Integrated Transport Plan 2024
DRAFT

City of Whittlesea

Acknowledgement of Traditional Owners

We recognise the rich Aboriginal heritage of this country and acknowledge the Wurundjeri Willum Clan and Taungurung People as the Traditional Owners of lands within the City of Whittlesea.

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Executive Summary

The Integrated Transport Plan (ITP) sets out a vision for transport planning in the municipality over the next ten years. It will allow Council to strategically plan for, and respond to, future challenges and opportunities, inform advocacy for our transport needs and guide the development and expansion of the transport network in the City of Whittlesea.

The ITP will demonstrate Council's leadership and commitment to improving transport outcomes in the municipality. It is also envisaged to guide and influence future investment decisions.

The ITP has identified eight focus areas (as per below) with corresponding objectives and supporting actions for each:

- Land use integration
- Walking and cycling
- Public transport
- Road network
- Travel behaviour change
- Technology and innovation
- Freight
- Parking management

If the ITP is fully implemented, the community can expect to benefit from:

- Improved travel choices (especially for short trips)
- Reduced congestion and trip distances
- Greater social connections
- Improved access to employment and recreation

The implementation of the ITP is intended to help support the delivery of the Liveable Neighbourhoods Strategy and the Whittlesea 2040 vision.

Introduction

The City of Whittlesea is a large and growing municipality located about 20km north of the Melbourne CBD. It consists of established urban areas in the south, growth areas and rural areas in the north – it is currently home to 244,124 people and this is forecast to increase to just over 360,692 by 2040 (forecast.id 2023).

The City of Whittlesea's transport network is well-established with major north-south and east-west road connections linking our municipality to the CBD, neighbouring Local Government Areas (LGAs) and Regional Victoria. It also supports our community connections to jobs within and outside the municipality and to Melbourne Airport.

In terms of public transport, the rail network is also developed with the Mernda Line providing direct connections to the inner northern suburbs and central city and V/Line services connecting the growing area of Donnybrook. Multiple bus services also provide local connections within the municipality and beyond.

Council has developed a network of over 2300km of footpaths and shared user paths, including regional trails along the river corridors such as Edgars Creek Trail, Plenty River Trail and Darebin Creek Trail. Other major trails within the network include the Yan Yean Pipe Trail and the Galada Tamboore Trail, that provide connections within Whittlesea and to neighbouring municipalities.

Continued population growth is placing ongoing pressure on transport infrastructure and impacting the lives of residents.

A sustainable, reliable and safe transport system is critical to the City of Whittlesea's success as a city and its neighbourhoods. It connects people to employment, education, and recreational pursuits. A well-connected transport system is integral to supporting supply chains in the efficient movement and delivery of goods.

The City of Whittlesea needs an Integrated Transport Plan to provide a comprehensive, coordinated approach to address the transport challenges facing our community.

Integrated transport planning concerns all modes of transport within the transport system. The Integrated Transport Plan (ITP) is the key strategic document that will guide Council's approach to integrated transport planning and land use planning over

the next ten years. It will also guide the ongoing development and expansion of the transport network in the City of Whittlesea.

The ITP creates the framework required to align future investment into the transport system. It also provides a strong platform for positioning Council's priority transport advocacy projects and initiatives.

The ITP aims to support a transport system in the City of Whittlesea which offers the community a greater range of viable, attractive and alternative transport choices, so that road infrastructure is most efficiently used by those that have the greatest need to drive. This will also tackle affordability issues associated to car dependency and allow people to engage in healthier lifestyles. Reduced car dependency will also assist with achieving the Council's environmental sustainability goals.
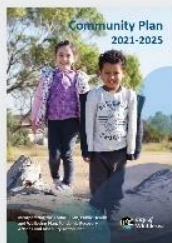
How we plan – an integrated people-focused approach

Level 1: Vision
Council's overaching vision

Whittlesea 2040

Community Plan

Level 2: Strategy
Strategic direction and action plan

Liveable
Neighbourhoods Strategy
2023-2033

Liveable
Neighbourhoods
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Level 3: Approach
Long term plans, detailed analysis and detailed rationale
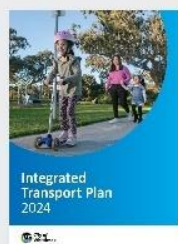
Integrated
Transport Plan

Open Space
Plan

Level 4: Operations
Operational programs, guidelines and technical documents

Walking and Cycling
Plan 2022 – 2027

Place and
Movement Plan 2023
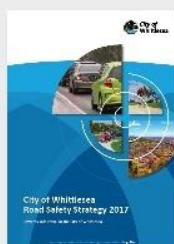
Road Safety
Strategy 2017

Roads and Public
Transport Plan 2017

The Integrated Transport Plan is a Level 3 Plan in Council's Integrated Planning Framework.

This plan is identified as a key action in the Liveable Neighbourhoods Strategy to provide the overall vision for the transport network, underpinned by the long term community vision – *Whittlesea 2040 A Place For All.*

The Integrated Transport Plan will support the Council's Liveable Neighbourhoods Strategy, specifically through Key Direction 1: Smart, Connected transport network and its desired outcome:
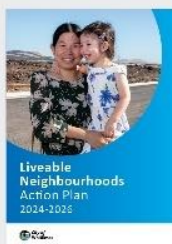
Our community has sustainable options to easily travel where they need to go.

This plan will also support the Connected Communities Strategy, Sustainable Environment Strategy, Strong Local Economy and Long Term Infrastructure Plan.

The Integrated Transport Plan will in turn be supported by level 4 plans, including the Walking and Cycling Plan, Road Safety Strategy, Place and Movement Plan and Roads and Public Transport Plan which will provide detailed priorities and actions.

Strategic Alignment

Transport Policy in the City of Whittlesea is influenced by all levels of Government. The Federal and State Governments have significant control of transport planning outcomes through the control of Land Use Planning and implementation of infrastructure. The lists below show the main policies that affect transport outcomes in the City of Whittlesea.

Federal
- National Charter of Integrated Transport and Land Use Planning, 2003
- National Cycling Strategy
- National Road Safety Action Plan 2015-17
- Black Spot Program
- Roads to Recovery
- Infrastructure Australia, 2021 Australian Infrastructure Plan

State
- Transport Integration Act 2010
- Movement and Place in Victoria 2019
- Plan Melbourne 2017-2050
- Precinct Structure Planning Guidelines: New Communities in Victoria
- Safe Systems Approach
- 20 Minute Neighbourhoods
- Infrastructure Victoria – Victoria's Infrastructure Structure 2021 – 2051
- Climate Change Act 2017
- Policy Planning Framework

Regional
- Northern Regional Transport Strategy (Northern Councils Alliance) 2020
- Northern Regional Transport Study – Bus Network (Northern Councils Alliance) 2022
- Northern Trails Strategy 2022
- Community Electric Vehicle Transition Plan (Northern Councils Alliance) 2023
- Draft Northern Metro Land Use Framework Plan
- Northern Growth Corridor Plan

Roles and Responsibilities

The Federal Government is responsible for the framework underpinning road, rail, maritime and aviation transport in Australia. The Federal Government also provides funding to State Government transport projects, to maintain national highways, freight and logistics infrastructure and contribute towards major transport projects.

The Victorian Government is responsible for the public transport network (trains, trams and buses) and the arterial road network. This includes the planning and delivery of new infrastructure, as well as operations and maintenance of the existing infrastructure.

The City of Whittlesea is responsible for the maintenance and operation of the local transport network, including local roads and collector roads[1]. The City of Whittlesea is also responsible for the planning, design and delivery of footpaths, shared user paths and trails, together with other walking and cycling infrastructure within the municipality. Council advocates to the Victorian Government for the provision of arterial road infrastructure and for public transport infrastructure and service provision.

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[1] The function of a collector road is to provide connections and links for all modes of transport between residential areas, local facilities and destinations as well as provide connections to arterial roads and public transport networks for longer regional journeys.
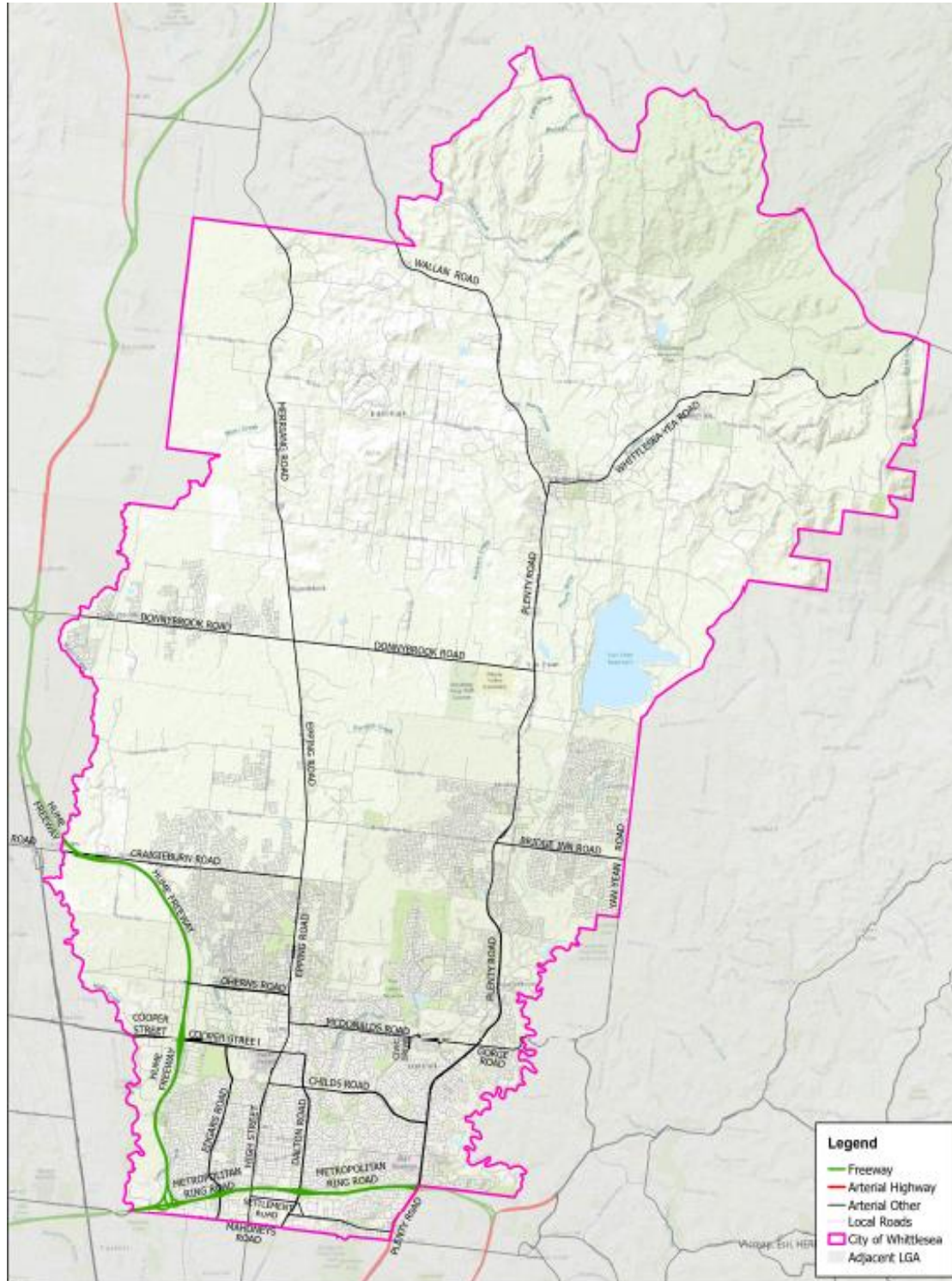
Figure 1: State managed Arterial roads within the City of Whittlesea

How the Plan was Developed

To develop the Integrated Transport Plan Council has:

- Reviewed the Integrated Transport Strategy 2014
- Prepared a Background and Directions Paper to obtain a snapshot of current transport conditions and identify a number of possible pathways to shape and direct the Integrated Transport Plan.
- Undertaken community consultation to gain an understanding the key challenges and opportunities from the perspective of our local residents and businesses.
- Undertaken a Gender Impact Assessment to ensure that the plan supports Council to create better and fairer transport outcomes for all people.
- Defined a future scenario to enable a well-connected city.

