

21.08 TRANSPORT AND TRAFFIC

30/07/2009
C57

21.08-1 Overview

30/07/2009
C57

The City of Monash comprises a well-maintained road network, two rail lines and a network of bus routes. It is generally characterised by good local, regional and metropolitan accessibility with a grid network of high volume arterial roads. Improvements to road infrastructure such as construction of the Mitcham - Frankston Freeway will ensure even greater access to the wider metropolitan region in the future.

The Monash Freeway is the major arterial freeway and this is supported through Monash, in access terms, by the Princes Highway and Springvale Road. Traffic congestion on these major arterial roads is increasing, particularly at peak times due to people travelling from origins and to destinations outside of Monash.

Public transport is generally good within the municipality but is limited in terms of hours of operation, location and flexibility of routes. It is largely geared towards transporting people to and from the Melbourne Business District. Public transport for recreational purposes is poor due to operating limitations and a lack of transport to sporting and entertainment venues.

Fixed rail access to the City is very good. The Glen Waverley line runs through Jordanville, Mount Waverley and Syndal, before terminating at Glen Waverley. The Pakenham/Cranbourne railway line passes through Oakleigh, Huntingdale and Clayton within the City of Monash, and provides ready access to outer fringe and country areas.

The bus network generally follows the arterial roads with direct catchments extending from St Kilda to The Basin and Box Hill to Mordialloc and Dandenong. Some collector roads are similarly serviced. The Department of Infrastructure has committed to smart bus routes along Springvale and Blackburn Roads and is proposing further trials along Warrigal and Wellington Roads.

There are major train and bus interchange facilities at railway stations in Monash, especially at Oakleigh and Glen Waverley.

Bike paths play a supplementary local and regional role. Bike travel however is under utilised. Completion of bike paths along the major railway lines should be given priority as well as some on-road north south links. Opportunities should be explored to facilitate increased usage such as enhanced public transport interchanges for bicycle storage and construction of facilities along watercourses, as appropriate.

The construction of the Mitcham - Frankston Freeway, although now proposed to be a tollway, will add to the accessibility of the City and reduce some through traffic congestion, particularly freight transport along Springvale Road. However the issue of overall road congestion still needs to be addressed. A comprehensive study of transport and its integration within the Outer Eastern transport corridor has explored road and public transport options for this region, including the City of Monash. This will aid Monash in its consideration of transport issues.

21.08-2 Key issues

30/07/2009
C57

- Traffic congestion creates air quality problems and increases the use of fossil fuels.
- Reduce the dependency of the use of fossil fuels by encouraging the use of alternative fuels for commercial and personal vehicles.
- Need for an effective and efficient public transport system.
- Need for an effective arterial road network.

- Traffic congestion has an impact on the accessibility of main roads and traffic volumes in local roads. This is likely to be a significant issue surrounding the Waverley Park residential development.
- Land use and transport planning need to be integrated around major arterial roads, fixed public transport routes, walk trails and bicycle paths, having consideration of transport patterns relating to commercial, residential and industrial land uses.
- Car parking should be provided on site satisfy the needs of users without detriment to local amenity.

21.08-3

30/07/2009
C57

Objectives, strategies and implementation

Objectives

- To provide a more environmentally responsible transport system.
- To facilitate and provide safe, efficient and effective access which minimises travel times throughout the City.
- To provide connectivity to a wider range of destinations and major transport linkages in metropolitan Melbourne, particularly the south east.
- To promote and facilitate an efficient public transport system that is accessible to the majority of the population.
- To ensure regional traffic objectives do not adversely affect the amenity of Monash residents and minimise the negative impacts of through traffic.
- To improve local area traffic management, safety and amenity and promote appropriate traffic speeds in local residential areas.
- To ensure that adequate vehicle parking is provided for all new uses and developments and that the cost is shared on an equitable basis.
- To provide an accessible integrated network of walking and cycling routes for safe and convenient travel to local destinations such as employment, convenience facilities and public transport nodes as well as points of interest that encourages increased levels of walking or cycling within the municipality.

Strategies

- Continue to implement the Monash Road Safety Plan.
- Reduce travel time for residents of Monash by improving local employment opportunities by encouraging office and research and development land uses within business and industrial zones and encouraging home based businesses.
- Encourage the improvement of public transport services including more comfortable and convenient facilities, expansion of the bus service network and extended operating hours and investigate options for additional fixed rail services.
- Encourage the widening and improvement of Ferntree Gully Road from Brandon Park Drive to the Dandenong Creek.
- Provide an integrated and safe pedestrian and bicycle network consisting of a well-connected network of footpaths, shared paths for pedestrians and cyclists, off road cycle paths, on road cycle lanes and paths for recreation and leisure.
- Encourage bicycle parking facilities adjacent to change and shower facilities on new developments near bicycle paths.

