

GREATER DANDENONG *Integrated Transport*

PLAN
2017-22



As a critical enabler of economic growth, the efficiency and effectiveness of infrastructure and transport directly impacts Australia's future economic and individual prosperity. Our standard of living, international competitiveness, transport safety and security, and capacity to invest in infrastructure that meets future demands will be at risk without timely action.

Australian Government, Department of Infrastructure and Regional Development, Trends – Infrastructure and Transport to 2030

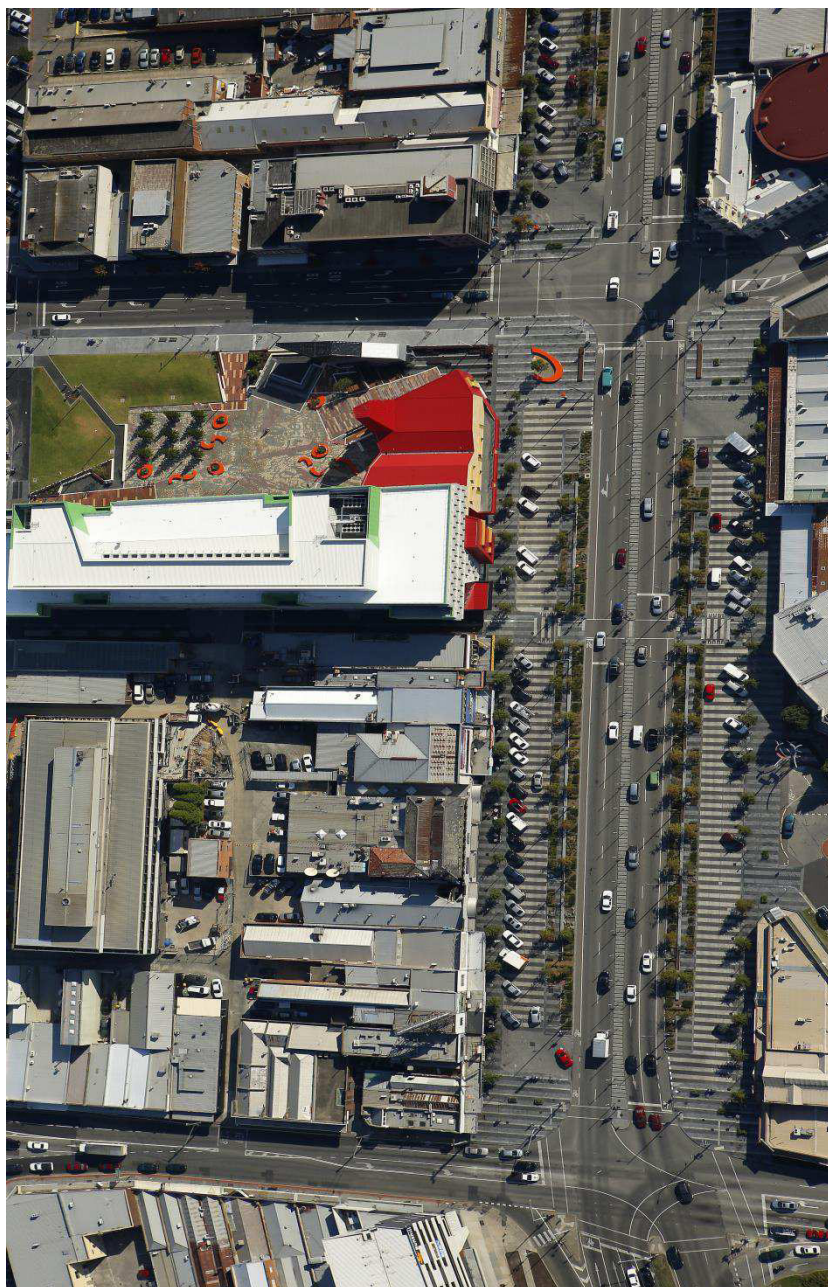


“Beyond traffic and safety issues, many of our generation’s most pressing challenges are bound in some way to our relationship with streets and the built environment: Reduced physical activity is a leading culprit of our current epidemics of obesity and chronic disease; lack of access to good places has led to widespread social isolation and depression (particularly amongst older populations); increased vehicle emissions have degraded air quality and contributed to the greenhouse gases causing climate change; and a lack of transportation options for many communities has caused uneven access to jobs, social services, healthy food options, and community interaction.”

Project for Public Spaces, Reimagining Our Streets as Places: From Transit Routes to Community Roots.

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Foreword

Transport and access are critical to the success of the municipality and the quality of life for its residents.

Many aspects of transport such as public transport and management of arterial roads are not directly under the control of Council. However, Council can play a critical role in ensuring that the needs of its residents are considered by those that make decisions in these areas. The Integrated Transport Plan provides strategic direction for Council to undertake this role to best meet the needs of its residents.

The Plan aims to achieve this through:

- a series of Goals relating to Transport to aid State Government and Council in the decision making process
- a series of projects aimed at maximising opportunities for Local Government and State Government collaboration with relation to Transport

The Plan focuses on effective collaboration with the State Government to deliver positive transport outcomes for Greater Dandenong. The Plan recognises that both provision of new infrastructure and better use of existing infrastructure are key to achieving these outcomes.

Challenging economic times, and steady population growth, our community's unique diversity and new technology are some of the main factors shaping the four transport Goals of the Plan.

Projects, proposed in a staged approach, aim to ensure Council can effectively advocate to and collaborate with the State Government on transport issues. This can improve liveability in a more equitable manner, for example, in terms of improving access to jobs, education, health and recreation.

Transport in Greater Dandenong

What is Integrated Transport?

Transport is central to our modern way of life. It connects us with our families, friends and community as well as to resources, employment and services. An effective transport system is critical to the liveability of any city. In addition, active transport modes, such as walking and cycling, improve social and health outcomes.

Travel options within Greater Dandenong are, like the majority of Melbourne, reliant on the use of the private motor vehicle. Across Metropolitan Melbourne, cars, freight and passenger transport compete for limited road space, resulting in congestion and increased travel times. In 2015, a comprehensive audit by Infrastructure Australia on Melbourne's road network identified that unless congestion is addressed delays will cost over \$9 billion a year by 2031. The report recommends public transport be expanded to help reduce road congestion, and that investment must be linked to higher density development around key activity centres.

While the State Government manages major roads and public transport through allocation of State and Federal funding, local government is increasingly recognised as having a role to play, at both a local and regional level, by advocating, planning, facilitating and providing transport solutions.

The Transport Network

The transport network caters for demands by providing capacity for people to travel and move between destinations. In the City of Greater Dandenong, most travel is undertaken using the following modes of transport:

- Walking
- Cycling

- Public Transport
- Cars
- Freight

Considering each of the above mode choices when designing a transport network to meet demand is called an “Integrated Transport” approach.

The transport network is also often used as a facilitator for new development and growth. For instance, the addition of a new lane on a freeway may provide enough travel capacity to accommodate a new residential suburb. An additional rail station could provide enough capacity to double the size of a major shopping centre.

The performance of a transport network is traditionally measured in terms of cost of travel and travel time. In recent years, the environmental and social impact of the transport network has also been given increasing consideration.

The Bigger Picture

Globally, the “Integrated Transport” approach is now considered as only one of a number of methods to achieve travel and movement objectives and visions. Accessibility planning and giving increased consideration to travel and movement during land use planning processes are also tools which are receiving growing recognition.

Through consideration of these, planners and engineers are able to shape not just how people travel, but why, when and where people travel also.

Ensuring that there is a strong link between the services available at and accessible from a particular location and the needs of the particular land use at that location can be used to realise significant social, economic and environmental benefits.

Where does the Integrated Transport Plan fit in?

The objective of the Integrated Transport Plan is to improve collaboration between the State Government and Council to ensure the best outcomes for residents of the City of Greater Dandenong with respect to Transport and access. The Integrated Transport Plan focusses on areas where Council has a relatively low level of control, such as public Transport.

Improved outcomes in these areas will be achieved by ensuring Council provides a clear message to State Government in relation to the transport needs and desires of its community and also by ensuring Council policy gives appropriate consideration to key State Government policy in relation to transport.

The Plan aims to achieve this by:

- Developing a series of Goals relating to Transport which should be considered by both the State Government and Council in the decision making process.
- Developing a series of projects aimed at maximising opportunities for Local Government and State Government collaboration with relation to Transport to improve the quality of life for residents.

A number of other Council Strategies have been developed relating to specific areas of transport. The Integrated Transport Plan does not supersede or replace any of these strategies. These are generally focused at responding to an identified issue of importance to the community though actions directly controllable by Council, such as local infrastructure and targeted advocacy.

