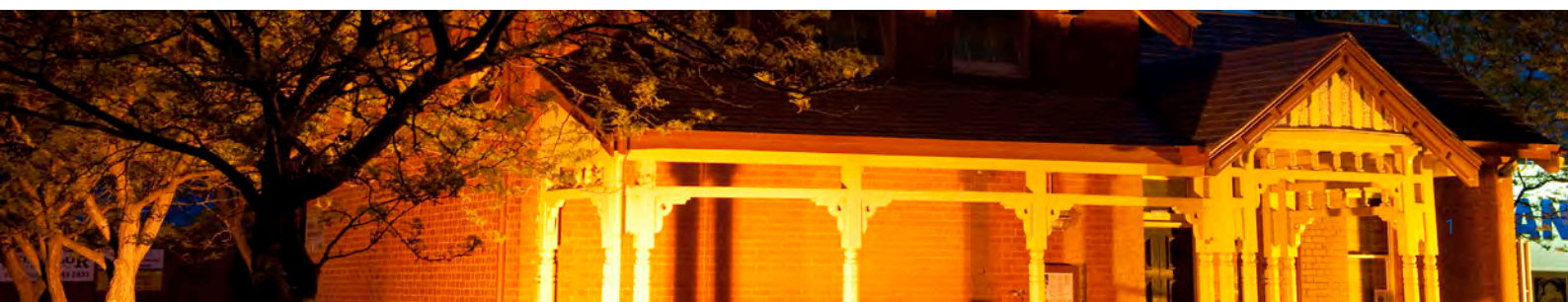# MOVING MELTON

Melton Integrated Transport Strategy

NOVEMBER 2015

CITY OF MELTON

MESSAGE FROM THE MAYOR

I am pleased to present *Moving Melton*, Council's Integrated Transport Strategy. This key document outlines what improvements should be made to the City's transport system to cope with the huge population growth that we are experiencing, and will continue to experience, over the next 30 years.

Moving Melton has involved significant community and stakeholder consultation, and on behalf of Council, I would like to thank everyone who helped inform the strategy.

Council has identified two critical projects needed to support the ongoing development of the City and to enhance its liveability and economic prosperity. Council will be strongly advocating for:

- improvements to the rail corridor to support a metropolitan rail service to Melton Township; and

- the upgrade of the Western Highway (Christies Road to Ferris Road) to freeway standard.

Moving Melton provides a roadmap to advocate to other levels of government for these projects and other necessary changes required to improve access to jobs, education, healthcare, shopping, leisure and services.

Once again, thank you to those who contributed to the development of the strategy. We look forward to working with our community and partners towards building a better transport network for our City.

Cr Kathy Majdlik

Mayor

City of Melton

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1.0 INTRODUCTION

The City of Melton is one of Victoria's designated growth areas and is currently one of Australia's fastest growing local government areas (LGAs). With a current population of 133,752 (30 September 2015), the City of Melton's population is expected to reach over 240,000 by 2031, with an eventual population of over 400,000. This represents a fast and sustained rate of growth over the next 20 years.

This rapid growth will have significant implications for City of Melton's transport network. Presently, journeys within City of Melton, and to and from the LGA, are characterised by a high level of car dependency and infrequent public transport connections. 85% of working residents are leaving the City of Melton each day for work.

An integrated transport system that provides our community with a variety of transport options to get to work, school, shops, and recreation and community facilities is critical when planning for this growth. This Strategy 'Moving Melton' identifies where investment, education and regulation are required to create this integrated transport system; enabling Council to develop policy and advocacy documents with a united vision and purpose.

1.1 DEVELOPING THE STRATEGY

Moving Melton aims to highlight the key ways for the City of Melton to meet the transport challenges of the future.

Moving Melton is underpinned by two previous reports, which were prepared by AECOM Australia Pty Ltd (AECOM) for Melton City Council, as well as extensive community and stakeholder engagement. The previous two reports are:

- Background Report – 24 October 2014.
- Setting directions for Melton's transport system – 04 May 2015.

This strategy should be read in conjunction with the above documents.

STAGE 1

Information Gathering July - September 2014

STAGE 2

Analysis October 2014 - May 2015

STAGE 3

Draft Integrated Transport Strategy August - September 2015

STAGE 4

Final Integrated Transport Strategy November 2015

Stage One – Background Report

Between 26 July and 12 September 2014, the Integrated Transport Strategy team attended 11 engagement sessions with the community, including:

- Engagement expos in the five main settlements- Melton Township, the Eastern Growth Corridor, Diggers Rest, Rockbank and Eynesbury.
- Two dedicated drop-in sessions in Melton and Caroline Springs.
- Multiple stakeholder sessions with special interest groups.

Council also launched a website www.movingmelton.com.au for this project. 250 people filled in the online survey, and told us what the best and worst features of the current transport system are, and identified their priority improvements.

Overall, Council gained comments from over 900 people during this stage.

Stage Two – Directions Paper

The comments received from the community and stakeholders in Stage One, and gap analysis work were combined to create a Directions Paper, which identified how the problems with the transport system could be addressed.

The Directions Paper was released for comment in May 2015. Copies of the Directions Paper were provided to State Government departments and agencies, adjoining Councils, regional groups, transport groups and providers, and community groups for comment. 185 people filled in the online survey and Council gained comments from the community through two drop-in sessions in Melton and Caroline Springs and stakeholder sessions with special interest groups.

Stage Three – Draft Integrated Transport Strategy: Moving Melton

The comments received during the Directions Paper Stage informed the development of the Draft Integrated Transport Strategy: Moving Melton.

The draft of Moving Melton was available for community and stakeholder comment between 31 August and 25 September 2015.

Copies of the draft were provided to State Government departments and agencies, adjoining Councils, regional groups, transport groups and providers, and community groups for comment. 32 people provided their comments online and Council gained comments from the community at a drop-in session at Melton and stakeholder sessions with special interest groups.
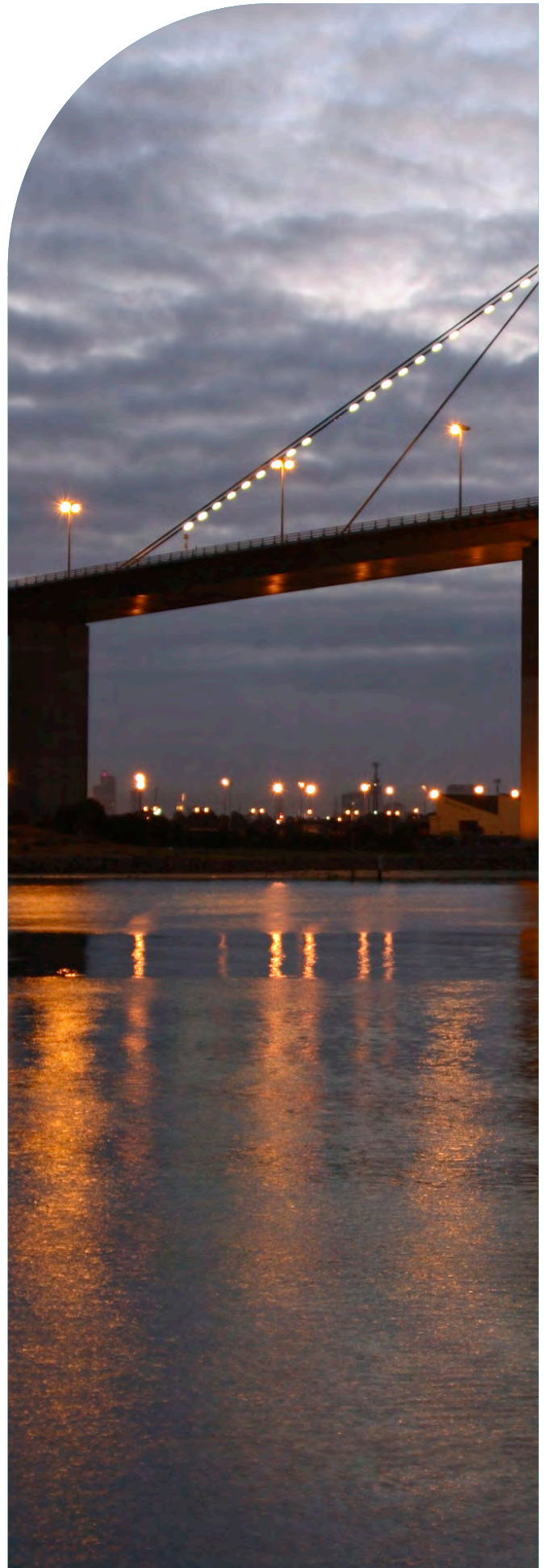
2.0 WHY DO WE NEED AN INTEGRATED TRANSPORT STRATEGY

Moving Melton aims to provide a plan for the whole of the transport system in the City of Melton in the coming decades. It will enable Melton City Council to plan, invest and advocate on behalf of the community for critical transport infrastructure.

2.1 CITY OF MELTON NOW AND IN THE FUTURE

The City of Melton is changing fast, and faces a number of challenges that are unique in the Victorian context. These challenges are driving the need for an integrated approach in the development of the transport strategy including:

- **Population growth.** The City of Melton is one of the fastest growing LGAs in Australia, with its population forecast to triple from around 130,000 now to more than 400,000 over the next 30 years. This huge increase in population will require a significant investment in transport services, including active transport, public transport and roads and requires planning to be undertaken now.

- **Car dependency.** The City of Melton is highly car dependent, with around 85% of weekday trips being made by car. This high level of dependency reflects the relatively low level of active transport and public transport options currently available in the City of Melton. Without intervention, this situation will worsen over time, leading to increased congestion on the road network, with resulting delays, slow travel times and stress. This high level of car dependency will not be sustainable with the current road network, which does not have the capacity to accommodate this growth.

- **Travelling for work.** 85% of working residents in the City of Melton travel outside the municipality for work, and may travel long distances to get to their workplaces. Moving Melton seeks several changes to help workers travelling to and from their place of employment:
  - Enhancing and strengthening public transport links (bus and rail) between the City of Melton and elsewhere.
  - Enhanced road connections within the City of Melton to freeways.
  - Supporting the creation of a network which acts as the catalyst to grow the number of businesses and employment opportunities within the municipality.
- **Public transport.** The City of Melton is poorly served by public transport. Key issues include few and infrequent public transport connectivity between Melton Township and surrounding townships, and infrequent transport links to Melbourne and elsewhere (especially the Melton train line), particularly after hours. In addition to reinforcing car dependency, this poor connectivity results in high economic and environmental costs for residents, and contributes to social isolation for those who do not drive or own a car.
- **Active transport network.** The network for pedestrians and cyclists is not complete across City of Melton, and is characterised by gaps in the network, as well as a lack of segregation with road traffic. As the City of Melton grows, active transport should be a means of people travelling in an environmentally sustainable way, and in a way which promotes health and well-being for the community.

The City of Melton will struggle to meet the transport needs of our residents in the future unless significant investment in the transport network is undertaken. Moving Melton identifies actions for all modes of transport that Melton City Council can plan, take action and advocate with various stakeholders.

There are significant consequences if these challenges are not addressed, including:

- Limited access to services, jobs and recreational opportunities, resulting from a lack of viable transport options for our residents.
- The sustainability of a transport network defined by car dependency and poor alternatives in other modes.
- Ongoing high levels of car dependency will result in congestion and delays on the road network, with increasing issues around safety.
- Poor transport options will adversely impact community connectedness and the physical and mental health of residents creating social isolation. Poor transport connectivity will also contribute to increased social and economic disadvantage within the City of Melton.

Moving Melton recognises that an integrated transport network is a driver for improved liveability and economic opportunity within the City of Melton and provides strategic direction for Council in the form of key implementation and advocacy actions required to achieve an integrated, function and sustainable transport network.

2.2 HOW DOES THIS ALIGN WITH POLICY

Moving Melton is strongly aligned with policies at all levels of government. In particular, it is a driver to:

• Provide access to work and education. People need to be able to get to/from work and education and have options to choose from.

• Make transport choices more widely available. Availability is not only to do with routes but also the frequency and type of mode.

• Use more environmentally sustainable transport. This indicates a focus on other modes other than cars.

The key strategies that were considered in the developing this Strategy are:

• Plan Melbourne.
• West Growth Corridor Plan.
• Sunbury / Diggers Rest Growth Corridor Plan.
• State Government transport strategies and plans.
• Precinct Structure Plans.

