



Appendix B

Legislation and Policy Context

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1 Introduction

The North East Link Project is consistent with and aligned to the Victorian and Australian Governments' priorities and to local government plans and strategies. Relevant legislation, policies and strategies are listed in Table 1.

Table 1 Relevant legislation, policies and strategies

Level of government	
Australian Government	<ul style="list-style-type: none"> Smart Cities Plan (Department of the Prime Minister and Cabinet) National Freight and Supply Chain Strategy Australian Infrastructure Plan (Infrastructure Australia) Heavy vehicle road reform
Victorian Government	<ul style="list-style-type: none"> <i>Transport Integration Act 2010</i> Plan Melbourne 2017-2050 State Planning Policy Framework Victoria's 30 year infrastructure strategy (Infrastructure Victoria) Victoria's Value Creation and Capture Framework La Trobe NEIC Draft Framework Plan (Victorian Planning Authority) Northern Growth Corridor Plan 2012 (Victorian Planning Authority) Yarra River Action Plan 2017 (DELWP) Network Development Strategy Towards Zero 2016-2020 Road Safety Strategy and Plan Movement and Place (VicRoads) Operational Controls of the Motorway Network Victorian Bicycle Strategy Victoria's freight strategy
Local government	<ul style="list-style-type: none"> Strategies and plans developed by local governments: Banyule City Council Nillumbik Shire Council Manningham City Council Yarra Ranges Council Hume City Council Boroondara City Council Maroondah City Council Knox City Council Whitehorse City Council

2 Australian Government context

2.1 Policies, plans and strategies

Smart Cities Plan (Department of the Prime Minister and Cabinet)

In April 2016, the Australian Government released its Smart Cities Plan to help secure the success of the nation's major cities in the 21st century global economy. The Plan aims to support productive, accessible, liveable cities that attract talent, encourage innovation and create jobs and growth. To do this, it prioritises projects that meet broader economic and city objectives such as accessibility, jobs, affordable housing and healthy environments.

The Smart Cities Plan notes that the movement of freight is critical to the success of Australian cities and that transport and land use planning should have a strong focus on preventing and reducing congestion to support efficient freight journeys. The Plan urges an approach that combines network improvements with strategic interventions for the planning and management of transport corridors.

North East Link would contribute to achieving several of the Plan's objectives, including:

- Improving labour and capital productivity, through increasing accessibility to jobs and reducing congestion
- Improving the efficiency of urban infrastructure by linking and increasing the capacity of major components of the existing road network and using 'smart' systems to manage traffic
- Increasing the resilience of the road network
- Improving amenity in Melbourne's north east suburbs by shifting heavy vehicles to the freeway network
- Supporting – or not preventing – urban renewal initiatives in areas along the project corridor.

Australian Infrastructure Plan (Infrastructure Australia)

Released in 2016, Infrastructure Australia's 15-year Infrastructure Plan sets out a 'roadmap' to address current infrastructure gaps and meet future challenges. The plan identifies reforms and investments to deliver four national aspirations: 'productive cities, productive regions', 'efficient infrastructure markets', 'sustainable and equitable infrastructure' and 'better decisions and better delivery'. The construction of North East Link supports these aspirations. The plan also includes a priority infrastructure list that identifies completion of Melbourne's Metro Ring Road from Greensborough to the Eastern Freeway as a High Priority Initiative (projects that address major problems or opportunities of national significance).

2.2 Future/emerging initiatives

National Freight and Supply Chain Strategy (Australian Government)

In November 2016, the Australian Government announced it will develop a national freight and supply chain strategy to increase the productivity and efficiency of Australia's freight supply chain, in response to a recommendation made in Infrastructure Australia's 2016 *Australian Infrastructure Plan*. The strategy will be prepared following the conclusion of the Inquiry into National Freight and Supply Chain Priorities, due to report in March 2018. It will identify regulatory and investment barriers to improving freight capacity and reducing business costs, as well as opportunities to extract the best value from investment in transport infrastructure. The Government's aims for the inquiry and strategy align closely with North East Link's Project Objective to improve freight and supply chain efficiency and industrial growth across the north, east and south east.

Heavy vehicle road reform (Australian Transport Infrastructure Council)

The goal of heavy vehicle road reform is to turn the provision of heavy vehicle road infrastructure into an economic service, where feasible. This shift will likely see a better targeted direct user charge for heavy vehicle operators on key freight routes. Reform is being led by the Australian Transport Infrastructure Council, which is working with State and Territory governments to implement independent price regulation for heavy vehicle charges, design a cost base for roads and introduce heavy vehicle user charging trials. These reforms will support the competitiveness of the State of Victoria, a benefit shared with the North East Link Project.

