

HUME CITY COUNCIL

Transport Strategy 2024-2034

July 2024





Transport Strategy on a page

VISION Hume's transport network will provide safe and convenient walking, riding and public transport choices complementary to car travel, helping our businesses thrive and reducing our transport-related carbon emissions.

VALUES We will achieve this Vision through:



Always putting current and future communities first



Collaborative transport decision-making via the concept of "one Hume transport system"



Prioritising accessibility, dignity and equity



Outcome focused leadership and evidence-drive decision-making

OBJECTIVES

Our transport network will:



Improve transport choices

Offer diverse and healthier transport choices for everyone in the community, including more efficient and destination focussed public transport and walking and cycling paths.



Boost local economy

Improve transport to help local businesses thrive, creating jobs and supporting economic opportunities for residents.



Enhance community wellbeing

Develop transport solutions that bring people together, reduce cost of living and make our community safer, friendlier, and more connected.

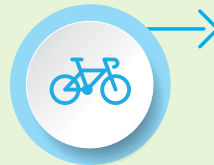


A clean low carbon transport future

Embrace change and innovation that moves Hume towards a cleaner, more connected, low carbon future.

OUR TARGETS FOR 2035

We will have made progress when:



TWICE as many residents are travelling by active transport (walking and riding)



80% Residents satisfied with local road network



Residents' perception of local transport network safety has increased by at least **10%**



At least 30% of Council passenger vehicles will be electric

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Acknowledgement of Traditional owners

Hume City Council recognises the rich Aboriginal heritage within the municipality and acknowledges the Wurundjeri Woi Wurrung, as the Traditional Custodians of this land. Council embraces Aboriginal and Torres Strait Islander peoples' living cultures as a vital part of Australia's identity and recognises, celebrates and pays respect to the Wurundjeri Woi Wurrung Elders past and present.



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Introduction



Part 1:

Introduction

1.1 Context

Located in the northern corridor of Melbourne, Hume City Council covers a diverse, vibrant and rapidly growing area with a bright future. However, for many of our residents and visitors, the lack of sequenced road infrastructure and public transport investment weighs them down with heavy road congestion and car dependency.

We know car dependency has an impact on health and wellbeing outcomes due to more sedentary lifestyle outcomes. Reliance on cars and time spent in congestion erodes time that can be spent with loved ones. We also know that, unless we act now, congestion and car dependency will continue to grow in line with Hume's population, which is forecast to reach 390,000 by 2041.

This Hume Transport Strategy (HTS) envisages a different future, where there are far greater transport choices available for our current and future residents. It will guide us in addressing these transport challenges and contribute to a more vibrant, liveable municipality with streets that work for everyone.

While roads and car usage will always be important, this Strategy strives to improve transport options through a range of policies and actions to encourage more active transport such as walking and cycling; advocate for more train and bus services; improve safety and perceptions of safety; increase satisfaction with the local road network; and promote and support the usage of electric vehicles.

Partnerships, trials and advocacy with other tiers of government will be at the heart of our Transport Strategy, helping us gain much needed transport infrastructure and encouraging a shift towards more active and public transport choices.

The practical and realistic targets in this Strategy will help deliver improved transport choices for the benefit of current and future Hume residents, including boosting our local economy, enhancing community wellbeing and reducing carbon emissions.

Hume people

Whilst there has been limited change in Hume's transport network over the last couple of decades, population growth has been rapid, and is expected to continue for the next 20 years.

Key characteristics and expected changes in the Hume population include:



Hume's population is expected to reach **343,990 by 2036**, nearly double the 2018 population (224,390), and estimated **390,000 by 2041**.



Hume's population is diverse, with **39.9% of residents born overseas** (2021 Census). 30% is the Victorian average.



Population growth by age is expected to remain steady, which means the make-up of residents age groups will be similar in 10 years compared to today.

The 35-39 age group has the largest projected growth

between 2016 and 2041 (14,300).



Hume's fastest-growing household groups are **couples without children and single person households**.

Appropriate housing for these groups is undersupplied: in 2016, only 10% of dwellings in Hume had one or two bedrooms.

Source: Australian Bureau of Statistics, Census of Population and Housing 2021



How do we get around?

In the 2021 census results, 4.3% of Hume's residents used public transport, while 63.8% relied on private vehicles for their journey to work. These figures are 5.3% and 49.7% respectively for Greater Melbourne, showing that Hume residents have above-average car dependency. Less than 1% of Hume residents are active transport users (walking and cycling) for their journey to work, which is lower than all surrounding municipalities except Melton.

Hume also has high levels of car ownership. In 2021, 61% of Hume households had access to two or more motor vehicles, compared with 51% in Greater Melbourne. Overall, a higher percentage of households have two and three cars compared to Greater Melbourne, with 29.3% of households owned one car, 38.9% owned two cars and 21.8% owned three cars or more, compared with 35.6%, 35.1% and 16.3% respectively in Greater Melbourne. Of the 105,895 people working in Hume in 2021, 41,033 people (38.7%) are also Hume residents.

61%
of Hume households had access to two or more motor vehicles

1%
of Hume residents are active transport users

38.9%
of households owned 2 cars

Source: Australian Bureau of Statistics, Census of Population and Housing 2021

Car Ownership 2021

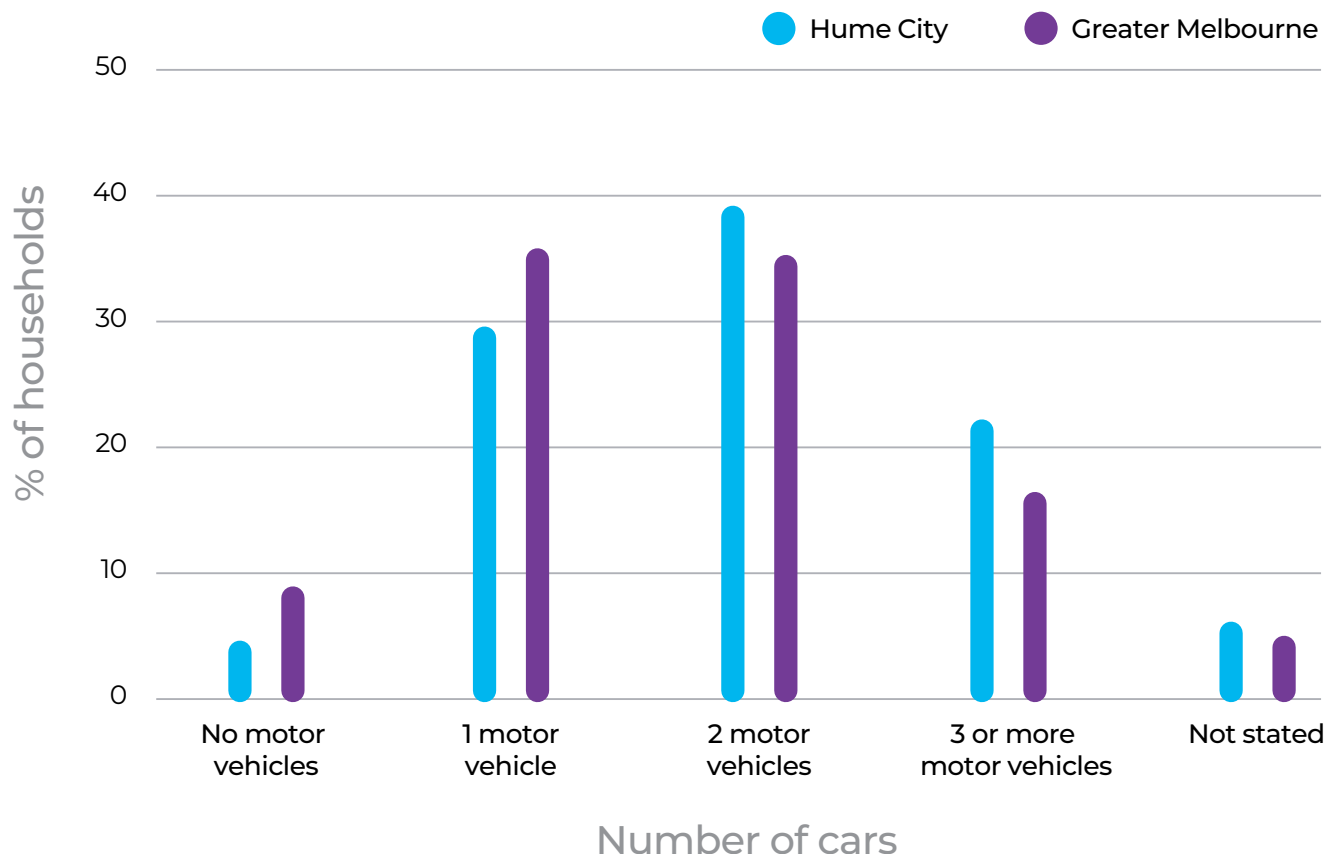


Figure 1: Comparison car ownership in Hume and Greater Melbourne, Source: Australian Bureau of Statistics, 2021.



Hume's transport System

Hume covers an area of more than 504 square kilometres. It stretches 30 kilometres from east to west, and over 22 kilometres from north to south. The southern parts of Hume are represented by well-established suburbs within 15 kilometres of Melbourne's CBD. Expanding out from here are Hume's rapidly developing new suburbs and employment areas, including the future Metropolitan Activity Centre at Cloverton, 35 kilometres from the city centre.

In the west of the municipality, Sunbury is a well-established town, with heritage places around the centre and new areas that expand in all directions in a spoke and hub development pattern. Separated from the municipality's east by rural areas that protect the operations of Melbourne Airport, Sunbury is more than 35 kilometres from the CBD.

Hume's communities are served by major road transit routes including the Tullamarine Freeway, Western Ring Road, Hume Freeway and Calder



Freeway. The regional and municipal transport context is illustrated in Figures 2 and 3.

Melbourne Airport, in the south of Hume, is part of a significant industrial area in the south and east of the municipality. Logistics and related businesses in Hume benefit from access to multiple freeway networks in addition to Melbourne Airport.

Principal cycling network

In total, the principal cycling network in the municipality is around 77 kilometres. Around 1/3 of the network is off-road. Most of the network is made up of on-road bike lanes and due to real and perceived safety risks these are only suitable for confident riders. The on-road network runs along the majority of state roads with little separation or protection from vehicular traffic (26 kilometres on arterial roads vs 23 kilometres on local roads). This means that for inexperienced riders, including children, there are very few safe bike paths in Hume.

Craigieburn and Sunbury have the largest cycling networks when compared to the other precincts in Hume. However, most paths are on-road and, therefore, rarely used. Roxburgh Park and Upfield precincts contain the largest proportion of off-road paths in the municipality. However, the off-road cycling paths in the municipality are not connected to key activities and have an important recreational role rather than providing alternative transport choices to key destinations or as commuting routes.

Principal public transport network (PPTN)

Hume has 7 metropolitan train stations served by one of three train lines running from the CBD to terminate in Upfield, Craigieburn or Sunbury. A Vline service to Donnybrook Station serves the north-western suburbs of Mickleham and Kalkallo. The station with the largest patronage in Hume is Craigieburn with the Upfield service carrying the fewest passengers. The COVID pandemic reduced patronage across all services and to date patronage has not fully recovered.

Most of our residents live outside of walking distance of a train station, leaving buses as their sole public transport option to local destinations or connection with a train service. Broadmeadows, Craigieburn and Sunbury train stations include bus interchanges connecting 8 or more bus routes. Two Smartbus routes serve the southern part of the Hume corridor, providing a good connection between Broadmeadows and Melbourne Airport with a 15 minute frequency (or 30 minutes at night and on weekends).