Greater Dandenong Road Safety Strategy 2016-22

Focussed on reducing road trauma throughout the municipality

Greater Dandenong Municipal Parking Strategy 2017-27 (draft)

Focussed on managing parking to suit the needs and desires of the community

Greater Dandenong Walking Strategy 2015-23 and Cycling Strategy 2017-23

Focussed on encouraging as much of the community as possible to realise the benefits of walking and cycling

Regional Freight Strategy

Focussed on eliminating barriers to safe and efficient freight movement through the region

Activity Centre Structure Plans

Focussed on planning controls to ensure that development in activity centres occurs in a manner which meets the needs of the community

These include the Springvale Structure Plan, Noble Park Structure Plan Revitalising Central Dandenong Masterplan

This document supersedes the 2005 Integrated Transport Strategy.

Greater Dandenong Integrated Transport Strategy 2005

Council last reviewed its strategic direction for transport in the 2005 Integrated Transport Strategy which set several strategic directions, some of which drove fruitful results through advocacy. To mention a few, Council's advocacy for public transport influenced delivery by the State Government of two new bus services and the Caulfield to Dandenong rail corridor upgrade and level crossing removal project.

Context

A coordinated approach to developing policies and strategies at a local level is vital. While developing this Plan, consideration has therefore been given to a wide variety of existing and planned local, regional, state and national documents. Key policy context is outlined below.

Local Policy Context

Council Plan 2013-2017

The strategic direction of Greater Dandenong Council stems from the Council Plan. The Council Plan outlines the broad priorities of Council, and all Council strategies and policies stem from the Plan.

The *Council Plan 2013-2017* outlines the vision of Council as:

“Greater Dandenong is a safe, vibrant City of opportunity for all – to visit, work, live and play.”

The Council Plan sets clear objectives for the City which are grouped into three key areas:

People:

- A healthy, active and safe community
- A city that celebrates its diversity with pride

Place:

- An environmentally sustainable city
- A city planned for the future

Opportunity:

- A thriving and resilient economy
- A proactive council that listens and leads

Imagine 2030 – Community Plan

One of the most comprehensive pieces of consultation undertaken by the City of Greater Dandenong was during the development of Imagine 2030, a Community Plan for Greater Dandenong. This Plan was published in 2010 and still guides Council decisions through its community vision for the future.

A list of combined community priorities was prepared within this plan. The top 5 community priorities were:

- Safety
- Transport
- Jobs
- Easy to travel
- Education

There were significant variations between different community groups regarding their vision for transport in the future. The following visions were captured by the plan.

“People appreciate the road networks and the city’s good connectivity to other parts of Melbourne, and expect these to improve and have clean energy vehicles on them by 2030.

Many saw a future with fewer cars, environmentally friendly cars, more and better public transport, an extensive bike path network that takes in urban

and natural areas, and facilities within walking distance if possible (e.g. milk bars, parks, shops, venues).

Others saw free parking, lots of parking, and a car friendly city in the future, but even they agreed with limiting environmental impacts.

One thing people do not want to see in 2030 is anymore railway level crossings - specifically mentioned were at Springvale station, Lightwood Road, and Chandler Road.

Most train stations were mentioned in relation to safety and travel options, particularly Dandenong, Springvale, Noble Park and Yarraman stations. Better public transport came up repeatedly, especially better inter-suburban routes, safety and choices. To focus on better public transport was a constant theme.

One thing that will define 2030 in Greater Dandenong is how travel and transport has developed, the kind of public transport we will have by then, how we deal with cars, and what kind of vehicles we will be using.”

Greater Dandenong Sustainability Strategy

Councils Sustainability Strategy sets a target that “The City of Greater Dandenong is one of the most sustainable cities in Australia by 2030.”

From a Transport and Movement perspective, this vision will mean “a Well Connected City that is easy, safe and affordable to walk and cycle around, is well connected to public transport and has a clear hierarchy for the effective movement of vehicles.”

A number of key actions to achieving this goal are also included within the Strategy. These include:

- Review and implementation of the 2005 Integrated Transport Strategy

- Incorporate best practice integrated transport management into Council’s Strategies and Action Plans.
- Incorporate best practice integrated transport management into the Greater Dandenong Planning Scheme.

Other Policies and Strategies

A number of other Council strategies and policies have been considered during the development of the Integrated Transport Plan, to ensure consistency and cohesiveness.

The Integrated Transport Plan has been drafted to compliment a wide range of existing strategies and policies, and also provide direction for future policy development and review.



Key State Policy Context

Plan Melbourne

Plan Melbourne acknowledges the need to address challenges posed by high population growth. In the south-east, the growth area of Casey and Cardinia is where the major expansion is occurring.



The Plan articulates the States vision for Melbourne's growth to the year 2050. It seeks to define what kind of city Melbourne will be and identifies the infrastructure, services and major projects which need to be put in place to underpin the city's growth.

This plan incorporates the Plan Melbourne Refresh, which was released in March 2017.

A number of objectives highlighted in this vision are relevant to transport in Greater Dandenong and are discussed below:

Growing the economy

Plan Melbourne aims to provide a framework to create a city structure that drives productivity, supports investment through certainty and creates more jobs. The city structure proposed by Plan Melbourne identifies a number of locations of regional and state significance within and around Greater Dandenong, including:

- The Dandenong South National Employment Cluster and State-significant industrial precinct

This area is flagged for further development and a continuing role in terms of providing jobs for the region, but also being a key area for Australian industry and logistics

- Dandenong Metropolitan Activity Centre

The Dandenong Activity Centre is considered as one of the major activity centres within Metropolitan Melbourne, where increasing jobs and services is proposed to reduce reliance on the CBD of Melbourne

- Dandenong Health/Education Precinct

Due to population increase in the region Dandenong Hospital and TAFE has been flagged as a location where investment is needed to cater for increased demand

- The Monash Precinct National employment Cluster

This area will be promoted by the State Government as a key employment area. Nearby activity centres including Springvale will be encouraged to grow to support increased numbers of people moving to the area to work within the cluster.

Improving transport

Another part of the vision outlined in Plan Melbourne is to provide an integrated transport system connecting people to jobs and services and goods to market.

Key projects identified to achieve this include:

- Level Crossing Removals
- Construction of Melbourne Metro Rail Project/Tunnel and increase in capacity of the existing rail network.
- Upgrades to a number of arterial roads and regionally significant cycling corridors

Connecting communities

One of the directions aimed at achieving objective is to create a city of 20-minute neighbourhoods. A 20-minute neighbourhood is broadly accepted as one where active walking enables access to local services (social,

recreational, retail). It is “the ability to meet your everyday (non-work) needs locally, primarily within a 20-minute walk.”

The 20-minute neighbourhood concept requires urban planning and design ideas that promote walkable neighbourhoods (and rollable ones for those unable to walk) and better access to local services for daily needs. This requires moderately higher densities in neighbourhoods to support viable local services.



Creating affordable and accessible housing

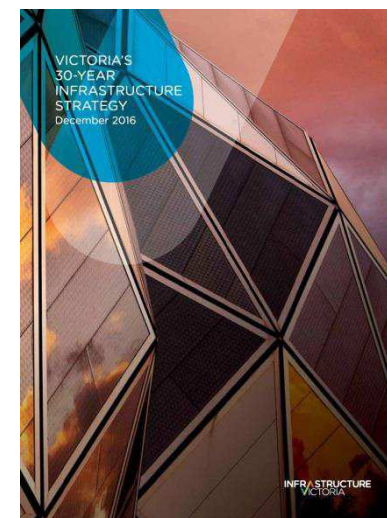
One of the key issues discussed in Plan Melbourne is the need to address housing affordability, which will focus on delivering housing choices in the right locations.

Infrastructure Victoria's 30 Year Infrastructure Strategy

Infrastructure Victoria is an independent statutory authority which provides expert advice and guidance on decision making relating to Victoria's infrastructure needs and priorities.

Infrastructure Victoria has undertaken the first ever 30-year infrastructure strategy for Victoria. It is state wide, evidence-based and covers all types of infrastructure.

The strategy is the result of a year-long conversation with people from all over Victoria and included broad consultation about how to create a future where everyone has good access to jobs, education and services, where industries and businesses thrive and where the environment is valued.



While the Strategy is not formally State Policy, it has been presented to Parliament and is anticipated to play a key role in Government decision making relating to infrastructure.