In particular the Growth Corridor Plans suggests the way the City of Melton will work from a transport perspective in the future will be different to today. There is expected to be a striking change with the infill of residential and employment land in the growth corridor between Melton Township and the Eastern Corridor.

The Growth Corridor Plans and Precinct Structure Plans are prepared by the State Government. They identify:

• Transport routes.
• Activity centres.
• Residential and employment areas.
• Conservation areas.

Moving Melton will guide Council's input in the development of Precinct Structure Plans to advocate for the reservation of land for these important public transport, road and cycle routes, and their development.

State

- Main transport legislation
- Vehicle registration fees
- Strategic land use planning
- Freight and ports
- Public transport
- Freeways, highways and main roads
- Strategic road safety
- Major cycle trails
- Travel demand management

Federal

- Economic policy
- Most transport taxes
- Climate change policy
- Major project funding (roads and freight rail)
- Truck regulation
- Airports

Regional

- Advocacy
- Research

- Precinct land use planning

Council

- Local land use planning
- Social issues e.g. ageing, community learning, public health and wellbeing, youth
- Housing diversity
- Economic development and retail strategy
- Local streets
- Traffic management and safety
- Parking, including fees and permits
- Paths, pedestrian crossing places, bike hoops

Figure 1. Interactions and roles of all levels of Government

3.0 VISION AND PRINCIPLES

OUR VISION: A SUSTAINABLE INTEGRATED TRANSPORT NETWORK TO MEET THE NEEDS OF THE CITY NOW AND IN THE FUTURE.

Melton City Council will work with the community, developers and other levels of government to make improvements to the transport system and seek to achieve this vision.

The vision is underpinned by four principles, which will be implemented through a series of ongoing, short, medium and long term actions. The principles of Moving Melton to deliver on the vision are as follows:

1. Improved, resilient and sustainable mode choices.
2. Easy to use, safe, reliable and frequent transport network and facilities.
3. Connected transport network – Connecting the communities of the City of Melton to each other and beyond.
4. A transport system to develop City of Melton as a centre for employment, services and recreation to provide social and economic opportunities.

Further details of each principle are discussed in Section 4.0.
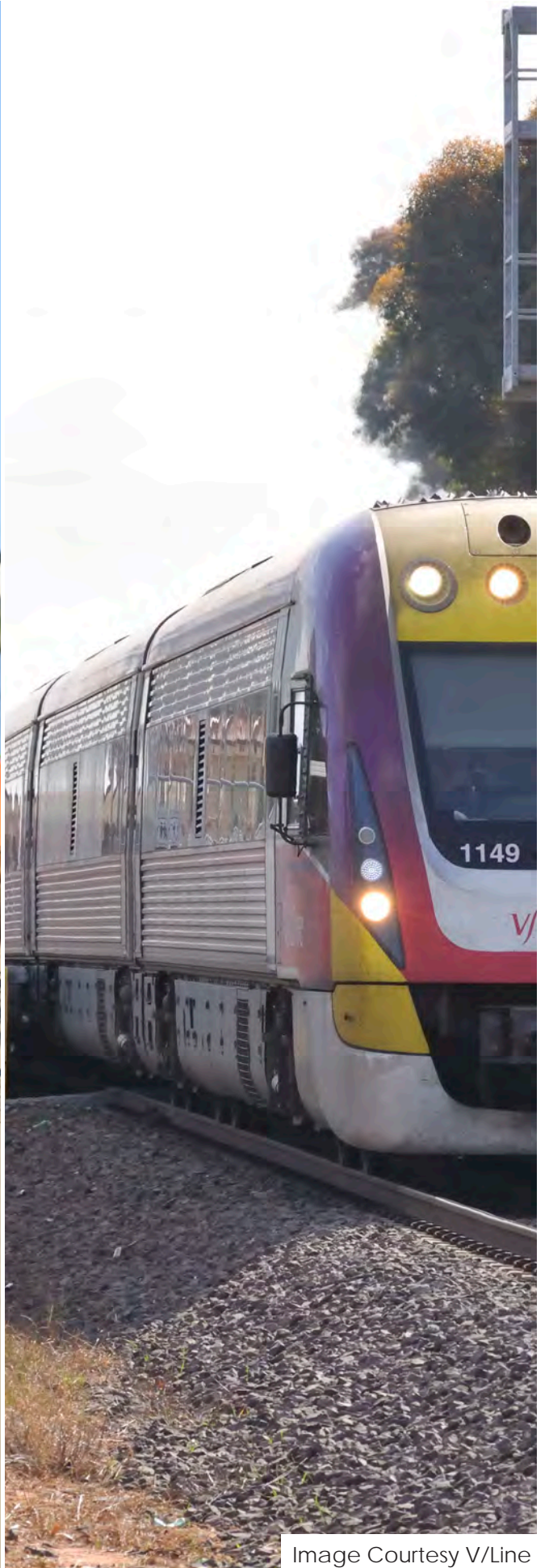
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4.0
PRINCIPLES
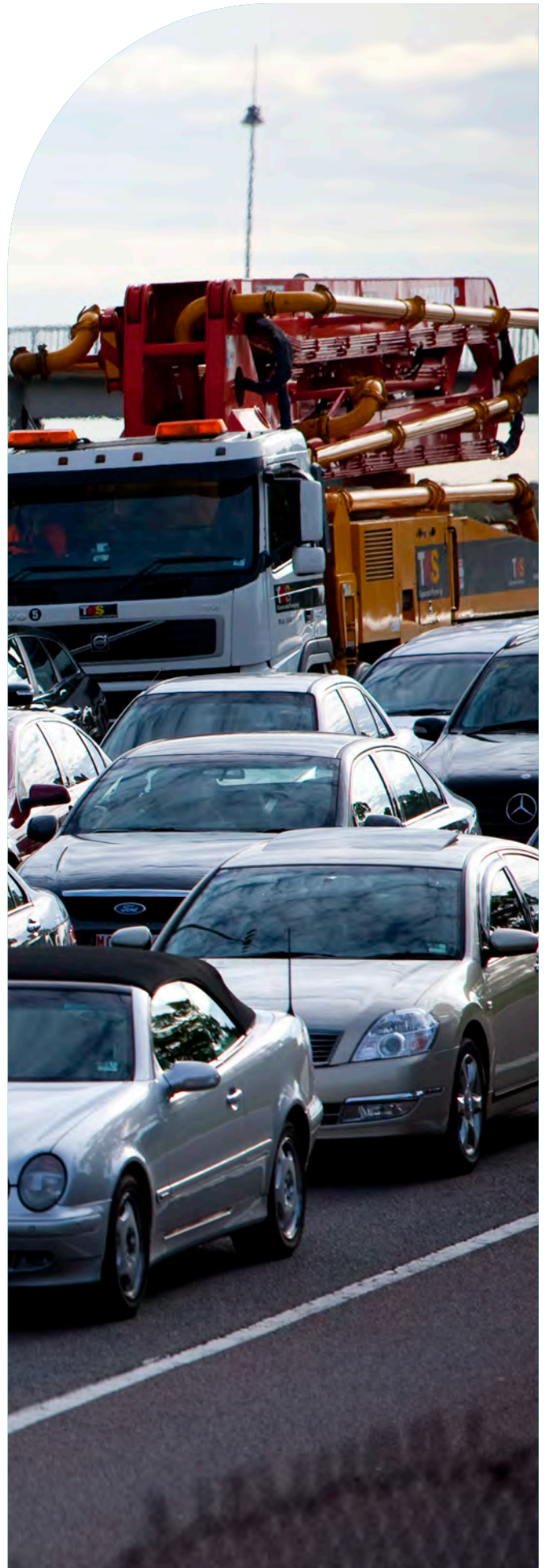
PRINCIPLE 1: IMPROVED, RESILIENT AND SUSTAINABLE MODE CHOICES

A Challenging Future

The City of Melton is a highly car dependent community, with residents using cars for 85% of their weekday trips. Weekends are even more car dependent, with 92% of trips by car. While this high level of car dependency reflects a range of spatial and cultural characteristics of the community, it also partly results from the relatively low level of public transport service (in terms both of frequency and routes) as well as less than optimal active transport infrastructure.

Without interventions, this high level of car dependency is expected to continue and grow, bringing significant problems for the community.

This would include increasing congestion and delays, and an inflexible transport network that is not adaptable to the community's current or future transport needs resulting in poor network resilience.

Improved mode choices are a critical element in a sustainable transport network. The reasons for this include:

- A lack of non-vehicle options can severely restrict access to employment, services and recreational activities for people that either do not drive or do not own a car.

- A high level of car dependency has significant adverse environmental impacts compared to public transport and active transport modes, through increased emissions and pollution.

A lack of transport mode choices can place high costs on communities, with disproportionate impacts on disadvantaged groups.

What You Told Us

During consultation in the development of Moving Melton the community and stakeholders told us they were strongly in favour of improved, more resilient and more sustainable mode choices. This includes better options for walking, cycling, buses, trains, as well as improvements to the road network.

Feedback from City of Melton residents and stakeholders highlighted:

- A need for improved train services, which can only be enabled through duplication and, later, electrification of the Melton Railway Line.

- A lack of bus service frequency and reliability, poor timetabling with train services, and a need for additional bus services to places such as Bacchus Marsh, Eynesbury and Watergardens.

- Poor freeway interfaces.

- A lack of capacity on some key road routes, and poor connectivity with some destinations such as Melbourne Airport.

The Future

A network that provides improved, resilient and sustainable mode choices. The transport system needs to diversify, improve and strengthen the current transport mode options for the City of Melton residents. In particular, we need:

- Improved mode choice – a greater range of viable, safe, reliable and frequent transport options. This includes active and public transport options.

- Resilient mode choice – a mix of mode options which means that the whole transport network will operate effectively under a range of conditions, changes in demand, and will be able to grow and adapt to the changing needs of the City of Melton community.

- Sustainable mode choice this means a set of travel options that:

  - Anyone can access.
  - Is affordable.
  - Offers a choice of mode.
  - Supports a competitive economy.
  - Limits emissions and supports a high level of environmental sustainability.

PRINCIPLE 2: EASY TO USE, SAFE, RELIABLE AND FREQUENT TRANSPORT NETWORK & FACILITIES

A Challenging Future

The City of Melton has access to sub-optimal levels of active and public transport services, with service frequency, quality and access being key issue for residents. In particular, service gaps and challenges include:

- Poor access to stations and bus terminals.

- Incomplete and sub-optimal pedestrian networks in some areas.

- Incomplete and sub-optimal bicycle networks in some areas.

- A lack of pedestrian crossings in activity centres, close to general stores and shops, and on busy roads.

- A lack of bus shelters, vandalism, poor signage, potholed carparks, and lack of lighting contribute to a sense of poor personal safety at train stations and bus stops.

- Lack of public transport services in many areas. In many instances, there are no or few direct public transport services connecting communities within the City of Melton to each other.

- A need for more frequent public transport services. One of the key issues for the community is the performance of the Melbourne to Ballarat railway line, with insufficient services to meet demand.

- Problems with a lack of connectivity between transport modes. In particular, there is often limited connectivity between trains and buses, with poor scheduling, frequency and reliability.

All of these factors contribute to the high level of car dependency. The current use of public or active transport frequently results in slow journey times, delays, and issues with safety or comfort. Additionally, commuter experience on the Melbourne to Ballarat Railway Line includes overcrowding, delays, unreliable services and poor timetabling. This situation has adverse impacts on the ability of residents to access services, employment and even social opportunities, leading to poor health, economic disadvantage, social isolation and loneliness. Underperforming transport services impose unnecessary economic costs on the community. In particular, local residents will be pushed to use high cost private transport options. Without intervention, this situation is expected to worsen as the City of Melton grows in coming decades.

As well as poor public transport services, rapid growth in the City of Melton has left a number of roads poorly suited to the increased traffic volumes resulting from new communities. This has led to road congestion, and concerns about safety. Additionally, interfaces at freeways are often not suited to traffic volumes, resulting in safety and access issues.

Without significant investment in new services, City of Melton's car dependence will worsen as its population grows. This, in turn, will result in increased congestion across the road network and reduced safety for users of all transport modes. As well, a reliance on private vehicles will result in a loss of economic opportunity and social amenity for existing and future towns and communities.

