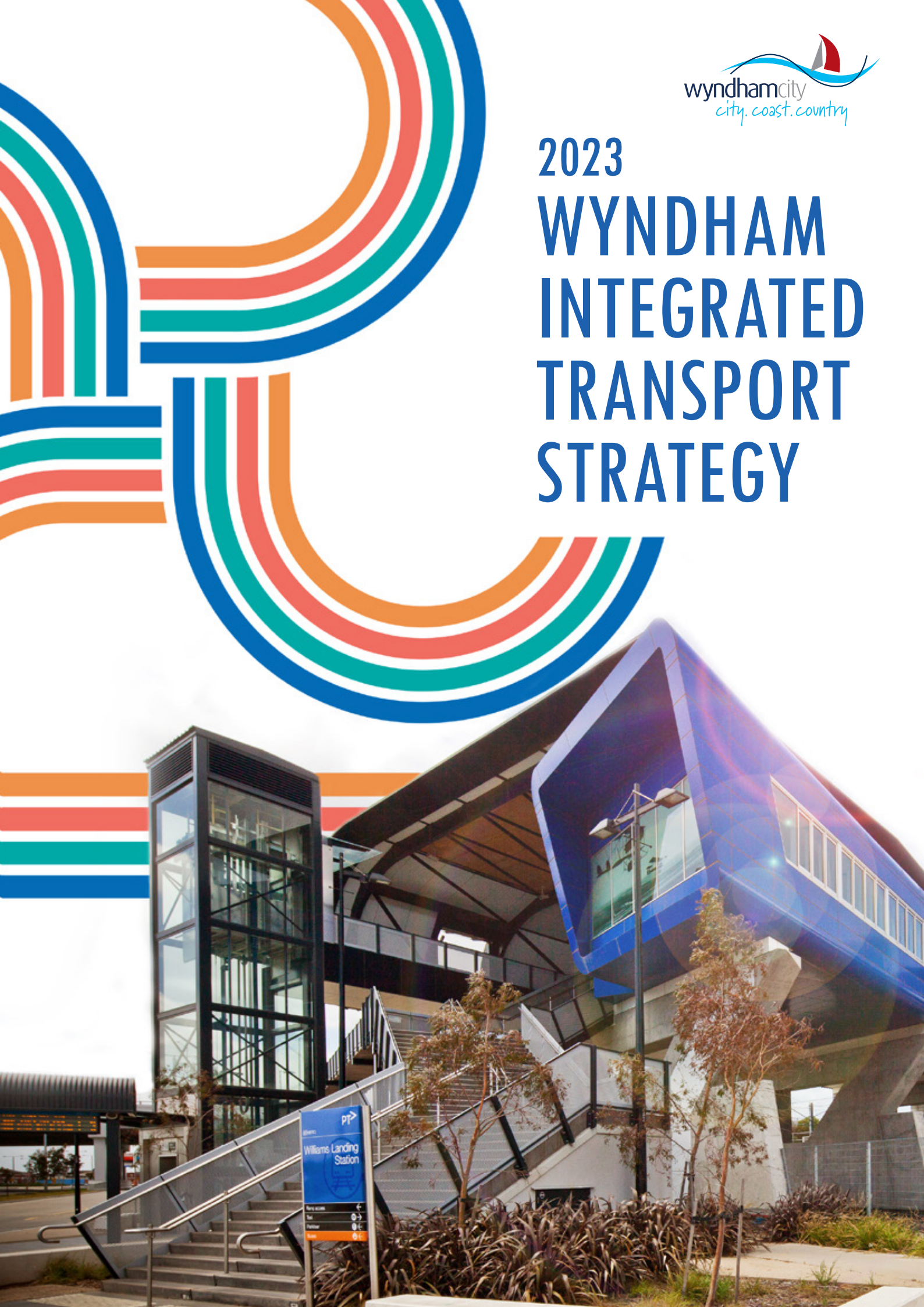


2023 WYNDHAM INTEGRATED TRANSPORT STRATEGY



PP
Williams Landing Station
Bus stop
Taxi
Park
Bike

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MAYOR'S MESSAGE

Wyndham continues to be one of Australia's fastest growing municipalities, placing increasing demands on our transport network and infrastructure. The message we consistently hear from our residents is that road congestion and poor public transport are the top priorities impacting on their lives. Wyndham 2040 vision for Places and Spaces reflects this community demand for improved transport, 'People are able to move around Wyndham easily. They are able to get to where they want to go efficiently and with greater access to active, accessible and sustainable modes of transport.'

The Wyndham Integrated Transport Strategy supports Wyndham 2040 and will assist in shaping a transport system that better connects transport and land use planning. This strategy outlines the areas where advocacy is required to provide an integrated transport system both locally and across the Western Region. Wyndham will continue to advocate and work with Commonwealth and State Governments to secure support and funding commitments that address these transport priorities.

Wyndham's transport system must work for everyone, whether they are accessing community facilities, employment, day to day needs or visiting. It needs to support local businesses, the movement of freight, and our tourism sector. It will be required to be adaptable to changes in technology, climate, and above all sustainable.

We cannot focus on improving one part of our existing transport system in isolation, as this simply will not work. Wyndham requires an integrated transport network that is resilient, invigorates places it is part of, and ensures the efficient travel of people and goods. Simply what we need is to move in a way that is sustainable, accessible, and agile, to maximise opportunities and liveability for all.

We can all be part of the journey to improve our transport system. This is full of challenges but above all I believe in the strengths and dynamism of our community. A more accessible Wyndham is one where we can all prosper.

Cr Susan McIntyre
Wyndham City Mayor



EXECUTIVE SUMMARY

The 2023 Wyndham Integrated Transport Strategy (2023 WITS) is an update of the original 2016 WITS. Since 2016 there has been rapid population growth, significant disruptions due to COVID, delivery of State infrastructure projects, and changes/review of other significant transport projects, and other changes. Transport systems have been critical to ensuring that the community is adaptable and resilient to challenges.

The 2023 WITS has new and refined actions that reflect current conditions. Actions are to support eight key areas of focus. These are:

1. Land Use and Transport Integration
2. Active Transport
3. Public Transport
4. Freight
5. Transport Network
6. Other Transport Modes
7. Education, Promotion and Communication
8. Technology and Innovation

The areas of focus and associated actions are to help progress us towards realisation of the 2023 WITS Vision for 2040, 'Wyndham is a safe, connected city where people confidently choose how they move. The network enables the efficient travel of people and goods; and our integrated transport system invigorates places it is part of. Travel is sustainable, accessible, and agile to maximise opportunities and liveability for all, and connects us to each other, to Wyndham, and beyond.'

INTRODUCTION

Transport is an essential part of everyone's lives and is mostly delivered through a network of roads, rails, and pathways, supporting a range of modes and everyday activities. The transport system connects us to work, school, shops, and services; enables us to take part in social and recreational activities; and moves people and goods to support businesses and industries. Connecting people and places is key to ensuring that Wyndham is accessible for everyone to enjoy.

Wyndham is a large and diverse city with people of all ages, abilities, incomes, lifestyles, and experiences, see <https://www.wyndham.vic.gov.au/snapshot-wyndham>. For this reason, there are many and varying needs and priorities when it comes to how, when and where people travel; and how goods are moved within the city and across the region. A good transport system responds to these needs and priorities and makes it easier to provide transport choices to best meet the needs of our community.

Our rapid growth offers immense opportunities for Wyndham, managing the growth and providing timely transport responses to increased demand and safety concerns is an ongoing challenge. A comprehensive, coordinated approach to this challenge is needed. The 2023 WITS is an update of the 2016 adopted WITS and will continue to tackle this challenge in a highly proactive, coordinated, and co-operative way.

