Mayor’s message

Welcome to the Integrated Transport Plan summary. This plan seeks to provide strategies and solutions that will allow our community to get out and about, access places and services, and maintain social connectedness, community wellbeing and good health.

In this busy world we all need efficient and effective ways to get around and as climate change becomes a reality we must seek to ease the pressures on our environment by reducing our carbon footprint.

This plan will guide Moonee Valley’s transport use until 2020, setting the Municipality on course for decreased use of private cars and increased participation in sustainable transport options such as walking, cycling and public transport.

Cr Paul Giuliano
Mayor – Moonee Valley City Council

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Introduction

Background

The Moonee Valley Integrated Transport Plan (ITP) will transform the way people travel in and around our City. The plan addresses ways we as a community can provide quality transport networks while meeting the future challenges of population growth, increasing congestion and freight, rising fuel costs, peak oil, climate changes, an ageing population and health issues.

The Integrated Transport Plan is focused on a 2020 horizon and takes a holistic approach by considering issues and developing a range of initiatives including public transport, private vehicles, freight, cycling, walking and travel and transport networks and management.

Process

The Integrated Transport Plan was developed through a consultation process to ensure all issues and community concerns were considered.

The consultation involved the Moonee Valley community, Councillors, Council staff, VicRoads, the Department of Transport, Yarra Trams, Connex, bus companies and many more.

Two separate consultation groups were formed to provide detailed input into the plan. These included the Internal Working Group of Council Officers, and the External Working Group made up of external stakeholders. A range of consultation programs was undertaken separately with these groups.

A Steering Committee was also established to provide direction in the development of the ITP, and included senior representatives from VicRoads, the Department of Transport, the Department of Sustainability & Environment and Moonee Valley City Council.
Drivers of change

Freight
The number of freight movements is expected to increase. Freight through the Port of Melbourne is expected to increase 500 per cent by 2020 and truck traffic is forecast to double over the same period. As population and travel continues to grow, the Moonee Valley transport network in its current state will become increasingly congested.

Climate change
Climate change has the potential to adversely affect our environment, communities and economy. In Victoria, transport was the second largest contributor to greenhouse gas emissions in 2005, accounting for 16.9 per cent of the State's total emissions.

On-road private transport accounts for 89 per cent of all transport-related greenhouse gas emissions, placing increased importance on cycling, walking and public transport.

Population growth
Population in Moonee Valley is expected to grow by 8.3 per cent over the next 25 years, and neighbouring municipalities such as Hume, Brimbank and Melton are expected to experience even stronger growth. As a gateway between Melbourne's CBD and the metropolitan north and western hinterland, population growth in these neighbouring municipalities will lead to increased travel demand in corridors through Moonee Valley.

Local employment is also expected to rise and impact on local trip patterns, due to the success of Moonee Ponds being designated a Principal Activity Centre, and the development of Essendon Fields, which is expected to create 15,000 new jobs. This development will have a significant impact on local trip patterns given the lack of public transport to Essendon Fields.

Peak oil and social considerations
Peak oil is an issue increasingly in the public eye and represents a significant challenge. Transport is critical for social connectedness, community wellbeing, maintaining good health, and linking people to places and services. Oil scarcity could create barriers, social isolation and severely restrict the mobility of communities unless a more sustainable transport network less dependent on fossil fuel is introduced.

Ageing and health
An ageing population will create new challenges for Moonee Valley, in particular mobility of residents, and ensuring social inclusion as they become older.

Currently, health trends reveal obesity as a major health problem linked to transport choices. The provision of active transport modes, such as walking, cycling and public transport, is key in providing the community with links to sport and recreation activities to improve levels of physical activity.

Aims and objectives
The main objective of the Integrated Transport Plan is to create choices for movement of people and goods through our City while ensuring these choices provide valuable, sustainable outcomes that contribute to our citizens' lifestyle.

The following desired outcomes have guided development of the ITP:
- **Travel Demand**: Reduce the need to travel, trip numbers and lengths
- **Congestion**: Reduce congestion and manage movement of private and heavy vehicles
- **Environmental Impact**: Reduce environmental impact through use of more environmentally sustainable transport options
- **Improve Amenity**: Improve the look and feel of the City
- **Safety**: Improve transport safety
- **Social Inclusion**: Create a more inclusive society that can undertake its activities and continually improve with ease. The ITP can assist by creating an accessible and affordable transport system.
Walking

The ITP develops key directions and complements the initiatives outlined in the Moonee Valley Cycling and Walking Strategy to strengthen existing programs such as the Walking School Bus. The Cycling and Walking Strategy sets out a comprehensive set of actions to increase cycling and walking in the Municipality. These include network improvements and education and promotional programs to overcome barriers to these modes of transport.

• Walking
• Cycling
• Public Transport
• Traffic and Parking
• Land Use and Community Transport

Improve pedestrian connectivity to neighbouring municipalities

Walking from Moonee Valley to neighbouring municipalities is not easy. Boundaries such as the Maribyrnong River to the east, Moonee Ponds Creek to the south and rail infrastructure to the west represent barriers to these neighbouring municipalities. Currently there are areas such as Avondale Heights, where there are no pedestrian links into neighbouring municipalities. There are also several sections of the Tullamarine Freeway that lack pedestrian access between Essendon Airport and the surrounding community. This is a significant issue that needs to be addressed as more of Essendon Airport is developed.

Other new developments include the former Explosives Factory in Maribyrnong, Melbourne Airport development in Tullamarine and Valley Lake in Keilor East. All of these developments should include new pedestrian access points across waterways, railways and freeways.
Council will work with VicRoads to review the number and nature of crossing points along busy roads...

