Appendix 4

Integrated Transport Plan Discussion Paper
Integrated Transport Planning in Hobsons Bay

Discussion Paper
January 2014
Acknowledgements

November 2013

This discussion paper was compiled by the Hobsons Bay Strategy and Advocacy Department. For further information contact the Hobsons Bay City Council on 9932 1000 www.hobsonsbay.vic.gov.au

The Council acknowledges the people of Yalukit Wilum of the Boon Wurrung Country that makes up the Greater Kulin Nation as the traditional owners of these municipal lands.

The Council acknowledges the legal responsibility to comply with the Charter of Human Rights and Responsibilities Act 2006 and the Equal Opportunity Act 2010. The Charter of Human Rights and Responsibilities is designed to protect the fundamental rights and freedoms of citizens. The Charter gives legal protection to 20 fundamental human rights under four key values that include freedom, respect, equality and dignity.
Executive Summary

Community and stakeholder consultation undertaken for the Community Health and Wellbeing Plan 2013-2107 (CHWP) and the Council Plan 2013-2017 (Council Plan) identified ‘access to transport’ as a key issue facing the Hobsons Bay population. In response to this concern, the Council Plan identified the need to prepare a discussion paper on an Integrated Transport Strategy as a key strategic activity for 2013-2014. This paper provides an overview of transport issues affecting the Hobsons Bay community.

The previous Integrated Transport Plan (ITP) was published in 2006 and now requires an update as there have been changes in terms of the regulatory, policy and strategic context for the previous plan. This includes changes such as the introduction of the Transport Integration Act 2010, the draft Metropolitan Planning Strategy (Plan Melbourne) and the Council’s own CHWP. The wider context for Melbourne and Victoria has also changed with different perspectives on issues such as growth, transport and land use, densification and sustainability.

The population of Hobsons Bay is forecast to increase by 17 per cent by 2031 (an average growth of 0.83 per cent per annum, compared to the Victorian annual growth rate of 1.4 per cent). The main population trend for Hobsons Bay is an ageing population, with increases in most age groups over 50 years. Projections indicate that by 2031 nearly 22 per cent of residents will be 60 years or older. In addition an estimated 17 per cent of the Hobsons Bay residents have a disability, and this rate increases with age. This population pressure will have an impact on the transport infrastructure, services and maintenance required in the future.

As part of the consultation process for the development of the CHWP and Council Plan a number of transport issues were raised by the community. Access to public transport is a major concern for the Hobsons Bay community, particularly in areas where options are limited and residents primarily use their cars as their main mode of transportation. The community has told the Council that advocating for better public transport for the municipality should be a top priority over the next four years.

A key recommendation coming out of the discussion paper is the need to prepare an ITP. An ITP will cover a number of transport related issues including:

- Access to transport;
- Modal issues;
- Existing service issues associated with public transport;
- Safety issues;

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1 DPCD – Victoria in future 2012: Population and household projections 2011–2031
• Management issues between authorities; and
• Land use intensification transport issues.

An ITP can also facilitate a number of strategic outcomes consistent with goals in the Community Health and Wellbeing Plan and Council Plan and including:

• Improved streetscapes and urban amenity for walking;
• Affordable travel options to access goods and services;
• Reduced rates of obesity within the community;
• Increased universal access;
• Delivery of infrastructure and service improvements through land use planning decisions;
• Reduced parking conflicts, particularly around railway stations, due to improved/alternative travel options.
• Reduced conflicts between different transport modes and users;
• Improved network connectivity (road, rail, bike paths and footpaths);
• Economic growth and employment through consideration of freight and logistics, port access and industrial needs.
• Increased sustainability by reducing the need for vehicle travel and distances travelled.
• Improved community transport;
• Community education and behavior change programs;
• Identification of federal, state and local government roles and responsibilities in transport and infrastructure provision, maintenance and service;
• Reducing Hobsons Bay’s ecological footprint through sustainable travel modes.

An ITP will benefit the Council by providing an overarching strategy/plan that proposes a consistent vision and objectives across Hobsons Bay. It will also become a linking document to internal policies and other bordering regions’ plans to ensure a consistent approach, and seamless integration for communities. A review of existing resources will be required to ensure there is enough to create an ITP and to deliver the recommendations for the community. It is recommended that the Council endorse the development of an ITP in 2014 and ensure sufficient resources are allocated to its implementation.

An ITP will create an integrated approach to transport and land use development across Hobsons Bay under a ‘one network’ approach and direct transport infrastructure, services and maintenance over the next 15 years.
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Background

Introduction

Community and stakeholder consultation undertaken for the Community Health and Wellbeing Plan 2013-2017 (CHWP) and the Council Plan 2013-2017 (Council Plan) identified ‘access to transport’ as a key issue facing the Hobsons Bay population. In response to this concern, the Council Plan identified the need to prepare a discussion paper on an Integrated Transport Plan\(^2\) (ITP) as a key strategic activity for 2013-2014.

This discussion paper will:

- Provide a context for the municipality and existing transport issues;
- Confirm the context for an ITP in a local, regional and national context;
- Define what the ITP will do;
- Identify potential objectives;
- Identify issues that the document should cover; and
- Outline the next steps to implement an ITP.

The previous ITP was published in 2006 and now requires an update as there have been changes in terms of the regulatory, policy and strategic context for the previous plan. This includes changes such as the introduction of the Transport Integration Act 2010, the draft Metropolitan Planning Strategy (Plan Melbourne) and the Council’s own CHWP. The wider context for Melbourne and Victoria has also changed with different perspectives on issues such as growth, transport and land use, densification and sustainability.

What is Integrated Transport?

Integrated transport aims to connect transport modes in order to provide easier interchange between them through a ‘whole network’ approach. Integrated transport aims to create an integrated approach to transport and land use development, it promotes sustainable and active travel, encourages safety improvements, eliminates access issues and promotes health and wellbeing.

Active Transport includes forms of transport that have less impact on the environment, economy and society than single occupancy driving.

An integrated transport plan provides strategic direction to meet existing and future transport needs. This plan can act as an ‘umbrella’ delivery strategy for key transport and freight programs.

\(^2\) This document refers to an Integrated Transport Plan for the Council area, as distinct to development-specific Integrated Transport Plans that are required under the State Planning Policy Framework.
1. Context

Demographic Context

There are currently 87,350 residents in Hobsons Bay\(^3\). There has been a growth rate of 3 per cent since 2006, and between 2012 and 2031 the population is forecast to increase by 17 per cent (an average growth rate of 0.83 per cent per annum). Population growth combined with changes in the demographic composition of the Hobsons Bay community will have an impact on the transport infrastructure, services and maintenance required. To better understand the need for transport and land use development, the following demographic projections and social considerations are important.

- Population growth

The population growth trends within the municipality are as follows:

- The main population trend for Hobsons Bay is an ageing population, with increases in most age groups over 50 years. Projections indicate that by 2031 nearly 22 per cent of residents will be 60 years or older.
- An estimated 17 per cent of the Hobsons Bay residents have a disability, and this rate increases with age.
- The main regeneration and therefore population growth is predicted to occur in the neighbourhoods to the north east; the swell in ageing population is predicted to occur to the south west of the municipality.

These demographic changes will impact on the need to provide more accessible local trip transportation services, to cater for all ages and abilities. It will also be important to plan transportation to cater for the changes in spatial distribution of population types. It will also impact on the type of trips undertaken as increasing elderly population is more likely to make off peak trips for a range of activities increasing movements at these times.

- Population Characteristics

The population within the municipality is characterised as follows:

- 23 per cent of the Hobsons Bay population is from non-English speaking countries, on par with Metropolitan Melbourne\(^4\).

\(^3\) 2012 estimate from Australian Bureau of Statistics
\(^4\) Department of Immigration and Citizenship, 2012
In 2011, the SEIFA Index of Disadvantage ranked Hobsons Bay municipality as the ninth most disadvantaged in Metropolitan Melbourne.

Living costs (housing, food etc.) are rising but there are some areas in Hobsons Bay with low average incomes where the impact is greater.

Evidence of higher levels of youth disengagement within Hobsons Bay residents compared with the rest of Western Metropolitan Region and Victoria.

Efficient and accessible public transport services are important given Hobsons Bay’s lower incomes and language barriers. It also emphasises the need to provide a viable range of travel choices to enable this access.

**Health, Mental Health and Youth Disengagement**

- Just under a quarter of Hobsons Bay residents rate their health as fair or poor (higher than the average for Victoria).
- Diabetes, cancer and asthma are particular health concerns for Hobsons Bay residents.
- There is evidence of higher levels of chronic disease, mental illness (psychological distress and psychiatric hospitalisations) within Hobsons Bay residents compared with the rest of Western Metropolitan Region and Victoria.
- The number of Hobsons Bay young people completing Year 12 is on the decline and as a result, the rates of young people disengaged from paid work or education in Hobsons Bay are the fourth highest in the metropolitan area.

In line with these concerns, residents consulted as part of the CHWP and Council Plan informed the Council of the importance of improving the provision of health related services. This is reflected in the Council Plan and CHWP; Goal 1, *an inclusive, resilient and healthy community*.

In order to achieve this goal, the Council must identify and collaborate with other agencies to minimise negative impacts on health and wellbeing through improving environments to ensure they are supportive, equitable and inclusive and include elements such as accessible transport, education, employment, housing, environmental sustainability, inclusive communities, gender equity, safety, access to health services, and access to community spaces. The provision of a reliable integrated and connected transport network is one of many important ways to address these critical issues.

**Transportation Infrastructure and Services Context**

Currently, Hobsons Bay is served by the following main transportation services / infrastructure:

- Two passenger rail lines (Werribee and Williamstown, both into the City) with 10 rail stations.
- A V/Line service operating Monday to Friday to Geelong via Newport station.
- 10 local bus routes.
- Smartbus between Altona and Mordialloc.
- Cycle links including the Federation Trail, Coastal Trail and Punt.
- Pedestrian links and trails.
- A Council managed community bus.
- Water infrastructure such as piers and jetties that have potential for adaptation for water based transport.

Figure 1 Key strategic transport and land use features identified in the 2006 Integrated Transport Strategy


The main current transportation issues, which are linked to current service/infrastructure provision and the demographic context, are outlined in the following chapter. This will outline the future anticipated status/changes in transportation services and infrastructure over the next 15 years that the Council needs to consider.
2. Legislative and Policy Framework

The strategic, regional, legislative and local context around integrated transport planning is outlined in this chapter emphasising the various issues that the Council is required to consider. A more detailed planning and policy context document is included in the appendices.

Regulatory and Strategic Context

- Federal:

Transport policy making in Hobsons Bay is influenced by all levels of Government. The diagram at Figure two shows Federal and State Governments jointly make policy decisions in areas like the ‘Nation Building Program’, where the Federal Government chooses to fund priorities proposed by Victoria in its Infrastructure Australia submission. Policy making also overlaps increasingly in urban planning. However, the State still has considerable independence as well, creating the Transport Integration Act 2010 as an overarching State policy framework.

