



Wyndham Integrated Transport Policy

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BACKGROUND

Project Overview

Transport is an essential part of everyone's lives and is delivered on an integrated 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.

Wyndham is a large and diverse city with people of all ages, abilities, incomes, lifestyles and experiences. 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.

Since 2001, Wyndham has grown from around 85,000 residents, to an ever expanding City of over 200,000 people. With a recent average of over 11,000 new residents every year, Wyndham is one of the fastest growing municipalities in Victoria. According to *Victoria in the Future 2014*, the official State Government projection of population, Wyndham will have the largest population growth of all Local Government areas in Victoria from 2011 to 2031. It is forecast that Wyndham's population will grow to more than 425,000 by 2040.

While this growth offers immense opportunities for Wyndham, managing growth and providing timely transport responses to increased demand and safety concerns is an ongoing challenge. The rapid population growth and urban expansion in Wyndham has resulted in a backlog of essential transport-related infrastructure and associated system performance issues in many established and new growth areas. This is impacting the environment, quality of life, economic viability, safety, health and wellbeing of our community. It is often difficult to get around without a car, and for this reason, encouraging active and public transport can help to minimise traffic congestion, which according to surveys is a top priority for residents and industry.

However, growth provides momentum for positive changes across the City. It provides the opportunity to improve infrastructure, increase housing options, support a greater range of jobs and investment opportunities, provide more sustainable¹ mobility options and enhance economic performance. Growth at this scale means that 'business as usual' will not meet the city's future transport needs.

The Wyndham Integrated Transport Policy seeks to deliver a local transport system that seamlessly connects Local and State infrastructure through good planning, timely action and coordinated investment. This policy looks to the future and reflects what we hope to achieve by 2040, not just in terms of mobility but also in terms our health, wellbeing, environment and economy. It aims to enhance mobility, safety, inclusion and choice. The transport system will complement land uses so that more people are able to live, work and shop locally. A connected system will enable coordinated and efficient travel by all modes, locally and across municipal borders.

It is expected that many of Wyndham's transport improvements will require support and funding commitment from all levels of government to achieve the transport outcomes required in this important part of Melbourne. Strong partnerships across government, transport and private sector

¹ In the context of the Wyndham Integrated Transport Policy and Strategy, "Sustainable" means: meeting the social, environmental and economic needs of the present without compromising the ability of future generations to meet their own needs.

stakeholders are essential for success, especially as the Commonwealth and State Governments have significant legislative and financial powers over most of the transport policy, funding, and delivery of services and infrastructure. Therefore, it is expected that many of Wyndham's future transport improvements will require a significant advocacy effort over the lifetime of the policy to secure State and Federal support and funding for projects.

Wyndham's Transport Challenges

- **Population Growth** – we need the timely provision of a transport system that meets the needs of a rapidly growing population and urban area.
- **Economic Competitiveness** – providing a transport system with coordinated and efficient mobility to existing and new employment areas and businesses that support local job creation and economic development.
- **Freight Growth** – providing a transport network that can respond to rapidly growing freight activity and changing logistics requirements, including last kilometre local freight solutions.
- **Health and Wellbeing** – enabling and encouraging more active travel to improve health and wellbeing. Wyndham residents are less physically active and more obese compared to the Victorian average.
- **Equity and Accessibility** – matching transport to a broad range of users with varying travel requirements and mobility levels, including provisions for improved accessibility and affordability.
- **Integrating Transport and Land Use** - to enable more residents to easily access their daily needs by walking, cycling, public transport and shorter car trips.
- **Transport Infrastructure** – managing transport network development, operations and congestion to optimise economic outcomes and overall liveability.
- **Regional Connectivity** - providing a transport system that connects people in a coordinated and efficient manner to major regional destinations by multiple modes.
- **Environment** – minimising transport impacts on the environment and encouraging people to travel more by environmentally sustainable modes.

Project Method

Wyndham City Council is committed to tackling these challenges through the development of the Wyndham Integrated Transport Strategy (WITS), which will guide the development of the transport system to 2040 and beyond. The WITS will be an evidence-based project that integrates a wide-range of transport modes with principles of sustainable growth and development.

The WITS is being developed in the following four phases during 2015 and 2016:

1. Issues Paper - The issues paper will include a summary of research, data and evidence; Commonwealth, State, Regional and Local policy context; and an assessment of the existing transport system and future opportunities.
2. Policy - The policy will provide the overall vision and policy initiative statements for each mode to guide the development of the strategy.
3. Strategy – The strategy will include a comprehensive set of strategies, actions, and key performance targets. This will include identifying physical works, behaviour change programs and advocacy initiatives.
4. Monitoring – The final phase of this project is to develop a progress reporting framework.