Some of the needs identified within the Strategy that affect transport in Greater Dandenong are detailed below:

Address infrastructure demands in areas with high population growth

The 30 Year Infrastructure Strategy highlights the relationship between housing density and the cost of infrastructure. As a result it is recommended that population increase occurs in areas which are well serviced by infrastructure.

Of particular interest to outer metropolitan areas are the recommended measures to support high growth greenfield areas:

- Innovative transport services (such as ride hailing, car pooling and private minibuses and coaches providing either on-demand or fixed schedule services through third-party applications)
- Growth area local buses
- SmartBus network upgrades
- Outer metropolitan arterial road upgrades

Provide spaces where communities can come together / Enable physical activity and participation

Infrastructure is seen as playing a key role in addressing the need for increased social and physical activity. Changing the way public spaces are used as well as providing improved access to locations which will be encouraged play an increased role (such as Schools and government land) are highlighted as recommendations.

Improve accessibility for people with mobility challenges

The recommended methods for improving access for people with mobility challenges are improved design, on-demand transport services and progressing technological advances such as driverless vehicles.

Meet growing demand for access to economic activity in central Melbourne

A number of recommendations are made to improve access (particularly fairness of access) to Melbourne CBD from other metropolitan areas. These include the consideration of road network pricing, improved public transport, use of better transport data and the provision of road infrastructure to allow bypass of the CBD (North East link etc.). Acceleration of the implementation of strategic cycling corridors is also noted as a recommendation.

Improve access to middle and outer metropolitan major employment centres

One of the key infrastructure priorities identified in the Strategy is to increase the role that major employment centres including Dandenong/Dandenong South play. Improving the employment offering within Dandenong is anticipated to ease the reliance on access to the Melbourne CBD. Improved access to Dandenong is acknowledged as key to realising this.

Dandenong Station is specifically highlighted as a location where an improved interchange is required, both in terms of access between Dandenong Activity Centre and Dandenong South, and also catering for increased regional rail services.

The Strategy also indicates that in the second half of the 30 year period studied, increased rail capacity (new lines) is likely to be required on the Dandenong rail corridor.

Improve the efficiency of freight supply chains

Greater Dandenong forms a critical part of Victoria's freight network as Dandenong South National Employment Cluster is a major destination. Recommendations made by Infrastructure Victoria to improve freight efficiency include:

- High Productivity Freight Vehicles (support for network upgrades)
- North East Link (major road upgrade / construction)
- Regional local road maintenance (support for network maintenance)
- Transport network pricing
- Regional rail eastern corridor (consideration of rail access to Gippsland and a potential new port)

Did you know?

INFRASTRUCTURE VICTORIA

Infrastructure Victoria (IV) is an independent statutory authority which provides expert advice to the State Parliament on Victoria's infrastructure needs and priorities.

In December 2016 it published a 30-Year Infrastructure Strategy. The State government has until the end of 2017 to respond to the strategy and create a 5-year plan.

There are some significant transport recommendations in the 30-year strategy that affect Greater Dandenong. These include improving access to major employment centres such as Dandenong and Dandenong South and improving freight supply chains to our industrial areas. At a more specific level they include improvements to Dandenong railway station, delivery of a port rail shuttle to Dandenong South and the development of a north east metropolitan road link that will improve freight access.

IV will continue to research issues and undertake consultation with the Victorian public. Information about its ongoing work and how you can have a say about infrastructure in the State is available on its website - www.infrastructurevictoria.com.au

VicRoads Movement and Place

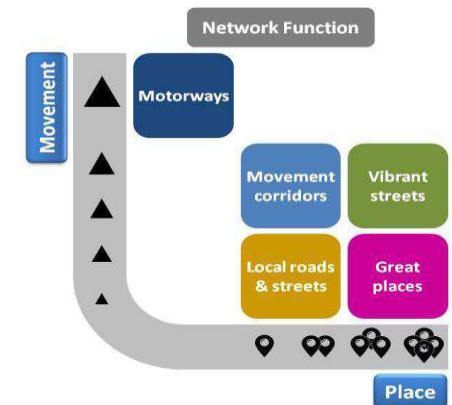
VicRoads manage the arterial road network throughout Victoria. This network includes many key transport routes used by the community, including some in the heart of our activity centres such as Lonsdale Street in Dandenong and Springvale Road in Springvale.

As part of the management of these roads, VicRoads consider the network function of each road and the need to balance the functions of "movement" and "place".

Movement and Place is VicRoads' approach to manage competing interests for limited road space. By deciding which modes have priority on which roads, Melbourne's road network can work better for everyone.

Under Movement and Place, all road users continue to have access to all roads, but over time, changes are being made to how roads are operated to:

- facilitate good pedestrian access into and within activity centres in periods of high demand
- prioritise trams and buses on key public transport routes that link activity centres during morning and afternoon peak periods
- encourage cars to use alternative routes around activity centres to reduce the level of 'through' traffic
- encourage bicycles through further developing the bicycle network
- prioritise trucks on important transport routes that link freight hubs and at times that reduce conflict with other transport modes



The Eastern Transport Coalition

The Eastern Transport Coalition is an advocacy body consisting of representatives of seven of Melbourne's eastern metropolitan councils, including Greater Dandenong (the other Councils are Knox, Manningham, Maroondah, Monash, Whitehorse and Yarra Ranges).

Combined, the Eastern Transport Coalition represents approximately one million residents. The Coalition advocates primarily for sustainable and integrated transport services that reduce car dependency.

The Eastern Transport Coalition recently launched its Commuters Count campaign, aiming to increase funding for, and accelerate the delivery of significant public transport projects in the eastern suburbs of Melbourne. The campaign seeks transport outcomes that improve the connectivity, liveability, productivity and efficiency as well as sustainability of our region.

Each of the seven member Councils of the Eastern Transport Coalition put forward priority transport projects for inclusion in our policy platform. The City of Greater Dandenong nominated specific projects included:

- The extension of Westall Road from Princes Highway to the Monash Freeway
- Improved east-west access through Dandenong South, including the construction of Glasscocks Road
- The provision of a regional south eastern corridor dedicated rail track

The Commuters Count campaign also calls for projects which are priorities for all member Councils including a range of improvements in public transport system design and service levels, and increased focus on enabling forms of active transport – walking and cycling.

Did you know?



You can learn more about the Eastern Transport Coalitions – Commuters Count campaign online at:

<http://www.etc.org.au/commuterscountcampaign/>



Councils Role

Residents, businesses, workers, PTV (Public Transport Victoria), Metro Trains, VicRoads, State Government departments and the Federal Government all have differing views, opinions and priorities relating to the future of transport within the City of Greater Dandenong. They also all have a critical role to play in shaping this future.

Council undertakes a number of key roles which allow it also to play a significant part in delivering transport and accessibility outcomes across the municipality. In undertaking these roles, Council must consider not only the current needs and desires of the community, but also the impact in the future of any decision it makes.

The roles of Council considered relevant to this Plan are:

Act as Road Manager for local roads, and other responsibilities under the Local Government Act, Road Management Act

Council is required by law to undertake a number of tasks as a Road Manager. This includes maintenance and renewal of local roads and paths, management and enforcement of parking restrictions and the issuing of permits for heavy vehicles to travel on local roads.

Develop, publish, and enforce a State approved vision through the Statutory Planning process (Greater Dandenong Planning Scheme)

When new development occurs in Greater Dandenong, it is often likely to require a Planning Permit. Planning permits are only issued if the proposed development is in accordance with the Greater Dandenong Planning Scheme. Council is only allowed to make changes to this Scheme when they are approved by the State Government.

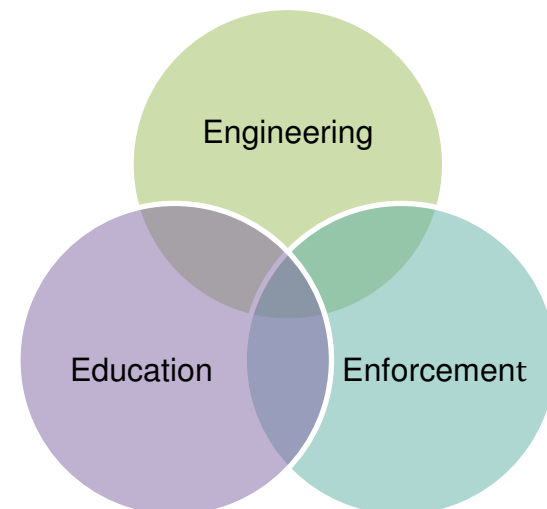
Develop and advocate for a Council approved vision (other strategies, statements, advocacy activities)

A number of positive outcomes for the Greater Dandenong community have been achieved through advocacy activities by Councillors and Council officers. For example rail level crossing removals at Springvale, Corrigan, Heatherton, Chandler and Abbots Roads.