Integrated Transport Strategy 2014

The previous Integrated Transport Strategy 2014 (ITS 2014) was successful in the development of various partnerships established between Council and the Department of Transport and Planning in support of the transport advocacy portfolio. In terms of practical outcomes, the Mernda Rail Line Extension and several arterial road upgrades were delivered. The ITS 2014 also succeeded with the delivery of the Whittlesea Bicycle Plan 2016-2020 and its successor Walking and Cycling Plan 2022-2027 and the Road Safety Strategy 2016.

However, the ITS was not successful in effecting any real change in mode choice, with continual strong reliance by our community on private vehicle travel evidenced through the 89% of trips to work undertaken by private car in 2021.

Since the ITS 2014, the municipality has experienced significant population growth with residents continuing to consistently rate transport as a priority issue and request improvements to the local transport system. There has also been the Covid-19 pandemic impact, which has shifted and changed travel patterns.

Transport Context

The municipality consists of established urban areas in the south, growth areas and rural areas in the north. It is currently home to 244,124 people and this is forecast to increase to just over 360,692 by 2040 (forecast.id 2023).

The City of Whittlesea has an extensive network of north-south and east-west arterial roads, offering connectivity within the municipality and beyond. Complementing this is a network of over 1400km of local roads. The Mernda rail line provides a connection to the CBD and activity centres including Epping, Reservoir, Preston and Northcote. Tram 86 also provides connectivity from RMIT, Bundoora to the CBD. Bus services also provide connections within the municipality.

Although walking is the most popular form of recreational activity in the municipality, many residents have sedentary lifestyles and are exposed to chronic health issues including obesity and type 2 diabetes.

Some catchments within the municipality are poorly served by public transport and low quality, or missing, walking and cycling infrastructure. This can position car usage as the most convenient option for travel, including for short trips. Public transport, especially bus services in the City of Whittlesea, often operate on an infrequent schedule and do not integrate well with connecting public transport, leading to lengthy journey times. Bus travel is often uncompetitive with car travel on journey times. The provision of public transport services in our growth areas is non-existent or inadequate to provide residents with opportunities to use other modes of travel than their car. It is particularly important to improve this network to influence travel behaviour early on in their move to these suburbs before the travel behaviours become entrenched.

Traffic congestion is consistently reported as one of the top priorities for residents, including for commuting and around school precincts. The dominance of car travel, even for short trips, exacerbates traffic congestion and parking issues. The City of Whittlesea also has a road network which is developing and fragmented due to out of sequence development in growth areas. If infrastructure development continues to lag behind population growth, and alternative travel choices are not delivered, traffic congestion is expected to worsen further.
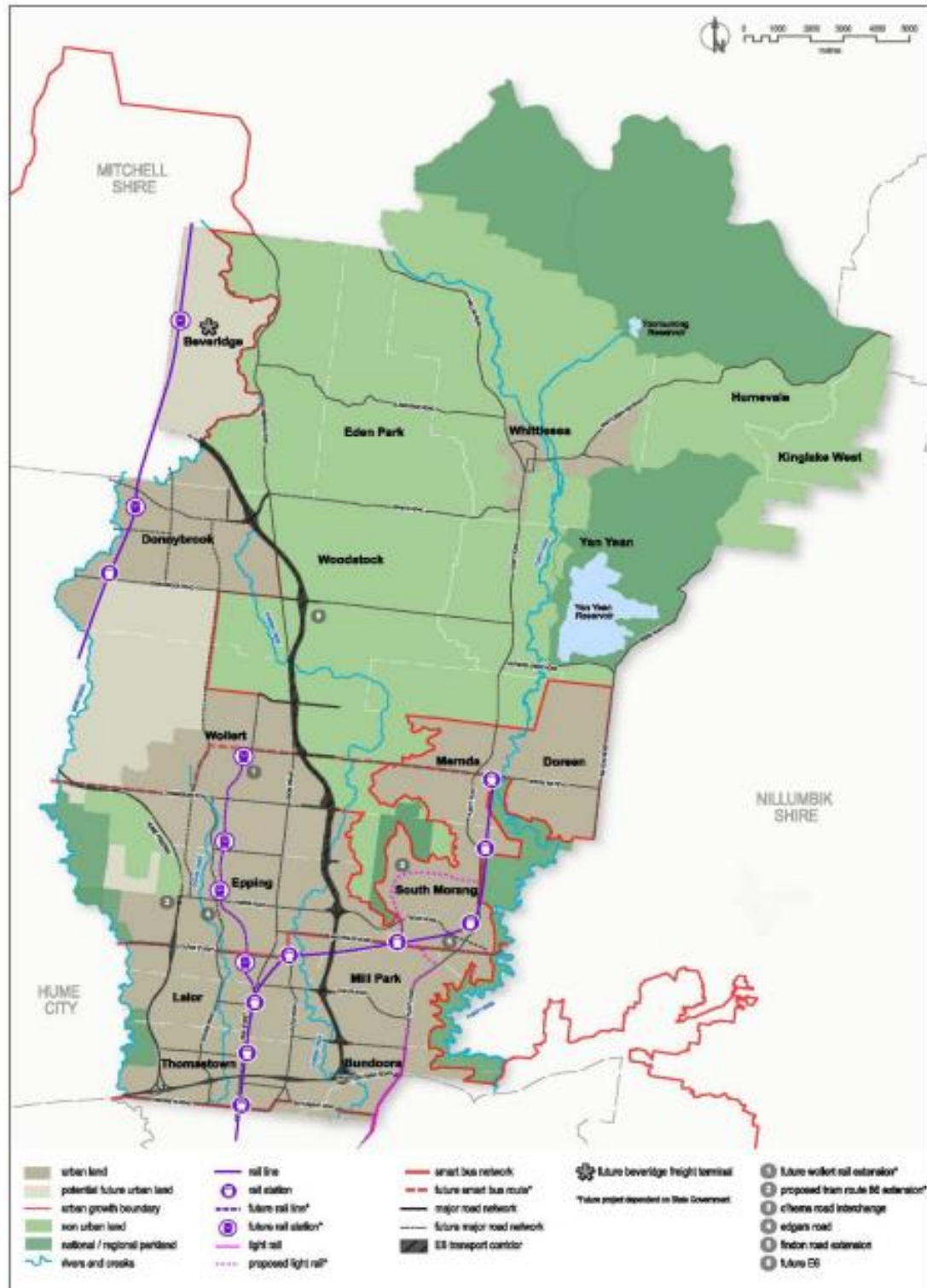
Figure 2: Current and potential future major transport infrastructure (Whittlesea Planning Scheme)

As the State's fifth most socio-economically disadvantaged Local Government Area (Census 2021), many of the City of Whittlesea residents are facing economic challenges brought on by mortgage stress, rising cost of living and reduced access to high value jobs. This is exacerbated by the high level of car dependency and costs associated with car ownership.

Lower income suburban households are more likely to live in areas of poor transport choice. This compounds socio-economic disadvantage with transport disadvantage and leads to higher levels of car ownership. Car dependency is high and is linked to long travel distances and times. This can expose households, particularly in growth areas, to increased vulnerability to changes in fuel prices. Improvements to public transport should therefore be a priority focus for these areas. Transitioning to electric vehicles would also result in lowered car running costs however this currently requires a significant initial outlay which may be out of reach for many.

The most recent Transport Affordability Index (Q3, 2023) records that the cost of car ownership in Melbourne for households was $528.90 per week (assuming two cars per household). The cost includes car loan payments, registration and licensing, insurance, servicing and tyres, fuel, tolls and roadside assistance. In comparison, a weekly Zone 1 & 2 full fare Myki pass costs $53 per week.

The cost of car ownership in Melbourne for households was $528.90 per week.

In comparison, a weekly Zone 1 & 2 full fare Myki pass costs $53 per week

The expectation is that transport affordability is going to worsen over time. Therefore, a key aim for the Integrated Transport Plan is to focus on opportunities to increase transport choices to allow our residents viable, and more cost effective, alternatives to car usage (particularly for short, local trips) and therefore to reduce overall car dependency. Improved transport choices will ensure that people are able to better meet their daily transport requirements. Furthermore, in order to transition to a zero emissions municipality by 2036 and address the climate risks we face, it is vital that we improve our transport system now and change the way we travel.

Active transport has the greatest potential for mode shift for trips below 5km. Based on existing travel data, up to 38% of trips in the City of Whittlesea have the potential to be taken by active transport.

38% of trips in Whittlesea are less than **5km**

Through the ITP, Council will seek to investigate improved travel choices for those who are able to walk or cycle, or use public transport, to complete trips under 5km in length. There is significant opportunity to replace short car trips with walking and cycling through investment in a high quality and connected active transport network. There is also considerable capacity for micromobility devices such as e-bikes and e-scooters to meet a greater portion of trips within this range. Transferring many of these trips away from car to more sustainable modes of transport would allow capacity to be freed up on the road network for those undertaking longer trips or who need to drive. It will also allow us to accommodate an increase in traffic levels resulting from ongoing population growth.

Figure 3 provides a snapshot of the current conditions of transport in the municipality.

Whittlesea Integrated Transport Plan

Travelling to work

89% of residents travel to work **by car**

14% of car trips to work are **5km or less**

Source: ABS Census

Travel in general

8%   0.8%   6.1%   0.3%

85%

An average walking trip is **1.1km**

Source: VISTA

Men are **3.3 times** more likely to ride a bike compared to women.