The Federal and State Governments wield most influence on regional transport outcomes through their control of infrastructure development, service delivery and strategic land use planning. It should be noted that following the change of Federal Government in 2013 some of these policies will change (for example climate change policy).

Figure 2: Federal Government policies Source: Western Melbourne Transport Strategy 2012-30, October 2012
The principles from these federal policies would need to be incorporated into the overarching strategies for Hobsons Bay, to provide a consistent approach with influencing policy.

- **State:**

There are a number of key policies and documents to consider that demonstrate the need for an ITP. These include but are not limited to:

- *The Transport Integration Act 2010;*
- The draft Plan Melbourne: Metropolitan Planning Strategy;
- The State Planning Policy Framework (SPPF);
- *The Road Management Act 2004;*
- The Metropolitan Rail Network Development Plan; and
- Victoria – The Freight State (The Victorian Freight and Logistics Plan).

- **The Transport Integration Act 2010**

The *Transport Integration Act 2010* established the objectives by which the transport system in Victoria should operate. These cover the following:

- Social and economic inclusion; as a means by which persons can access social and economic opportunities to support individual and community wellbeing.
- Economic prosperity; through facilitation of efficiency, investment and financial sustainability.
- Environmental sustainability; including avoiding and minimising harm, promoting forms that have least impact and improving environmental performance.
- Integration of transport and land use; providing for the effective integration of transport and land use and facilitate access to social and economic opportunities.
- Efficiency, coordination and reliability; facilitating network-wide efficient, integrated, coordinated and reliable movements of persons and goods at all times.
- Safety and health and wellbeing; the system should be safe and support health and wellbeing.

See Appendix A for full objectives.

The Act also encompasses the principle of triple bottom line assessment meaning “... an assessment of all the economic, social and environmental costs and benefits taking into account externalities and value for money.”(Part 2, Section 16)

With regard to a Council, they are defined as an interface body and under the Act are required to undertake the following:
(1) An interface body must have regard to the transport system objectives when exercising powers and performing functions under any interface legislation which are likely to have a significant impact on the transport system.

(2) An interface body must have regard to the decision making principles in making decisions under any interface legislation which are likely to have a significant impact on the transport system.

(3) If an interface body is a specified interface body in a statement of policy principles, it must have regard to the specified policy principles which apply to it under the statement of policy principles.

(4) If an interface body is exercising a power which is a specified power in a statement of policy principles or performing a function which is a specified function in a statement of policy principles, it must have regard to the specified policy principles which apply under the statement of policy principles...

The Council is able to decide the weight given to both the transport objectives and decision making principles. An ITP would establish this weighting.

**Plan Melbourne**

The State has released a draft _Plan Melbourne: Metropolitan Planning Strategy_ in October 2013 due to be adopted in January 2014. The purpose of the plan is to establish a vision for Melbourne to 2050.

In relation to HBCC, the plan identifies a range of principles and specific proposals that have relevance to the future transport and land use for the Council.

This includes:

- Concept of a polycentric city.
- 20 minute neighbourhoods (whereby access to services and infrastructure is a 20 minute walk, ride or public transport ride away).

The document puts forward a number of key concepts for Melbourne:

- Delivering a new integrated economic triangle;
- Protecting the suburbs by delivering density in defined locations;
- A State of cities;
- Delivering a pipeline of investment opportunities;
- Better use of existing assets;
- Housing choice and affordability;
- Transitioning to a more sustainable city; and
• Good governance and strong partnership.

The plan divides the metropolitan area into five areas with Hobsons Bay City Council in the Western Region. Figure Three shows the western subregion and key transport/planning areas.

**Figure 3: Key transport/planning issues in Western Region (Plan Melbourne)**

*Source: Plan Melbourne page 154*
Aspects of the Plan that the Council should consider include:

- Development of National Employment Clusters; in particular East Werribee, Sunshine and the CBD or Central City and how they connect with Hobsons Bay;
- The state significant Western Industrial precinct; and
- Development of Metropolitan Activity Centres.

A number of transformational transport project initiatives will impact the Council, including:

- East West Link (particularly the western section);
- Development of a metro style rail system;
- The completion of the regional rail network;
- The Western Interstate Freight Terminal;
- The Western Industrial Precinct; and
- A potential Bay Ferry (A Williamstown to St. Kilda ferry service is currently being trialed).

The following specific initiatives from Plan Melbourne have an important role to play in any Hobsons Bay ITP:

**Initiative 1.1.2 – Recognise and Depict the Evolution of an Integrated Economic Triangle in the State Planning Policy Framework.**

*In the short term:*
  - Update the State Planning Policy Framework to identify the spatial impact of the Integrated Economic Triangle on Melbourne’s key infrastructure projects and associated land uses.

**Initiative 3.2.2 - Harmonise public transport services across trains, trams and buses to provide access to job rich areas in the suburbs.**

*In the short term:*
  - Simplify and progressively harmonise frequencies to improve connections across public transport services.

**Initiative 3.2.4 - Develop the road system in the suburbs to improve connections across Melbourne**

*In the short term:*
  - Continue the program of road network developments and improvements, including bridges, interchange upgrades and road extensions, focusing on greater access to jobs and services in Melbourne’s suburbs.
Initiative 3.3.1 - Improve roads in growth areas and outer suburbs.
In the short term:

• Establish and commence implementation of an arterial road program to serve existing and future growth areas of Melbourne.
• Investigate the reservation of land for future arterial roads and upgrades in the urban growth areas and outer suburbs.

Initiative 3.3.2 - Improve outer-suburban rail and bus networks.

In the short term:
• Plan for expanded bus services in growth areas.
• Improve access to existing stations and plan for possible new stations and rail extensions in growth areas.
• Progressively plan for expanded Park and Ride and bike cages at outer suburban railway stations.
In the medium term:
• Commence the reservation of land for future rail extensions and stations in the urban growth areas and outer suburbs.

Initiative 3.4.1 - Make neighbourhoods pedestrian friendly

In the short term:
• Plan for new walking and cycling bridge crossings for major roads, freeways, railways and waterways.
• Work with local governments and institutions in National Employment Clusters, Metropolitan Activity Centres, Activity Centres, urban renewal areas and other job-rich centres to provide better footpaths, shade trees and reduced delays at pedestrian crossing points.
• Encourage local governments and their communities to identify and develop pedestrian networks in their areas.
• Consider using lower speed limits in mixed-use and residential neighbourhoods in accordance with the new guidelines for 40 km/h pedestrian zones.

Initiative 3.4.2 - Create a network of high-quality cycling links

In the short term:
• Work with local governments and government agencies to implement Victoria’s cycling strategy, Cycling into the Future 2013–23.

Initiative 4.3.1 - Implement Design Guidelines to Promote walking and cycling neighbourhoods for health living.

In the short term:
• Using the Central Subregion and inner northern suburbs as case studies, examine how the benefits of walking and cycling connectivity can lead to a healthier community, and plan for new links across natural barriers that will enhance the walking and cycling capacity of these areas.

• Review policies for the application of the Residential Growth Zone to ensure that well-located neighbourhoods that are walking and cycling-friendly can accommodate an appropriate level of new housing so that more Melburnians can benefit from the healthy lifestyle available.

**Initiative 4.6.2 – Develop Melbourne’s Network of Boulevards**

In the short term:

• Work with VicRoads and local governments to prepare a long-term metropolitan boulevard strategy and implementation plan that identifies possible new boulevards.

**Initiative 5.1.1 – Accommodate the Majority of New Dwellings in established areas within walking distance of the public transport network.**

In the short term:

• Reform and expand the Urban Development Program to report on the application of residential growth zones and urban renewal areas within walking distance of the public transport network.

The Council has made a submission in relation to the draft Plan Melbourne strategy which outlined a number of suggestions and recommendations for the strategy. These comments are outlined below, it is hoped that these comments are adopted by the State before the final version is released in January 2014:

**Table 1 Plan Melbourne initiatives on which Council has commented**

<table>
<thead>
<tr>
<th>Item</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Development of National Employment Clusters; in particular East Werribee, Sunshine and the CBD or Central City.</td>
<td>This will have an impact on travel patterns as residents of Hobsons Bay travel to work in these areas.</td>
</tr>
<tr>
<td>Development of Metropolitan Activity Centres.</td>
<td>Similar to above.</td>
</tr>
<tr>
<td>East West Link (Western Section).</td>
<td>The Council seeks a commitment to reserve the necessary land and fund the scheme, noting the western section is strategically more important than the committed eastern section.</td>
</tr>
<tr>
<td>Development of a metro style rail system.</td>
<td>The Council has sought the reinstatement of direct Altona – City services at the earliest opportunity (i.e. on the completion of the Regional Rail Link project).</td>
</tr>
<tr>
<td>The Western Interstate Freight Terminal (WIFT).</td>
<td>The Council supports the WIFT, noting the importance of access routes and seeking early</td>
</tr>
</tbody>
</table>
Public Transport Victoria has produced the Network Development Plan (NDP) which establishes the basis for expanding the capacity of Melbourne’s rail network over the next 20 years and beyond. Rail services have been identified as a key public transport issue in Hobsons Bay. The NDP identifies a number of issues and proposals that impact on the municipality. The intention is to ultimately increase service levels across the network.

*Network Development Plan- Metropolitan Rail (December 2012)*

The Council supports the investigation into a ferry service. Any new service must be reliable, regular, effective in travel time, affordable and convenient in its terminal locations.

*Figure 4: Minimum service levels on the metropolitan rail network from the end of Stage 1 onwards*

*Source:* Network Development Plan – Metropolitan Rail [full document], page 44
For Hobsons Bay this clearly indicates service frequencies and delivery timeframes that may not meet the Council aspirations. This includes the loss of the limited weekday (only) V/Line service to Geelong via Newport station once the Regional Rail Link is completed in 2016. The project will see V/Line operations largely separated from metropolitan train operations and enable uplift in capacity and reliability across most of the suburban train services running through Melbourne’s west and north.

The NDP has identified a range of constraints for the overall network including:

- Signalling constraints (such as old technology that limits the number of trains that can travel on a section of track);
- At-grade junction constraints where two or more lines merge or intersect with each other;
- Interaction between regional and metropolitan trains on shared tracks;
- Sections of single track;
- Capacity constraints at end-of-line terminal; and
- Other operational / timetable constraints such as driver changeover requirements and access to platforms at Flinders Street Station.

Figure five summarises these constraints focusing on Hobsons Bay is provided below:
Figure 5: Key network constraints

Source: Network Development Plan – Metropolitan Rail [full document], page 19

This identifies that rail services in Hobsons Bay are affected by signaling constraints, single line sections, at grade junctions, terminus capacity constraints and V/Line interactions.