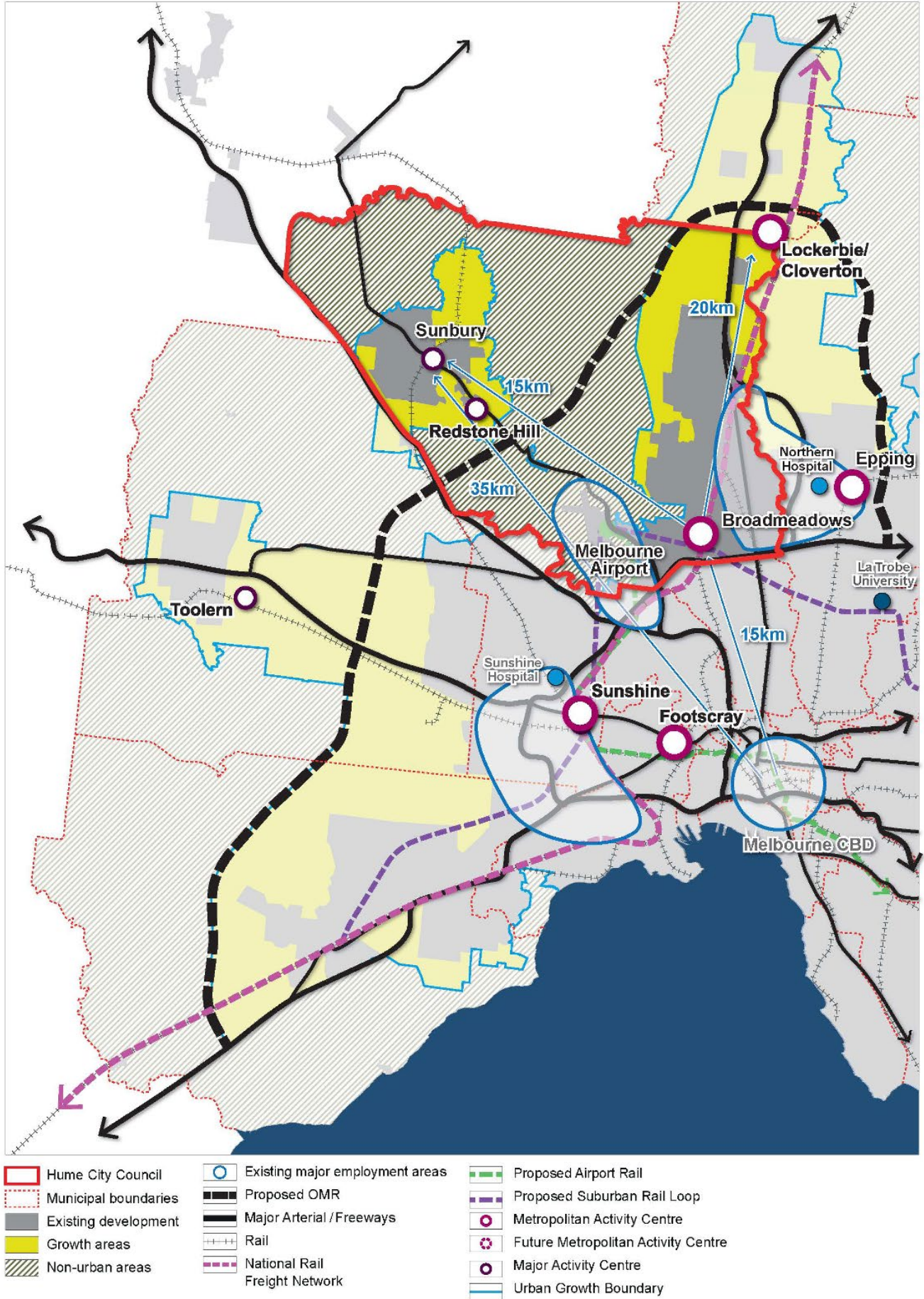


Figure 2: Hume's Land Use Context

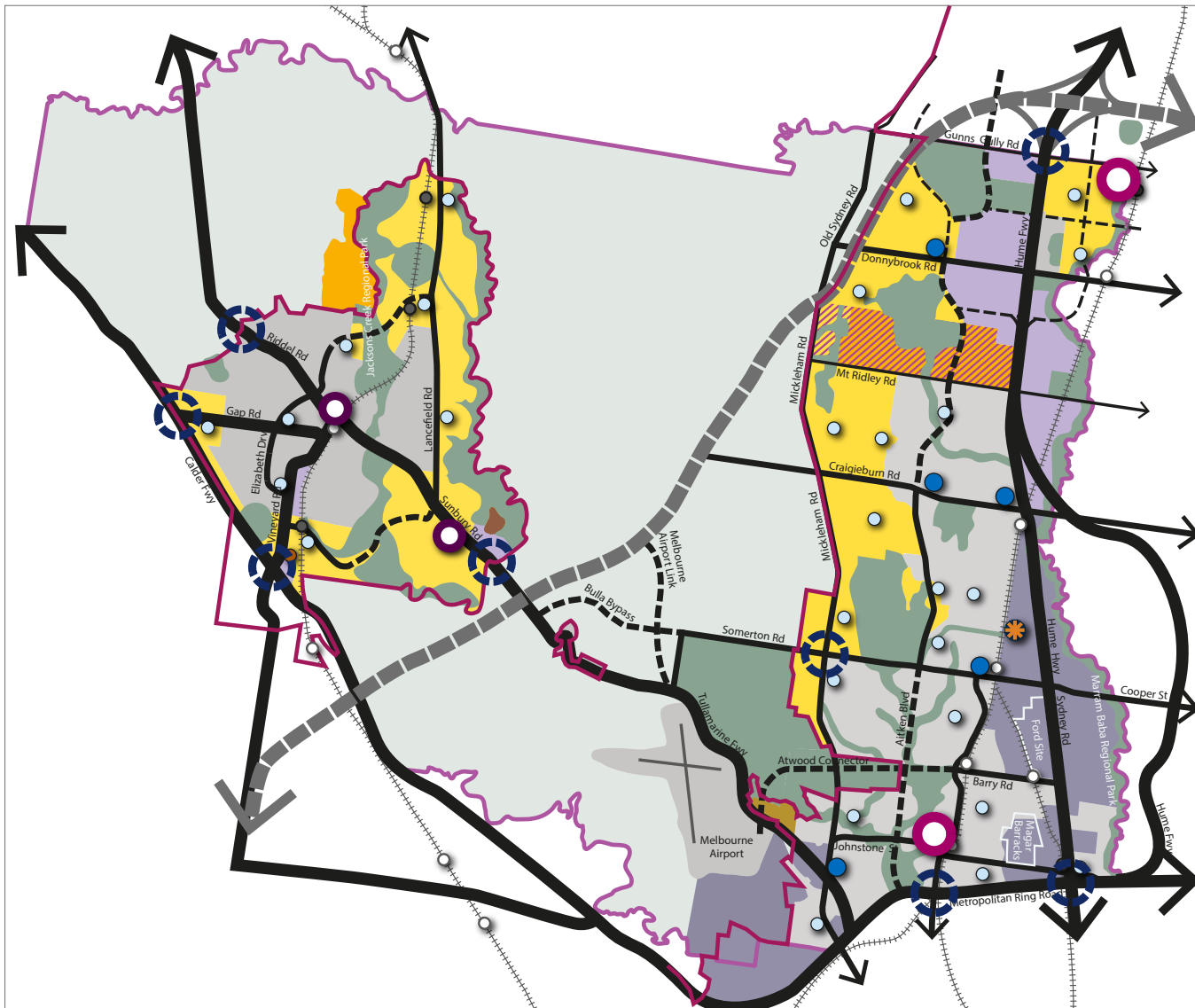


Figure 3: Hume's Land Use and Transport Context at a municipal level

- | | | | |
|--|--------------------------------------|--|----------------------------------|
| | Key gateway locations | | Existing urban area |
| | Metropolitan Activity Centre | | Growth residential land |
| | Major Activity Centre | | Low density/rural living |
| | Activity Centre | | Inter Urban Break |
| | Neighbourhood Activity Centre | | Existing employment land |
| | Future OMR | | Growth employment land |
| | Freeway | | Land use to be determined |
| | Arterial road | | Conservation land and open space |
| | Future arterial road | | Municipal boundary |
| | Existing train station | | Urban Growth Boundary |
| | Proposed train station | | |
| | Somerton intermodal freight terminal | | |

1.2 Why Hume needs a Transport Strategy

Over the last 20 years, Hume has evolved to become a significant outer municipality with an established network of railway lines and roads, including great access to multiple freeways and arterial roads. However, as the population of Hume and greater Melbourne has grown, so too has congestion on our road network. For example, the Craigieburn Bypass/Hume Freeway provided efficient road movement in peak hours for a short time after it opened in 2004. However, the last 5 years has seen it become increasingly congested, as have other arterials in Hume, such as Mickleham, Somerton, Pascoe Vale and Sunbury Roads.

Most of our growth has occurred in outer areas of the municipality, where substantial segments of the community lack access to a continuous, safe and direct walking and cycling network and efficient public transport options that provide a viable alternative to car transport. Here, residents are heavily reliant on private vehicles to get to work, shops and even local schools, which exacerbates traffic and environmental impacts.

A lack of alternative transport options is also creating parking pressure. Community feedback indicates this is especially problematic in activity areas and local streets, where private vehicles are the only option for short trips.

There is a pressing need to provide clear direction and identify opportunities within our control, including what we need to advocate for to improve our transport system. We need a holistic approach that prioritises sustainability, inclusivity and efficiency to address the complex interplay of issues arising from the region's rapid expansion and a significant shortfall in transport infrastructure.

Over time, we aim to create a holistic transport system that recognises the needs of all community members, doubles the number of people using active transport, improves access to efficient and frequent public transport and reduces our impact on climate change.

1.3 Transport network roles and responsibilities

The Transport Strategy will provide integrated, whole-of-Council guidance encompassing all roles we play in the planning, delivery and advocacy of transport infrastructure and information.

The arterial network (moving the majority of the general traffic on freeways and large roads) is the responsibility of the State Government and major infrastructure projects rely on Federal Government funding. This is the same for public transport infrastructure and services. Therefore, we rely on advocacy and representation to build partnerships that improve our arterial network and public transport.

For the local network made of neighbourhood streets, footpaths and riding infrastructure, we are the decision-makers to ensure the infrastructure is provided.

Our different roles, based on the responsibilities given by the law, are illustrated in Figures 4 and 5.



Transport roles of the three levels of Government



Federal Commonwealth Government

Federal Government's focus is on providing funding for nationally significant infrastructure and projects, including funding to State Government to maintain national highways, freight and logistics infrastructure, inland rail, airports and contribute towards major transport projects (like the Metro Tunnel Project and Suburban Rail loop).



State Victorian Government

The Victorian Government is responsible for the public transport network (including buses routes, timetable services, station upgrades and new train stations), arterial roads, highways, speed limits and all traffic signals. Their roles including most aspects of planning, building, managing and operating transport and arterial roads for these networks.



Local Government - City of Hume

We are primarily responsible for local roads, including walking and cycling paths. We design, deliver and maintain most of the city's public spaces, footpaths, street lighting, public car parking and paths in parks and gardens. Council also works closely with Victorian Government agencies, authorities and operators to gain approvals for, and to advocate for change in, State funded projects.

Figure 4: Roles of the Commonwealth, State and Council

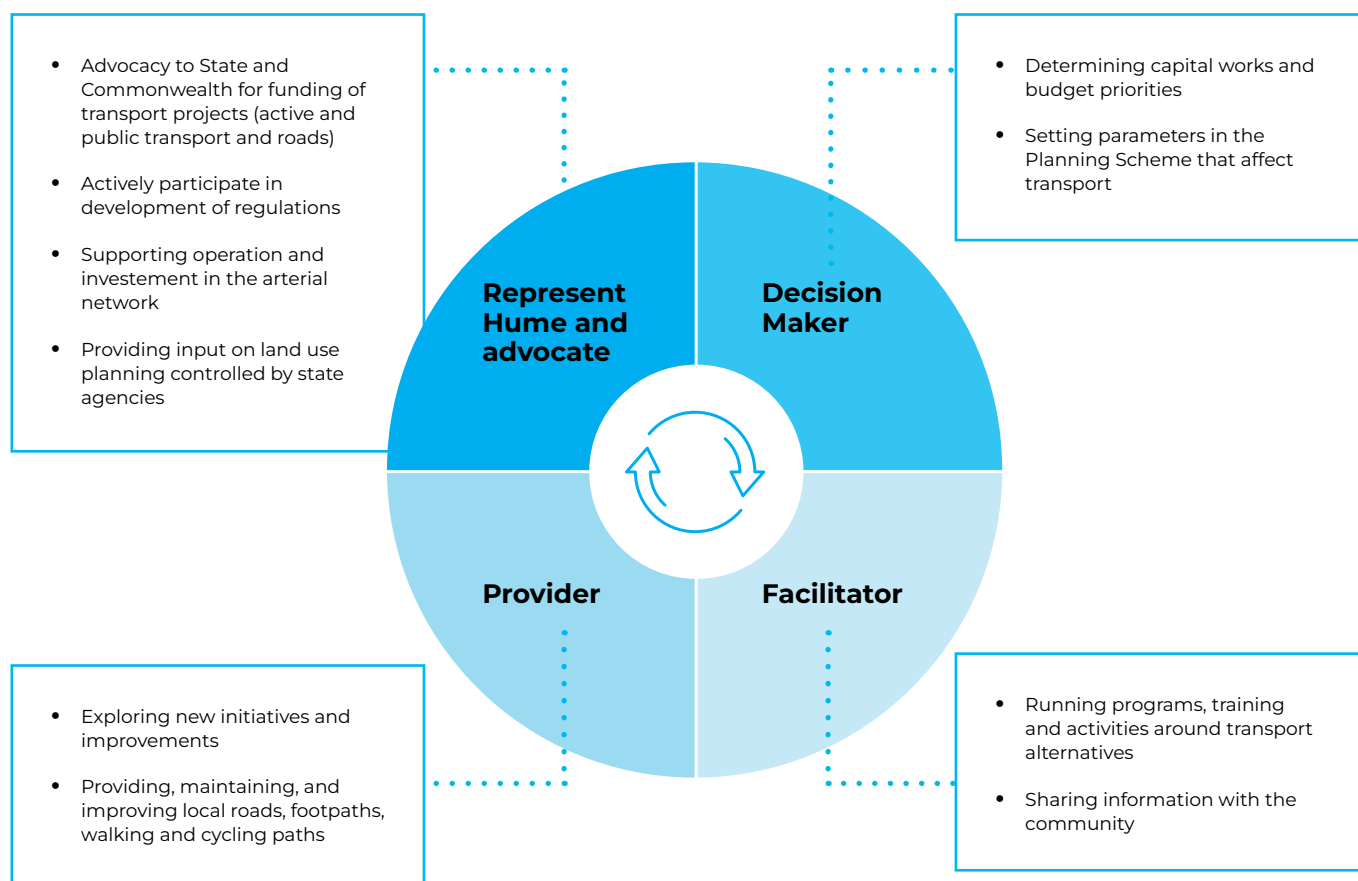


Figure 5: Council's role in the transport system

1.4 Community views

In the last 5 years, we have heard from Hume residents, councillors and business owners about their local transport options. We know there is significant frustration with congestion and lack of transport choices, highlighting frustrating, ongoing issues. These consultations paint a picture of growing pains in infrastructure sequencing and provision, increased traffic congestion and related requests for road intersection upgrades, public transport provision and safe walking and riding paths.

In new growth areas, concerns have also been raised about the delivery of roads, active and public transport choices, and a sense of transport disadvantage for those who cannot drive or afford a car.

As part of the development of this Strategy we consulted further with the community. These consultations were undertaken in two phases. Phase 1 involved around 375 people between October and December 2023, through the following activities:



The phase one pop ups occurred around the municipality, with sessions in Broadmeadows (one youth and one general public), Greenvale, Roxburgh Park, Mickleham North Craigieburn and Sunbury (one youth and one general public).

Phase two engagements involved approximately **190 people** in the following:



The phase two pop ups occurred at community festivals in Craigieburn and Sunbury and three online focus groups were held between 20 and 26 March 2024. Local issues in Craigieburn, Mickleham, Kalkallo and Greenvale were commonly raised by people at the Craigieburn Festival. Most of the conversations at Sunfest were with Sunbury residents.

Several key messages, themes and lessons have emerged from the consultations. They include the following:

Phase 1 engagement key findings:

- Most people currently drive a car for work, leisure and errands. But most people say they'd prefer to use public transport for all those activities.
- Transport confidence and mode choice is affected by things like gender, (dis)ability, cultural background and age. But not always in the way we might expect.
- People were aware of and raised the 'drivers of change' even if few people made an explicit connection between these issues and their transport choices.
- Addressing safety, amenity and accessibility are some 'quick win' actions that people want Council to focus on
- People look to Council for leadership on transport issues, particularly regarding advocacy and to addressing the drivers of change.

Phase 2 engagement key findings:

- People are broadly supportive of the draft Transport Strategy across the different engagement activities.
- People were able to articulate their priorities for vision and targets, favouring travel choice, accessibility and safety (including active travel).

Our residents confirmed the transport issues expressed in previous consultations, particularly the need for the Council to advocate for public transport and improve pedestrian and cycling networks. Key insights included:

- Most said that if they could, they'd prefer to take public transport to work, school, social and leisure activities and shopping.
- Whilst confidence to use the transport system is affected by gender, (dis)ability, cultural background and age, these factors do not always manifest in ways one might expect. Generally, residents asked us to focus on include addressing safety, amenity and accessibility across all modes of transport.
- People were aware of the challenges we need to address with our transport network, such as carbon emissions and car dependency. Not every resident consulted made an explicit connection between these issues and their transport choices but agreed that we need to work together to address these challenges.



Good luck and thanks for asking us!

Online survey 'Do you have anything else to say?' response



1.5 Challenges and opportunities

This section outlines challenges and opportunities that will produce future transport changes in Hume.