Provision of services where possible

Council provides a number of services relevant to travel and transport. These range from providing community bus services and programs to encourage children to walk to school to providing expert road safety advice to residents and developers.

As integrated transport covers a wide range of issues, Council acknowledges that achieving its objectives in this field requires a collaborative approach between numerous stakeholders, including the community. Improvements to both infrastructure and behaviour are required to achieve positive outcomes. Actions which can facilitate these improvements include engineering, education and enforcement, all of which are considered within this Plan.



Some Key Statistics

Walking

People in Greater Dandenong walk both for exercise and for transport.

Council's 2015 Sport & Recreation Participation Study identified walking as the most popular form of recreation in Greater Dandenong for those aged 15 years and over, with 61% of people undertaking this activity in the last 12 months.

Place of birth had no significance to the number of times people walked for exercise, however people born overseas were slightly more likely to walk for transport than people born in Australia.

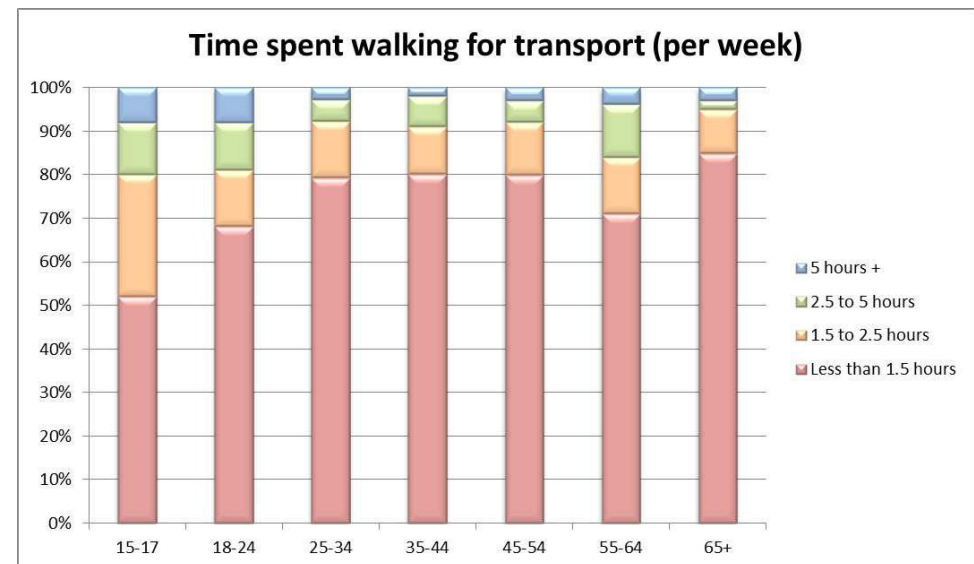
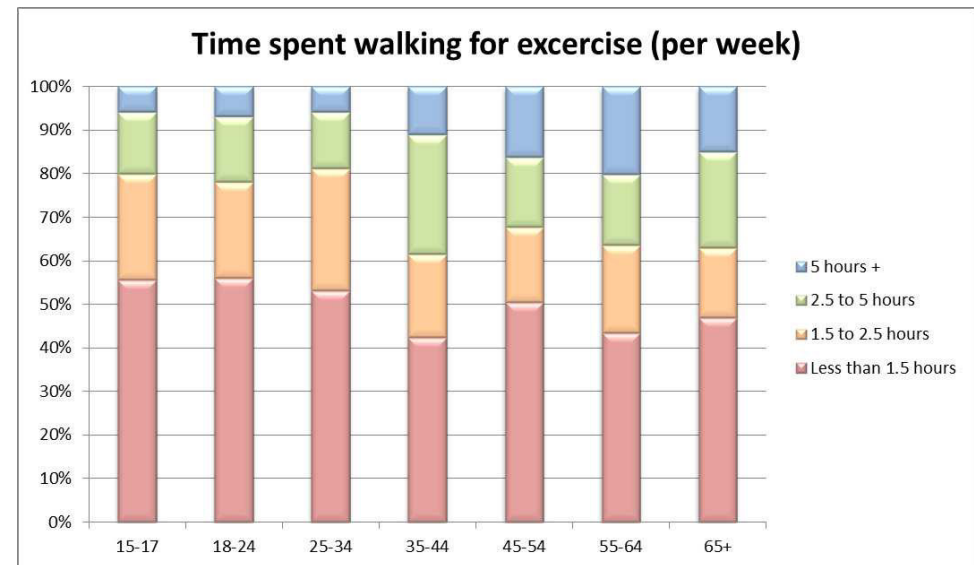
The age group with the lowest uptake of walking for exercise was people aged 25 to 34 years old.

Male respondents walked more often for transport and for longer periods compared to females.

Young people walk more often for transport and for longer periods than any other age cohort. 56% of young people (aged 15 to 17 years) walk five or more times a week for transport. People aged 65 years and over and between 25 to 44 years, are the least likely to walk for transport.

Further details regarding walking in Greater Dandenong can be found in Greater Dandenong's Walking Strategy.

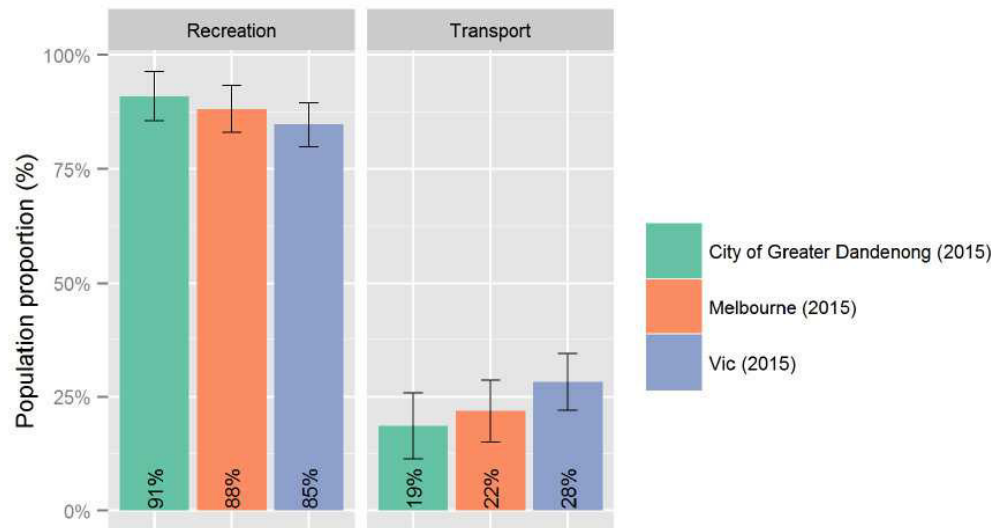
*"Walking is the exercise that does not need a gym."
- John Butcher*



Proportion of population who cycled for transport purposes:
Greater Dandenong, Melbourne, Victoria, 2015



Proportion of population who cycled for recreation and transport purposes:
Greater Dandenong, Melbourne, Victoria, 2015



Cycling

An Australian Local Government Cycling Participation Survey was undertaken in Greater Dandenong in 2015.

The cycling participation rate among Greater Dandenong residents was lower than for Melbourne and Victoria as a whole in 2015.

Just over half of the households in Greater Dandenong have access to at least one working bicycle, fewer than the Melbourne average of 68%.

Of the people who cycled in Greater Dandenong during a surveyed month in 2015, 91% had cycled for recreation and 19% used a bike for transport.

The earlier, 2011 Census found that, of Greater Dandenong residents who travel to work, 0.5% made the journey by bicycle, one fifth of the metropolitan proportion, of 2.5%, and slightly less than the corresponding percentage of 0.6% ten years earlier

Males (0.8%) were four times more likely to cycle to work than females (0.2%).

