



Whittlesea Integrated Transport Plan

Directions paper – Summary

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Institute for
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Directions Paper - Summary



The City of Whittlesea has begun the process of developing our new Integrated Transport Plan. The last Plan was produced in 2014. So much has changed over the course of the decade. App based ride sourcing services (e.g. Uber), new shared micromobility options (e.g. e-scooters) and hybrid work are just some of the changes that have occurred in Whittlesea over the last decade. Yet one thing has remained the same; Whittlesea continues to have a transport system that is car dependent. Too many of us do not have safe, convenient options for walking, cycling and using public change.

What is an Integrated Transport Plan and why do we need one?

An integrated transport plan (ITP) is produced by Council as a blueprint to guide our investment and policies related to transport. All modes of land transport are included (i.e. walking, cycling, scooter, public transport, car use, parking and freight).

An ITP is needed to help ensure our investment in the transport system helps achieve the community's ambition for a connected, liveable and sustainable future. An ITP helps us create a

community in which more people have the freedom to do more trips by foot, bicycle, public transport. This will help make the transport system work for everyone, including those that have no option but to drive.

What's in this 'Directions Paper'?

This Directions Paper has been developed to provide the Whittlesea community with the opportunity have input in the development of the new *Integrated Transport Plan*. The Directions Paper sets out **guiding principles** and **strategic objectives** we are seeking feedback on. This Directions Paper covers the following areas:



An overview of key data relevant to the development of the future ITP is captured in the infographic below. This helps to highlight how people get around Whittlesea, as well as some important demographic and transport safety features of our community.

Whittlesea Integrated Transport Plan

Travelling to work

89% of residents travel to work by car

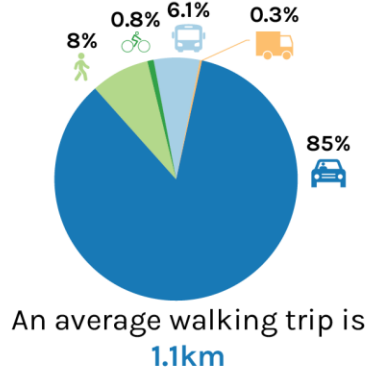


14% of car trips to work are 5km or less



Source: ABS Census

Travel in general



Source: VISTA

Men are **3.3 times** more likely to ride a bike compared to women.



Source: VISTA

E-bike sales

500% increase since 2017



Source: BIA

Where residents work



Whittlesea is young and diverse



Median age of **35** years

41% of residents are born overseas

Safety

There were **16 fatalities** and **436 serious injuries** on Whittleseas roads



The Victorian Government has a commitment to halve road fatalities by 2030 and eliminate death from Victorian roads by **2050**

Transport is the fastest growing source of greenhouse gas emissions in Australia

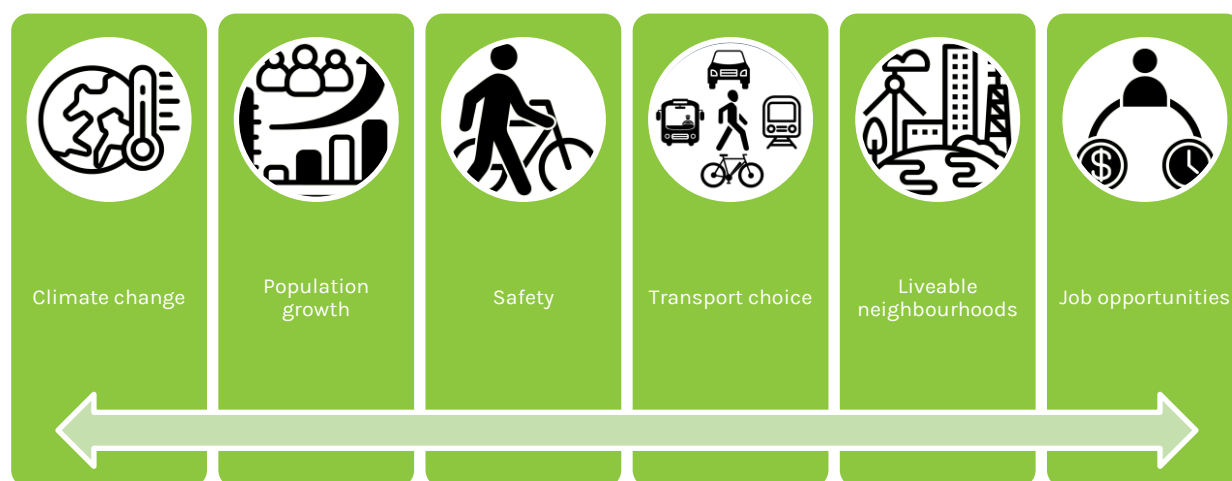


Whittlesea's population is expected to see **57%** in growth by 2041



Tackling our transport challenges

Like many communities, Whittlesea faces a wide range of transport related challenges. These are summarised in the graphic below.