Increase walking trips to and from schools

The great majority of students in Moonee Valley are driven to school, contributing significantly to traffic congestion. Factors contributing to high car use tend to be related to parents’ concern with the personal safety of young children travelling alone. Initiatives that educate students and their parents on alternative transport modes are required so they can make sustainable choices as they grow older.

Policy 1 – New pedestrian links will reflect the density of activity in each area.

**Actions**

- A1. Work with Brimbank City Council and other government agencies to investigate potential locations (expected to be near Rhonda Street in Avondale Heights) for a new pedestrian and cycle link across the Maribyrnong River.
- A2. Investigate potential pedestrian and cyclist link along Steele Creek from Roberts Road to the Western Ring Road trail.
- A3. Review the intersection of Mt Alexander Road and Puckle Street to provide significant improvements to pedestrian space, as part of Access and Mobility Plan for Moonee Ponds. This should also include the length of Mt Alexander Road, between Puckle Street and Taylor Street.
- A4. Construct a new pedestrian and one way vehicle link connecting Mt Alexander Road and Gladstone Street.
- A5. Construct a new pedestrian access point along Buckley Street for pedestrians and cyclists.
- A6. Construct a new shared path along Buckley Street, between Dickson Street and Millirea Road.
- A7. Work with Melbourne City Council to identify and promote the most suitable pedestrian links into Melbourne’s CBD, particularly around the Flemington Road/Mt Alexander Road/Racourse Road/ CityLink/Elstern Avenue intersection.

**Targets**

- T1. Both Councils to agree on a potential pedestrian/cyclist link location and submit for State funding by 2012.
- T2. New pedestrian and cyclist link along Steele Creek from Roberts Road to the Western Ring Road trail built by 2012.
- T3. Complete Mt Alexander Road-Gladstone Street Link by 2009.
- T5. Construct a new path along Buckley Street by 2008.
- T6. Pedestrian mode share for journeys to work by Moonee Valley residents working in the CBD doubled by 2012.

Policy 2 – Council will require high quality pedestrian links in new developments.

**Actions**

- A8. Seek support from all neighbouring councils for any developments along municipal boundaries.
- A9. Include requirements for pedestrian links in conditions of approval/support for all new developments.
- A10. Continue to encourage schools to enrol in the Walking School Bus program. Council will provide incentives to schools with the highest participation in the program.
- A11. Continue to audit safe pedestrian routes to and from schools as required.
- A12. Encourage schools to work with DOT to develop Green Travel Plans and get involved in the TravelSmart education program.
- A13. Encourage schools to promote and teach traffic safety education within their community.
- A14. Continue to support Essendon Traffic School and encourage local schools to make use of it.

**Targets**

- T7. Developers construct a bridge between Avondale Heights and the defence site in Maribyrnong.
- T8. Developers to build an additional pedestrian link between Airport West and Essendon Fields near Victory Road (Tram Stop 58).
- T9. By 2020 walking will account for 50% of all trips to and from schools in Moonee Valley.
- T10. By 2012, 80% of schools will be involved in TravelSmart initiatives.
- T11. By 2012 every school in Moonee Valley will have at least one safe pedestrian route identified.
- T12. Every local primary school booked-in to use Essendon Traffic School at least once in every year.

Policy 3 – Students are encouraged to walk to school.

**Actions**

- A10. Continue to encourage schools to enrol in the Walking School Bus program. Council will provide incentives to schools with the highest participation in the program.
- A11. Continue to audit safe pedestrian routes to and from schools as required.
- A12. Encourage schools to work with DOT to develop Green Travel Plans and get involved in the TravelSmart education program.
- A13. Encourage schools to promote and teach traffic safety education within their community.
- A14. Continue to support Essendon Traffic School and encourage local schools to make use of it.

**Targets**

- T9. By 2020 walking will account for 50% of all trips to and from schools in Moonee Valley.
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- T12. Every local primary school booked-in to use Essendon Traffic School at least once in every year.

...these developments should include new pedestrian access points across waterways, railways and freeways.
Policy 4 – Pedestrian safety is of paramount importance

Pedestrian safety in activity centres is of paramount importance. Residents are concerned with pedestrian connectivity in activity centres, such as navigation between the Moonee Ponds Rail Station and Moonee Ponds Junction. Signage at public transport stations and stops will be improved to provide better direction to local activities.

Residents are also concerned with safety at traffic lights, in particular along busy roads. The number of crossing points and amount of time provided to pedestrians on busy roads such as Mt Alexander Road can be insufficient. Council will work with VicRoads to review the number and nature of crossing points along busy roads that are in Principal and Major Activity Centres such as Mt Alexander and Keilor Roads.

Improve pedestrian links and safety at activity centres

Pedestrian safety in activity centres is of paramount importance. Residents are concerned with pedestrian connectivity in activity centres, such as navigation between the Moonee Ponds Rail Station and Moonee Ponds Junction. Signage at public transport stations and stops will be improved to provide better direction to local activities.

