

**21.09**30/03/2015  
C100**TRANSPORT**

Council has adopted the *Integrated Transport Plan 2008* to address the issue of transport congestion, as well as meeting the future challenges of population growth, rising fuel costs, peak oil, climate change, an ageing population and community health issues.

The *Integrated Transport Plan* includes a holistic approach by considering issues and developing a range of initiatives, including those relating to public transport, private vehicles, freight, cycling, walking, school travel planning and transport networks and management. Council has prepared a number of detailed strategies to further implement the *Integrated Transport Plan*.

**21.09-1**05/03/2015  
C134**Transport Modes**

As the City of Moonee Valley's road network accommodates many different transport modes, which can significantly impact on one another, the most efficient modes should be encouraged.

**Objective 1**

- To establish a road space hierarchy based on modal efficiency as follows:
  1. Pedestrians
  2. Cyclists
  3. Public Transport
  4. Freight
  5. Private Vehicles

**Strategy**

- Discourage new developments, which would significantly increase private vehicle congestion within the surrounding road network.

**Policy Guideline (exercise of discretion)**

- Encourage public and private sector organisations to develop and implement Green Travel Plans.
- Ensure new development does not unreasonably impact on the operation and provision of on-road public transport services.

**Application Requirements**

An application for a new development, which is expected to generate more than 100 car trip ends per day, should be accompanied by a Green Travel Plan, completed to the satisfaction of the responsible authority, as appropriate:

**21.09-2**05/03/2015  
C134**Walking and Cycling**

Council has adopted the *Walking and Cycling Strategy 2012* to ensure a comprehensive approach is taken to both improve walking and cycling infrastructure and encourage residents and visitors to use these viable transport modes.

**Objective 1**

- To increase the number of residents and visitors who walk and cycle, particularly for short trips (under 2 kilometres walk and 5 kilometres ride).

**Strategies**

- Renew the Moonee Ponds Creek Shared Path and promote its use.
- Investigate opportunities for new and improved walking and cycling links from neighbourhoods, across waterways, railway lines and major roads and to adjacent municipalities.

**21.09-3**30/03/2015  
C100**Public Transport**

Although Council is not responsible for the construction and maintenance of public transport infrastructure, it does have indirect ways in which it can impact on the function of the system. This includes advocating for new infrastructure, constructing and maintaining complementary facilities (i.e. bus stops, park and ride facilities, bicycle lockers, etc) and locating new development where there is access to public transport to improve its viability.

**Objective 1**

- To increase the number of residents and visitors who use public transport.

**Strategy**

- Improve walking and cycling connections to public transport nodes.
- Encourage the upgrade and enhancement of the Moonee Ponds public transport interchange in its current location.
- Ensure that future improvements to the layout of the transport interchange give priority to pedestrian safety and amenity.

**21.09-4**05/03/2015  
C134**Freight**

A number of freight routes pass through the municipality. This is due to the Airport West Industrial area, as well as proximity to Essendon Airport, key arterial roads and significant retail precincts in adjoining municipalities. It is also close to the international freight gateways of the Port of Melbourne and Melbourne Airport.

As well as serving these important retail and employment areas, this creates significant amenity conflicts for residents and visitors. As the municipality is predominantly residential Council needs to develop more detailed policy regarding freight management.

**Objective 1**

- To effectively manage road freight movements through the municipality.

**Strategies**

- Encourage use of the Principal Freight Network for freight movements with origins and destinations outside the municipality.
- To ensure that freight movements within residential areas are planned and managed to minimise adverse amenity impacts on residents of and visitors to Moonee Valley.

## Implementation

- Update the *Moonee Valley Integrated Transport Plan 2008* to provide better direction regarding freight movements through and within the municipality.

### 21.09-5

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## Private Vehicle

Council is committed to reducing the negative impacts extensive private vehicle use is having on the municipality, including noise, safety and pollution. The most effective way to reduce these impacts while allowing more people to undertake their daily activities is to construct, encourage and promote alternative transport modes.

### Objective 1

- To reduce private vehicle use throughout the municipality.

### Strategy

- Encourage residents and visitors to use alternative transport.

### Objective 2

- To ensure an equitable distribution of car parking throughout the municipality.