The ongoing rapid population growth and urban expansion in Wyndham has made the backlog of essential transport-related infrastructure, and associated system performance issues, even more urgent. This is impacting the environment, quality of life, economic viability, efficiency, safety, health and wellbeing of our community. It is often difficult to get around without a car due to the size of Wyndham, dispersed non-sequential development, and the often relatively low housing densities which effectively increases the distance from homes to destinations. Car use is still the dominant mode of transport and surveys have shown that addressing traffic congestion is a top priority for the community. However, it is vital to provide improved public transport and active transport options for



the community to reduce this car dependency. Wyndham has a flat landscape that makes active transport easier and the ongoing technological development such as e-bikes can make longer distance travel easier for all.

WITS will help deliver a transport system that connects local and state infrastructure and services through integrated transport and land use planning where transport infrastructure and service provision is not treated as an afterthought of land use planning. Achievement will require timely action and coordinated investment, not only between various levels of Government, but also between Government and the private sector. This strategy looks to the future and reflects what we hope to achieve in support of the Wyndham 2040 Refresh vision and The Wyndham Plan, not just in terms of mobility but also in terms of our efficiency, amenity, health, wellbeing, environment, and economy. It aims to enhance mobility, safety, inclusion, and choice. The transport system will complement land uses and vice versa so that more people are provided with the access needed to

be able to live, work and shop locally. A connected system will enable coordinated and efficient travel by all modes, locally and across municipal borders.

This 2023 WITS provides the overall vision for the transport network and is underpinned by the Wyndham 2040 Vision. The strategy outlines how we can achieve the 2023 WITS vision and the actions needed to get there.

The 2023 WITS will not only support actions to be undertaken by Wyndham City where it has jurisdiction, but also in areas where Wyndham City needs to work with other stakeholders, including other levels of Government, the private sector, and the community, to realise its desired outcomes.

It is expected that many of Wyndham’s transport improvements will require support and/or funding commitment from all levels of Government, and potentially the private sector. Strong partnerships across Government and transport stakeholders, including very importantly, the private sector, are essential for success. Partnerships with Commonwealth and State Governments are important as they have significant legislative and financial powers over most of the transport policy, funding, and delivery of services and infrastructure. Partnerships with the private sector will be critically important in areas such as public transport infrastructure and service provision, given that both rail and bus services across Melbourne are privately operated. Therefore, it is expected that many of Wyndham’s future transport improvements will require a significant advocacy effort to secure State and Commonwealth Government, as well as private sector, support and/or funding for projects.

Where the 2023 Wyndham Integrated Transport Strategy sits in the City’s Planning and Reporting Framework

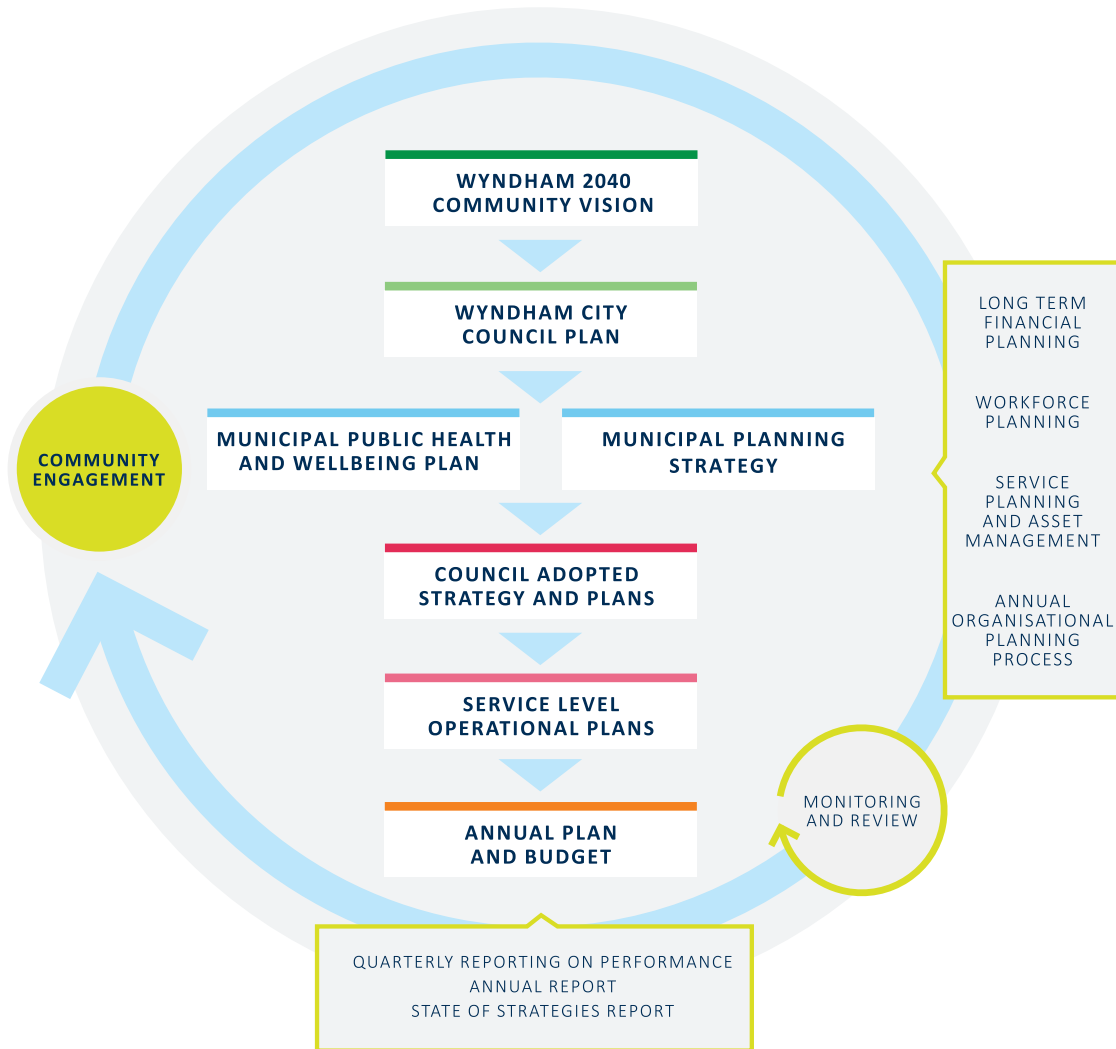
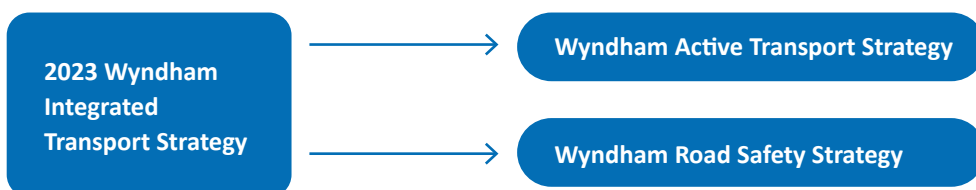


Figure 1: Wyndham City’s Planning and Reporting Framework

Source: Excerpt from the Wyndham City Council Meeting Minutes (Wednesday 16 June 2021)
www.councilpapers.wyndham.vic.gov.au/Open/2021/ORD_16062021_MIN_2661_AT.PDF

The 2023 WITS will sit at the Council adopted strategy and plans level and will be supported by the Wyndham Active Transport Strategy and Wyndham Road Safety Strategy.



GUIDING PRINCIPLES

The Transport Integration Act (TIA) 2010 is the main overarching State Government policy and legislative framework for transport decision making in Victoria. When Wyndham makes a decision that has a significant impact on the transport system; it must have regard to the objectives outlined in the TIA.

A set of six principles have been drafted to align with the TIA transport system objectives. The six principles will guide any future decisions made in relation to the WITS, to ensure Wyndham complies with the TIA.

1. SOCIAL AND ECONOMIC INCLUSION

The transport system should accommodate as many users as possible with varying travel requirements and ability levels.