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<tr>
<td>A15. Improve way-finding signage in all Principal and Major Activity Centres.</td>
<td>T13. Way-finding signage installed in Moonee Ponds and Airport West Principal Activity Centres by 2009 and all other centres by 2012.</td>
</tr>
<tr>
<td>A16. Work with developers to ensure that quality pedestrian links are created in and provide access to Principal and Major Activity Centres.</td>
<td>T14. Pedestrian casualty crashes in all Principal and Major Activity Centres (including along Mt Alexander Road) reduced by 20% over the period 2008–2012.</td>
</tr>
<tr>
<td>A17. Work with VicRoads to investigate reducing speed limits (to 40km/h) in areas with high pedestrian flow.</td>
<td>T15. Increased pedestrian activity across the Municipality and in all Principal and Major Activity Centres over the period 2008–2012.</td>
</tr>
<tr>
<td>A18. Work with State Government agencies such as VicRoads and DOT to introduce or upgrade pedestrian refuges, puffin and pelican crossings, and improve pedestrian access across major roads.</td>
<td>T16. Cost and prioritise pedestrian improvements in all Priority and Major Activity Centres by 2010.</td>
</tr>
<tr>
<td>A19. Assess priority outcomes from the Keilor Road and Moonee Ponds Walking Audits and opportunities for implementation.</td>
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Cycling

The ITP reinforces the directions set out in the Cycling and Walking Strategy, and highlights the need to implement its recommendations, including promotion of cycling as a viable mode of transport and a ‘whole of trip’ approach to improving the cycling experience. The plan also promotes change within the Municipality by reducing physical barriers to cycling, such as the Maribyrnong River, Moonee Ponds Creek, CityLink and rail lines.

Improve cycling safety

There are concerns about cyclist safety, particularly on busy roads and at roundabouts. The Cycling and Walking Strategy recommends that advance stop lines be introduced at intersections to improve the safety of cyclists by giving them priority and making their presence obvious to motorists.

Council’s preferred approach is to line mark cycle lanes up to and (in some cases) through roundabouts, where the road surface is wide enough to cater for both cars and bicycles. Where a bicycle route traverses many roundabouts, it may be preferable to select a new route for cyclists.

VicRoads has designated a Principal Bicycle Network (PBN) across Melbourne. Council will continue to work with VicRoads to ensure PBN links are constructed, particularly in conjunction with other road works affecting the defined PBN. Council also believes that existing transport corridors such as train lines could provide space for bicycle trails.

Signage on bicycle routes is also an important element of safety and Council will address this issue by implementing a cyclist signage strategy to ensure that cyclists are less confused when navigating around Moonee Valley.

Policy 5 – Safer cycling routes are needed across the City.

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<tr>
<td>A25. Work with Council’s Cycling &amp; Walking Committee and other State Government agencies such as VicRoads to continue implementation of Council’s Cycling and Walking Plan.</td>
<td>T17. Complete the bicycle route implementation plan by 2020.</td>
</tr>
<tr>
<td>A26. Review design standards and explore innovative designs to ensure that safe cycle paths are provided through dangerous intersections such as roundabouts, and along dangerous stretches of roads.</td>
<td>T16. Complete the Principal Bicycle Network in Moonee Valley by 2017.</td>
</tr>
<tr>
<td>A27. Review existing roundabouts along bike routes to ensure cyclist safety is catered for. Where this cannot be achieved alternative routes will be established.</td>
<td>T19. Complete the remainder of the bicycle network by 2020.</td>
</tr>
<tr>
<td>A28. Where possible include cycle lanes and facilities as part of all future road improvements.</td>
<td>T20. Update the Moonee Valley Bicycle Map annually.</td>
</tr>
<tr>
<td>A29. Increase funding for bicycle facilities within Council’s transport capital works budget.</td>
<td>T21. Funding for bicycle facilities will increase each year from the 2009 financial year onwards.</td>
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</table>

Cycling is a low cost and sustainable form of transport that can help to reduce traffic congestion.

Signage on bicycle routes is also an important element of safety...
Encourage cycling to school

There has been a dramatic decrease in the number of students cycling to school. Childhood obesity, diabetes and other health issues have grown due to decreasing exercise rates among children. Providing safe cycling routes to schools and supporting initiatives such as the Ride2School program will get children more physically active and improve their confidence, independence and attitude towards cycling later in life.

Increase provision of bicycle facilities

Facilities at the start and end of trips, like storage and showers, are essential to making cycling a viable form of transport for commuters. End-of-trip facilities need to be provided at major destinations, offices, shopping centres and rail stations.

These facilities must be provided in all new developments, and Council will ensure that new developments provide the appropriate end-of-trip facilities.

There are activity centres with existing development where only limited bicycle facilities have been provided. In these centres, Council will provide bicycle racks at the same rate as that required in the planning scheme. In Principal Activity Centres, Council will seek to gain private sector support for bicycle stations that will offer a full range of end-of-trip facilities, and may even incorporate bicycle service and hire.

Policy 6 – Students are encouraged to cycle to school.

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<tr>
<td>A30. Liaise with all primary and secondary schools and encourage them to enrol in Bicycle Victoria’s Ride2School program and identify safe cycling routes.</td>
<td>T22. By 2012 every school in Moonee Valley will have at least one safe cyclist route identified.</td>
</tr>
<tr>
<td>A31. Place higher priority on developing cyclist infrastructure that improves safe cyclist access to schools.</td>
<td>T23. By 2017, every school will have bicycle facilities including showers and changing facilities.</td>
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<tr>
<td>A32. Advocate to the Department of Education to fund high quality bicycle facilities at every school.</td>
<td>T24. By 2020, 20% of all secondary students will ride to and from school.</td>
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Policy 7 – ‘End-of-trip’ bicycle facilities will be provided in all Principal and Major Activity Centres.

