2

To encourage reduced reliance on parking provision in Kingston.

Strategies

- 2.1 Support the provision of shared car parking in new development, particularly in activity centres.
- 2.2 Manage parking supply, where appropriate, to encourage sustainable modes of transport.
- 2.3 Require major activity generating developments to contribute to funds for traffic management and streetscape upgrading.
- 2.4 Support reduced car parking rates and the creation of cash-in-lieu schemes in activity centres.
- 2.5 Ensure that the access and design of off street parking addresses pedestrian and bicycle movement and does not adversely impact on the pedestrian and bicycle network.

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

- 3.1 Improve connections between employment areas and primary arterial routes to reduce congestion on the local network and to minimise conflict with abutting land uses.
- 3.2 Where possible, minimise the interaction between industrial traffic and residential areas.
- 3.3 Manage the competing roles of Beach Road as a local/regional traffic route and a tourist road as well as its non traffic functions.
- 3.4 Promote diverting freight/heavy traffic away from Beach Road onto Nepean Highway.
- 3.5 Discourage any further works to increase the traffic capacity of Beach Road.
- 3.6 Maintain suitable land use buffers and noise protection measures between new development adjacent to freeway reserves.
- 3.7 Manage non-residential use and development in residential areas so that traffic generation does not significantly impact on the amenity of residential areas.
- 3.8 Discourage 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.

Application Requirements

Where the responsible authority considers a proposal may generate a level of travel demand sufficient to impact on the provision of local transport infrastructure, applications should be accompanied by a Traffic and Transport Plan prepared by a suitably qualified consultant which provides:

- Details on existing traffic conditions including available on street parking allocation.

- Anticipated traffic generation and distribution as a consequence of the proposal.
- How any implications associated with the traffic generated or additional requirements for parking will be appropriately mitigated.
- Where appropriate how pedestrians and cyclists are accommodated in relation to access to the proposal and facilities on its periphery.
- Means in which the construction of the development will be managed to reduce implications on existing road network.

Further Strategic Work

- 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.
- Advocate for major road infrastructure construction in key priority areas including the extension of the Mornington Peninsula Freeway to assist regional movements in a north-south direction.
- Work 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.
- Work in partnership with VicRoads 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 crossing and circulation measures without disruption to Nepean Hwy flows.
- Prepare land use policies for Kingston's major industrial areas which address traffic circulation and access, car parking, site layout, etc.
- Continue to develop Local Area Traffic Management Plans for identified areas in Kingston.
- Implement the key recommendations from the review of resident parking permits.
- Undertake a review of industrial traffic access.
- Develop a long term road management program in conjunction with neighbouring municipalities and government agencies to determine priorities for the arterial network.

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Moorabbin Airport

Key issues

- The Moorabbin Airport plays a major role within the State's economic and transport infrastructure. Long term protection of its flight paths is required to optimise its potential for future growth.
- Protection of the aircraft operations of the Moorabbin Airport from intrusion of inappropriate development is critical to the ongoing viability of the airport.

Objective 1

To strengthen the role of Moorabbin Airport as a key metropolitan transport gateway.

Strategies

- 1.1 Ensure that the use and development of land around the Moorabbin Airport is sensitive to the long term operation of the airport.
- 1.2 Protect the flight paths of the Moorabbin Airport from the further encroachment of incompatible land uses.

Decision guidelines

- Use local policy to protect the flight paths of the Moorabbin Airport from the further encroachment of incompatible land uses.

Further Strategic Work

- Continue to evaluate the Moorabbin Airport Masterplan to ensure that planning decisions at all levels have regard to the continual growth of non-aviation related activities at the Moorabbin Airport.
- Develop a set of agreed principles, in conjunction with the relevant Commonwealth Government department, the operators of Moorabbin Airport and the State Government to apply to referral of applications.
- 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.
- Advocate for the location of inter-modal transfer facilities in Kingston's industrial areas.

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Background Documents

- Moorabbin Airport Aviation Obstacle Referral Height Plan
- Moorabbin Airport Masterplan