2. ECONOMIC PROSPERITY

The transport system should facilitate economic prosperity by enabling efficient and effective access for persons and goods to places of employment, markets, and services; increasing efficiency through reducing costs and improving timeliness; fostering competition by providing access to markets; facilitating investment in Wyndham and the region; and supporting financial sustainability.

3. ENVIRONMENTAL SUSTAINABILITY

The transport system should actively contribute to environmental sustainability by protecting, conserving and improving the natural environment; promoting transport modes with the least impact on the natural environment; and preparing for and adapting to the challenges presented by climate change.

4. INTEGRATION OF TRANSPORT AND LAND USE

Integrate the transport system and land use to improve accessibility and transport efficiency, with a focus on maximising access to residences, employment, markets, services, recreation, and social and economic opportunities; planning and developing the transport system more effectively; reducing the need for private vehicle transport and the extent of travel; and facilitating better access to,

and greater mobility within, local communities. Transport infrastructure and services should be provided in a timely manner to support changing land use and associated transport demand. The transport system should improve the amenity of communities and minimise impacts of the transport system on adjacent land uses.

5. EFFICIENCY, COORDINATION AND RELIABILITY

The transport system should balance efficiency across the network; maximise the efficient use of resources; facilitate integrated and coordinated travel within and between different modes of transport; and provide predictable and reliable services and journey times.

6. SAFETY, HEALTH AND WELLBEING

The transport system should seek to continually improve safety performance; minimise risk of harm; and promote forms of transport which have the greatest benefit for, and least negative impact on, health and wellbeing.



POLICY AND STRATEGY FRAMEWORK

Transport policy in Wyndham is influenced by all levels of Government. Commonwealth and State Governments have a significant impact on regional and local transport outcomes through their control of policy, infrastructure development and strategic land use planning. Set out below are the main policies that affect transport decision-making in Wyndham.

Commonwealth:

- National Charter of Integrated Transport and Land Use Planning, 2003
- National Cycling Strategy
- National Land Freight Strategy
- National Road Safety Action Plan 2015-2017
- Black Spot Program
- Roads to Recovery
- Infrastructure Australia Audit and Project Assessments (2021 Australian Infrastructure Plan)
- Disability Standards for Accessible Transport 2002

Regional:

- Avalon Corridor Strategy
- Western Metropolitan Region Integrated Transport Framework- Stage 2, 2019-20
- Western Metropolitan Region Integrated Transport Framework- Stage 1, 2018-19
- Western Transport Alliance- Transport Strategy for Melbourne's West (April 2018)
- West Trails- Western Metropolitan Regional Trails Strategic Plan

State:

- Transport Integration Act, 2010
- Movement and Place in Victoria 2019
- Plan Melbourne Refresh 2017-2050 Melbourne West Growth Corridor Plan 2012
- Navigating our Port Future – The Victorian Commercial Ports Strategy
- Western Metro Land Use Framework Plan (Draft)
- Precinct Structure Planning Guidelines: New communities in Victoria (October 2021)
- Infrastructure Victoria-Victoria's Infrastructure Strategy 2021-2051
- Department of Transport – Strategic Plan 2022-2026
- Planning Policy Framework and Clause 18 Transport

Wyndham City Council :

- Wyndham 2040 Refresh
- Securing Wyndham's Future – Advocacy Strategy
- Municipal Planning Strategy
- Wyndham Planning Scheme including Planning Policy Framework
- City Plan
- Community Health, Wellbeing and Safety Plan
- The Wyndham Plan
- Resilient Wyndham 2021-2025
- Wyndham Active Transport Strategy (June 2020)
- Road Safety Strategy and Action Plan (2022-2032)
- Wyndham Activity Centres Strategy (2016)
- Wyndham Industrial Land Use Strategy

2023 WYNDHAM INTEGRATED TRANSPORT STRATEGY FOR 2040

Wyndham is a safe, connected city where people confidently choose how they move. The network enables the efficient travel of people and goods; and our integrated transport system invigorates places it is part of. Travel is sustainable, accessible, and agile to maximise opportunities and liveability for all, and connects us to each other, to Wyndham, and beyond.



WYNDHAM'S TRANSPORT STRATEGIC STATEMENTS

Supporting the vision are eight transport strategy statements for each of the main identified transport issues. The eight statements are inter-related and considered to have equal importance. The policy initiative statements set the direction of the WITS and provides guidance to the desired outcomes for the transport system.



LAND USE AND TRANSPORT INTEGRATION

"Integrate transport and land use to invigorate locations and help people to live locally using sustainable transport choices."



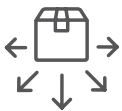
ACTIVE TRAVEL

"Provide an active transport network that is accessible, integrated, comfortable, attractive and safer for people of all ages and abilities."



PUBLIC TRANSPORT

"Strongly advocate for a safer, resilient, more integrated, inclusive public transport system that meets the need of our growing population."



FREIGHT

"Optimise freight transport efficiency to maximise economic opportunities for the Western Region of Melbourne, whilst minimising adverse impacts on the community and residential amenity."



TRANSPORT NETWORK

"Deliver an integrated and safer network that is sustainable for current and future generations."



OTHER TRANSPORT MODES

"Encourage and enable a range of current and future transport options to contribute to a sustainable, agile and inclusive transport system."



EDUCATION, PROMOTION AND COMMUNICATION

"Promote smarter, healthier, more environmentally sustainable travel choices by engaging with our community."



TECHNOLOGY AND INNOVATION

"Seek innovative solutions to transport challenges by harnessing technology and data-driven decision making for the benefit of our community and visitors."

STRATEGY



1. LAND USE AND TRANSPORT INTEGRATION

Strategic Statement: “Integrate transport and land use to invigorate locations and help people to live locally using sustainable transport choices.”

The way that cities are developed has a fundamental impact on how people travel and is vital in connecting communities. Factors commonly referred to as the 6D’s – destinations, distance, design, density, diversity, and demand management affect how, where, why and when people travel. Transport factors such as public transport service quality (including such things as reliability, frequency, travel time, information provision, connectivity, accessibility, modal and intermodal integration, amongst others); road network efficiency (including such things as service levels, capacity, origin destination travel times and connectivity, amongst others); presence of comfortable walking and cycling routes; parking supply; and transport demand management policies; can influence where people choose to live; where businesses locate; and where essential services and amenities such as schools, hospitals, fresh food outlets, support organisations and community facilities are provided.

Ensuring land use and transport integration is critical to ensuring that Wyndham is liveable for residents and visitors alike. At a State Level, Plan Melbourne Refresh identifies that transport is central to linking people to jobs and services, and goods to markets. At a regional level, the Western Metro Land Use Framework Plan (Draft) has as a key focus, the integration of land use and transport. The Department of Transport and Planning’s Movement and Place in Victoria, recognises that streets perform multiple functions. This includes the movement of people and goods and, as key places and destinations. The use of Movement and Place will enable Wyndham to undertake a comprehensive and

integrated approach to transport decision making.

Precinct Structure Plans are used as the primary mechanism to plan for growth areas. Landowners within growth areas are unable to develop their land until a Precinct Structure Plan has been completed. The Precinct Structure Planning process not only plans for the proposed land uses, but also the associated infrastructure required to support these land uses. This infrastructure includes the transport infrastructure required as well as how to finance this infrastructure. However, the use of average dwelling densities in PSPs is not sufficient to support optimal Transit Orientated Development. To reduce the growth in demand for travel and increase the use of more sustainable modes, it is critical to make public transport and other sustainable modes more viable/competitive for greater numbers and types of travel requirements, as well as concentrating new developments within or near activity centres to enable shorter trips due to the proximity of jobs, shops, services, and major public transport hubs.

Key Issue: Integration of land use planning and transport planning to achieve increased transport efficiency and sustainability outcomes.

Wyndham City has several Precinct Structure Plans (PSPs) developed by the Victoria Planning Authority (VPA). The PSPs enable new growth areas to be planned and managed, and to incorporate Council’s land use planning objectives. Wyndham will need to work with stakeholders in the PSP areas to ensure that land use developments support the preferred transport outcomes.