### Strategies

- Maximise the utilisation of existing car parking spaces.
- Ensure that any reduced provision of off-street car parking is offset by contributions towards sustainable transport improvements.
- Coordinate structure planning work with the development of car parking plans, ensuring that structure plans adequately inform the development of car parking plans.

### Decision Guidelines

When deciding on an application for new off-street car parking facilities, the following matters will be considered, as appropriate:

- Whether the off-street car parking facilities are located and designed to:
  - Be financially viable for Council (if Council-owned).
  - Positively impact on the streetscape and surrounding area.
  - Provide for active frontages.
  - Be easily accessible for pedestrians and cyclists.

When deciding on an application for a new development, the following matters will be considered, as appropriate:

- Whether the location and design of crossovers limits the impact on the supply of on-street car parking spaces.

When deciding on an application for a residential development which includes a waiver of the car parking requirements within Clause 52.06, the following matters will be considered, as appropriate:

- Whether the off-street parking provision is assessed on the basis that there will be no residential parking permits available for future residents where the number of dwellings or number of separate occupancies have increased on the site.

**21.09-6**05/03/2015  
C134**Essendon Airport**

Essendon Airport is an important feature of the municipality. It is a valuable provider of regional transport, through its air transport services, as well as a significant generator of employment opportunities. Council is committed to ensuring that this precinct is safely managed to mitigate potential impacts on Moonee Valley's residents.

**Objective 1**

- Encourage the safe and effective operation of the Essendon Airport for the community.

**Strategy**

- Through partnership with Essendon Airport, ensure built form does not intrude into flight paths in the vicinity of Essendon Airport.

**21.09-7**05/03/2015  
C134**Implementation**

- Apply the *Design and Development Overlay Schedule 8 or 9* to ensure that built form does not intrude into the Prescribed Airspace of Essendon Airport.

**21.09-8**05/03/2015  
C134**Other actions**

- Implement travel demand management practices to discourage private vehicle use during peak periods.
- Encourage greater transparency and consistency in the allocation of kerbside space.
- Ensure car parking management meets both local needs as well as addressing wider metropolitan issues.
- Develop a strategic, comprehensive and coordinated approach towards parking data collection and management.
- Create a cycling and walking route parallel to the Craigieburn Rail corridor through signage, on-road symbols, improving crossings of major roads and allowing two-way bicycle traffic on one-way roads.
- Develop walking and cycling routes on local roads using signage, on-road symbols, bicycle wheeling ramps on stairs and intersection treatments and promotion.
- Advocate to VicRoads for separated bicycle lanes on Mount Alexander Road and Buckley Street.
- Advocate for incentives for people to use public transport.
- Continue to promote the public transport system to the community.
- Continue to advocate for improved public transport access in the western section of the municipality.
- Continue to advocate for the Melbourne Airport Rail Link, with the preferred option being the Flemington Link Corridor with stations at Airport West and East Keilor.
- Advocate for the Melbourne Metro Rail Tunnel project.

- Continue to advocate for improved safety and amenity in and around public transport facilities.
- Advocate for a review of freight routes within the municipality, including the rerouting of existing routes to freeways and primary arterial roads.
- Continue to prepare and implement Local Area Traffic Management Plans across the municipality.
- Discourage new road connections into the municipality.
- Within activity centres, dedicate a greater percentage of road space to pedestrians and cyclists.
- Advocate for improved clearways along high volume arterial roads to increase priority for public transport.
- To improve the efficiency and safety of the public transport system.
- To improve public transport connections to Essendon Airport and Essendon Fields.
- Advocate for grade separation at Buckley Street and Puckle Street.

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**Further Strategic Work**

- Develop a policy for managing access arrangements within laneways.
- Review the Integrated Transport Plan.
- Prepare Car Parking Plans for all activity centres identified in Plan Melbourne, commencing with the Moonee Ponds Activity Centre.
- Complete the Road Safety Plan Review.
- Continue to develop and implement Local Area Traffic Management Plans.
- Develop policy guidance for river transport along the Maribyrnong River.
- Develop policy guidance for disabled access, potentially including content from the Disability Discrimination Act
- Develop a policy regarding the use of car parking stackers.
- Continue the development of a master plan for Cityplace.