3 Victorian Government context

3.1 Legislation: *Transport Integration Act 2010*

The *Transport Integration Act 2010* (the TIA) is Victoria's principal transport statute. It brings together the transport portfolio, including ports and marine, under one framework with the aim of developing 'an integrated and sustainable transport system that contributes to an inclusive, prosperous and environmentally responsible State'.

The TIA aims to achieve ensure that Victoria's transport system delivers balanced economic, environmental and social outcomes, and requires all transport agencies to work together toward the common goal of an integrated, sustainable transport system. Agencies responsible for urban and regional planning are required to take account of the TIA when making land use decisions that impact on the transport system.

The Project Objectives and Guiding Principles identified for North East Link in this business case reflect the objectives and decision-making principles embodied in the TIA.

3.1.1 Alignment with TIA principles¹

Principle of integrating decision making

This principle means seeking to achieve Victorian Government policy objectives through coordination between all levels of government and government agencies, and with the private sector.

The North East Link Project's development for the business case is consistent with this principle. The project has been developed jointly by the Victorian Government and the North East Link Authority (NELA). This process has included collaboration across government departments and agencies on design and technical aspects, and consultation with approval agencies (such as EPA Victoria), local councils and private sector stakeholders.

The Project Objectives and Guiding Principles were developed through consultation and workshops with key agencies and stakeholders.

The project considered and is consistent with national and Victorian policy objectives.

Integrated decision-making will be an ongoing feature of the project, with NELA continuing to consult with government agencies, local councils, community and business organisations and service providers throughout the project's detailed design and delivery phases.

Principle of triple bottom line assessment

This principle means assessing the economic, social and environmental costs and benefits of a transport initiative, taking into account value for money.

¹ This assessment was informed by guidance on the operation of the TIA issued by the Victorian Government: 'Addressing the *Transport Integration Act 2010* in a planning scheme amendment', Advisory Note No. 34 (Department of Planning and Community Development, January 2011) and 'Transport and the triple bottom line: Transport's role in driving the economic, social and environmental objectives of the *Transport Integration Act 2010*' (Department of Transport, 2012).

The framework used to assess, refine and select options for the project is supported by evaluation criteria designed to compare options based on a triple bottom line assessment. These criteria are aligned directly with the Project Objectives and Guiding Principles. Guiding Principle 2 (minimise impacts on environmental and cultural assets) and Guiding Principle 4 (optimise the efficient use of resources) are particularly aligned with triple bottom line assessment.

When assessing project options against this principle, 'costs' and 'benefits' equate with anticipated economic, social and environmental impacts. These impacts were identified for the detailed appraisal of corridors A and C and will be subjected to further assessment as part of the EES process. Measures to mitigate adverse impacts will also be identified during this process.

Principle of equity

This principle means equity between persons irrespective of their personal attributes or location, and equity between generations.

Project Objective 2 (improve access to employment and education for households in Melbourne's north, east and south east) and Project Objective 4 (improve access, amenity and safety for communities in the north east) are relevant to this principle as they seek to significantly improve accessibility and connectivity across the project catchment and Melbourne more broadly, including for households in areas of relatively high socio-economic disadvantage.

Assessment of project options and development of the Concept Design has considered matters relevant to intergenerational equity. This includes consideration of energy and water use, greenhouse gas emissions and resilience to climate change in the design of the project, and minimising ecological impacts due to the project's construction and operation.

The project is expected to adopt the Infrastructure Sustainability Council of Australia (ISCA) Infrastructure Sustainability (IS) Rating Tool and is expected to commit to obtaining an 'Excellent' rating under the ISCA scheme. Lifecycle costs have been incorporated into the project's design and proposed delivery strategy to reduce the operational and maintenance costs of the asset over the longer term.

The project will improve access to employment and education opportunities for people living in Melbourne's fast-growing north and south east, including for households in areas of relatively high socio-economic disadvantage.

Project structures (such as pedestrian bridges and bicycle paths) will comply with the Commonwealth *Disability Discrimination Act 1992*.

Principle of the transport user perspective

This principle means understanding the requirements of transport system users and enhancing the quality of their experiences when using the transport system.

Assessments undertaken for the business case have considered in detail the requirements of motorists, freight operators, bus operators and customers, and pedestrians and cyclists. These requirements provided the basis for selecting a project corridor and developing the Concept Design scope.

Feedback from potential users of North East Link has informed the development of the project to date and engagement with individual and community stakeholders will continue as the project proceeds through the detailed design, planning and environmental approvals, and delivery phases.