The East Werribee Employment Precinct (EWEP) will also evolve significantly with further planning work progressing. EWEP is proposed to contain significant employment, residential, and student intensity within 1km of the Werribee City Centre.

A total of 18 of 23 Precinct Structure Plans have been gazetted in Wyndham. The five additional PSPs yet to be planned are:

- Oakbank • Bayview • Mambourin East
- Werribee Junction • Aviators Field

In addition to PSPs, The Wyndham Plan has been created as a holistic and integrated, planning, development, and place-based approach to creating the type of city Wyndham’s residents aspire to live in as articulated in the Wyndham

2040 Community Vision. It identifies that concentration of development near selected public transport hubs, corridors and activity centres will bring city wide benefits to Wyndham.

The Wyndham Plan includes the Wyndham Transport Network (WTN), and the Derrimut Road Boulevard as 'Big Ideas', which will assist Wyndham's progress towards achieving the Wyndham 2040 Vision. These 'Big Ideas' will allow people to better move to and from key locations around the City Heart, key activity centres, and the proposed Neighbourhood Pulses. Wider Wyndham will be linked to, and benefit from, the concentration of transport options and land uses. The WTN will be integrated with and form part of the broader public transport network (linking to the Metro line and Regional Rail Link at appropriate locations), but its focus is to bolster the creation of places within selected areas of Wyndham.

A key aim of the Wyndham Transport Network is to change the perception of Wyndham as a place for people to pass through to Wyndham being perceived as a destination and a place to come to. Improving the internal transport network of Wyndham is a critical step to achieving this objective.

Transport integration with land use is critical to the best outcomes for Wyndham. Key employment areas within Wyndham include the Western Industrial Precinct which is a designated 'State-Significant Industrial Precinct' and the developing East Werribee Employment Precinct that is within a designated 'National Employment and Innovation Cluster (NEIC)'. The NEIC includes Williams Landing, the Werribee Plaza and the Werribee Town Centre and overlaps with the City Heart shown in the Wyndham Plan (see figure 2 and 3). There are also numerous activity centres that provide employment and assist people to live more locally. It is also important to note that some arterial roads within Wyndham will continue to play a significant role in moving people and goods through Wyndham, particularly within the industrial areas of Truganina/Laverton North and along the major north-south roads.

The Wyndham Plan contains several additional proposals to support land use and transport integration, for example the proposed Wyndham Transport Network, Autonomous Rapid Transit or Bus Rapid Transit Network. The Wyndham Plan should be referred to directly.

WITS seeks to support the implementation of Wyndham Plan and Resilient Wyndham through further refinement of

transport elements over time. Central to doing this is that land use and transportation are drawn ever closer together to assist in achieving a resilient Wyndham. In doing so we seek to lessen both the reliance on private motor vehicles and the need to travel longer distances outside of Wyndham. An example of how this may occur is the 20-minute neighbourhood concept that offers a way to ensuring improved liveability and our transport system is a key part of ensuring that 20-minute neighbourhoods can develop in Wyndham (see figure 4).

Wyndham will be a destination of choice within wider Melbourne and Victoria, this will bring greater opportunities for residents and visitors alike. Refer to The Wyndham Plan which discusses land use and transport in greater detail.

Action 1.1: Support implementation of The Wyndham Plan and Resilient Wyndham.

Key Issue: Support for the Werribee City Centre's growth as the 'Capital of Melbourne's New West', and support for the City Heart and National Employment and Innovation Cluster (NEIC).

The Werribee City Centre is Wyndham's Principal Activity Centre and commercial heart. It is a regional focal point for work and leisure. Situated along the picturesque Werribee River and Wyndham Park, the Centre's amenity, attractions, services, and infrastructure are outstanding assets and a solid platform for continuing development. The Werribee Park Precinct is a major tourism destination accessible via public transport from the nearby Werribee City Centre. The Centre's role as the principal activity centre in Wyndham will also contrast with and complement the development and growth in the adjacent East Werribee Employment Precinct. The Werribee City Centre is growing, and a large-scale enhancement and activation program led by Wyndham City aims to facilitate further growth.

The Werribee City Centre has a high level of service by metropolitan train, bus, active transport, and vehicular connections. Its role as a principal activity and public transport centre increases legibility and structure to the transport network, as well as economies of scale to attract specific services. Recent planning initiatives to encourage increased development densities and a greater mix of uses will support transport services to and from the Werribee City Centre. This in turn will give residents greater access to

employment, services, and entertainment.

There is the opportunity to improve transport connections further as a part of the Werribee City Centre enhancement and activation program. Transport issues needing to be addressed in the Werribee City Centre include:

- All abilities access, safety and presentation issues at Werribee Train Station and bus interchange (which also operating at/over-capacity).
- Gaps in the on-street and off-street bicycle and pedestrian path network.

Importantly the Werribee City Centre along with other major town centres and the northern section of the East Werribee Employment Precinct form the City Heart. The extent of the

City Heart is still being refined and while it differs covers a similar area from the National Employment and Innovation Cluster (NEIC). The importance of changing land uses over time and the need for supporting transport is detailed in the Wyndham Plan.

Action 1.2: Support delivery of an integrated transport network for Werribee City Centre/ City Heart/Werribee NEIC.