VISION

By 2040, Wyndham is a connected city that offers a wide choice of transport options; supports efficient travel within its region; and provides a sustainable transport system that maximises safety, health, equity, social inclusion, quality of life, environmental outcomes and economic prosperity.

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. The six principles listed below are structured to align with the TIA and will guide any future transport decisions made by Wyndham in relation to the Wyndham Integrated Transport Policy.

- 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 forms of transport which have 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 provide vehicle transport and the extent of travel; and facilitating better access to, and greater mobility within, local communities. Transport infrastructure 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 STATEMENTS

1. Land Use and Transport Integration

Integrate transport and land use to make it easier to live and work locally through 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.

Plan Melbourne (State Government) and the Municipal Strategic Statement (Wyndham Planning Scheme) both indicate that higher density residential, mixed-use development and employment areas should be concentrated near public transport hubs and corridors, and in designated activity centres (identified in Wyndham's Activity Centre Strategy - 2016). In addition, the Western Industrial Precinct is a designated 'State-Significant Industrial Precinct' and the East Werribee Employment Precinct is a designated 'National Employment Cluster'. Servicing these major activity centres is one of many key planks of the transport and land use planning approach to be deployed.

Precinct Structure Plans are the primary mechanism to plan for growth areas. Land owners 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.

In order to reduce the growth in demand for travel and increase the use of more sustainable modes, it will be critical to make public transport and other sustainable modes more viable/competitive for greater numbers and types of travel requirements, and 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.

2. Walking and Cycling

Enable a pedestrian and cycling network that is comfortable, attractive and safer for a broad range of users.

Almost every trip begins and ends as a pedestrian, whether they walk, cycle, take public transport, drive or use a mobility aid. Walking and cycling are great ways to improve health, reduce environmental impacts, enhance social interaction, save money and support local businesses. What makes a city attractive for walking or cycling depends on built environment features like density and urban design, as well as network connectivity and accessibility, the quality and availability of infrastructure, including such things as end of trip facilities, and perceptions of safety.

There is good potential for walking and cycling to become more popular forms of transport in Wyndham due to the relatively flat topography, suitable climate, and proximity to public transport hubs and activity centres. Walking and cycling are often the fastest modes of transport in congested urban areas and an effective way to improve health, reduce carbon emissions and save on transport costs.

Notwithstanding these favourable conditions and advantages associated with increasing rates of walking and cycling, only 1.4% of residents walk or cycle to work in Wyndham (2011 Census). It is apparent that these favourable conditions alone will not deliver the walking and cycling outcomes sought. As a result, we will continue to improve walking and cycling infrastructure to increase accessibility to active transport for all.

3. Public Transport

Support and strongly advocate for a safer, more integrated and inclusive public transport system that meets the needs of a 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) 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 Public Transport Victoria (PTV), funded by the State Government, and operated by the private sector and State Government companies.

4. Freight

Optimise freight transport efficiency to maximise economic opportunities, whilst minimising adverse impacts on the community and residential amenity.

The volume of container trade in Melbourne is expected to increase significantly from 2.58 million containers per year in 2011/2012 to about 8 million containers per year by 2040 (Port of Melbourne Corporation, 2015). Freight movement on roads around Metropolitan Melbourne is also estimated to increase significantly from approximately 290,000 vehicles per day in 2011 to 650,000 vehicles per day by 2046 (State Government of Victoria, 2013). This freight movement includes the often neglected less than 12 Tonne freight vehicles, which is as big an issue going forward as the movement of containerised freight by larger trucks.

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 in particular, to develop a highly productive freight network, whilst minimising adverse neighbourhood impacts.

There are a number of 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. These include the potential development of a new port; targeted expansion and development of the arterial road, rail and freeway networks; and development of intermodal freight terminals. 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 an intermodal terminal system/network for Melbourne, both strategically located with good future access to markets both in Australia and overseas. Both of these initiatives have the potential to contribute significantly to ours and the State's economic, environmental, sustainability, efficiency and liveability objectives.

5. Road Network

Deliver a road network that meets the social, environmental and economic needs of a growing city.

Wyndham has an extensive network of roads comprised of 1,345 kilometres of Council managed Local Roads both sealed and unsealed, and 124 kilometres of VicRoads' managed freeways and arterial roads (as of June 2016). The State Government is responsible for managing and maintaining freeways and declared arterial roads 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), Palmers Road, Boundary Road (east of Palmers Road), Dohertys Road (east of Fitzgerald 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 VicRoads and therefore Wyndham will need to work with and advocate to State and Commonwealth Governments for the funding required to upgrade these declared 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.