Climate change

Transport is Australia's third-largest source of greenhouse gas (carbon) emissions, largely generated by internal combustion engine vehicles that use fossil fuel (mostly petrol and diesel) for energy. Carbon emissions lead to global warming, which in turn causes a myriad of climate change problems such as more frequent and severe weather events, rising sea levels, ecosystem disruption, impacts on food sources and health impacts. Urgent action is now required to drastically reduce carbon emissions from all sources globally. By reducing carbon emissions from transport, we can help reduce these impacts. The development of this Strategy is one of the key actions in *Hume's Climate Action Plan 2023-2025* to reduce carbon emissions from transport and aligns with State legislation under the *Climate Change Act 2017* and associated the Transport Action Plan.

Supporting the shift to electric vehicles will be fundamental to reducing carbon emissions from transport in Hume. Initially encouraging residents to recharge with renewable energy (from solar and/or Greenpower) will be important to realise the full carbon benefits, but as our grid continues to move to more large scale renewables, carbon emissions from electric vehicles charged with regular grid electricity will continue to fall. On short trips, more use of sustainable modes of transport, such as public transport, riding or walking will play a vital role. This has multiple benefits for residents including lower energy costs, improved health and wellbeing and better liveability in local neighbourhoods. Other options for reducing carbon emissions from vehicle use include trip combining and vehicle sharing wherever possible.

Moreover, investing in sustainable transport infrastructure and providing viable alternative transport options to private car travel can stimulate local economies by creating jobs in construction and maintenance, supporting local businesses and boosting visitors.





“

Transport is ok for me but not for my wife. She takes public transport to the SE suburbs and is traveling 3-4 hours every day. This interferes with family life... we hardly see each other. We have to do better at planning ahead as people will move into these outer suburbs without even basic infrastructure and facilities (like buses and sidewalks...). The buses haven't been updated in 15-20 years! Despite population growth and urban growth. **Not acceptable.**

Pop up conversation, Craigieburn

”

Population growth

Hume’s population is expected to grow by 119,600 between 2018 and 2036. The major growth areas of Hume (Kalkallo, Mickleham, Sunbury) are expected to more than double their 2018 populations by 2036 (refer to the figure 6).

We need to plan for significant population growth and determine how our transport network can adapt to this growth, to mitigate negative effects such as congestion, increased car dependence and reduced safety. Growth has been considered within the context of future transport projects (see Appendix 1), however some of these major projects will not be completed within the life of this Strategy.

In new developments, we will strive to provide residents with transport choices as soon as possible, contributing to a vibrant urban environment. In particular, the rapid expansion of suburbs in the Hume Corridor and Sunbury will require careful management, including coordination and partnerships with key stakeholders, such as state departments. The Transport Plan, to be developed once this Strategy is endorsed, will identify specific focus and actions for managing and advocating for the transport needs of these growth areas.

Population Forecast

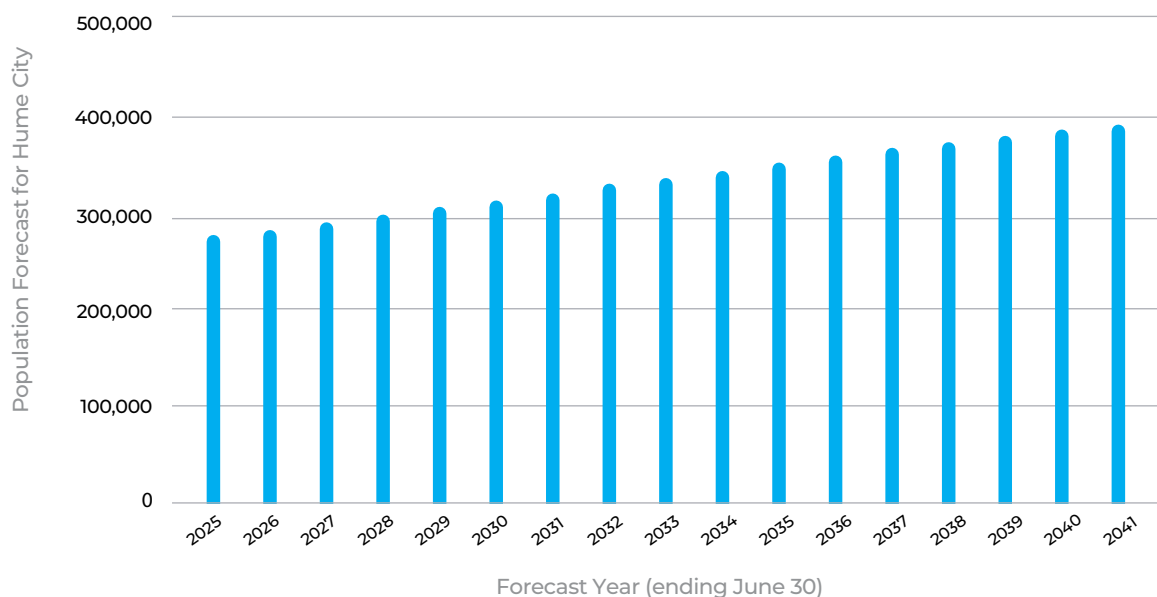


Figure 6: Forecast population growth in Hume 2025 to 2041 (Source .id consulting)

Future major road and public transport projects

Large transport projects in Hume, mostly led by State Government, are fundamental to Hume’s future transport network. In planning for the Melbourne’s future, Council and State Government strategies, studies and statutory documents have identified major transport projects to provide for the long term transport needs of the region.

More than 20 major future transport projects are proposed for Hume and summarised in Appendix 1 and Figure 7. Delivering these projects is reliant on State and Federal funding and delivery timeframes remains uncertain until budget is committed. This strategy plays an important role in identifying and protecting the long term potential of these vital projects and managing our advocacy priorities.

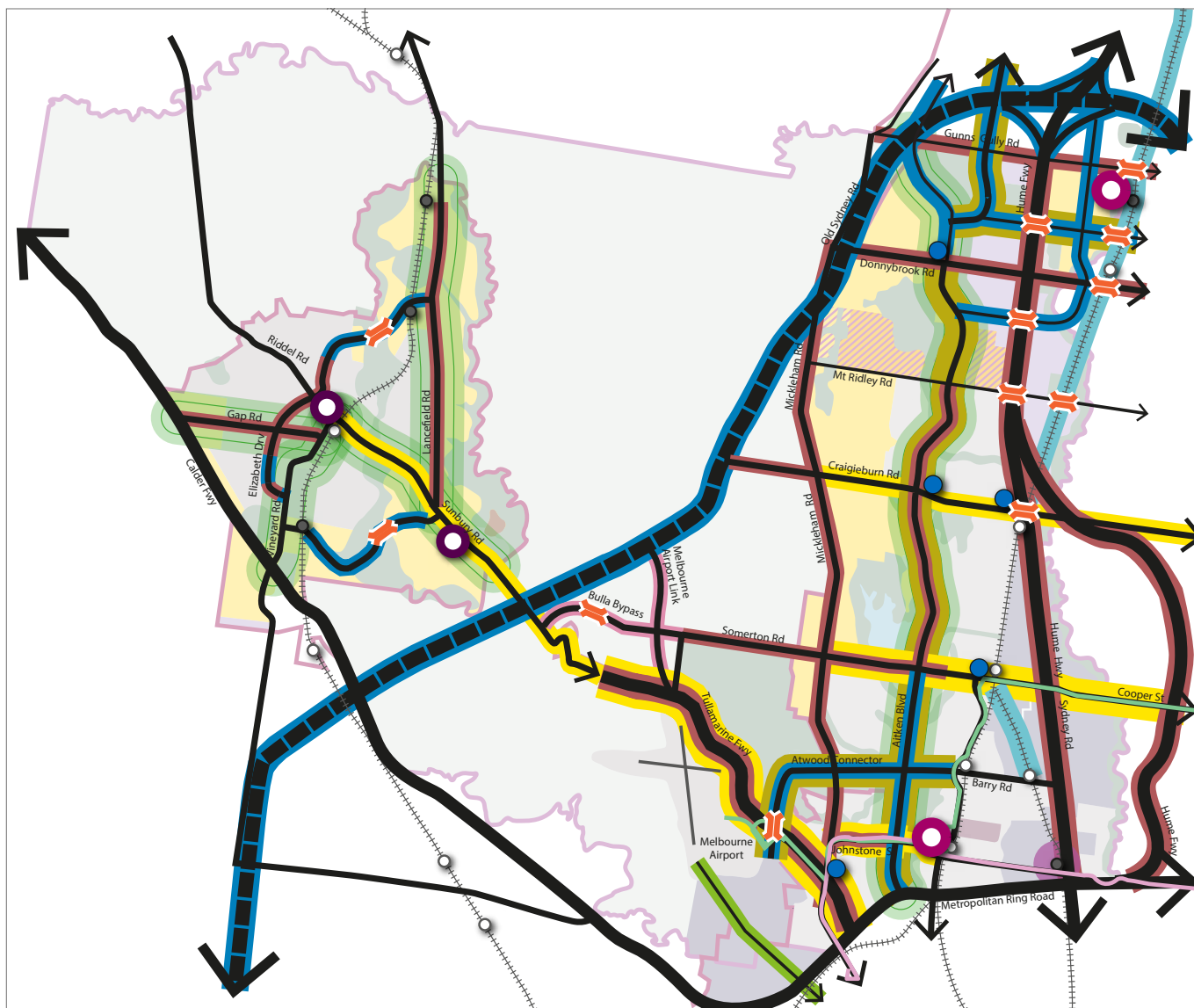


Figure 7: Proposed transport network

- | | | | |
|--|------------------------------|--|--|
| | Metropolitan activity centre | | New road |
| | Major activity centre | | Potential new road |
| | Activity centre | | Upgraded road |
| | 901 smart bus | | Proposed OMR |
| | 902 smart bus | | Major new bridge |
| | Train station | | Proposed train station |
| | Freeway | | Premium bus service "turn up & go" |
| | Arterial road | | High frequency bus service "check & go" |
| | Connector road | | Electrification of train line/extension railway line |
| | Key boulevard road | | Airport rail |

Integrating our places and the transport network

In Victoria, Integrated transport and land use is a key priority of the Transport Integration Act 2010. An integrated approach to land use and transport supports consolidation of land use at transport hubs like train station, bus interchanges and along key transport corridors. Integrated land use and transport can improve accessibility and transport efficiency, as well as intensify land use around transport facilities.

An integrated transport system recognises that users make journeys across multiple modes of transport and encourages this through measures like coordination of timetables, attractive interchange facilities and infrastructure, as well as consideration of land use along transport hubs.

Hume's activity centres and employment areas provide valuable opportunities for an integrated approach. Hume has more than 20 activity centres providing a range of retail, commercial, entertainment and community services (refer Figure 3).

Hume's economy currently generates \$32 billion worth of output and contributes significantly to Victoria's economic performance making Hume's employment and economic base of state significance. Most of Hume's employment areas are identified as State Significant Industrial land in Plan Melbourne and the Melbourne Industrial and Commercial Land Use Plan (MICLUP). This planning framework supports state and local governments to effectively plan for and protect future employment and industry opportunities and provide for their transport needs.

As the population of Hume and the Northern Sub Region grows, the number and diversity of activity centres and employment opportunities in Hume will increase. Large areas of vacant employment land north of Donnybrook Road, along the Hume Freeway, around Melbourne Airport and in parts of Sunbury are available for future employment needs. These will be capable of increasing employment in Hume to over 180,000 jobs and offering the Hume community local jobs with shorter commutes. Most of this growth is anticipated to be in transport and logistics, advanced manufacturing, healthcare, education, training, retail, and professional services.





Road safety

Road safety includes the impact of traffic crashes for all road users, including people driving, walking and riding. Road trauma has very high social and personal consequences that require effective and urgent solutions.

In the 14 years between 2008 and 2022, there were 88 deaths, 2,304 serious injuries (requiring hospital admission), and approximately 7,000 other injuries recorded in Hume. The overall number of crashes is increasing, albeit with an attendant decrease in overall severity. Annual crashes and their consequences in Hume are depicted in Figures 8 and 9 below.

Fatal crashes were distributed randomly, whereas serious injury crashes have occurred broadly across the network. Concentrations of crashes, particularly those of higher consequence, were evident in activity centres like Broadmeadows, Sunbury and Campbellfield.

The increase in crashes has been slower than the increase in population, and has been concentrated on main roads. High-traffic major arterials such as Sydney Road, Pascoe Vale Road, Barry Road, Somerton Road, Mickleham Road, Metropolitan Ring Road, Calder Highway

and Tullamarine Freeway all had many crashes including fatal or severe consequences.

Local roads make up nearly 80% of Hume's road network by length, but only account for 37% of fatalities and injuries overall, although 64% of pedestrian casualties are on local roads.

Most pedestrians were killed or seriously injured in 50km/h or 60km/h zones. This is because 50km/h zones make up much of the road network in Hume (1,392km) and provide the local connections and amenity convenient for walking.

Proportionally 60km/hr and 70km/hr roads have a far higher number of fatalities and serious injuries (35 and 28.4 per road km compared to 1.3 on 50km/hr roads). These roads also have the highest concentration of pedestrian and cyclist fatalities (2.84 for 60km.hr, 1.0 for 70km/hr compared to 0.21km/hr).

Analysis of recent crash data confirms that lower speeds reduce the likelihood and severity of crashes. For pedestrians in particular, any impact greater than 30km/h greatly increases the risk of fatality or serious injury.

This data is used by Council in securing Blackspot funding to improve road safety.