What You Told Us

Consultation undertaken during the development of Moving Melton indicated strong community support for this Principle. Community and stakeholder feedback included support for:

- Improved walking paths to and from stations and bus stops, schools, community facilities and shopping areas.

- Additional bicycle facilities including improved bicycle storage on trains, more drinking fountains along bicycle paths, better bicycle route signage and an improved network of on-road bicycle lanes and off road paths.

- Easier to use and access public transport services. Specific suggestions included better bus services to more isolated communities, more trains stopping at Rockbank, and additional trains outside peak hours.

- Changes to the road network to ease access and reduce congestion, including widening roads to better facilitate bus services, and early upgrades to make certain routes arterial roads.

- Improved safety at some intersections, as well as changes to improve congestion.

- The extension of and improvements to the road network, including a southern bypass at Diggers Rest, and a second southern access point for Eynesbury.

- Significant improvements to the bus network, through the adoption of a hierarchy of Premium buses, Connector buses, and Neighbourhood buses, as well as the commitment that most households will be within 400 metres of a bus stop. In addition, commit to new premium bus routes between Melton Township and Caroline Springs, and two new bus routes between Bacchus Marsh, Melton Township and Watergardens, and Melton Township and Eynesbury.

- Improved footpaths in town centres, to and from schools and in residential areas.

The Future

Sustainable, efficient transport choices which are easy to use, safe, reliable and frequent. Infrastructure needs to be easy to reach, easy to access and safe. Modes must be easy to use, locate and understand, reliable and cost effective. Effective transport networks and facilities are dependent on a dense network of good transport options, including safe roads, frequent and reliable public transport where people need it, and good active transport facilities.

With these factors in mind, the transport network should be:

- User friendly – infrastructure should be appropriate, easy to access and safe. It should address the needs of diverse users in the community (e.g. those with limited mobility). This also means that timetabling for public transport services is easy to understand and remember.

- Integrated – a high level of connectivity and integration between different modes of transport, such as bus services connecting with train services. Similarly, bicycle path networks require places to store bikes securely at key destinations such as shopping areas or railway stations.

- Safe – residents can expect to move safely, regardless of the mode used. This includes the need for:
  - A safe road system for cars, buses and freight.
  - Quality infrastructure to get on and off public transport.
  - Appropriate infrastructure to facilitate walking and cycling (minimising conflict with road traffic).

- Reliable – residents can depend on reliable public transport and roads to get them where they want to go, whenever they need to get there. This requires public transport that is punctual, and has the infrastructure and operational support to deliver the planned service levels.

- Frequent – public transport services are sufficiently frequent so that residents can use public transport as a viable means of travelling to and from work, school, services, shopping and other activities. Ultimately, it means a comprehensive public transport system across the City of Melton, with train and bus services every 10 to 20 minutes during peak times.

PRINCIPLE 3: CONNECTED TRANSPORT NETWORK – CONNECTING THE COMMUNITIES OF THE CITY OF MELTON TO EACH OTHER AND BEYOND

A Challenging Future

The City of Melton can be considered not just as a fast growing community, but a network of fast growing neighbourhoods, each with its own needs in terms of employment, schooling, health, retail, recreation and other services. Population growth and development is happening and will continue to happen, with much of the residential and commercial development expected between the Melton Township and Caroline Springs. This future development is expected to be at a higher density than previously forecast. In addition to this population cluster, there will also be continued growth at Eynesbury and Diggers Rest.

This growth will increase the need for greater connectivity between residential and employment areas within the City of Melton to provide good

access to local jobs. Residents will also increasingly seek to move from one part of the municipality to another for employment, social opportunities, education, recreation, health and shopping. Population growth will bring a greater density and quality of services and opportunities, but it will also increase the need for people to move about the municipality efficiently.

The need to travel long distances to access employment is a key social challenge for City of Melton because of the time and financial costs incurred by residents and the limited range of employment opportunities that can be accessed without a car.

In the future, even with greater economic and social opportunities within the municipality, a proportion of the population will still need to leave the area every day for work, study and other reasons. Ultimately, car-based transport solutions alone will result in much increased road congestion, delays and unreliability, as well as health and social costs. The future City of Melton will need effective transport links not just with the central city, but with employment, education and commercial centres closer to home, including the Sunshine Employment Cluster, Sunbury, Sunshine Metropolitan Activity Centre, Melbourne Airport, East Werribee Employment Cluster, Bacchus Marsh and the Western Industrial Precinct.

What You Told Us

Consultation undertaken during the development of Moving Melton revealed strong community and stakeholder support for a connected transport network. In particular:

- Residents perceive the need to drive everywhere because of the lack of suitable alternatives.

- Certain roads and intersections are already congested, and the community recognises that this will get worse without positive interventions.
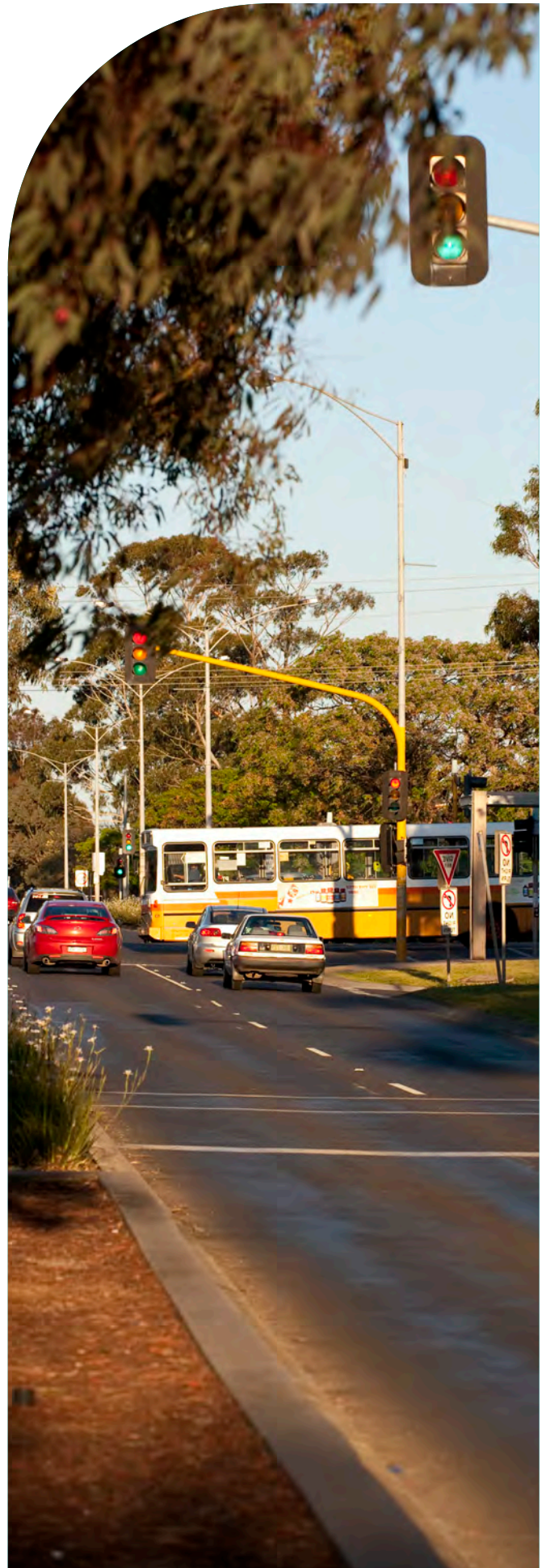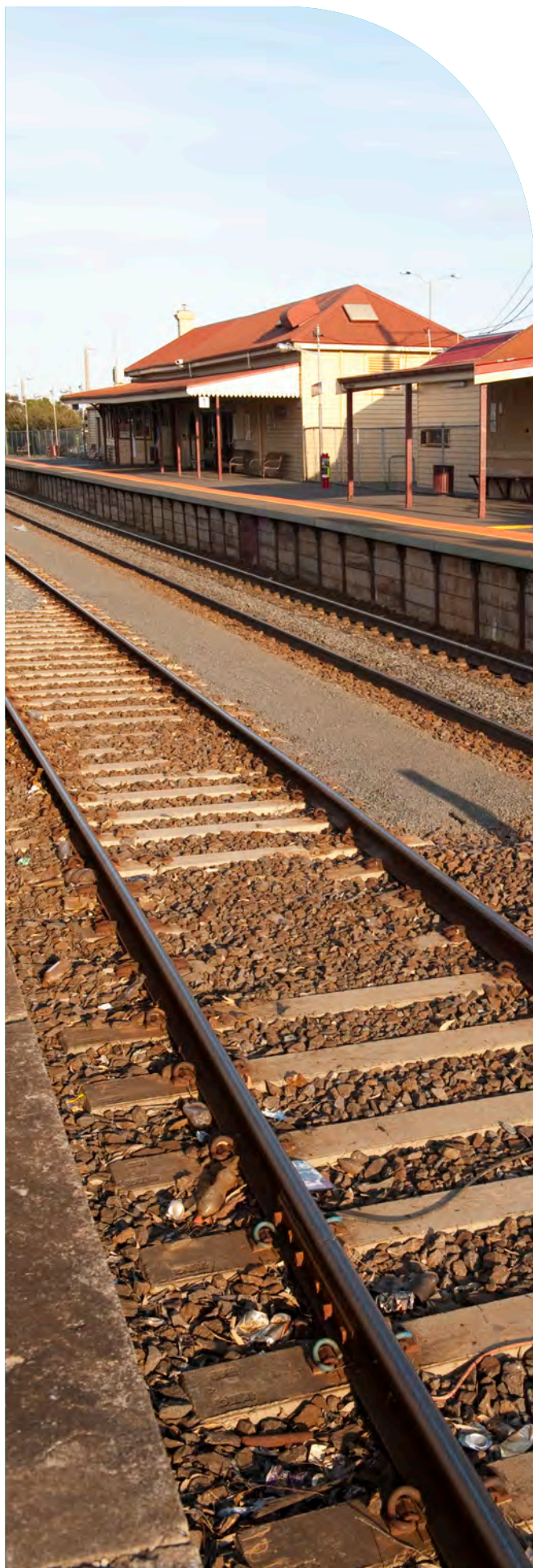
- There is strong support for better integration of train and bus timetables.

- Need improved cycle connections between communities, particularly Melton Township with the Eastern Corridor and Melton Township with Eynesbury.

The Future

The transport network should provide:

- Connectivity – a fully integrated, comprehensive transport network that connects City of Melton residents with each other and with employment, educational, commercial, leisure and other services elsewhere.

- Choice – a multi-modal transport system that enables residents to have transport choices other than private vehicles. These will include public transport (buses and trains) as well as active transport (high quality pedestrian and bicycle paths).

- Efficiency – a transport network that enables residents to move about quickly and reliably.

PRINCIPLE 4: A TRANSPORT SYSTEM TO DEVELOP CITY OF MELTON AS A CENTRE FOR EMPLOYMENT, SERVICES AND RECREATION TO PROVIDE SOCIAL AND ECONOMIC OPPORTUNITIES

A Challenging Future

The City of Melton's transport system is currently built around residents travelling locally to access services, and travelling outside the municipality during weekdays to access work. Currently, only 15% of residents work in the City of Melton,

with almost twice as many travelling to central Melbourne for work. Large numbers of residents also travel to City of Brimbank, City of Hume and City of Hobsons Bay for employment. Additionally, a substantial number of people travel to the City of Melton to access services, employment and other opportunities.

Over time, with the strong growth of the City of Melton's skills and demand base, economic and social options and opportunities should continue to develop and expand within the municipality. For instance, businesses will increasingly choose to base themselves in the City of Melton as the number of workers with appropriate skills and demand for their business services expands over time.

This growth and development will be guided by the growth corridor plans developed by the Metropolitan Planning Authority (MPA). Of most relevance are the West Growth Corridor Plan, which envisages development of employment land in the Western Industrial Precinct, between Melton Township and Toolern and in the areas adjoining the Outer Metropolitan Ring, and the Sunbury Growth Corridor Plan, which plans for additional business growth around Melbourne Airport.

What You Told Us

Community and stakeholder consultation found strong support for using changes to the transport network to develop employment, recreational and service opportunities within City of Melton. Initiatives supported by community and other stakeholders included:

- Increased connectivity within City of Melton, through new, more frequent bus services, an expanded network of bicycle paths, and upgraded major roads.