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<tr>
<td>A33. Install designated bicycle parking facilities in every Principal and Major Activity Centre on the basis of 1 bike rack for every 20 car spaces.</td>
<td>T25. Bike parking facilities at every Principal and Major Activity Centre by 2011.</td>
</tr>
<tr>
<td>A34. Ensure that ‘end-of-trip’ cycle facilities meet the requirements of Moonee Valley Planning Scheme.</td>
<td>T26. Every development in Moonee Valley complies with the Bicycle Facilities provisions of the planning scheme.</td>
</tr>
<tr>
<td>A35. Advocate to State Government agencies to introduce a bicycle share scheme in Moonee Valley.</td>
<td>T27. Bicycle share scheme to be introduced in Moonee Valley by 2012.</td>
</tr>
<tr>
<td>A36. Work with bike stores and other commercial operators to investigate the feasibility of bicycle stations in Moonee Ponds and Airport West.</td>
<td>T28. Moonee Ponds and Airport West will have commercial bike stations (providing storage, sales and service, changing facilities and bicycle hire) by 2020.</td>
</tr>
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</table>

Council will seek to gain private sector support for bicycle stations that will offer a full range of end-of-trip facilities...
Moonee Valley is served by all major public transport networks. The ability of each service to attract patronage relies on geographic coverage, timelines, safety, ease of use, and awareness of the service.

Parts of Moonee Valley lack adequate public transport services, such as in new development areas like Valley Lake. Other gaps result from inefficient routes through the existing road network.

Equitable transport choices and access must be available to the community as it is vital that public transport complies with the Disability Discrimination Act. Safety and ease of use are always core issues in public transport management. Council’s role includes advocating for improvements to the urban environment and surrounding land use that support public transport.

**Improving geographic coverage**

Moonee Valley is served by two train lines, three tram routes and 29 bus routes. The rail network is concentrated in the east of the Municipality making access to the CBD much slower from areas in the west. Bus routes provide for local transport needs and feeder services to the rail network.

Those parts of Moonee Valley that lack service coverage are relatively small; however, there are specific new developments that should be provided with a higher level of service and some areas in which route structure should be improved.

Access must also be available to the community regardless of ability...

Moonee Valley is home to numerous schools, and by improving access to public transport for students outside the Municipality it will reduce congestion caused by students being driven to and from school.

Melbourne’s north-west corridor is the key to State economic competitiveness; connecting the Airport with the CBD and Port of Melbourne. Future congestion in this corridor is likely to place a heavy burden on logistics and consequently the economy overall. There will also be significant growth in travel demand from residential growth on the north-west fringe of Melbourne. This demand will compound existing congestion on the rail and road networks. To ensure the corridor remains sustainable the Airport Rail Link needs to be constructed between Melbourne CBD and Melbourne Airport.

**Policy 8 – All residential areas should be within 400 metres of a public transport route.**

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<tr>
<td>A37. Advocate to State Government agencies for route improvements to fill coverage gaps in transport poor areas.</td>
<td>T29. Council’s comments included in the next Local Area Bus Review (expected to be 2009).</td>
</tr>
<tr>
<td>A38. Amend the planning scheme to discourage increased housing densities in areas not served or poorly serviced by public transport.</td>
<td>T30. Planning Scheme discourages infill residential development in areas poorly served by public transport by 2011.</td>
</tr>
<tr>
<td>A39. Investigate creating new bus-only links to expand the bus network in an efficient manner.</td>
<td>T31. A new bus service in Avondale East will be operational by 2012.</td>
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<tr>
<td>A40. Continue to work with State Government agencies to introduce a new bus service to Avondale East.</td>
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**Policy 9 – Bus services should serve the needs of students from the regional catchments.**

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<tr>
<td>A41. Request Route 465 to be extended into Brimbank as part of the next Local Area Bus Review.</td>
<td>T32. The needs of regional student populations assessed by 2010.</td>
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**Policy 10 – Tram routes in Melbourne’s west should be extended.**

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<tr>
<td>A42. Advocate for State Government agencies to conduct a feasibility study of extending Tram Route 57 to Avondale Heights and Route 59 to Tullamarine.</td>
<td>T33. Feasibility of Tram Routes 57 and 59 being extended completed by 2012.</td>
</tr>
<tr>
<td>A43. Advocate for tram extensions in Melbourne’s west to be included in new operator franchise agreements.</td>
<td>T34. Tram extensions provided for in the new operator franchise agreements.</td>
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**Policy 11 – Council supports the State Government’s Melbourne Airport Rail Link project.**

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<tr>
<td>A44. Request the State Government to study the feasibility of alternative options between Melbourne CBD and Melbourne Airport incorporating extension of the Flemington Racecourse line, provision of future railway stations in Highpoint, East Kilmore and Airport West as well as possible park and ride facilities.</td>
<td>T35. By 2012 a study into the feasibility of alternative options for the Melbourne Airport Rail Link will be complete.</td>
</tr>
<tr>
<td>A45. Advocate to the State Government to include a station at East Kilmore and Airport West where the Melbourne Airport railway line is constructed.</td>
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Moonee Valley is served by all major public transport networks. The ability of each service to attract patronage relies on geographic coverage, timelines, safety, ease of use, and awareness of the service.

Safety and ease of use are always core issues in public transport management. Council’s role includes advocating for improvements to the urban environment and surrounding land use that support public transport.
Improving service timelines

Timelines of service include service span (hours per day and days per week), frequency and reliability.

All bus and tram routes in Melbourne compete with on-road, which results in slower travel speeds for buses and trams. Metropolitan buses have an average speed of 23km/h and trams 16km/h compared to 43km/h for cars.

Bus bays only serve to provide priority to car drivers and buses have trouble pulling back into the stream of traffic. It is better to delay a few cars rather than 60 people on a bus. VicRoads, with Council's support, is currently removing bays from roads with speed limits less than 80km/h.