Source: VISTA

Safety

There were **16 fatalities** and **436 serious injuries** on Whittleseas roads

Where residents work

25% live and work in Whittlesea

75% live in Whittlesea but work outside

Whittlesea is young and diverse

Median age of **35** years

41% of residents are born overseas

Whittlesea's population is expected to see **57%** in growth by 2041

Institute for Sensible Transport

Figure 3: Transport snapshot (Directions Paper, Institute for Sensible Transport, 2023)

The mode share of all trips starting or finishing in the City of Whittlesea is shown in Figure 4, with motor vehicles the highest at 85%, however 8.8% of trips are walking or cycling, which is higher than public transport at a combined 6.1%.
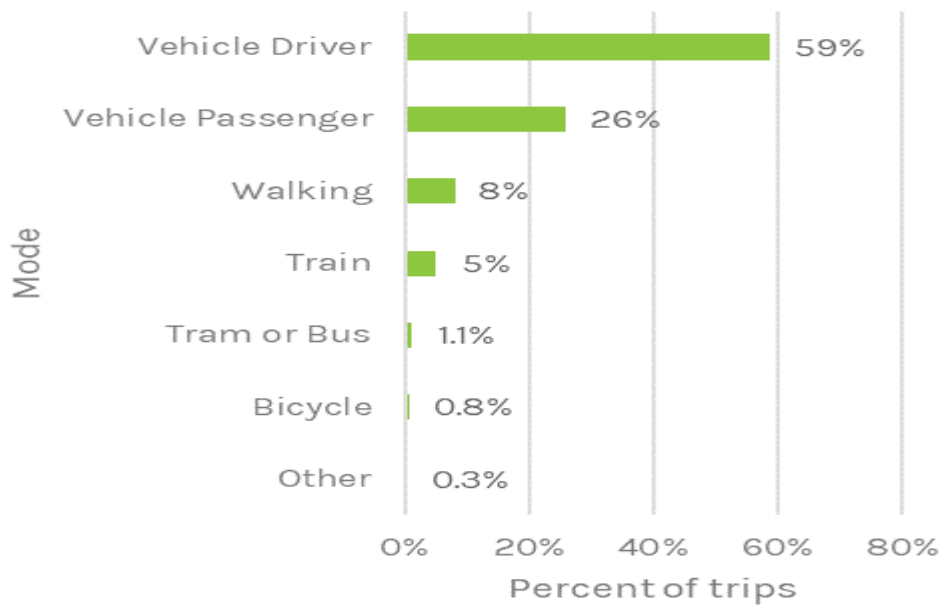
Figure 4: Mode share of trips in Whittlesea. (VISTA, 2020)

When examining mode share by distance (shown in Figure 5), 55% of trips up to 1km were walked and 0.6% were done with a bicycle. At 5km, 21% were walked and 1.6% were done with a bicycle. This shows that people are more likely to walk shorter distances than use any other mode of travel, however willingness to walk decreases as distances grow.

Figure 5: Mode share by distances travelled in Whittlesea, (VISTA 2020)

55% of trips under 1km were walked

Less than 15 per cent of our community walk daily or cycle weekly
From the 2021 Household Survey

In terms of trip purpose within the City of Whittlesea, work trips make up 22% of all trips, the highest category. Shopping, socialisation, and picking up or dropping off someone are next highest, at 18%, 15% and 12% respectively. Almost one quarter of all trips (22%) beginning in the City of Whittlesea have a social or recreational purpose. (VISTA, 2022).
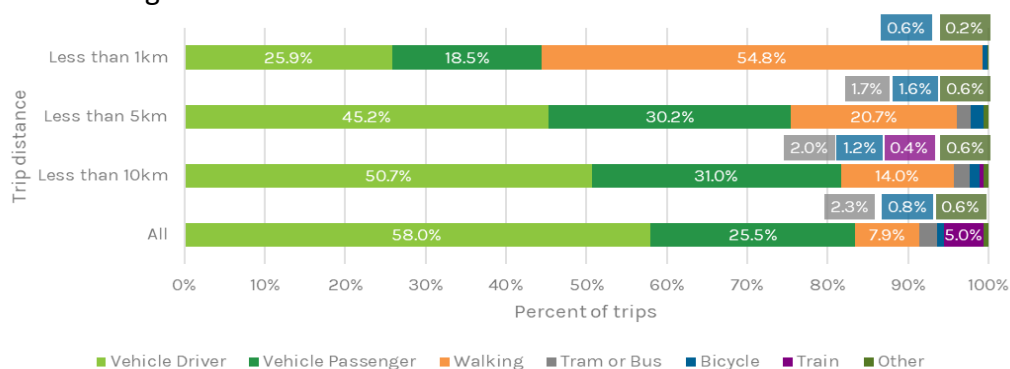
Currently 63% of the City of Whittlesea residents work outside the municipality (ABS Census of Population and Housing 2021) with 85.9% of residents travelling to work over 5km, which places pressure on the transport network. It is important to have improved access to local jobs and for greater job density within the municipality. This will assist with allowing our residents to access economic opportunities more easily and close to home.

Car continues to be the primary mode of transport used for the journey to work, as illustrated in Figure 6.

Method of journey to work
City of Whittlesea – 2021 Household Survey
(Percent of employed respondents aged 15 yrs & over providing a response)
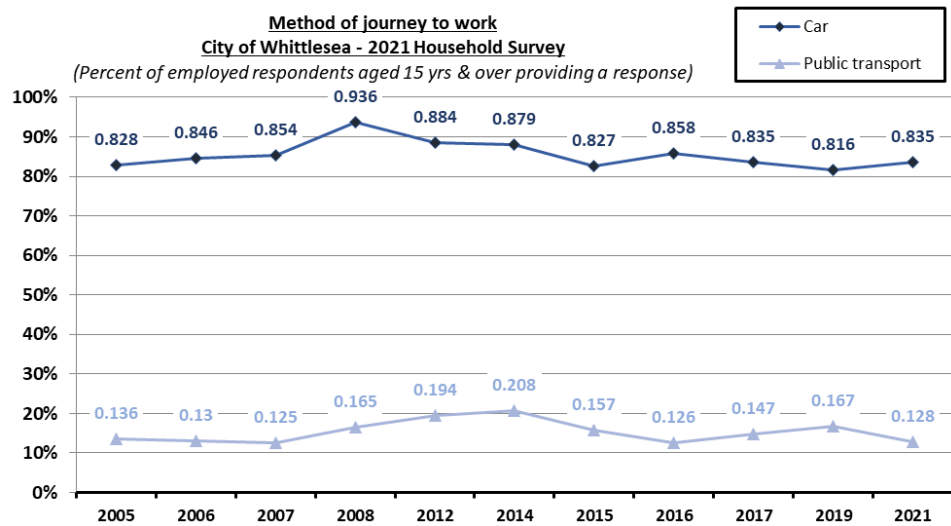
Figure 6: Method of Journey to Work. (City of Whittlesea Household Survey, 2021)
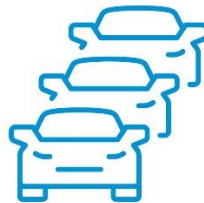
More than 62 per cent of people use a car as a primary mode of travel
According to Census 2022

Transport is also the second largest and fastest growing source of carbon emissions in the City of Whittlesea. By improving the range of viable transport choices available to our residents to undertake their daily transport requirements, there is an opportunity to manage overall emissions from the transport sector.

Sector	Component	Emissions (t-CO$_2$e) per annum
Road	Passenger vehicles, light commercial, motorcycles	467,015
Road	Light and heavy trucks	236,371
Road	PTV Buses	4,826
Rail	Yarra Trams	0
Rail	Metro Trains Melbourne	6,026
Rail	V/Line	756
Rail	Freight trains	2,812
Total		717,806

Figure 7: Estimated Transport emissions in Whittlesea 2023 (Background Paper, Institute for Sensible Transport, 2023)

The impact of the pandemic has seen a change in the way people are choosing to live and work. There is a greater emphasis on the importance of local living and with hybrid working now a widely accepted practice. This also underscores the need for easy access to a range of services and infrastructure for our residents. Accordingly, travel patterns have changed for the way people commute to work and for recreational purposes.

Community Consultation

The development of the Integrated Transport Plan has been informed by robust community consultation. Council engaged with the community and key stakeholders to get an understanding of the transport challenges in the City of Whittlesea and to understand the future vision for transport sought by the community.

Consultation has involved:
- Community surveys
- Pop-up events
- Focus groups
- Workshops
- Mapping of site-specific issues

The ITP has been shaped by the breadth and depth of community and stakeholder feedback. In addition, Council's internal working group, advisory committees and subject matter experts from a range of related disciplines have all contributed. Stakeholders invited to participate include the Department of Transport and Planning, Federal and State Members of Parliament, Victoria Police, Public Transport Users Association, Metro Trains, Victoria Walks, Bicycle Network Victoria, the Whittlesea Bicycle Users Group, local schools and local businesses.

Consultation for the development of the Liveable Neighbourhood strategy (LNS) in July 2023 uncovered the following findings in relation to community concerns and priorities around transport provision in the municipality, including:

- **The availability and connectivity of public transport.** These concerns included the lack of frequency of public transport services, especially bus services, and the integration between different modes of transport when interchange is required.
- **Traffic congestion.** This is consistently highlighted as one of the top priorities to address in the Council's Annual Household Survey.
- **Ideas for encouraging more people to walk, cycle and use public transport.** Extensive feedback was received, including more pedestrian crossings, improving the connectivity of paths and trails, low-cost bike storage at train stations and more bike parking, increased frequency and connectivity of public transport services, and better information about public transport connections.

Community consultation occurred on the Integrated Transport Plan Background and Directions Paper from December 2023 – February 2024, as part of preparing the ITP 2024.

346 contributions were made

92 at community-based pop-ups

254 made on the Whittlesea Engage platform

The following priorities were reported, which helped to inform and shape the ITP:

- **Public transport connectivity and safety.** The importance of safe and connected public transport routes and the need for improved bus frequency and coverage in growth areas as well as the long-awaited Wollert Rail connection and Tram 86 extension.
- **Congestion around school precincts.** Include measures to tackle the ongoing issue of congestion around schools.
- **Community transport.** Include the role of community transport and assign meaningful actions to help support its longevity.
- **Walking and cycling infrastructure.** Improving accessibility and improving connections in local areas and to public transport. Expansion of off-road shared trails.
- **Improved road safety**. Address gaps on the on-road cycle network and bus stop provision close to pedestrian crossing points. The need to upgrade unsafe intersections and arterial roads and consider reducing speed limits.
- **Behaviour change**. Investment in behaviour change programs to meet the plan's objectives.
- **Technology.** Embrace the role of technology in supporting improvements to transport and mobility.

"There needs to be less focus on road projects and more on PT... especially bus services."

– Community member

"Council needs to split this into things that are in its control, and back with concrete investment plans, and things that are not, and design an advocacy plan and be very loud about it."

– Community member

"Different modes have to co-exist and there will always be some level of dependence on motor vehicles.

On greenfield sites, sufficient space should be provided in the PSP to cater for all modes of transport.

For existing suburbs, strategic corridors should be identified for cycling and appropriate infrastructure installed."

– Community member

Gender Equity in Transport

Equity and inclusion sit at the heart of our 2040 vision **a place for all.** To consider the experience and needs of all our community when in developing our Integrated Transport Plan we undertook a gender impact assessment which revealed the following data and influenced the development of the action plan.

