

# INTEGRATED TRANSPORT PLAN *DRAFT*

2017–30



HOBSONSBAY  
CITY  
COUNCIL



## Acknowledgements

Council acknowledges the peoples of the Kulin Nation as the traditional owners of these municipal lands and waterways and pays respect to Elders past and present.

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 is designed to protect the fundamental rights and freedoms of citizens. It gives legal protection to 20 fundamental human rights under four key values: freedom, respect, equality and dignity.

Council acknowledges all community members, community groups, businesses, Council advisory groups, transport operators, government agencies and other stakeholders who were involved in the development of the Integrated Transport Plan 2017-30.

The work of several contractors has also been used in the development of the Integrated Transport Plan 2017-30, including Hale Consulting, Australasian Centre for the Governance and Management of Urban Transport (GAMUT), MRCagney Pty. Ltd. and John Palermo Photography.

The Integrated Transport Plan 2017-30 is consistent with the *Transport Integration Act 2010* and Council's responsibilities as a road authority under the *Road Management Act 2004*.

For further information, or to receive a copy of this document in an alternate format, contact Council on (03) 9932 1000 or at [www.hobsonsbay.vic.gov.au](http://www.hobsonsbay.vic.gov.au)

August 2017

## Mayor's message

**Welcome to the Hobsons Bay Integrated Transport Plan 2017-30, a plan that addresses one of the key issues on our advocacy agenda – transport and better ways to move.**

The plan sets our course towards a more integrated, innovative and equitable transport system. It recognises our dependence on cars and aims to offer and support more sustainable alternatives. The plan will make it easier and safer to walk, cycle or use public transport to get to the places we need to go. This is a critical step in helping to invigorate our communities and improve our health and wellbeing.



The plan looks to the future, helping us prepare for emerging transport technologies, such as electric cars and driverless vehicles. It will also support local business and industry by advocating for efficient and sustainable freight movement, informing advocacy on major projects like the West Gate Tunnel, and helping to create business opportunities around our public transport hubs.

Through the development of the Integrated Transport Plan, you told us about many of the issues you face on a daily basis: reduced service levels on the Altona Loop, poor bus services on weekends, increasing road congestion on Point Cook Road, safety concerns walking at night, and gaps in our on-road cycling and shared trail pathways. The Integrated Transport Plan responds to these (and many other) issues and builds on Hobsons Bay's strengths and natural advantages, including our bayside location, flat landscape, established rail infrastructure, and proximity to the CBD and Port of Melbourne.

But it is important to remember that Council cannot improve the transport system alone. While we have direct responsibility for walking, cycling, local roads and parking, there are important areas where we have less control, such as public transport and arterial roads. As Councillors, we will continue to listen to your feedback and work hard for a better deal from state and federal governments.

Finally, I would like to thank everyone who contributed to the development of the Integrated Transport Plan. I look forward to working with you further and hope to see you out and about - walking to the shops, riding to school, taking the bus to work, or even catching the train to watch the Bulldogs!

**Hobsons Bay City Council Mayor**

Cr Sandra Wilson

August 2017

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## Key terms

**Active transport** – travel methods involving physical exercise such as walking and cycling.

**Activity centre** – areas that provide a focus for social interaction, services, employment, housing and transport. Examples include Pier Street, Central Square, Vernon Street, Hudsons Road, Altona Gate and Ferguson Street.

**Autonomous vehicles** – vehicles in which a computerised system is responsible for performing some (or all) key driving tasks, e.g. steering, acceleration and braking.

**End of trip facilities** – infrastructure (such as bicycle parking and storage, showering facilities and lockers) that improves the convenience of active transport, particularly cycling.

**Green travel plan** – a plan outlining a range of policies and practices to increase the appeal of sustainable transport options, often required as part of the planning permit process.

**Incidental exercise** – physical exercise undertaken in the process of reaching a key destination such as work or a train station.

**Intelligent transport systems** – technology that transfers information between systems for improved safety, productivity and environmental performance, including in-vehicle systems (e.g. lane detection), vehicle-to-vehicle systems (e.g. collision avoidance systems) and vehicle-to-infrastructure systems (e.g. traffic signal and variable speed control).

**Land use planning** – a detailed process which aims to order and regulate the use and development of land, with responsibility shared between state and local governments in Victoria.

**Mode shift** – a process whereby transport activity moves from one method (e.g. car or truck) to another (e.g. walking or rail), often prompted through service and infrastructure upgrades, behaviour change programs or incentive schemes.

**Public transport** – train and bus services in Hobsons Bay, although other travel methods (such as taxis, Uber and The Punt) share some characteristics with public transport, e.g. fee for service, publically available.

**Shared mobility** – travel methods based on the sharing of vehicles (or space therein) rather than ownership, e.g. car and bike share programs, using Uber as a ridesharing service.

**Shared trail** – path infrastructure that is physically separated from the road network and available to be used by both pedestrians and cyclists.

**Sustainable transport** – travel methods not reliant on burning fossil fuels and/or small private vehicles, e.g. walking, cycling, public transport and electric vehicles.

**Travel Demand Management** – a multifaceted approach that seeks to redistribute travel activity away from modes, times or routes with current and/or forecast pressures toward modes, times or routes with spare capacity, e.g. travelling outside of peak times, mode shift from freeway car travel to on-road cycling.





Figure 1: Integrated Transport Plan Strategic Framework

## Introduction

The Integrated Transport Plan (ITP) 2017-30 will guide transport planning, programs, investment, advocacy and operations in Hobsons Bay as we work towards the following vision: **an integrated, innovative and equitable transport system, providing a range of sustainable, efficient, accessible and safe ways for people and goods to reach their destination.**

### What is integrated transport?

Integrated transport moulds interrelated travel methods into a more connected, sustainable and coordinated system. Land use planning plays an important supporting role by promoting more convenient access to key destinations and reducing the need to travel longer distances.

Integrated transport is delivered through collaboration between many groups and organisations, and provides local connections to regional and metropolitan networks. Ultimately, an integrated transport system provides increased choice for everybody, offering a range of different ways for people and goods to reach their destination.

### Background

Council released the Hobsons Bay Integrated Transport Strategy in 2006. The strategy presented a detailed vision for integrated transport in the municipality, emphasising network planning, quality of life, sense of community, the needs of business, and minimising the impacts of heavy vehicles. It also included a comprehensive collection of transport initiatives, many of which were subsequently implemented.

More recently, transport has been highlighted as a key issue in community consultation and through grass roots campaigns on issues such as the Altona Loop. Council resolved to develop a new Integrated Transport Plan in 2014 and has undertaken considerable work to develop the plan, including extensive community and stakeholder consultation, strong advocacy on public transport and major projects, and detailed transport research and traffic modelling.

### Purpose

The purpose of the Integrated Transport Plan is to:

- articulate a **long-term vision** for the development of an integrated transport system within Hobsons Bay and the western metropolitan region
- provide a set of **overarching principles** to guide Council's transport planning, programs, investment and decision making, as well as its operational plans, policies, processes and projects
- establish a **platform for advocacy and collaboration** by highlighting key challenges and opportunities, and strengthening links to communities, western region councils, government agencies and other stakeholders
- guide **implementation** by outlining roles and responsibilities, presenting key actions, and establishing accountable monitoring and evaluation processes

## Principles

Five principles underpin how Council will work toward achieving the vision of the Integrated Transport Plan (see figure 2). They establish the core values that will guide transport planning and decision making at all levels, from resurfacing a local street to the construction of multi-million dollar infrastructure projects.

**Integration** – strengthen connections between different forms of transport, land use and transport planning, and to regional and metropolitan networks.

**Equity** – support a range of accessible and affordable transport options for all people, neighbourhoods and future generations.

**Efficiency** – build a more reliable and effective transport system that supports business and employment growth and provides competitive alternatives to private car travel

**Sustainability** – support travel methods and projects that reduce car dependency and complement the natural environment, underpinned by environmentally-friendly design and construction.

**Innovation** – take advantage of emerging transport models and technologies to complement existing travel methods and encourage more creative responses to local transport issues.