The location of tram and bus stops is also a critical factor that affects the speed of services in Moonee Valley. Council will work with operators and DOT to review stop locations in order to minimise vehicle travel times while maintaining reasonable access for the local community.

Train services in Moonee Valley operate over 15 hours per day with frequencies of around 20 minutes outside peak hours (compared to 15 minutes in many other metropolitan areas). Council believes that public transport services should operate 18 hours every day of the week, with a maximum headway of 15 minutes at any time. The Craigieburn line should also operate like a world-class “metro” line with a maximum 15-minute frequency between trains at all times and a regular stopping pattern.

Policy 12 – Public transport services should operate 18 hours every day of the week.

**Actions**

- A46. Advocate for a minimum service standard of 18 hours every day of the week.
- A47. Advocate for a maximum 15 minute headway between public transport services on all main roads.

**Targets**

- T36. 80% of public transport routes operating 18 hours per day, seven days per week by 2012.
- T37. 80% of public transport routes operating with headways of 15 minutes or less between services by 2011.

Council believes that all bus and tram routes in Melbourne need to compete with on-road vehicles.

Policy 14 The Craigieburn rail line should operate like a world class metro service.

**Actions**

- A48. Advocate for the Craigieburn line to be operated like a metro service, with no express services and a maximum ten-minute headway between trains at all times.
- A49. Advocate for train services to operate all through Friday and Saturday nights.

**Targets**

- T38. Council will write to the Department of Transport before the train franchise is re-tendered in 2008.

Policy 15 – Council supports improving public transport service speed and reliability.

**Actions**

- A50. Council will work with State Government agencies to improve reliability of bus and tram services at intersections.
- A51. Continue to work with State Government in the construction of accessible bus and tram stops to improve travel times and access.

**Targets**

- T34. By 2012, all public transport routes will have priority signals at complex intersections.
- T41. Congestion choke points requiring bus lanes will be identified by 2010.
- T42. Council will work with Victoria Police to improve enforcement of tram and bus priority regulations.

Policy 16 – Increase bus and tram priority.

**Actions**

- A52. Work with State Government, VicRoads and Yarra Trams to accelerate “Think Tram” and “SmartBus” works at key locations and ensure a holistic approach is applied.
- A53. As a pilot program, Council will work with DOT, VicRoads, Yarra Trams and Bus Operators to implement morning linkways along Kilmore Road, allowing buses and trams to use the tram tracks.
- A54. Council will not allow new indented bus bays except at a bus lay-over or interchange.
- A55. Work with Victoria Police to improve enforcement of tram and bus priority regulations.
- A56. Work with local bus operators to identify congestion “choke points” and request State Government to introduce bus lanes as part of MOTC.
Recent results indicate that, for trains and trams, value for money and personal safety rank lowest in terms of customer satisfaction.

**Improving safety**

Public transport is traditionally perceived as unsafe. The Department of Transport (DOT) routinely surveys the satisfaction of users with the public transport system in Melbourne. Recent results indicate that, for trains and trams, value for money and personal safety rank lowest in terms of customer satisfaction.

**Policy 17 – People should feel safe using public transport at any time of the day or week.**

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<tr>
<td>A57. Real and perceived safety issues at public transport nodes will be determined as part of Council’s annual community satisfaction surveys.</td>
</tr>
<tr>
<td>A58. Discuss with stakeholders the possibility of upgrading the aesthetics and safety of rail stations, trains depots, bus depots and underpasses so that they integrate with their surroundings and provide a safe environment.</td>
</tr>
<tr>
<td>A59. Continue to inform operators about graffiti and ensure it is removed in a timely manner.</td>
</tr>
<tr>
<td>A60. Liaise with the Department of Transport and Connex to request designation of nine premium stations at Moonee Ponds and Newmarket and host stations at Strathmore and Glendore.</td>
</tr>
<tr>
<td>A61. Liaise with local police to encourage their presence around public transport infrastructure at key times.</td>
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<tr>
<td>T43. Reduced reported crime at public transport infrastructure in Moonee Valley over the period 2008–2017.</td>
</tr>
<tr>
<td>T44. Safety aspects of ten facilities (including Essendon Tram Depot and five stations) reviewed by 2009.</td>
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<tr>
<td>T45. Upgrade the aesthetics and safety around one facility each year between 2009 and 2017.</td>
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**Improving ease of public transport use**

Value for money is an issue for public transport users. Council will set up a MetLink Commuter Club to provide cheaper public transport tickets for staff, and will allow the cost to be paid through salaries over a 12-month period. Council will also investigate expanding its commuter club to all ratepayers, with tickets being paid for at the same time as rate instalments.

Moonee Valley benefits from having a number of public transport interchanges where bus, rail and tram converge. These interchanges can be improved in several ways to ensure a more seamless connection for passengers.

Providing timetable information at stops is a cost-effective way of improving the ease and access to services, therefore timetable and route information should be provided at every bus, tram and train stop in Moonee Valley.

Improvements to public transport stations and stops must be accessible to all people, regardless of ability. Council supports the intent and milestones of the Disability Standards for Accessible Public Transport.

Most stations in Moonee Valley have park and ride facilities so travellers can access rail services by private vehicle and park at no cost. Anecdotal evidence indicates that car parking supply is not meeting demand at locations such as Ascot Vale and Moonee Ponds. However, simply increasing the supply of park and ride facilities will contribute to traffic congestion within Moonee Valley due to an increased number of private vehicles accessing rail stations. Council encourages sustainable transport modes and therefore would like to see more emphasis on local station access using active modes like walking and cycling or by tram and bus. Council will advocate for more feeder bus services operating to meet the train timetable and improved bicycle parking and pedestrian facilities.