- Upgrades and expansions of walking paths, to encourage walking as a means of transport and exercise.

- Better bus links between existing towns and communities within the City of Melton, and early introduction of additional bus services.

- Melton City Council should advocate for major projects that will positively impact the community. The highest priorities are the duplication of the Melbourne to Ballarat Railway Line to Melton, the Metropolitan Rail Capacity Project, the upgrade of the Western Highway, the upgrade of the Melton Highway and the Western Interstate Freight Terminal.

The Future

As the City of Melton continues to grow rapidly, the transport system will be an important mechanism to develop the City of Melton as a centre for employment, services and recreation. In particular, the transport system can enhance its economic and social opportunities through the following:

- An improved transport system can act as a catalyst for new investment and employment opportunities, through improved access as well as changes in land uses and intensities. For instance, better connectivity between Melton Township and other communities is likely to encourage investment in new and existing businesses, to take advantage of additional demand for services and goods.

- An enhanced transport system which enables people to move more easily and efficiently around the municipality will provide additional employment opportunities for residents, and will assist City of Melton-based businesses to fill skills shortages locally.

- Better connectivity across the City of Melton provides enhanced amenity for residents, with more opportunities to access services, recreational activities and social opportunities. This makes the City of Melton a better place to live and work, and should encourage additional investment within the municipality.

5.0 POLICY AREAS

The five policy areas for Moving Melton describe the policy direction to deliver the vision and principles of the Strategy.

The policy areas are:

- Active Transport.
- Public Transport.
- Roads.
- Land Use and Development.
- Education and Partnerships.

Each policy area is underpinned by an action plan which includes timelines for implementation. The actions represent a mix of advocacy and other activities that the City of Melton will undertake in the short, medium and long term.
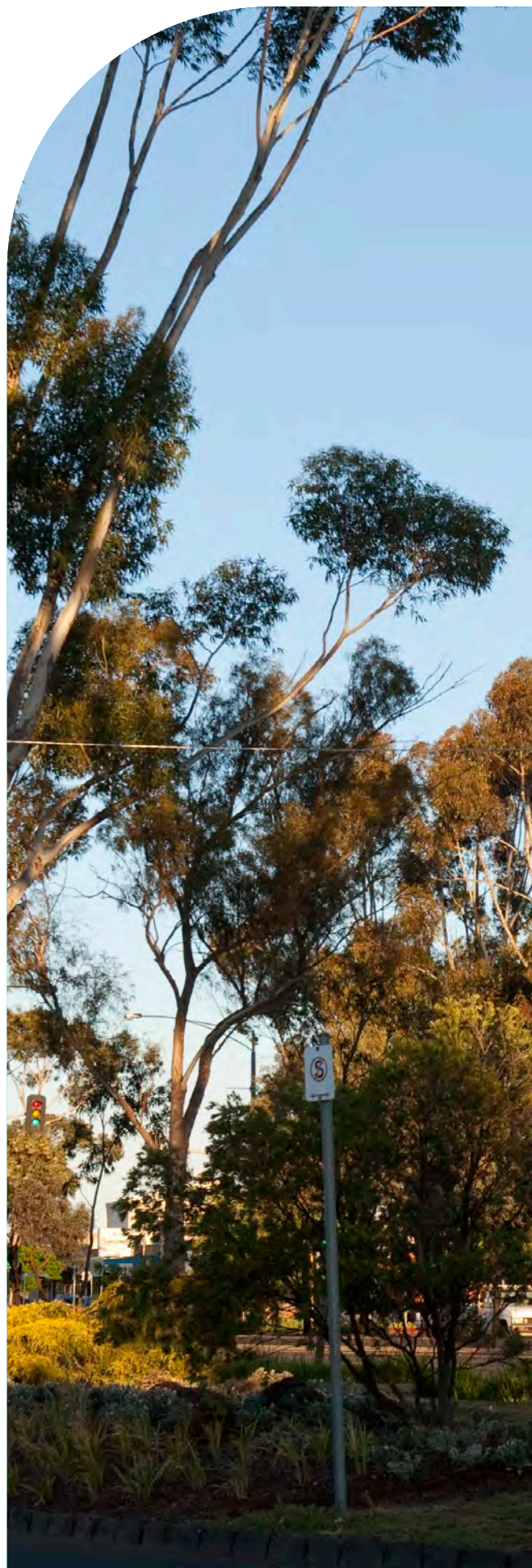
5.1 ACTIVE TRANSPORT

POLICY: WALKING AND CYCLING SHOULD BE A REAL OPTION FOR EVERYONE WHO WANTS TO USE THESE MODES OF TRANSPORT BY CREATING A SAFE AND CONNECTED ACTIVE TRANSPORT NETWORK.

The City of Melton is a young community which presents good opportunity to use active transport to get around within local communities.

Five main characteristics shape a good active transport network. These are:

- Connected: routes should connect each area with other areas and with key 'attractors' such as public transport stops, schools, work, and leisure destinations. Routes should connect at the local and district level, forming a comprehensive network. Routes should be continuous, clearly marked and consistent in design and quality throughout.
- Convivial: Walking routes and public spaces should be pleasant to use, allowing social interaction between people, including other road users. They should be safe and inviting, with diversity of activity and continuous interest at ground floor level.
- Conspicuous: Routes should be clear and legible, if necessary with the help of signposting and way marking.

- Comfortable: Walking and cycling routes should have high quality pavement surfaces, attractive landscape design and architecture, and as much freedom as possible from the noise and fumes and harassment arising from proximity to motor traffic. Opportunities for rest and shelter should be provided.
- Convenient: Walking routes should be direct, and designed for the convenience of those on foot, not those in vehicles. This should apply to all users, including those whose mobility is impaired. For cyclists, directness needs to be balanced against the desire to avoid difficult terrain. Priority road crossings should be provided on key desire lines.

Supporting increased walking and cycling in the City of Melton can provide wide ranging economic, environmental and social benefits to residents. Walking and cycling are very affordable, low impact modes of transport that provide health benefits to people who choose to use them, and contribute to making City of Melton's activity centres more vibrant and attractive places to live and do business. Practical options to walk and cycle as a transport mode should be widely available.

Council will plan to ensure that:

- People should be able to walk to local facilities such as early childhood services, primary schools, local parks and sport playing fields.
- People should be able to cycle to all of the local facilities above and to neighbourhood facilities such as secondary schools, shopping centres, railway stations, libraries and aquatic and leisure centres.

Action No.	Action	Description	Timing	Delivery Partners	Policy Areas
1.1	Develop a Pedestrian Network Plan.	Develop a Pedestrian Network Plan, which: • Identifies a hierarchy of walking networks for the City of Melton (basic route and principal route footpaths). • Identifies the attributes of the different types of footpaths (width, crossings, surfaces, street furniture and way finding) and what they connect. • Identifies existing gaps in the network. • Investigates whether some areas should be designed to be shared space. • Identifies the role, location and attributes of shared paths. Refer to Figure 2 (page 28) for the concept Principal Pedestrian Network, which will be tested and refined in the development of the Pedestrian Network Plan.	S	Melton City Council	
1.2	Require footpaths for new subdivisions.	All new residential and employment subdivisions to provide footpaths on both sides of streets, and are integrated with the wider walking network.	O	Melton City Council, Developers	
1.3	Identify walking and cycling networks in Precinct Structure Plans.	Continue to work with the MPA to identify the principal pedestrian and bicycle networks in the development of Precinct Structure Plans.	O	Melton City Council, MPA	
1.4	Develop a Bicycle Network Plan.	Council will develop a Bicycle Network Plan, which: • Identifies the role and purpose of cycling in the City of Melton. • Identifies cycling routes for commuters and recreational riders. • Identifies where these should be provided on-road and off-road. • Identifies existing gaps in the network. • Identifies the attributes of cycling routes (width, crossings, surfaces, bicycle infrastructure, way finding and end of trip facilities). The Bicycle Network Plan will be based on the plan in Figure 3 (page 29).	S	Melton City Council	
1.5	Require cycling networks for new subdivisions.	Require the provision of appropriate on or off road cycling routes to be provided as part of subdivision works.	O	Melton City Council	
1.6	Advocate for an off-road cycle route between Melton Township and Metropolitan Melbourne.	Advocate to the State Government for the immediate planning for an off-road cycle route to be established between Melton Township and Metropolitan Melbourne. Possible locations for this include the Western Highway and along the Melbourne to Ballarat rail corridor.	I/O	Melton City Council, VicRoads, PTV	
1.7	Investigate improvements to end of trip facilities of existing centres and ensure the provision of them in new centres.	Investigate the provision of at least one high quality end of trip facility in each of City of Melton's existing activity centres (Caroline Springs, High Street and Woodgrove). Work with the MPA and developers to ensure that high quality end of trip facilities are planned and delivered in new activity centres.	S/O	Melton City Council, MPA & delivery partners	
1.8	Advocate for the planning and development of regional walking and cycling routes.	Advocate to the State Government for the planning and funding of key regional walking and cycling routes such as: • The Werribee River trail (linking Melton Township with Eynesbury and Werribee). • The Kororoit Creek trail. • MacPherson Park trail.	S/M	Melton City Council, State Government	
1.9	Investigate opportunities to promote walking and cycling.	Investigate opportunities to support, encourage and promote walking and cycling in the City of Melton.	O	Melton City Council,	

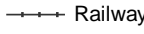## LEGEND

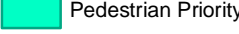| Term	Description
Timing	When should the action be implemented
O	Ongoing Need
I	Immediate need within 3 years
S	Short term implementation within 5 years
M	Medium term implementation within 10 years
L	Long term implementation within 20 years
	Pedestrians and cyclists
	Buses and trains
	Cars and trucks and road infrastructure
	Land use and Development
	Education and Partnership

MOVING MELTON
Example of a Principal Pedestrian Network

KEY

 Future and existing significant town centres

● Station

◉ Proposed station

+—+—+ Railway

– – – Urban Growth Boundary

⌐ Melton LGA

········· Principal Pedestrian Route

········· Additional Pedestrian Routes

▮ Pedestrian Priority

Note: The principal Pedestrian Network in the growth corridors will be refined through the development of the Precinct Structure Plans
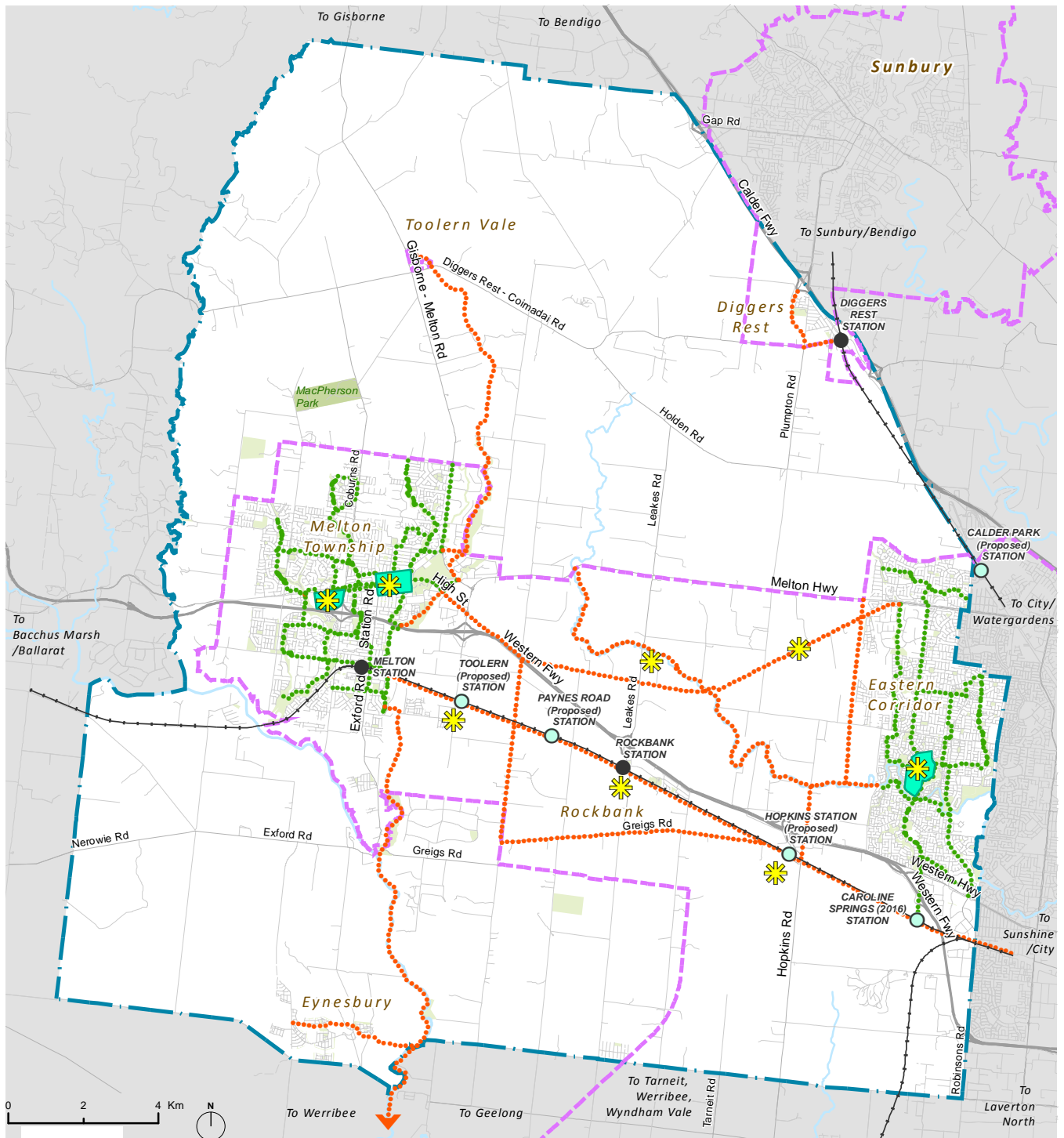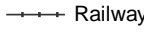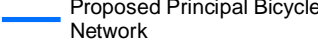
Figure 2 - Example of a Principal Pedestrian Network