Figure 2: Integrated Transport Plan principles

The principles are consistent with Council’s values and help to meet our goal to become a ‘Council of Excellence’ (as articulated in the Council Plan 2017-21). They also align closely with the objectives and decision making principles outlined in the *Transport Integration Act 2010*. Further detail is provided on the application of the principles in the Implementation Plan (see page 26).

## Council’s role

As the closest level of government to the community, Council plays an important leadership role on integrated transport. It also plays a number of other roles and often moves between these to identify, understand and respond to community needs (see figure 3).

**Research and planning** – build the evidence base, determine project feasibility and investigate new transport models and technologies to strengthen integrated transport within Hobsons Bay.

**Services and infrastructure** – deliver and maintain well-designed, innovative and financially responsible and sustainable services and infrastructure

**Regulation and enforcement** – apply relevant legislation and regulations to deliver and maintain a safe, equitable and efficient transport system.

**Engagement and behaviour change** – work with communities and businesses to understand needs, manage travel demand, encourage mode shift, trial innovative approaches, and build new skills and confidence.

**Advocacy, partnerships and funding** – work with others to respond to key issues and improve the connectivity, accessibility and efficiency of Hobsons Bay’s transport system.

Figure 3: Council's roles with respect to transport



These roles are shaped by Council's influence over different elements of the transport system. Council has **direct influence** over walking<sup>1</sup> and cycling infrastructure, local land use planning, and local roads and car parking within Hobsons Bay. It has **indirect influence** (primarily through advocacy) over public transport, state land use planning policy, arterial roads and freight movement. Additionally, Council is unable to directly change the local road network in some ways, including setting speed limits and introducing truck bans.

Council works with a range of government agencies with responsibility for different elements of transport and land use planning, including VicRoads (arterial roads), Transport for Victoria (public transport), Active Transport Victoria (walking and cycling policy and funding) and the Department of Environment, Land, Water and Planning (integrated land use). Collaboration and partnerships are critical to the implementation of the Integrated Transport Plan and, more broadly, to planning and developing our neighbourhood and regional transport networks.

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<sup>1</sup> The Integrated Transport Plan 2017-30 defines 'walking' to include all forms of travel undertaken by pedestrians, including people on foot, pushing a bicycle or using a wheeled device such as a skateboard, wheelchair or motorised scooter.

## Setting the scene

The development and implementation of the Integrated Transport Plan is shaped by a range of factors, including our community profile, consultation results, legislative and policy context, research findings, and key challenges and opportunities.

## Community profile

The City of Hobsons Bay covers an area of 65 square kilometres, extending seven to 20 kilometres south-west of Melbourne's central business district (CBD). Our municipality is flat and coastal, with relatively large amounts of open space and an extensive shared trails network (see figure 4).

Hobsons Bay is 'landlocked' by waterways and major roads and split by the national freight line, with limited north-south connections. Additionally, our industrial and residential history has contributed to relatively long stretches of industrial land between some residential areas. These geographic and historical factors create physical barriers in some locations, particularly with regards to walking and cycling.

Hobsons Bay is currently home to around 95,000 people, with the population forecast to increase to approximately 107,000 people by 2030. Our population will continue to age, with growing numbers of people aged 70 years and above. Spotswood, South Kingsville and Altona North will be our fastest growing suburbs in the next decade.

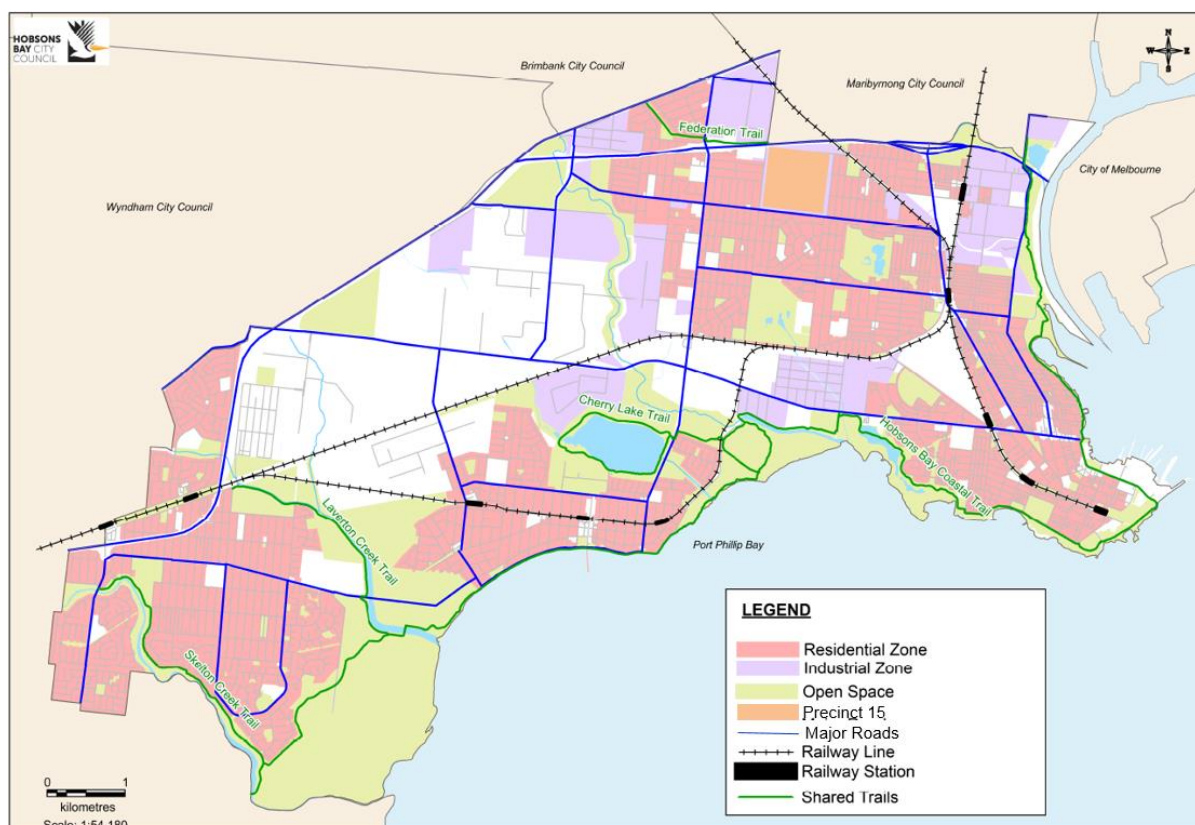


Figure 4: Map of Hobsons Bay

## What you told us

The Connecting the Bay consultation series was held in October 2015 to guide integrated transport planning in Hobsons Bay. Sessions were held in each Council ward and attended by over 100 local residents, businesses, service providers and transport operators. Council's advisory groups were also consulted directly throughout this process.

Connecting the Bay highlighted many issues for Hobsons Bay’s transport system, including public transport service levels, road congestion, cycling infrastructure gaps, lack of integration and the potential impacts of major transport projects. Figure 5 summarises the key transport actions that were raised during these sessions.



Figure 5: Key transport actions from 'Connecting the Bay' workshops  
(Source: MRCagney Pty. Ltd., 2015)

Further consultation activities during 2016 raised additional issues, including concerns about increased freight activity, development and density, as well as the need for improved transport options across the municipality.

## Legislative and policy context

State and local governments share most of the responsibility for transport planning, programs, investment and operations in Victoria. The Australian Government and regional alliances generally play a supporting role.

Australian

The Australian Government prioritises and progresses national significant transport infrastructure. It also provides funding for local roads projects through the Black Spot and Roads to Recovery programs.

## Victorian

The *Transport Integration Act 2010* is Victoria's overarching transport legislation. Council must have regard for its objectives and decision-making principles when planning, making and implementing decisions on the transport system.

Plan Melbourne 2017-2050 is Victoria's metropolitan planning strategy. It designates three Major Activity Centres within Hobsons Bay (Altona, Altona North and Williamstown) which are expected to play an increasing role in accommodating future urban growth and development.

### Regional

The Western Transport Alliance is a coalition of local governments and other organisations with an interest in creating better transport networks in Melbourne's west. It played a key role in developing the Western Transport Strategy 2012-30, which identifies the region's transport challenges and proposes projects to deliver more integrated transport and land use outcomes.

