

19. TRANSPORT

19.01 Regional Overview

The transport policies are formulated to assist the improvement of roads and public transport for the Region's residents and visitors, while minimising any adverse effects on the Region's environment. The policies are also designed to have regard to other State Government strategies for transport improvements within and adjacent to metropolitan Melbourne.

The Region's major road network and its public transport system serve two distinct areas of population, a southern sector covering the southern part of the Dandenong Ranges and the much larger northern sector including the Yarra Valley and northern Dandenong Ranges.

The major arterial roads in the southern sector are the Burwood Highway, Mt. Dandenong Tourist Road and the Belgrave-Gembrook Road. This sector's public transport needs are served primarily by a commuter rail link from Melbourne to Belgrave, supplemented by bus services linking the railway stations.

In the northern sector, major arterial roads include Canterbury/Swansea Roads, the Maroondah Highway, the Melba Highways and the Warburton Highway. There is a commuter rail service from Melbourne to Lilydale and Mooroolbark. The rail service is complemented by a network of local bus services, mainly radiating from Lilydale railway station to the smaller townships along the main connecting highways and arterial roads.

Parts of the Region's arterial road system are experiencing increasing traffic pressures at peak times, leading to demands for more road space and safety improvements. Such increased traffic has resulted from the combined effects of a substantial population growth, which is now expected to peak in the mid 1990s; many residents having to travel long distances towards Melbourne and its eastern suburbs for employment, post-secondary education and major shopping trips; and the growing numbers of day visitors who at weekends and public holidays access the Region for recreation and tourism.

In a large Region with much of its population living in scattered semi-rural areas and township fringes, many residents are completely reliant on the private motor car. Adequate public transport options are available only to those who live close to railway stations and who wish to travel to destinations towards Central Melbourne, for whom services are generally very regular and operate till late at night and at weekends. For most residents, however, the public transport options are limited.

The Regional Strategy Plan's policies seek improved coordination and integration of a public transport system which provides better services for those without a motor vehicle. In recognition of the difficulties of justifying conventional public transport services in sparsely populated areas, they also encourage the development of demand/response services and other measures for improving access to services and facilities for more of the Region's residents.

19.02 Primary Purpose

The **primary purpose** of the **transport policies** is to ensure that opportunities for increased accessibility to employment and to the Region's services and facilities by both road and public transport are enhanced, that the road network is managed in accordance with agreed principles for its maintenance, improvement and efficient use, that road management strategies are adopted which minimise adverse social, environmental and landscape impacts, and that road reserves are managed and maintained as scenic and flora/fauna conservation resources.

19.03 Coordination of transport

Planning for, and the provision of, roads and public transport in the Region must be coordinated to meet the needs of the Region's residents and for visitors to the Region, in a manner consistent with conservation and environmental values, and the containment of urban growth policies as expressed in the Regional Strategy Plan.

19.04 Road management policies

The management of existing roads, and the planning and establishment of future roading improvements must be coordinated in order to ensure that:

- the function requirements of roads in the Region are met in a manner that does not result in adverse impacts on the environment, landscape or residents of the Region;
- the strategic roles of major routes in the Region, that are identified in the Road Classification Network (Map 5), are recognised;
- proper assessment of future major roading proposals occur in a manner that includes an evaluation of alternative proposals/alignments (including the option of not doing the works), of the likely environmental impacts of the proposals (including alternatives), and of the social and economic impacts likely to result from the proposals, so that appropriate reservations can be established and protected from inappropriate uses and development, for future major roading provisions, linkages and by-passes;
- tourist buses and other very large vehicles are directed away from roads where their use would cause undue and adverse effects on residential amenity and on local environments.

19.05 Road improvements

In planning for road improvements, and in preparing road management strategies, Councils and other relevant public authorities and Government Departments must ensure that:

- there is consultation at an early stage in the planning process for road improvements and road management strategies so as to ensure that the proposals will conform with the Regional Strategy Plan;
- road reservations for new alignments must be included in planning schemes when a final route has been determined;

- planning authorities designate roads in planning schemes consistent with the Road Classification Network (Map 5);
- planning authorities have regard to the Land Use and Traffic Management Guidelines for Roads (Schedule 4), when considering types of land uses to be permitted along roads; and
- in developing new road proposals, Councils, public authorities and other relevant bodies consider the needs of cyclists and pedestrians and the possible provision of bicycle paths.

