



DEPARTMENT OF TRANSPORT ADVISORY NOTE INTEGRATED TRANSPORT PLANS

An Integrated Transport Plan

An integrated transport plan (ITP) is a document which sets out how the various forms of transport will be integrated with land use, so that urban sustainability is optimised.

The Victoria Planning Provisions (VPP) in planning schemes require preparation of an ITP for all new major residential, retail, office and industrial developments (refer to Clause 12.08 Better transport links).

A Responsible Authority may require that an ITP be prepared for proposals which it considers to be major developments. 'Major development' is not defined, so early consultation with the Responsible Authority on this issue is recommended. When an ITP is required, it should be provided to the Responsible Authority on lodgement of the planning permit application.

The road network plays an important role in delivering efficient and effective public transport services, particularly on the Principal Public Transport Network.

The Department of Transport (DOT) considers that the following are developments which warrant preparation of an ITP:

- residential developments of more than 200 lots or units
- new retail centres or offices of more than 10,000 sq.m.
- extensions of more than 10,000 sq.m. to retail centres of more than 20,000 sq.m.
- any other development which in the view of the Responsible Authority is likely to generate significant travel demand.

An ITP should set out responses to all access needs, eg:

- walking;
- cycling;
- public transport; and
- vehicles (including cars, motorcycles, trucks and emergency or service vehicles).

The ITP should emphasise delivery of a sustainable movement network and should address:

- the existing and proposed walking, cycling, public transport and vehicle networks;
- actions to enhance sustainable transport;
- proposals to optimise land use and transport integration; and
- demand generation and management.



Content of an Integrated Transport Plan

An ITP should emphasise sustainable transport outcomes. Particular matters which an ITP could consider include:

- Details of the existing and proposed road network, and pedestrian, bicycle and vehicle connections to it.
- The existing and future public transport network.
- How the proposal will:
 - » support public transport use and development
 - » respond to transport attractors such as activity centres or other major developments
 - » respond to the transport demands it generates
 - » create efficient pedestrian, bicycle and vehicle linkages internally and connections to surrounding urban development (particularly to and from public transport stops)
 - » avoid detrimental impacts on and delays to public transport, or specify works to mitigate impacts
 - » accommodate public transport routes (to be determined in consultation with the Public Transport Division of DOT)
 - » accommodate or be consistent with future public transport options/proposals, eg. as indicated in Precinct Structure Plans
 - » include or allow for transport infrastructure, eg. stop location, signalisation, crossings, shelters, indented bays, signage, taxi ranks, as well as safety elements such as barriers, lighting, etc
 - » assess parking supply and nominate location/s which support mode shift away from private car use (including maximum rather than minimum parking supply)
 - » ensure safe and efficient entries and exits for all modes, eg. pedestrians should usually have priority
 - » encourage innovative sustainable transport options such as shared "smart cars" or car pooling
 - » optimise accessibility for the mobility impaired (proponents must have regard to disabled access compliance requirements under the Commonwealth DDA legislation).
- Nomination of:
 - » mode split targets where this is appropriate, to encourage walking, cycling and public transport usage, so as to decrease car dependency (Note – if an applicant considers that targets are not appropriate given the nature of the development, a case should be set out why they should not apply)
 - » mechanisms to monitor the mode split
 - » provision for adaptive measures to respond to relative achievement of the mode split target
- Staging of development and implications for access arrangements
- Mechanisms to maintain the relevance of the ITP.

Referral of Planning Permit Applications

The Director of Public Transport is a Referral Authority for planning permit applications set out in Clause 52.36 of the VPP. The Director considers that proposals should be consistent with the DOT *Public Transport Guidelines for Land Use and Development* and the objectives and standards in Clause 56.03-1 "Compact and walkable neighbourhoods objectives" of the VPP.

Applications referred under clause 52.36 should address the relevant content of an ITP.

VicRoads is a Referral Authority for planning permit applications adjacent to a main road, as set out in Clause 52.29 of the VPP. VicRoads requirements are outlined in its 'Access Management Policies'. These include guidance (Transport Impact Assessment Guidelines) on information to be provided by a developer on mitigation measures to be undertaken to ensure the continuing safe and efficient operation of the arterial road network.

Applicants are encouraged to contact the Public Transport Division of DOT and VicRoads at the earliest date, to discuss any specific requirements for development proposals, as well as public transport needs and opportunities.

Clause 56 of the VPP

It is not intended that an ITP would duplicate the requirements of Clause 56 of the VPP in the relevant zone, but would address the particulars of sustainable transport, as well as additional matters raised in discussions between the applicant, the Responsible Authority and the Director of Public Transport.

Contact

Applicants should contact

- Land Use and Planning Referrals Team of the DOT Public Transport Division on 9655-6666.
- VicRoads on 13 11 71 for direction to the relevant VicRoads Regional office.