### Local

Hobsons Bay 2030 describes the community's long-term vision for the municipality, including future priorities for transport such as understanding the needs of all users and improving public transport, road and shared trail networks. The Council Plan 2017-21 outlines how Council will work toward achieving the community's vision, including our goal to become a 'Council of Excellence'.

The Municipal Strategic Statement sets out the vision, objectives and strategies for managing land use in Hobsons Bay. It encourages public transport, cycling and walking, while also promoting efficient and well-managed parking in tourist precincts and activity centres.

### Research and modelling

Council has developed, commissioned and participated in a number of research projects in recent years to complement consultation results and inform future integrated transport planning.

The Western Metropolitan Regional Trails Strategic Plan provides a detailed assessment of the regional shared trail network, including trail usage data, trail improvement preferences, analysis of the key issues, and a schedule of trail improvement projects. Car parking studies have been undertaken in Williamstown, Altona and Newport, which provide a baseline assessment of capacity and occupancy rates. Recent traffic modelling also predicts increased peak traffic volumes on Millers, Blackshaws and Melbourne Roads as future residential development occurs in Altona North, South Kingsville and Williamstown.

The West Gate Tunnel project creates a relatively high level of uncertainty and risk in regards to the traffic impacts for Hobsons Bay. While modelling predicts reduced traffic on the West Gate and Bolte Bridges, it forecasts substantially increased volumes (an additional 37,000 vehicles per day) on the West Gate Freeway between Millers Roads and Melbourne Road. Some roads within Hobsons Bay will also experience increased congestion (including an additional 7,000 trucks per day on Millers Road, Brooklyn) due primarily to toll avoidance and truck bans on existing truck routes north of the freeway, as well as the impact of construction between 2018 to 2022.

### Challenges and opportunities

The Integrated Transport Plan will address a range of challenges (highlighted below) while taking advantage of opportunities to improve social, economic and environmental outcomes.

**Population growth** – population growth in some parts of Hobsons Bay, coupled with rapid growth in neighbouring Wyndham, is likely to contribute to increased travel demand, road congestion, and demand for local services.

**Public health** – risk factors and chronic illnesses, such as obesity and type 2 diabetes, can be reduced through incidental exercise arising from walking, cycling and use of public transport.

**Access and equity** – some people and neighbourhoods experience barriers to transport due to limited physical access, affordability, service frequency and access to information.

**Walking and cycling paths** – connected and accessible active transport infrastructure encourages social interaction and enables pedestrians and cyclists to reach places more quickly and safely.

**Public transport** – limited service levels, infrastructure and connectivity reduce the appeal of public transport, with particular impact on people who do not own a car or are unable to drive.

**Freight movement** – more efficient and sustainable movement of goods and services supports local economic development and reduces the impact of heavy vehicles on community health and amenity.

**Road congestion** – arterial roads within Hobsons Bay experience congestion due to population pressures, limited public transport services, incomplete walking and cycling connections, and the impact of major transport projects and residential developments.

**Safety** – improvements to the actual and perceived safety of sustainable travel encourages behaviour change and complements broader road safety initiatives.

**Climate change** – transport emissions contribute to climate change and extreme weather events which damage transport infrastructure and potentially threaten Hobsons Bay's future liveability.

*A more detailed description of the community profile, consultation results, legislative and policy context, research findings, and transport challenges and opportunities facing Hobsons Bay is presented in the Integrated Transport Plan Background Paper. The paper is available on Council's website or by contacting Council on 9932 1000.*



## Integrated transport planning map

The previous section highlights the range of factors that need to be considered in Hobsons Bay's integrated transport planning. These include our community profile and physical environment, community and stakeholder views, government policy and legislation, and recent research and modelling.

Figure 6 highlights the key issues, known projects and future innovations that will shape integrated transport planning in Hobsons Bay. Many of these future innovations will influence the value (generally positively) of existing properties and businesses in Hobsons Bay, while providing opportunities for appropriate and respectful development in key locations such as activity centres.

Future projects and advocacy will be focussed around many of these sites listed on this map, although the list is not exhaustive and new challenges and opportunities are likely to emerge. The map should be read in conjunction with the key actions within this plan (see pages 18-19 and 24-25) to provide additional context for future activities.

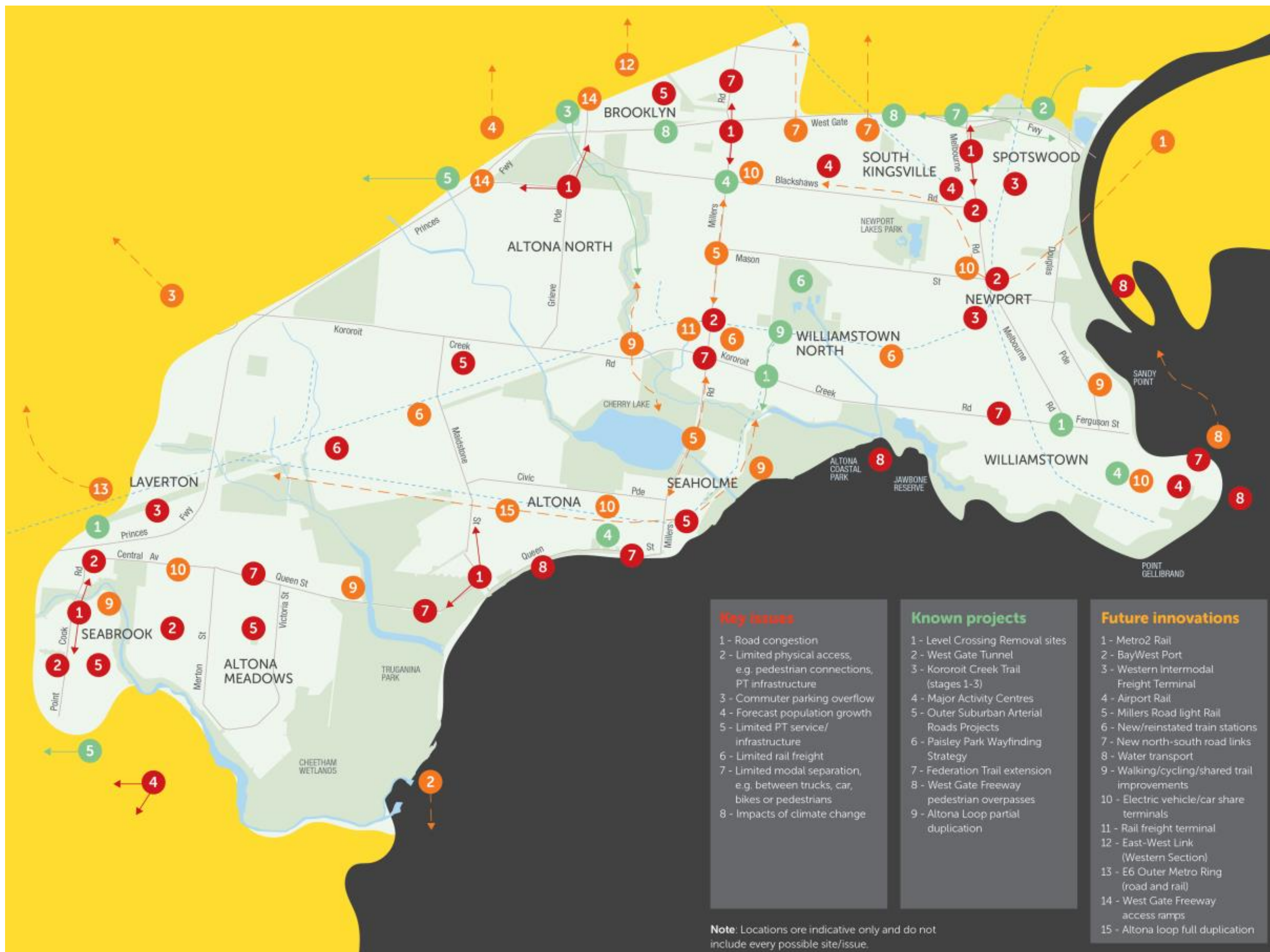


Figure 6: Integrated transport planning map



## Goal areas

The Integrated Transport Plan 2017-30 is built around two separate, but interrelated, goal areas. These are travel at neighbourhood and regional levels. Neighbourhood travel ranges from walking to school at the end of your street to riding the bus to your local activity centre for your weekly shopping. Regional travel encompasses movement between Hobsons Bay neighbourhoods and to nearby centres (e.g. Footscray), as well as to more distant locations such as Melbourne's city centre. Table 1 summarises the key differences between the neighbourhood and regional goal areas used within the Integrated Transport Plan.