The car remains the primary mode of transport for both female and male individuals. However, it is observed that women's participation in car trips is relatively less pronounced. It is evident that women use public transport more in comparison to men, with a respective mode share of 8.5% versus 5.4%. Women also demonstrate a greater prevalence of 'walked only' trips.

Conversely, the data reveals that women's involvement in cycling is notably lower than men. This trend is similar to that found across Greater Melbourne. A mode share comparison is presented in Figure 8 below.
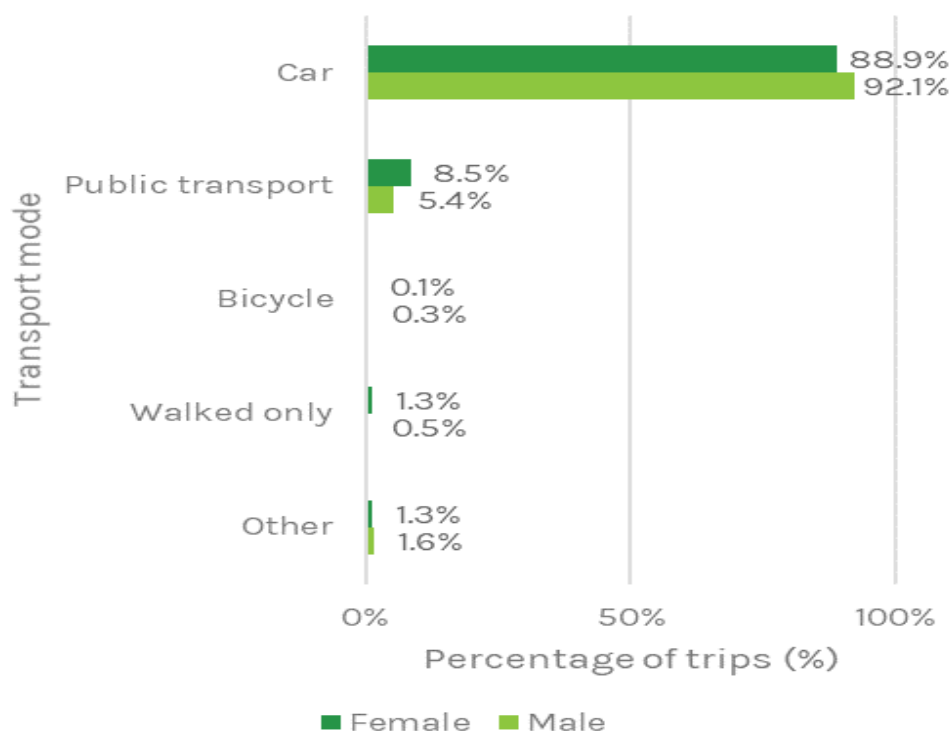

Figure 8: Mode share of trips by gender (Directions Paper, Institute for Sensible Transport, 2023).

Prior to the COVID-19 pandemic, a greater proportion of females than males worked from home. The work from home population for males was approximately half that of

females, at 1% in 2011 and 2% in 2016. Both populations saw significant growth in 2021 as a result of the changed working conditions from COVID lockdowns, increasing to 17% for males and 27% for females. (Background Paper, Institute for Sensible Transport, 2023).

It is important to consider gender variations around transport mode for the journey to work. Overall, males are more likely to use the car for short trips to work than females, with 79% as drivers and 8.2% as passengers. Public transport patronage and walking participation is higher for females at 4.4% and 7.2%, respectively. For males, the proportion of short trips to work via public transport or walking only is approximately half that of females. (Background Paper, Institute for Sensible Transport, 2023).

Cycling participation to work for females is significantly lower than their male counterparts, at 0.2%. This may be attributed to the perception of safety associated with cycling.. (Background Paper, Institute for Sensible Transport, 2023).

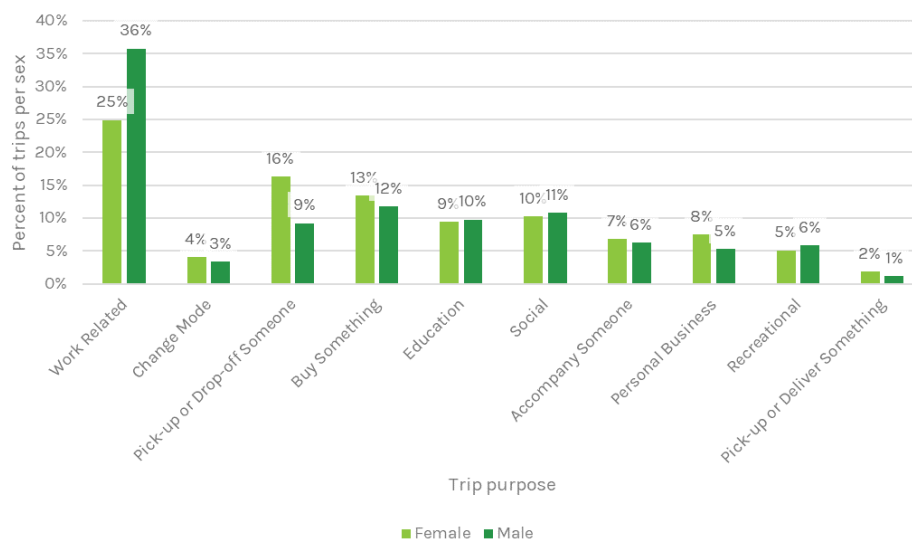Figure 9: Percent of trips by purpose, by sex (VISTA, 2020)

Females complete 1.8 times as many trips to pick-up or drop-off someone, and twice as many trips to pick-up or deliver something, as males. Females are also more likely to perform trip chaining, where trips include more than one stop before arriving at the final trip destination. (Background Paper, Institute for Sensible Transport, 2023).

Future Scenario

Continuing a business-as-usual approach will exacerbate the current challenges of climate change, traffic congestion, social isolation, poor health outcomes and economic disadvantage. A focus on alternative transport choices, in the context of a high level of disadvantage experienced by our residents, is expected to improve lives.

The ITP will focus on a future scenario of sustainable change, which would involve concentrating new housing development in existing areas around public transport. Development within the growth areas will be focused on more compact and liveable neighbourhoods. Larger increases in active travel and an expansion of the public transport network will result from greater population density in areas well serviced by public transport and active transport infrastructure.

Figure 10: Linkage between densities, trips and mode share (Directions Paper, Institute for Sensible Transport, 2023)

Figure 10 suggests that improving densities will lead to a reduction in trip distances, which are more conducive to walking and cycling.

To ensure that the City of Whittlesea remains a vibrant and attractive place to live and visit, the ITP puts forward the case for sustainable change.

Based on this scenario, it is expected that by 2040 there will be a 9% reduction in trips by private vehicles and a corresponding increase in the proportion of trips undertaken by walking, cycling and public transport, as illustrated in Figure 11.
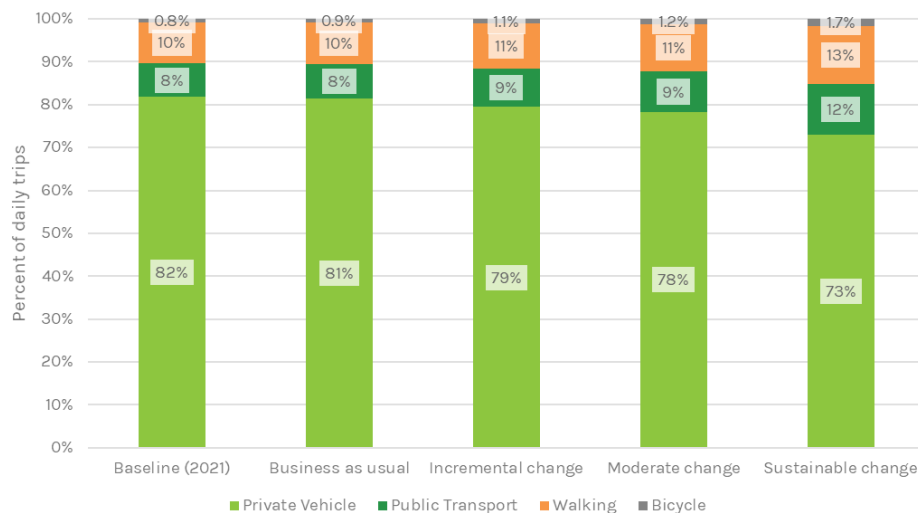
Figure 11: Change in mode share by future scenario (Directions Paper, Institute for Sensible Transport, 2023)

The sustainable change scenario would result in the greatest reduction in private car trips and greatest modal substitution through active transport and public transport from the possible scenarios tested. Accordingly, the future investment in the delivery of the ITP will need to be commensurate with the outcomes anticipated under this scenario.

Our Plan

Vision

The City of Whittlesea is a well-connected and sustainable city, which allows everyone to easily and safely move around the municipality and beyond.

Guiding Principles

A set of nine guiding principles for the ITP help to align transport investment and policy with our objectives are presented below. These help to support Council's work in achieving the long term vision for the ITP. By incorporating these principles, the ITP becomes a cohesive part of the broader policy framework, reinforcing Council's strategic vision and enhancing the plan's effectiveness.

1. **Choice –** Provide everyone alternative transport choices, so that for every trip, people can choose the best mode/s for them and the community.

2. **Inclusion –** The transport system in the City of Whittlesea will be fully accessible and inviting to all members of our diverse and expanding community.

3. **Environmental Sustainability –** Promote transport choices with the least impact on the environment and committing to net zero emissions in our transport network, including a transition towards zero emissions vehicles.

4. **Economic Opportunity –** Foster economic opportunity by facilitating improved access to employment and services.

5. **Safety –** Implement a Safe Systems approach will ensure our road network is designed so that everyone can travel safely across our municipality. There is a commitment to Vision Zero for transport safety, whereby it is not acceptable that fatalities and lifelong injuries should occur on our streets.

6. **Network Efficiency** – The transport system should be efficient, facilitate seamless integration between different modes of travel and provide predictable and reliable journey times.

7. **Integration of Transport and Land Use –** Coordinate planning and development of the transport system and provide transport infrastructure in a timely manner to

match population growth and changing land uses. Increase densities around train stations and town centres.

8. **Health –** The transport system should facilitate opportunities to contribute to improved community health outcomes**.**

9. **Liveable Streets –** Our public realm (streets and public spaces) will be well designed, safe, attractive and comfortable places that encourage walking, cycling and people to connect.

Objectives

Supporting the Vision and Guiding Principles are eight objective statements for each of the main transport focus areas. The objective statements set the direction for the ITP and the outcomes for the transport system in the City of Whittlesea.

Land Use Integration: "Integrate transport and land use to connect and activate our city and enable more local trips to be undertaken by sustainable modes of travel, including walking, cycling and public transport."

Walking and Cycling: "Enable walking and cycling to be the first choice for short and local trips, supported by a safe, connected and well-designed transport network."