- Encouraging the use of alternative fuels for commercial and personal vehicles.
- Link the future provision of on-street and off-street car parking to the wider traffic reduction objectives for the City.
- Improve long term management and development of car park facilities in key activity centres through development of parking precinct plans.
- Ensure access to commercial/industrial areas meets the needs of the enterprises in those areas and assists in maintaining their competitiveness.
- Support and promote increased multi purpose, multi occupant private vehicle trips.
- Advocate and support the construction of the Mitchum - Frankston Freeway.
- Continue to monitor the expansion of the Chadstone Shopping Centre precinct and its impact on traffic management in the Monash municipality.
- Ensure traffic generated by a non residential use is appropriate to the street and locality and does not adversely affect existing traffic pattern.
- Discourage non residential uses from establishing in heritage precincts and in lower order streets and cul de sacs.

Implementation

These strategies will be implemented through the following actions.

Policy and exercise of discretion

- Using local policy to promote development in areas of high public transport accessibility with good links to the arterial road network. (*Residential Development and Character Policy, Clause 22.01, Monash Technology Precinct Policy, Clause 22.02 and Industry and Business Development and Character Policy, Clause 22.03*)
- Considering public transport, other car alternatives and car parking implications for development proposals consistent with Council’s objectives for traffic and transport.
- Continuing to facilitate development for entertainment, business, employment and retail functions in major activity centres that results in vibrant and safe streetscapes that are supportive of walking and cycling transportation modes.
- Promoting increased residential densities and development opportunities in close proximity to major activity centres with good access to high quality public transport.
- Encouraging the use of car parks for multi activity use and ensuring a balance between demand and supply.
- Adopting the principle that spare capacity in parking supply does not provide grounds for reducing parking requirements where the surplus spaces have been provided by Council in anticipation of cost recovery via a Parking Precinct Plan and a cash-in-lieu scheme.
- Requiring every new use, or expansion of floor space to an existing use, to provide appropriate car parking either on-site, or off-site, including via a Parking Precinct Plan and a Council administered cash-in-lieu scheme.

Zones and overlays

- Applying the Industrial 1 Zone, Business 1, 2, 3 and 4 Zones and Mixed Use Zone to areas of high accessibility to public transport and arterial road links.
- Applying a Developer Contributions Plan Overlay to land contained in the Glen Waverley Activity Centre and other centres as appropriate, to fund the construction of

additional car parking spaces to ensure that adequate carparking is provided in the future.

Further strategic work

- Systematically reviewing traffic conditions for various precincts and progressively implementing the findings.
- Supporting development and commencement of a pilot study to assess the impact of the 50km/h neighbourhood speed limit and development of enforcement strategies.
- Commencing the Haverbrack Drive Traffic Management Plan to address traffic speed management in local streets.
- Continuing involvement in the Outer Eastern Public Transport Plan, coordinated by Department of Sustainability Environment.
- Actively participating in the DSE/Monash University Integrated Transport Strategy and implement recommendations as appropriate.
- Reviewing the need to develop a promotional strategy to increase bike travel and walking within the municipality similar to TravelSmart.

Other actions

- Continuing monitoring of traffic movements and preparation of strategies to ensure that transport systems are meeting community needs.
- Advocating to State Government regarding the provision of safe traffic management and parking arrangements around school zones and continuing Council monitoring of these issues.
- Lobby for the widening and improvement of Ferntree Gully Road from Brandon Park Drive to the Dandenong Creek.
- Lobby Governments to reduce the dependency of the use of fossil fuels by encouraging the use of alternative fuels for commercial and personal vehicles.
- Supporting and lobbying for the construction of the Mitcham – Frankston Freeway within the current proposed timeframes.
- Encouraging development of public transport services, particularly improved bus networks and longer hours of operation.
- Implementing the City of Monash Recreation Strategy 2002 - 2004.
- Continuing to undertake actions identified in the City of Monash Conservation & Environment Strategy (1999).

21.08-4

30/07/2009
C57

Reference documents

Image Enhancement of Main Roads in the City of Waverley, Scenic Spectrums in association with Godfrey and Spowers Australia, March 1992.

Monash 2012 – A Strategy for the Future, City of Monash, 2003

City of Monash Bicycle network plan. MSA Transport, December 1995,

City of Monash: linking leisure strategy. , Arup Transportation Planning, July 2000

City of Monash Council Plan, 2004 - 2008. City of Monash

City of Monash Recreation Strategy 2002 – 2004.

Monash Road Safety Strategic Plan, June 2001.

Monash University Integrated Transport Strategy - Draft, City of Monash, Monash University and DSE, 2004.

Outer Eastern Public Transport Plan, DSE, 2004

Glen Waverley Parking Study and Strategy, September 2003

Oakleigh Activity Centre Parking Study and Strategy, September 2007.