Table 1: Key differences between neighbourhood and regional levels

	Neighbourhood (see page 16)	Regional (see page 20)
<b>Examples of key destinations</b>	Shops, schools, parks, doctors, libraries, work	University, TAFE, hospitals, medical specialists, major shopping centres, entertainment arenas, work
<b>Typical travel time and distance</b>	Shorter	Longer
<b>Typical sustainable travel options</b>	Walking, cycling, bus, bike share	Cycling, bus, train, car share, electric bikes, electric vehicles
<b>Primary planning factors</b>	People and place	Vehicles and movement
<b>Common issues</b>	Footpath connections, managing parking demand, limited bus services	Arterial road congestion, limited train services, on-road cycling conditions
<b>Council's typical role</b>	More direct, e.g. deliver and maintain infrastructure	Less direct, e.g. advocate to Victorian Government

The Integrated Transport Plan establishes two broad and aspirational goals, one for each level of the plan. These goals set the scene for the transformation of neighbourhood and regional transport networks and behaviour. A set of strategic directions outline how each goal will be achieved, supported by key actions that respond to critical challenges identified through the development of the Integrated Transport Plan.

## Neighbourhood

### OUR GOAL

*Safe and connected walking and cycling routes will link people to places in their local neighbourhoods, complemented by convenient and sustainable connections to vibrant activity centres.*

Our sense of community starts in our local neighbourhoods, in the places we regularly visit and spend time – our playgrounds, social clubs, shops and schools. Our neighbourhoods are also built around bustling activity centres (such as Central Square, Vernon Street, Altona Gate and Ferguson Street) which meet many of our daily needs and provide transport connections to other places.

People will have safe, easy and direct walking connections within their local neighbourhoods. These will be supported by high-quality landscaping and well-maintained pathways with enough shade, shelter, rest areas, lighting and public toilets. Physical barriers to walking and cycling will be overcome through pedestrian overpasses and other infrastructure projects, while shared trails and ‘green corridors’ will provide safe and appealing connections to activity centres along streets such as Blyth Street, Merton Street and Hall Street. Frequent, reliable and accessible local bus services will support further connections within neighbourhoods.

People will easily know where and how far they need to travel using innovative mapping technology, better designed and more consistent wayfinding signage, real-time information and end-of-trip facilities. These will be complemented by behaviour change programs such as walk to school initiatives, green travel plans and travel training for vulnerable communities.

Our activity centres will be designed for people, not cars. Pedestrians will take priority through more walkable street design, new and creative shared spaces, and well-located off-street car parking. More inviting and accessible train stations and bus interchanges (for instance, at Newport and Laverton) will make people feel safer, create business opportunities and support the clustering of shops and services in convenient locations. Improved active and public transport connections will reduce road and parking congestion, improve health and wellbeing, and encourage people to stay longer and support local business.

The much-loved ‘village feel’ in places like Altona and Williamstown will be enhanced through appropriate and respectful development, leading to more vibrant and appealing destinations for residents, visitors and business. New developments will take advantage of existing sustainable transport connections, fuelling increased patronage that will help to attract government and private investment in local infrastructure and services. Local jobs will also be generated through well-planned and located developments, while the impact on transport services and infrastructure will be

#### In Hobsons Bay:

**21%** do not participate in physical exercise (above the Victorian average) (VicHealth 2016)

**4.8%** have Type 2 Diabetes (DHHS, 2016)

**39%** feel unsafe walking alone after dark (above the Victorian average) (VicHealth 2016)

**2%** of dwellings are high density (compared to 10% across Melbourne) (.id, 2017)

Council  
manages  
more than:

700

kilometres of  
footpaths

50 kilometres  
of shared trails

450

kilometres of  
local roads

closely monitored, with developers more directly involved in supporting and promoting sustainable transport options and responding to current and forecast traffic issues.

Our approach to parking policy will be evidence-based and designed to maximise the use of existing spaces. Responsible and consistent provision, permit, restriction and enforcement systems will create more certainty for residents, visitors, businesses and developers. Integrated planning will also provide opportunities to use parking policy to encourage mode shift to more sustainable travel methods. Additionally, valuable car parking land will be used in increasingly innovative, diverse and equitable ways, including through 'pop up' community spaces and appropriately-located residential developments that includes affordable housing, above existing public car parks.

Our local roads will be safer, less congested and more equitably shared between users. Streets will come alive with the movement of pedestrians and cyclists, leading to fewer cars around schools and reduced vehicle ownership across Hobsons Bay. Community safety will also be enhanced with more people on our streets, regular crossing points on busy roads, and reduced speed limits for cars. Improvements will be driven by local traffic studies, community education initiatives, and support for car share programs and electric vehicles. Ultimately, community spirit and connections will flourish as neighbours, traders and visitors more directly experience their neighbourhoods, with increased opportunities to interact with one another.

### Strategic directions

To achieve our goal, Council will:

1. Deliver and advocate for safe, connected and accessible **walking and cycling** infrastructure
2. Deliver and support **behaviour change and community education initiatives** to promote road safety and encourage mode shift toward sustainable transport options
3. Deliver and support **urban design and place making projects** to encourage more innovative, engaging and easily navigable streetscapes, pathways, places and transport hubs
4. Encourage **development** in areas with convenient access to sustainable transport, and ensure that the impact on transport networks is appropriately identified, addressed and monitored
5. Prioritise an integrated approach to **car parking**, underpinned by regular monitoring of capacity and usage, responsible and sustainable provision, progressive and flexible permit and restriction systems, and consistent and equitable enforcement
6. Develop safe, connected and efficient routes for all **local road users**, including cyclists and pedestrians, supported by related advocacy, planning and infrastructure projects

## Key actions

The following key actions respond to challenges and opportunities identified at the neighbourhood level. Implementation will be led by specific Council departments, although most actions will involve collaboration across Council and/or with external stakeholders. Each action responds to one of the plan's strategic directions and should be read in conjunction with the map of key issues, known projects and future innovations on page 14.

Table 2: Neighbourhood Key Actions

ACTION	LEAD DEPARTMENT	TIME FRAME*	RESOURCES	STRATEGIC DIRECTION	KEY OUTCOME(S)	MAP REF.
Develop a policy for the provision of new footpaths	Strategic Asset Management	Short	Within operational budget	N1	Clear rationale and process for provision of new footpaths	2
Continue to deliver Council's footpath construction program	Infrastructure and Projects	Short-Medium	Capital works budget allocation	N1	More connected and accessible pedestrian networks	2
Support and deliver sustainable transport behaviour change programs, e.g. walk to school, ride to work, green travel plans	Integrated Transport Officer	Short-Medium	Within operational budget	N2	Mode shift toward sustainable transport	1 8
Support and deliver community and business education programs, e.g. road safety, parking management	Integrated Transport Officer	Short-Medium	Within operational budget	N2	Improved road safety; mode shift toward sustainable transport	1 3
Support urban design/place making projects around public transport hubs (align to Level Crossing Removal Projects and future Activity Centre works, where possible)	Infrastructure and Projects / Strategy and Advocacy	Short-Medium	Within operational budget / Additional resources will be required for construction	N3	More welcoming, safer and people-focussed built environments	2 1 4
Develop Hobsons Bay wayfinding policy and style guide	Infrastructure and Projects	Medium	Additional resources required	N3	Consistent design and application of signage within activity centres and other key destinations, e.g. large parks, sport and recreational facilities	2 6