MOVING ITS
Future bicycle network plan

KEY

※ Future and existing significant town centres

● Station

○ Proposed station

＋ Railway

▬ ▬ Urban Growth Boundary

▭ Melton LGA

▬ Proposed Principal Bicycle Network
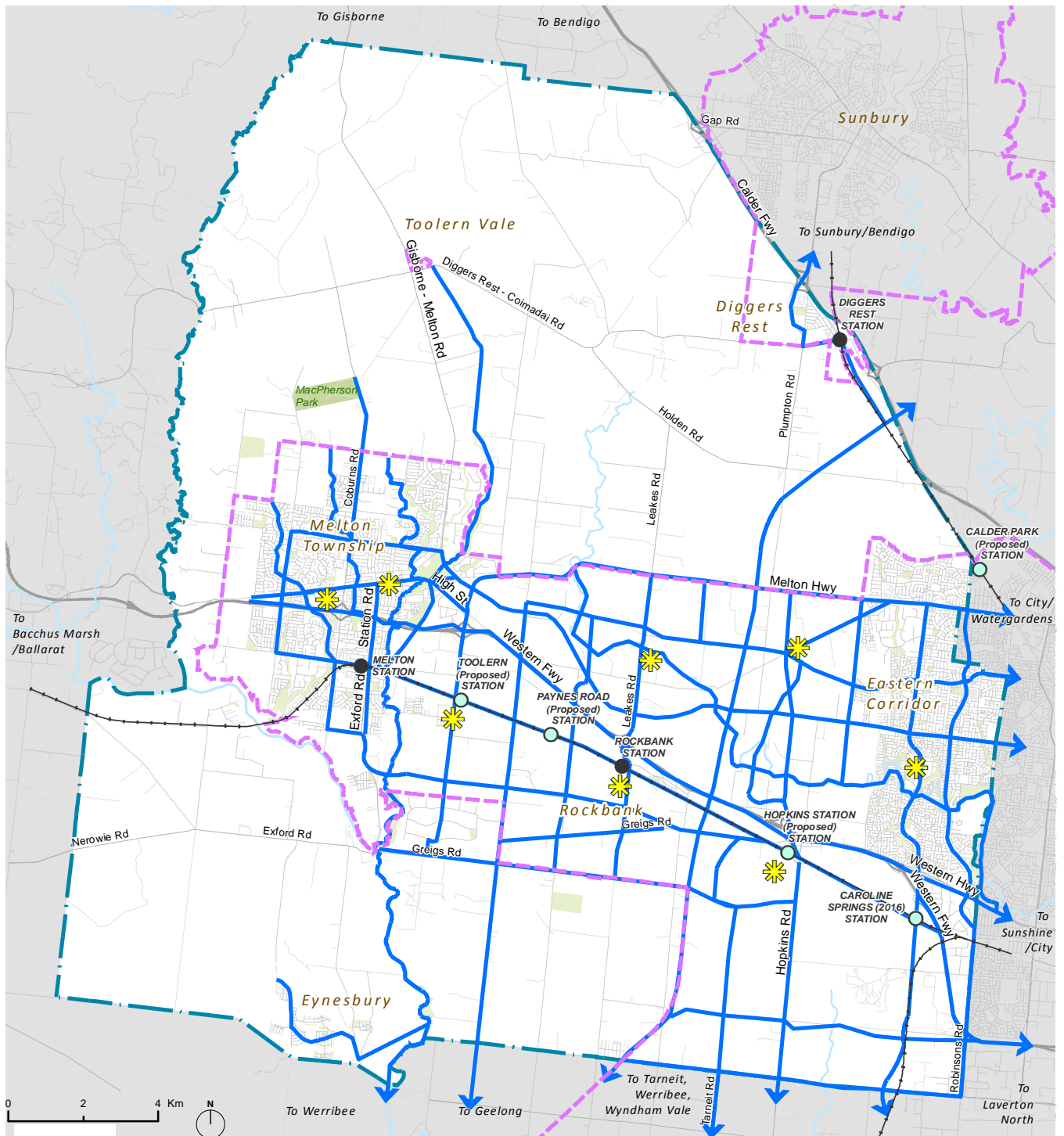
Figure 3 - Future Bicycle Network Plan

5.2 PUBLIC TRANSPORT

Image Courtesy V/Line

POLICY: PUBLIC TRANSPORT WILL PROVIDE A RELIABLE, SAFE, AFFORDABLE AND SIMPLE TO USE TRANSPORT OPTION. IT WILL BE ACCESSIBLE TO ALL, WITH FREQUENT WELL CONNECTED SERVICES TO THE PLACES CITY OF MELTON'S RESIDENTS MOST OFTEN VISIT.

Public transport service levels, quality and access are key issues in the City of Melton community. Improving the number and frequency of public transport services over time is critical in supporting the anticipated population growth over coming decades, as well as making City of Melton a more attractive place for businesses to invest and create local jobs.

A good public transport system has six main attributes:

- It takes people where they want to go. This is achieved through appropriately spaced stops and stations and connected lines with good coverage and frequency.
- It is a good use of time. Travel time is a mixture of frequency, closeness of stops and speed, and the quality of the time on-board is also important.
- It represents good value for money.
- It is safe and secure for customers to use.
- It is reliable and punctual.
- It provides people with flexibility and the ability to change their travel. This is mostly a result of simple networks and good information.

Public transport can play a number of important roles in City of Melton's transport system. This strategy proposes that the most important roles to prioritise are:

- Access to and from work, education, social and recreational opportunities, particularly those in activity centres. This includes connections within City of Melton to places like Caroline Springs, Melton Township, Toolern and the Western Industrial Precinct, major nearby centres like Sunbury, Bacchus Marsh, Watergardens, Sunshine, Footscray, and Werribee, and the CBD and inner city. To meet this role, public transport services need to be frequent and direct.
- A practical transport alternative that community members can access so that people can reach local and major services such as education, community services, health facilities and shops. To meet this role, public transport services need to be close to home, connect to local facilities and run at a range of times of day and week to meet different community needs. This sort of service is particularly important in communities such as Eynesbury, which currently have no public transport provision.

The bus hierarchy used in Moving Melton has three tiers:

- Premium buses which have a 10 minute frequency.
- Connector buses which have a 20 minute frequency.
- Neighbourhood buses which have a 40-60 minute frequency.

Action No.	Action	Description	Timing	Delivery Partners	Policy Areas
2.1	Getting the right train service on the Melton rail corridor for the future.	Advocate for a regular, all day service in both directions serving stations located in existing and future communities on the Melbourne to Ballarat Railway Line, duplication of the railway is an urgent priority in deliver this service. Council will also advocate for electrification of the railway to enhance the ability to provide frequent services to the existing and future stations.	I/O	Melton City Council, PTV	
2.2	Build a better bus network.	Advocate for a long term bus network as shown in Figure 4 (page 34) and an interim bus network as shown in Figure 5 (page 35), including: • Bacchus Marsh - Melton - Watergardens. • Melton - Eynesbury. • Melton Station - Woodgrave - High Street. • Caroline Springs Town Centre - Caroline Springs Station.	I/O	Melton City Council, PTV	
2.3	Review the existing bus network. Advocate for the early provision of bus routes to new developments.	Advocate for Public Transport Victoria to review the existing bus network with a view to putting in place the foundations for the longer term network, including expansion of the network to service new estates, currently not serviced by bus routes.	I/O	Melton City Council, PTV	
2.4	Improve connections between buses and trains.	Advocate for the review of existing bus services meeting trains at Melton and Diggers Rest railway stations to improve bus and train connections. Advocate for a review of the bus routes in the Eastern Corridor to provide bus and train connections for the future Caroline Springs Railway Station. Advocate for a review of bus routes to connect the Rockbank Railway Station.	I	Melton City Council,PTV/ Bus providers	
2.5	Plan for bus priority.	Plan and advocate for future bus priority to be readily provided: • Along 'Premium' bus routes. • On the approach to activity centres and railway stations (but putting the needs of pedestrians and cyclists first in the activity centres themselves). Plan and advocate for sufficient bus priority to be provided to ensure that connections can be reliably provided on the two key corridors between: • Melton Railway Station, Woodgrove and High Street. • Caroline Springs Railway Station and Caroline Springs Town Centre.	S	Melton City Council, PTV VicRoads	
2.6	Upgrade railway stations.	Advocate for the existing railway stations at Melton and Rockbank to be upgraded to provide a 'Town Centre' type of station.	I/S	Melton City Council,PTV	
2.7	Plan for Toolern Station.	Advocate for the development of Toolern Railway Station on the Melbourne to Ballarat Railway Line (see Figure 6 on page 36).	S/M	Melton City Council,PTV	
2.8	Plan for future railway stations on the Melton Railway Line.	Advocate for the development of railway stations on the Melbourne to Ballarat Railway Line at (See Figure 6 on page 36): • Paynes Road. • Hopkins Road.	L	Melton City Council, PTV, Developers	
2.9	Plan for future railway stations on the Sunbury Railway Line.	Advocate for the development of a railway station on the Sunbury Railway Line at Calder Park (Hillside) – see Figure 6 (page 36).	L	Melton City Council,PTV	
2.10	Investigate improvements to end of trip facilities for cyclists.	Advocate for high quality end of trip facilities to be planned and delivered at railway stations and bus interchanges.	S	Melton City Council, State Government	

	Action	Description	Timing	Responsible	
2.11	Support community transport.	Continue to provide transport to Home and Community Care eligible residents to community facilities, shopping centres, libraries, medical appointments and Planned Activity Group Programs. Continue to support community transport and advocate for investment in community transport initiatives.	O	Melton City Council, State Government	
2.12	Bus terminal relocation.	Move bus terminal at Woodgrove Shopping Centre to High Street.	I	Melton City Council	
2.13	Improved bus terminal facility.	Develop an improved bus terminal facility at Caroline Springs Town Centre.	S	PTV	
2.14	Additional capacity in Melbourne City Loop.	Advocate for the provision of additional capacity in the Melbourne City Loop, an example of this is the Melbourne Metro Rail Project.	O	Melton City Council	
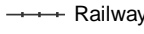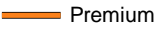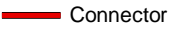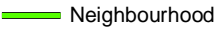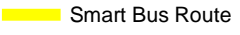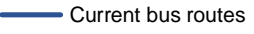
LEGEND

Term	Description
Timing	When should the action be implemented
O	Ongoing Need
I	Immediate need within 3 years
S	Short term implementation within 5 years
M	Medium term implementation within 10 years
L	Long term implementation within 20 years
	Pedestrians and cyclists
	Buses and trains
	Cars and trucks and road infrastructure
	Land use and Development
	Education and Partnership