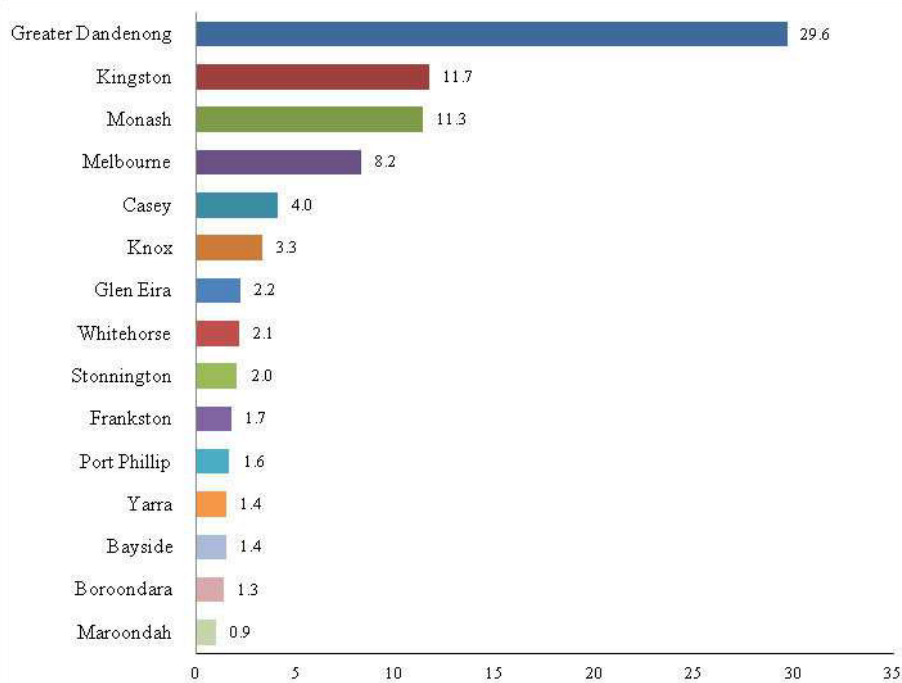
"I would like for more trails and connections to be developed so my ride to work is easier"
- Greater Dandenong Resident
Cycling Strategy Consultation 2015

Place of work

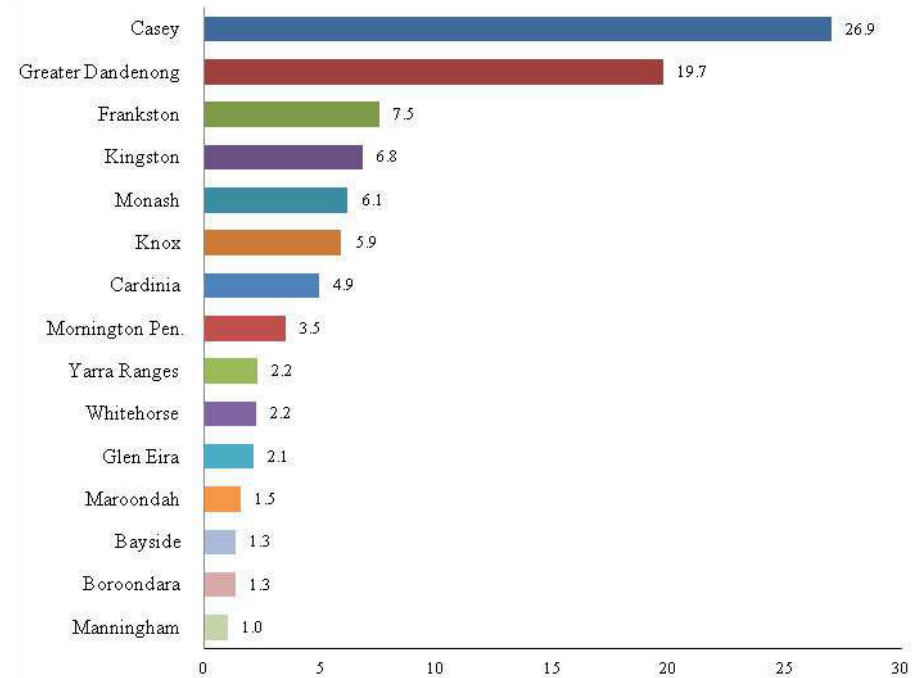
The 2011 Census data identified that around 30% of employed Greater Dandenong residents also work within Greater Dandenong.

The percentage of residents both living and working within the municipality is similar to other outer Metropolitan Councils and neighbouring Councils, including Frankston, Kingston and Monash.

Where Greater Dandenong residents work (%):



Where Greater Dandenong workers live (%):



Over a quarter of workers in Greater Dandenong live in the City of Casey.

73% of workers in Greater Dandenong live either in Greater Dandenong, or one of its neighbouring municipalities.

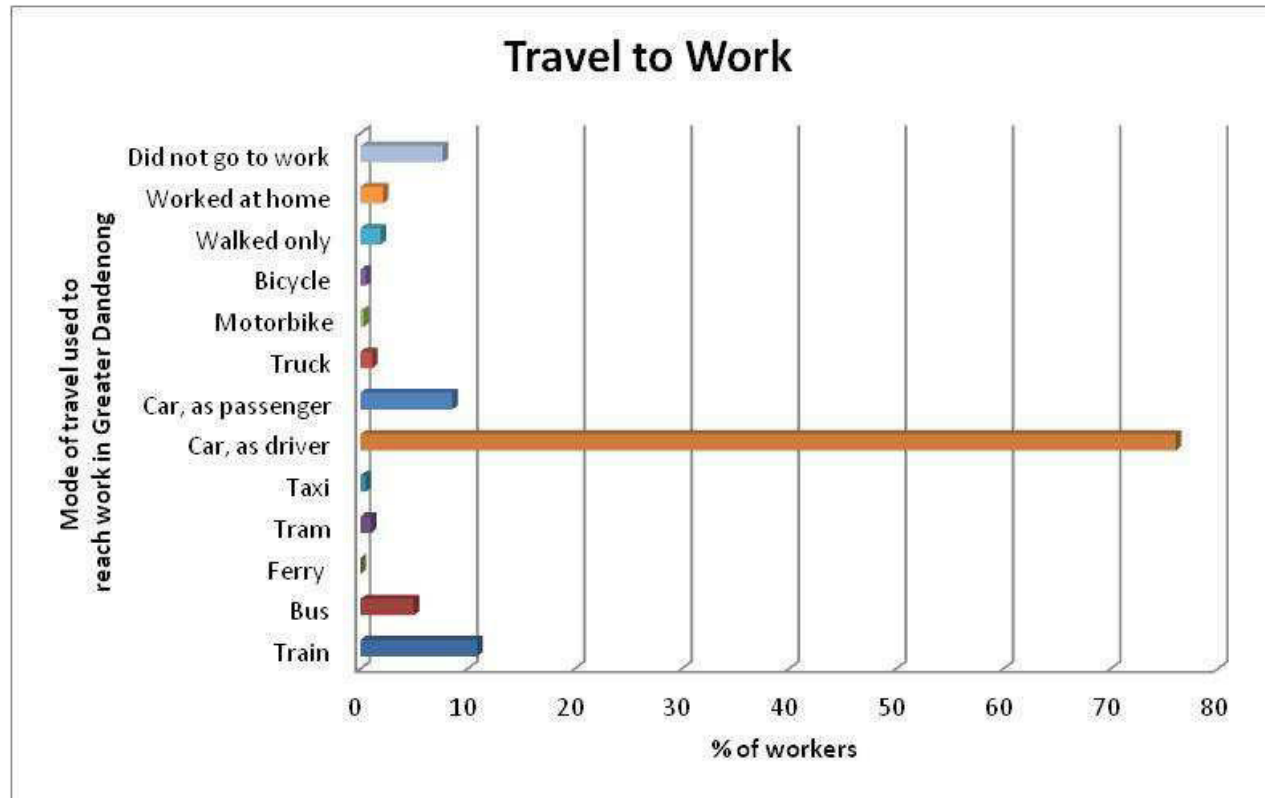
Mode of travel to work

The 2011 Census data identified that most CGD resident workers used a car as driver or passenger to travel to work (73%). This is slightly lower than the metropolitan average. By comparison approx 79% of Casey workers used their car or were a passenger.

Approx 16% of CGD resident workers used public transport to get to work. This is slightly higher than the metropolitan average.

Slightly more women than men use public transport to get to work.

Trips by train also included another mode of travel to reach the train station. For example, at Sandown Park, over 70% of those using the station arrived by car. However access to train stations by bus is high for other stations such as Dandenong (30%) and Springvale Stations (43%).