ACTION	LEAD DEPARTMENT	TIME FRAME*	RESOURCES	STRATEGIC DIRECTION	KEY OUTCOME(S)	MAP REF.
<b>Develop and implement a rolling program of structure plans across Hobsons Bay neighbourhoods</b> (locations to be determined)	Strategy and Advocacy	Ongoing	Within operational budget	N4	Coordinated land use planning around key sites, e.g. Level crossing removal sites, Major Activity Centres	1 4 1 4
<b>Conduct car parking studies within priority areas</b> (align to Local Area Traffic Management (LATM) program, where possible)	Infrastructure and Projects	Short-Medium	Additional resources required	N5	Updated evidence base on parking capacity, usage and issues	3 4 1 4
<b>Develop a suite of integrated car parking policies</b> (incorporating reviews of residential permit entitlements and fees, parking signage, enforcement and time restriction guidelines and provision requirements, as well as consideration of future planning scheme amendments and/or parking overlays)	Integrated Transport Officer	Medium-Long	Additional resources required	N5	Coordinated approach to parking management across Council; more efficient and equitable use of land currently used for car parking; mode shift toward sustainable transport	3 4 1 4
<b>Finalise Hobsons Bay cycling network plans</b> (to be incorporated into future strategic cycling planning)	Integrated Transport Officer	Short	Within operational budget	N6	Clearly defined cycling routes within and between neighbourhoods	7
<b>Conduct Local Area Traffic Management (LATM) studies within priority areas</b> , e.g. Level Crossing Removal sites, Precinct 15 (former Don's site)	Infrastructure and Projects	Short-Medium	Within operational budget / Additional resources required for implementation of recommendations	N6	Updated evidence base and recommendations for traffic management within Hobsons Bay neighbourhoods	1 7 1 4
<b>Undertake pedestrian network planning within Hobsons Bay neighbourhoods</b> (locations to be determined)	Integrated Transport Officer	Medium	Within operational budget	N6	Clearly defined pedestrian routes within neighbourhoods; infrastructure priorities identified	2 7

\* Short = 1-2 years; Medium = 3-5 years; Long = 6+ years

## Regional

### OUR GOAL

*Convenient, safe and sustainable connections between neighbourhoods and to regional destinations will generate more efficient movement of people and goods, attracting and providing links to jobs, services, industry and recreational activities.*

Hobsons Bay is closely located to the Port of Melbourne, as well as key regional centres at Footscray, Sunshine and Werribee. The municipality also hosts a large industrial area that generates considerable freight and employment travel. Large numbers of people visit Hobsons Bay to enjoy our beaches, boating, parks, museums, sports grounds and tourist precincts, while many residents leave the municipality to reach employment, education, hospitals and other services. Additionally, considerable travel occurs between Hobsons Bay's neighbourhoods, some of which are separated by long stretches of arterial road, open space and industrial land use. Figure 7 highlights Hobsons Bay's regional attractors in relation to key regional centres and transport connections (see page 21).

Efficient transport links will allow people and goods to more easily move into, within and out of Hobsons Bay. Public transport services will be more frequent, reliable, direct and accessible, supported by duplication of the Altona Loop and improvements to local bus services in Altona Meadows and Seabrook. These will be complemented by updated infrastructure such as 'park and ride' facilities, priority bus lanes and additional train stations. There is no shortage of options in Hobsons Bay, including stations that were closed in the 1980s (e.g. Paisley, Galvin) and potential new locations (e.g. Maddox Rd, Newport and adjacent to Precinct 15, Altona North). Services will be more closely integrated and major public transport projects will drive future expansion and development.

Efficient and dedicated freight routes will support local economic growth and employment opportunities without adversely affecting other road users or community health and amenity. Additional freeway ramps at Grieve Parade and/or Dohertys Road will provide much needed alternatives for local freight traffic. Further investigation and advocacy will also be directed toward local truck curfews and bans, mode shift toward freight on rail, traffic calming measures (e.g. road narrowing, speed humps) and monitoring the West Gate Tunnel's impact on local traffic, health and amenity.

Congestion and safety on arterial roads (such as Point Cook Road, Millers Road, Grieve Parade and Melbourne Road) will be addressed by advocating strongly with the Victorian Government on arterial road upgrades and major projects such as the West Gate Tunnel. Integrated responses to road congestion will further improve travel times and safety, delivered through local roads projects, community awareness programs and sustainable transport improvements.

### In Hobsons Bay:

Over **450,000**  
people visit  
Scienceworks each  
year (Museums Victoria,  
2016)

**64%** of resident  
workforce travel out of  
the municipality for  
employment (.id, 2017)

**49%** of households  
own two or more  
vehicles (.id, 2017)





Figure 7: Hobsons Bay and the western metropolitan region

### In Hobsons Bay<sup>2</sup>:

**16%** use public transport to get to work (above Melbourne average)

**1.3%** ride to work (on par with Melbourne average)

**1.7%** walk to work (below the Melbourne average)

**67%** drive to work (above the Melbourne average)

Future planning will be shaped by technological developments such as intelligent transport systems, autonomous vehicles and electric vehicles, as well as improvements to the performance of major roads and freight vehicles. More broadly, a travel demand management approach will be prioritised to re-distribute travel activity toward modes, times or routes with spare capacity. This may be achieved through a range of measures, including active travel promotion, flexible working arrangements, green travel plans, road pricing mechanisms and travel training for vulnerable communities. We will also make the most of our natural advantages to establish closer regional connections through further investigation into innovative water-based transport solutions.

Connected and consistent on and off road cycling routes will bring work, school and other destinations into reach for more people. Commuter and recreational cyclists will feel safer and more confident to travel longer distances. Targeted advocacy and best practice design will create better separation between cars, trucks and bikes, and make Hobsons Bay's larger roundabouts easier and safer to navigate for cyclists and pedestrians.

Advocacy on major transport projects will capitalise on opportunities for local business and residents, while identifying and mitigating potential adverse effects on road congestion, freight movement, and community health and amenity. It will also promote fair and equitable funding models and leverage investment in local transport services and infrastructure. Finally, investment in future transformative regional projects, such as Melbourne Metro 2 and Victoria's second container seaport, will drive local residential and industrial development and strengthen Hobsons Bay's connections to regional networks.

### Strategic directions

To achieve our goal, Council will:

1. Plan and advocate for improved **public transport services and infrastructure** within Hobsons Bay and across the western metropolitan region
2. Encourage safe, sustainable and separated **freight movement** within and through the municipality, supported by related planning, advocacy, regulation and enforcement
3. Plan, deliver and advocate for improvements to the **road network** within Hobsons Bay and the across the western metropolitan region
4. Understand, support and prepare for **new and emerging** transport models and technologies

### Hobsons Bay has:

**2** train lines

**10** train stations

**1** SmartBus

**13** local bus lines

<sup>2</sup> Journey to work data is sourced from the 2011 Census of Population and Housing. These results differ from those presented in the Integrated Transport Plan Background Paper, which exclude the following responses when calculating mode share percentages: 'other', 'worked at home', 'did not go to work' and 'not stated'.

5. Deliver and advocate for safer and more connected **on-road cycling and shared trail networks** in collaboration with western regional councils and government agencies
6. Deliver coordinated advocacy activities to attract government investment in **major transport projects** and to achieve positive local outcomes for Hobsons Bay residents and businesses

## Key actions

The following key actions respond to challenges and opportunities identified at the regional level. Implementation will be led by specific Council departments, although most actions will involve collaboration across Council and/or with external stakeholders. Each action responds to one of the plan's strategic directions and should be read in conjunction with the map of key issues, known projects and future innovations on page 14.