A range of proposals are identified that impact on Hobsons Bay. Current and future proposed service levels are summarised in the timeline Figure Six.
Future upgrades to train services that operate in the west include:

- The completion of the Regional Rail Link will result in service changes that will largely eliminate the V/Line interaction issue in Hobsons Bay, allowing for increased peak hour train services on the main Werribee line and re-introduction of direct Laverton-Altona-City trains from approximately 2016;
- Opportunities provided by implementing Melbourne Metro enable a further increase in peak hour Werribee line and Altona services from approximately 2023; and
- Interpeak services are not planned to be upgraded to ten minute intervals until 2028 on the Werribee line and 2033 or beyond for the Altona service. Major projects in this period include high capacity signalling and grade separation of Altona Junction with duplication of the line to Seaholme.
Victoria: The Freight State – The Victorian Freight and Logistics Plan

The Victorian Freight and Logistics Plan (VFLP) establishes the vision and plan for Victoria to remain as Australia’s freight and logistics capital. The document outlines various strategies and proposals that may have an impact on Hobsons Bay given its locality in relation to the Port, industrial areas within the municipality and the road and rail links that pass through carrying freight.

Particular initiatives include:

- Development of the Port of Hastings;
- Including the Princes Freeway and West Gate Freeway in the cubic and mass-based High Productivity Freight Vehicle network, allowing these roads to be used by larger and heavier vehicles;
- Encouraging more night-time use of transport networks;
- Identifying freight hubs in Altona;
- Delivering the western section of East West Link; and
- Encouraging more use of the rail network for freight.

Figure 7 Principal Freight Networks – Road and Rail (with potential future additions)
State Planning Policy Framework (SPPF)

The principles of the Transport Integration Act are reflected in the SPPF. For example Clause 18 details requirements for integrated transport, land use and transport planning, the transport system, movement networks, ports, airports and freight. The SPPF is expected to be amended to update the references to key policies detailed above.

The Road Management Act 2004

The Road Management Act 2004 also confers certain power on the Council as a road authority. This covers a range of matters in terms of the management, policies and operation of the road network. Management of the road network should follow principles in alignment with the Traffic Management Act 2010. A Council, as road authority, may produce a road management plan although this is voluntary. The Act defines the process for introducing a road management plan.

The Hobsons Bay Road Management Plan was updated in July 2013 (revision 3). The main purpose of the plan is to establish a management system for the road management functions of Hobsons Bay City Council. To ensure the plan is successful, the Council has entered into agreements with VicRoads, and bordering municipalities Wyndham City Council and...
Maribyrnong City Council where there is a shared interest in maintaining road assets on public roads.

The plan is linked to the CHWP and Council Plan primarily through the key objectives in Goal 3 (Quality community infrastructure and public open spaces and places) to provide and maintain roads, drainage and footpath networks that meet the needs of the community. It also links with the Council’s Asset Management Policy 2010 and as such should also inform asset management components of an ITP to ensure continuity and consistency across strategies and plans.


The Accessible Public Transport Action Plan 2013-17 is a strategy for delivering accessible bus, train, tram and taxi services throughout Victoria. It aims to ensure all Victorians can access public transport including people with disabilities, the elderly and those travelling with children. The Action Plan sets out the steps the Government is taking to improve access to public transport and contributes to the Victorian State Disability Plan 2013-2016 and complies with the Federal Government’s Disability Discrimination Act 1992.

A public transport system that is well connected and accessible to all Victorians and represents a viable travel alternative to private motor vehicles is supported by the Council’s CHWP and Council Plan, particularly Goal 1 (An Inclusive, Resilient and Healthy Community) to provide a range of accessible, high quality services and social supports.

- **State Cycling Strategy – Cycling into the Future 2013-23**

The Victorian Government’s cycling strategy, Cycling into the Future 2013-23, recognises the role that cycling plays in Victoria. Not only is it an important part of the transport system, but it is a recreational pursuit, a form of exercise and attracts tourism. The strategy takes a holistic approach to cycling by considering the needs of transport and recreational cyclists, as well as metropolitan and regional requirements.

The strategy seeks to make it easier for people to get out on their bikes and safer for people who already ride. Its purpose is to improve the well-being of Victorians, create better places to live, support a stronger economy and generate jobs and contribute to a healthier environment. The strategy will:

- Improve understanding about opportunities to increase cycling;
- Make it easier to deliver cycling infrastructure, facilities and events by streamlining the processes for planning and approvals;
- Reduce safety risks and help people feel more confident about riding bikes;
- Identify opportunities to support local economies through cycling; and
- Target investment in a strategic way in areas it will make the most difference.
The State Cycling Strategy does not have any dedicated funding support apart from the remaining funds within the MBN (Metropolitan Bicycle Network) which prioritises cycle paths within a ten kilometre radius of the Melbourne CBD. This results in a significant funding gap for the remainder of the Melbourne metropolitan area and specifically the western metropolitan region. Without state government program funding support greater expectation is placed on local government to implement costly local bicycle strategies which are consistent with, and deliver on the State Cycling Strategy.

- **State government policy in development**

Public Transport Victoria (PTV) published a discussion paper in October 2013 titled *Reformed Planning Zones for Victoria: Integrating with Public Transport*. This paper outlines some key principles and directions about land use and public transport that should be considered as a result of the introduction of the Reformed Residential Zones. The SGS Economics and Planning Housing Capacity Assessment determined a strong relationship between public transport service levels and the density of new housing development; higher density housing development occurs in locations where service levels are greatest. As such public transport provides the option for residents to reduce car usage, build stronger local communities through encouraging social and economic participation as the population ages, enables and encourages more people to be active and mobile and thereby independent, reduces environmental impacts, and improves local community health.

HBCC is currently undertaking strategic background work to establish the appropriate location of the new zones. Through the implementation of these zones, HBCC will have a key role in creating the conditions to support the development of a network of public transport services. An important condition is improving the integration of land use with current and future public transport services through effective land use zoning. The reform of Victoria’s planning zones is presenting an opportunity to do this. The following principles can then be used to help create the preconditions for a viable and higher quality transport service:

- Destinations at interchanges or along premium routes;
- Diversity and density of land use;
- Permeable road and walking networks to access public transport stops and stations; and
- On road priority for public transport.

Incorporating these principles into land use and transport planning practices will ensure integration and provide the density conditions to support public transport service improvements, leading to greater access, health and environmental benefits. These principles would be incorporated into a new ITP to ensure growth in the Hobsons Bay municipality is planned to enable service improvements. It also highlights that without increase densities, then PTV would be reluctant to expand services beyond current levels.
Regional Strategies

- Western Melbourne Transport Strategy 2012-2030

The Western Melbourne Transport Strategy (WMTS) 2012-2030 outlines the strategic direction for the Region’s transport response and provides a context for the projects identified by the Western Transport Alliance and LeadWest as priorities for the Region’s development.

A policy review carried out through this strategy identified a gap in Federal and State overarching integrated transport strategies. This is an important matter, and the WMTS therefore had a focus on transport integration through the development of its vision, objectives, and subsequent suite of projects.

The strategy identified the region’s transport challenges and prepared a vision and strategic objectives in response to these challenges.

Vision: “A liveable, productive and prosperous community, whose nationally significant economic and sustainable growth capabilities are strengthened and supported by its integrated transport system.”

Strategic Objectives:

- Economic Development: Promote opportunities for transport to support sustainable economic prosperity for the region.
- Competitive Positioning: Sustain and develop the region’s competitive advantages through the design of the transport network.
- Access to Employment: Increase accessibility to employment opportunities in the region to facilitate better management of travel demand.
- Impact Reduction: Reduce the adverse impacts from transport operations on the region.
- Resilient alternatives: Provide improved transport alternatives to address changing transport demands resulting from changes in land use and demographics.
- Freight: Develop an integrated freight system for the region.

Following identification of this vision and objectives, a suite of projects were identified in conjunction with stakeholders. These projects have an emphasis on network level project identification and have all been recognised to contribute to the development of a better integrated transport and land use system. The table below provides a summary of these projects that are spatially relevant to Hobsons Bay.
### Table 2 Projects identified in the Western Melbourne Transport Strategy 2012-2030 relevant to Hobsons Bay

<table>
<thead>
<tr>
<th>Project</th>
<th>Summary</th>
<th>Elements relevant to Hobsons Bay</th>
</tr>
</thead>
<tbody>
<tr>
<td>Managed Motorways on the Region’s freeway system</td>
<td>The Managed Motorways project is an intelligent transport systems initiative designed to optimise the performance and capacity of the motorway network. Typical elements include: - coordinated on-ramp signalling; - variable speed limits; - lane control; - incident detection and data loops; - travel information; and - closed circuit television surveillance.</td>
<td>West Gate Freeway (northern boundary of Hobsons Bay municipality).</td>
</tr>
<tr>
<td>Transit Network Development - Upgrade existing premium routes</td>
<td>This package of transit network developments focuses on upgrades of existing premium services on established or upgraded infrastructure.</td>
<td>10 minute headway rail services and SmartBus services.</td>
</tr>
<tr>
<td>Transit Network Development - Melbourne Metro/Melbourne Airport Rail Link package</td>
<td>This package comprises the Melbourne Metro rail tunnel between South Kensington and South Yarra and a package of supporting on-road transit improvements in the north-western part of the Region. The package is also compatible with the delivery of the Melbourne Airport Rail Link.</td>
<td>Williamstown to Footscray.</td>
</tr>
<tr>
<td>Transit Network Development - Westgate Freeway Bus Rapid Transit package</td>
<td>This package of services comprises a network of frequent bus rapid transit services using the West Gate Freeway. Frequent services are the crux of this approach, designed to attract mode share and thus passenger volume from cars so that a dedicated lane over the West Gate Bridge can be efficiently used. The routes would complement and integrate with the rail network, providing new connections from Sunshine, Tarneit, Newport, Deer Park and Altona through areas relatively poorly serviced by rail. Park and Ride would be an important element of implementing this strategy, so routes will pass near freeway interchanges and areas with land for car parking.</td>
<td>West Gate Freeway BRT link through Altona. New Park and Ride sites.</td>
</tr>
<tr>
<td>Transit Network Development - Second CBD Rail Corridor planning</td>
<td>The project would identify and protect an additional rail corridor towards the central city that would provide rail operational benefits and possible land use intensification opportunities.</td>
<td>Altona – Fishermans Bend is one of the four corridors with strategic merit.</td>
</tr>
<tr>
<td>Principal Freight Networks</td>
<td>Formalise the Principal Freight Network in the Region. The key goals of Victorian freight network policy are to: - Maintain and improve the efficiency of the freight network;</td>
<td>Rail and road freight routes east-west</td>
</tr>
</tbody>
</table>
- Ensure the availability of sufficient capacity in the freight network to handle the growing freight task; and
- Enhance the sustainability of the freight network.

The transportation projects relevant to Hobsons Bay identified through this WMTS would feed into a regional layer of transport projects in a Hobsons Bay ITP. This would ensure that both top down (federal, state, regional) and bottom up (local) perspectives are considered equally.