Public Transport: "An integrated, reliable, efficient, safer and accessible public transport network, which caters for our growing population."

Road Network: "An efficient and safe road transport network, which is future-proofed for our growing community."

Travel Behaviour Change: "Promote and encourage greater adoption of healthy and sustainable transport choices within the community, including for new residents."

Technology and Innovation: "Harness technology to develop innovative solutions to contemporary transport challenges."

Freight: "Support the efficient movement of goods in, out, through and around the municipality."

Parking Management: "Deliver an equitable and inclusive design to parking management in the municipality, which provides a balanced approach to the parking needs of our growing community."

Land Use Integration

> **Objective: Integrate Transport and Land Use to connect and activate our city and enable more local trips to be undertaken by sustainable modes of travel, including walking, cycling and public transport.**

The linkage between land use and transport is based on the relationship between the way land is developed and the transport choices individuals make. Some of the contributing factors include location of activities, land-use mix and access to different transport modes.

Sustainable land use planning and development can actively encourage sustainable, efficient, and environmentally responsible transport choices, leading to tangible benefits, including reduced traffic congestion, improved air quality, and an enhanced quality of life for residents. For example, providing shade on shared user paths can make it more comfortable for people to walk or cycle.

Factors such as accessibility, public transport provision, a well-connected active transport network, good service levels of roads that offer competitive and reliable journey times, parking supply, available and proximity to suitably skilled workers all have a significant influence on where people decide where to live and work and can therefore influence demand for different types of land uses. This is why residential development is often closer to activity centres, where people have greater access to services and facilities.

Urban and building design, neighbourhood character, and environmentally sustainable design principles are other key considerations to retain the municipality's character amid development.

The City of Whittlesea faces significant urban growth, with its population expected to reach 360,692 by 2040 (forecast.id 2023). Residential development is concentrated in the growing areas of Epping North and Wollert (up to 2030) and Donnybrook (up to 2035). Further development is expected in the established areas, particularly in proximity to train stations.

Rapid population growth continues to impact poor development staging and out of sequence developments in growth areas, which can lead to incomplete networks and disconnected infrastructure (including for walking and cycling) and greater reliance on car travel. Lagging infrastructure also extends to public transport, which can lead to inadequate provision of bus and rail services and therefore constrain choices leading

to car dependency and traffic congestion. Provision of an adequate response by State Government is complicated by the fast pace of development.

There is a long-term jobs deficit within the municipality. Population growth has and will continue to outstrip the number of new local jobs created – each year the city welcomes 8,300 new residents but creates only 2,300 new jobs. In addition, skills mismatch is an issue with 70% of residents travelling outside the municipality to find more suitable employment, including to access relatively skilled jobs. (City of Whittlesea Strong Local Economy Strategy 2022-2026).

Precinct Structure Plans (PSPs) represent the key framework underpinning planning for growth areas. It covers proposed land uses as well as the required infrastructure to support these land uses. There is an opportunity to advocate for higher density developments to occur closer to activity centres to enable improved viability of walking, cycling and public transport with improved clustering of employment hubs, retail and services co-located for improved convenience and shorter trip distances. The City of Whittlesea has several PSP areas, each enabling new growth areas to be managed and to integrate land use with transport.

Epping Central, as the only existing Metropolitan Activity Centre in the City of Whittlesea, is anticipating a large expansion, particularly in the health and retail sectors. Epping has also been identified in the State Government Housing Statement and Council's Epping Central Structure Plan as a location to accommodate significant housing growth. Council is continuing to advocate for the Wollert Rail extension which would provide a more direct rail service (the current Epping Station is on the edge of the activity centre) along with improved bus services and walking and cycling infrastructure.

The Department of Transport and Planning's (DTP) Movement and Place framework recognises that streets perform different functions and consider key destinations. Council has prepared a Place and Movement Plan (figure 12 below) which integrates the DTP's Movement and Place Framework into how the City of Whittlesea Plans and designs streets and places to ensure that Council can create great streets for the community.
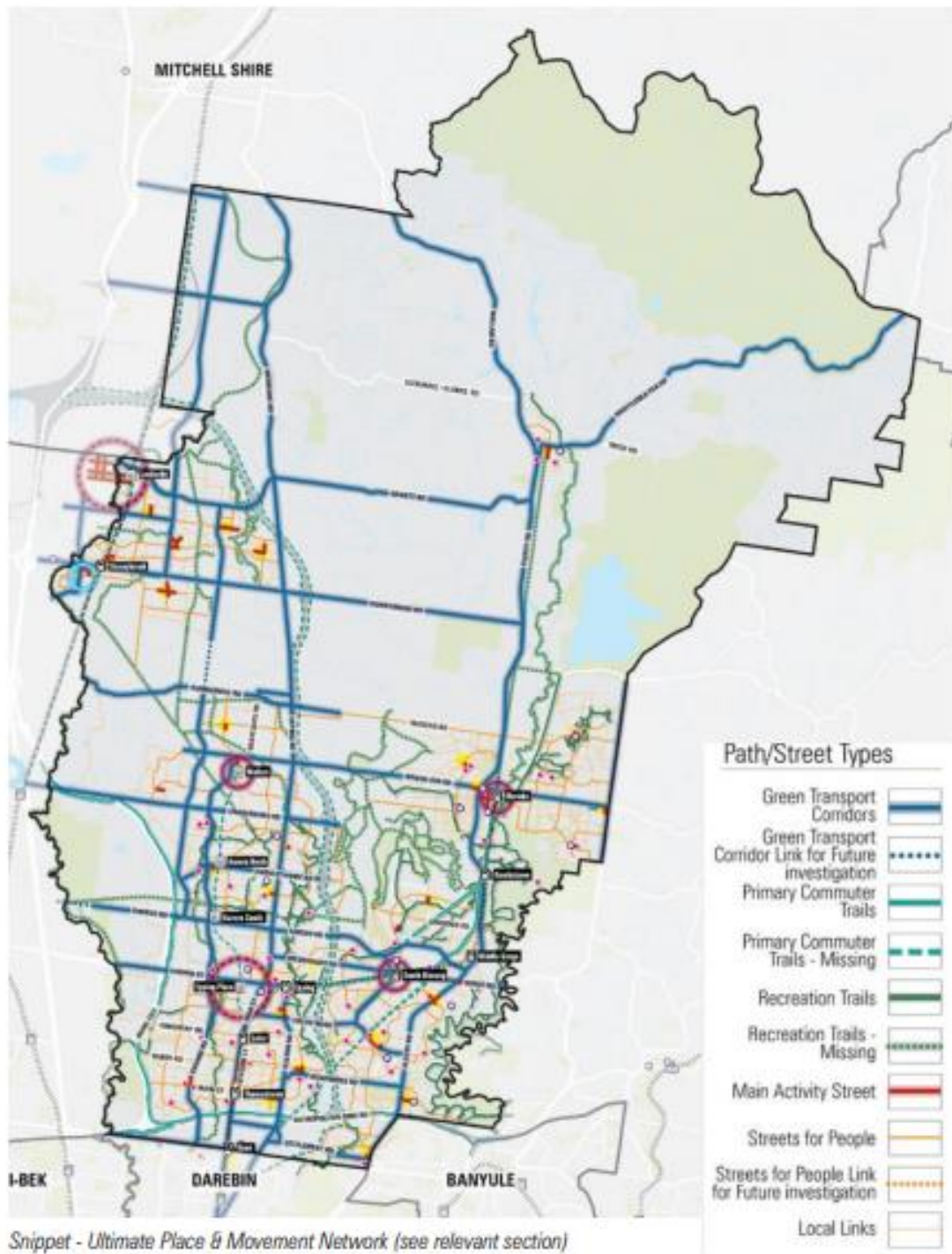
Figure 12: Place and Movement ultimate network for Whittlesea

The City of Whittlesea also supports the 20 minute neighbourhood concept which is all about 'living locally' and enabling people to meet most of their daily needs within a 20 minute return walk from home. The concept aims to make our neighbourhoods more liveable and walkable and to improve residential densities and catchments around existing service and community hubs.

Orderly land use and transport planning requires proposed transport infrastructure (including future roads and road upgrades, walking and cycling paths, public transport links) to be identified as part of strategic plans including any land requirements. Future Strategic Plans should ensure that the land use and built form adjoining and in proximity to the proposed transport infrastructure responds to it. This may mean setting aside land for future projects, ensuring that development does not prejudice the future delivery of the transport infrastructure, ensuring that built form responds to the future provision of the infrastructure and supporting a density of development which responds to anticipated future service provision.

ACTION 1.1: Partner with developers and state government agencies to improve outcomes in our growing suburbs, including innovative solutions to see early delivery of essential infrastructure to avoid gaps in the network (particularly active transport network) and opportunities to provide higher density housing near the Principal Public Transport Network.

ACTION 1.2: Support the implementation of the Epping Central Structure Plan including partnering with State Government to implement the activity centre program and deliver improved public and active transport infrastructure required to support the provision of more housing and jobs within the activity centre.

ACTION 1.3: Integrate the Place and Movement Plan into the development of all infrastructure projects (including developer works) to support the delivery of liveable streets.

ACTION 1.4: Plan for and deliver improved walking infrastructure and amenity within the walkable catchment of activity centres (including neighbourhood activity centres) and industrial parks.

ACTION 1.5: Incorporate and protect existing and proposed transport infrastructure as part of strategic land use plans and future development proposals, including the land use outcomes required to support the transport infrastructure.

Walking and Cycling

Objective: Enable walking and cycling to be the first choice for short and local trips, supported by a safe, connected and well-designed transport network

Walking and cycling are efficient and viable modes of transport for short and local trips. Walking will generally form an important link at the beginning and end of every trip, including the integration with public transport trips. Walking and cycling for functional purposes (e.g. shopping, accessing public transport) are often best supported with direct, connected and permeable networks.

Many car trips in the City of Whittlesea are under 5km and could more effectively be undertaken by walking and cycling. The potential for trip transfer away from the private car can assist with reducing congestion and parking pressures, particularly around town centres and activity centres.

Walking and cycling are popular forms of recreational activity within the municipality and the resulting physical activity has flow-on impacts on health and wellbeing. Furthermore, walking and cycling do not produce carbon emissions and lessen the impact of global warming on future generations.

Encouraging new residents to consider walking and cycling will be dependent on access to a connected and safe active transport network with services and facilities available within an acceptable catchment. Council will continue to work with developers to deliver best practice walking and cycling infrastructure in new estates such as separated bicycle paths and raised crossing points on priority networks.

It is also important to encourage greater walking and cycling participation for school travel which will lead to healthier students and reduce congestion around school precincts.

Council has developed the Walking and Cycling Plan 2022-2027 which sets out the key directions for walking and cycling. This in combination with the Place and Movement Plan and the Northern Trails Strategy will continue to guide Council in its delivery of active transport projects throughout the municipality.

Council will continue to seek opportunities to increase investment in Walking and Cycling infrastructure to ensure that we have a strong network that does not create barriers to the uptake of walking and cycling for our community.