Table 3: Regional Key Actions

ACTION	LEAD DEPARTMENT	TIME FRAME*	RESOURCES	STRATEGIC DIRECTION	KEY OUTCOME(S)	MAP REF.
Develop and implement a coordinated public transport advocacy program	Integrated Transport Officer	Short-Medium	Within operational budget	R1	Advocacy priorities identified; improved public transport services and infrastructure	5 1 9 1 5 6 15
Develop a Hobsons Bay Freight Management Plan (incorporating Altona North Industrial Precinct Truck Access Improvement Plan)	Infrastructure and Projects	Short-Medium	Additional resources required	R2	Fewer trucks in residential areas; increased freight on rail; reduced road congestion; clearly defined Council position on local truck curfews and bans	1 6 2 5 11 14
Develop a Hobsons Bay Road User Hierarchy Plan (incorporating route management plans for key arterial road corridors such as Millers, Blackshaws, Melbourne and Point Cook Roads)	Infrastructure and Projects	Medium-Long	Additional resources required	R3	Improved efficiency and safety of Hobsons Bay's road network; improved sharing of road space between users	1 7
Develop Electric Vehicle Discussion Paper	Strategy and Advocacy	Short	Within operational budget	R4	Consistent understanding of Council's role regarding electric vehicles	8 10
Investigate the feasibility of (and priorities for) new and emerging transport models and technologies within Hobsons Bay	Integrated Transport Officer	Short-Medium	Within operational budget	R4	Opportunities identified for supporting innovative transport models and technologies	8 10

ACTION	LEAD DEPARTMENT	TIME FRAME*	RESOURCES	STRATEGIC DIRECTION	KEY OUTCOME(S)	MAP REF.
Continue to support the implementation of the Western Metropolitan Regional Trails Strategic Plan	Property, Sports and Recreation	Ongoing	Additional resources required	R5	Improved safety and connectivity across shared trail networks	7 3 7 9
Coordinate a review of the Hobsons Bay Strategic Bicycle Plan 2013-17	Integrated Transport Officer	Short-Medium	Additional resources required	R5	Updated strategic direction established for cycling routes and infrastructure	7 3 7 9
Continue to advocate on the West Gate Tunnel and Level Crossing Removal Projects (consistent with Council adopted principles)	Infrastructure and Projects	Short-Medium	Within operational budget	R6	Comprehensive understanding of projects' impact on local traffic, amenity and health; interests of local residents and businesses protected and advanced	1 5 1 2 8 9 7 14
Support and coordinate advocacy for future major projects	Integrated Transport Officer	Ongoing	Within operational budget	R6	Investment in major projects that benefit Hobsons Bay residents and business	1-15

\* Short = 1-2 years; Medium = 3-5 years; Long = 6+ years

## Implementation Plan

The Integrated Transport Plan has been developed with input from many sources, including community members, service providers, technical experts, transport operators and Council staff. A number of Council teams will contribute to implementation, with support from Councillors, senior management, residents, businesses and other stakeholders. An Integrated Transport Officer will oversee the implementation of the plan.

Implementation will occur in a number of ways, highlighted in Figure 8, including:

- applying **principles** to transport planning, programs, investment, decision making and operational plans, policies, processes and projects
- delivering **actions** across the life of the plan
- **monitoring and evaluating** progress and outcomes
- driving **continuous improvement** in Council planning and processes

Ultimately, implementation will work toward achieving the plan's vision for integrated transport in Hobsons Bay (see page 6).

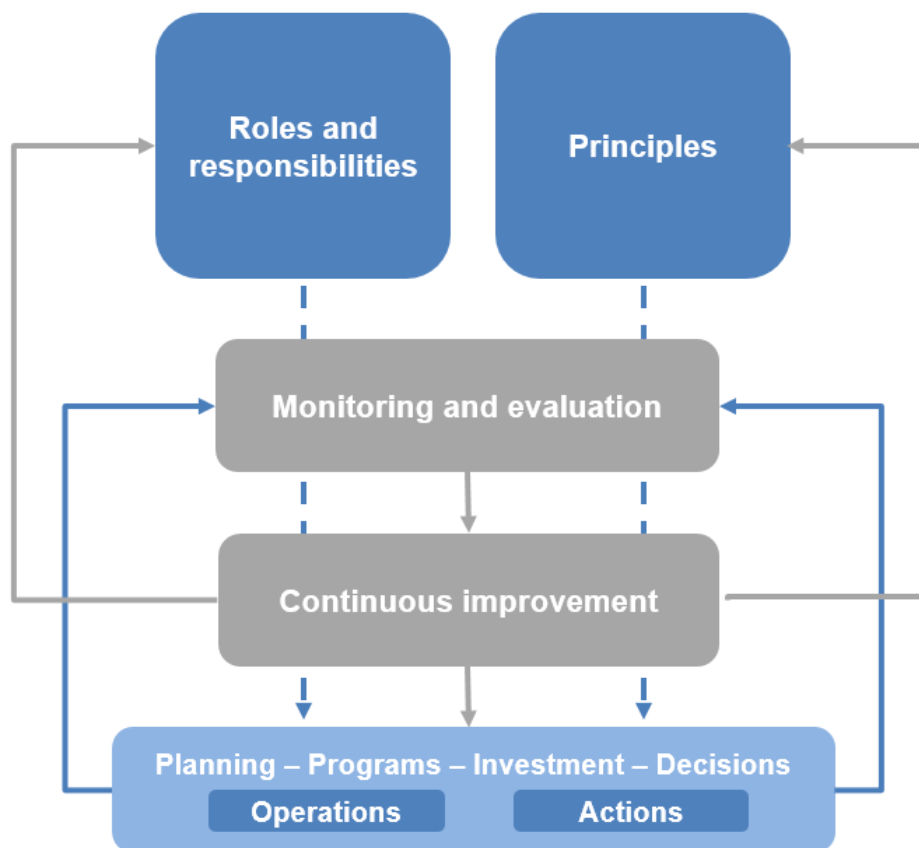


Figure 8: Integrated Transport Plan implementation process



## Roles and responsibilities

The following groups will contribute to implementation of the Integrated Transport Plan.

**Councillors** will listen to the community and highlight key issues; provide leadership and inspire change and innovation; monitor the plan's progress; and advocate strongly for improved neighbourhood and regional transport outcomes.

**Senior management** will facilitate collaboration and integration across Council; apply Integrated Transport Plan principles to planning, investment and decision making; reinforce accountability and evidence-based practice; support calculated risk taking; and expect consistent evaluation of transport projects and advocacy.

**Council teams** will initiate and implement projects and programs; develop and implement operational plans, policies, processes and projects; respond to community enquiries; deliver services and infrastructure; apply Integrated Transport Plan principles to planning and operations; and contribute to innovative and evidence-based responses to local transport needs.

Additional dedicated resources will support the implementation of the Integrated Transport Plan.

An **Integrated Transport Officer** will initiate and implement projects and programs over the life of the plan; support and deliver more coordinated advocacy; build organisational capacity; and oversee the monitoring and evaluation of the Integrated Transport Plan. The officer will also undertake several 'start up' actions to commence implementation (see table 2).

**Internal working groups** will collaborate on key actions and strategic transport planning; provide feedback on Council projects and programs; drive continuous improvement in Council processes; and help shape Council's capital works budget.

Table 4: Integrated Transport Plan 'start up' actions

ACTION	LEAD	TIMEFRAME*	RESOURCES	KEY OUTCOME(S)
Develop and implement a range of practical tools, methods and processes to apply Integrated Transport Plan principles across Council	Integrated Transport Officer	Short	Within operational budget	Council is better equipped to apply ITP principles and implement the plan
Establish an internal Integrated Transport Plan reporting process in consultation with relevant Council teams	Integrated Transport Officer	Short	Within operational budget	Reporting process is efficient, well understood, and incorporates the range of Council activities that contribute to the ITP's implementation

\* Short = 1-2 years; Medium = 3-5 years; Long = 6+ years

A range of **other stakeholders** will also contribute to the implementation of the Integrated Transport Plan. Council will work with community members, schools and others such as emergency services,

neighbouring councils, peak bodies, sporting clubs, service providers, community groups and business. Additionally, transport planning and decision making in Hobsons Bay will continue to be influenced by government agencies and transport operators, including VicRoads, Transport for Victoria, Active Transport Victoria, Metro Trains, the Department of Environment, Land, Water and Planning, VicTrack and local bus companies. Many of these stakeholders participate in local and regional networks such as the Hobsons Bay 2030 Leadership Coalition, Western Transport Alliance, Metropolitan Transport Forum and various Council Advisory Groups.