- **Metropolitan Regional Trails Projects**

The Western Metropolitan Regional Trails Project will identify the regional trails that provide for cycling and walking for the purposes of commuter and recreational use. The six municipalities within this region are working collaboratively on the mapping of trails, standards and wayfinding/signage across the western region. In addition a similar project is being undertaken in the Northern Metropolitan region which results in effectively 15 municipalities working together with a broad range of state government agencies, including VicRoads, VicTrack, Melbourne Water, Parks Victoria, and VicMap to plan regional trails.

These two regional trails projects seek to ensure an integrated and linked network of trails by identifying gaps and opportunities in the provision of trails within their project area and establish a plan to address gaps and determine key strategic trail links. The projects will also improve the understanding required for feasibility, planning, capital works and staging, establish consistency in maintenance, and trail quality. This work will provide a strategic framework for developing and maintaining trails across the regions. This will also provide the necessary strategic planning to support funding bids to state and federal government.

**Local Context, Strategies and Policies**

- **CHWP and Council Plan**

The CHWP and Council Plan are interlinked. The goals and objectives are aligned, and the Council Plan describes how the organisation will work to achieve the community’s vision and goals. The overall vision includes *A safe clean, accessible and connected municipality, which values diversity, protects its heritage and environment, fosters a strong sense of community and provides opportunities to achieve the best possible health and wellbeing.*

An ITP (focusing on a period of 15 years) would support both these plans, ensuring the transport, accessibility and integration goals of the plans are met through defined implementation strategies. An ITP would fit into the Hobsons Bay planning framework as shown in Figure Eight on page 29.
The relevant goals and actions included in the Council Plan and CHWP that would form components of the ITP are as follows:

**Goal 1: An inclusive, resilient and healthy community:**

- Ensuring members of the community including those requiring mobility aids (i.e. those with disabilities, older persons) or other needs (parents with prams) are catered for through building accessible footpaths, roads and open space.
- Working in active partnership with other stakeholders to advocate for the transport needs of the community.

**Goal 2: A well planned, vibrant and sustainable place:**

- Planning healthy communities through land use and social planning, and the provision of safe, well connected walking and cycling infrastructure.
• Improving public transport services to improve accessibility to promote social connections, physical activity and access to services and facilities.
• Ensuring development is appropriate for changing demographics of the community, and hence accessible for all.
• Encouraging more sustainable and active transport trips, thereby helping to reduce the Council’s ecological footprint.

**Goal 3: Quality community infrastructure and public open spaces and places:**

• Improve roads, streets and share cycle/footpaths to provide better facilities for the community.
• Effective management and maintenance of roads, footpaths, cycle tracks and walking trails to promote and retain high levels of use.

**Goal 4: An innovative, proactive and leading organisation:**

• Provide residents with up to date information on transport services and upgrades.

Embedding these objectives into an ITP will ensure integration with other transport planning priorities creating a consistent and efficient approach. Additionally, it will prioritise community wellbeing.

**Access and Inclusion Strategy 2013-17**

The Disability, Access and Inclusion Strategy 2013-17 provides a framework for improving access for all residents. The objectives within this strategy that are relevant to an integrated transport plan are as follows:

**Access to places and spaces:**

• Improving accessibility of the built (including housing) and natural environment beyond minimal accessibility compliance requirements.
• Advocating for a public, private and community transport system that is accessible and reliable for all.

**Getting involved:**

• Ensuring it provides opportunities for all residents to get involved in Council processes through accessible communication and information provision.

**Acceptance and understanding:**

• Working with residents, service providers and organisations to be more inclusive of people with disabilities.

**Better support:**
- Increasing the opportunities and providing support for people with a disability to participate in local events, sport and recreation.

- **Local Planning Policy Framework (LPPF)**

The Municipal Strategic Statement sets out the strategic direction for land use and development outcomes in the municipality. Together with the CHWP and the Council Plan it is one of the three key documents underpinning the Council’s Strategic Planning Framework for the next four years.

The Council’s overarching policy for transport is detailed at clause 21.09 (Transport and Mobility). The vision outlined is:

The municipality seeks an integrated transport system that enables residents, commercial and industrial operators and visitors to access their destination in a safe, equitable and efficient manner. The transport network needs to balance good road access for industrial and residential land uses and carefully manage the impacts associated with a growth in freight to protect residential amenity.

High quality integrated public transport, cycle and pedestrian paths to enhance walkability and safety, and promotes adequate parking in tourist precincts and activity centres is supported. Williamstown will continue to be an important water transport terminal and tourism node in Hobsons Bay.

Three specific objectives are also identified:

1. To provide access to, through and within the municipality by all modes of transport, including walking, cycling, public transport and private and commercial vehicles.
2. To protect residential and other sensitive land uses from the adverse effects of vehicular traffic.
3. To support increased use of public transport and an efficient network.

It should be noted that the Municipal Strategic Statement (MSS) is proposed to be reviewed in 2014 and it is anticipated that both transport planning and the MSS will be intertwined.

- **Integrated Transport Strategy 2006**

The Hobsons Bay Integrated Transport Strategy (2006) was developed seven years ago. Many of the strategies it references are superseded and government directions have changed. Although the vision of the strategy is still relevant, there is a need to revisit this strategy in relation to the recent regulatory and guidance strategy documents that have been produced, such as the Transport Integration Act 2010 and the draft Metropolitan Planning Strategy: Plan Melbourne.

- **Other Local Policies**

In the absence of an integrated plan, a range of issue-specific transport plans have been prepared. These would inform the future transport planning, and may be amended to align
with the ITP once it is complete in order to act as implementation plans. The current issue-specific plans are:

- **The Draft Hobsons Bay Strategic Bicycle Plan 2013-2017**: This Plan reviews the Council’s previous Bicycle Plan and articulates a works plan to build on the existing bicycle network to develop a highly connective bicycle network. It identifies a number of missing links and associated projects to meet the needs of commuters, recreational cyclists, sports cyclists and visitors. This Plan provides for important bicycle planning and will inform and direct any ITP. The draft Bicycle Plan is proposed to be considered for adoption by the Council early in 2014.

  Additionally, an ITP will enhance the Bicycle Plan by providing opportunity to consider management, maintenance and marketing of the cycling network as part of an overall integrated transport network in Hobsons Bay. These matters were beyond the ambit of consideration in the preparation of the Bicycle Plan.

- **The Road Safety Strategy 2011-2013**: this strategy outlines how the Council will reduce the number of road deaths and injuries and improve road safety for all road users in the municipality.

- **Community Greenhouse Strategy 2013-2030**: This strategy recommends an ITP be created and provides a pathway of actions designed to reduce transport related emissions. It proposes several transport related programs which are relevant to an ITP, these include:
  
  - 3.3.7 - Implementation of an active transport strategy;
  - 3.3.8 - Advocacy for major public transport improvements;
  - 3.3.9 - Low carbon vehicle strategy;
  - 3.3.10 - Car share strategy;
  - 3.3.11 - Travel behaviour change program; and
  - 3.3.12 - Consolidation centre for logistics.

- Local activity centre car parking strategies: These three strategies document the parking provision and direction for Altona, Williamstown, and Newport.
3. Issues

The main issues with regards to transport infrastructure and services within the municipality are outlined in this section, along with planning and wider issues for consideration within an ITP.

It is important to distinguish those issues the Council can advocate on and those issues that the Council can directly influence. The ITP will provide a platform from which Hobsons Bay City Council can advocate on behalf of the community for infrastructure and joint funding to meet the municipality’s future transport needs. This can include partnering with other Local Government Agencies to advocate to the State Government on such issues for rail and bus service improvements along with improvements to arterial roads.

Access to Transport

Transport is identified as a key social determinant for health, and therefore access to, quality of, and uptake all impact on the health and well-being of residents.

The following transport access issues have been identified in key strategic documents:

- The majority of working residents (64 per cent) travel outside the municipality to work. 61 per cent drive to work, 5 per cent are car passengers and 14 per cent travel by train;\(^6\)
- Residents have a high reliance on their cars for transportation. This is in relation to all trips, not just work trips;
- Demand has been exceeding capacity of train services since 2006\(^7\) and timetabling changes have resulted in some train users having to take multiple trains to get to their destination;
- Public transport services are not always accessible to people of all ages and abilities. For example, many buses are not accessible for wheelchair users, and access at Laverton station via the lift is compromised by the lift availability as this is sometimes out of order;
- The impact of route changes to bus services in Laverton, particularly the 414 and 416 routes, on access to shops and services and viability of local business.
- Car parking at train station, especially Laverton as it is an end of a PTV zone one;
- Some neighbourhoods are surrounded by major roads and rail lines, which impede walking and create safety concerns;
- Trains need to be accessible to all ages and abilities; and
- Lack of connectivity in the bicycle network which is compounded by inadequate and declining financial resources.

\(^6\) Hobsons Bay City Council, Research Summary “Access to Transport in Hobsons Bay”, available on Council’s website

\(^7\) Western Transport Alliance, 2008
Transport infrastructure, services and maintenance of all modes needs to be planned in an integrated manner, taking into consideration land use and demographic changes, to ensure the most effective and appropriate network is provided for residents. This includes making active transport accessible and user friendly to encourage more active lifestyles and thereby improving health.

