

## 21.10 TRANSPORT

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C125

This clause provides local content and strategy to support **Clause 18 Transport** of the State Planning Policy Framework.

Specific references to individual suburbs and towns are also included in Clause 21.13 (Local Areas).

### 21.10-1 Integrated transport

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Wodonga's transport system plays an important role in the dynamics of the city, playing a vital role in economic functions, social health and connectivity and people's access to services.

Wodonga's movement network comprises a range of modes, including road, rail, pedestrian and cycle networks and bus routes. Ensuring that all transport options are planned in an integrated way means recognising that land use and transport planning decisions are fundamentally connected. Both these matters have significant implications for the liveability and prosperity of the city and, as such, must be considered holistically.

People's transport choices can be an important determinant of the health and well-being of a community. Healthy communities have access to a range of transport choices, including active options, such as well connected pedestrian and cycle paths, supported by accessible public transport. A range of transport choices contributes to a more equitable community, providing those that don't or can't drive with a means of getting around; and less driving provides for more sustainable environmental outcomes. At present, Wodonga is a very car-dominated city. Providing greater and better quality transport choices is a priority issue as Wodonga grows.

#### Key issues

- Historic growth and development patterns have encouraged the use of the private motor car and undermined the viability of other modes of transport.
- New growth areas, particularly the Leneva Baranduda growth area, are expected to have higher levels of car dependency than land in central Wodonga in accessing employment nodes, services and facilities.
- Changes to the transport network are required to promote a vibrant, inclusive society, where other modes of transport are attractive, safe and viable.

#### Objective

To facilitate the integration of transport and urban growth.

#### Strategies

- New development and subdivisions should recognise and implement the principles and objectives of the Wodonga Integrated Transport Strategy 2015.
- Ensure proposals to rezone land consider how land use and transport can be integrated, including the consideration of sustainable transport options to connect residential development with existing and proposed employment and services.
- Require new development to provide and integrate functional walking, cycling and public transport options at an early stage to encourage the use of sustainable transport options.

- Support the consolidation of existing urban areas, particularly in proximity to activity centres and social and transport infrastructure.
- Provide attractive and viable alternatives to the car which recognise the environmental, social and economic benefits of public and active transport.
- Require large scale development proposals to prepare an Integrated Transport Plan.
- All roads that are planned to accommodate a potential bus route should be designed to comply with the Public Transport Guidelines for Land Use and Development.

## 21.10-2 Walking

22/12/2016  
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### Key Issues

- There are numerous significant barriers to pedestrian movement in key locations.
- Roads and supporting infrastructure (such as footpaths and walking trails) are less accessible to those with limited mobility.
- In some areas, there is a lack of supporting infrastructure including shade and seating to make walking a safe convenient and comfortable mode of transport.

### Objective

To improve the safety, amenity and accessibility of the pedestrian network.

### Strategies

- Require new development and subdivisions to ensure that pedestrian networks are accessible to all users, including those with wheelchairs, prams and scooters.
- Ensure new development and subdivisions improve pedestrian access to transport nodes and key destinations including as appropriate, bus stops, the railway station, activity centres, hospitals, schools, recreation facilities and employment areas.
- Ensure new development and subdivisions improve the directness of pedestrian routes and minimise barriers to walking such as roundabouts and the location of crossing points.
- Ensure new development and subdivisions provide safe pedestrian crossing opportunities at roundabouts through the installation of traffic signals, pedestrian crossings and other treatments.
- Encourage footpath widths of at least 2.5 metres with suitable clearances from moving and parked cars, bus stops and active frontages around key destinations where high pedestrian volumes are desired.
- Provide improvements to the public realm such as shade and seating that improve pedestrian amenity.

## 21.10-3

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## Cycling

### Key Issues

- Cycling is not a popular mode of transport despite most of Wodonga being relatively level and located within the bicycle catchments of the major shopping areas.

- Missing links in the existing bicycle network, especially between key destinations such as the central business area and the growth area.
- The design of on-road cycling lanes presents a significant barrier to cycling, particularly the inadequate shared road space along high volume and speed arterial roads and lack of continuity of lanes at major signalised and roundabout intersections.
- Lack of facilities (including secure bicycle parking, showers and lockers) at key destinations and land uses throughout Wodonga.

### **Objective**

To improve the connectivity, safety and useability of Wodonga's bicycle network.

### **Strategies**

- Ensure new development and subdivisions support the creation of and extension to dedicated cycle routes (including shared paths) to link key destinations, in particular to the central business area and regional trail networks.
- Provide dedicated cycle lanes to the central business area to encourage visitation by groups including families, workers, shoppers and recreational users.
- Encourage separated bicycle paths along roads that accommodate higher traffic speeds and volumes.
- Provide a transport hub in the Central Business Area, which provides long term bicycle storage and end of trip facilities for commuter and recreational cyclists.

## **21.10-4 Public transport network**

22/12/2016  
C123

The Melbourne to Sydney railway line is a transport corridor of national significance.

### **Key Issues**

- Wodonga has a poor public transport network.

### **Objective**

To promote the use and viability of public transport.

### **Strategies**

- Integrate the planning of existing and proposed public transport routes and stops as part of any urban structure plan.
- Identify and provide locations for public transport facilities such as shelters and bus bays at key destinations along public transport routes.
- Encourage new bus stops in key locations, including adjacent to school sites.
- Ensure all new public transport stops have good pedestrian access and that development nearby is designed to provide passive surveillance of the new stops.
- Protect and improve integrated transport access to Wodonga Railway Station.

**21.10-5 Road network**05/07/2018  
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Wodonga is strategically located on the Hume Transport corridor. The Hume Freeway serves a dual role as the National Transport corridor and a bypass for local users accessing Albury, New South Wales.

