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From: contact@engage.vic.gov.au
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To: amendments
Subject: Craigieburn West | Submission Form Form Submission

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Submission Form Form Submission

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This PSP does a poor job at integrating active transport into the plan. Little consideration or thought appears to have been given to any positive investment into walking or cycling despite the strategic objectives claiming to support living locally and 20 Minute Neighbourhoods.

Specifically:

- 1) Maps on pages 12 and 14 do not include any information at all about active or public transport routes.
- 2) Requirement R3 talks about transport and car parking access to schools, but does not mention active transport at all. RECOMMENDATION: that protected bike lanes and/or shared path connections to and from schools along key routes be included in this requirement.

3) Guideline G6 talks about a "1.5 minimum width" shared path. This is well below the minimum Australian standards for a shared path which is 3m. RECOMMENDATION: change "1.5m" to "3m".

4) Guideline G8 talks about specialised housing forms being accessible to public transport. However, there is no mention of these facilities being accessible to open space or active transport routes (not just "walkable catchments"). Both of these are very important for the health and wellbeing of older people as part of active/healthy ageing - as stipulated in the Victorian Health & Wellbeing Plan.

RECOMMENDATION: include two new points under Guideline G8 to say "Be accessible to safe walking and cycling routes" and "Be within easy walking distance of at least one public green open space".

5) The "transport plan" on page 18 only includes off-road shared paths. There is nothing on the map to show walking routes or on-road bicycle infrastructure.

6) There are no guidelines or requirements talking about on-road bicycle infrastructure. These are much easier and cheaper to implement when subdivisions are built rather than attempting to retrofit later. They are important to have as well as off-road shared paths through open space, as they provide more suitable routes for people riding bikes who cycle for transport or recreation and want a more direct route to reach their destination (as opposed to leisure cyclists). RECOMMENDATION: On-road, physically protected bicycle lanes should be provided on all major roads, and on-road 'shimmy' routes be provided through local streets.

Thank you for considering this submission.

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