## Applying the principles

Five principles will guide transport planning, programs, investment, decision making and operations in Hobsons Bay over the coming decade: integration, equity, efficiency, sustainability and innovation (see page 8). These principles will be applied in various ways, with examples provided below.

*The principle of **INTEGRATION** will be applied through closer relationships across Council, working with key partners and stakeholders, seeking community and stakeholder feedback, and delivering and advocating for services and infrastructure that link with other parts of the transport system.*

### FOR EXAMPLE:

- considering all travel methods when planning and constructing roads
- encouraging land use that supports active transport and reduces reliance on cars
- participating in local and regional networks to share information and pool resources

*The principle of **EQUITY** will be applied by understanding and considering user needs, fair regulation and enforcement, and the provision of more accessible infrastructure and services where they are needed most.*

### FOR EXAMPLE:

- advocating strongly on behalf of neighbourhoods with low public transport service levels
- making our footpaths more accessible for people with reduced mobility
- developing guidelines for the consistent provision of accessible car parking spaces

*The principle of **EFFICIENCY** will be applied by maximising the use of existing resources, providing clear passenger/user information, applying travel demand management approaches, and more closely aligning the transport system with the needs of local business and residents.*

### FOR EXAMPLE:

- identifying priority routes for different road users such as trucks, buses, cyclists and pedestrians
- advocating for improvements to transport 'bottlenecks', e.g. Point Cook Road or the Altona Loop
- reducing demand on the road network by promoting and improving access to sustainable transport

*The principle of **SUSTAINABILITY** will be applied by increasing the appeal of active and public transport options, supporting community and industry behaviour change, and prioritising environmentally sustainable design, materials and energy sources.*

### FOR EXAMPLE:

- building safer and more connected walking and cycling paths using sustainable materials
- promoting the benefits of sustainable travel to businesses and residents
- reviewing the provision of residential parking permits to encourage mode shift away from cars

*The principle of **INNOVATION** will be applied by trialling new and bold approaches, taking calculated risks, working closely with transport developers and operators, and engaging with residents and business to raise awareness and support uptake of new travel methods.*

### FOR EXAMPLE:

- planning for the impact of autonomous vehicles on our road network
- investigating Council's role in electric vehicle charging stations and car share programs
- trialling new ways to use car parking spaces at times when they are not being used to capacity

A range of practical tools will be developed and used to apply the principles to Council's transport planning, programs, investment, decision making and operations (see 'start up actions', page 27). These include capacity building initiatives (e.g. staff training), guidance materials (e.g. checklists, practice notes), community engagement (e.g. user surveys) and updated planning and reporting

requirements (e.g. Council project templates). Tools will be developed, monitored and updated over the life of the plan.

## Actions

Key actions have been identified through the development of the Integrated Transport Plan. Some actions within the previous Integrated Transport Strategy have also been adapted, while others remain relevant for future planning. All key actions are listed under the plan's goal areas and summarised in Appendix One. Implementation will be led by various Council departments, with support provided by internal working groups.

Additional resources may be required to implement some key actions. The task of securing appropriate funding will be addressed on a case-by-case basis, including exploring opportunities external to Council. While some key actions are expected to be implemented within existing operational budgets, this will be confirmed during the planning phase for each key action. Additional activities aligned with the plan's goal areas will be delivered through other sources within Council (see figure 9).

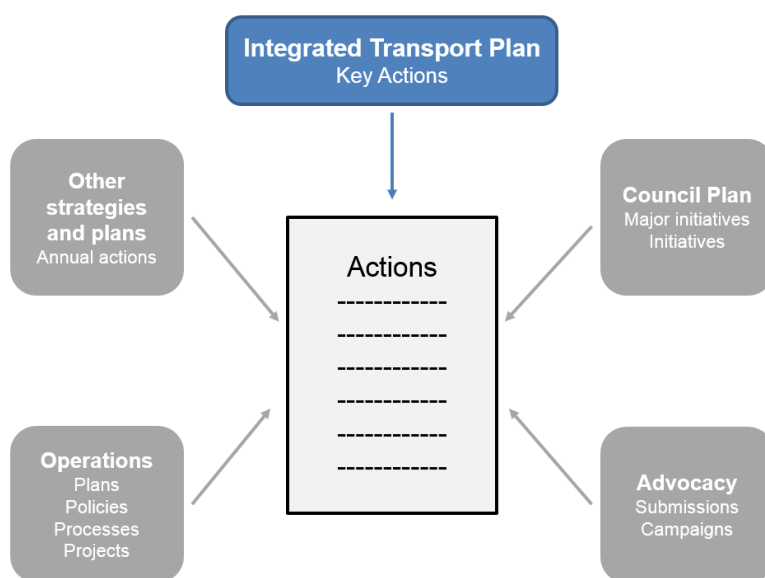


Figure 9: Sources for actions for the Integrated Transport Plan

In particular, a number of other Council plans and strategies will contribute to achieving the goals of the Integrated Transport Plan, including, but not limited to, the following:

- Activity Centre Strategy (in development)
- Advocacy Strategy 2014-18
- Affordable Housing Policy Statement 2016
- Asset Management Plans (in development)
- Climate Change Adaptation Plan 2013-18
- Community Engagement Policy 2015
- Community Greenhouse Strategy 2013-30
- Economic Development Strategy 2015-20
- Events and Festivals Plan 2016-21
- Hobsons Bay Grade Separation Principles 2016
- Hobsons Bay Strategic Bicycle Plan 2013-17
- Housing Strategy (in development)
- Industrial Land Management Strategy 2008
- Integrated Water Management Plan 2014-19
- Open Space Strategy (in development)
- Play Space Strategy 2013-23
- Road Management Plan 2013
- Sport and Recreation Strategy 2014
- Tourism Strategy (in development)
- Western Distributor Project Position 2016

An internal reporting process will be established (see 'start up' actions on page 27) to ensure that relevant actions from across Council are included within annual progress reports.

## Monitoring and evaluation

Monitoring and evaluation is critical to keeping the Integrated Transport Plan on track and understanding how it is improving outcomes in Hobsons Bay. It will also drive continuous improvement in Council planning and processes.

### Monitoring

The Integrated Transport Officer will develop an annual Integrated Transport Plan Progress Report. The report will document Council's activities and achievements against the plan's goal areas, including progress on key actions, Council Plan initiatives, actions from other Council strategies and plans, major operational projects and key advocacy activities.

Progress reports will be presented to Council every two years, as well as to senior management and the Hobsons Bay 2030 Leadership Coalition. A summary will also be included within the Hobsons Bay Annual Report and made available through Council's website.

### Evaluation

A three-tiered evaluation framework will measure how the Integrated Transport Plan is being implemented:

1. **process evaluation** – annual progress reports will document the range of activities undertaken to respond to the plan's goal areas
2. **impact evaluation** – case studies will be periodically developed to demonstrate the effect of key actions, complemented by additional data such as surveys, focus groups or engagement with Council Advisory Committees
3. **outcome evaluation** – key indicators will measure changes to transport behaviour and community satisfaction with local services and infrastructure

The Integrated Transport Plan will use the same indicators as those being used to evaluate outcomes against Priority Six ('An accessible and connected community') of the Hobsons Bay 2030 Community Vision (see table 3).

Table 5: Hobsons Bay 2030 Priority Six indicators

INDICATOR	SOURCE
Increased use of walking, cycling and public transport as a method of travel to work	Census of Population and Housing
Proportion of adults who cycle for transport	Victorian Population Health Survey
Proportion of adults who walk for transport	Victorian Population Health Survey
Community satisfaction with access to public transport	Hobsons Bay Annual Community Survey
Community satisfaction with ability to walk to destinations and amenities in their neighbourhood	Hobsons Bay Annual Community Survey
Feelings of safety waiting for public transport	Hobsons Bay Annual Community Survey



New indicators may be identified or developed to inform future planning and evaluation. Additionally, specific indicators (e.g. traffic and movement surveys) will be used to on a project-by-project basis to prioritise works, set targets and measure outcomes. Council teams will also use the Integrated Transport Plan principles as a basis for evaluating projects to determine how well they contribute to integrated transport outcomes.