The planning of freeways and the planning and control of land use and development in the areas through which they pass should be coordinated and integrated. Planning measures to control land use and development can materially assist the efficient performance of freeways and can protect the appearance of areas through which they pass.

Wodonga has a high quality arterial road network including a network of inner and outer ring roads, which allows traffic to bypass the Central Business Area.

**Key Issues**

- There is a conflict between heavy vehicles and commuters on the Hume Freeway.
- Significant land is taken up by roads in the Central Business Area, creating barriers to walking and cycling.
- The road network is designed to accommodate increased traffic efficiency and privileges vehicle movement over other sustainable forms of transport, such as walking and cycling.
- The road network is characterised by roundabouts, which are efficient for motor vehicles but do not offer safe pedestrian crossing points and discontinue on-road cycle lanes.

**Objective**

To ensure that the road network considers the safety of all road users and that improvement and upgrading of transport infrastructure is commensurate with the expected impacts of use and development.

**Strategies**

- Address safety and conflict issues on the Hume Freeway between McKoy Street Wodonga and Albury, New South Wales.
- Continue to review, upgrade and extend the arterial road network to enhance traffic efficiency.
- Continue to enhance the inner and outer ring roads to minimise through traffic in Wodonga's central business area.
- Ensure new development and improvements to the road network that support sustainable and active transport modes.
- Encourage the design of future roundabouts to consider pedestrian and cyclist safety.

**Objective**

To ensure that the use and development of land does not prejudice the levels of service of the Hume Freeway.

**Strategies**

- Minimise noise sensitive uses on land abutting the Hume Freeway.

- Ensure appropriate noise attenuation measures are applied to noise sensitive uses.

### **Policy guidelines**

#### **Application requirements**

An application for noise sensitive use and development, including subdivision of land within 100 metres of the Hume Freeway, must be accompanied by a report by a qualified acoustic consultant outlining the necessary noise control measures and/or siting which should be undertaken as part of the proposed development. The report must show how:

- Any new lot/s created has/have sufficient space to allow a dwelling to be sited where Freeway noise levels do not exceed 70 dB(A).
- Freeway noise levels measured at any secluded private open space shall not exceed 63 dB(A)).

#### **Exercise of discretion**

It is policy to:

- Require noise sensitive buildings adjacent to the Freeway to be designed and constructed to meet the desirable acoustic standards set out in AS 2107-2000 “Acoustics – Recommended Design Sound Levels and Reverberation Times for Building Interiors” and AS 3671-1989 “Acoustics – Road Traffic Noise Intrusion – Building Siting and Construction”.
- Require buildings to be set back from the Hume Freeway in order to obtain a visual and acoustic buffer rendering future works within the Freeway reserve to minimise any adverse effects unnecessary.

### **21.10-6**

#### **Car parking**

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Car parking within the Central Business Area is generally adequate and well located.

#### **Key Issues**

- High costs associated with providing additional public parking infrastructure in the Central Business Area.
- Existing car parks do not have good pedestrian pathways or contain shade structures.

#### **Objective**

To ensure car parking design and provision is adequate to support the overall economic success of the Central Business Area.

#### **Strategies**

- Encourage a high standard of vehicle access to consolidated car parks in the Central Business Area.
- Require new off-street car parking in the Central Business Area to be located to the rear of developments and away from high pedestrian activity areas.
- Encourage bicycle parking and associated facilities in the Central Business Area where new use and developments seek a reduction in the car parking requirements.

## Objective

Improve pedestrian access and amenity to car parking.

## Strategies

- Provide safe, attractive and direct links from car parks to high pedestrian activity areas, such as High Street and the civic precinct.
- Encourage the provision of ground level shade, activation and footpaths in and around car parks.
- Maintain and enhance laneways that connect car parks at the rear of the High Street shops with High Street.

### 21.10-7

## Freight and logistics

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Wodonga's strategic location on the nationally significant transport corridor (road and rail) has contributed to Wodonga's economic successes and prosperity, and has been the catalyst for development of key industry and logistics nodes such as Logic. Continued road upgrades to the freight nodes and other activities will ensure this important sector is supported, and can grow.

## Objective

To enhance the efficiency of freight movement.

## Strategies

- Protect and enhance safe and efficient access to key freight generating land uses, including High Productivity Freight Vehicles access to Logic Wodonga.
- Protect and maintain safe and efficient freight access to Enterprise Park industrial area.
- Support the expansion and investment in Logic Wodonga to allow increased freight volumes in inter modal transfers.
- Support the future duplication of the Murray Valley Highway between Logic Boulevard and the Hume Freeway.

### 21.10-8

## Implementation

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## Further strategic work

- Develop and implement the proposed Principal Pedestrian in consultation with relevant authorities.
- Develop and implement the proposed Principal Bicycle Network in consultation with relevant authorities.
- Investigate potential locations for an integrated transport hub for end of trip facilities including long term bicycle storage, town bus services, long distance services and taxis in the Central Business Area.
- Identify future public transport routes.
- Develop and implement a SmartRoads network operating plan or similar tool to assess road user priority throughout the network.
- Investigate opportunities to appropriately allocate road space according to the road user hierarchy.
- Review and update the schedule to the Parking Overlay, as appropriate.

**Other actions**

- Identify and implement urban design improvements to the pedestrian networks which facilitate pedestrian priority.
- Identify and implement urban design improvements to the bicycle network which facilitate cycling priority and safety.
- Advocate to Public Transport Victoria to provide a comprehensive review of the public transport network to improve the coverage, connectivity, frequency and span of hours.
- Support the Chapple Street link (William Page Drive) to Bandiana Link Road to access development in East Wodonga.
- Develop and implement a directional signage strategy to improve legibility of access to car parks via ring road/local access roads.