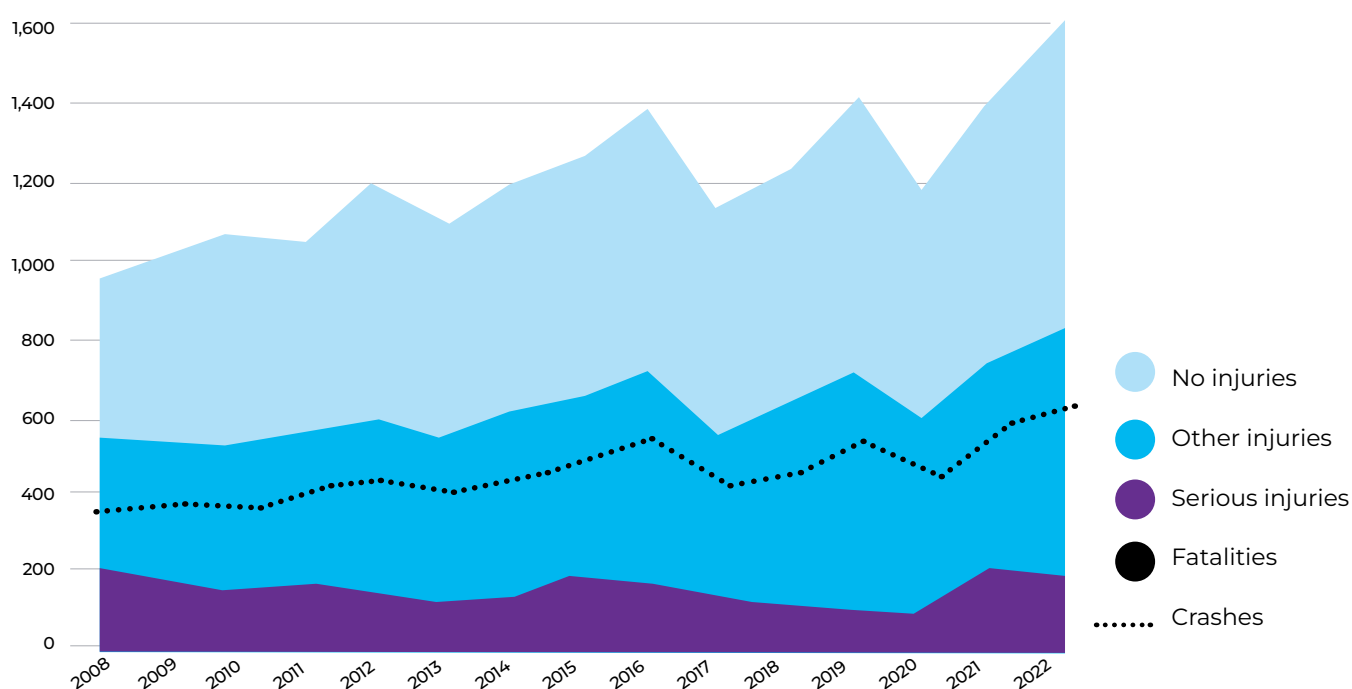


Figure 8: Annual road crashes - City of Hume (2008-2022). Source: VicRoads with M&PC analysis (2024)

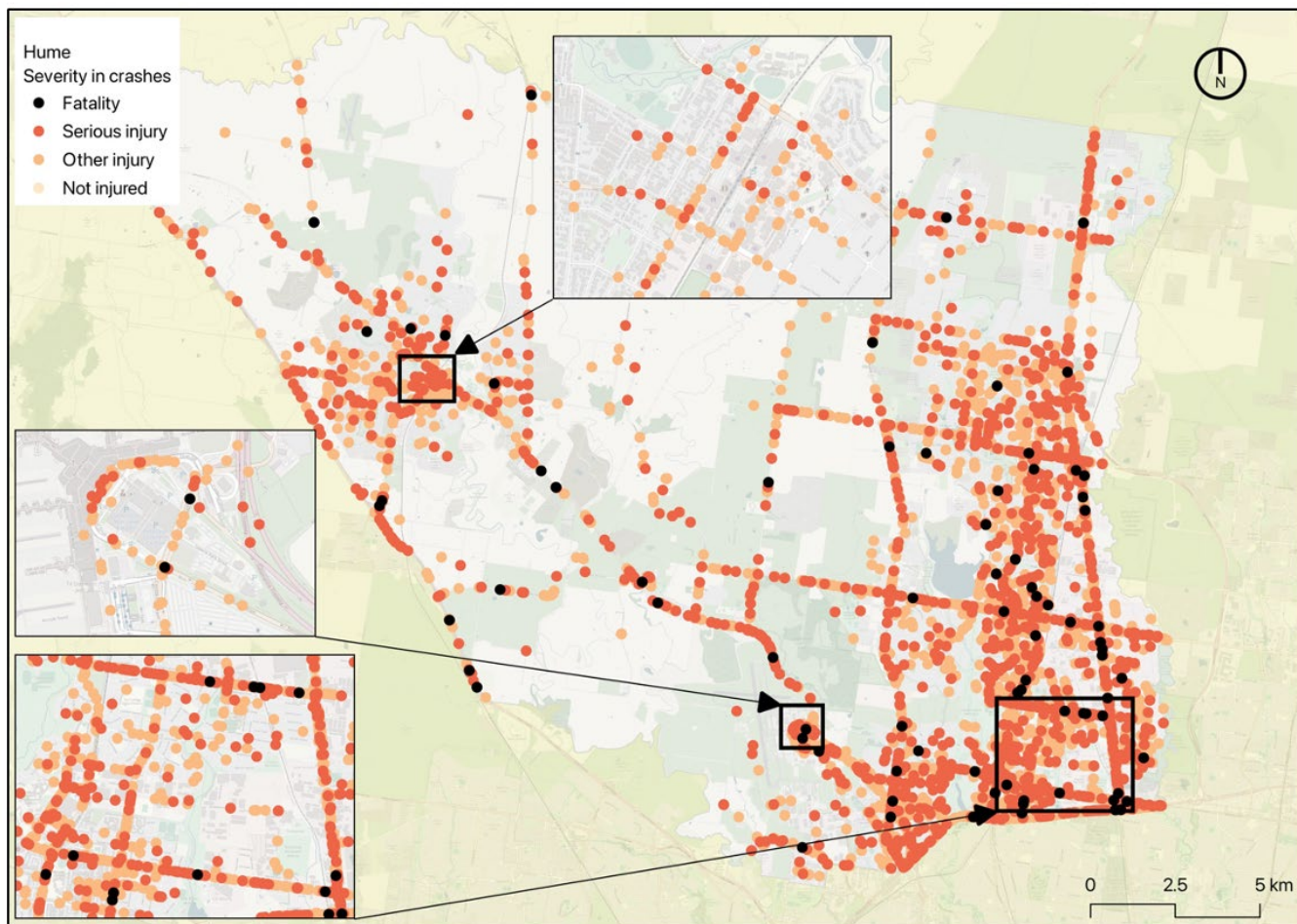


Figure 9: Distribution of crashes by severity (City of Hume, 2008-2022)

Source: VicRoads with M&PC analysis (2024)



Future of transport

New transport technologies are constantly being developed. Recent technological initiatives changing the way we move, and access goods and services include:

- Electric micro-mobility (e-scooters, e-bikes, delivery drivers).
- Local intelligence transport systems (LITS).
- On-demand public transport (or MicroPT).
- Share mobility services.



Electric micro-mobility

Electric micro-mobility, which includes e-scooters and e-bikes powered by electric motors using 'bicycle' lanes and shared paths, are evolving as a viable transport choice that reduces congestion and promotes sustainability. Legislation allowing personal ownership of e-scooters and electric motors has improved the viability of active transport (such as e-bikes and e-scooters) in hilly areas, for longer distances and with lower fitness needs. E-scooter trials are running until October 2024 including hired e-scooters in inner Melbourne and Ballarat and private e-scooters throughout Victoria.

Key opportunities for Hume include:

- Reduced congestion, particularly around activity centres such as Broadmeadows Craigieburn and Sunbury.
- Last-kilometre connectivity: Micro-mobility solutions are ideal for bridge the gap between public transport stops and final destinations (the "last kilometre"), making it easier for residents to access buses or trains.
- Economic benefits: Implementing electric micro-mobility services can create economic opportunities such as jobs in maintenance, charging and deployment of these vehicles. Additionally, micro-mobility trials have demonstrated increased foot traffic outcomes in commercial areas, benefiting local businesses.
- Reduced parking demand.
- Promotion of a healthy lifestyle.
- Reduction in carbon emissions when replacing car trips.
- Increased mobility equity: Supporting the uptake of electric micro-mobility can contribute to greater mobility equity, ensuring that transportation options are available to everyone, regardless of income or physical ability.

Local Intelligence Transport Systems (LITS)

Intelligent Transportation Systems encompass a range of advanced technologies that optimize traffic flow, enhance safety, and improve overall transportation efficiency. These systems utilize sensors, cameras, and communication networks to collect real-time data on traffic conditions, allowing for dynamic management of roadways and intersections. Many of these systems are currently used in the management of freeways in Melbourne, including ramp entry control signals and variable speed limits.

Considering the need to better use our local roads to address community challenges, local intelligence transport systems (LITS) are coming to the attention of local councils around the world. LITS normally starts with the development of real-time sensors that provide opportunities to address local traffic conditions in real-time.

Options of LITS that could be included in Hume are:

- Priority signals for buses
- Dynamic speeds for local roads based on localized conditions.
- Real-time traffic information

Challenges to implementing LITS in Hume municipality include the upfront costs of infrastructure deployment and system integration with other municipalities and VicRoads, interoperability between different technologies, cybersecurity risks, and ensuring equitable access to benefits across diverse communities.



On-demand public transport

The concept of on-demand public transport is not new and new technologies have created opportunities for its implementation. PTV has implemented Flexiride trials across Melbourne including in new growth areas where full bus services may not be viable such as in Melton South and Tarneit North. Flexiride, passengers can book a trip from anywhere within the service to stops at key transport hubs.

Flexiride services offer flexible, on-demand transportation options tailored to specific routes and passenger needs, typically utilizing smaller vehicles like vans or minibuses. These services fill gaps in traditional public transit networks, providing convenient, door-to-door mobility solutions, particularly in areas with low population density or limited fixed-route service.



Shared mobility services

Shared mobility services encompass a variety of transportation options, including ridesharing, bike-sharing, car-sharing and scooter-sharing, generally facilitated through digital platforms. GoGet cars and Lime or Neuron scooters are examples available in Melbourne's inner suburbs.

These services offer convenient, on-demand access to transportation, reducing the need for private car ownership.

Challenges to implementing shared mobility services in Hume municipality include state-wide regulatory issues, infrastructure requirements such as designated parking for car-sharing and charging stations, as well as concerns related to safety and data privacy.





2035 Transport Vision, Values and Objectives



Part 2:

2035 Transport Vision, Values and Objectives

2.1 Vision

Hume's transport network will provide safe and convenient walking, riding and public transport choices complementary to car travel, helping our businesses thrive and reducing our transport-related carbon emissions.

This vision represents our desired transport system in 2035. It aims to inspire everyone (council, community, visitors and businesses) with opportunities for the future. The vision will drive Council's decision-making and priorities.

Having a vision in the HTS is essential to ensure we have an overarching direction that encourages long-term planning. Similarly, a vision helps our partners, particularly State

Government agencies, share our understanding of what is important for Hume residents.

2.2 Objectives

Objectives capture the aims and ambitions of the transport system. They identify the desired outcomes by 2035 for transport in Hume.



Improve transport choices

Offer diverse and healthier transport choices for everyone in the community, including more efficient and destination focussed public transport and walking and cycling paths.



Boost local economy

Improve transport to help local businesses thrive, creating jobs and supporting economic opportunities for residents.



Enhance community wellbeing

Develop transport solutions that bring people together, reduce cost of living and make our community safer, friendlier, and more connected.



A clean low carbon transport future

Embrace change and innovation that moves Hume towards a cleaner, more connected, low carbon future.

2.3 Targets

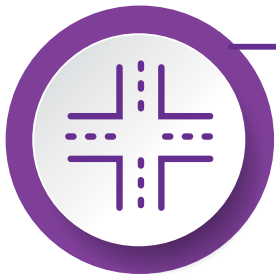
The Strategy has four long-term targets where the Council has a medium to high level of influence and a clear way of measuring our success.



Twice as many residents will be travelling by active transport (walking and cycling)

Indicator: Total number of Hume residents that use active transport based on Census Data

- baseline: 1% (census 2021 JTW data)
- Target 2035: 2%
- level of influence : medium



80% of residents are satisfied with the local road network

Indicator: Percentage of residents that are satisfied with the local network in the annual residents survey, particularly in areas where capital works projects have been recently undertaken.

- baseline: 75%
- target 2035: 80%
- level of influence : high



Residents' perception of local transport network safety has increased by at least 10%

Indicator: Percentage of residents answering that they feel safe when using the local transport network in Hume

- baseline: 2024 residents' survey
- target 2035: increase of 10% of safety perception by 2035
- level of influence : high



At least 30% of Council passenger vehicles will be electric

Indicator: The number of electric vehicles owned by Council

- baseline: 16%
- target 2035: 30%
- level of influence : very high

2.4 Values for transport decision-making

Values are the guiding principles and beliefs that shape decision-making and actions related to transport infrastructure, services, and policies.



Always putting current and future communities first



Collaborative transport decision-making via the concept of “one Hume transport system”



Prioritising accessibility, dignity and equity



Outcome focused leadership and evidence-drive decision-making

To achieve the values, we will:

1. Inform and engage with the community when making transport-related decisions.
2. Gather feedback through community surveys to understand the needs and preferences of residents.
3. Work with the State Government, neighbouring municipalities, local communities, and businesses to influence more integrated decisions for Hume’s community.
4. Have accessibility and equity at the forefront of our decision-making.
5. Establish clear and measurable performance metrics to evaluate the effectiveness of our transport initiatives.
6. Utilise data analysis to identify trends, prioritise projects and allocate resources based on evidence.



I would like to live in a world where the residents of Hume all have fair and equitable access to car alternatives. Many of Melbourne’s inner suburbs have excellent access to public transport and facilities in walking distance. People living in Hume should have the same opportunities. That is what we should be aiming for.

Online survey ‘do you have anything else to say?’ response



Strategic Themes



Part 3: Strategic Themes

Each of the seven themed chapters in this section focus on detailed directions and actions. The table below shows how each of the seven themes will achieve the broader objectives and targets of the Strategy.

Objectives of the transport network	Targets in our vision	Strategic themes to achieve change		
Objective 1: Diverse Transport Options	Twice as many residents will be travelling active transport (walking and cycling)	<ul style="list-style-type: none"> • State and commonwealth advocacy • Land Use Transport Integration • Governance, monitoring, and reporting 	Enhancing the active transport network	Using our local roads better
Objective 2: Boost Local Economy	80% of residents are satisfied with the local road network			
Objective 3: Enhance Community Wellbeing	Residents' perception of local transport network safety has increased by at least 10%			
Objective 4: A clean, low carbon transport future	Council's fleet of electric passenger vehicles is doubled		<ul style="list-style-type: none"> • Council's EV fleet • Readiness for future transport 	

Figure 10: Objectives, Targets and Strategic themes



Congestion is a big negative. Need better bike parking at train stations, shops, etc. I usually take the bus to school. Need more shelter at bus stops -- can be terrible in the summer heat. Lack of trees, exposed to the sun. The only reason I don't walk is it is too far, and I'd have to get up really early. I don't take the train by myself, but I started walking to school in grade 6."

Youth session conversation, Broadmeadows



3.1 Using our local roads better

Background and trends

Road space is not just traffic lanes and parking area, it also includes footpaths; bike paths and bike parking; nature strips, plants and even small parks; bus stops and shelters; and public seating and on-street dining. Roads are part of local spaces where we meet, rest and play. They can include wide footpaths, lots of green landscaping with rows of trees down both sides for shade and in a median as a grand boulevard; or they can be highways with all space devoted to moving vehicles efficiently and safely.

For movement, our road spaces have shared roles serving people who walk and ride, buses, trucks, cars and motorcycles. All modes using, in many cases, the same roads and intersections.

Over the past two decades, different approaches have been developed to understand the role and priority given to the space of roads and how to prioritise their roles for both movement and other activities that happens along the road.