The road crossings over the Werribee Line are also constraining the road network as they are at or over capacity. Based on the Victorian Integrated Transport Model 2014, the number of vehicles crossing the Werribee line is predicted to increase by 95% between 2011 and 2046, and additional grade separated crossings will be required. The current State Government has committed to removing fifty level crossings over two terms of government.

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.

6. Road Safety

Work with key stakeholders to eliminate fatalities and serious injuries in the road network.

Most serious injuries and deaths resulting from road crashes are preventable and we can all play a role in improving road safety. In the five year period from 1 January 2009 to 31 December 2013, road crashes in Wyndham resulted in 30 fatalities, 89 seriously injured resulting in hospitalisation over 14 days, and 542 injured resulting in hospitalisation 14 days or less (Transport Accident Commission, 2015). Of these:

- Children aged 0 to 17 were involved in significantly more crashes resulting in an injury requiring hospitalisation 14 days or less.
- The most common collision types resulting in an injury (in decreasing order) were: run off a straight road, same direction, opposite direction and adjacent direction.
- There were five pedestrian fatalities and 60 pedestrian injuries (45 hospitalised 14 days or less and 15 hospitalised more than 14 days).
- There were 82 collisions involving cyclists in Wyndham with 56 percent occurring at intersections.

Governments can make roads safer through engineering, enforcement and education. The Australian Government allocates infrastructure resources and regulates safety standards for new vehicles. The State Government manages licensing, registration, enforcement, and education programs, in addition to delivering safer road infrastructure. Wyndham City Council delivers a wide range of road safety initiatives, including: safer road infrastructure, local area traffic management, and education and awareness campaigns. Individual road users can make a significant difference by using the road system responsibly and making the right choices. There are many others involved, including planners, engineers, road designers, policy makers, teachers, insurance providers, and vehicle manufacturers.

Many Australian jurisdictions are adopting the 'Safe System' approach as a guiding framework for delivering road safety outcomes. This is a holistic view that aims to minimise the risk of death or serious injury by factoring the interaction between roads, vehicles, speeds and road users. The aim is to provide a more forgiving and self-explaining road system that recognises that people make mistakes and that people are vulnerable. Human bodies have a limited ability to withstand crash forces without being seriously injured or killed.

Wyndham's road safety vision is consistent with the State and National vision, to "eliminate fatalities and serious injuries from road crashes." Road safety is a shared responsibility and therefore a collaborative approach is required to achieve this vision.

7. Other Transport Modes

Encourage and enable a range of current and future transport options which contribute to a sustainable and more inclusive transport system.

There are a range of transport modes that are part of the current transport mix or could be part of the future transport system that have not been covered so far in the strategy. These include taxis, light rail, community bus/transport, carpools, motorised mobility devices, ferries, car shares, bike shares, electric vehicles, and autonomous vehicles. 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. Therefore, it is important to start planning now to optimise the potential of these other modes in the future.

8. Transport Demand Management

Promote equitable Transport Demand Management measures to manage congestion and optimise overall transport network efficiency.

Transport Demand Management (TDM) refers to the use of incentive or disincentive measures to influence travel behaviour to improve efficiency and sustainability of the overall transport network. Factors including cost, travel time, convenience, comfort, safety risk, exposure to weather, geography and land use patterns can all influence how, when and where people choose to travel.

Although individual decisions are variable, the basic principle of demand shows that people tend to travel more when generalised costs (takes in the costs of travel, including monetary costs, opportunity costs, value of time costs, health costs, environmental costs etc.) of travel decline, and travel less when generalised costs increase. TDM typically aims to reduce road congestion by minimising unnecessary driving trips; carefully managing parking demand and supply; increasing trips by walking, cycling or public transport; and increasing vehicle occupancy. TDM can also apply to manage public transport congestion in peak periods.

TDM is particularly important in areas where demand outstrips supply for certain transport infrastructure, for example, on and off street parking in highly trafficked areas of Wyndham. Demand for car parking in activity centres and rail stations are extremely valuable and currently exceed the supply available. TDM can help to recalibrate the supply and demand interaction.

9. Education, Promotion and Communication

Promote smarter, healthier, more environmentally sustainable travel choices through education, promotion and communication.

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.

APPENDIX 1: POLICY 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, which have been carefully considered in the development of the WITS.

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

State:

- Transport Integration Act, 2010
- Plan Melbourne
- Network Development Plan - Metropolitan Rail (2012)
- Melbourne West Growth Corridor Plan 2012
- The long term planning role of Infrastructure Victoria

Regional:

- Western Melbourne Transport Strategy (2012-2030)
- West Trails (expected completion 2016)

Wyndham City Council:

- Wyndham 2040
- Municipal Strategic Statement
- Planning Scheme
- City Plan
- Community Health, Wellbeing and Safety Plan