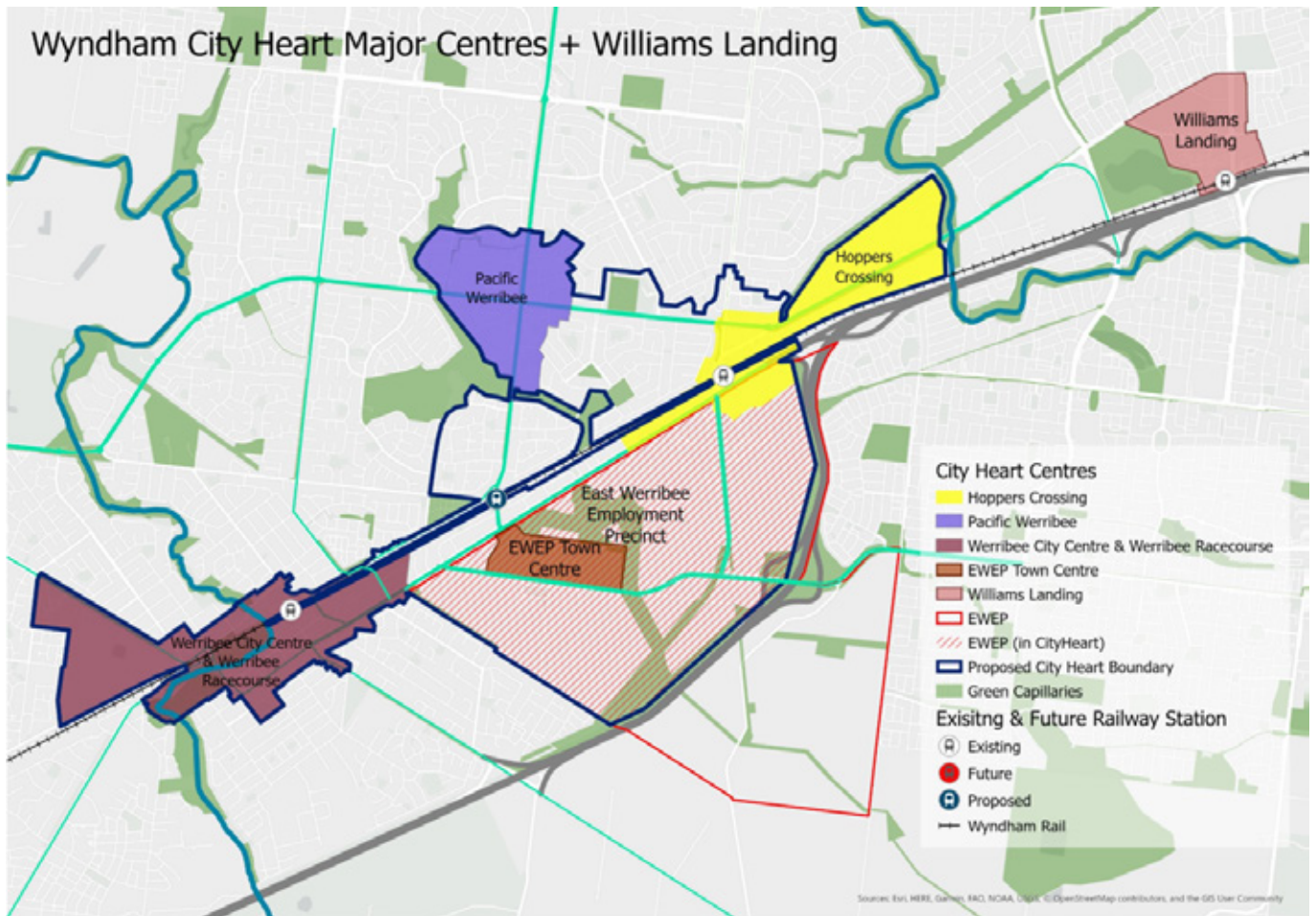


Figure 2: City Heart with the Metro Spine linking the Five Nodes of the NEIC Precinct



Figure 3: National Employment and Innovation Cluster (NEIC)

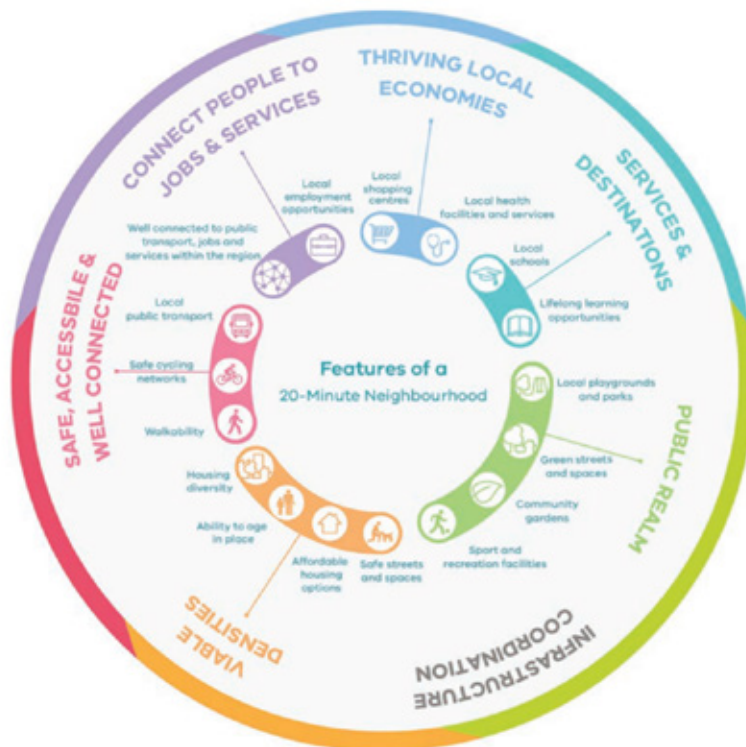


Figure 4: The 20-minute neighbourhood



2. ACTIVE TRANSPORT

Strategic Statement: “Provide an active transport network that is accessible, integrated, comfortable, attractive and safer for people of all ages and abilities.”

The Wyndham Active Transport Strategy 2020 (WATS) provides Council with the strategic direction for an active transport network that is accessible, integrated, comfortable, attractive, and safer for people of all ages and abilities. The actions to deliver and improve active transport in Wyndham are now contained within the Active Transport Strategy.

The implementation of the Active Transport Strategy is supported by the 2023 WITS to ensure active transport uptake and options are improved which will have positive impacts on other modes by reducing congestion.

Active transport and the resulting physical activity have a wide range of positive health outcomes that also increase resilience and liveability.

There are positive knock-on effects to other transport modes and land uses, as the use of active transport is often more efficient and reduces the volumes of vehicles in Wyndham.

While the Wyndham Active Travel Strategy provides clear direction on active transport the 2023 WITS recognises that Wyndham will likely need to respond to new opportunities like e-transport. Transport is a dynamic area that changes quickly due to evolving planning strategies, funding opportunities, and innovation which we should and can take advantage of when appropriate.



3. PUBLIC TRANSPORT

Strategic Statement: “Strongly advocate for a safer, resilient, more integrated, inclusive public transport system that meets the need of our growing population.”

Public transport plays a vital role in reducing car dependency, managing congestion, and improving the overall liveability in Wyndham. Public transport is the most cost effective, space efficient and environmentally sustainable way to transport people in large numbers, across long distances. It supports an inclusive community by providing mobility to a diverse range of people, regardless of age, ability, or socio-economic circumstances.

The drivers of public transport patronage growth are well-established. Existing and potential users want safe, comfortable, reliable, frequent, fast services, with minimal wait times during modal and intermodal interchange as well as comprehensive (ideally real time) service information. The accessibility (how easy are the services to get to for people of all abilities) and connectivity (do these services take me where I need to go?) of these services is also critically important.

Partnerships with State and Federal Governments are important as they have significant legislative and financial powers over most of the transport policy, funding, and delivery of services and infrastructure. Public Transport in Wyndham is planned and managed by the Department of Transport and Planning (DTP), funded by the State Government, and operated by the private sector and State Government entities

Wyndham’s public transport system includes several metropolitan bus routes, airport bus services, and two rail lines – the electrified Werribee Line and the non-electrified Regional Rail Link (RRL).

To see improvements to the public transport network, Wyndham will need to work alongside and with the

following organisations to advocate to State and Federal Governments and ultimately deliver upon our current and future ambitions in public transport:

- DoT and the VPA.
- Public Transport Operators such as CDC, Metro Trains, and V/Line.
- Adjoining and Western Region Municipalities.
- Other key stakeholders such as, RACV, Property Developers, Tourism Operators.

Given the critical role of all these stakeholders in helping to realise the desired transport policy outcomes, a significant advocacy effort over the lifetime of the WITS will be a necessity. Collaboration is the key to achieving increased frequencies, improved reliability, decreases in travel times, improved safety and amenity, increased accessibility to public transport, timely provision of the planned major public transport infrastructure, improving intermodal integration and improved accessibility to trip planning tools.

Technological changes, such as the potential of mobility as a service (MAAS), will open new opportunities for public transport to be an ever more important part of the transport mix. Different types of public transport, such as Rapid Transit and On-Demand services, present opportunities to support land use changes over time. In addition, access to public transport via micro mobility and a connected network will help to reduce private vehicle use. What is critical is that transport provision is planned and provided in association with land use to ensure that our transport system is responsive to how people want to live and move in Wyndham.

Key Issue: Advocacy for improved public transport coverage and frequency.

Public transport coverage and frequency are critical elements in achieving improved mode share to public transport and providing choice to residents. Improved coverage and frequency will ensure residents are closer to a public transport service that runs more often. We will continue to advocate for improvements to public transport in line with Securing Wyndham's Future – Advocacy Strategy, which will continue to evolve as different challenges and opportunities are identified.

Local issues that will need to be considered as part of Wyndham's advocacy, include:

- New and expanded bus services in the new growth areas west and north of RRL as well as west of Davis Road to be provided in a timely manner with development.
- Buses to meet the first and last trains on both RRL and the Werribee rail lines.
- Improved access to jobs in Truganina, Laverton North, and Werribee South.
- Demand response services for low volume localities and/or times of day, similar to the Tarneit North FlexiRide which commenced in October 2022. Tarneit North FlexiRide is an on-demand bus service that requires a ride to be booked, has a defined area of service, no fixed route and picks up passengers from 'virtual bus stops'.