MOVING MELTON
Proposed bus network hierarchy

KEY

✳ Future and existing significant town centres

⬤ Station

◎ Proposed station

┄┼┄ Railway

┄ ┄ Urban Growth Boundary

Melton LGA

Bus Network Hierarchy

— Premium

— Connector

— Neighbourhood

— Smart Bus Route

— Current bus routes

These areas will be planned to have a neighbourhood route bus stop within 400m of dwellings
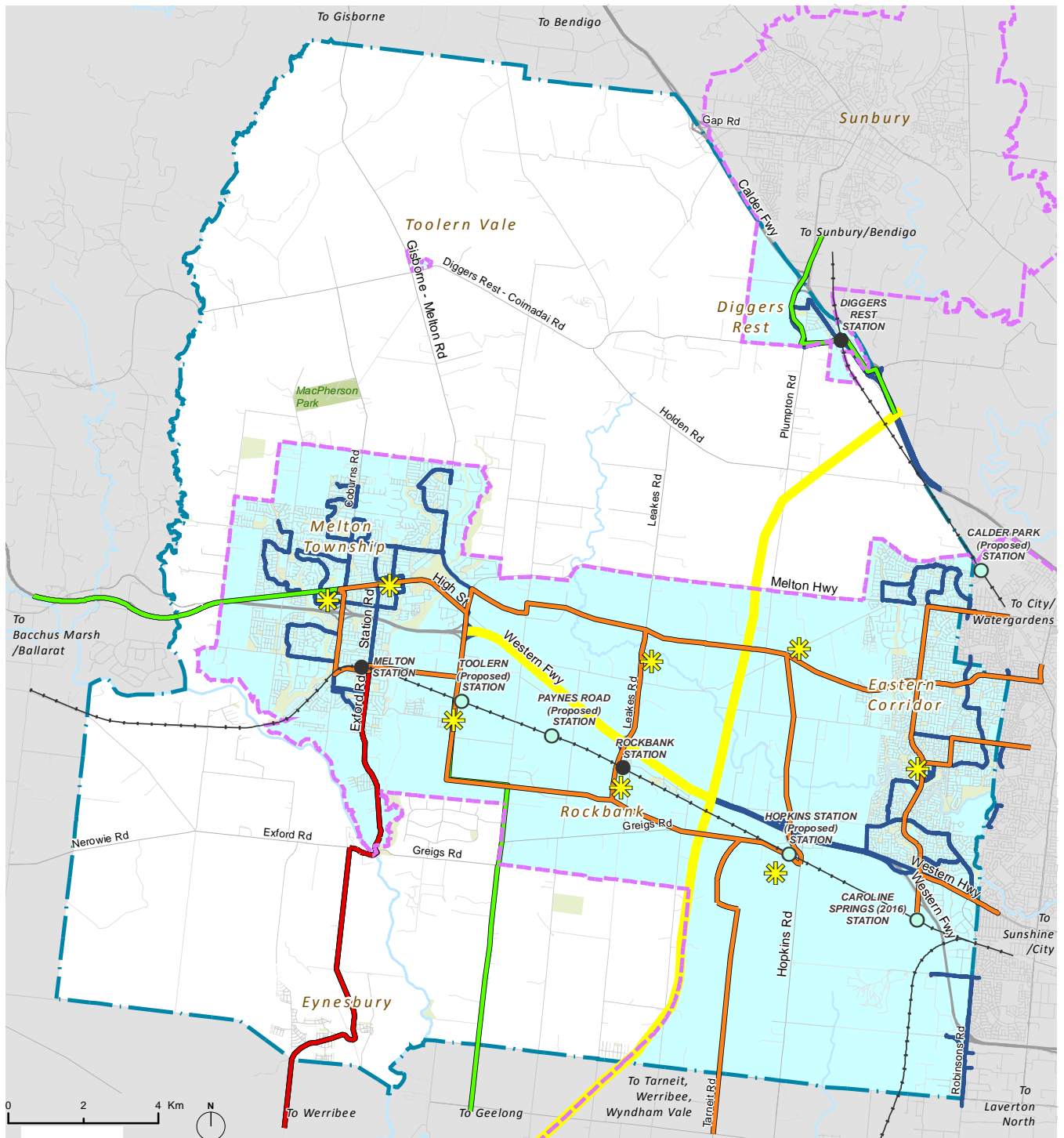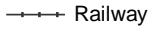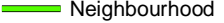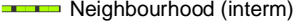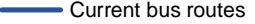
Figure 4 - Proposed Bus Network Hierarchy

MOVING MELTON
Immediate bus network priorities

KEY

* Future and existing significant town centres
* Station
* Proposed station
* Railway
* Urban Growth Boundary
* Melton LGA

Bus Network Hierarchy selection

* Premium
* Connector
* Neighbourhood
* Neighbourhood (interm)
* Current bus routes

Advocate for change to improve access

Figure 5 - Immediate Bus Network Priorities

MOVING MELTON
Improvements to the Rail network

KEY

 Future and existing significant town centres

‐ ‐ ‐ Urban Growth Boundary

▭ Melton LGA

Station Type

◯ Town Centre

◯ Suburban

◯ Parkway

┼─┼ Railway

▭ Upgrade Rail Corridor
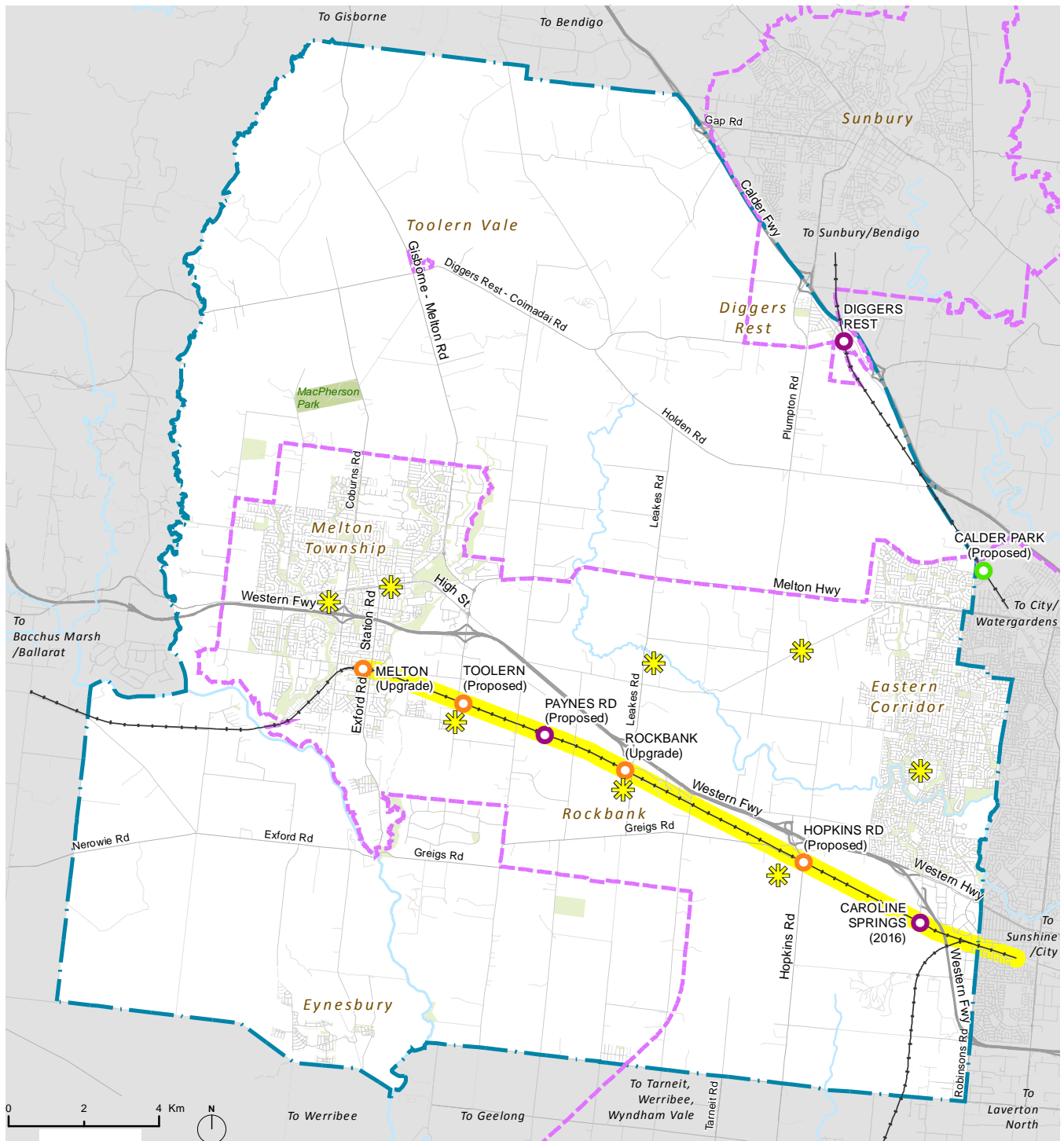
Figure 6 - Improvements to the Rail Network
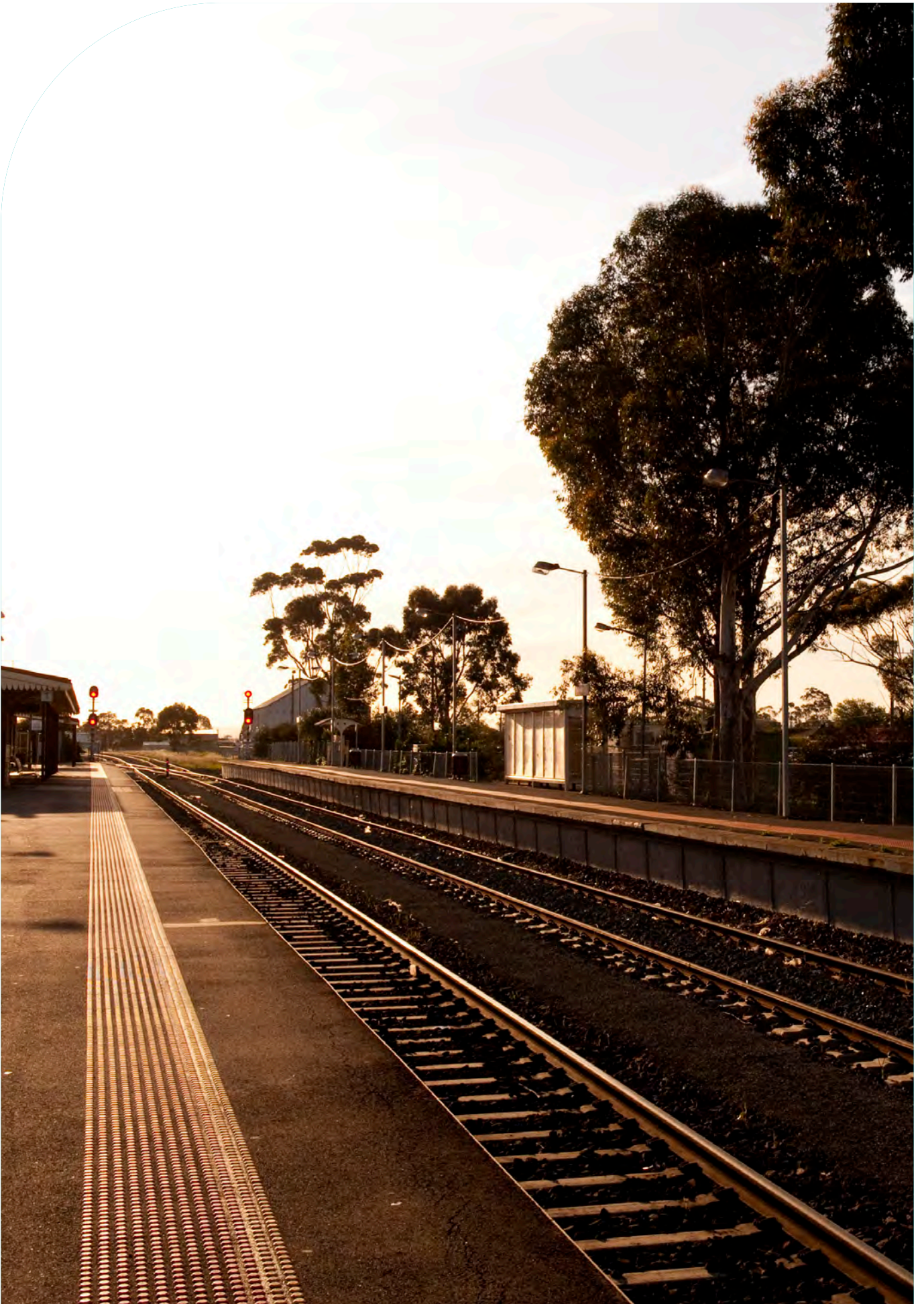
5.3 ROADS

POLICY: ROAD TRANSPORT WILL BE RELIABLE, SAFE, AFFORDABLE AND SIMPLE TO USE. ROADS WILL BE MANAGED TO MAXIMISE ITS CONTRIBUTION TO CITY OF MELTON'S LIVEABILITY, ENVIRONMENTAL SUSTAINABILITY AND ECONOMIC PROSPERITY.

