TRANSPORT
This Clause provides local content to support Clause 18 (Transport) of the State Planning Policy Framework.

Integrated Transport
Overview
The City of Melton is one of Victoria’s designated growth areas and is one of Australia’s fastest growing local government areas. Considerable investment in transport infrastructure and improvements to transport connections are required to keep up with the expected growth whilst providing an appropriate level of service expected in a metropolitan area.

An integrated transport system aims to connect various transport modes for greater efficiency, integrate land use with transport infrastructure for more sustainable development and promote sustainable active travel, such as walking, cycling, safety and accessibility improvements. An integrated transport system will support local living and economic vitality in activity centres, improved health and wellbeing of the community, create more efficient transport, safer travel and lower transport emissions.

Council has adopted an Integrated Transport Strategy Moving Melton 2015 which provides a plan for the whole of the transport system.

Key Issues
- Providing a flexible, safe and connected active transport network to deliver wide ranging economic, environmental, health and social benefits to residents.
- Managing the pressure placed on the capacity of transport infrastructure by the growing population.
- Providing easy to use, safe, reliable and frequent transport services.
- Reducing car dependency and travel times (85% of working residents travel outside the City for work and many travel long distances to get to workplaces).
- Completing the pedestrian and cyclist network including segregation from road traffic where possible.

Objectives and strategies

Objective 1  To develop efficient and integrated transport infrastructure in a sustainable way to meet the needs of existing and future populations.
Strategy 1.1 Locate higher density housing in areas with good access to public transport services.
Strategy 1.2 Create transit oriented development at existing Melton, Rockbank, Toolern and Caroline Springs railway stations and future Paynes Road and Mt Atkinson railway stations.
Strategy 1.3 Create an interconnected and continuous network of streets, cycle routes, shared paths, footpaths and public transport routes within and between neighbourhoods.
Strategy 1.4 Support the development of the freight transport network.

Objective 2  To encourage and promote walking and cycling by creating a safe and connected active transport network.
Strategy 2.1 Require principal pedestrian and bicycle networks to be provided in the development of Precinct Structure Plans.
Strategy 2.2 Require the provision of footpaths and appropriate on or off-road cycling routes in new subdivisions.
Strategy 2.3 Require development of key regional and cycling routes:
  - Between Melton township and Metropolitan Melbourne.
  - Along the Werribee River Trail (linking Melton Township with Eynesbury and Werribee).
  - Along the Kororoit Creek trail.
- Along MacPherson Park trail (linking Melton Township with MacPherson Park).
- As identified Trail connections recommended in the Western Plains North Green Wedge Management Plan 2014.

**Strategy 2.4** Require end of trip facilities to be incorporated into the design of the public and the private realm of new activity centres.

**Strategy 2.5** Require end of trip facilities to be incorporated into the refurbishment of the public and the private realm of existing centres.

**Strategy 2.6** Support the development of end of trip facilities at railway stations and bus interchanges.

**Objective 3** To provide a reliable, safe, affordable and simple to use public transport system that is accessible to all with frequent well connected services to the places residents want to go.

- Strategy 3.1 Facilitate duplication of tracks and the electrification of the Melton rail corridor.
- Strategy 3.2 Facilitate projects associated with the upgrade of the existing train stations at Melton, Rockbank, Caroline Springs and Diggers Rest.
- Strategy 3.3 Facilitate projects that improve bus connections with train stations.
- Strategy 3.4 Relocate the existing bus interchange at Woodgrove Shopping Centre to High Street.
- Strategy 3.5 Improve the bus interchange facility at Caroline Springs Town Centre.

**Strategy 3.6** To provide a reliable, safe, affordable and simple to use road system that will contribute to the liveability, environmental sustainability and economic prosperity of the City of Melton.

- Strategy 4.1 Plan key road links to enable the early establishment of new bus routes in developing areas.
- Strategy 4.2 Design road networks that:
  - are understandable to users,
  - encourage easy movement into and through developments
  - integrate with the existing road and bicycle networks.
- Strategy 4.3 Provide a road network that meets the needs of users at a minimal cost to Council, the community and the environment.
- Strategy 4.4 Require that all new subdivisions in rural areas are connected to a sealed road that forms part of the municipal sealed road network.
- Strategy 4.5 Avoid proposals on freeways and highways which:
  - lessen the level of service, safety and function of the road,
  - diminish the appearance and visual amenity of the area,
  - result in a loss of vegetation
  - extend linear or ribbon forms of development.

### 21.10-1.4 Implementation

The strategies will be implemented through the planning scheme by:

**Scheme implementation**

- Applying the Road Zone Category 1 (RDZ1) to identify significant existing roads and ensure appropriate access controls apply.

**Further strategic work**

- Preparing a regional Road Network Plan that prioritises different transport modes based on desired road functions, and addresses the short, medium and long term needs.
- Preparing a Structure Plan for the area surrounding Melton Railway Station to encourage transit oriented development.
- Reviewing the Melton Structure Plan 2007 for the area surrounding High Street, Melton to contribute to the revitalisation of this important centre and provide enhanced amenities to local residents to help reduce the need to travel for services.

**Other actions**

- Advocating for the upgrade of roads to provide bus priority for routes identified on the principal public transport network plan.
- Supporting the development of new train stations at Paynes Road (Paynes Road Precinct Structure Plan), Hopkins Road (Mt Atkinson Precinct Structure Plan).

- Supporting roadworks that facilitate the development of the following bus routes:
  - Bacchus Marsh – Melton township – Watergardens.
  - Melton township – Eynesbury Wyndham Vale – Werribee

- Advocating for the timely delivery of State infrastructure projects to alleviate congestion and improve access and connectivity.

- Working with the Victorian Planning Authority in the development of Precinct Structure Plans to develop an arterial road network to support long term growth as identified in the Growth Corridor Plans.

- Working with developers and VicRoads to encourage the phased extension and construction of arterial roads identified in the West Growth Corridor Plan 2012 and Precinct Structure Plans to provide a grid of arterial roads.

- Advocating for the timely planning and investment in the strategically significant Toolern Activity Centre including the Toolern Train Station and the electrification of the rail line.

- In consultation with the local community, adjoining municipalities and other key stakeholders, prepare an Active Transport (Walking and Cycling) Strategy.

- Advocating for upgrades to train station car parks to facilitate ‘park and ride’.

Reference documents

*Moving Melton – Melton Integrated Transport Strategy November 2015*

*Melton Advocacy Priorities 2018*

*Council and Wellbeing Plan 2017-2021*