Considering the variety of roles and needs of our roads, the Department of Transport (DTP) created the “Movement and Place” or M&P Framework used to define the roles of each section of state managed roads. This is a useful framework that recognizes roads are not merely conduits for people and goods. Utilising the M&P Framework for Council’s decision-making mechanism will help guide where movement or place enhancements should be prioritised. The movement and place role of our roads has a strong connection with how we can make our roads safer and designed to maximise the roles they can play in the life of our communities.

Road safety is critical for all our roads and pedestrian safety is particularly important for our local roads where 64% of pedestrian casualties have occurred over the last 14 years. The Safety in Design Framework provides guidance to identify hazards and risks early to inform the design process for new projects

Key actions of the HTS will improve the information we provide the community in local decision-making. In this, we will work with local communities taking a place-based approach to develop a series of precinct-based priorities that improve transport choices. These precincts plans will be combined into a Transport Plan for Hume.

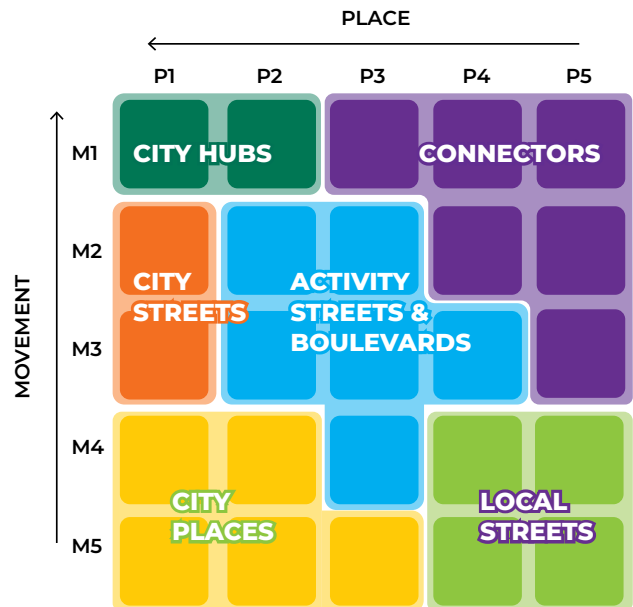


Figure 11: Victorian movement and place framework

“
Minimise/discourage street parking. It will make streets look nicer, and easier to get around for drivers and cyclists.

*“By 2034 the most important thing to change about transport in Hume will be ...”
 comment/idea (4 upvotes)*

Policy Direction

- D1.** To prioritise road and personal safety outcomes in infrastructure projects at the local and arterial levels.
- D2.** To consider the movement and place role each local street plays as the primary factor in road management and investment including consecrating the activity along the road.
- D3.** To enhance opportunities for local roads to include places for the community to connect and feel safe.
- D4.** To minimise traffic spill from urban areas onto rural roads.

Key Actions

- A1.** Update Hume's road hierarchy framework to include the place function of all roads within the municipality (creating a Movement and Place hierarchy framework) and apply it in business case formulation; advocacy; and investment in road reconstruction, place-making and other large capital works investments.
- A2.** Develop guidelines that provide consistent decision-making and build technical capacity across the Council for:
 - Applying the movement and place framework in Hume.
 - Resolving conflicts between road movements and activities around them, including landscape priorities and opportunities for consolidation of services.
 - Applying "safety in design" in the design process for new projects.
 - Designing low stress methodology for the design of riding infrastructure in Hume.
- A3.** Prioritise development of the Transport Plan for Hume with local precinct-based transport needs and priorities led by:
 - Boundaries based on the Hume Community Infrastructure Plan that provides a place-based approach including key trip destinations, including activity centres, schools and transport hubs.
 - Analysis of walking, riding, public transport and car transport networks from strategic perspectives inside and outside the precincts.
 - A local understanding of community needs.
 - Considering "safety in design" and the need for road safety designs such as low speed limits, road and intersection design and mode priorities based on priority networks.
 - Investment, decision making and advocacy opportunities encouraging walking and riding for short trips, including local employment.
 - Opportunities for synergies between land development and infrastructure projects, prioritising completion of links in the active transport networks around activity centres.
 - Considering scenarios such as traffic spills into rural areas; fast population growth and urban development in established areas; intensification of activity in activity centres; and changes to residential streets.

3.2 Enhancing the active transport network

Background and trends

Walking and riding are great ways to promote wellbeing by providing exercise, reducing carbon emissions and air pollution increasing social interaction, saving money and supporting local businesses. It can be more attractive to get around by walking, riding bikes and scooters or using mobility aids when it is a convenient, safe and pleasant option. This relies on paths that connect to where we want to go and are designed for comfort and convenience, with shade and points along the way to rest and seek shelter.

More than 40% of the people we spoke to would prefer to be able to walk or ride to work, the shops and social outings. Community feedback has also raised concerns about the unattractiveness and safety of walking and riding in Hume due to inadequate paths, on-road bike paths and poor lighting. Safety concerns, including heavy traffic, poor road conditions, and perceptions of crime that discourage walking and riding bikes, scooters and mobility aids were also raised.

Research has also demonstrated that the adoption of riding as a mode of transport is limited by the infrastructure provided. Therefore, municipalities that build active transport networks with a low 'level of stress' have more residents and workers riding to their daily destinations.

We are also seeing increasing popularity with new technologies like e-scooters and e-bikes that assist with longer distances and climbing up hills. They are an option, especially in those parts of Hume with limited public transport, as they extend the distance an average person can travel compared to walking and riding and relative to a car have lower upfront and running costs. To make these options viable a focus on road safety is essential, by prioritising good quality paths and a greater community understanding of the traffic rules.

Only children aged 12 years or younger and an accompanying older person can ride on footpaths. This means that by law most riders must ride on the road including, where provided, in a bike lane or on shared paths.

We want to improve our transport network to provide low levels of stress for active transport, particularly around major activity centres.

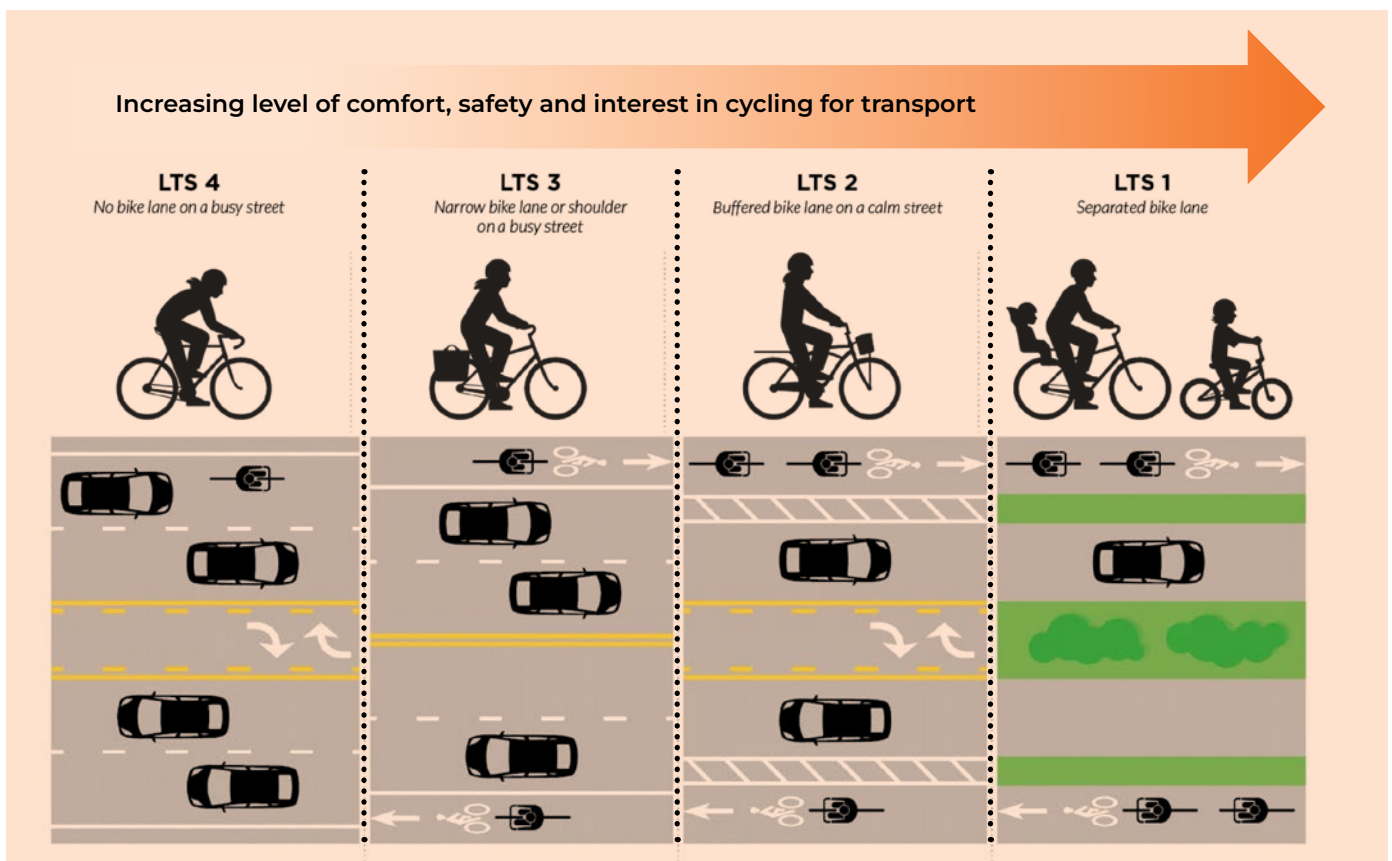


Figure 12: Level of stress for cyclists (Source Alta planning and city of Portland - USA)

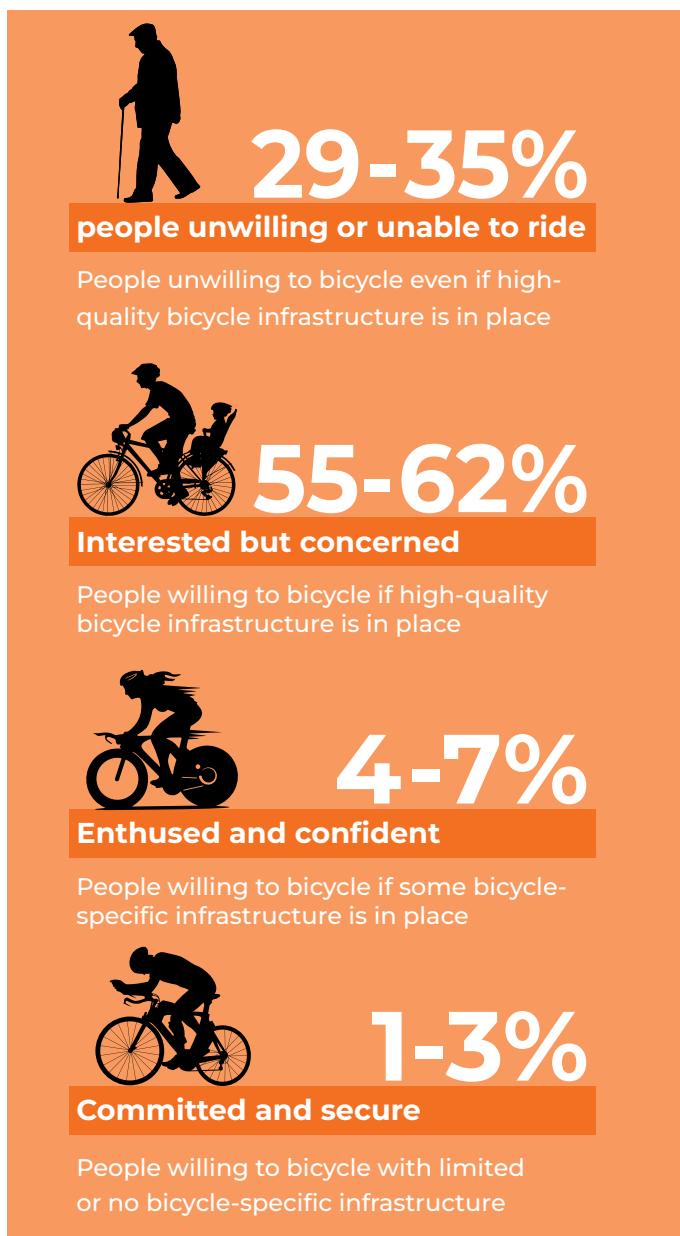


Figure 13: Type of Cyclist (Source Alta planning and city of Portland - USA)

Policy Direction

- D5.** To prioritise investment in walking and riding infrastructure from activity centres outwards, connecting travel origins with destinations.
- D6.** To develop an active transport network based on place-making principles so it is intuitive, welcoming, safe, protected and allows everyone to travel with dignity.
- D7.** To ensure new riding investment provides low stress (LTS 2, refer to the figures 12 and 13) links and intersections.
- D8.** To support micromobility devices, such as e-scooters, as innovative transport solutions.

This will provide a safer, viable option for those who would prefer to walk or ride for some of their trips.

To achieve this, a low level of stress should be created for the entire route, including all path sections and road intersections.

Initially, as resources are limited, the focus will be on creating low-stress routes close to activity centres and high schools where without safe, dedicated paths walking is unattractive due to higher traffic volumes and safety concerns. For this, development of the active network needs to be prioritised beginning at activity centres and expanding outwards. Low stress design will also be a standard requirement for the design of riding paths in any new road.

Key Actions

- A4.** Based on action A3 (precinct-based transport priorities) develop local bicycle and pedestrian priority networks and corresponding business cases for Council, State and Commonwealth funding bids that:
 - prioritise direct access to key destinations (such as shops, high schools, and community services) including through recreational path networks.
 - are designed based on low-stress links and intersection guidelines developed under Action A2.
- A5.** Explore a policy to partner with local businesses for walking and riding links to activity centres.
- A6.** Regularly update and share digital information with the community about their active and public transport choices including maps and other material on:
 - public transport routes and stops.
 - walking and cycling path networks.
 - key destinations and points of interest such as activity centres, schools, and community centres.
 - activation strategies so the community is aware of new projects and infrastructure for active and public transport.



3.3 Council's electric vehicle fleet

Background and trends

Most Hume residents have identified climate change as a key challenge to be addressed in the next 10-15 years. In Victoria, transport is a major contributor to greenhouse gas (carbon) emissions (23.2 % of total emissions based on the 2021 Victorian Climate Action Plan). Choosing greener, full or hybrid electric vehicles can significantly reduce our carbon emissions.

To lead by example, we will transition the Council's fleet of passenger vehicles reaching their end of life to electric vehicles. Efforts have begun to reduce carbon emissions with the purchase of five electric vehicles as part of the council's small vehicle fleet. The aim is to show leadership and expand the fleet of heavy vehicles to electric or other low-emission options once technologies allow cost-effective solutions that meet operational needs. The introduction of electric vehicles to Council's and other fleets will also support the increase in affordable second-hand electric vehicles in the private market.