Road transport plays a vital, and appreciated, role in the transport network in the City of Melton. The road network is expected to continue to be the main way the movement of people and goods is supported in the City of Melton. The road network will be important infrastructure for the walking, cycling and bus networks and cars will continue to provide the first choice of transport for many trips.

The road network in the City of Melton consists of:

- A tiered arterial road network that supports longer distance movements and enables access.

- A local road network for access and connecting communities.

City of Melton's established areas, and the growth corridor between Melton Township and the Eastern Corridor, are generally planned around a grid of arterial roads. The West Growth Corridor Plan has north-south and east-west arterial roads generally fairly evenly spaced about every 1.6 kilometres – a mile grid. This spacing has historical roots but modern benefits: the planned future arterial roads are generally today's gravel rural roads laid on the mile grid, and with bus services on the arterial roads and an intermediate connector road, the grid approach can provide 400m walking access to public transport efficiently.

Planned growth will put pressure on the existing road network necessitating upgrades. Key to managing growth is Council's ability to advocate for the timely delivery of State infrastructure projects to support sustainable transport choices which will take pressure off the road network and contribute to improved health and well-being.

Action No.	Action	Description	Timing	Delivery Partners	Policy Areas
3.1	Improve existing arterial road intersections.	Advocate for the following arterial road intersection improvements at (see A on Figure 8 on page 43): • High Street and Coburns Road, Melton. • High Street and Norton Drive, Melton. • High Street and Reserve Road, Melton. • Gisborne-Melton Road and Kirkton Drive, Kurunjang. • Melton Highway and Leakes Road, Plumpton. • Hopkins Road and Boundary Road, Truganina.	S	Melton City Council, VicRoads	
3.2	Upgrade Western Highway to an urban freeway standard.	Advocate for the Western Highway to be upgraded to an urban freeway standard between Hopkins Road and Ferris Road, including removing at grade intersections and creation of interchanges. See B on Figure 8 (page 43).	M	Melton City Council, VicRoads	
3.3	Upgrade Christies Road.	Advocate for the upgrade of Christies Road between Ballarat Road and Caroline Springs Train Station to alleviate congestion and queuing onto freeway, and provide access to Caroline Springs Train Station. See C on Figure 8 (page 43).	I	Melton City Council, VicRoads	
3.4	Improve access to Western Freeway at West Melton.	Advocate for access to Western Freeway to be planned and delivered west of Coburns Road. See D on Figure 8 (page 43).	M	Melton City Council, VicRoads	
3.5	Improve access to Calder Freeway at Diggers Rest.	Advocate for a new arterial road connection as a southern bypass of the Diggers Rest township, including the grade separation of the Melbourne to Bendigo Railway Line. See E on Figure 8 (page 43).	M	Melton City Council, PTV VicRoads, MPA	
3.6	Duplicate Melton Highway.	Advocate for the duplication of Melton Highway to be planned and delivered between Melton and Hillside. See F on Figure 8 (page 43).	S/M	Melton City Council, VicRoads	
3.7	Identify and prioritise key road links to establish new bus routes in developing areas.	Key road links to enable bus routes to be established in developing areas are to be prioritised. Work with developers, MPA and PTV to identify and facilitate the delivery of key road links to enable the early establishment of bus routes in new areas.	O	Melton City Council, VicRoads, MPA, PTV & Developers	
3.8	Develop the road network to support the Growth Corridor Plans.	Continue to work with the MPA in the development of Precinct Structure Plans to develop an arterial road network to support the long term growth as identified in the Growth Corridor Plans (see Figure 7 on page 42).	O	Melton City Council, MPA	
3.9	Remove road / rail level crossings.	Advocate for the removal of level crossings within the City of Melton and within the western region of Metropolitan Melbourne. Grade separations to be delivered based on demand for the road and development in the area (Figure 8 on page 43).	M	Melton City Council, PTV, MPA	
3.10	Improve connectivity with metropolitan area.	Advocate for the creation of an alternative east-west route to provide additional capacity and network resilience to the Westgate Freeway, a current proposal being the Western Distributor.	M	Melton City Council, State Government	
3.11	Improve connectivity with Melbourne Airport.	Advocate for the delivery of the section of the Outer Metropolitan Ring between the City of Melton and Bulla to improve access to Melbourne Airport.	L	Melton City Council, State Government	
3.12	Extending the local road network.	In planning and delivering local roads, work with developers to provide an interconnected and continuous network of streets, cycle routes, shared paths, footpaths and public transport routes within and between neighbourhoods.	O	Melton City Council, Developers	

#	Action	Timing	Responsibility	
3.13	Getting more from our road space. Prepare a Road Network Plan that will prioritise different transport modes based on desired road functions (Smart Roads). The Road Network Plan shall include consideration of dedicating lanes for sustainable modes where they are a more effective use of limited road space.	S	Melton City Council, PTV, VicRoads	
3.14	Complete the Palmers Road Corridor. Construct the Westwood Drive bridge over the Kororoit Creek to complete the Palmers Road Corridor within the City of Melton. (See G on Figure 8 on page 43).	S	Melton City Council, VicRoads	
3.15	Rockbank Middle Road bridge. Construct the Rockbank Middle Road bridge over the Kororoit Creek to connect Burnside and Albanvale. (see H on Figure 8 on page 43).	M/L	Melton City Council, Brimbank City Council	

LEGEND

Term	Description	
Timing	When should the action be implemented	
O	Ongoing Need	
I	Immediate need within 3 years	
S	Short term implementation within 5 years	
M	Medium term implementation within 10 years	
L	Long term implementation within 20 years	
	Pedestrians and cyclists	
	Buses and trains	
	Cars and trucks and road infrastructure	
	Land use and Development	
	Education and Partnership	

MELTON ITS
Develop an improved Arterial Road network

KEY

✳ Future and existing significant town centres

● Station

◉ Proposed station

＋—＋ Railway

– – – Urban Growth Boundary

▭ Melton LGA

Rationale for arterial road status
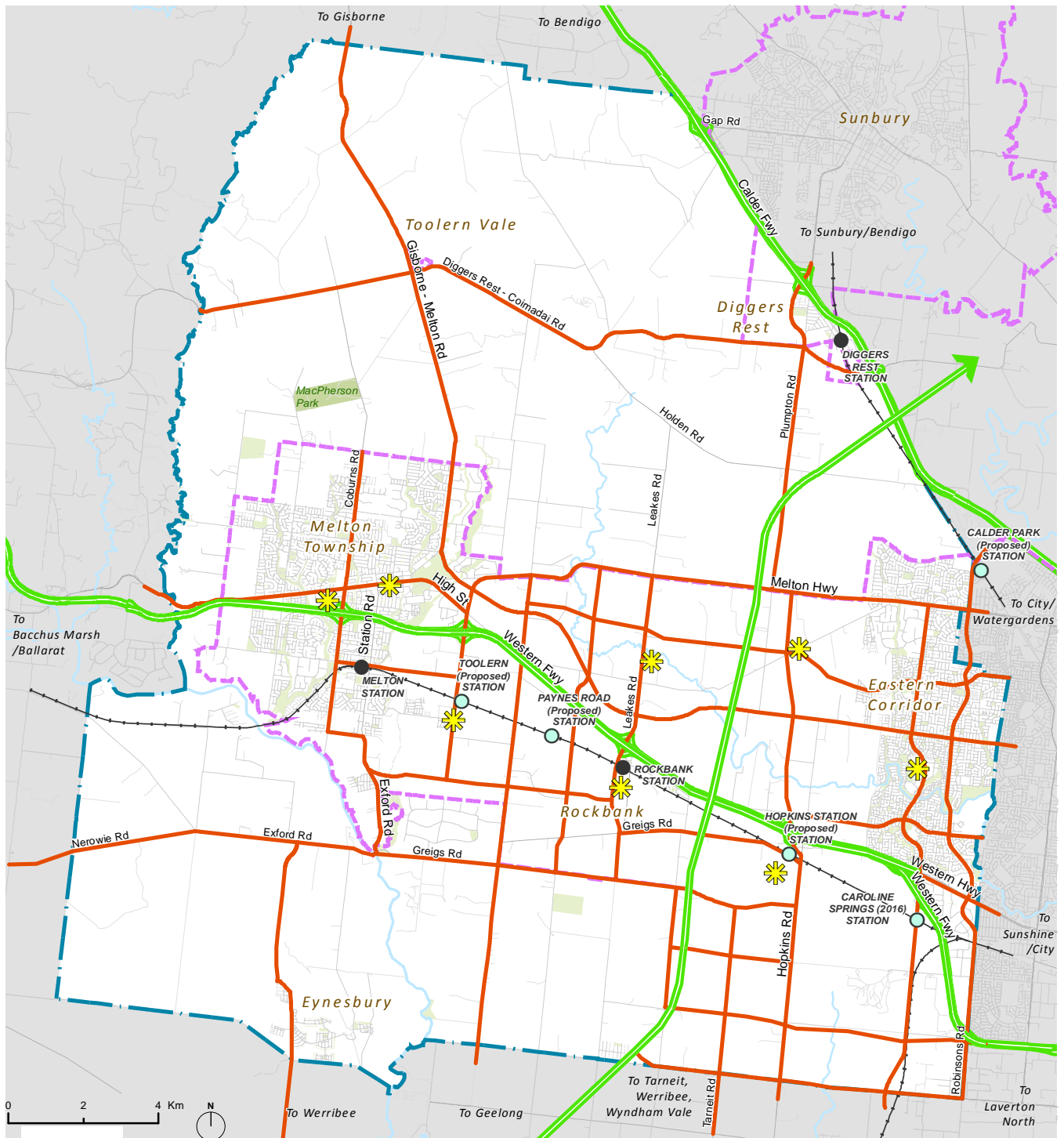
— Freeway

— Arterial Roads

Figure 7 - Develop an Improved Arterial Road Network

MOVING MELTON
Priority improvements to the existing Road network

KEY

✳ Future and existing significant town centres

● Station

◎ Proposed station

+—+—+ Railway

━ ━ ━ Urban Growth Boundary

▢ Melton LGA

Level Crossing Removal Strategy

✖ (light blue) Short term

✖ (dark blue) Medium term

✖ (orange) Long term

ACTIONS

Ⓐ Improve existing arterial road intersections

Ⓑ Upgrade Western Highway to urban freeway standard

Ⓒ Upgrade Christies Road

Ⓓ Improve access to Western Freeway at West Melton

Ⓔ Improve access to Calder Freeway at Diggers Rest

Ⓕ Duplicate Melton Highway

Ⓖ Kororoit Creek Bridge (Westwood Drive)