Urban design principles developed for the project will include requirements related to accessibility, legibility and safety, and will ensure that the new roadway offers an engaging driver experience for users of North East Link. The project's Managed Motorway system will incorporate the use of real-time messaging to give drivers information about traffic conditions on the link.

The precautionary principle

The precautionary principle means that if there are threats of serious or irreversible environmental damage, lack of full scientific certainty should not be used as a reason for postponing measures to prevent environmental degradation.

The assessment of project options included consideration of environmental impacts to meet Guiding Principle 2 (minimise impacts on environmental and cultural assets). No threats of serious or irreversible damage have been identified. Where potential adverse impacts have been identified, these will be investigated further during the EES process and measures identified to avoid, mitigate and manage these impacts.

Principle of stakeholder engagement and community participation

The principle of stakeholder engagement and community participation means taking into account the interests of stakeholders (including transport system users and members of the local community) and adopting appropriate processes for stakeholder engagement.

Extensive community and stakeholder consultation has been undertaken in developing the Project Objectives and Guiding Principles and applying these to the assessment of corridor options. NELA sought early input from the community, local councils and non-government organisations before starting to investigate potential project corridors, including seeking views on issues such as individual and community values that are important to people in the north east.

The options assessment considered opinions and information provided by the community and stakeholders where these were supported by evidence and technical investigations. The assessment also considered questions raised by community members and stakeholders. The consultation report released by NELA in early November shows how community input informed the corridor assessment.

A comprehensive communications and engagement program will accompany future phases of the project, including the EES process and the construction and operation phases. This program is expected to include wide-ranging community consultation and opportunities for individuals, community groups and other stakeholders to contribute to the project's detailed design.

Principle of transparency

The principle of transparency means that members of the public should have access to reliable and relevant information in appropriate forms to facilitate a good understanding of transport issues and the process by which decisions in relation to the transport system are made.

NELA has used a range of activities and tools to inform members of the public about the project and its progress, and to understand the concerns and requirements of users of the transport system, residents, businesses, freight operators and local councils. Channels of communication have included drop-in community information sessions, a website and Facebook page, and the publication of Community Update newsletters, factsheets and technical documents.

Proactive communication and engagement activities will continue to be undertaken as the project proceeds to delivery. The EES process will make detailed information about the project and its potential environmental effects publicly available and give members of the public the opportunity to comment on the project’s merits.

Ultimately, the project will be designed, constructed and operated in accordance with a detailed Environmental Management Framework documented in the EES. The EMF is a transparent framework that identifies who is accountable for managing the environmental aspects of the project and auditing, monitoring and reporting about specific potential environmental impacts.

3.1.2 Alignment with TIA objectives

Six objectives for the transport system are defined in the TIA. A high-level summary of how the North East Link Project addresses each objective is provided in the table below.

Table 2 Alignment with TIA transport system objectives

Transport system objective	Relevant Project Objectives and Guiding Principles	Evaluation criteria and measures
Social and economic inclusion	<p><i>Project Objective 2:</i> Improve access to employment and education for households in Melbourne’s north, east and south east</p> <p><i>Project Objective 4:</i> Improve access, amenity and safety for communities in the north east</p> <p><i>Guiding Principle 1:</i> Minimise impacts on communities</p>	<p>Evaluation criteria and measures to assess the ability of project options to foster social and economic inclusion included:</p> <ul style="list-style-type: none"> • Jobs growth in key locations • Additional jobs accessible to households • Additional placements accessible to students • Change in travel times for commuting and education trips • Change in travel times between residential areas and key local destinations in the north east • Improved access to public transport • Improved conditions and connections for cyclists and pedestrians. <p>These criteria were applied to the project corridor, the broader project catchment and the rest of Melbourne.</p> <p>Options were also evaluated for their potential impacts on community cohesion.</p>
Economic prosperity	<p><i>Project Objective 1:</i> Improve business access and growth in Melbourne’s north, east and south east</p> <p><i>Project Objective 3:</i> Improve freight and supply chain efficiency and industrial growth across the north, east and south east</p> <p><i>Guiding Principle 4:</i> Optimise the efficient use of resources</p>	<p>Evaluation criteria and measures to assess the improved economic prosperity delivered by project options included:</p> <ul style="list-style-type: none"> • Additional workers accessible to firms • Travel time savings and improved travel reliability for businesses • Change in business access to suppliers • Change in travel times for freight trips. <p>These criteria were applied to NEICs, MACs and other key business and industrial locations along the project corridor, the broader project catchment and the rest of Melbourne.</p>