Figure 13: Principal Bike Network – Existing and proposed infrastructure (Background Paper, Institute for Sensible Transport, 2023)

ACTION 2.1: Continue to implement the Walking and Cycling Plan 2022-2027, Northern Trails 2022 and Place and Movement Plan.

ACTION 2.2: Consult with women who are both users and non-users of different modes of transportation and active transport when designing new paths, and other transport infrastructure.

Public Transport

Objective: An integrated, reliable, efficient, safer and accessible public transport network, which caters for our growing population

Public transport is an important part of the transport system in the City of Whittlesea. A good public transport network can help to reduce reliance on the car and tackle congestion. Public transport is a cost effective and environmentally friendly way of moving high volumes of people over longer distances.

Good public transport provision also promotes a more inclusive and equitable society. Despite high car ownership levels in the municipality, 4.1% of households have no car (Census 2021), through factors including disadvantage, disability or age.

The key determinants of public transport patronage are well documented. Existing and prospective users want a safe, reliable, well-communicated, convenient and connected system. In addition, users also want fast and frequent services with short waiting times for modal interchange.

Good quality facilities at train stations, tram and bus stops, better information and cheaper fares can also attract more people to use public transport. People often start or end their public transport journey by walking or cycling and so it is critical that these connections exist and are safe and attractive to use.

Partnerships with the State and Federal Government are critical due to the role played around the ongoing funding and delivery of services and infrastructure. Public Transport in the municipality is planned and managed by the State Government through the Department of Transport and Planning (DTP).

To deliver the sought improvements to the transport network, Council will need to continue to work in partnership with the following stakeholder organisations:

- DTP and VPA (Victorian Planning Authority)
- Public Transport Operators
- The Northern Councils Alliance

A long-term and collaborative advocacy undertaking will be required over the 10 year span of the ITP in order to progress Council's goals for improvements to the local transport system.

Public transport coverage and frequency are essential to improving mode share and providing viable travel choices to the community. Improved coverage, particularly into our growing suburbs, will ensure that new residents are connected into the public transport network sooner and are not forced into car dependency. Increased frequency of services will provide more confidence, convenience and comfort to existing and prospective users including for trips that involve modal interchange. Council will continue to advocate for the items identified in the City of Whittlesea Advocacy Prospectus 2023 – 2025.

Local network issues to be progressed as part of the City of Whittlesea's advocacy include:

- Extend existing bus routes into growth areas of Wollert and Donnybrook
- Increase bus frequencies for all existing services
- Improve timetable integration between different modes of transport
- Provide a new bus route, by 2025, as an interim service until the Wollert rail extension is built
- Investigate the introduction of demand responsive bus services into the growth areas of Wollert and Donnybrook

Improved densities of land use must be coordinated with improved public transport infrastructure. There must be engagement from both operators and developers to ensure that improved public transport infrastructure is provided to support growing areas in a timely and efficient manner, to mitigate travel behaviour around car dependency becoming entrenched. Council will continue to advocate for the following public transport infrastructure:

- Wollert Rail extension (by 2030)
- Electrification north of the Craigieburn line to Donnybrook, Beveridge and Wallan
- Tram 86 route extension to South Morang station

The existing public transport network in the City of Whittlesea is shown in Figure 14.

The Public Transport Accessibility Index (Figure 15) demonstrates ease of access to public transport based on catchment, number of services and frequencies.
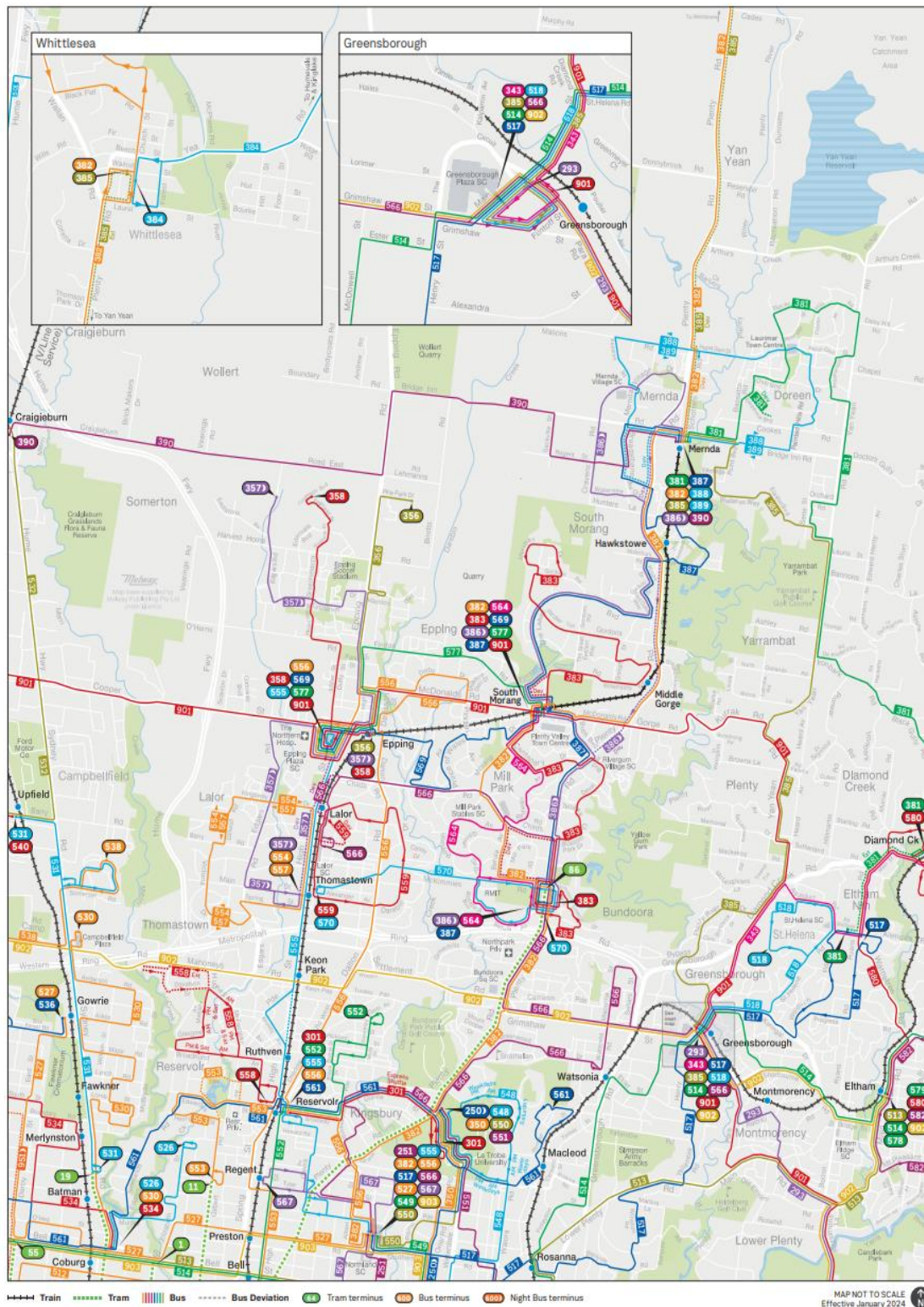
Figure 14: Existing Public Transport Network (Public Transport Victoria)
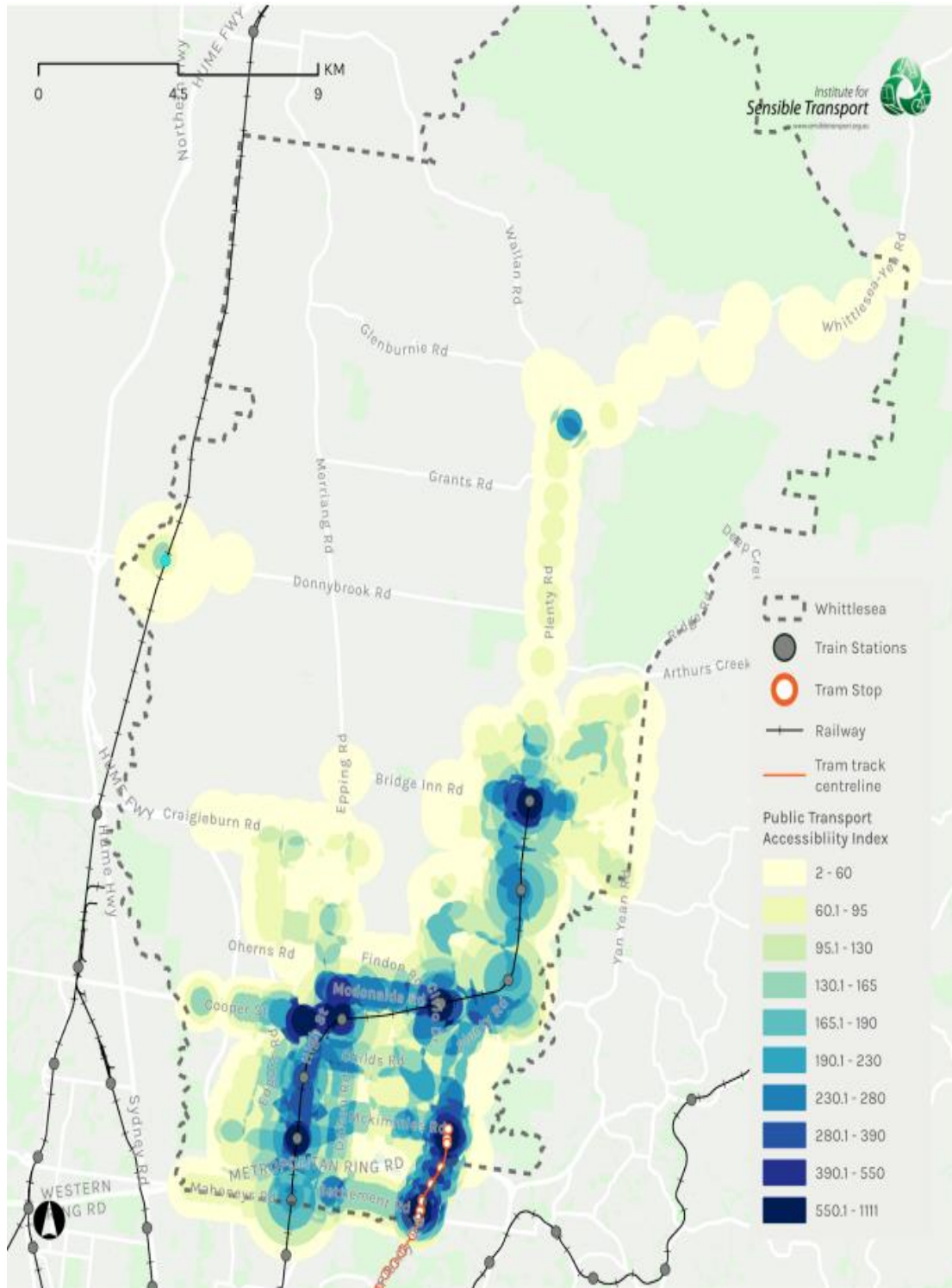
Figure 15: Public Transport Accessibility Index for Whittlesea (Background Paper, Institute for Sensible Transport, 2023)

Community transport provides accessible transport for residents who experience exclusion from a diverse range of activities due to barriers to accessing other forms of transport. Community transport's primary purpose is to support people's social connections and inclusion and to promote independence and wellbeing.