Greater Dandenong's unique Transport profile

There are a number current and forecast issues facing Greater Dandenong which impact the needs and desires of the community in relation to travel and movement. The following factors and issues have been considered in the development of this Plan.

| | Issue | How does this affect Transport? |
|---------------------|---|--|
| Demographics | <ul style="list-style-type: none"> Planned population growth in CGD and the surrounding region. CGD will grow from 156,000 in 2015 to 190,600 by 2031, a 25% increase. City of Casey will grow from 292,000 in 2015 to 434,000 by 2031, a 49% increase Increasing numbers and proportion of children in some areas within Council Schools are expanding at a considerable rate, often without provision of supporting infrastructure In 2012 approximately 13% of Victorians were over the age of 65. Australian Bureau of Statistics predicts people aged over 65 will make up 23% of Victorias population by 2061 | <ul style="list-style-type: none"> Major expansion in the growth corridor will put more pressure on CGD transport systems as growth area residents seek employment in job rich areas such as CGD and other municipalities further to the west of CGD e.g. City of Monash An increase in population for which the private car is not a viable method of travel is forecast. This places increased pressure on other travel modes Increasing and improvement in consultation and engagement with children is incorporated in State and Council policy |
| Land Uses | <ul style="list-style-type: none"> Key features in State Policy are an urban growth boundary and an increase in population. To accommodate both, a significant increase in housing density in established areas of Melbourne is occurring and anticipated to continue. Resident perceptions are that this increase in population density is often not accompanied by supporting infrastructure Dandenong South is one of the largest industrial areas in the Australia | <ul style="list-style-type: none"> Parking management, road management, public transport advocacy and land-use decisions increase in complexity Freight is currently a major component of business in Greater Dandenong and it is anticipated to remain so as this is a freight hub of state and national level significance |

| | Issue | How does this affect Transport? |
|-----------------------------|--|---|
| Safety | <ul style="list-style-type: none"> • Perceptions of safety in Greater Dandenong when walking alone are amongst the lowest in Victoria • Significantly higher crime rate present than state average • CGD has a higher level of road trauma than the state average (consistent with outer metro municipalities). Between 2010 and 2014, there were 2,458 crashes where at least one person was killed or injured in Greater Dandenong • High levels of intentional high risk driving / vehicle impoundments | <ul style="list-style-type: none"> • Perceptions of safety risk are currently seen as a major barrier to modal shift, particularly to public transport, walking and cycling. Ongoing perceived safety concerns has the potential to lead to reduced use of PT, walking and cycling routes etc • Providing a safe environment for the community is a key objective of the Council Plan • Reducing road trauma is priority concern of the community |
| Health and Wellbeing | <ul style="list-style-type: none"> • In Greater Dandenong 45% of people are overweight or obese and 34% of people do not meet physical activity guidelines (7% higher than for Victoria) – data 2012. Lack of ‘incidental’ physical activity such as walking for transport, is a contributing factor to high rates of obesity for both children and adults. Countries, states and suburbs with the highest levels of active transport tend to have the lowest rates of obesity | <ul style="list-style-type: none"> • Greater Dandenong is well placed to influence a number of the factors that contribute to maintaining a healthy environment that enables walking and cycling for both transport and recreational purposes across the municipality |
| Transport | <ul style="list-style-type: none"> • 5 train stations service Greater Dandenong. Trains Station boarding’s are ranked in 2013/14 from busiest to least busy as follows: Dandenong 12th busiest in state, Springvale 25th, Noble Park 36th, Sandown Park 103rd and Yarraman 165th • Many trains are near capacity, with some reaching capacity on the Dandenong Line, which is one of the busiest train lines in Victoria • Approx 16% of CGD resident workers used public transport to get to work a little higher than the metro average • The 2011 census showed that CGD has low car ownership compared with the rest Victoria. Other low car ownership municipalities include Melbourne, Yarra and Port Phillip which are public transport rich • Most CGD resident workers used a car as driver or passenger to travel to work. i.e. approx 73%, slightly lower than the metropolitan average | <ul style="list-style-type: none"> • Limits in rail capacity currently constrain residents’ ability to travel • Travel will become increasingly challenging for demographics with limited access to cars (youths, immigrants, aged) • As CGD has lower car ownership than most municipalities in a similar geographic location, access to education and employment in other locations is more likely to be via public transport • The continuing use of private vehicles for journey to work will place additional pressure on road networks in the city from within CGD and from other surrounding areas |

| | Issue | How does this affect Transport? |
|---------------------------------------|---|--|
| Economy | <ul style="list-style-type: none"> • Dandenong South is a major freight generator and destination. Dandenong is the largest single destination for containers in Victoria • The large volume of freight requires a transport system capable of accommodating it. However competing demands with general traffic, causes congestion and delays, impacting the efficiency of freight and businesses • Manufacturing is the largest industry in Greater Dandenong, employing 22,853 jobs (30% of total workforce), producing half of Greater Dandenong’s output at \$15.5 billion | <ul style="list-style-type: none"> • Freight is currently a major component of business in Greater Dandenong and is anticipated to remain so as it grows as a freight hub of state and national level significance • Failure to provide an adequate regional and local transport network may discourage business from developing in Greater Dandenong • New high capacity freight vehicles (HPFV) need to be considered in the design of industrial roads • Council needs to ensure that freight travels on appropriate roads to ensure community safety and residential amenity is maintained |
| Committed Major Infrastructure | <ul style="list-style-type: none"> • Level crossing removals at Corrigan, Heatherton, Chandler and Abbotts Roads have been committed to by the State Government • Thomsons Road to the south of the municipal area is enjoying priority investment from the State • The Monash Freeway is also being upgraded creating faster, safer and more reliable journeys between Chadstone and Pakenham | <ul style="list-style-type: none"> • Changes in travel patterns as well as alterations to transport infrastructure including the road and path network are anticipated as part of the level crossing removals • Major road network projects also receive priority in this region • Future-proofing alternative freight links other than the M1 for example the North-East Link project is crucial to secure further prospects for freight related growth |
| Environmental Sustainability | <ul style="list-style-type: none"> • Increased usage of alternative fuel cars / car share due to actual and perceived environmental benefit • Mode shift towards public transport incorporated as policy / strategy goals at Federal, State and Local level driven by environmental considerations • Greater pressure on limiting noise, emissions and impact on biodiversity caused by infrastructure projects through policy / strategies | <ul style="list-style-type: none"> • Major infrastructure projects are becoming more complex to deliver • Provision of public transport for environmental benefit is also subject to increasing complexity • Provision of infrastructure for electric vehicles and car share within both the public and private realm is required |

Goals

One of the methodologies proposed by this Plan to assist decision makers considering Transport issues within Greater Dandenong is to provide a number of goals which can be used to guide decisions.

The visions set out by the Greater Dandenong community and other stakeholders vary in many regards, however all stakeholders share a vision where travel, transport and movement provide increased social, economic and environmental benefit to Greater Dandenong.

The challenges facing the Greater Dandenong area when trying to meet these visionary expectations are unique due to both the current transport system in the area, the diverse population and the land use changes anticipated in the area to meet growth in population and workforce.

Four priority goals have been developed to identify the key areas where visions set out by the community and other stakeholders would provide the greatest social, economic and environmental benefit. These goals have also guided and been assessed against the objectives set out in the Council Plan.

These goals should be considered within future Council policy and decision making relating to transport. The goals may also form part of advocacy to other decision makers regarding transport within the municipality.

Further discussion regarding each goal is detailed in the following pages.

Goal 1 – Local streets and paths should provide residents with an opportunity to undertake physical and social activity

A healthy, active and safe community *A city that celebrates its diversity with pride*
An environmentally sustainable city *A city planned for the future*
A thriving and resilient economy *A proactive council that listens and leads*

Goal 2 – Access to Employment, Education, Healthcare and Activity Centres should be easy for all

A healthy, active and safe community *A city that celebrates its diversity with pride*
An environmentally sustainable city *A city planned for the future*
A thriving and resilient economy *A proactive council that listens and leads*

Goal 3 – An integrated transport network should underpin Greater Dandenong’s strength as a national centre of economic significance and regional employment

A healthy, active and safe community *A city that celebrates its diversity with pride*
An environmentally sustainable city *A city planned for the future*
A thriving and resilient economy *A proactive council that listens and leads*

Goal 4 – The role access plays in quality of life should be considered in land use planning decisions

A healthy, active and safe community *A city that celebrates its diversity with pride*
An environmentally sustainable city *A city planned for the future*
A thriving and resilient economy *A proactive council that listens and leads*

Goal 1 - Local streets and paths should provide residents with an opportunity to undertake physical and social activity

Why is this important?

Greater Dandenong's community is unique in its diversity. Social integration and physical activity have been identified as vitally important to meet the needs of this community. Meanwhile, local streets and paths make up a significant proportion of the land within the City of Greater Dandenong, yet at most times, they are quiet and infrequently utilised.