Transport system objective	Relevant Project Objectives and Guiding Principles	Evaluation criteria and measures
Environmental sustainability	<p><i>Guiding Principle 2:</i> Minimise impacts on environmental and cultural assets</p>	<p>Evaluation criteria and measures to assess each option’s environmental sustainability included:</p> <ul style="list-style-type: none"> • Potential impacts on parks and public open space • Potential impacts on matters of national environmental significance • Potential impacts on flora and fauna, including rare or threatened species and native vegetation of conservation significance • Potential to affect waterways, including river and catchment health • Potential to affect groundwater flow, levels and use • Flooding risk. <p>Estimates were also made of greenhouse gas emissions generated by project options during construction and operation.</p>
Integration of transport and land use	<p><i>Project Objective 1:</i> Improve business access and growth in Melbourne’s north, east and south east</p> <p><i>Project Objective 2:</i> Improve access to employment and education for households in Melbourne’s north, east and south east</p> <p><i>Project Objective 3:</i> Improve freight and supply chain efficiency and industrial growth across the north, east and south east</p> <p><i>Project Objective 4:</i> Improve access, amenity and safety for communities in the north east</p>	<p>The options assessment process considered how changes to accessibility delivered by the project may affect future land use patterns. This included evaluating how some locations may become more attractive for commercial, industrial and residential development. Consideration was also given to potential development pressures on the Urban Growth Boundary.</p> <p>Specific evaluation criteria included:</p> <ul style="list-style-type: none"> • Change in commercial development and employment growth in key locations • Change in residential development potential and population growth in key locations • Compatibility with Victorian Government planning policies.
Efficiency, coordination and reliability	<p><i>Guiding Principle 3:</i> Minimise impacts during the construction phase</p> <p><i>Guiding Principle 4:</i> Optimise the efficient use of resources</p>	<p>Evaluation criteria and measures to assess the ability of project options to foster greater efficiency, coordination and reliability included:</p> <ul style="list-style-type: none"> • Extent of impacts on the road network and public transport services during construction • Number of additional truck movements during construction • Efficient use of the asset • Ability to unlock spare capacity in the arterial road and freeway networks • Ability to ‘future proof’ the transport network, including provision for future public transport improvements and catering for future technologies.

Transport system objective	Relevant Project Objectives and Guiding Principles	Evaluation criteria and measures
Safety and health and wellbeing	<p><i>Project Objective 4:</i> Improve access, amenity and safety for communities in the north east</p> <p><i>Guiding Principle 1:</i> Minimise impacts on communities</p> <p><i>Guiding Principle 3:</i> Minimise impacts during the construction phase</p>	<p>Evaluation criteria and measures for determining the contribution of project options to safety, health and wellbeing included:</p> <ul style="list-style-type: none"> • Change in heavy vehicle traffic on key arterial roads in the north east • Improved connectivity for communities in the north east • Improved conditions and connections for cyclists and pedestrians • Extent of land acquisition impacts • Potential impacts on community facilities • Potential to reduce severance • Extent of impacts on visual amenity and sensitive landscapes. <p>Options were also evaluated for their potential amenity impacts on sensitive receptors (such as residences, schools and hospitals) during construction and operation.</p>

3.2 Policies, plans and strategies

Plan Melbourne 2017-2050

Plan Melbourne sets out the Victorian Government’s vision for Melbourne to become a ‘global city of opportunity and choice’ by 2050. Three underlying principles of this plan are to create a more globally connected and competitive Melbourne, facilitate social and economic participation, and establish liveable communities and 20-minute neighbourhoods.

Directions that are relevant to the North East Link Project are:

- *Direction 1.1 Create a city structure that strengthens Melbourne's competitiveness for jobs and investment* – The project will facilitate the development of NEICs, MACs and State-significant industrial precincts by enhancing accessibility to and from these locations.
- *Direction 1.2 Improve access to jobs across Melbourne and closer to where people live* – The project will better connect people to job opportunities in key employment areas, particularly in Melbourne’s outer north and south east.
- *Direction 1.3 Create development opportunities at urban renewal precincts across Melbourne* – The project will investigate opportunities for development on urban renewal sites and precincts, brownfield sites, former industrial areas and underutilised or surplus land.
- *Direction 3.1 Transform Melbourne’s transport system to support a productive city* – The project will improve the efficiency of freight and public transport in Melbourne’s north east. Policy 3.1.5 aims to ‘improve the efficiency of the motorway network’ and notes that ‘optimisation of the existing motorway network will be achieved by technology and new and upgraded connections, including consideration of how to fill the missing North East Link on the Metropolitan Ring Road’.