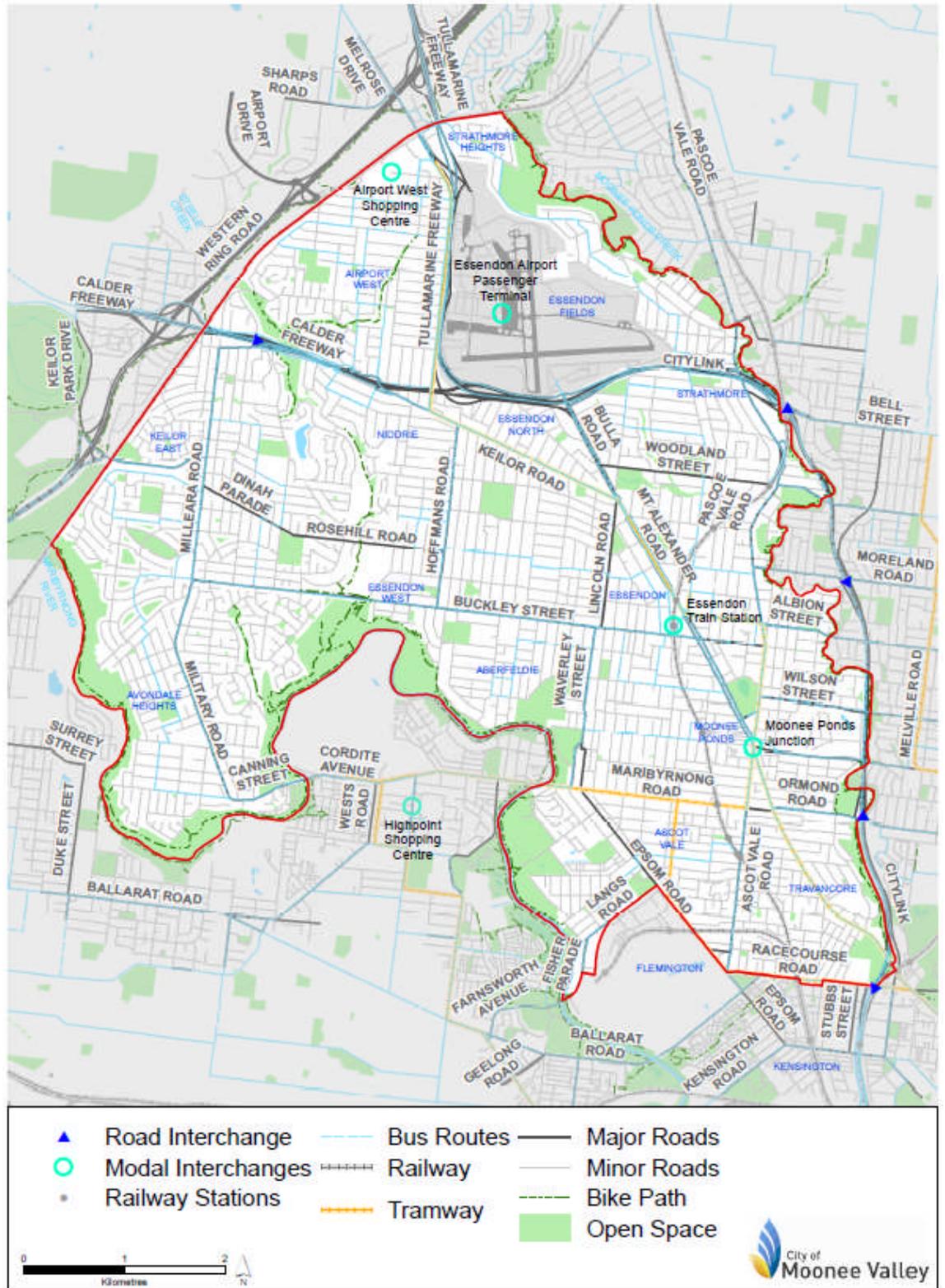
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**Reference Documents**

- Integrated Transport Plan 2008
- Municipal Parking Strategy 2011
- Parking Permit Policy 2013
- Road Safety Plan 2010
- Walking and Cycling Strategy 2012
- Local Area Traffic Management Plans (ongoing)
- Essendon Airport Master Plan (as updated)
- Moonee Ponds Activity Centre Structure Plan (2010) (updated 5 June 2012)

Transport Plan



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