Ⓗ Kororoit Creek Bridge (Rockbank Middle Road)
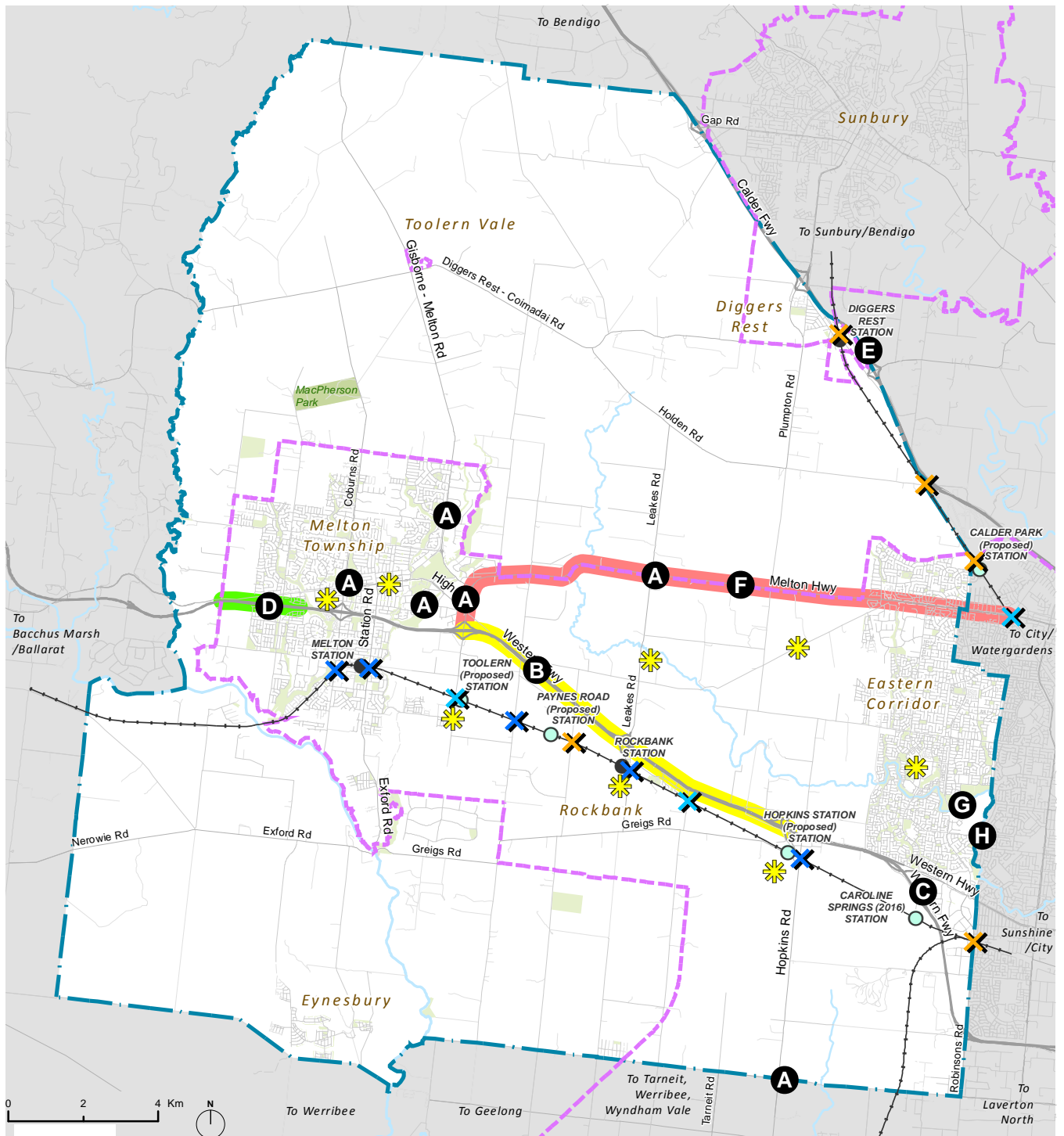

Figure 8 - Priority Improvements to the Existing Road Network

5.4 LAND USE AND DEVELOPMENT

POLICY: ENSURE GOOD ACCESS BY ALL TRANSPORT MODES TO A RANGE OF LOCAL SERVICES, EMPLOYMENT OPPORTUNITIES AND ALL LEVELS OF EDUCATION AS A KEY DRIVER OF FUTURE LAND USE PLANNING

Land use planning is a critical component of making an integrated transport system work properly. The transport network will support changing land use patterns in the City of Melton, and will act as a catalyst for enhanced economic, social and amenity outcomes.

The City of Melton currently has few employment opportunities and therefore its suburbs are predominantly 'dormitory' suburbs, with many residents having to travel outside of the City of Melton to work in other areas. The long distances involved mean that motorised transport is needed because trips are often too long to walk or cycle, and the poor public transport network means these trips are undertaken by car.

Land use in the City of Melton will develop (from rural to urban land use between Melton Township and the Eastern Corridor, in addition to significant growth in Diggers Rest and Eynesbury). It will change in line with the Corridor Growth Plans, in a way that will enhance the economic and social opportunities within the municipality contributing to improved liveability.

With a young, growing population, access to secondary, tertiary and trade education will be particularly important. If there is no improvement to access to work and education, over time the community of the City of Melton will be increasingly excluded from opportunities for social and economic advancement.

More jobs and educational opportunities are needed 'locally' at all scales – within Western Melbourne as a region, within the City of Melton, and within individual suburbs. However, it is important that there are clusters or precincts of jobs, because these can be more effectively served with public transport and freight, and tends to be more economically productive. There are major employment precincts planned in the City of Melton as part of the West Growth Corridor Plan, and it is important these are delivered and serviced by a variety of transport modes.

A range of major activity centres are proposed across the municipality. These major activity centres will be planned with higher density residential form around them to reduce trip lengths and make walking, cycling and public transport use more viable. The activity centres will be planned to be connected to each other by cycling and public transport routes, creating a network of centres across the City of Melton.

New subdivisions (residential and employment) will be planned and developed to make it easy for people to walk, cycle and catch public transport.

Action No.	Action	Description	Timing	Delivery Partners	Policy Areas
4.1	Encourage transit oriented development at identified railway stations.	Encourage the development of transit oriented development at the following railway stations: • Melton. • Toolern. • Rockbank. • Mt Atkinson.	O	Melton City Council, MPA	
4.2	Develop a Structure Plan for Melton Railway Station.	Develop a Structure Plan for the area surrounding Melton Railway Station to encourage transit oriented development.	I	Melton City Council,	
4.3	Develop a Structure Plan for High Street, Melton.	Develop a Structure Plan for the area surrounding High Street, Melton to contribute to the revitalisation of this important centre and provide enhanced amenities to local residents to help reduce the need to travel for services.	I	Melton City Council,	
4.4	Ensure future activity centres are well serviced by transport options.	Continue to work with the MPA and PTV during the preparation of Precinct Structure Plans to ensure that all activity centres are well serviced by walking, cycling and public transport networks.	O	Melton City Council, MPA	
4.5	Investigate the establishment of taxi ranks at major shopping centres.	Work with shopping centre owners and the taxi services commission to investigate whether taxi ranks can be established at Woodgrove Shopping Centre, and the Caroline Springs Shopping Centre.	I	Melton City Council, Land Owners, Taxi Services Commission	
4.6	Advocate for the preparation of Precinct Structure Plans in employment areas.	Advocate for the MPA to commence work on Precinct Structure Plans within employment areas, to release additional land for employment purposes to provide better access to local jobs which will assist in reducing the percentage of the population leaving the municipality for work.	I	Melton City Council, MPA	
4.7	Advocate for the planning and development of the Western Interstate Freight Terminal.	Advocate for the State Government to undertake planning, implementation and funding of the proposed Western Interstate Freight Terminal. Advocate for the protection of future road and rail corridors to the Western Interstate Freight Terminal, including consideration of whether the major links should actively prioritise freight movement.	O	Melton City Council, State Government	
4.8	Monitor and address gaps in the arterial road network.	Monitor the gaps in the arterial road network which are identified in the West Growth Corridor Plan and Precinct Structure Plans, and work with developers to encourage the phased extension and construction of arterial roads.	O	Melton City Council	
4.9	Reserve land for grade separations.	Work with the MPA in the preparation of Precinct Structure Plans to identify land required for grade separations for the railway corridor and advocate to State Government for their delivery.	O	Melton City Council, MPA, PTV	

LEGEND

Term	Description
Timing	When should the action be implemented
O	Ongoing Need
I	Immediate need within 3 years
S	Short term implementation within 5 years
M	Medium term implementation within 10 years
L	Long term implementation within 20 years
	Pedestrians and cyclists
	Buses and trains
	Cars and trucks and road infrastructure
	Land use and Development
	Education and Partnership

5.5 EDUCATION AND PARTNERSHIP

POLICY: THE CITY OF MELTON WILL WORK CLOSELY WITH KEY STAKEHOLDERS TO ENSURE THAT THE TRANSPORT SYSTEM IS WELL PLANNED AND FUNDED TO PROVIDE THE COMMUNITY WITH GENUINE TRANSPORT CHOICE.

The development of Moving Melton represents an important step in planning and implementing the City of Melton's future transport solutions. The development of Moving Melton alone will not, however, be sufficient to realise the vision for the future transport network.

Rather, Moving Melton provides a roadmap for Council, the community and other stakeholders to advocate for the necessary changes, from the State Government, the Commonwealth Government and others. It outlines a vision and policy directions that can be used to guide Council's planning, as well as inform and influence decisions by the State Government, and other key stakeholders.

The effectiveness of Moving Melton will also depend on working closely with the community and partners over the long term, to realise the necessary changes to the transport network within the City of Melton.

Council will work with the community to raise awareness of the benefits of walking, cycling and public transport use, and will promote the increased use of these modes.

Moving Melton can also be used by the community and other stakeholders to advocate for changes to the transport network.

Action No.	Action	Description	Timing	Delivery Partners	Policy Areas
5.1	Continue to collaborate with government to seek improvements to the transport system.	Continue to work with the Federal and State Government governments (and their agencies) to seek planning, funding and delivery of improvements to the transport system.	O	Melton City Council	
5.2	Work cooperatively with surrounding Councils to improve transport connections.	Work with surrounding Councils to improve transport connections across Council boundaries. Possible projects include: • Improving footpath and cycling connections across Council boundaries. • Identification of on road bicycle training routes. • Joint advocacy for improvements to bus services which cross Council boundaries.	O	Melton City Council	
5.3	Continue to work cooperatively with regional bodies.	Continue to work cooperatively with regional groups to seek improvements to the transport network, including: • Western Transport Alliance. • Lead West. • Western Highway Action Committee. • Calder Highway Improvement Committee.	O	Melton City Council	
5.4	Work with sustainable transport peak bodies and interest groups.	Work with sustainable transport peak bodies (such as Bicycle Network, Victoria Walks, and the Public Transport Users Association) to seek improvements to the sustainable transport network.	O	Melton City Council, MPA	
5.5	Work cooperatively with Councils along the Ballarat Railway Line.	Work with Councils along the Melbourne to Ballarat Railway Line to advocate for improvements to the rail service on the Melbourne to Ballarat Line, and seek to establish a joint Council committee for its improvement.	I/O	Melton City Council	
5.6	Work with local bus providers.	Work with local bus providers to identify ongoing changes to the local bus network to improve access for residents.	O	Melton City Council	
5.7	Promote sustainable transport options.	Promote sustainable transport (walking, cycling and public transport) options, and support programmes which promote travel behaviour change.	O	Melton City Council	
5.8	Encourage car-share programmes.	Support and encourage the establishment of car sharing programmes.	O	Melton City Council	
5.9	Undertake an advocacy campaign for transport system improvements.	Undertake an advocacy campaign for improvements to the transport system. This could be undertaken via a transport committee, transport advocacy group or community reference group.	I/O	Melton City Council	

LEGEND

Term	Description
Timing	When should the action be implemented
O	Ongoing Need
I	Immediate need within 3 years
S	Short term implementation within 5 years
M	Medium term implementation within 10 years
L	Long term implementation within 20 years
	Pedestrians and cyclists
	Buses and trains
	Cars and trucks and road infrastructure
	Land use and Development
	Education and Partnership

6.0 MONITORING AND REVIEW

For an Integrated Transport Strategy to be successful, in a rapidly growing and changing municipality, it will need to be regularly reviewed and monitored. Significant land use or transport network changes within the municipality (or both) will impact its transport requirements, prompting a review of the Strategy. Examples of such changes that create or change transport priorities that were not envisaged in this document are:

• New development fronts open.

• Changes to the Urban Growth Boundary.

• Changes to the State Government plans and strategies.

However, given the City of Melton's forecast population and development growth rate this document will require review every five years to ensure it is reflecting the most recent transport requirements and vision.

Another requirement for a successful Integrated Transport Strategy is accountability for implementation. To achieve this, the actions outlined in this document should be monitored annually. A high level programme of the required works should be developed and reviewed annually to report on the progress of each action. Where progress has been delayed justification will be provided and considered in any review of Moving Melton.