Action 3.1: Continue to advocate for improved public transport coverage and frequency

Key Issue: Achieving high quality, attractive, accessible and coordinated public transport infrastructure to support preferred land use and strategic outcomes.

Increased densities and mixed-use developments must be produced in conjunction with improved public transport infrastructure. With land use and transport integration, there must be on-going buy-in and involvement from public transport operators and developers to ensure high quality, accessible, public transport infrastructure can be designed and delivered into these development areas. Not doing so severely impacts on access to public transport and can increase use of less sustainable transport modes.

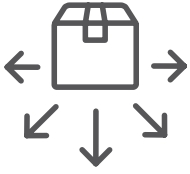
In addition, Transit Oriented Developments, and the density and mixed uses that go with them, should be seen as a catalyst for, and complementary to, innovative car parking solutions and improvements in public transport infrastructure. Wyndham will continue to advocate for the following public transport infrastructure:

- Construction of the planned additional rail stations on both the RRL and Werribee lines.
- Delivery of commuter car park solutions with the view towards transitioning to more transit-oriented development in the future, as market conditions and bus service levels permit.

- Additional Parkiteer bike cages and active travel parking
- The Werribee to Black Forest Road Rail link to be constructed and electrified to enable Werribee trains to directly connect with RRL services.
- Electrification of Regional Rail Link.
- Geelong Fast Rail stop in Wyndham
-

Action 3.2: Continue to advocate for high quality, attractive and coordinated public transport infrastructure to support preferred land use and strategic outcomes





4. FREIGHT

Strategic Statement: “Optimise freight transport efficiency to maximise economic opportunities for the Western Region of Melbourne, whilst minimising adverse impacts on the community and residential amenity.”

Maintaining Wyndham’s strategic advantage in freight and logistics is being challenged by road and rail capacity and congestion, market change, and competing infrastructure development. Having an efficient freight network is crucial for maintaining and expanding Wyndham’s as well as Victoria’s economic competitiveness, as goods movement plays a vital role in both the Victorian and Wyndham economies. It is essential that Wyndham works closely with the State Government and the private sector, to develop a highly productive freight network, whilst minimising adverse neighbourhood impacts. This will be important when planning and delivering the Western Intermodal Freight Terminal (WIFT), as the WIFT will provide important employment opportunities for Wyndham residents.

There are freight network improvements within or near Wyndham, which will be important contributors to achieving both the State’s and Wyndham’s future strategic freight objectives. This includes the targeted expansion and development of the arterial road, rail, and freeway networks. To achieve the freight related objectives set out in this document, Council’s engagement in and encouragement of continuing discussions with the State and Federal Government and the private sector (particularly port operators, financiers, developers, rail freight operators and third-party logistics providers) is necessary.

This is particularly important considering any possible future port development in the Bay West area and proposed future development of the Outer Metropolitan Ring Transport Corridor, and an intermodal terminal system/network for Melbourne located in Melton. These initiatives have the potential to contribute significantly to our and the State’s economic, environmental, sustainability, efficiency, and liveability objectives.

In mid-2020, the MAV and the then Department of Transport commenced a partnership to facilitate greater collaboration between municipal councils and the State Government to support implementation of the Victorian Freight Plan. Issues considered over this time included, High Productivity Freight Vehicles (HPFV), Heavy Vehicles, Rail Freight, and first/last kilometre freight access. A series of workshops were also held on first/last kilometre freight issues, to gather a cross section of views and build shared understanding of the key issues in the following categories, network access, property access, and infrastructure. A paper detailing the outcomes is expected to be released soon and will help guide the Freight section of this Strategy.

Key Issue: Collaboration with the private sector and State Government on freight planning and infrastructure.

Wyndham will work with port operators, freight transport operators, major logistics providers and other key stakeholders on planning and infrastructure projects, lobby State and Federal Government, and ultimately deliver:

- Increasing the rail freight mode share to and from the Port of Melbourne and interstate.
- Optimising transport infrastructure to support freight logistics hubs.
- Planning and delivering facilities such as the Western Interstate Freight Terminal, Port Rail Shuttle and Bay West Port. Facilities of this scale, cost and strategic importance will simply not be delivered without the strong and on-going buy-in and involvement from the private sector parties.
- Planning and delivering other road projects required to support the employment and industrial precincts of Truganina and Laverton North, along with other PSP areas.
- Advocating for the early implementation of the Outer Metropolitan Road and Rail corridor, particularly the connection between the M1 and the M8.
- Supporting the increased use of technology to improve freight transport efficiency.

The advocacy work will be guided by the Securing Wyndham’s Future – Advocacy Strategy which will continue to evolve as different challenges and opportunities are identified.



Action 4.1: Engage with the State Government and other external stakeholders to improve freight planning and the delivery of the required infrastructure

Key Issue: Integration of freight transport with land use planning.

Freight is a by-product of a functioning economy. It is critical that freight movements support local economic development, but do not impact negatively on the amenity and liveability of the city. The preferred process is to require land use planning directions that reinforce access to this primary road network to minimise conflict with community amenity. Recent changes to the Transport Zone (within the Planning Scheme) have strengthened statutory powers in relation to protecting and prioritizing identified freight routes from sensitive uses and residential interfaces.

Wyndham needs to consider enabling High Productivity Freight Vehicles (HPFV) access to appropriate sections of local roads or ‘last kilometre’ access to local industries in areas that do not significantly impact community safety and amenity. HPFV provide increased efficiencies, including reducing the number of trucks required on the network. Any decisions on designating additional heavy vehicle routes will also need to factor in the condition of the existing road assets (e.g. pavements, bridges, culverts, etc) and whether it is suitable for HPFV.

In addition, consideration must be given to delivery and freight movement in major commercial and retail areas

identified in The Wyndham Plan. Potential issues to explore, include improving loading zones, providing off-street delivery spaces, revising parking and stopping regulations to improve the efficiency of deliveries, and improving traffic circulation using parallel laneways.

Local issues that will need to be considered or addressed:

- Availability of industrial land and yet to be developed new industrial PSPs
- Freight impact on other modes and congestion
- Changes and disruptions caused by COVID. For example, more white vans and home deliveries, and supply chain issues
- 24-hour access through residential areas
- Addressing existing legacy issues, e.g. Riverside Precinct (Werribee)

Action 4.2: Support Council’s advocacy for a Western Freight Infrastructure Investment Plan to coordinate the Western Intermodal Freight Terminal, Outer Metropolitan Ring Transport Corridor, and Inland Rail.

Action 4.3: Explore funding opportunities for assessing the condition of pavements (including bridges, culverts, etc) for their suitability to be included as part of the designated HPFV network



5. TRANSPORT NETWORK

Strategic Statement: “Deliver an integrated and safer network that is sustainable for current and future generations.”

Road safety is of key importance in Wyndham and the Road Safety Strategy and Action Plan (2022-2032) has been developed to address this issue. The vision of the Road Safety Strategy is that everybody who travels in Wyndham arrives at their destination safely. We aim to reduce road trauma to ensure that everybody can participate in all that Wyndham has to offer and travel home safely.

Wyndham has an extensive network of roads including 1738 kilometres of Council managed roads and 123 kilometres of declared arterial roads (as of June 2022). The State Government is responsible for managing and maintaining the declared arterial roads and freeways within Wyndham. These include the Princes Freeway, Princes Highway, Ballan Road, Synnot Street, Duncans Road, Heaths Road, Old Geelong Road, Derrimut Road, Sayers Road (east of Derrimut Road), Leakes Road (east of Derrimut Road), Dohertys Road (east of Derrimut Road), Palmers Road, Boundary Road (east of Palmers Road), Fitzgerald Road, Little Boundary Road, Western Ring Road, and Point Cook Road.

It is important to note that most of the currently congested roads in Wyndham are declared arterial roads managed by Department of Transport and Planning, and therefore Wyndham will need to continue advocating to State and Federal Governments for the funding required to upgrade these roads.