Global, National and State best practice recognise that local streets and paths can be used for a wide range of activities which bring benefit to the community. Streets can be used to meet neighbours as well as to play in. Paths can also be used for physical activity as well as to access local services such as shops and schools. Benefits include:

- Health – Lack of physical activity is considered one of the key contributing factors to health issues in Australia
- Social interaction and community ownership – Social integration is of particular importance to diverse populations and new immigrants
- Economic – Local shops and services benefit greatly in areas with high pedestrian and cyclist activity
- Create a 'sense of place' – residents meet and socialise at 'landmarks' within the local neighbourhood

What are the barriers?

- Real and perceived safety risks reduce use of local streets and paths
- Infrastructure in some areas does not suit these uses

- Residents are often not aware of the opportunities to undertake and benefits associated with physical and social activity
- Residents are often not motivated to act upon opportunities for physical and social activity

The barriers to achieving this Goal are both behavioural and infrastructure related. Education relating to use of public space and infrastructure improvements are both considered vital.

Did you know?



Plan Melbourne promotes a concept called the "20 minute neighbourhood". This is a concept which involves land use planning to ensure that local shops, services and schools are available within 20 walk of housing areas.

Across the globe, new and innovative ideas for using public spaces are being implemented all the time.



Councils Walking and Cycling Strategies provide details of the many actions Council is undertaking to encourage more people to walk and cycle.

Goal 2 – Access to Employment, Education, Healthcare and Activity Centres should be easy for all

Why is this important?

Travel and access are critical to quality of life. A strong and resilient community and economy depends on the ability for residents to be able to access jobs, as well as being healthy and skilled enough to be able to contribute and/or participate in a variety of commercial activities.

Activity Centres are critical to providing the ability to achieve this. Activity Centres also provide an opportunity for further social, economic and environmental benefits through provision of sustainable local economies, public domain activation and maintaining cultural uniqueness.

Other locations such as sports / leisure centres and neighbourhood houses can be important to quality of life.

A high number of Greater Dandenong residents do not have access to a car. Our diverse community demographic including new immigrants, the elderly and youth therefore do not have equal access to social, health and education services and employment. Those who are able to drive may also experience issues with capacity and travel times at some locations on the road network.

What are the barriers?

- Travel choices for residents that do not have a car are very limited in some areas
- Capacity, travel time and cost of travel are seen as barriers by residents, this includes public transport capacity and travel times, congestion on the road network and parking capacity and location

Did you know?

Council prepares Structure Plans and Master Plans for some key locations within the municipality. These include the major Activity Centres and some of the larger parks and reserves used by the community.



The purpose of these documents is to help inform other stakeholders about the infrastructure and design required to ensure changes in these areas meet Councils objectives for the area.

The Revitalising Central Dandenong initiative was announced in 2006 by the Victorian Government as a \$290 million revitalisation project. As a 20 year project it is expected to attract more than \$1.2 billion in private sector investment. It is also expected to create 5000 jobs and enhance Dandenong's appeal as a place to live, work and visit. More than \$500 million has been invested to date.

Infrastructure projects include high-quality pedestrian and cycle facilities.

Places Victoria is working in partnership with the City of Greater Dandenong, state government agencies and the private sector to achieve the vision for the RCD initiative.



Goal 3 – An integrated transport network should underpin Greater Dandenong’s strength as a national centre of economic significance and regional employment

Why is this important?

The south east manufacturing region (Greater Dandenong, Kingston, Monash and Knox) is home to 40% of Victoria’s manufacturing businesses. In 2015, the region’s manufacturing sector generated \$7.9 billion in GRP – 24 per cent of Victoria’s GDP and seven per cent of the national GDP.

Greater Dandenong has the highest internal freight movement activity of all Victorian metropolitan LGAs. It is the largest generator of freight movement overall, with over 1,800 individual truck trips occurring within Greater Dandenong in the morning peak alone.

30 per cent of Greater Dandenong’s workforce is employed in manufacturing. Manufacturing employment has increased recently in Greater Dandenong and Kingston, in contrast to national trends.

By 2031 more than an extra 250,000 people are anticipated to live in the Greater Dandenong / Casey / Cardinia area which will generate an increased demand and opportunity for employment.

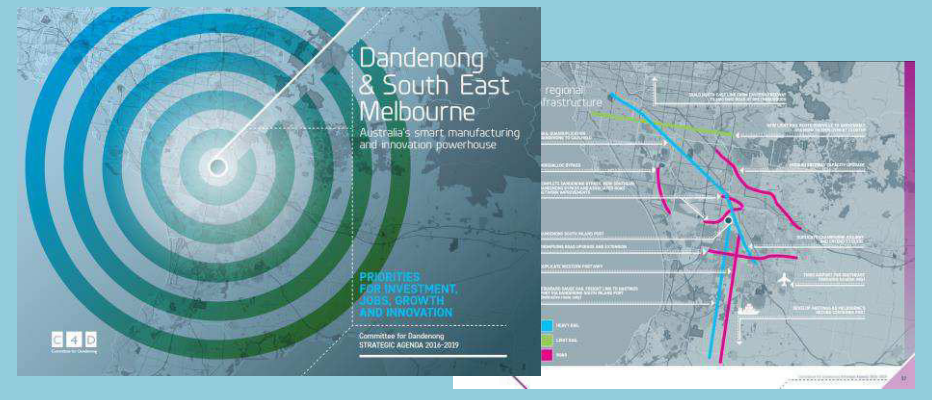
What are the barriers?

The demand on the transport network around Greater Dandenong is increasing, particularly in terms of freight and commuter travel. Increased travel times due to congestion and limited mode and route choice may cause significant social, economic and environmental harm. Clarity around ongoing investment in infrastructure could aid business decisions.

Did you know?

The Committee for Dandenong share a similar vision for Dandenong and South East Melbourne. The Committee for Dandenong is a committee of local businesses in the Dandenong area. It has published a strategic agenda for 2016-19 which aims to promote planning and development;

- So Dandenong’s CBD can reclaim its place as a vibrant retail hub and commercial centre.
- To further support Dandenong and the region’s place as a major manufacturing, processing, and business precinct providing employment and opportunity to the communities of the South East.
- To establish Dandenong as regional centre for further education with links to local business.
- To ensure Dandenong’s transport infrastructure for road, rail and sea freight supports its place as a major commercial and community hub for the South East of Melbourne.
- To facilitate greater links between the businesses and communities of Dandenong and the south east region.



Goal 4 – The role access plays in quality of life should be considered in land use planning decisions

Why is this important?

Ensuring that there is a strong link between the services available at and accessible from a particular location and the needs of the particular land use at that location can be used to realise significant benefits.

Greater Dandenong is facing significant level of land use change within the coming years. By ensuring that changes to land use occur in the right places and are supported by appropriate infrastructure and services, the demands on the transport network can be managed more sustainably and efficiently.

Land use decisions which have fully considered accessibility can have a number of social, economic and environmental benefits. Examples of land use planning considering accessibility are:

- Locating housing for those who need jobs in locations with good access to jobs – particularly public transport access
- Encouraging walking and cycling for local trips by locating housing near services and shops (i.e. family housing near schools)
- Locating industry in locations with strong and reliable access to freight networks

What are the barriers?

Land use decisions within the City of Greater Dandenong are guided by the Greater Dandenong Planning Scheme. This means that any changes must be approved by the State Government, as well as Council.

Did you know?

As the population of Greater Dandenong increases, one of the biggest land use issues which will affect the community is the provision of housing. The location of different types and densities of housing has a huge impact on why and how people travel.

The *Greater Dandenong Housing Strategy 2014-2024* provides Greater Dandenong with the policy framework and direction to plan for the sustainable supply of housing. The vision this Strategy sets is:

“The City of Greater Dandenong will foster a strong housing market that meets the community’s diverse and changing needs, contributes to the revitalisation of the municipality, directs housing growth to appropriate locations and delivers housing that enables all Greater Dandenong residents to access a range of affordable, sustainable and well-designed housing products and services.”



One of Plan Melbourne’s key objectives is “Liveable Communities and Neighbourhoods”. The directions intended to achieve this objective include:



- Create a City of 20-minute neighbourhoods
- Protect Melbourne and its suburbs from inappropriate development
- Create neighbourhoods that support safe communities and healthy lifestyles
- Plan for future social infrastructure

Community Engagement on Transport Issues

The City of Greater Dandenong Council recognises that the decisions it makes in relation to transport can have significant impacts on the quality of life for its community. As a result of this, consultation with stakeholders affected by these decisions is critical to achieving the best outcomes.