It can include door-to-door transport provided to people who require assistance with transport and mobility to undertake daily activities. It can also include flexible transport services (Flexi-Ride) to assist with mobility to fill gaps in the public transport system within growth corridors.

The perceived and actual safety of using public transport is an important factor in determining how willing people are to use public transport, particularly among female community members.

ACTION 3.1: Continue to advocate for improved bus route coverage/extensions and service frequencies, a new interim bus service and the introduction of on-demand services.

ACTION 3.2: Advocate for the re-design of the bus network to provide faster and more direct services and improved integration between different modes of public transport.

ACTION 3.3: Advocate for safety and accessibility improvements to public transport interchanges and waiting facilities for the benefit of all public transport users.

ACTION 3.4: Continue to advocate for the Wollert Rail extension, electrification of the Craigieburn line to Donnybrook and for Tram 86 route extension to South Morang station.

ACTION 3.5: Partner with relevant stakeholders to support the delivery of effective community transport outcomes, that consider trip chaining (grouping multiple trips together) and caring needs for the community.

ACTION 3.6: Prioritise the safety of women when designing or advocating for new public transport infrastructure and routes with consideration of the impact of trip chaining.

Road Network

Objective: An efficient and safe road transport network, which is future-proofed for our growing community

The City of Whittlesea has an extensive and growing road network. Council owns and manages the local and collector road network with the State Government having ownership and management of the declared arterial road network through the Department of Transport and Planning.

Many of the declared arterial roads in the City of Whittlesea are heavily congested, particularly during peak times as reflected in the key concerns consistently expressed by our community. The impact of congestion and lengthy commutes can include lack of family time, social isolation and negative health outcomes.

Upgrades to sections of Donnybrook Road, Craigieburn Road East, Epping Road and Bridge Inn Road have long been called for by the City of Whittlesea, with the need identified early when the development of precinct structure plans commenced for the growth areas of Wollert and Donnybrook.

These roads are built to a rural standard, with poor shoulders and poor pedestrian infrastructure, yet are increasingly reliant on for movement of our growing communities. The current condition of these roads creates safety issues, particularly for vulnerable road users. Council will continue to advocate to the State Government for funding to upgrade these roads, including enhancing active transport infrastructure provision for pedestrians and cyclists.

It is widely recognised that adding capacity to the road network is not a solution to managing congestion. It requires an all-encompassing approach that appreciates the value and contribution of all modes of transport and how the network and assets are managed, to provide a sustainable outcome.

Specific changes to the use and functioning of the road network can allow more efficiency to be gained out of the existing assets. Improved traffic flow, reduced vehicle queuing and improved integration between connecting modes of public transport and active transport, when combined, have the potential to make the transport network more efficient, offering more predictable and reliable journey times, noting that usage of the road network can vary considerably between the time of day, weekdays and weekends and for trip purpose.

The City of Whittlesea will continue to advocate for:

- Upgrading of declared arterial roads that are over-capacity and create delay to all road users
- Pedestrian and cyclist infrastructure to be prioritised in cross section designs for new road upgrades to cater for the safe movement of vulnerable road users and active transport connectivity within our growing community
- The declaration and duplication of Findon Road to an arterial road
- The declaration of Bridge Inn Road (Epping Road to Plenty Road) to an arterial road

A well-designed and sustainable road network is one in which mode hierarchy is built into systems planning and offers sensible solutions for the allocation of limited road space.

The mode hierarchy will support and prioritise sustainable mobility in and around the urban fabric of our town centres, however on our rural and regional roads, motorised transport will be prioritised.

In practical terms, these road hierarchies will assist Council in determining the optimal amount of space to allocate between modes in situations where there is insufficient space to cater for all modes of transport.

Accessibility and inclusion will be addressed through the following considerations of the road network:

- Ensure best practice walking and cycling infrastructure design is factored into the approval process for new roads
- Ensure access to bus stops meets DDA compliance
- Re-configuration of road reserve space to balance the needs of competing transport modes

Council's Place and Movement Plan framework can also inform the classification of the road network, to more clearly illustrate the role and function of roads and associated levels of service linked to desired land use outcomes, to deliver an integrated network for all users and modes of transport.

As well as supporting movement, the road network plays an important role in the lives of our community. Great streets have the potential to provide opportunity for social

interaction and cohesion, to support and drive business activity and to serve as urban parks for locals. Applying the Place and Movement Plan and its concepts will help Council get more out of streets, integrating placemaking and design initiatives that activates them.

Road safety continues to be a focus in the municipality, particularly given the growth in population and increased number of residents moving around. Council is committed to the Safe Systems Approach and reducing road trauma to ensure that everybody can travel safely on our network.

The needs of vulnerable road users will continue to be a particular focus, noting that speeding is the leading cause of death on Victorian roads. Council will continue to develop and implement Local Area Traffic Management (LATM) projects across the municipality.

ACTION 4.1: Continue to advocate for the identified upgrades to the arterial road network that support all modes of transport.

ACTION 4.2: Seize opportunities to work in partnership with the Department of Transport and Planning on feasibility studies or business cases in support of raising the priority of Council's road upgrade advocacy items.

ACTION 4.3: Prepare and implement a new Road Safety Plan.

ACTION 4.4: Explore the potential for reduced speed limits and other initiatives to improve safety for all users on Council-owned local roads.

ACTION 4.5: Continue to develop and implement LATMs across the municipality to improve road safety.

Travel Behaviour Change

Objective: Promote and encourage greater adoption of healthy and sustainable transport choices within the community, including for new residents

Achieving a meaningful and sustained uplift in mode share for active and public transport (particularly for the short trips with the highest re-mode opportunity) will not only hinge on the provision of high quality infrastructure, connectivity and sensible land use outcomes, but will also require the support of ongoing education and promotion of active and public transport and for a material change in the travel choices adopted.

Part of the education challenge is to ensure the community understands how to undertake those shorter trips by walking, cycling or public transport, with the knowledge of routes, timetables, fares etc.

Education can also support the safe and respectful use of the transport system, including footpaths, shared user paths and public transport services. Once people become more aware of how to utilise these mode choices, they will be more likely to adopt more regular travel habits around these modes. Whilst residents may continue to own and use a car, there is an opportunity through travel behaviour change to reduce reliance on the car.

It is also important for new residents to be provided with the tools and information early on in their relocation to the municipality to be able to make smarter travel choices, at least for some trips. Without the correct supporting infrastructure, or adequate education and promotion, it is likely that car dependency will become entrenched.

Travel habits around walking, cycling and public transport can be shaped through travel choices adopted for school travel. These can have a profound impact on a young person's health and wellbeing. Education, promotion and programs are an important mechanism to instil desired travel choices for school travel.

There is also a requirement for Green Travel Plans to be prepared as part of Planning Permit Applications for specific new developments and this presents an opportunity for new residents, schools or businesses moving in, or relocating, the chance to re-evaluate their travel choices.

The Council's Green Travel Plan presents an opportunity to consider alternative travel choices for how staff travel to work. Extrapolating to the wider community, there is an opportunity to engage with the business community and promote alternative travel choices to staff through behaviour change initiatives and programs.

ACTION 5.1: Work in partnership with relevant stakeholders, including schools and community groups, to pilot and deliver new and innovative behaviour change initiatives, promotions and programs.

ACTION 5.2: Promote informed transport choices targeted at our new residents.

ACTION 5.3: Develop and implement the Council's Green Travel Plan.

Technology and Innovation

> **Objective: Harness technology to develop innovative solutions to contemporary transport challenges**

Technology can play a role in supporting people to make informed, efficient and convenient travel choices.

This includes the growing role offered through micromobility options, including electric bikes and scooters. This is highly relevant to the large portion of short car trips that occur within the municipality and the opportunity to substitute with walking, cycling and public transport. Key to enhancing opportunities for electric micromobility is the development of a network of protected bicycle lanes and paths.

Council supports the Victorian State Government's ZEB (Zero Emission Buses) transition plan.

An ever-expanding range of transport data also will be able to support incremental improvements to assist people to make more informed travel choices and route choices.

Technology is providing Council with opportunities to increasingly understand and improve the way people travel around the municipality and better understand trip lengths, common origins and destinations. Transport data may also inform Council as to congestion pinch-points, queue lengths and vehicle time delay across the road network at different times of day and for different types of vehicles, which can assist with improved planning and advocacy.

The rapid development of electric vehicle technology, including improvements in battery technology and charging infrastructure, will support the ongoing uptake of electric vehicles.

There is an opportunity to explore smarter parking management technologies, which can be used to better manage existing parking assets more efficiently within the City of Whittlesea, and better manage supply and demand of parking space.

The rapid transformation of the transport sector, driven by technologies such as ride-sourcing platforms, electric vehicles, and autonomous cars, presents both challenges and opportunities. These changes have the potential to significantly alter travel behaviour, congestion, and the overall mobility landscape in the City of Whittlesea.

ACTION 6.1: Support the growing uptake of micromobility devices (including e-bikes and e-scooters) through promotion, consideration of share schemes and ensuring our infrastructure supports their use.

ACTION 6.2: Support the Northern Council Alliance partnership with the delivery of the Electric Vehicle Transition Plan.

ACTION 6.3: Explore opportunities to utilise data sources and emerging technologies to allow people to make smarter route choices and travel choices, to inform planning and prioritisation of infrastructure and to boost effective and efficient parking management.

ACTION 6.4: Engage with industry stakeholders to support the growing role of emerging technologies around ride sharing and on-demand services.

Freight

> **Objective: Support the efficient movement of goods in, out, through and around the municipality**

Freight refers to the transportation of goods, including finished goods, materials for onward processing, bulk goods and liquids, containerised goods, raw materials and aggregates.

A high quality, reliable and efficient freight network, to support a growing freight transport and logistics task, is critical to maintaining the City of Whittlesea's economic vitality, connectedness and liveability. It is also essential to facilitate effective multi-modal and end-to-end supply chains. However, this is challenged by road congestion and rail capacity constraints in the efficient movement of goods in, out and around the municipality, and to service national networks and international gateways.

The City of Whittlesea needs to continue to work in partnership with the State Government and industry stakeholders to continue to improve the productivity of the freight sector and mitigate adverse impacts from freight movements on the local community. This will be especially relevant for the future delivery and operation of the Beveridge Intermodal Precinct (BIP).

Freight network improvements will be important to help create and unlock capacity for increasing volumes of freight movements in, out and around the City of Whittlesea. The Principal Freight Network (PFN) is an important framework that identifies and protects Victoria's key road and rail freight routes and places. The Hume Freeway is a key part of the PFN running along the western boundary of the municipality. The proposed E6 freeway also would be part of the future PFN.