The road network is carrying more vehicles than ever before, and many sections of the road network have reached capacity. In addition, some main roads managed by Wyndham are performing an arterial road function. This compromises safety, especially for vulnerable users such as pedestrians, cyclists, and motorcyclists.

Wyndham has an extensive capital works program to maintain and upgrade its main roads. We will continue to

conduct annual traffic counts on both declared and main roads to monitor traffic volumes and inform the priorities for road upgrades.

The State Government has recently removed level crossings at Cherry Street, Werribee Street and Hoppers Crossing. While congestion caused by the level crossing has been removed, the network for both vehicles and active transport has been altered. Cycling provision was not provided for on the new road overpass at Hoppers Crossing. The only alternative is to use the new station footbridge and lifts, which is a slow and indirect way for cyclists to cross the rail corridor. The provision of improved active transport links will need to form part of Wyndham’s advocacy to State Government.

As highlighted earlier in this document, traffic congestion is a significant concern for the community of Wyndham as it has a direct impact on quality of life. These impacts include long-travel times, loss of amenity, environmental degradation, health issues and decline in economic productivity. Building more road capacity alone is not a sustainable way to address traffic congestion nor does it represent the whole-of-system approach that is required to provide optimised and sustainable outcomes. A more holistic approach is needed.

Key Issue: Upgrading the arterial road network to support all modes of transport.

We’re upgrading local roads that have reached capacity – but many of the most congested roads are managed by the State Government. Wyndham will continue to explore opportunities with the Department of Transport and Planning on road design, development and business cases.

Wyndham will need to continue to strongly advocate for:

- Upgrading of roads, intersections and freeway interchanges that have reached capacity, causing traffic jams, asset damage, delayed bus services, environmental and safety issues – particularly for pedestrians and cyclists.
- The declaration of new arterial roads aligned with development growth.
- Building additional or duplicating existing rail grade separations and river bridges to accommodate transport growth.
- Prioritising road projects which benefit local job creation and economic growth.
- Improving access to/from Melbourne’s CBD.
- Adequate provision of active and public transport infrastructure and connections

Action 5.1: Explore opportunities with the Department of Transport and Planning on road design, development, and business cases

Action 5.2: Continue to advocate for upgrades to the arterial road network that support all modes of transport

Action 5.3: Undertake annual traffic volume counts on nominated roads across Wyndham to identify roads requiring upgrades or duplications

Key Issue: Creating an environmentally sustainable road network that optimises access and mobility for people and goods.

In the context of the 2023 WITS, “Sustainable” means: ‘Meeting the social, environmental, and economic needs of the present without compromising the ability of future generations to meet their own needs’.

A sustainable road network needs to provide a clear hierarchy from local access streets, through connector streets, to main roads and arterial roads. Planning a hierarchy allows land use planning to interact appropriately, increasing safety and legibility of the road network and therefore optimising the network for access and mobility. We will continue to implement traffic calming solutions in response to neighbourhood amenity issues and improve safety for all road network users.

A component of increasing accessibility is by using the road reserve to support social cohesion through:

- Ensuring best practice walking and cycling infrastructure design is incorporated into road design approvals for new or upgrades to existing roads.
- Ensuring access to bus stops and appropriate bus priority measures are provided.
- Exploring opportunities to implement shared zones in commercial areas.
- Exploring alternative traffic calming solutions.
- Exploring opportunities to reallocate road space for public use in commercial areas.
- Identifying better use of the road reserves in residential areas noting current issues such as narrow road pavement widths in older areas, parking on nature strips and garage use.
- Reallocation of the road reserve to ensure a balance for different transport modes.
- Improvements to (removal of missing links) in the path network

The DoT Movement and Place Framework can be utilised to review the allocation of road space linked to preferred land use outcomes, with the aim of delivering an integrated network for all modes of transport.

Action 5.4: Apply the DoT Movement and Place Framework to support Wyndham’s strategic land use and transport planning.





6. OTHER TRANSPORT MODES

Strategic Statement: “Encourage and enable a range of current and future transport options to contribute to a sustainable, agile and inclusive transport system.”

There are a range of transport modes that are either part of the existing transport system or could be part of the future transport system, which have not been covered so far in the strategy. These include taxis, commercial passenger vehicles, rapid transit, community bus/transport, car-pooling/car share, motorised mobility devices, ferries, mobility as a service (MAAS), bike share and personal mobility devices. It is important to note that new modes of transport may become available over time, and these will need to be considered as and when they become viable in Wyndham.

There are many benefits to having a wider range of transport options, including: reducing road congestion, lowering environmental impact, and delivering a more inclusive and equitable transport system for a diverse population. These transport options also need to be feasible from a land use, social, environment, financial and economic perspective.

We will continue to monitor the emerging research and regulatory changes associated with each of these modes of alternative transport.

We will continue to explore opportunities with the private sector and the State Government to trial or partner with, on alternative transport modes.

Action 6.1: Continue to monitor the emerging research and regulatory changes associated with other modes of alternative transport.

Action 6.2: Continue to explore opportunities with the private sector and the State Government to trial or partner with, on alternative transport modes and supporting infrastructure.

Action 6.3: Advocate to the State Government for increased funding for other transport modes that address transport disadvantage for people without the capacity to access public transport or active transport.



7. EDUCATION, PROMOTION AND COMMUNICATION

Strategic Statement: “Promote smarter, healthier, more environmentally sustainable travel choices by engaging with our community.”

Education, promotion, and communication can be effective ways to encourage people to make smarter, healthier, and more environmentally sustainable travel choices; and to maximise use of existing infrastructure and services.

Educating people about using the transport system in a safer and more respectful manner can also help reduce conflicts, manage capacity constraints, improve freight efficiency, and enhance safety.

Key Issue: Promotion of sustainable transport choices.

To achieve our aims of the strategy, we will need to deliver ongoing education, promotion, and communication regarding sustainable transport options. The promotion of the benefits of walking, cycling and public transport to make these modes more mainstream and prominent, as well as the promotion of the infrastructure and trips available to be made with these modes. If residents are unsure how to cycle from A to B or unable to understand the most efficient way to catch public transport to their destination, this will reduce the desire to use these modes, and are likely to drive.

A component of communication is also wayfinding and other signage on footpaths and bike paths as well as around public transport infrastructure, however utilising technology advancements to improve communication and education for transport users, including but not limited to internet, social media, apps etc. is also valuable.

Any education or communication will involve encouraging people to share road and path space and use the transport system safely and respectfully. This will enable people to be

more understanding of those using sustainable modes and encourages them to use these modes more often. Education and communication include ongoing collaboration with schools to improve and promote active transport, through Council’s Active Travel to Schools Program.

Action 7.1: Partner with other stakeholders to deliver education and communication programs.

Action 7.2: Communicate sustainable transport use and information to all residents.

Action 7.3: Work with DET & VSBA to ensure new schools plan for active travel prior to opening.





8. TECHNOLOGY AND INNOVATION

Strategic Statement: “Seek innovative solutions to transport challenges by harnessing technology and data-driven decision making for the benefit of our community and visitors.”

The rapid evolution of technology and the resulting increased innovation will likely help make movement more efficient and convenient. This includes, the uptake of electric cars, bikes, and personal mobility devices, to the potential of autonomous vehicles and drones, and the greater availability of transport data. Wyndham City can assist in maximising the potential benefits through being proactive and open to opportunities.

Key Issue: Utilising technology and innovation

Technology changes and trends bring opportunities that will allow us to improve how people move around Wyndham. The Wyndham Smart City Strategy 2019-2024 community consultation found that residents felt that while a range

of different aspects of Wyndham can be improved by technology, and two areas that could be most improved were transport and congestion, and car parking. In addition, the strategy found strong support for Wyndham to be an early adopter of new technology. Part of the Smart City Strategy vision is to, ‘support local living and the creation of 20-minute neighbourhoods, engages in active and smart travel, and seeks innovative solutions to transport challenges.’