In addition Council will enhance policies in the Planning Scheme to enable higher density development around (including above) all train stations.

**Policy 18 – Council supports incentives for people to use public transport.**

<table>
<thead>
<tr>
<th>Actions</th>
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</thead>
<tbody>
<tr>
<td>462. Advocate for a reduction in off-peak public transport fares.</td>
</tr>
<tr>
<td>463. Investigate introduction of commuter club for ratepayers.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Targets</th>
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</thead>
<tbody>
<tr>
<td>T46. Public transport fares reduced in real terms in comparison to petrol prices over the period 2008–2012.</td>
</tr>
</tbody>
</table>
Unless people are aware of the public transport in their area, they cannot be expected to use it.

Typically information about public transport is passed on by word of mouth or specifically sought by people who need to use it. This leaves many people who might benefit from public transport services out of the loop.

Travel demand management programs such as TravelSmart which involve workplaces and schools, have shown that a significant proportion of people are interested in finding alternatives to car travel and in trying to reduce the environmental impact and cost of their travel.

Council has assisted the Department of Transport (DOT) to implement these programs in Moonee Valley and will continue to provide this support.

Council will also encourage large employers and schools to consider implementing the program. Council has previously worked in partnership with MetLink and DOT to produce maps that highlight public transport routes. These maps are generally updated on a yearly basis and will continue to be distributed to all households through the Council’s regular channels of correspondence.

Council has developed a Green Travel Plan for its staff to inform all staff about sustainable travel options. This plan will guide Council’s policy on employee travel behaviour, including travel for work and travel to/from work.

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### Policy 19 – Public transport infrastructure, including interchanges, must meet changing needs of the community.

<table>
<thead>
<tr>
<th>Actions</th>
<th>Targets</th>
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</thead>
<tbody>
<tr>
<td>A65. Work with State Government to improve Niddrie Interchange for pedestrians and users including potential development of nearby Council land for a mixed use development.</td>
<td>T48. Timetables provided by operators at all bus and tram stops by 2010.</td>
</tr>
<tr>
<td>A66. Work with MetLink and other stakeholders to ensure provision of better information at bus, tram stops and Train Stations.</td>
<td>T49. By 2012, 60% of all bus and tram stop infrastructure will be DDA compliant and infrastructure will be 100% compliant by 2017.</td>
</tr>
<tr>
<td>A67. Work with State Government to ensure all bus, tram and train station facilities are accessible to all.</td>
<td></td>
</tr>
<tr>
<td>A68. Ensure that park and ride development proposals respond appropriately to the local environment and minimise local congestion and amenity impacts.</td>
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</table>

### Policy 20 – Awareness of public transport should be raised.

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<th>Actions</th>
<th>Targets</th>
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</thead>
<tbody>
<tr>
<td>A69. In conjunction with MetLink and DOT, Council will continue to provide public transport maps to residents.</td>
<td>T50. Public transport information will be provided to all ratepayers.</td>
</tr>
</tbody>
</table>

### Policy 21 – Private and public sector employers are encouraged to implement Green Travel Plans.

<table>
<thead>
<tr>
<th>Actions</th>
<th>Targets</th>
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</thead>
<tbody>
<tr>
<td>A70. Council will continue to prepare and implement a Green Travel Plan for its staff.</td>
<td>T51. Council’s Green Travel Plan released and implemented from 2008.</td>
</tr>
<tr>
<td>A71. Encourage public and private sector employers and schools to develop Green Travel Plans.</td>
<td>T52. Two Green Travel Plans prepared by major public and private organisations in the period 2009-2012.</td>
</tr>
<tr>
<td>A72. Council in partnership with the Moonee Valley Green Precinct will develop a Green Travel Plan for the entire Green Precinct.</td>
<td>T53. The top 20 employers (by number of employees) identified and approached by 2009 to implement travel demand management.</td>
</tr>
<tr>
<td>A73. Council will require new developments expected to attract more than 100 journeys per day to produce a Green Travel Plan in conjunction with occupiers as a condition of planning approval.</td>
<td>T54. Green Travel Plan for the entire Green Precinct will be completed by 2010.</td>
</tr>
<tr>
<td></td>
<td>T55. 20% of Council staff getting to work using public transport by 2010.</td>
</tr>
<tr>
<td></td>
<td>T56. 10% of Council staff walking or cycling to work by 2010.</td>
</tr>
<tr>
<td></td>
<td>T57. 20% of Council staff getting to work using car pooling by 2010.</td>
</tr>
</tbody>
</table>

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**Integrated Transport Plan Summary**

22 **Tackling Transport Towards 2020**

23 **2017 Integrated Transport Plan Summary**

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**Council has developed a Green Travel Plan for its staff to inform all staff about sustainable travel options...**
Traffic and Parking

Moonee Valley City Council recognises that changed thinking is required to reduce long-term traffic congestion, and Council is in a position to lead that shift in thinking. Moonee Valley has a mature though complex road network. As land use is well established, it is not feasible to simply create more space on the road.

Environmental impacts, health influences and congestion issues identified in this plan indicate a need for more sustainable forms of transport and a reduction in private vehicle travel. There is also an increasing need to allocate road space for specific transport modes, such as bike lanes, giving priority to public transport, and increasing pedestrian space in Major Activity Centres.

While these efforts will improve the amenity of Moonee Valley and improve safety and reliability of modes other than private cars, there will be increased traffic congestion in the short term as people get used to the changes.