Modal Issues

Each of the main transportation modes have key issues, which need to be addressed holistically and in an integrated manner. Table Two on the following page summarises the issues by mode, which is followed by a section that describes the key issues in Hobsons Bay. It is important to note these modal issues before developing an integrated solution through an ITP.
<table>
<thead>
<tr>
<th>Mode</th>
<th>Key Issues</th>
<th>Further information</th>
<th>Why is this important?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walking</td>
<td>Improved streetscapes / Urban amenity including street furniture; lighting, shade and safety.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Accessibility of footpaths including width, surface, slope.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Health and wellbeing.</td>
<td>- Walking was identified as having one of the top ten physical activity participation rates in 2010 according to the Australian Government’s Participation in Exercise, Recreation and Sport Annual Report 2010.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Some neighbourhoods are surrounded by major roads and rail lines which impede walking and create safety concerns.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Some neighbourhoods don’t have adequate footpath infrastructure.</td>
<td>- Active communities, health and wellbeing.</td>
<td></td>
</tr>
<tr>
<td>Cycling</td>
<td>Safety.</td>
<td>- Inadequate resources to undertake reactive and preventative maintenance of assets.</td>
<td>- Reduce traffic congestion on roadways.</td>
</tr>
<tr>
<td></td>
<td>- Connectivity.</td>
<td>- A lack of funding by state and federal governments is affecting development of specific projects.</td>
<td>- Increase community connectedness.</td>
</tr>
<tr>
<td></td>
<td>- Conflict between commuter and recreational cyclists.</td>
<td>- Inconsistent standards and various way-finding tools between tiers of government. State level implementation at the local level is subject to criticism as it imposed without explanation or detail and sometimes based on unqualified research. Consequently, there is no ownership by the local government area.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Conflict between dogs and cyclists.</td>
<td>- Some major projects are too large and costly for the Council to fund alone and require approvals from multiple authorities.</td>
<td></td>
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<tr>
<td></td>
<td>- Conflict with pedestrians and other modes of transport – e.g. inadequate directional signage and user etiquette on shared trails.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Air pollution from trucks and cars.</td>
<td>- Some major projects are the responsibility of other government agencies that often prioritise projects in a different manner.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>- End of trip facilities.</td>
<td>- Lack of route signage.</td>
<td>- Improve community awareness and usage of bicycle network.</td>
</tr>
<tr>
<td></td>
<td>- Urban amenity.</td>
<td></td>
<td>- Reduce safety for cyclists.</td>
</tr>
<tr>
<td></td>
<td>- Gaps in cycle network.</td>
<td></td>
<td>- Reduction in greenhouse gas emissions.</td>
</tr>
<tr>
<td></td>
<td>- Maintenance and lack of consistency in surface standards.</td>
<td></td>
<td>- Capacity to fund essential projects.</td>
</tr>
<tr>
<td></td>
<td>- Lack of information and</td>
<td></td>
<td>- Coordinate provision and improve access to the bicycle network.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mode</td>
<td>Key Issues</td>
<td>Further information</td>
<td>Why is this important?</td>
</tr>
<tr>
<td>--------------</td>
<td>----------------------------------------------------------------</td>
<td>-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>----------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Public Transport</td>
<td>- Frequency.</td>
<td>- Hobsons Bay currently has a number of issues with the reliability, frequency and accessibility of public transport. Transport options other than the private car are perceived to be unreliable and often inconvenient. The issues associated with this are pushing more people back into relying on their cars and adding to the congestion of the road network. We have cohorts in the community such as people from low socio economic backgrounds, young people and the elderly, newly arrived or from Culturally and Linguistically Diverse Populations that rely on public transport to get around to undertake their everyday activities such as getting to school or the shops or the doctors because they either cannot drive or choose not to or it is more affordable. These groups are more likely to experience barriers to education, employment, health services and social and recreational options due to poor access to transport. This can negatively impact their health and wellbeing.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Reliability.</td>
<td>- Bus connections to train services are sometimes poor – connection times should be coordinated.</td>
<td>- Reduce traffic congestion on roadways.</td>
</tr>
<tr>
<td></td>
<td>- Safety.</td>
<td>- Public transport services are not always accessible to all ages and abilities. Many buses are not accessible for prams and wheelchair users, and access at Laverton station via the lift is compromised by the lift availability (out of order).</td>
<td>- Greater community connectedness.</td>
</tr>
<tr>
<td></td>
<td>- Network resilience.</td>
<td></td>
<td>- Reduction in greenhouse gas emissions.</td>
</tr>
<tr>
<td></td>
<td>- Costs – e.g. Laverton being the last station in zone 1 hence the parking issues surrounding the station.</td>
<td></td>
<td>- Allow greater freedom to all ages and abilities.</td>
</tr>
<tr>
<td></td>
<td>- Connectivity.</td>
<td></td>
<td>- Equity.</td>
</tr>
<tr>
<td></td>
<td>- Accessibility.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Lack of safe railway crossings.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Ferries / Water Transport.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mode</td>
<td>Key Issues</td>
<td>Further information</td>
<td>Why is this important?</td>
</tr>
<tr>
<td>--------------------</td>
<td>----------------------------------------------------------------------------</td>
<td>--------------------------------------------------------------------------------------</td>
<td>----------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Community transport</td>
<td>- Under resourced.</td>
<td>- Community transport in Hobsons Bay appears significantly under-resourced compared with other municipalities.</td>
<td>- Ability to access hard to reach members of the community.</td>
</tr>
<tr>
<td></td>
<td>- Limited services.</td>
<td></td>
<td>- Allows greater social inclusion and interaction.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Road network is dissected by a number of rail lines both passenger and freight.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Impact from congestion on Westgate Bridge and on/off ramps causes localised issues and leads to drivers seeking alternative routes through Hobsons Bay.</td>
<td></td>
</tr>
<tr>
<td>Private vehicles</td>
<td>- Congestion.</td>
<td>- Increases air pollution.</td>
<td>Increases greenhouse gas emissions.</td>
</tr>
<tr>
<td></td>
<td>- Pollution.</td>
<td>- Increases greater travel efficiency.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Car parking at stations and in new developments.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Freeway and local connector roads through Hobsons Bay.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Freight</td>
<td>- Road and rail conflicts.</td>
<td>- The number of freight movements is expected to increase within HBCC. Freight through the Port of Melbourne is expected to increase 500 per cent by 2020 and truck traffic is forecast to double over the same period. As population and travel continues to grow, the Hobsons Bay transport network in its current state will become increasingly congested.</td>
<td>Increases air pollution.</td>
</tr>
<tr>
<td></td>
<td>- Links to the port.</td>
<td>- Growth in freight and logistics in the western part of the municipality will increase freight movements.</td>
<td>Increases greenhouse gas emissions.</td>
</tr>
<tr>
<td></td>
<td>- Economic prosperity and employment.</td>
<td>- A switch to more rail based freight would increase boom gate closures on the current freight line level crossings in Hobsons Bay.</td>
<td>Achieve greater travel efficiency.</td>
</tr>
<tr>
<td></td>
<td>- Designation of Higher Mass Limits (HML) routes.</td>
<td>- Work with the National Heavy Vehicle Regulator regarding the designation of HML routes in Hobsons Bay.</td>
<td>Economic prosperity.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Reduce traffic conflict on roads.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Health and wellbeing.</td>
</tr>
</tbody>
</table>
Public Transport

The established Hobsons Bay public transport network is shown in the map below and service levels are summarised in the table below.

**Figure 9 Hobsons Bay public transport network**

<table>
<thead>
<tr>
<th>Service</th>
<th>Network role</th>
<th>Typical weekday service level</th>
<th>Typical weekday service span</th>
</tr>
</thead>
<tbody>
<tr>
<td>Werribee Rail Line (Werribee service)</td>
<td>Principal</td>
<td>12 min peak; 20 min off peak</td>
<td>19 hours per day</td>
</tr>
<tr>
<td>Werribee Rail Line (Laverton via Altona service)</td>
<td>Principal</td>
<td>22 min peak; 20 min off peak</td>
<td>19 hours per day</td>
</tr>
<tr>
<td>Williamstown Rail Line</td>
<td>Principal</td>
<td>22 min peak; 20 min off peak</td>
<td>19 hours per day</td>
</tr>
<tr>
<td>232 - Altona North - Queen Victoria Market</td>
<td>Local</td>
<td>10 min peak; 20 min off peak</td>
<td>15 hours per day</td>
</tr>
<tr>
<td>400 - Sunshine - Laverton via Robinsons Road</td>
<td>Principal</td>
<td>30 mins</td>
<td>13.5 hours per day</td>
</tr>
</tbody>
</table>

**Source:** PTV website

**Table 4 Overview of current public transport services**
### Integrated Transport Planning in Hobsons Bay

#### Draft Discussion Paper

<table>
<thead>
<tr>
<th>Service</th>
<th>Network role</th>
<th>Typical weekday service level</th>
<th>Typical weekday service span</th>
</tr>
</thead>
<tbody>
<tr>
<td>411/412 combined - Laverton - Footscray via Altona Meadows, Altona, Altona Gate SC</td>
<td>Principal</td>
<td>15 mins peak; 20 mins off peak</td>
<td>16 hours per day</td>
</tr>
<tr>
<td>414 - Laverton to Footscray via Geelong Road</td>
<td>Local</td>
<td>40 mins</td>
<td>13.5 hours per day</td>
</tr>
<tr>
<td>415 - Laverton to Williamstown via Altona, North Williamstown</td>
<td>Principal</td>
<td>45 mins peak; 40 minutes off peak</td>
<td>13.5 hours per day</td>
</tr>
<tr>
<td>417 - Laverton - Laverton North</td>
<td>Local</td>
<td>45 mins</td>
<td>13 hours per day</td>
</tr>
<tr>
<td>432 - Newport - Yarraville via Altona Gate Shopping Centre</td>
<td>Principal</td>
<td>20 – 30 mins (variable)</td>
<td>16 hours per day</td>
</tr>
<tr>
<td>471 - Williamstown - Sunshine via Newport &amp; Altona Gate Shopping Centre</td>
<td>Local</td>
<td>20 – 30 mins (variable)</td>
<td>16 hours per day</td>
</tr>
<tr>
<td>472 - Williamstown - Moonee Ponds via Footscray</td>
<td>Principal</td>
<td>15 mins</td>
<td>17 hours per day</td>
</tr>
<tr>
<td>496 - Laverton - Sanctuary lakes SC via Point Cook Rd</td>
<td>Local</td>
<td>25 mins peak; 40 mins off peak</td>
<td>16 hours per day</td>
</tr>
<tr>
<td>903 - Altona to Mordialloc (SMARTBUS Service)</td>
<td>Principal</td>
<td>15 mins</td>
<td>19 hours per day</td>
</tr>
<tr>
<td>944 - NightRider - City - Werribee via Graham Street, Heaths Road</td>
<td>NightRider</td>
<td>30 mins</td>
<td>3-4 hours (Saturday and Sunday early morning)</td>
</tr>
</tbody>
</table>

**Source:** PTV website

### Safety Issues

The main safety issues for Hobsons Bay are:

- There has been a 19 per cent increase in traffic accident injuries within Hobsons Bay when comparing 2010-2011 and 2011-2012 data (Victoria Police, 2012).

- Identification of infrastructure gaps and lack of safe and convenient infrastructure (e.g. footpaths, lighting, bus stops, shelters) is an important process through which to identify areas for improvement. This can assist with improving the safety of local infrastructure provision across the municipality.

- Perception of safety at train stations, bus stops and along walking/cycling trails also needs to be considered. Open spaces, pathways and transport infrastructure should be activated to encourage people to walk and ride to connector services. Services should be frequent and reliable to ensure active transport hubs.

- The Hobsons Bay Road Safety Strategy 2011-2013 emphasises the need for an all-of-Council approach to road safety that involves the community in an ongoing and iterative process. This document is currently being revised and is important to consider in integrated transport planning.
Management Issues between authorities.

The ability to get all authorities together to provide a holistic approach to a project has been identified as an issue within Hobsons Bay. Projects that are important to the Council that require input from other stakeholders are hindered by other priorities or lack of dedicated funding. As an ITP will focus on a ‘network’ of modal transport links, the impact on other authorities lack of resources and interest provides a problem for what can be achieved by the Council.

Suburb specific issues

Although the mode issues identified above affect the majority of residents within Hobsons Bay, each of the main suburbs has location specific issues that need to be addressed through the ITP. These issues are identified in the CHWP, and primarily relate to linkages between transport access and health and wellbeing. The tables below summaries the main considerations in each of the main ward areas. An ITP would undertake a detailed analysis of the gaps and needs of each ward which is likely to identify a comprehensive list of issues and benefits.