While adoption of new transport technology will likely occur “naturally” over time, Wyndham can be a facilitator of change by advocating and supporting new technologies and trials, if assessed as being appropriate. Potentially this could include charging stations for e-vehicles, e-bikes, and mobility devices. The rapid uptake of electric vehicles is supported due to lower emissions and other benefits, if green energy sources are used. It is worth noting that Point Cook has a high uptake of electric vehicles.

It is not yet clear the outcomes that use new technologies will have, or even what will be available for use over the long term, however by being adaptable and agile Wyndham increases the likelihood that we will move successfully and confidently into the future.




Action 8.1: Support the Smart Cities Strategy priorities identified under the strategic theme, ‘Transport – For Citizens & Visitors’



Action 8.2: Support Securing Wyndham’s Future – Advocacy Strategy, ask the Victorian Government to, ‘Work with Wyndham City and key stakeholders to support and deliver new and emerging technologies and transport innovations such as on demand services, utilisation of smart technology and innovative mapping/real time solutions.’



Action 8.3: Monitor how electric vehicle charging infrastructure and usage develops within the municipality and seek the best transport outcomes now and in the future.


ACTIONS

The 2023 WITS has removed the original WITS Targets and Program Areas to streamline the Strategy. The 2023 WITS Actions seek to progress and achieve Wyndham’s Transport Strategic Statements to ensure the Vision is realised. These actions will have a 5-year timeframe to align with the next review of the WITS.

ACTION	WHO	TIMEFRAME	COST/FUNDING SOURCE
 1. LAND USE AND TRANSPORT INTEGRATION			
1.1 Support implementation of The Wyndham Plan.	Lead: Strategic Planning & Property Support: Transport & Sustainability	Ongoing	The Wyndham Plan will require a separate budget for implementation
1.2 Support delivery of an integrated transport network for Werribee City Centre/City Heart/Werribee NEIC.	Lead: Strategic Planning & Property; Transport & Sustainability Support: Economy, Design & Place	Ongoing	Will require a combination of operating budget, Council capital works, grant applications and advocacy to State and Federal Governments for funding
 2. ACTIVE TRANSPORT			
N/A – See the Wyndham Active Transport Strategy	/	/	/
 3. PUBLIC TRANSPORT			
3.1 Continue to advocate for improved public transport coverage and frequency	Lead: Transport & Sustainability; Advocacy & Stakeholder Relations	Ongoing	Operating budget
3.2 Continue to advocate for high quality, attractive and coordinated public transport infrastructure to support preferred land use and strategic outcomes	Lead: Transport & Sustainability; Advocacy & Stakeholder Relations Support: Strategic Planning & Property	Ongoing	Operating budget

ACTION	WHO	TIMEFRAME	COST/FUNDING SOURCE
 4. FREIGHT			
<p>4.1 Engage with the State Government and other external stakeholders to improve freight planning and the delivery of the required infrastructure</p>	<p>Lead: Transport & Sustainability</p>	<p>Ongoing</p>	<p>Operating budget</p>
<p>4.2 Support Council's advocacy for a Western Freight Infrastructure Investment Plan to coordinate the Western Intermodal Freight Terminal, Outer Metropolitan Ring Transport</p>	<p>Lead: Transport & Sustainability; Advocacy & Stakeholder Relations</p>	<p>Ongoing</p>	<p>Operating budget</p>
<p>4.3 Explore funding opportunities for assessing the condition of pavements, bridges, culverts, etc for their suitability to be included as part of the designated HPFV network</p>	<p>Lead: Transport & Sustainability</p>	<p>Ongoing</p>	<p>Operating budget initially, combination of Council capital works, grant applications and advocacy to State and Federal Governments for funding</p>
 5. TRANSPORT NETWORK			
<p>5.1 Explore opportunities with the Department of Transport and Planning on road design, development, and business cases</p>	<p>Lead: Transport & Sustainability</p>	<p>Ongoing</p>	<p>Operating budget initially, combination of Council capital works and advocacy to State Government for funding</p>
<p>5.2 Continue to advocate for upgrades to the arterial road network that support all modes of transport</p>	<p>Lead: Transport & Sustainability; Advocacy & Stakeholder Relations</p>	<p>Ongoing</p>	<p>Operating budget</p>

ACTION	WHO	TIMEFRAME	COST/FUNDING SOURCE
 5. TRANSPORT NETWORK			
5.3 Undertake annual traffic volume counts on nominated roads across Wyndham to identify roads requiring upgrades or duplications	Lead: Transport & Sustainability	Yearly	Operating budget
5.4 Apply the DoT Movement and Place Framework to support Wyndham’s strategic land use and transport planning	Lead: Transport & Sustainability Support: Strategic Planning & Property	Ongoing	Operating budget
 6. OTHER TRANSPORT MODES			
6.1 Continue to monitor the emerging research and regulatory changes associated with other modes of alternative transport	Lead: Transport & Sustainability	Ongoing	Operating budget
6.2 Continue to explore opportunities with the private sector and the State Government to trial or partner with, on alternative transport modes and supporting infrastructure	Lead: Transport & Sustainability	Ongoing	Operating budget initially, combination of Council capital works, grant applications and advocacy to State and Federal Governments for funding
6.3 Advocate to the State Government for increased funding for other transport modes that address transport disadvantage for people without the capacity to access public transport or active transport.	Lead: Transport & Sustainability; Advocacy & Stakeholder Relations Support: Community Planning	Ongoing	Operating budget

ACTION	WHO	TIMEFRAME	COST/FUNDING SOURCE
 7. EDUCATION, PROMOTION AND COMMUNICATION			
7.1 Partner with other stakeholders to deliver education and communication programs	Lead: Transport & Sustainability	Ongoing	Operating budget initially, potential for grant applications
7.2 Communicate sustainable transport use and information to all residents	Lead: Transport & Sustainability	Ongoing	Operating budget
7.3 Work with DET & VSBA to ensure new schools plan for active travel prior to opening	Lead: Transport & Sustainability	Ongoing	Operating budget
 8. TECHNOLOGY AND INNOVATION			
8.1 Support the Smart Cities Strategy priorities identified under the strategic theme, 'Transport – For Citizens & Visitors'	Lead: Transport & Sustainability	Ongoing	Operating budget
8.2 Support Securing Wyndham's Future – Advocacy Strategy, ask the Victorian Government to, 'Work with Wyndham City and key stakeholders to support and deliver new and emerging technologies and transport innovations such as on demand services, utilisation of smart technology and innovative mapping/real time solutions.'	Lead: Transport & Sustainability; Advocacy & Stakeholder Relations	Ongoing	Operating budget
8.3: Monitor how electric vehicle charging infrastructure and usage develops within the municipality and seek the best transport outcomes now and in the future.	Lead: Transport & Sustainability	Year 1	Operating budget

APPENDIX 1 - OUR REQUIREMENTS FROM NEW GOVERNMENT TRANSPORT PROJECTS

Provision of large scale Federal and State Government transport projects are welcomed by Wyndham. The below are the high-level expectations for all transport project and are to serve as a starting point for discussions with Federal and State Governments on transport projects.

- Early engagement with Council to ensure local transport needs are documented, prior to State Government finalising the project scope. Engagement prior to public announcement is strongly preferred.
- Clarity regarding what can be influenced by Council and the community.
- Projects to reflect the diverse needs and wants of users.
- Consideration of integration with wider network and impact on the network in Wyndham and beyond.
- Flexibility to include nearby projects that are impacted by changes.
- Integration of and access for all modes must be considered and provided for including active and public transport as part of road and rail projects.
- Due to rapid growth and long-term cost savings provision of ultimate infrastructure is generally preferred.
- Delivery is in step (timely provision) with the rapid growth of Wyndham. Any lag of infrastructure in relation to growth results in poorer outcomes for the community.
- Commitment to follow up projects if budget and timelines prevent inclusion of Council and community requirements.