Develop a hierarchy of road use

In an effort to encourage modal shifts from private vehicles, suitable infrastructure needs to be provided to more sustainable forms of transport. This can be achieved through more efficient use of current road space, such as sharing road space with pedestrians, cyclists and public transport, as well as separation of cars from public transport. This will require comprehensive planning by Council in conjunction with VicRoads to clarify the hierarchy of uses for its road network.

On local roads Council will continue to construct bicycle lanes across the Municipality and will work with VicRoads to accelerate the completion of the Principal Bicycle Network.

Where through routes are required for car movements alone, these will be designed to suit the area in which they operate; however, Council will continue to rely on the Freeway network to provide for most long distance and some shorter distance travel within the Municipality.

Council will also investigate using its asset management register to audit the allocation of local road space to cars, parking, cyclists and public transport. This will ensure greater knowledge about how much space is being allocated to various road users across the Municipality.

Policy 22 – Council supports a hierarchy of road space allocation based on modal efficiency:

1. Pedestrians
2. Cyclists
3. Public Transport
4. Freight
5. Private Vehicles

Moonee Valley recognises that a paradigm shift is required for long-term traffic congestion to be reduced...

<table>
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<tr>
<th>Actions</th>
<th>Targets</th>
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<tbody>
<tr>
<td>A74. Liaise with VicRoads in determining the appropriate hierarchy of users for Moonee Valley’s road network.</td>
<td>T58. Hierarchy of roads signed off by Council and VicRoads in 2010.</td>
</tr>
<tr>
<td>A75. Audit the amount of road space allocated to each user group and monitor changes.</td>
<td>T59. Audit of road space by user group completed by 2010.</td>
</tr>
<tr>
<td>A76. Work with VicRoads to increase provision of facilities for pedestrians, cyclists and public transport on the existing road network.</td>
<td>T60. Reduction in casualty crashes by 30% over the period 2008-2017.</td>
</tr>
<tr>
<td>A77. Work with State Government agencies to provide dedicated public transport lanes where feasible to improve public transport reliability.</td>
<td></td>
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</table>
Policy 24 – Use of energy efficient vehicles is encouraged.

<table>
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<tr>
<th>Actions</th>
<th>Targets</th>
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<tbody>
<tr>
<td>A81. Council will monitor emissions of its vehicle fleet and publish results annually on its website.</td>
<td>T62. Council’s fleet will be carbon neutral by 2015.</td>
</tr>
<tr>
<td>A82. Council’s fleet purchasing will focus on improving the fuel efficiency of the fleet.</td>
<td>T63. Car share programs set up in Moonee Ponds and Newmarket by 2011.</td>
</tr>
<tr>
<td>A83. Charges for parking permits will be based on vehicle fuel efficiency.</td>
<td>T64. Car pooling scheme in place for employers in Moonee Ponds by 2010.</td>
</tr>
<tr>
<td>A84. Work with stakeholders to implement car-share and car-pooling programs.</td>
<td></td>
</tr>
</tbody>
</table>

Road transport, in particular passenger cars, accounts for the great majority of greenhouse gas emissions. Council can influence the impact of private vehicle use through travel demand management, community education, information provision, supporting energy efficient vehicles and leading by example through emissions reduction with its vehicles, not supporting unnecessary road links, and creation of a local access road around Moonee Ponds to provide more pedestrian space in the heart of the centre.

Policy 25 – No new road links into neighbouring municipalities.

<table>
<thead>
<tr>
<th>Actions</th>
<th>Targets</th>
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<tbody>
<tr>
<td>A85. Council will carefully assess the traffic congestion impact of any proposed new road links across the Maribyrnong River.</td>
<td>T65. New road connections will be based around pedestrian, cyclist and public transport needs.</td>
</tr>
<tr>
<td>A86. Advocate for any new connections across the Maribyrnong River to be only accessible for pedestrians, cyclists and public transport.</td>
<td></td>
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</table>

Policy 26 – Creation of a local access road around Moonee Ponds to provide more pedestrian space in the heart of the centre.

<table>
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<tr>
<th>Actions</th>
<th>Targets</th>
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</thead>
<tbody>
<tr>
<td>A87. Investigate the feasibility of a local access road around Moonee Ponds, as part of the Access and Mobility Plan for Moonee Ponds Activity Centre.</td>
<td>T66. Investigation will be completed by 2008.</td>
</tr>
</tbody>
</table>
Review parking provision

Parking is an issue across many parts of Moonee Valley. Activity Centres require car parking to survive and a significant proportion of people will continue to travel to Activity Centres by car. Growth in car parking will only cause a growth in local congestion because the capacity of surrounding roads is finite. As other travel opportunities are improved Council will seek to restrain car parking in Activity Centres and encourage alternative transport modes.

Policy 28 – Parking should be managed in a strategic way for the benefit of the whole community.

Actions | Targets
--- | ---
A89. Ensure that parking in Activity Centres is well designed, located and managed to meet the broad needs of the community. | T69. Provision of disability permit parking will be reviewed by 2009.
A90. Review the provision of parking for drivers with disability permits particularly in Principal and Major Activity Centres. |  |
A91. Provide disability permit parking commensurate with the proportion of permits issued to car owners. |  |
A92. Where necessary Council will actively intervene in the parking market to ensure that congestion is managed and parking is provided efficiently. |  |

Better use of clearways

While it is important to encourage shifts to more sustainable forms of transport, private vehicles will remain a significant mode of travel. Initiatives to share road space with other, non-private vehicle users need to be complemented by measures to ensure that existing road space is managed efficiently. Better use of clearways on high volume arterial roads may be essential to this effort; however, Council will generally oppose clearways in retail strips where car parking provides a good buffer between fast-moving vehicles and the amenity of the retail environment.