Transport is the fastest growing source of emissions and is expected to be the single largest emissions category by 2030. While electric vehicle sales are growing fast, they are still too expensive for many, and not all vehicle types are offered as a zero emission model. While this is expected to change over time, transferring our fossil fuel vehicles to zero emission will take many decades. To meet our climate emergency obligations, we need a multi-pronged approach that includes not just electric vehicles but also more walking and cycling, and a public transport system that offers faster, more frequency services.

Whittlesea's population is expected to increase 57% between now and 2041. Unless Council takes action to provide a better set of transport options, this will result in many more cars on the road, leading to congestion and frustration. This Directions Paper

outlines what Council can do to ensure people are not as dependent on their cars as they have been.

We need to re-think how we invest in our transport system.

Why are we so car dependent?

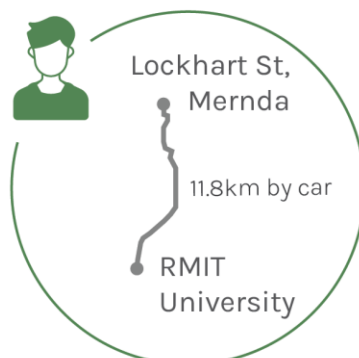
With almost 90% of trips to work done by car, Whittlesea has some of the highest levels of car dependence in Melbourne. The reason for this can be seen in the graphic on the following page. In all cases, the car is the fastest way of getting around, and in many cases, the most convenient.

The Directions Paper, and the ITP that will follow, allows Council and the community to plan a better future, with a city accessible to everyone, regardless of their mode of transport.

Cassie, a manager,
travels to work
from Donnybrook



Daniel, a student,
travels to university
from Mernda



Sam
travels to the shops
from Mill Park



What are the principles underpinning a future ITP?

The ITP must work to support Council's existing strategic ambitions. The material included in this Directions Paper has been informed by the four goals in the *Whittlesea 2040 Plan*, which are highlighted in the figure below.



Vision

Whittlesea's transport system supports the community to live connected, sustainable and healthy lives.

Guiding principles

The *Directions Paper* offers the following guiding principles to inform Council's work as it begins the process of developing their ITP:

- Activity centres are vibrant and people-focused, allowing everyone to participate fully in our community and economy.
- Public transport offers a viable transport option with fast, frequent, and accessible trains, trams and buses.
- Public transport hubs are connected with safe and convenient walking and cycling networks.
- Walking and cycling are the first choice for short trips, supported by safe, connected, and well-designed networks.
- Implementation of a Safe Systems approach will ensure our road network is designed so that everyone can travel safely across Whittlesea. Fatalities and lifelong injuries are no longer acceptable on our streets. We are committed to Vision Zero for transport safety.
- Creating better choices: Transport choice is available for everyone, so that for every trip, people can choose the best mode for them and the community.
- Demand for car use is reduced to support Council's vision and objectives.
- We commit to Net Zero emissions in our transport network, including a transition towards zero emission vehicles and increasing sustainable mobility.

Strategic objectives

Strategic objectives are designed to help us measure our progress towards achieving our future vision. The following strategic objectives are proposed for the new ITP:

Reduce motor vehicle travel

To reduce motor vehicle travel for the following trip purposes by 2040:

- Journey to work: to reduce average trip distance by 25% by 2040.
- Social/recreational: to reduce average trip distance by 20% by 2040.
- Shopping: to reduce average trip distance by 25% by 2040
- Decrease motor vehicle mode share from 82% to 73% by 2040.

Increase active transport mode share

The following objectives focus on boosting levels of walking and cycling in Whittlesea:

- Walking to make up 13.5% of all trips by 2040, up from 9.5% in 2021
- Cycling to make up 1.75% of all trips by 2040, from 0.81% in 2021.

A safe transport system

To reduce fatalities on Whittlesea roads by 30% by 2030 and eliminate fatalities by 2050, consistent with Victorian government targets.

A low emissions transport network

To reduce emissions by 7% by 2040,¹ and achieve net zero emissions by 2050.

Improve public transport accessibility

To increase the percentage of the population that have access to high quality public transport from 51% to above 80% by 2040.

Increase job and residential density

To double the number of jobs per working age population from 0.65 to 1.30 by 2040.

To increase residential employment density from 2,850 people per km² to over 5,000 people per km² by 2040.

¹ Assuming 50% EV fleet composition being powered on 100% renewable electricity.

Liveable neighbourhoods

Increase the percentage of people who have access to shops and services within a short distance² of their home from 5% to 75% by 2040.

Electrical Vehicle (EV) adoption

To increase the number of EVs in the community to 15% by 2030 (from 0.1% in 2021) and in excess of 50% by 2040.

² 10 minutes by foot, bicycle or public transport.

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