Currently the battery size and recharging time required for heavy vehicles is prohibitive. For trucks, cost parity between internal combustion and electric vehicles isn't expected until 2035 or later. Battery technology will continue to develop and electric trucks may rely on power cells or hydrogen in the future. We will monitor the market, communicate often on opportunities and be open to trials of heavy electric vehicles and other low emission technologies. We have started our transition to electric tools and other small machinery.

To support a new low-emission fleet and ensure operational efficiency, we will roll out charging infrastructure at Council facilities so there is enough charging capacity for our fleet.

Carbon emission reductions will also be encouraged via the development of travel plans for those working and visiting council's facilities. These plans, called green travel plans, are a way to identify and correct barriers by staff and visitors to have travel choices that are low or zero carbon emissions.

Green travel plans further enhance environmental benefits by encouraging sustainable transport practices among employees and visitors. These plans can include

parking spots for carpooling, use of public transport and cycling facilities.

Together, EVs, green travel plans, support for walking and riding and better public transport will contribute to tackling climate change and creating a more sustainable Hume City.

Policy Direction

- D9.** To implement a transition to a zero emission Council fleet based on principles established in *Council's Climate Action Plan 2023-2028*.
- D10.** To reduce carbon emissions generated at council's workplaces and facilities.

Key Actions

- A7.** Purchase electric vehicles when replacing or adding to the Council's fleet of passenger and light vehicles and monitor the evolution of heavy vehicles to conduct a pilot with the use of a zero/low emission heavy vehicle in the Council's fleet.
- A8.** Monitor the EV market and communicate to community and decision-makers the progress of technologies towards operational and financial viability, particularly for heavy vehicles.
- A9.** Develop green travel plans for key sites and consider at all sites where 10 or more effective full-time staff positions are based.



3.4 Ensuring readiness for future transport

We have all experienced significant changes in our transport options over the last 15 years, like access to app-based taxi services, food delivery from any of our local restaurants and a significant increase in electric vehicles on our roads and in some of our driveways. We may see an e-scooter or e-bike on the streets of Hume or thanks to level crossing removals we enjoy driving along Camp Road, Campbellfield and Station Street, Sunbury without a 5 minute delay waiting at boom gates.

Transport improvements and innovations are constantly being developed and delivered to make it easier, quicker and safer to get people and goods from A to B. We want to be ready for the changes that we know are coming as well as those that may not have been thought of yet. For now, our strategy can be clear about two major innovations: electric vehicles and intelligent transport systems (ITS). Our strategy can also provide flexibility to get ready for opportunities as they come our way in the future.

Electric vehicles have increased their popularity due to the urgent need to tackle climate change and a global shift away from vehicles powered by fossil fuels. Early EVs faced limitations in range, battery technology, and infrastructure, but with lithium-ion batteries and improved drivetrain technology, EVs are now more practical and efficient. They are often safer than combustion engines.

Currently, electric vehicles are pricier upfront but cheaper to run for residents compared to traditional combustion options. Projections suggest that by 2027, owning and operating small electric vehicles may be the same as a petrol-powered car. Hume has already experienced a significant increase in the uptake of EVs with sales of the two most popular brands (Tesla and BYD) increasing 7 times between 2021 and 2023.

The aim is for Hume to provide leadership in terms of charging stations to make it convenient for our residents, visitors and businesses to take up the opportunities offered by electric vehicles. We will explore partnerships with land developers and charging providers to enhance charging options throughout the municipality in easily accessible locations.

In Chapter 3.5 the Strategy outlined emerging transport technologies and services. Including on demand public transport, shared mobility services and Local Intelligent Transport Systems (LITS). The roll out of LITS has started on main roads and provide real-time information to residents and visitors about their travel conditions. Such data facilitates, developed in partnerships with other agencies and the private sector, enables smarter operational decisions, in response to detours due to road constructions, accidents, and other dynamic factors impacting public transport and overall traffic flow. In the short term, LITS offers Hume the opportunity to support efforts to improve road safety such as by trialling reduced speeds for some periods of the day using variable speed signs.

Policy Direction

- D11.** To introduce or trial transport innovations and changes that improve movement and transport choices in Hume.
- D12.** To embrace innovation and emerging technologies for traffic management.

Key Actions

- A10.** Investigate partnerships with other government bodies and the private sector to expand EV charging infrastructure and the role of traffic sensors and other LITS devices (such as variable speed signs and electronic advisory boards).
- A11.** Develop guidance for EV charging infrastructure that sets out minimum expectations in new multi dwelling developments and advocates for statewide controls in the Victorian Planning Provisions related to EV charging.
- A12.** Ensure relevant Council buildings, depots and facilities are EV-ready and able to incorporate required charging capacity.
- A13.** Continuously explore opportunities for advocacy and implementation of transport innovations and improvements on behalf of the Hume community.

3.5 State and Commonwealth transport advocacy

Background and trends

The urban growth Hume has experienced over the last 20 years has seen Hume's population, grow from 131,000 people to 243,000 people between 2001 to 2021. Much of this growth has been along the Hume freeway corridor where traffic congestion has had a growing impact on our residents' daily lives. In the next 10-15 years, Sunbury is also expecting significant population growth, including approximately 12,000-16,000 people in the next 5 years.

The delivery of public transport and major road infrastructure is the responsibility of the State Government. Therefore, State intervention is necessary for major projects like public transport services, road duplications, grade separations, improved signalling systems, and public network delivery and upgrades. These investments are needed to provide more transport choices, a smoother and more inviting transport system for the community with less carbon emissions, less delays and healthier journeys.

Grants and other funding may also be offered by State and Federal governments contributing full or part cost for Council to deliver infrastructure. This is most commonly available for smaller projects, especially for walking and cycling infrastructure.

The voice of the community around needs and priorities for major projects and infrastructure upgrades, is essential to secure commitments from State and Commonwealth Governments. Collaboration with State Government departments is important to share our understanding of community needs and provide data to substantiate the value of individual major projects.

Therefore, our approach to advocacy will have early defined priorities that we will emphasise until funding has been committed. We will also seek to collaborate with the State Government and the Commonwealth around trials to help build the evidence base for further transport improvements for our community. Our transport advocacy will be divided into three areas for investment: arterial road, public transport, and active transport projects.

Public transport

The long distances between schools, shops, and employment areas, coupled with limited public transport, force our reliance on cars. This leaves those without a driver's license or unable to afford a car at a transport disadvantage. They may experience more challenges finding a job they can reliably get to or lengthy, unpredictable travel times and greater potential for social isolation. In most areas of Hume, the only public transport option is a bus service. Bus routes follow convoluted paths resulting in much longer journey times compared to car trip. Services are infrequent and the community are discouraged from using public transport due to concerns with reliability.

In new suburbs, delayed and poorly sequenced infrastructure delivery means that there are no alternative transport options for new residents, apart from cars. When buses do eventually arrive, they are not a competitive option as services are infrequent (20-40 minutes between services, which may not operate on weekends or in the evenings) and routes to key destinations are not direct as they are planned to try to cover as much population as possible.

Public transport is key to improving transport equity and choices, alleviating traffic congestion and improving the efficiency of the road network. The expansion of train services, efficient bus routes and dedicated bus lanes can notably reduce travel times, making public transport a viable choice and positively impacting community well-being. The poor service and frequency of public transport is a very consistent theme raised by the community and an explicit area where the community support Council taking a strong and effective advocacy role.

Without accessible public transport options, eligible people with accessibility and mobility needs may need to rely on subsidised taxi programs. But due to the higher fares created by long distances to services in outer suburbs the relief provided by these subsidies is disproportionate to other parts of metropolitan Melbourne.

Arterial roads

In the past, road upgrades have arrived years after residents first move into new suburbs. As this is likely to happen again, traffic congestion on Hume’s urban and rural roads is likely to worsen even further. This congestion will be exacerbated with urban development planned to our north in Mitchell Shire where the future road network feeds into Hume. Any new major land use or development projects should be supported by on infrastructure upgrades to mitigate further strain on our road network.

Road congestion has serious negative economic, social and environmental impacts. Our residents, businesses and industries all rely on the major arterial road network maintained by State Government to move around and receive goods.

State Government commitments will be sought to projects to ease congestion and improve connections throughout Hume.

Active transport

Our aim is for people to be able to walk, ride and use mobility aids safely and with dignity. That means our paths need to have quality surfaces, adequate widths and desirable routes to key destinations. Many of our paths have missing links or are not appropriate for the different needs of our communities. We will ask State and Federal governments to partner with us to deliver improved connections, build missing links and support our communities with advice and training to safely move around.

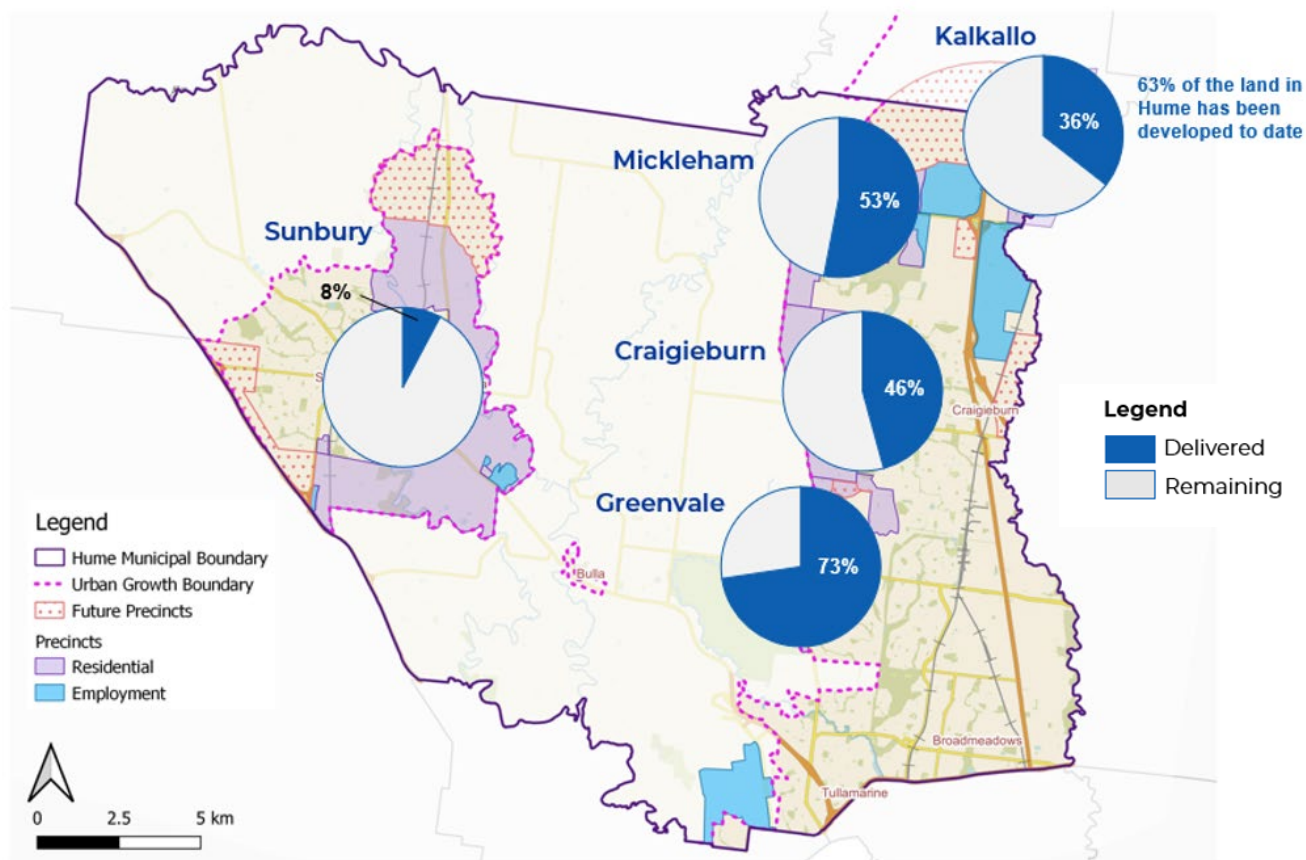


Figure 14: Delivered and remaining residential and employment growth in Hume

Policy Direction

- D13.** To advocate on behalf of the Hume community to ensure:
- early delivery of key infrastructure projects.
 - efficient and frequent public transport.
 - equitable access to low emission vehicles and infrastructure.
 - better transport subsidies for people with a disability and limited mobility.
- D14.** To partner with the State and Commonwealth governments in achieving common goals.
- D15.** To define the 5 top advocacy priorities for each mode: active transport, public transport, vehicle transport and the road network.
- D16.** To support advocacy with a strong evidence base of data and technical analysis.
- D17.** To provide clarity to the community on Council's advocacy priorities.

Key Actions

- A14.** Prepare a Transport Advocacy Strategy that:
- Defines 5 top priority transport advocacy projects, including details of the proposed solution for each of the following advocacy themes:
 - public transport.
 - vehicle transport and arterial roads
 - active transport (walking and cycling).
 - Seeks a partnership with the state government on micromobility, buses and active transport pilot projects.
 - Supports early delivery of bus routes and public transport infrastructure, including a bus service mimicking the Suburban Rail link north corridor.
- A15.** Develop and maintain an online map with information and status updates on Council's advocacy priorities and Council managed transport projects.
- A16.** Leverage the impacts of major land use and development projects by State and Government agencies to advocate for the delivery of planned State Government transport infrastructure initiatives (for example, delivery of the Bulla Bypass or railway line upgrades).
- A17.** Utilise Council's community transport fleet to understand and demonstrate the need for improved public transport. For example, pilot on-demand or scheduled bus service to demonstrate the value of early delivery of commuter bus services for newly developed residential areas.



The road from Mickleham to Craigieburn is terribly busy and very narrow. It is a safety hazard. There is a lot of trucks due to construction and it feels very unsafe. During peak hours what should be a quick journey takes so much longer due to congestion. If I need to drop the kids to school or head to work, I need to leave twice as much time.

Intercept survey 'do you have anything else to say?' response



Victoria's Transport Integration Act and Transport Policies

Today there is a strong state policy framework underpinned by the Transport Integration Act 2010. A recent modification of the Transport Integration Act 2010 created obligations for all entities responsible for transport to ensure the development and operation of the transport network in Victoria helps achieve the vision of "an integrated and sustainable transport system that contributes to an inclusive, prosperous, and environmentally responsible State".

Many of the demands for a more sustainable transport system have been integrated into all municipalities as part of modifications to the Planning Scheme. Other complementary state acts provide the relevant powers, rights, and responsibilities for councils to lead the development of the local transport network, including off-road paths and footpaths. The State maintains responsibility for the arterial network and public transport development and operations.

Other state strategies have given intervention priorities in key areas such as road safety, the purpose of the different segments of the arterial network and cycling.