Finally, formal reviews will be completed at the mid and end points of the Integrated Transport Plan to assess the status of key actions, highlight key achievements, and respond to any changes (demographic, legislative) or developments (technological, major projects) impacting transport in Hobsons Bay.

### Continuous improvement

The Integrated Transport Plan will also be implemented by improving Council's transport planning, policies and processes. For example, the plan's principles may be applied to the planning and delivery of transport infrastructure projects such as road renewals or footpath construction. Internal transport working groups will also provide input on future transport and community infrastructure projects. Feedback will be used as the basis for continuous improvement to ensure outcomes are consistent with the vision, goals and principles of the Integrated Transport Plan.

## References

Australian Bureau of Statistics (2012) *2011 Census of Population and Housing*, [www.abs.gov.au/census](http://www.abs.gov.au/census)

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Department of Health and Human Services (2016), *Victorian Population Health Survey 2014: Health and wellbeing, chronic conditions, screening and eye health*, State Government of Victoria, Melbourne.

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Hobsons Bay City Council (2017b) *Hobsons Bay 2030 Community Vision*, Hobsons Bay City Council.

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MRCagney Pty. Ltd. (2015) *Connecting the Bay Community Workshop: Phase Two Workshop Output Report*, unpublished report prepared for Hobsons Bay City Council.

Museums Victoria (2016) *Annual Report 2015-16*, Melbourne.

VicHealth (2016) *VicHealth Indicators Survey 2015 Results: Hobsons Bay LGA Profile*, Melbourne.

## Appendix One: Summary of Key Actions

ACTION	LEAD DEPARTMENT	TIME FRAME*	RESOURCES	STRATEGIC DIRECTION	KEY OUTCOME(S)	MAP REF.
Develop and implement a range of practical tools, methods and processes to apply Integrated Transport Plan principles across Council	Integrated Transport Officer	Short	Within operational budget	Start up action	Council is better equipped to apply ITP principles and implement the plan	n/a
Establish an internal Integrated Transport Plan reporting process in consultation with relevant Council teams	Integrated Transport Officer	Short	Within operational budget	Start up action	Reporting process is efficient, well understood, and incorporates the range of Council activities that contribute to the ITP's implementation	n/a
NEIGHBOURHOOD						
Develop a policy for the provision of new footpaths	Strategic Asset Management	Short	Within operational budget	N1	Clear rationale and process for provision of new footpaths	2
Continue to deliver Council's footpath construction program	Infrastructure and Projects	Short-Medium	Capital works budget allocation	N1	More connected and accessible pedestrian networks	2
Support and deliver sustainable transport behaviour change programs, e.g. walk to school, ride to work, green travel plans	Integrated Transport Officer	Short-Medium	Within operational budget	N2	Mode shift toward sustainable transport	1 8
Support and deliver community and business education programs, e.g. road safety, parking management	Integrated Transport Officer	Short-Medium	Within operational budget	N2	Improved road safety; mode shift toward sustainable transport	1 3
Support urban design/place making projects around public transport hubs (align to Level Crossing Removal Projects and future Activity Centre works, where possible)	Infrastructure and Projects / Strategy and Advocacy	Short-Medium	Within operational budget / Additional resources will be required for construction	N3	More welcoming, safer and people-focussed built environments	2 1 4

ACTION	LEAD DEPARTMENT	TIME FRAME*	RESOURCES	STRATEGIC DIRECTION	KEY OUTCOME(S)	MAP REF.
Develop Hobsons Bay wayfinding policy and style guide	Infrastructure and Projects	Medium	Additional resources required	N3	Consistent design and application of signage within activity centres and other key destinations, e.g. large parks, sport and recreational facilities	2 6
Develop and implement a rolling program of structure plans across Hobsons Bay neighbourhoods (locations to be determined)	Strategy and Advocacy	Ongoing	Within operational budget	N4	Coordinated land use planning around key sites, e.g. Level crossing removal sites, Major Activity Centres	1 4 1 4
Conduct car parking studies within priority areas (align to Local Area Traffic Management (LATM) program, where possible)	Infrastructure and Projects	Short-Medium	Additional resources required	N5	Updated evidence base on parking capacity, usage and issues	3 4 1 4
Develop a suite of integrated car parking policies (incorporating reviews of residential permit entitlements and fees, parking signage, enforcement and time restriction guidelines and provision requirements, as well as consideration of future planning scheme amendments and/or parking overlays)	Integrated Transport Officer	Medium-Long	Additional resources required	N5	Coordinated approach to parking management across Council; more efficient and equitable use of land currently used for car parking; mode shift toward sustainable transport	3 4 1 4
Finalise Hobsons Bay cycling network plans (to be incorporated into future strategic cycling planning)	Integrated Transport Officer	Short	Within operational budget	N6	Clearly defined cycling routes within and between neighbourhoods	7
Conduct Local Area Traffic Management (LATM) studies within priority areas, e.g. Level Crossing Removal sites, Precinct 15 (former Don's site)	Infrastructure and Projects	Short-Medium	Within operational budget / Additional resources required for	N6	Updated evidence base and recommendations for traffic management within Hobsons Bay neighbourhoods	1 7 1 4

ACTION	LEAD DEPARTMENT	TIME FRAME*	RESOURCES	STRATEGIC DIRECTION	KEY OUTCOME(S)	MAP REF.
			implementation of recommendations			
Undertake pedestrian network planning within Hobsons Bay neighbourhoods (locations to be determined)	Integrated Transport Officer	Medium	Within operational budget	N6	Clearly defined pedestrian routes within neighbourhoods; infrastructure priorities identified	2 7
REGIONAL						
Develop and implement a coordinated public transport advocacy program	Integrated Transport Officer	Short-Medium	Within operational budget	R1	Advocacy priorities identified; improved public transport services and infrastructure	5 1 9 1 5 6 15
Develop a Hobsons Bay Freight Management Plan (incorporating Altona North Industrial Precinct Truck Access Improvement Plan)	Infrastructure and Projects	Short-Medium	Additional resources required	R2	Fewer trucks in residential areas; increased freight on rail; reduced road congestion; clearly defined Council position on local truck curfews and bans	1 6 2 5 11 14
Develop a Hobsons Bay Road User Hierarchy Plan (incorporating route management plans for key arterial road corridors such as Millers, Blackshaws, Melbourne and Point Cook Roads)	Infrastructure and Projects	Medium-Long	Additional resources required	R3	Improved efficiency and safety of Hobsons Bay's road network; improved sharing of road space between users	1 7
Develop Electric Vehicle Discussion Paper	Strategy and Advocacy	Short	Within operational budget	R4	Consistent understanding of Council's role regarding electric vehicles	8 10
Investigate the feasibility of (and priorities for) new and emerging transport models and technologies within Hobsons Bay	Integrated Transport Officer	Short-Medium	Within operational budget	R4	Opportunities identified for supporting innovative transport models and technologies	8 10

ACTION	LEAD DEPARTMENT	TIME FRAME*	RESOURCES	STRATEGIC DIRECTION	KEY OUTCOME(S)	MAP REF.
Continue to support the implementation of the Western Metropolitan Regional Trails Strategic Plan	Property, Sports and Recreation	Ongoing	Additional resources required	R5	Improved safety and connectivity across shared trail networks	7 3 7 9
Coordinate a review of the Hobsons Bay Strategic Bicycle Plan 2013-17	Integrated Transport Officer	Short-Medium	Additional resources required	R5	Updated strategic direction established for cycling routes and infrastructure	7 3 7 9
Continue to advocate on the West Gate Tunnel and Level Crossing Removal Projects (consistent with Council adopted principles)	Infrastructure and Projects	Short-Medium	Within operational budget	R6	Comprehensive understanding of projects' impact on local traffic, amenity and health; interests of local residents and businesses protected and advanced	1 5 1 2 8 9 7 14
Support and coordinate advocacy for future major projects	Integrated Transport Officer	Ongoing	Within operational budget	R6	Investment in major projects that benefit Hobsons Bay residents and business	1-15

\* Short = 1-2 years; Medium = 3-5 years; Long = 6+ years