19.06 Strategic and arterial roads and long term roading proposals

Public Authorities and Councils must take appropriate action to ensure that the planning for and the provision, management and maintenance of roads are in accordance with the Road Classification Network (Map 5), with the Land Use and Traffic Management Guidelines for Roads, and with the strategic roles of the following roads:

- Maroondah Highway (to Coldstream) and Melba Highway as the major highway route through the Region, with a high priority for the provision of a local by-pass of the Yarra Glen Township;
- Maroondah Highway (beyond Coldstream) as the main access to Healesville and the tourist and wine growing areas of that part of the Upper Yarra Valley;
- Warburton Highway as the main access route through the Upper Yarra Valley for residents and tourist traffic;
- Healesville - Koo Wee Rup Road as the main north-south arterial route through the Region;
- Canterbury Road and the Lilydale-Montrose Road (Swansea Road) as a major traffic link between the eastern metropolitan suburbs and the Maroondah Highway at Lilydale; and
- Burwood Highway, Wellington Road, Canterbury Road, Mt. Dandenong Tourist Road, Monbulk Road and the Eltham-Yarra Glen Road as major supplementary routes for metropolitan recreational and tourist traffic into the Region.

Relevant Public Authorities and planning authorities must cooperate to investigate, evaluate and make provision for the following long term roading proposals, which must be in conformity with the Regional Strategy Plan:

- a Northern Arterial route linking Melbourne's northern urban fringe municipalities and terminating in the Region;
- the proposed "Healesville Freeway" route from Springvale Road through Heathmont, Bayswater and Kilsyth to Mooroolbark Road, including the roading requirements for access to and the dispersal of traffic from, the 'freeway';
- a local by-pass of the Healesville township; and
- provision of a connecting route from Lilydale-Montrose Road (Swansea Road) to the Warburton Highway at Wandin North, generally along the alignment of York, Monbulk and Clegg Roads.

19.07 Protection of environmental and social values

The planning, design and construction of all roadworks and road maintenance must be undertaken in ways which minimise possible adverse impacts on the Region's social and physical environments and landscape, so that:

- adverse effects on local communities, such as noise, safety, and interference with pedestrian movement, are minimised;
- emphasis is generally given to road maintenance and improvements for safety purposes, which are consistent with traffic requirements, rather than attempting to increase overall vehicle speed and/or capacity characteristics;
- for local roads within Township and Landscape Living Policy Areas, consideration is given to imaginative street and pathway schemes which make these roads safe and attractive, which maintain and enhance the character of the local environment, which provide safe and convenient bus stop bays, and which provide, where appropriate, for the integration of bicycle paths serving transport and/or other recreational functions;
- the landscape and environmental character of roadsides is preserved, and where possible enhanced, by the maintenance of roadside vegetation, and by designing new roadworks to blend with surrounding landforms;
- roadsides are rehabilitated as part of any roadworks, by replacing brush and topsoil (stockpiled before the works) and spreading these over batter slopes, and, where appropriate, planting with trees, shrubs and grasses in keeping with the character of the surrounding area;
- the scenic and recreational values of roadsides are recognised, and appropriate locations, which can provide high quality vistas without significant loss trees and vegetation, are made accessible to the public;
- the design and location of all signage, including information and direction signs, are compatible with local surroundings having regard to traffic, safety and visitor requirements, and cause minimal adverse impact on the landscape; and
- the alignment and level of any new road construction does not significantly increase the level of local flooding or cause significant adverse effects on water quality;

Councils and other relevant Public Authorities, and having regard to the needs of local communities, are encouraged to prepare management guidelines for the minimising of adverse impacts on the Region's social and physical environments and landscapes, caused by roadworks and by roadside signs.

19.08 Significant Roadworks

The following roads are of special significance in the Region because of their importance for their landscape, environmental, tourism, recreational or traveller experience values, which must be given particular attention when road improvement works are being planned.

With the exception of routine pavement and drainage maintenance, and pavement reconstruction and resealing where there is no widening or realignment involved,

Government Departments, Public Authorities and Councils who propose to carry out works and undertakings on the following roads must consult with the relevant local Council during the planning of those works, and must have regard to any requirements of that Council, and must ensure that the works or undertakings are in conformity with the Regional Strategy Plan:

Maroondah Highway	Burwood Highway
Melba Highway	Warburton Highway
Myers Creek Road, north of the Watts River.	
Healesville-Koo Wee Rup Road	Canterbury Road
Lilydale-Montrose Road (Swansea Road)	Healesville-Kinglake Road.
Don Road, south of Badger Weir Road.	Wellington Road
Eltham-Yarra Glen Road	Cambridge Road
York Road	Clegg Road
Inverness Road	Mt. Dandenong Tourist Road
Olinda-Monbulk Road	Olinda-Basin Road
Lilydale-Monbulk Road	Edinburgh Road
Belfast Road	Ridge Road (Mt. Dandenong/Olinda)
Killara Road	Grantulla Road
Belgrave-Gembrook Road	Sassafras Creek Road/The Crescent
Emerald-Monbulk Road	Glenfern Road
Monbulk Road	Macclesfield-Yellingbo Road
Sherbrooke Road	Mountain Highway
Perrins Creek Road	Kallista-Emerald Road
Ridge Road (Kallista)	Lysterfield Road
Don Road (Warburton Highway to Pantom Gap)	
Acheron Way	Marysville-Woods Point Road
Warburton-Woods Point Road	Yarra Junction-Noojee Road
Launching Place-Gembrook Road	
Mt. Donna Buang Road (Warburton to Pantom Gap)	