Table 5 Preliminary list of issues by ward and suburb

<table>
<thead>
<tr>
<th>Ward</th>
<th>Suburbs</th>
<th>Current Transport benefits</th>
<th>Current Transport issues</th>
<th>Future Transport Opportunities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wetlands Ward</td>
<td>Laverton, Altona Meadows, Seabrook.</td>
<td>Strategic location on rail and freeway network. Green spaces and proximity to the coast provide opportunity to improve recreational access.</td>
<td>Poor connectivity to key network nodes and facilities e.g. to Laverton Station. Poor public transport limits opportunity to access fresh fruit and vegetables. Significant gaps in pedestrian and cycling network Network resilience issues with limited links e.g. between Laverton and</td>
<td>High proportion of residents earn less than $600/week therefore transportation costs are a factor. Improve transport accessibility. Ensure good transport and land use planning for developments in neighbouring suburbs to reduce pressure on Wetlands Ward road infrastructure.</td>
</tr>
<tr>
<td>Ward</td>
<td>Suburbs</td>
<td>Current Transport benefits</td>
<td>Current Transport issues</td>
<td>Future Transport Opportunities</td>
</tr>
<tr>
<td>--------------</td>
<td>---------------------------------------------</td>
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</tr>
<tr>
<td>Cherry Lake Ward</td>
<td>Altona / Seaholme, Brooklyn, Altona North.</td>
<td>Green spaces which provide opportunity to access a range of recreational opportunities.</td>
<td>Residents concerned about transport, pollution and amenity issues. Limited access to public transport, especially trains. Altona North and Brooklyn surrounded by major roads – walking difficult/safety implications (segregation). Limited strategic access routes to Altona/Seaholme area. Poor public transport limits opportunity to access fresh fruit and vegetables.</td>
<td>Older population (39 per cent are not in labour force) which provides opportunity for ‘out of peak’ travel. Improve transport accessibility. Enhance walkability of selected neighbourhoods by addressing amenity concerns. Transport improvements is number one priority by Council for this ward over next four years. Redevelopment of former industrial land at ‘Precinct 15’ is set to increase the population of Altona North and Brooklyn.</td>
</tr>
<tr>
<td>Strand Ward</td>
<td>Spotswood / South Kingsville, Newport, Williamstown, Williamstown</td>
<td>Close to the CBD and strategic renewal areas e.g. Fishermans Bend,</td>
<td>Congested transport network with high volume of through movements from outer suburbs.</td>
<td>Older residents ageing in place therefore greater number of people over 70 which may provide opportunity for ‘out of peak’ travel.</td>
</tr>
<tr>
<td>Ward</td>
<td>Suburbs</td>
<td>Current Transport benefits</td>
<td>Current Transport issues</td>
<td>Future Transport Opportunities</td>
</tr>
<tr>
<td>--------</td>
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<td>------------------------------------------------------------------------------------------</td>
<td>------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>North.</td>
<td>Footscray.</td>
<td></td>
<td>Residents concerned about issues with car parking.</td>
<td>Redevelopment of redundant industrial land – increase population of Newport West and Spotswood/South Kingsville.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Poor maintenance of laneways and pavements in places.</td>
<td>Improve walkability of neighbourhoods.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Spotswood/South Kingsville surrounded by major roads which makes walking difficult (segregation).</td>
<td>Ensure good transport and land use planning for new developments /redevelopments.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Areas regenerating and gentrifying – therefore higher proportion of families with children and younger people.</td>
<td></td>
</tr>
</tbody>
</table>

**Land use / Intensification Issues Relating to Transport**

The integration and coordination of land use and transport can play a crucial role in creating connected communities and promoting sustainable travel behaviour. Some key considerations are outlined below.

- **Density**

Density is integral to transport planning, be it in relation to residential, commercial or industrial development. Density often results in pressure on existing infrastructure and services and is sometimes viewed negatively. However density can deliver infrastructure and service improvements by reaching the threshold required to achieve the cost benefit for its provision. It can also stimulate positive changes to existing transport infrastructure, for example, the designation of a bus lane on a busy road can result in the more efficient and effective movement of people by prioritising public transport over private vehicles. Existing government policies on urban consolidation including the application of the reformed
residential zones in Hobsons Bay and managing Strategic Redevelopment Areas will require careful consideration. As identified earlier in this chapter, PTV has made a clear link between increases in service levels and increased density.

The ITP could identify locations where existing and planned transport infrastructure provides the capability to support higher density development; these recommendations should complement the policy work being undertaken in implementing the new residential zones within Hobsons Bay in addition to policies of PTV and other state agencies outlined above.

- **Sustainability**

Effective land use and transport integration promotes sustainability through an urban environment that reduces the need for vehicle travel and distances travelled; enhances access to goods, employment and services; and provides a variety of equitable and affordable travel alternatives that can increase the effectiveness of green travel plans, (a ‘package of actions’ that encourage safe, healthy and sustainable travel options). By reducing the need for car travel, green travel plans can improve health and wellbeing, free up car parking space and make a positive contribution to the community and the environment.

The recently adopted Hobsons Bay Strategic Bicycle Plan 2013-2017 supports the development of a highly connective bicycle network within the Hobsons Bay. Cycling can play a key role in an integrated transport system facilitating a sustainable mode of travel while providing access to key locations such as employment, shopping centres and education and health care facilities. Providing opportunities for active transport also influences health and wellbeing by encouraging physical activity.

The ITP could identify specific infrastructure projects to support more sustainable transport options, but could also identify employment nodes or development precincts where behaviour change schemes such as green travel plans may be most effective. The ITP could also be clear about requirements for green travel plans, parking levels and support for sustainable modes for new developments and planning applications.

- **Design of built environment**

Design that encourages connected, safe and pleasant environments for walking, cycling and access to public transport will provide personal, social, economic and environmental benefits to the municipality and its visitors. Connectivity, lighting and urban design improvements to the public realm will be integral to this. This fine-grained integration of transport and land use contributes to achieving broader strategic outcomes and is consistent with draft Plan Melbourne Metropolitan Planning Strategy ‘20 minute neighbourhood’ concept which promotes liveable, walkable suburbs.

- **Current Planning considerations**
The Hobsons Bay Industrial Land Management Strategy (ILMS), published in June 2008, provided an update of the previous strategy from 1997, as a result of the release of Melbourne 2030 and changing land use conditions in a number of the City’s industrial areas.

The municipality is one of the most significant locations for a number of major industries in Victoria and this strategy consolidates that position along with assisting the transition of some of the traditional industrial land uses to more appropriate zones. The Strategy identified nine precincts in Hobsons Bay that are suitable (in whole or part) for review for alternative land uses (Strategic Redevelopment Areas). It is anticipated that five of these precincts will be developed for residential purposes.

This strategy has led to the development of a number of Planning Scheme Amendments which direct land use patterns and therefore are important considerations when assessing the future integrated transportation needs across the municipality. The main Amendments and Precinct land use outcomes are summarised here, along with a significant recent residential planning permit.

Table 6 Planning scheme amendments with significant transport implications

<table>
<thead>
<tr>
<th>Amendment</th>
<th>Location and Outcome</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>C77</td>
<td>Rezoned 302-330 Millers Rd Altona North (Cabots site) from Industrial 3 Zone to Business 3 Zone and applied an Environmental Audit Overlay and Design and Development Overlay.</td>
<td>Development of a homemaker centre consisting of a number of retail outlets with an approximate total retail floor area of 37,018sqm.</td>
</tr>
<tr>
<td>C86</td>
<td>Rezoned part of Precinct 20 (Port Philip Woollen Mills) to Mixed Use and applied Design &amp; Development and Environmental Audit Overlays.</td>
<td>A number of live development applications; approx. 800 dwellings are anticipated, which, if approved will be developed in next five years.</td>
</tr>
<tr>
<td>C82</td>
<td>Rezoned part of Precinct 16 (former Caltex site) from Industrial 3 to Residential 1 and applied Design &amp; Development and Environmental Audit Overlays.</td>
<td>Anticipated 422-600 dwellings to be delivered in the next five years. The remainder of Precinct 16 is anticipated to deliver 339 dwellings in the next five years.</td>
</tr>
<tr>
<td>-</td>
<td>Precinct 15 (Don’s site)</td>
<td>Anticipated to deliver approximately 3000 dwellings in the next five to 15 years.</td>
</tr>
<tr>
<td>-</td>
<td>Precinct 21 (Newport Flour Mill)</td>
<td>Strategy envisages a residential outcome but this is unlikely given issues associated with residential development in proximity to Major Hazard Facilities.</td>
</tr>
<tr>
<td>-</td>
<td>Remaining precincts</td>
<td>Identified as potentially suitable for a residential outcome but not expected to deliver in the next five years.</td>
</tr>
<tr>
<td>(Planning permit PA1021678)</td>
<td>31-69 McLister Street, Spotswood – within Precinct 18 (Secondary Industrial Area).</td>
<td>Development of a neighbourhood activity centre including supermarkets, shops, medical centre and 240 dwellings. This includes a reduction in the standard car parking requirement.</td>
</tr>
</tbody>
</table>

It is important to understand these land use changes to inform decisions on how to best support the residential growth, manage the impacts of industrial development, and provide multi-modal transport access between residential locations and employment opportunities.

Wider Transport Issues
There are some key wider transportation issues that are anticipated to impact on the provision of transport infrastructure and services in the future. These are generally more global issues impacting on transportation modes and accessibility, but they need to be considered when developing Implementation Plans within an ITP.

- **Affordability of transport**

The risk of major increases in petrol price is a continuing concern, and more sustainable private mobility alternatives such as hybrid cars have high initial costs, making it harder for those families on lower incomes and with poor transport alternatives to get around. A safe, efficient and reliable public transport, walking and cycling system becomes more important for these residents, at the same time providing alternative options for all residents.

- **Climate change**

The Hobsons Bay Climate Change Adaptation Plan 2013-18 states that climate change is expected to lead to higher than average temperatures, sea level rise, changes in rainfall patterns and changes in the frequency and intensity of extreme events such as heatwaves, flooding and droughts. Hobsons Bay was identified as one of four local government areas in Victoria that have the “greatest level of risk of inundation from a sea level rise of 1.1 metres and storm tide associated with a 1-in-100 year storm”.

Coastal inundation due to climate change not only poses a risk to private infrastructure along the coast, but it also transport infrastructure. Increased flood events will affect coastal transport infrastructure such as roads, walking and cycling paths.

Of the total greenhouse gas emissions in Hobsons Bay in 2006, freight transport contributed 17 per cent and residential travel contributed 11 per cent. The Council’s Community Greenhouse Strategy 2013-2030 indicates emissions from residential travel will steadily increase over the entire period, from 10.7 per cent of total emissions to 13.9 per cent by 2030. Not only does this increase the risk of climate change, but vehicular pollution impacts on the health and wellbeing of residents.

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*Commonwealth Department of Climate Change and Energy Efficiency.*
Addressing integrated transport issues will assist to reduce greenhouse gas emissions and in turn assist to reduce the risk of climate change. Also, providing multiple transport options reduces the impact that increasing numbers of extreme weather events, such as floods, caused by likely climate change will have on our ability to get about.

