



# NORTHERN REGION TRANSPORT STRATEGY

The Northern Region Transport Strategy was designed to align Governments and stakeholders in improving the transport network to help fully realise the potential of the region. The region consists of seven Local Government Areas (Banyule, Darebin, Moreland, Nillumbik, Hume, Whittlesea and Mitchell) and is a large and complex area. To put it in perspective it covers the same area as Greater London and is home to 20% of Melbourne’s population (pop. one million) and 12% of jobs. As a result, it is vital that the transport system can support future growth and jobs, while safeguarding and improving livelihood and liveability, and action on the climate emergency goals of Councils.

The Northern Region Transport Strategy was developed using consensus-based decision making, which was informed by evidence and analysis. This sequential process was designed to align tactical solutions across a number of organisations. Being a tactical strategy, existing policy was used to establish the ‘why’ enabling the project to focus on the ‘Where’, ‘How’ and the ‘What’ – noting that the ‘why is derived by strategic policy.

## THE CHALLENGES: THE WHERE

The strategy took existing strategic and high-level plans as the starting point and translated these long-term goals into regional specific challenges. The work delivers on the published aims of strategic plans rather than reworking them. The strategic sub-regional challenges were agreed as:

PUBLIC TRANSPORT IS UNRELIABLE OR UNAVAILABLE	POOR CONNECTION FROM EAST TO WEST	POOR CONNECTION IN GROWTH AREAS
CONGESTION ON ROADS	INADEQUATE CYCLING INFRASTRUCTURE	SAFETY CONCERNS ON PUBLIC TRANSPORT

## SOLUTIONS: THE HOW

In response to these challenges, based on analysis of data and future forecasts the solutions were then agreed as being:

- Access to jobs and activity through connectivity – including access to Melbourne CBD but also sub-regional centres, especially along an east-west alignment
- Growth and capacity for travel needs – with a need to support land-use plans but also not wanting to place additional pressures where the network is already congested
- Neighbourhood and places – how to create a network of strategic places that best support people’s livelihoods and areas’ liveability, while considering the implications from traffic movements
- Freight and associated job impacts – how to support existing industries and future developments as BIFT, while recognising that freight traffic needs to be managed
- Safety and security – how transport networks could improve so that people can safely use public transport, helping people to access a range of economic and social opportunities.

## ACTIONS: THE WHAT

<b>To deliver these solutions, the strategy outlined three evidenced-based packages of priority actions. These were defined to a level of detail to enable partners to work together to implement them. The actions are as follows:</b>		
<b>PRIORITY ACTIONS PACKAGE 1 - SUPPORT GROWTH WHILE MANAGING IMPACTS</b>		
Build on State Government investment and work together to improve access to railway stations	Reduce impacts of developments on the road network	Apply Movement and Place
<b>PRIORITY ACTIONS PACKAGE 2 - CREATE A NETWORK OF STRATEGIC PLACES</b>		
Create a network of places	Improve east-west public transport connectivity	Create a network of cycling connections
<b>PRIORITY ACTIONS PACKAGE 3 - ENABLE TRAVEL CHOICE TO JOBS AND ACTIVITY</b>		
Explore solutions to connect low-public transport areas to jobs	Maximise opportunity from rail corridor and station upgrades	Build cycling as a viable travel choice in inner areas