Policy 27 – Better use of clearways on arterial roads.

Actions | Targets
--- | ---
A86. Work with VicRoads and relevant stakeholders to discuss appropriate use of clearways to increase priority for public transport. | T67. Council will review clearways on public transport routes by 2011.

Initiatives to share road space with other, non-private vehicle users need to be complemented by measures to ensure that existing road space is managed efficiently.
Land Use and Community Transport

Moonee Valley has a number of opportunities to consolidate activity around existing nodes and public transport hubs. This will make public transport trips more attractive and will support provision of increased service levels. The growing population in Moonee Valley will present new challenges in ensuring that land is available to cater for the various transport needs in the Municipality. As Moonee Valley is mature in its land use and development, innovative measures are needed to maintain and develop land and transport networks in the future.

Create a transport hub at Airport West/Essendon Fields Development

The Essendon Fields development is expected to become Melbourne’s largest business community. It is projected to generate 15,000 new jobs and an estimated $300 million in investments over the next decade.

Combined with the Airport West Activity Centre, the Essendon Fields development will generate a significant increase in trips within Moonee Valley. This represents an opportunity to create a public transport oriented development through creation of a transport hub at the northern end of Essendon Fields, integrated with the current Airport West Activity Centre.

Investigate feasibility of development over rail corridors

The Craigieburn railway line currently runs above ground through the eastern side of Moonee Valley. A number of Activity Centres exist along this rail line, in particular the Principal Activity Centre at Moonee Ponds. The opportunity exists to place the railway serving this area underground, creating additional land for residential, retail and business purposes.

Policy 30 – Craigieburn rail line should be put underground.

Actions

- A96. Advocate for the State Government to conduct a feasibility study into putting the Craigieburn line underground through a section of Moonee Valley.
- A97. Support high level development along the railway line and around stations to offset the underground construction costs.
- A98. Council will require a high quality open space link as part of a high level development along the railway line.

Targets

- T72. Completion of the feasibility study to underground sections of the Craigieburn line as part of the Moonee Ponds Access and Mobility Plan by 2008.
- T73. The Planning Scheme will encourage higher density development around railway stations by 2012.

Investigate possibility of river transport

The Maribyrnong River links to the Yarra River and Melbourne CBD, which presents an opportunity for private and chartered river transport between the Municipality and the CBD.

At present, river transport operates during special events, and the opportunity exists for Council to work with Parks Victoria to investigate the community benefit to be gained from providing additional boat landings along the Maribyrnong River. Any investigation must include research into the capacity of the Maribyrnong River, and that its environmental values are not compromised.

Policy 29 – Airport West and Essendon Fields should be developed into a Transit City and public transport hub.

Actions

- A94. Work with the Airport West and Essendon Fields developers to create a transport hub at Airport West.
- A95. Advocate for State Government agencies to introduce a quality bus service along CityLink and Tullamarine Freeway, linking Melbourne CBD and Melbourne Airport with appropriate park and ride facilities.

Targets

- T70. By 2012 Essendon Fields and Airport West will have a single integrated public transport interchange with good pedestrian access to both sites.
- T71. By 2011 a study into the feasibility of a quality bus service will be complete.

Policy 31 – The Maribyrnong River will be protected from the impact of river-based transport.

Actions

- A99. Work with Parks Victoria to investigate the community benefit to be gained from providing additional boat landings along the Maribyrnong River.

Targets

- T74. Discussions held with Parks Victoria by 2012.
Policy 33 – Taxi services and infrastructure should reflect local needs.

**Actions**
- A105. Review the provision of taxi zones, particularly in Principal and Major Activity Centres.
- A106. Work with the taxi industry to inform residents about wheelchair accessible taxi availability.
- A107. Develop a “Safe City Taxi Rank” in Moonee Ponds.

**Targets**
- T80. Taxi zones provided in all Principal and Major Activity Centres by 2010.
- T81. “Safe City Taxi Rank” provided in Moonee Ponds by 2012.

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**Increase provision of community transport**

Moonee Valley currently provides community transport services to residents who are unable to use public transport because they are aged, frail or have disabilities. Two buses are fitted with a hoist for wheelchair access and a car is also available to transport individuals to medical appointments. There is also a wide range of other transport services provided by specialist groups within the community and government departments.

As mobility trends and technology change, the community is using an increasing number of mobility aids. These aids vary significantly in size, weight and power. Council needs to monitor mobility trends and develop policies that address the issues associated with mobility aids into the future.

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Policy 32 – Transport services for people with disabilities are supported.

**Actions**
- A100. Work with the Department of Education (DoE) and relevant stakeholders to ensure transport services for school children with disabilities are provided.
- A101. Assist DoE to audit the extent of access problems.
- A102. Work with DoE and schools to prepare a plan of service improvements.
- A103. Monitor transport mobility trends in the community and develop improvements in consultation with stakeholders.
- A104. Investigate the need for Council Policy relating to the use of electric mobility aids on footpaths.

**Targets**
- T75. Discussions held with the Department of Education prior to 2010 school year.
- T76. Audit of the extent of school access problems in the second term of 2010.
- T77. Plan of service improvements agreed by 2010.
- T78. Undertake an annual resident mobility survey from 2010 onwards.
- T79. Investigation for the need of a Council Policy relating to the use of mobility aids will be completed by 2010.