19.09 Roads and roadworks in the Dandenong Ranges

All roads and roadworks in the Mt. Dandenong Ridge Area must:

- be planned, designed, constructed and maintained so as to recognise the roadside vegetation, landscape, environment and views as assets to be protected and enhanced, to preserve the aesthetic experience for the tourist (driver, passenger, rider and walker), whilst providing safe travel conditions and minimising adverse impacts on local communities.
- generally be confined within the existing formation widths of the road; and
- provide a traffic capacity restraint in areas of high traffic load.

Roadworks within this area must be undertaken in such a way that the non urban character of the area is maintained and that kerb and channel, channelisation and street lighting (other than for pedestrian purposes) are used only where necessary.

19.10 Roads in Rural Policy Areas and Landscape Living Policy Areas

Roadworks within Rural Policy Areas and Landscape Living Policy Areas, outside the Mt. Dandenong Ridge Area, must be carried out in a manner which maintains the existing road network, which recognises the need for multiple-use of road reserves, and which protects and enhances the landscape and environmental values of the area.

19.11 Public Land Roads

Roadworks within Public Land Policy Areas must be undertaken in a manner which ensures that the character of the existing road network and its compatibility with adjoining land is maintained, and that the landscape and environmental values of Public Land are protected and enhanced.

Public Authorities must have regard to the requirements of this policy and to the policies that apply to roadworks in Rural and Landscape Living Policy Areas when formulating proposals for roadworks on Public Land.

Roadworks in Public Land Policy Areas must conform with the requirements for roadworks in the Mt Dandenong Ridge Area, except for those that relate to:

- construction of access tracks for fire prevention and for the maintenance of services by service agencies;
- maintenance of the road pavement and drainage facilities within the limits defined by table drains and/ or formation shoulders, including the pruning of overhanging vegetation to the minimum compatible with safety and in such a way as to minimise any adverse visual effects;
- provision of minor traffic items such as lane marking or signs relating to the operation and construction of a road; and
- snow clearing.

19.12 Public Transport - General Policies

To ease problems of accessibility and to assist in the conservation of fuel, public transport services and facilities in the Region must be maintained, and where possible improved, to meet the needs of public transport users, including as appropriate:

- extension of public transport services;
- integration of bus and rail schedules;
- improved car parking provisions and other interchange facilities at railway stations;
- provision of better public transport information systems; and
- promotion aimed towards improved patronage of existing bus, rail and other public transport services.

19.13 Coordination of Public Transport

Public transport authorities and Government Departments, when planning and programming public transport services and facilities, must consult with Councils and other relevant public authorities and must give particular attention to:

- the establishment and/or continued operation of modal interchanges within the Lilydale District Centre and at a suitable location in the Upper Ferntree Gully area, ensuring that the existing level of train service to Belgrave is not jeopardised;
- the improvement of existing public transport services in Township Policy Areas, and the extension of those services to areas not adequately served at present;
- an investigation of the feasibility and viability of demand-responsive schemes (such as Telebus), and, where appropriate, a review of the existing subsidy provisions to provide for continued operation and expansion of such schemes in the future;
- incorporation of bus route planning input into the preparation of Local Structure Plans in Township Policy Areas, or of overall structure plans for other new areas, and ensuring careful design of new subdivisions and development proposals; and
- investigation of options for improvement to commuter services to Yarra Glen, Healesville and to the Upper Yarra Valley.

19.14 Aircraft Landing Areas and Aerodromes

Further provision or expansion of Authorised Landing Areas or the creation of Licensed Aerodromes in the Region must be discouraged, and operators and users of existing Authorised Landing Areas must be encouraged to enhance the amenity and safety for residents in the vicinity of those Authorised Landing Areas by implementing appropriate controls on the use of these facilities, especially with respect to such matters as aircraft weight and type, flying training, hours of operation, and low altitude flying practice.

Planning authorities must ensure that the use, development or expansion of Authorised Landing Areas and/or Licensed Aerodromes is subject to a planning approval and to conditions which control the use of these facilities, especially with respect to such matters as aircraft weight and type, flying training, hours of operation, and low altitude flying practice.