The following stakeholders are considered and consulted with, if affected, when making transport related decisions:

By location:

Major Activity Centres

Local Businesses, Residents, Local Traders Associations

Neighbourhood Activity Centres

Local Businesses, Residents, Community Groups

Residential Areas

Local Residents of all ages

Schools

Staff, Parents, Pupils, Local Residents

Parks and reserves

Local Residents, Sporting Clubs

Industrial Areas

Local Businesses

By issue:

Walking and Cycling

Victoria Walks, Bicycle Network, VicRoads, Eastern Transport Coalition

Road Safety

VicRoads, RoadSafe South East, Victoria Police

Parking

Local Businesses, Residents

Freight

Local Businesses, VicRoads

Traffic

VicRoads

Public Transport

Public Transport Victoria, Metro Trains, Bus Operators, Dandenong Taxis, Eastern Transport Coalition, Public Transport Users Association

Land Use

State Government Departments, VicRoads

Integrated Transport Projects

Integrated Transport Projects

The goals of the Integrated Transport Plan outline a vision for Greater Dandenong, based on Council Plans and Strategies that is relevant to the changing transport environment.

As well as these Goals providing a message to stakeholders, the Plan is also aimed at increasing opportunities to progress towards these Goals.

As highlighted in State policy and strategy, the focus for improving transport throughout Victoria is likely to shift away from major infrastructure projects and towards maximising and optimising the use of existing infrastructure. Both the provision of new infrastructure and maximising the opportunities provided by existing infrastructure are considered by this Plan as key tools to facilitate progress.

Critical to ensuring progression towards the goals of the Plan is Council's ability to:

- Be ready to take advantage of available funding for transport projects and maximise the benefits from committed projects
- Be ready to facilitate the provision of community input to regional and state-wide infrastructure projects
- Provide a clear message to State Government on transport matters
- Provide residents with an opportunity to take advantage of a wide range of available transport options and initiatives

A series of staged projects are proposed to enhance Council's position in terms of maximising collaboration opportunities with other transport stakeholders over the next 5 years.

Details of these projects are included within the following pages.

Monitoring

The monitoring of the projects within the Greater Dandenong Integrated Transport Plan will be undertaken by Councils Transport Team. The delivery of the projects will require input from a range of departments within Council.

Reporting

Stage 1-3 projects include the development of plans and policies which will be presented to Council for endorsement.

Stage 4 projects involve the development of data sets and analysis to aid Council in advocacy on access issues, such as congestion and mode choice. Further projects utilising this data and analysis will be considered when the Plan is reviewed.

Any review or update to the Plan or projects will be presented to Council for endorsement.

Review

Review of the Integrated Transport Plan Projects should be undertaken following significant alterations to key Local, State or Federal policy context or following completion of the projects.

Stage 1 projects - Develop Multi Modal Transport Infrastructure Plans for areas subject to significant change

Related Goals

- Access to Employment, Education, Healthcare and Activity Centres should be easy for all
- An integrated transport network should underpin Greater Dandenong's strength as a national centre of economic significance and regional employment

Description of Stage 1 projects

Several locations within Greater Dandenong have been flagged by the State Government in Plan Melbourne as likely to play significantly different roles in the future to how they currently function. These locations include:

- Springvale Activity Centre (part of the Monash National Employment Cluster)
- Dandenong South National Employment Cluster
- Dandenong Activity Centre
- The Dandenong Medical and Education precinct

As these locations change, opportunities for infrastructure upgrades and funding of infrastructure projects are likely. Ensuring that such a shared vision for each location, held by residents, businesses and other stakeholders will both encourage investment as well as ensuring changes maintain and improve the quality of life for residents in these areas.

A Multi Modal Transport Infrastructure Plan is a plan which considers how users of all available modes of transport will move around the Activity Centre. The plans should be developed through consultation with the community include but not be limited to:

- Identify the anticipated future function of existing streets, paths and laneways
- Identify opportunities for increased pedestrian space and shared urban space within existing road reserves
- Identify appropriate options for access arrangements to key development sites
- Identify existing barriers to movement and investigate the costs and benefits of infrastructure project to address these
- Review and update the VicRoads Network Operating Plan for the area

Key Stakeholders

State Government, Local businesses and residents

Did you know?

Council consults with local residents and businesses on infrastructure projects. One example is the Springvale Boulevard Project when over 1000 people provided valuable input to assist with the design of the project.



Stage 2 projects - Develop a Greater Dandenong Public Transport Advocacy Statement

Related Goals

- Access to Employment, Education, Healthcare and Activity Centres should be easy for all
- An integrated transport network should underpin Greater Dandenong's strength as a national centre of economic significance and regional employment

Description of Stage 2 projects

This project aims to expand on Council's public transport advocacy agenda. While Council is not responsible for the delivery of public transport, the opinions of our residents are critical to ensuring that public transport improves travel options and enables a better quality of life for residents.

The needs of the Greater Dandenong community are unique. Cultural diversity, age and location all contribute to factors such as car ownership and reliance on alternative modes of transport. For example, high volumes of youths within particular suburbs have no access to a car and therefore struggle to access jobs and education.

This Statement should include the outcome of extensive community consultation and present community views to State Government. Community views on the following should be included:

- The current performance of existing public transport routes
- Who uses public transport in Greater Dandenong, and why
- Proposals for improvements to public transport

Key Stakeholders

State Government, Local businesses and residents

Did you know?

Public Transport Victoria (PTV) is a statutory authority that acts as a system authority for all public transport and an advocate for public transport users.

PTV provides information on all public transport matters within the state including services, fares, tickets and initiatives.

PTV aims to improve public transport in Victoria by ensuring better coordination between trains, trams and buses, planning expansions to the network, and promoting public transport as an alternative to the car.



Council is using an increasingly broad range of methods to consult with residents.

Tools such as OurSay and CrowdSpot make it easier for more and more residents to have their say, and to capture data that was previously unavailable.

Stage 3 projects - Develop a Framework to facilitate physical and social activity in local streets

Related Goals

- Local streets and paths should provide residents with an opportunity to undertake physical and social activity
- Access to Employment, Education, Healthcare and Activity Centres should be easy for all

Description of Stage 3 projects

Many of Councils Plans and Strategies highlight the importance of increasing physical and social activity. Local streets provide a great opportunity for this to happen. The purpose of this Stage is to draw on global and national best practice to facilitate this within Greater Dandenong. Projects will include:

- Review and update existing policies relating to local streets with regard to:
 - Consideration of increased activity
 - Incorporation of policies relating to “barriers” to use of streets such as shade, surface quality and seating facilities
- Develop guidelines for residents detailing the “do’s” and “don’ts” of using local streets
- Develop a policy to enable the use of local streets for other uses, such as parties and play
- As an example, trial “Street Events” in highly visible locations to promote awareness possible uses of streets

Key Stakeholders

State Government, local residents, schools and community groups

Did you know?

Street Play is a movement which is taking off across the globe, including in Australia. Some very successful trials have been held in South Australia and Victoria.

Street Play is where a road is closed to traffic, or traffic is slowed to safe speeds, to allow the street to be used for play.

It is a great opportunity to get outside, get some exercise and meet neighbours.



Stage 4 project - Develop and map transport related quality of life indicators to inform land use and infrastructure decisions

Related Goals

- Access to Employment, Education, Healthcare and Activity Centres should be easy for all
- Sustainable land use and infrastructure decisions should be informed and reinforced by Accessibility Analysis

Description of Stage 4 project

Accessibility analysis is used to determine what services and destinations can be reached conveniently from a particular location by either walking, cycling, driving and public transport.

This project would use GIS analysis to create an accessibility profile for locations within the municipality. This profile would then be compared with the desired and minimum sustainable accessibility profiles for different land use types such as shops and different types of housing.

Such analysis can provide benefits across various departments in Council. This can assist in decisions about what types of land use, infrastructure, education and services are suitable for particular areas.

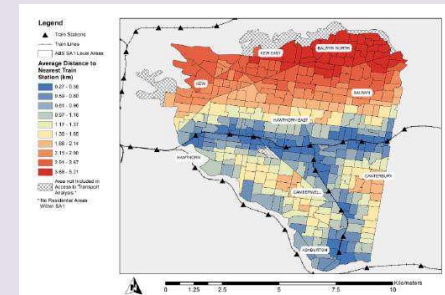
Councils Sustainability Strategy also sets a number of objectives relating to accessibility and liveability.

Key Stakeholders

State Government, residents

Did you know?

GIS Analysis can be used for many purposes. Some Local Councils undertake analysis to measure many indicators of liveability such as proximity to open space or internet access.



Walk Score is a simplified version of accessibility analysis which assesses how “walkable” a location is by calculating what services are available within a short walking distance. Why not hop on to <https://www.walkscore.com/> to check how walkable your neighbourhood is? You can also find out more about Walk Score in Councils Walking Strategy.