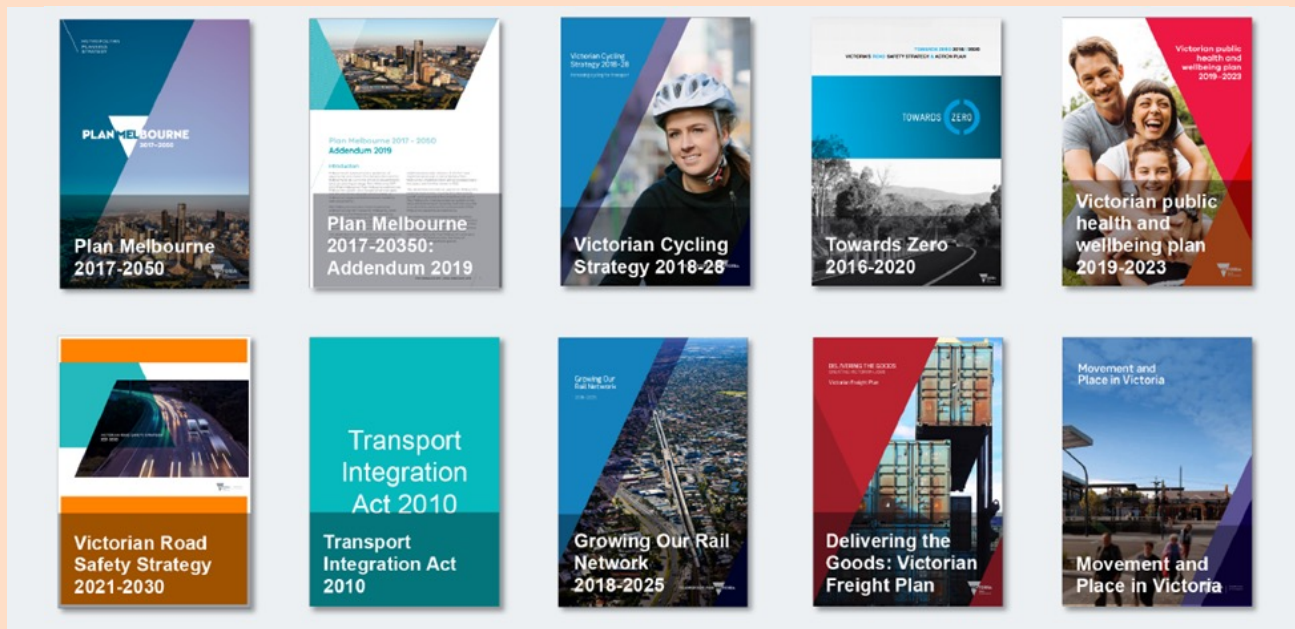


Figure 15: Victoria's Transport Integration Act and Transport Policies (Source DTP)

3.6 Land Use Transport Integration

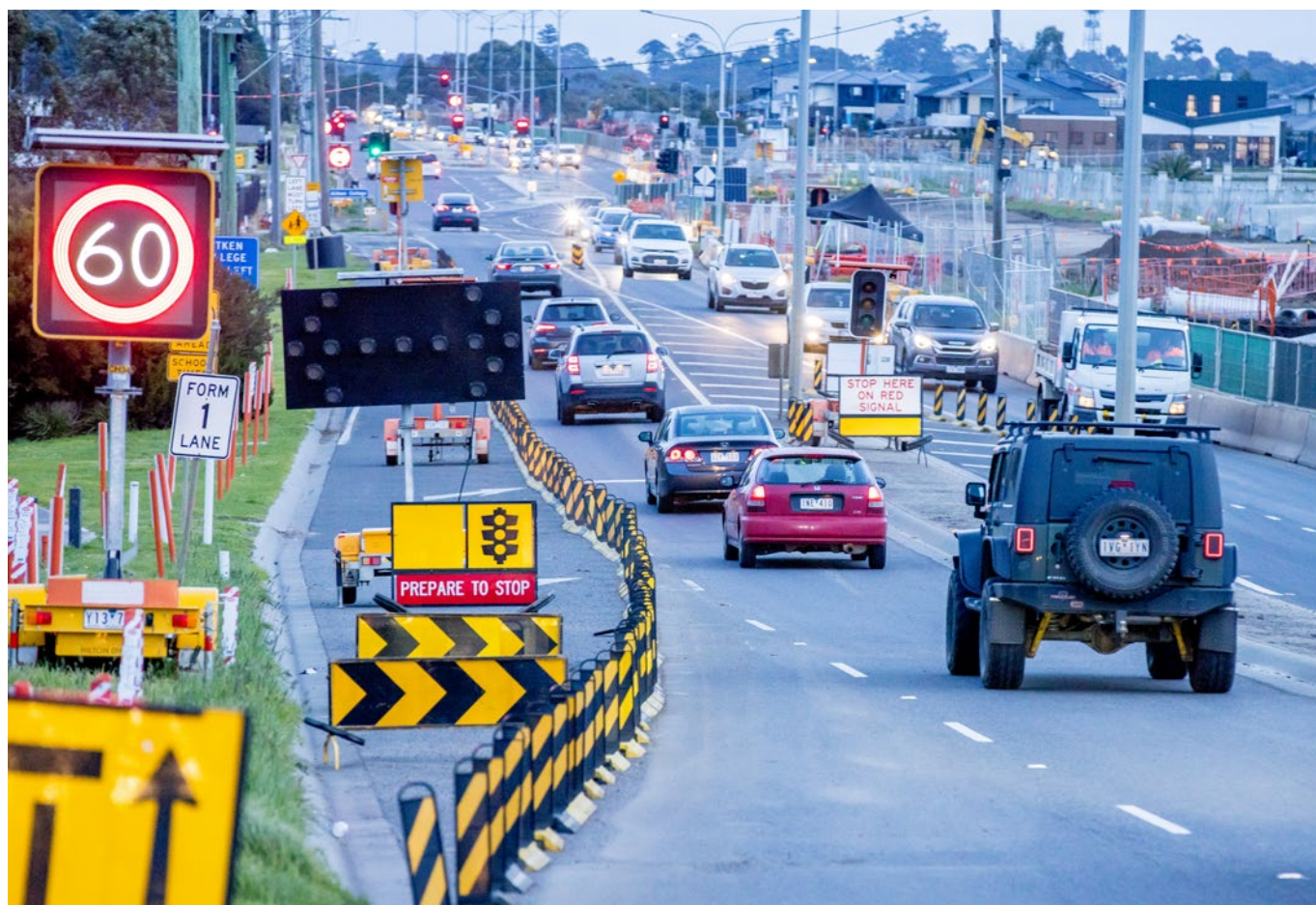
Background and trends

In Hume, fostering sustainable urban growth requires close integration of land development and transport policies. Over time, land development in our municipality has outpaced infrastructure delivery. Bridging this gap is vital in ensuring quality of life for our residents.

The efficient mobility of new communities is reliant on creating a connected road network. Out-of-sequence development can isolate new communities from day-to-day services like schools and shops and make journeys much longer than necessary. Community feedback confirmed that ensuring that development is staged to deliver transport connections is important in providing real choice for new residents. We also need to ensure communities have resilient access networks so they are not dependant on one route and access for many years.

Effective sequencing of road and path networks will be a priority of our development approvals resulting in resilient, liveable neighbourhoods. Coordinating land use with access to transport choices delivers a connected local road network and creates access to active transport links. It provides a road network for new bus services. It connects residents to activity centres and transport hubs encouraging walking and cycling, fostering a healthier community.

In both our new and older suburbs, housing diversity and mixed-use activity will be consolidated around train stations, high-frequency bus routes and activity centres. This will mean our community will have options to live close to public transport and in vibrant activity centres. Through integration of development and transport, we will transition into building resilient, liveable neighbourhoods that meet the evolving needs of our community.



Policy Direction

- D18.** To ensure land use and development positively contributes to the choice and efficiency of the transport system.
- D19.** To prioritise the early delivery of resilient and connected movement networks and places for new communities.
- D20.** To ensure land use and development decisions maintain the viability of long-term transport projects (identified in Appendix 1).

Key Actions

- A18.** Clarify planning permit application requirements for:
- transport assessments and network priorities including consideration of estimated travel modes of community members.
 - low-stress bicycle path design and connections to activity centres and schools.
 - bicycle infrastructure and end-of-trip facilities.
 - reinforcing a sense of place through high-quality urban design, and wayfinding that promotes walking and place-making initiatives in existing and planned neighbourhoods, such as through detailed landscape and functional layout plans.
 - development of a Green Travel Plan.
- A19.** Coordinate development to build resilient access networks and places for new residents with delivery at the earliest possible stage of:
- connector and bus-capable roads.
 - multiple points of vehicular access to arterial roads.
 - walking and cycling paths to key destinations.
 - local shops in new town centres.
 - adequate public electric vehicle recharging infrastructure.
- A20.** Update the Hume Planning Scheme to include relevant aspects of this Hume Transport Strategy including appropriate protections for the long-term major projects in Appendix 1.
- A21.** Plan for the Cloverton Metropolitan Activity Centre (MAC) to be a leading example of active transport with safe, convenient, and attractive paths for walking and riding a bicycle connecting to and through the centre, and high-quality end-of-trip facilities at key public destinations.
- A22.** Ensure land use and development approvals maintain the viability of long-term transport projects (identified in Section 3.5 and Appendix 1).



I used to cycle in my last location but not in Hume... no place to go. Electric scooter is an option but expensive. I want independence as a person with a disability. Lack of footpaths and bike paths [complicate that].

Intercept survey 'What is preventing you using your idea choice' response



3.7 Governance, monitoring and reporting

Background and trends

In the ever-evolving landscape of urban development, the creation and execution of effective local transport strategies have become crucial for building thriving communities. Central to achieving policy outcomes is high governance standards.

Governance refers to actions and strategies that define how the different internal and external stakeholders will implement the transport strategy. It also identifies overarching mechanisms for monitoring, learning and reporting while creating the pillars for strong coordination between internal implementing units, external stakeholders and the community.

Clear governance in the implementation of our transport policy is an opportunity to achieve the best outcomes for our community. With direction, leadership, and decisive action we will deliver transport improvements and ensure we are transparent and remain accountable.



An overriding message for me was that people want to have transport choices and that when they're offered enough choice, they will start to exercise that choice. Some ways to improve choice are making investments in very small, simple things: more crossings, wider footpaths bike paths, bike parking at stations.

Focus group facilitator



Policy Direction

D21. To manage the implementation of the actions and reporting of the Hume Transport Strategy so the Vision, Objectives and Policy Directions are achieved, and successes are celebrated and promoted.

Key Actions

- A23.** Establish an implementation committee at the executive and senior management level, with the following responsibilities:
- Identify responsibility and timing for delivery of key actions as part of the finalisation of the HTS, particularly for the development of active transport business cases.
 - Setting up key performance indicators (KPIs) and corresponding targets, and report to the Council regarding the progress (using the local government reporting framework).
 - Coordinating the information and system sharing required for transport decision making and any other governance task that is associated with the implementation of this strategy.
 - Ensuring the Transport Plan is prepared.
 - Coordinating information governance for transport decision-making among council units to ensure a single source of truth for key transport datasets including advocacy projects and principal networks for walking and cycling, public transport, freight movements and cars.
 - Maintaining the transport advocacy list and presenting it annually for Council endorsement.
 - Promoting successes in the implementation of the Strategy as a means to create and maintain positive momentum for change within the community, councillors, and officers.
 - Investigate and support partnerships with other government bodies and the private sector to expand EV charging infrastructure and the role of traffic sensors and other LITS devices (such as variable speed signs and electronic advisory boards.)
 - Supporting new transport trends and practices such as behaviour change, electric vehicle usage and local intelligence transport systems (LITS).

Appendix 1: Future transport projects

Large transport projects in Hume, mostly led by State Government, are fundamental to Hume's future transport network. In planning for the Melbourne's future, Council and State Government strategies, studies and statutory documents have identified major transport projects to provide for the long-term transport needs of the region. The following table collates the future transport projects in Hume and associated policy documents. Although these projects have been referenced in previous documents, funding or timeframe commitments have not been secured. Additionally, new transport projects and priorities may be introduced reflecting changing needs and opportunities.

As many of these projects will not be built for the next 20 years, land development should consider possible impacts in the future and appropriate land use planning instruments to ensure the protection and viability of these projects.

Principal Networks and Arterial roads

Title	Short description	Policy document and information
Principal Freight Network (PFN)	Deliver suitable road and rail infrastructure for all nominated PFNs	Hume Planning Scheme – The PFN is recognized as part of the State Transport System in Clause 18: Transport of the Victorian Planning Provisions.
Principal Public Transport Network (PPTN)	Deliver high quality public transport services for all nominated SCCs	Hume Planning Scheme – Cl 81.01 as incorporated document
Principal Bicycle Network (PBN)	Deliver dedicated, low stress bike paths for all nominated path in the PBN including along Strategic Cycling Corridors	Strategic Cycling Corridors (SCC) Victorian Cycling Strategy, 2018 Lancefield Road PSP
Aitken Boulevard (E14)	<p>Ultimate four lane arterial from Western Ring Road to Gunns Gully Road incorporating rapid transit service requiring:</p> <ul style="list-style-type: none"> • Duplication of existing Aitken Boulevard between Somerton Road & Donnybrook Road • construction of 4 lane arterial between Somerton Road and Western Ring Road (along alignment of Public Acquisition Overlay PAO1) • inclusion of dedicated rapid transit lanes and stops • continuation into the future Merrifield North PSP • bus interchange in Merrifield town centre on south-east corner of Aitken Blvd and Blackmore Road (as approved in Merrifield Town Centre PCP) 	<p>Hume Corridor HIGAP, HCC Merrifield West PSP, VPA Merrifield Town Centre Precinct Concept Plan (PCP), MAB approved by HCC Growth Corridor Plans, VPA, Hume Planning Scheme, PAO</p>