There is a need to grow transport and support mobility whilst reducing emissions through:

- **Improving transport efficiency:**
  - Making transport infrastructure and services more efficient;
  - Infrastructure planning to facilitate a shift from road to public transport; and
  - Efficient use of Intelligent Transport Systems.

- **Energy efficiency:**
  - Technological innovations to raise vehicle energy efficiency; and
  - New technologies and engines for clean and energy efficient road transport.

- **Alternative fuels and propulsion systems:**
  - Extensive research to enable shift from fossil fuels to decarbonised transport and market uptake; and
  - Research and policy.

The Council’s Community Greenhouse Strategy 2013-2030 advocates for the implementation of an ITP to address climate change issues, it also provides a number of transport related initiatives that should be considered as part of an ITP. These ideas should form a component of the strategies for reducing greenhouse gas emissions from transport within a Hobsons Bay ITP.
• Health

The excessive reliance on motorised travel and the lack of access to reliable public transport, particularly in middle and outer ring suburbs, has in part contributed to the problem of increasing obesity within the wider community. Walking and cycling are not generally prioritised as a means of transport, thus reducing the incidence of inadvertent physical activity.

As a determinant of health, access to transport promotes equity as it enables the establishment and maintenance of social connections, facilitates access to employment, education as well as improving access to healthy food outlets for all community members.

• Universal access

Incorporating universal access measures into transport infrastructure, such as low floor buses, ramps and lifts at train stations, ensures accessibility for an ageing population and all abilities.
4. Role and Need for an ITP
The role and use of an ITP is developed in this chapter.

Why do we need an ITP?

There are a number of reasons why an ITP would be beneficial for Council. It will:

- Provide an overarching strategy/plan that proposes a consistent vision and objectives across Hobsons Bay, which link through to the more detailed strategies for specific mode components;
- Provide a linking document to other bordering regions’ plans to ensure a consistent approach, and seamless integration for communities;
- Deliver of objectives within the CHWP, the Council Plan and the Community Greenhouse Strategy 2013-2030;
- Act as a reference document for Council staff, developers and community members as a plan to work towards over the next 15 years; and
- Include implementation plans acting as an ‘umbrella’ delivery strategy for key transport and freight programs.

The strategy is intended to complement, rather than replace, approved Council strategies relating to arterial roads, public transport, road safety, bicycles and land use/development. It is also intended to mesh with integrated transport strategies from other Councils in the region, and with the Department of Transport Planning and Local Infrastructure (DTPLI) strategies for Melbourne as a whole.

It will also provide a position statement for advocating on a number of State led projects and strategies that will have an impact on Hobsons Bay including:

- Plan Melbourne – Metropolitan Planning Strategy 2013
- Network Development Plan – Metropolitan Rail
- East – West Link
- Victoria – The Freight State (the Victorian Freight and Logistics Plan).

There is currently a policy gap in the lack of Federal and State overarching integrated transport strategies. An ITP for Hobsons Bay would ensure that integration occurs at the municipality level, whilst at the same time being consistent with overarching primary policies.
What would an ITP do?

An ITP would be a guide for transport planning in Hobsons Bay. It would set out a collaborative, consistent and sustainable approach to transport and strategic land use planning decision making. There is now an increased acceptance that land use planning and transport are interrelated as recently expressed in the draft Plan Melbourne Metropolitan Planning Strategy.

The ITP would set out a 15 year program to meet the transport priorities outlined in the CHWP and Council Plan across all transportation modes. It would be developed by HBCC in discussion with the DTPLI and other state agencies such as VicRoads and PTV, providing a consolidated transport action program across the transport system. The program would cover freeways and local roads, railways, buses, footpaths, cycleways, intermodal transport facilities and supporting facilities such as parking and park-and-ride.

In particular, the ITP would:

- Guide HBCC, and provide assistance to DTPLI, VicRoads and PTV in their detailed planning activities for maintaining, operating, renewing and developing transport networks;
- Direct transport asset management, corridor and network development, transport service levels and the transport capital portfolio over the 15 year period;
- Inform the programming of activities in state agencies;
- Inform land use and development and associated development infrastructure; and
- Provide a platform for advocacy for projects and initiatives that meet the Council’s strategy.

The ITP will identify the key transport challenges facing Hobsons Bay over the next 15 years and will propose major strategies to meet the priorities in the Council Plan and the CHWP.

The Plan would encourage best practice transport planning by setting out:

- Desired outcomes that provide a consistent framework to focus planning on achieving good outcomes for the community and the transport system;
- Directions and principles that provide guidance on how to achieve the desired outcomes; and
- Planning steps that offer a process to follow when undertaking integrated transport planning.

The Plan would be a tool for transport and land-use decision makers and planners in state and local government, as well as industry, offering advice and direction for integrated transport planning across urban and industrial locations within Hobsons Bay, integrated with the surrounding municipalities.
It must be highlighted that the Council has most influence over walking, cycling, road space allocation in local streets, parking provision and land use aspects of transport, where it has direct powers to invest and manage infrastructure and shape planning outcomes. It has limited direct power over public transport, freight and arterial roads, relying primarily on advocacy. However through its local actions and advocacy, the Council is able to influence how transport could progress within Hobsons Bay.

**Benefits of an ITP**

Through the ITP it is expected that policies and measures would be developed that have social, economic and environmental benefits. These benefits are summarised in the table below:

<table>
<thead>
<tr>
<th>Social</th>
<th>Economic</th>
<th>Environmental</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Improve public safety, make public areas more appealing and increase</td>
<td>• Increase transport efficiency, productivity and support economic growth.</td>
<td>• Reduce the amount of travel undertaken to access services.</td>
</tr>
<tr>
<td>activity in public spaces.</td>
<td>• Support local economic development through targeted transport infrastructure and services.</td>
<td>• Increase use of sustainable and active transport modes.</td>
</tr>
<tr>
<td>• Increase accessibility to employment, activity centres, education,</td>
<td>• Provide investment clarity to businesses and residents about future transport initiatives.</td>
<td>• Improve the amenity of the municipality through reduced noise, emissions, and congestion.</td>
</tr>
<tr>
<td>and other community services and facilities through greater choice of</td>
<td>• Provide a framework for managing congestion and the movement of cars and heavy vehicles.</td>
<td>• Provide a framework for managing congestion and the movement of cars and heavy vehicles.</td>
</tr>
<tr>
<td>transport options.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Create a more inclusive society by identifying strategies to overcome</td>
<td></td>
<td></td>
</tr>
<tr>
<td>barriers to mobility and ensure provision of affordable transport</td>
<td></td>
<td></td>
</tr>
<tr>
<td>options.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Reduce the adverse community impacts of transport, for example freight movements and commuter peak traffic.</td>
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<td></td>
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</tbody>
</table>

**ITP Implementation**

It is important that clear implementation plans and strategies come out of the ITP to ensure the recommendations are adopted. Cross-Council participation in the ITP is required and a steering group with terms of reference is recommended to capture the different areas of the Council that the ITP will cover.

In addition, a review of the existing budget is required to ensure enough resources have been allocated to oversee the implementation. The success of the ITP and the implementation strategies that come from it rely on a sustainable allocation of resources, it is likely greater resourcing will be required.
5. ITP Proposed Structure

Introduction
This section will provide an overview of the recommended structure of an ITP, to assist with understanding the composition and therefore benefits. The structure would seek to provide an overview of the issues and provide a framework that addresses the problems.

Background, Review and Data collection
The ITP would be required to undertake a literature review of the key transport strategies and policies of Federal, State, Regional and local Government to gain an understanding of policy context and local Council’s ability to influence outcomes. A list of suggested policies and strategies for review is provided in Appendix B. This background would also consider the regulatory and statutory requirements relating to transport, and associated requirements e.g. for planning, as it impacts on transport and identify the key challenges and opportunities for each suburb.

Vision
The Vision of the ITP would need to be defined, through stakeholder engagement. This could build on the vision set out in the Integrated Transport Strategy 2006:

1. A municipality which hosts a carefully planned, integrated transport network for all vehicles, cyclists and pedestrians adding to the quality of life and strong sense of community for residents. The transport network will encourage visitors to enjoy the area and ensure that the needs of industry and commerce are met while minimising the impacts of heavy vehicle traffic on the amenity of the area.
2. The municipality will have a high class public transport network (trains and buses) which adequately caters for the needs of the local community.
3. The municipality will have a well-planned and constructed network of industrial roads connecting to main roads and freeways to service industrial areas without affecting the amenity of more sensitive land uses within the municipality.
4. There will be adequate parking facilities to serve activity and tourist precincts. On-site parking will be adequate to meet the need generated by particular land uses without overloading public facilities.
5. There will be a network of well-connected cycle and pedestrian paths that are safely separated from vehicular traffic to encourage commuter and recreational use.
6. Altona and Williamstown will be important water transport terminals and tourism nodes on Hobsons Bay and Port Phillip Bay.
This vision will need to be updated to relate to the Council Plan and CHWP. It will also need to relate to key local policies such as the Climate Change Policy 2013 and Community Greenhouse Strategy 2013 – 2030 and Hobsons Bay Strategic Bicycle Plan 2013-2017 as well as key external legislation and strategies so a consistent vision across all plans can be delivered. It is also recommended that the new ITP have an overarching vision related to providing a single integrated transport network for Hobsons Bay municipality; a ‘One Integrated Network’ approach, to effectively realise the benefits.

**Consultation**

The Council is already aware of some of the transport concerns of the community. Consultation for the development of the CHWP and Council Plan revealed access to public transport is a major concern, particularly in areas where options are limited and residents primarily use their cars as their main mode of transportation. The community has advised that advocating for better public transport for the municipality should be a top priority for the Council over the next four years.

The introduction of an ITP will involve both formal and informal community consultation and engagement and will likely be split over two financial years. A needs and gap analysis for the community will be required to identify required community transport needs and optimising the allocation and integration of existing resources. Consultation will ensure the community is engaged in the process and ensure there is capacity building within the community. This will inform and direct the development of the ITP.

A community engagement strategy will need to be created in accordance with the *Transport Integration Act 2010* and Council’s *Community Engagement Framework* which recognises that gaps and barriers exist in community consultation. Hobsons Bay has a cultural and linguistically diverse community and not all members of the community have access to the internet or receive local newspapers, necessitating a more innovative approach.

**Network Challenges**

The ITP will identify local issues and challenges for HBCC, and adopt implementation plans that are directed by the CHWP. A number of key issues relating to HBCC have been listed under the Issues section of this discussion paper.

**Define Approach and Outcomes**

The ITP approach should be outlined, and could include the following sections/components:

- Outline planned improvements/upgrades by mode or by objective;
- Maps to provide visual demonstration; and
- Discuss the need for and benefits of integrating across networks to achieve the goals and objectives specified in the reference documents.

This information, along with the vision, will assist with the identification of desirable outcomes and recognise outcomes that can realistically be achieved by the Council. These should be discussed and confirmed by the Council steering group.
Best Practice and Examples

Example initiatives can be referenced to provide context to the One Integrated Network approach.

