

21.09 TRANSPORT12/11/2015
C30**21.09-1 Main roads and railways**12/11/2015
C30**Overview**

The Murray Valley Highway and Loddon Valley Highway provide a vital link for the transport of farm produce to markets and for the general transport needs of the community. The access, safety and amenity of highways and main roads must be protected. Rail remains important for regional transport and the movement of bulk farm produce.

Regional public transport services in the municipality are limited. There are daily passenger rail services to and from Melbourne via Bendigo, and supplementary and feeder bus services.

Key issues

- Maintaining and improving existing main road and railway assets.
- Improving regional public transport services that connect the municipality with Bendigo, Melbourne, Swan Hill and other centres.

Objective 1

To provide safe, efficient and attractive highways, main roads and railways throughout the municipality.

Strategies

- Minimise points of access to declared roads, to protect the functions of highways and main roads.
- Ensure that the safety and efficiency of highways and main roads as significant community investments are not compromised by inappropriate development or vehicular access.
- Protect the service and safety functions for through traffic of declared roads within towns.
- Ensure that heavy freight traffic uses declared roads as far as practicable, and does not pass through residential areas.
- Support relevant authorities to improve train, bus and community public transport services throughout the municipality.

Implementation

The strategies in relation to main roads and railways will be implemented through the planning scheme by:

Application of zones and overlays

- Applying the Road Zone, Category 1 or 2 (RDZ1 or RDZ2) or Public Use Zone – Transport (PUZ4) to identify highways, main roads and railways.

- Applying an Environmental Significance Overlay – Schedule 2 (Highway Protection Environs) to ensure that development in highway environs does not compromise the safety, amenity and appearance of the highway.

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C30**Local roads and streets****Overview**

Local roads and streets are essential for access to dwellings, commercial premises, highways and other destinations. The quality of local roads and streets in rural areas and towns is an important factor in the safety and convenience of residents, employees, customers and visitors. Local roads, streets and bridges represent major infrastructure assets of the municipality and are a major responsibility for Council.

Local public transport services in the municipality are limited, and include local taxis and community bus services.

Key issues

- Maintaining and improving existing local transport infrastructure, including local roads, streets and bridges, which are essential for local access and economic activity.
- Ensuring that new subdivisions and developments are served by good quality and well-maintained local roads.

Objective 1

To provide and maintain local roads, streets and bridges to the highest practicable standard, to ensure ease and safety of vehicular access throughout the municipality.

Strategies

- Ensure that all roads that service new urban development are fully constructed and sealed.
- Ensure that standards in the Infrastructure Design Manual are considered in the design and construction of new roads.
- Maintain local roads and streets to the highest practicable standard.
- Have a rolling program of maintenance and improvement of local roads and streets and review priorities on a regular cycle.

Implementation

The strategies in relation to local roads and streets will be implemented through the planning scheme by:

Policy guidelines

- When deciding on an application for use and development that may impact on local roads and streets, considering, as appropriate:
 - The standards identified in the *Infrastructure Design Manual*.

Application of zones and overlays

- Applying the surrounding zone to local roads.

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Air transport

Overview

The Kerang Airport is a major asset to the municipality and could be further used and developed. Other airfields and local landing strips are also important assets, especially for use in emergencies.

Key issues

- Maintaining and improving Kerang Airport.
- Investigating opportunities for better use and development of Kerang Airport, including light industrial development pertinent to the airport and combined residential and hangar lots.
- Managing nearby use and development to protect the functions of Kerang Airport.
- Maintaining local landing strips to a standard appropriate for occasional, commuting and emergency use.

Objective 1

To maintain and improve Kerang Airport as an asset to the municipality in terms of access and economic opportunities.

Strategies

- Maintain and improve Kerang Airport to enhance its levels of service and capacity.
- Investigate opportunities for value adding at Kerang Airport through airport-related light industrial uses and privately owned or leased hangar spaces.

Objective 2

To maintain and improve local airfields and landing strips commensurate with their usage and emergency transport role.

Strategies

- Liaise with local communities in relation to the usage of local airfields and landing strips.
- Maintain and improve local airfields and landing strips, as required by their present and predicted future usage.

Implementation

The strategies in relation to air transport will be implemented through the planning scheme by:

Policy guidelines

- When deciding on applications for use and development that may impact on air transport, considering, as appropriate:
 - The incorporated document *Kerang Aerodrome Limitations Surface Plan, Sheet 2 of 2, Reference No. 1359*, when considering proposals for development near Kerang Airport.

Application of zones and overlays

- Applying the Public Use Zone - Transport to Kerang Airport.
- Applying the Farming Zone to local airfields to recognise their occasional use.
- Applying the Design and Development Overlay to implement design and height guidelines for Kerang Airport.
- Applying the Airport Environs Overlay to land which may be subject to aircraft noise from Kerang Airport.

Further strategic work

- Investigating opportunities for value adding at Kerang Airport by locating light and service industries related to the airport in its vicinity.
- Investigating the idea of subdividing part of the Kerang Airport land fronting Airport Road, and establishing a mixed use precinct of privately owned hangars facing the airport and dwellings on the same lot fronting Airport Road.

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Personal travel

Overview

Local streets, footpaths and walking / cycling tracks provide recreational opportunities for residents and visitors. Personal transport by walking and cycling is energy efficient and low cost and can be enjoyed by most people.

Key issues

- Encouraging personal transport in the form of walking and cycling by providing attractive and well-maintained tracks.
- Maintaining and improving existing tracks.

Objective 1

To provide a variety of tracks for pedestrians and cyclists, offering recreational opportunities as well as convenient paths of local travel.

Strategies

- Link open spaces and recreation areas by pedestrian and bicycle networks.
- Establish a safe pedestrian / bicycle network around and within Kerang, Cohuna and Koondrook (and in other areas where practicable), connecting shopping areas, open space, schools and other attractions. Shade and seating should be provided at intervals.

- Require new subdivisions to be designed with pedestrian and cycle tracks included, and with links to existing tracks.
- Ensure that tracks are safe and convenient for use by wheelchairs, prams and pushers.

Implementation

The strategies for personal travel will be implemented by:

Policy guidelines

- When deciding on applications for use and development that may impact on personal travel, considering, as appropriate:
 - Inclusion of conditions on planning permits for residential subdivisions that require provision of walking and cycling tracks and connection to existing tracks, wherever practical and reasonable.

Application of zones and overlays

- Applying the Public Park and Recreation Zone to public parks, including walking and cycling tracks.
- Applying the surrounding zones, usually the General Residential Zone, to walking and cycling tracks.