Title	Short description	Policy document and information
Attwood Connector	<p>New State arterial road with dedicated bus way.</p> <p>East-west four lane road from Pascoe Vale Road to Mickleham Road connecting with Barry Road.</p>	Hume Corridor HIGAP 2015
Calder Freeway	<p>Upgrade the Calder Freeway between the Western Ring Road (M80) and the Melton Highway to bring it up to freeway standard:</p> <ul style="list-style-type: none"> - Add lanes from Keilor Park Drive to Melton Highway - Widen the Maribyrnong River Bridge. <p>Build a full diamond interchange at the intersection of the Calder Freeway and Calder Park Drive</p> <p>Duplicate Calder Park Drive between the Calder Freeway and the Melton Highway.</p>	Australian Infrastructure Audit 2019, Infrastructure Australia 2019
Somerton Road	<p>Ultimate four lane arterial from Pascoe Vale Road to Oaklands Road and shared use path on both sides.</p> <p>Medium term or coinciding with delivery of Bulla Bypass from Mickleham Road to Oaklands Road to connect to the future Bulla Bypass.</p>	<p>Strategic Cycling Corridor</p> <p>Hume Planning Scheme, PAO</p> <p>Principal Freight Network (future from Pascoe Vale Road to Bulla/OMR alignment)</p>
Outer Metropolitan Ring (E6) transport corridor	<p>Freeway standard road (ultimately allowing for up to four through lanes in each direction) and high standard rail corridor for rail and commuter.</p> <p>Provision for a high amenity riding path along the alignment with early priority for path along the Urban Growth boundary alignment in Mickleham.</p>	<p>OMR/E6 reports and maps</p> <p>Delivering Melbourne's Newest Sustainable Communities, Vic Gov, 2009</p> <p>PAO introduced by VC68, 2010</p> <p>Infrastructure Victoria – Victoria's infrastructure strategy 2021-2051</p> <p>Melton CC is also advocating for the OMR Delivery</p>
Mickleham Road	<p>Four lane arterial from Somerton Road to Donnybrook Road, with new bus services dedicated two way bike path on one side and footpath.</p>	<p>Strategic Cycling Corridor</p> <p>Craigieburn West and Lindum Vale PSPs</p>

Title	Short description	Policy document and information
Mount Ridley Road	<p>Four lane arterial from Mickleham Road to Amaroo Road requiring:</p> <ul style="list-style-type: none"> • Bridge over Hume Freeway and Sydney-Melbourne trainline connecting Mount Ridley Road and Summerhill Road • Duplication of Mount Ridley Road • Construction of Summerhill Road as four lane arterial 	<p>Strategic Cycling Corridor</p> <p>Craigieburn North precinct structure plan</p> <p>Hume Planning Scheme, PAO</p>
Hume Freeway	<p>Triplication of the Hume Freeway creating an additional lane the length of the Hume Freeway and</p> <ul style="list-style-type: none"> • new bridge crossing of Hume Freeway at Cameron Street, Kalkallo • new Hume Freeway half diamond interchange at Conquest Boulevard/English Street • Provision of land for the creation of a public east-west road (Conquest Boulevard) in the southern part of Federal land housing the Mickleham Post-entry Quarantine Facility/ Centre of National Resilience • new Hume Freeway Overpass, connecting Mount Ridley Road and Summerhill Road as identified in the Craigieburn North Employment Area PSP • new Hume Highway Overpass, connecting Craigieburn Road and Craigieburn Road East as part of the future Craigieburn South Employment Area PSP 	<p>Stage 2 Big build State policy</p> <p>Infrastructure Victoria - Victoria's infrastructure strategy 2021-2051</p>
Donnybrook Road	<p>Four lane arterial with:</p> <ul style="list-style-type: none"> • Dedicated and protected bike path on both sides • bridge over Merri Creek • duplication of bridge over Hume Freeway 	<p>Principal Freight Network</p> <p>Strategic Cycling Corridor</p> <p>Big build roads State program</p>

Title	Short description	Policy document and information
Bulla Bypass and Melbourne Airport Link	Construction of arterial road and associated bridging connecting Sunbury-Bulla Road to Oaklands Road	Delivering Melbourne's Newest Sustainable Communities, Vic Gov, 2009 Growth Corridor Plans, VPA Independent Planning Panel for C190
Sunbury town centre bypass	Signalised intersection at Barkly and Macedon Street to route traffic around the town centre along Station and Barkly Streets	Sunbury Town Centre Plan, Planisphere/HCC, 2008

Public Transport Projects

Title	Short description	Policy document and information
Broadmeadows train station and bus interchange	Redevelopment of the Broadmeadows Station Precinct.	Hume Planning Scheme City Deal Proposal – P20 North & West Melbourne City Deal Plan 2020-2040, NCA, 2019 Building Communities, Connecting People: Northern Horizons 2020
Sunbury train station and bus interchange	Redevelopment of the Sunbury Train Station and Bus Interchange to provide: <ul style="list-style-type: none"> • Lift access to all platforms connected by an all-weather overpass. • New bus interchange located to minimise buses on Evans St. • All weather waiting areas for both platforms. 	

Title	Short description	Policy document and information
Sunbury south train station	Delivery of a new Sunbury South Train Station, bus interchange and supporting infrastructure at earliest possible stage based on urban road access.	Delivering Melbourne's Newest Sustainable Communities, Vic Gov, 2009 Growth Corridor Plans, VPA Sunbury South Precinct structure plan
Electrification of train line and two new metro stations north of Sunbury station	Electrification north of Sunbury and delivery of two new train stations including bus interchange and supporting infrastructure.	Delivering Melbourne's Newest Sustainable Communities, Vic Gov, 2009 Growth Corridor Plans, VPA
Duplication and extension of Upfield train line	Rebuild the train line extension from Upfield to Roxburgh Park Station, along with a duplication of the Upfield Line to Craigieburn, corridor upgrades, electrification of the line to Wallan with new stations at Cloverton/ Lockerbie and Beveridge.	Growing Our Rail Network 2018-2025, DOT City Deal Proposal – P20 North & West Melbourne City Deal Plan 2020-2040, NCA, 2019 Northern Region Transport Study Melbourne Rail Plan 2020-2050 (Rail Futures Institute)
Melbourne Airport Rail Link	Melbourne Airport Rail will connect Melbourne Airport to Victoria's regional and metropolitan train network as part of the suburban rail link (SRL)	Big build SRL project phase 2
Aitken Boulevard bus rapid transit	See Aitken Boulevard above	Hume Corridor Integrated Growth Area Plan (HIGAP)
Bus services in new suburbs	Provide frequent and efficient bus services in new developed areas in Greenvale, Craigieburn, Mickleham and Sunbury at earliest possible stage.	
Tram Route 59 extension	Extension of existing tramline from Airport West to Melbourne Airport via Melrose Drive, Tullamarine	Melbourne Rail Plan 2020-2050 (Rail Futures Institute)

Appendix 2: Summary of policy directions in the Strategy

- D1.** To prioritise road and personal safety outcomes in infrastructure projects at the local and arterial levels.
- D2.** To consider the movement and place role each local street plays as the primary factor in road management and investment including consecrating the activity along the road.
- D3.** To enhance opportunities for local roads to include places for the community to connect and feel safe.
- D4.** To minimise traffic spill from urban areas onto rural roads.
- D5.** To prioritise investment in walking and riding infrastructure from activity centres outwards, connecting travel origins with destinations.
- D6.** To develop an active transport network based on place-making principles so it is intuitive, welcoming, safe, protected and allows everyone to travel with dignity.
- D7.** To ensure new riding investment provides low stress (LTS 2, refer to the figures 12 and 13) links and intersections.
- D8.** To support micromobility devices, such as e-scooters, as innovative transport solutions.
- D9.** To implement a transition to a zero emission Council fleet based on principles established in Council's Climate Action Plan 2023-2028.
- D10.** To reduce carbon emissions generated at council's workplaces and facilities.
- D11.** To introduce or trial transport innovations and changes that improve movement and transport choices in Hume.
- D12.** To embrace innovation and emerging technologies for traffic management.
- D13.** To advocate on behalf of the Hume community to ensure:
 - a. early delivery of key infrastructure projects.
 - b. efficient and frequent public transport.
 - c. equitable access to low emission vehicles and infrastructure.
 - d. better transport subsidies for people with a disability and limited mobility.
- D14.** To partner with the State and Commonwealth governments in achieving common goals.
- D15.** To define the 5 top advocacy priorities for each mode: active transport, public transport, vehicle transport and the road network.
- D16.** To support advocacy with a strong evidence base of data and technical analysis.
- D17.** To provide clarity to the community on Council's advocacy priorities.
- D18.** To ensure land use and development positively contributes to the choice and efficiency of the transport system.
- D19.** To prioritise the early delivery of resilient and connected movement networks and places for new communities.
- D20.** To ensure land use and development decisions maintain the viability of long-term transport projects (identified in Appendix 1).
- D21.** To manage the implementation of the actions and reporting of the Hume Transport Strategy so the Vision, Objectives and Policy Directions are achieved, and successes are celebrated and promoted.

Appendix 3: Summary of Actions in the Strategy

- A1.** Update Hume’s road hierarchy framework to include the place function of all roads within the municipality (creating a Movement and Place hierarchy framework) and apply it in business case formulation; advocacy; and investment in road reconstruction, plac-making and other large capital works investments.
- A2.** Develop guidelines that provide consistent decision-making and build technical capacity across the Council for:
- applying the movement and place framework in Hume.
 - resolving conflicts between road movements and activities around them, including landscape priorities and opportunities for consolidation of services.
 - applying “safety in design” in the design process for new projects.
 - designing low stress methodology for the design of riding infrastructure in Hume.
- A3.** Prioritise development of the Transport Plan for Hume with local precinct-based transport needs and priorities led by:
- Boundaries based on the Hume Community Infrastructure Plan that provides a place-based approach including key trip destinations, including activity centres, schools and transport hubs.
 - Analysis of walking, riding, public transport and car transport networks from strategic perspectives inside and outside the precincts.
 - A local understanding of community needs.
 - Considering “safety in design” and the need for road safety designs such as low speed limits, road and intersection design and mode priorities based on priority networks.
 - Investment, decision making and advocacy opportunities encouraging walking and riding for short trips, including local employment.
- Opportunities for synergies between land development and infrastructure projects, prioritising completion of links in the active transport networks around activity centres.
 - Considering scenarios such as traffic spills into rural areas; fast population growth and urban development in established areas; intensification of activity in activity centres; and changes to residential streets.
- A4.** Based on action A3 (precinct-based transport priorities) develop local bicycle and pedestrian priority networks and corresponding business cases for Council, State and Commonwealth funding bids that:
- prioritise direct access to key destinations (such as shops, high schools, and community services) including through recreational path networks.
 - are designed based on low-stress links and intersection guidelines developed under Action A2.
- A5.** Explore a policy to partner with local businesses for walking and riding links to activity centres.
- A6.** Regularly update and share digital information with the community about their active and public transport choices including maps and other material on:
- public transport routes and stops.
 - walking and cycling path networks.
 - key destinations and points of interest such as activity centres, schools, and community centres.
 - activation strategies so the community is aware of new projects and infrastructure for active and public transport.
- A7.** Purchase electric vehicles when replacing or adding to the Council’s fleet of passenger and light vehicles and monitor the evolution of heavy vehicles to conduct a pilot with the use of a zero/low emission heavy vehicle in the Council’s fleet.

- A8.** Monitor the EV market and communicate to community and decision-makers the progress of technologies towards operational and financial viability, particularly for heavy vehicles.
- A9.** Develop green travel plans for key sites and consider at all sites where 10 or more effective full-time staff positions are based.
- A10.** Investigate partnerships with other government bodies and the private sector to expand EV charging infrastructure and the role of traffic sensors and other LITS devices (such as variable speed signs and electronic advisory boards).
- A11.** Develop guidance for EV charging infrastructure that sets out minimum expectations in new multi dwelling developments and advocates for statewide controls in the Victorian Planning Provisions related to EV charging.
- A12.** Ensure relevant Council buildings, depots and facilities are EV-ready and able to incorporate required charging capacity.
- A13.** Continuously explore opportunities for advocacy and implementation of transport innovations and improvements on behalf of the Hume community.
- A14.** Prepare a Transport Advocacy Strategy that:
- Defines 5 top priority transport advocacy projects, including details of the proposed solution for each of the following advocacy themes:
 - public transport.
 - vehicle transport and arterial roads
 - active transport (walking and cycling).
 - Seeks a partnership with the state government on micromobility, buses and active transport pilot projects.
 - Supports early delivery of bus routes and public transport infrastructure, including a bus service mimicking the Suburban Rail link north corridor.
- A15.** Develop and maintain an online map with information and status updates on Council's advocacy priorities and Council managed transport projects.
- A16.** Leverage the impacts of major land use and development projects by State and Government agencies to advocate for the delivery of planned State Government transport infrastructure initiatives (for example, delivery of the Bulla Bypass or railway line upgrades).
- A17.** Utilise Council's community transport fleet to understand and demonstrate the need for improved public transport. For example, pilot on-demand or scheduled bus service to demonstrate the value of early delivery of commuter bus services for newly developed residential areas.
- A18.** Clarify planning permit application requirements for:
- transport assessments and network priorities including consideration of estimated travel modes of community members.
 - low-stress bicycle path design and connections to activity centres and schools.
 - Bicycle infrastructure and end-of-trip facilities.
 - reinforcing a sense of place through high-quality urban design, and wayfinding that promotes walking and place-making initiatives in existing and planned neighbourhoods, such as through detailed landscape and functional layout plans.
 - development of a Green Travel Plan.
- A19.** Coordinate development to build resilient access networks and places for new residents with delivery at the earliest possible stage of:
- connector and bus-capable roads.
 - multiple points of vehicular access to arterial roads.
 - walking and cycling paths to key destinations.
 - local shops in new town centres.
 - adequate public electric vehicle recharging infrastructure.
- A20.** Update the Hume Planning Scheme to include relevant aspects of this Hume Transport Strategy including appropriate protections for the long-term major projects in Appendix 1.

Appendix 3: Summary of Actions in the Strategy *(continued)*

- A21.** Plan for the Cloverton Metropolitan Activity Centre (MAC) to be a leading example of active transport with safe, convenient, and attractive paths for walking and riding a bicycle connecting to and through the centre, and high-quality end-of-trip facilities at key public destinations.
- A22.** Ensure land use and development approvals maintain the viability of long-term transport projects (identified in Section 3.5 and Appendix 1).
- A23.** Establish an implementation committee at the executive and senior management level, with the following responsibilities:
- Identify responsibility and timing for delivery of key actions as part of the finalisation of the HTS, particularly for the development of active transport business cases.
 - Setting up key performance indicators (KPIs) and corresponding targets, and report to the Council regarding the progress (using the local government reporting framework).
 - Coordinating the information and system sharing required for transport decision making and any other governance task that is associated with the implementation of this strategy.
 - Ensuring the Transport Plan is prepared.
- Coordinating information governance for transport decision-making among council units to ensure a single source of truth for key transport datasets including advocacy projects and principal networks for walking and cycling, public transport, freight movements and cars.
 - Maintaining the transport advocacy list and presenting it annually for Council endorsement.
 - Promoting successes in the implementation of the Strategy as a means to create and maintain positive momentum for change within the community, councillors, and officers.
 - Investigate and support partnerships with other government bodies and the private sector to expand EV charging infrastructure and the role of traffic sensors and other LITS devices (such as variable speed signs and electronic advisory boards.)
 - Supporting new transport trends and practices such as behaviour change, electric vehicle usage and local intelligence transport systems (LITS).



Increasing bus frequencies, most people would use buses if they were more frequent and connected to shops, schools, health clinics, etc.

Online 'most important change' comment (with 11 upvotes)