For example:

- Integrating cycle planning, public transport planning and land use development plans through determining what cycle infrastructure is required at bus and train stations / where most appropriate.
- Bus service network planning in line with land use development plans.
- Ensuring community transport provision is in line with changing demographics.
- Parking strategies are in line with PT and active transport infrastructure/services/promotion actions.

Funding Sources

This section will outline the importance of referencing relevant funding sources to develop the One Integrated Network approach and discuss the benefits of pooling funding sources where appropriate (e.g. active transport, health and wellbeing) to make maximum use of available funding.

Changing funding sources can cause implementation issues. For example, VicRoads is responsible for fully funding the development of the Bicycle Priority Routes within the Principal Bicycle Network (on-road). However, Parks Victoria no longer funds projects jointly with Local Government Authorities for the development of the Metropolitan Trail Network (off road routes). This is therefore creating a gap in funding. The draft Hobsons Bay Strategic Bicycle Plan 2013-17 recommends that the Council pursues funding opportunities from external agencies for specific projects where appropriate, and works in partnership with other organisations and Local Government Authorities to leverage funding from identified sources. Opportunity exists for the Draft Hobsons Bay Strategic Bicycle Plan 2013-17, the ITP and Metropolitan Regional Trail Projects to work together to draw attention to the current lack of funding and advocate for collaboration and partnerships across all levels of government. Without such cooperation, existing trail gaps are likely to remain in the foreseeable future and discourage residents and visitors from walking and cycling.

This approach will be required going forward to close the funding gaps that are preventing the implementation of the planned cycle routes. Funding gaps exist across proposals not only for the Council but also VicRoads, PTV and DPTLI. As such, this ITP will set out funding constraints and opportunities that can be addressed through a collaborative approach to planning transport for the municipality. It may discuss alternative funding mechanisms such as Value Capture (recovering some or all of the value that public infrastructure generates for private landowners) and the Council’s role in these.
Other Opportunities

This section will include reference to other opportunities to benefit from an integrated approach. For example:

- Research other opportunities for sharing resources / assimilating information to add value and create efficiencies – e.g. integrate walking and cycling and public transport use with health and wellbeing initiatives;
- ITP advisory group - input into state and federal government strategies to advocate for Hobsons Bay;
- Work collaboratively with neighbouring Councils and stakeholders and participate in projects to ensure a consistent approach and seamless integration of transport networks (such as the Western Metropolitan Trails Project); and to develop an effective regional position from which to advocate for transport outcomes, (such as the Western Transport Alliance); and
- Improved system of maintaining assets – consistent management approach.

Implementation Strategies and Plans

This section will describe the importance of implementation / action plans for integrated modal transport.

Implementation plans should be developed in relation to short (to 2017), medium (to 2022), and long term (to 2030) timeframes, and actions should be cross correlated with other strategy and policy action plans. It should also identify those plans that the Council can regulate, dictate and influence and those plans that the Council can only advocate on.

Monitoring and Evaluation

It is suggested that bi-annual reviews of an ITP are carried out to monitor progress of implementation.

Efficient and targeted monitoring and evaluation are important for the effective delivery of the Plan:

- Importance of a solid integrated monitoring and evaluation framework;
- Inclusion within ITP to demonstrate how infrastructure and service alterations, along with general trends in take up of modes, will be monitored and evaluated to inform performance; and
- Use outcomes of framework to inform future development of strategies and updating of ITP implementation plans.
6. Recommendations

There are a number of transport related issues affecting HBCC due to its changing population characteristics and growth. Transport infrastructure and management will need to respond to the Council's aging and diverse demographic. An ITP will benefit the Council by providing an overarching strategy/plan that proposes a consistent vision and objectives across Hobsons Bay. Transport issues are complex and responsibilities sit across a number of Directorates. An ITP will provide a framework for the effective coordination, management, advocacy and implementation of transport related matters and initiatives across the organisation. It will also become a linking document to internal policies and other bordering regions' plans to ensure a consistent approach, and seamless integration for communities.

In addition, additional resources will be required to create and implement an ITP; it is therefore recommended that an ITP position be created.

It is recommended that the Council:

2. To review existing resources to create an Integrated Transport Officer position to prepare the ITP and implement the recommendations of the ITP.
3. Split the allocation of funding of the ITP over two financial years.
Appendices
Appendix A
Transport Integration Act 2010

Vision statement

The Parliament recognises the aspirations of Victorians for an integrated and sustainable transport system that contributes to an inclusive, prosperous and environmentally responsible State.

Transport system objectives

Social and economic inclusion
The transport system should provide a means by which persons can access social and economic opportunities to support individual and community wellbeing by:

a) minimising barriers to access so that so far as possible the transport system is available to as many persons as wish to use it
b) providing tailored infrastructure, services and support for persons who find it difficult to use the transport system.

Economic prosperity
The transport system should facilitate economic prosperity by:

a) enabling efficient and effective access for persons and goods to places of employment, markets and services
b) increasing efficiency through reducing costs and improving timeliness
c) fostering competition by providing access to markets
d) facilitating investment in Victoria
e) supporting financial sustainability.

Environmental sustainability
The transport system should actively contribute to environmental sustainability by:

a) protecting, conserving and improving the natural environment
b) avoiding, minimising and offsetting harm to the local and global environment, including through transport-related emissions and pollutants and the loss of biodiversity
c) promoting forms of transport and the use of forms of energy and transport technologies which have the least impact on the natural environment and reduce the overall contribution of transport-related greenhouse gas emissions
d) improving the environmental performance of all forms of transport and the forms of energy used in transport
e) preparing for and adapting to the challenges presented by climate change.
Integration of transport and land use
The transport system should provide for the effective integration of transport and land use and facilitate access to social and economic opportunities:

a) so as to improve accessibility and transport efficiency with a focus on:
   i maximising access to residences, employment, markets, services and recreation
   ii planning and developing the transport system more effectively
   iii reducing the need for private motor vehicle transport and the extent of travel
   iv facilitating better access to, and greater mobility within, local communities.

b) the transport system and land use should be aligned, complementary and supportive and ensure that:
   i transport decisions are made having regard for the current and future impact on land use
   ii land use decisions are made having regard for the current and future development and operation of the transport system
   iii transport infrastructure and services are provided in a timely manner to support changing land use and associated transport demand.

c) improving the amenity of communities and minimising impacts of the transport system on adjacent land uses.

Efficiency, coordination and reliability
The transport system should facilitate network-wide efficient, coordinated and reliable movements of persons and goods at all times by:

a) balancing efficiency across the network so as to optimise the network capacity of all modes of transport and reduce journey times;

b) maximising the efficient use of resources including infrastructure, land, services and energy;

c) facilitating integrated and seamless travel within and between different modes of transport; and

d) providing predictable and reliable services and journey times and minimising any inconvenience caused by disruptions to the transport system.

Safety, health and wellbeing
The transport system should be safe and support health and wellbeing by:

a) seeking to continually improve the safety performance of the system through:
   i safe transport infrastructure
   ii safe forms of transport
   iii safe transport system user behavior.

b) avoiding and minimising the risk of harm to persons arising from the transport system

c) promoting forms of transport and the use of forms of energy which have the greatest benefit for, and least negative impact on, health and wellbeing.
Decision making principles

**The principle of integrated decision making**
Seek to achieve Government policy objectives through coordination between all levels of government and government agencies and with the private sector.

**The principle of triple bottom line assessment**
Assess all of the economic, social and environmental costs and benefits taking into account externalities and value for money.

**The principle of equity**
- a) equity between persons irrespective of their:
  - i) personal attributes, including age, physical ability, ethnicity, culture, gender and financial situation, or
  - ii) location, including whether in a growth, urban, regional, rural or remote area
- b) equity between generations by not compromising the ability of future generations to meet their needs.

**The principle of the transport system user perspective**
- a) understanding the requirements of transport system users, including their information needs
- b) enhancing the usability of the transport system and the quality of experiences of the transport system.

**The precautionary principle**
If there are threats of serious or irreversible environmental damage, lack of full scientific certainty should not be used as a reason for postponing measures to prevent environmental degradation, including through:
- a) a careful evaluation to avoid serious or irreversible damage to the environment wherever practicable; and
- b) an assessment of the risk-weighted consequences of various options.

**The principle of stakeholder engagement and community participation**
- a) taking into account the interests of stakeholders, including transport system users and members of the local community
- b) adopting appropriate processes for stakeholder engagement.

**The principle of transparency**
Members of the public should have access to reliable and relevant information in appropriate forms to facilitate a good understanding of transport issues and the process by which decisions in relation to the transport system are made.
Appendix B
Key Strategy & Policy Documents

Federal
- Australian National Cycling Strategy 2005-2010
- Clean Energy Future Plan (2011)
- Our Cities, Our Future – A National Urban Policy for a productive, sustainable and liveable future (2011)
- Disability Discrimination Act 1992

State
- Victorian Transport Plan (2009)
- Shaping Melbourne’s Freight Future (2010)
- Pedestrian Access Strategy (2010)
- Transport Integration Act (2010)
- Victorian Climate Change Act (2011)
- Metropolitan Strategy
- Cycling into the Future 2013-23
- State Planning Policy Framework
- Melbourne Ferries Background Study (2013)

Regional
- Western Transport Strategy 2012-2030
- Greening the West – a regional approach. Strategic Plan.
- Regional Greenhouse Strategy (under development)

Local
- Community Health and Wellbeing Plan 2013-2017
- Council Plan 2013-2017
- Municipal Strategic Statement
- Community Greenhouse Strategy 2013 – 2030
- Hobsons Bay Integrated Transport Strategy 2006
- Local Traffic Management Plans for suburbs around Hobsons Bay.
- Hobsons Bay Strategic Bicycle Plan 2013-2017
- Hobsons Bay Improving Access to Healthy Food (Food Security) Policy Statement 2009
- Hobsons Bay Children and Young People’s Plan 2014-2018 (under development)
- Disability Access and Inclusion Strategy 2013-2017
- Maribyrnong Integrated Transport Strategy
- Wyndham's Bus Network and Young People.
- Car Parking Strategies for Newport, Altona, Williamstown.
- Hobsons Bay Road Safety Strategy 2011-13
References

Hobsons Bay Community Health and Wellbeing Plan 2013-17
Hobsons Bay Council Plan 2013-17
Department of Transport, Planning and Local Infrastructure website www.transport.vic.gov.au
Hobsons Bay Disability, Access and Inclusion Strategy 2013-17
Hobsons Bay City Council, Research Summary “Access to Transport in Hobsons Bay”
Hobsons Bay Climate Change Adaptation Plan 2013-18
Hobsons Bay Industrial Land Management Strategy (2008)
Hobsons Bay Strategic Bicycle Plan 2013-2017
Network Development Plan – Metropolitan Rail (2012)
Plan Melbourne – Metropolitan Planning Strategy (2013)
Public Transport Victoria website www.ptv.vic.gov.au
Road Safety Strategy 2011-2013
Transport Integration Act (2010)
Western Melbourne Transport Strategy (2012)