The City of Whittlesea will work in partnership with all stakeholders in the freight industry, including freight transport and logistics operators, key freight owners, as well as the State and Federal Government, in aspiring to:

- Plan and deliver the BIP and working in partnership with the State Government and the key freight owners to ensure the efficient and productive movement of goods through the BIP, whilst minimising the congestion impact of freight vehicles servicing the BIP on the local road network and discouraging the practice of empty running of vehicles
- Manage and minimise the impact of freight vehicles on the local community, including noise, vibration, air quality and severance
- Plan upgrades of Council owned roads to support our industrial precincts

- Advocate for the timely construction of the E6 freeway and the Outer Metropolitan Ring Road (OMR)

Council will support the Victorian Freight Plan, to include High Productivity Freight Vehicles (HPFV), Heavy Vehicles, Rail Freight and first/last kilometre freight access.

The City of Whittlesea will continue to support the freight transport requirements of our industrial precincts, which in turn support local manufacturing. Also, there is a need to ensure the access and infrastructure provision is appropriate (e.g. for loading/unloading requirements) for the major commercial precincts supporting our retail and health sectors.

In the context of our fast-growing areas, Council will continue to support the requirements for construction related freight movements.

With regards to local freight movements and requirements, we will seek to:

- Assess new industrial land to be developed through the PSP process
- Review changes in the composition of freight movements resulting from the pandemic, including the rise in home deliveries using smaller vehicles

ACTION 7.1: Work in partnership with relevant stakeholders in the planning and delivery of Beveridge Intermodal Precinct and other industrial precincts.

ACTION 7.2: Advocate to the State Government for the timely construction of the E6 freeway and the Outer Metropolitan Ring Road (OMR) which will provide the necessary capacity to service the future Beveridge Intermodal Precinct.

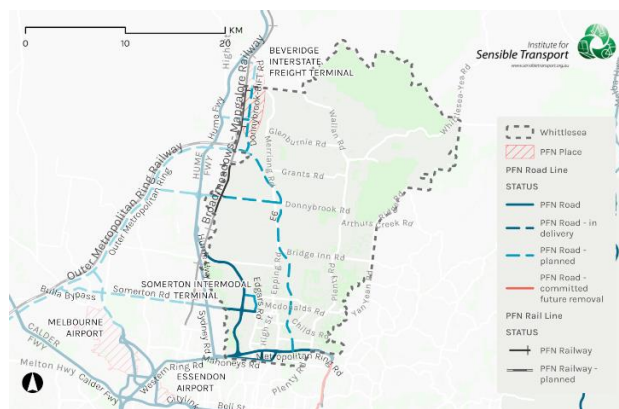**ACTION 7.3**: Undertake a freight study to understand impacts on the road network.

Figure 16: Principal Freight Network in the City of Whittlesea (DTP)

Parking Management

> **Objective: Deliver an equitable and inclusive design to parking management in the municipality, which provides a balanced approach to the parking needs of our growing community**

The provision of car parking is an ongoing challenge, particularly around activity centres and schools.

Providing additional parking capacity is not a long-term solution, given ongoing population growth, as it can encourage further car ownership and usage. Furthermore, circulating traffic (drivers looking for a parking space) can add significantly to congestion.

Parking can also impact the local amenity of our urban centres and public realm if turnover is not appropriately managed.

A sensible approach to parking management can influence the level of parking demand (particularly around Activity Centres and areas of high activity). Complementary actions to promote walking and cycling for shorter trips, and reduce unnecessary car use, should also be explored.

There is also a need to ensure accessible parking is provided for those with additional mobility needs.

Council will develop a parking management plan which considers the following key principals:

- Support economic prosperity and walkable town centres
- Protect amenity of residential neighbourhoods
- Prioritise safety around schools and community facilities
- Ensure safe streets

ACTION 8.1: Develop a municipality-wide Parking Management Plan.

Action Plan

The Action Plan seeks to deliver on each of the objectives and meet the vision of the ITP.

The action plan will be reviewed every five years to ensure that it remains relevant to the ITP vision, the Integrated Planning Framework and the Whittlesea 2040 vision. This will also allow the inclusion of new actions identified in the Community Plan.

In terms of timeframes, short term is within 3 years, medium term is 4 – 6 years and long term is 7+ years.

Action	Team Lead	Timeframe	Cost/Funding Source
Land Use Integration			
1.1: Partner with developers and state government agencies to improve outcomes in our growing suburbs, including innovative solutions to see early delivery of essential infrastructure to avoid gaps in the network (particularly active transport network) and opportunities to provide higher density housing near the Principal Public Transport Network.	Strategic Futures	Long term	Operating Budget
1.2: Support the implementation of the Epping Central Structure Plan and partner with State Government to implement the activity centre program and deliver improved public	Strategic Futures	Medium term	Operating Budget/Capital

and active transport infrastructure required to support the provision of more housing and jobs within the activity centre.			
1.3: Integrate the Place and Movement Plan into the development of infrastructure projects (including developer works) to support the delivery of liveable streets.	Transport Planning; Traffic Engineering; Urban Design and Placemaking	Long term	Operating Budget
1.4: Plan for and deliver improved walking infrastructure and amenity within the walkable catchment of activity centres (including neighbourhood activity centres) and industrial parks.	Transport Planning	Ongoing	Capital Budget
1.5: Incorporate and protect existing and proposed transport infrastructure as part of strategic land use plans and future development proposals, including the land use outcomes required to support the transport infrastructure.	Strategic Futures	Long term	Operating Budget
Walking and Cycling			
2.1: Continue to implement the Walking and Cycling Plan 2022-2027, Northern Trails 2022 and Place and Movement Plan.	Transport Planning	Medium term	Capital Budget

2.2: Consult with women who are both users and non-users of different modes of transportation and active transport when designing new paths, and other transport infrastructure.	Transport Planning	Short term	Operating Budget
Public Transport			
3.1: Continue to advocate for improved bus route coverage/extensions and service frequencies, a new interim bus service and the introduction of on-demand services.	Transport Planning; Advocacy	Long term	Operating Budget
3.2: Advocate for the re-design of the bus network to provide faster and more direct services and improved integration between different modes of public transport.	Transport Planning; Advocacy & Stakeholder Engagement	Medium term	Operating Budget
3.3: Advocate for safety and accessibility improvements to public transport interchanges and waiting facilities for the benefit of all public transport users.	Transport Planning; Advocacy & Stakeholder Engagement	Medium term	Operating Budget
3.4: Continue to advocate for the Wollert Rail extension, electrification of the Craigieburn line to Donnybrook and for Tram 86 route extension to South Morang station.	Transport Planning; Advocacy & Stakeholder Engagement	Long term	Operating Budget

A place for all

3.5: Partner with relevant stakeholders to support the delivery of effective community transport outcomes, that consider trip chaining (grouping multiple trips together) and caring needs for the community.	Access and Inclusion	Medium term	Operating Budget
3.6: Prioritise the safety of women when designing or advocating for new public transport infrastructure and routes with consideration of the impact of trip chaining.	Social Policy; Transport Planning; Strategic Futures	Medium term	Operating Budget
Road Network			
4.1: Continue to advocate for the identified upgrades to the arterial road network that support all modes of transport.	Transport Planning; Advocacy & Stakeholder Engagement	Long term	Operating Budget
4.2: Seize opportunities to work in partnership with the Department of Transport and Planning on feasibility studies or business cases in support of raising the priority of Council's road upgrade advocacy items.	Transport Planning; Advocacy & Stakeholder Engagement; Strategic Futures	Medium term	Operating Budget
4.3 Prepare and implement a new Road Safety Plan	Transport Planning	Short term	Grant Funding
4.4: Explore the potential for reduced speed limits and other initiatives to improve safety for all	Transport Planning; Traffic Engineering	Medium term	Operating Budget

users on Council-owned local roads.			
4.5: Continue to develop and implement LATMs across the municipality to improve road safety.	Traffic Engineering	Medium term	Operating Budget
Travel Behaviour Change			
5.1: Work in partnership with relevant stakeholders, including schools and community groups, to pilot and deliver new and innovative behaviour change initiatives, promotions and programs.	Transport Planning	Medium term	Operating Budget
5.2: Promote informed transport choices targeted at our new residents.	Transport Planning	Short term	Operating Budget
5.3: Develop and implement the Council's Green Travel Plan.	Sustainable Organisation and Community	Short term	Operating Budget
Technology and Innovation			
6.1: Support the growing uptake of micromobility devices (including e-bikes and e-scooters) through promotion, consideration of share schemes and ensuring our infrastructure supports their use.	Transport Planning	Short term	Operating Budget
6.2: Support the Northern Council Alliance partnership with the delivery of the Electric Vehicle Transition Plan.	Transport Planning; Sustainable Environment	Medium term	Operating Budget

6.3:Explore opportunities to utilise data sources and emerging technologies to allow people to make smarter route choices and travel choices, to inform planning and prioritisation of infrastructure and to boost effective and efficient parking management.	Transport Planning	Short term	Operating Budget
6.4: Engage with industry stakeholders to support the growing role of emerging technologies around ride sharing and on-demand services.	Transport Planning	Short term	Operating Budget
Freight			
7.1 Work in partnership with all stakeholders in the planning and delivery of Beveridge Intermodal Precinct and other industrial precincts.	Strategic Planning	Short term	Operating Budget
7.2 Advocate to the State Government for the timely construction of the E6 freeway and the Outer Metropolitan Ring Road (OMR) which will provide the necessary capacity to service the future Beveridge Intermodal Precinct.	Transport Planning	Long term	Operating Budget
7.3 Undertake a freight study to understand impacts on the road network.	Transport Planning	Medium term	Operating Budget

Parking Management			
8.1: Develop a municipality-wide Parking Management Plan.	Transport Planning; Traffic Engineering; Parking Services	Medium term	Operating Budget

Monitoring Progress

The outcome indicators included in evaluation framework below will enable Council to link and report the progress and performance of the Integrated Transport Plan to the delivery of the Integrated Planning Framework (IPF) goals.

ITP Focus Area	IPF Goal	Key Direction	Outcome Indicator/s
Land Use Integration	LNS	Smart, connected transport network	Improved access to public transport within walking distance of home
	LNS	Well designed neighbourhoods and vibrant town centres	Improved accessibility and walkability of public spaces
	LNS	Housing for Diverse Needs	Increased provision of higher density housing in appropriate locations
Walking and Cycling	LNS	Smart, connected transport network	Increased use of walking and cycling paths
	SES	Leaders in clean, sustainable living	Increase in sustainable transport use
Public Transport	LNS	Smart, connected transport network	Increased patronage of public transport
	SES	Leaders in clean, sustainable living	Increase in sustainable transport use
Road Network	LNS	Smart, connected transport network	Improved connectivity of the road network
Travel Behaviour Change	SES	Leaders in clean, sustainable living	Increase in sustainable transport use
Technology and Innovation	LNS	Smart, connected transport network	Improved connectivity of the road network
Freight	LNS	Smart, connected transport network	Improved connectivity of the road network

Parking Management	LNS	Smart, connected transport network	Improved connectivity of the road network