- *Direction 3.3 Improve local travel options to support 20-minute neighbourhoods* – The project will ease congestion on some of the north east’s busiest and most dangerous roads to create more accessible neighbourhoods.
- *Direction 3.4 Improve freight efficiency and increase capacity of gateways while protecting urban amenity* – The project will enhance freight efficiency while protecting urban amenity for communities in the north east. Policy 3.4.1 notes that North East Link may form part of Melbourne’s future freight network.
- *Direction 4.5 Plan for Melbourne’s green wedges and peri-urban areas* – The project will be delivered with minimal disruption to environmental and cultural assets, where possible.
- *Direction 5.1 Create a city of 20-minute neighbourhoods* – The project will free-up arterial connections from truck traffic, which will better connect people within their own neighbourhoods and surrounding communities
- *Direction 5.2 Create neighbourhoods that support safe communities and healthy lifestyles* – The project will create safer and less congested arterial roads, encouraging more residents to walk and cycle.
- *Direction 6.6 Improve air quality and reduce the impact of excessive noise* – The project will reduce noise pollution and improve air quality by moving trucks off local roads.
- *Direction 7.2 Improve connections between cities and regions* – The project will improve network access by creating more efficient, safer and resilient orbital connectivity.

State Planning Policy Framework

The State Planning Policy Framework (SPPF) provides overarching policy guidance across all Victorian planning schemes. The SPPF seeks to ensure that the objectives of planning in Victoria are met through appropriate land use and development practices that integrate environmental, social and economic factors to deliver community benefits and sustainable development. Objectives relevant to the North East Link Project include:

- *Integrated transport* – The SPPF objective in relation to integrated transport is to connect people to jobs and services, and goods to market. The North East Link Project aligns with the strategies identified to achieve this objective, including improving the road network in growth areas and outer suburbs to ensure access to jobs and services, and improving local travel options for walking and cycling to support 20-minute neighbourhoods
- *Transport system* – The SPPF seeks to better coordinate the development of all transport modes to provide a comprehensive transport system. The North East Link Project supports the strategies identified to achieve this objective, incorporating the provision of public transport and cycling infrastructure in major new road projects, locating transport routes to achieve the greatest overall benefit to the community and ensuring the design, construction and management of transport initiatives reduce environmental impacts.
- *Movement networks* – The SPPF promotes integrated transport and land use planning for cycling routes. The North East Link Project incorporates new cycling infrastructure and routes that link to the metropolitan-wide network of bicycle routes.
- *Management of the road system* – The SPPF objective is to develop a managed road system that achieves integration, choice and balance. The North East Link Project aligns with this objective by delivering a high quality cross city connection in Melbourne’s outer suburbs and improving key freight routes. The project also incorporates measures that make better use of existing roads, such as bicycle lanes.

- *Freight* – The SPPF aims to further develop key transport gateways and freight links and maintain Victoria’s position as the nation’s premier freight logistics centre. The North East Project supports this objective by improving orbital connectivity and increasing capacity along major cross-city freight routes.

Victoria’s 30 year Infrastructure Strategy (Infrastructure Victoria)

North East Link was identified as a priority road project in Infrastructure Victoria’s 30-year strategy, which recommends a pipeline of initiatives to be delivered over the next three decades. Financial modelling and economic analysis commissioned by Infrastructure Victoria shows that North East Link is a ‘relatively high performing project’ offering substantial benefits in terms of linking people to jobs across the city and improving freight reliability and travel times. The strategy recognises that North East Link will boost accessibility through some of the most congested parts of Melbourne’s road network, as well improving cross-town travel and access to major employment centres (particularly the Latrobe NEIC and the Epping, Ringwood and Broadmeadows MACs). Infrastructure Victoria recommended that North East Link be constructed within 10 to 15 years and that a detailed assessment of potential alignments for the project be undertaken as a first step.

Victoria’s Value Creation and Capture Framework

Victoria’s Value Creation and Capture Framework encourages government sponsors and their delivery partners to consider broader opportunities that will enhance public value from investment in infrastructure and the development of precincts. This may include enabling wider economic, social and environmental opportunities (such as supporting skills development, affordable housing, energy efficiency and new public open space) and may extend beyond an individual project to include the greater precinct area and beneficiaries outside the immediate user group for the project. Some of the value creation outcomes identified in the Framework are ‘improved productivity, economic growth, employment and government revenue’ and ‘improved access to jobs, education, services, affordable housing and recreation.’ The North East Link Project has investigated value creation and value capture opportunities to achieve a range of outcomes, including increased job opportunities, improved accessibility and public safety (see Appendix F).

La Trobe NEIC Draft Framework Plan (Victorian Planning Authority)

Released in March 2017, the Framework Plan identifies coordinated public and private measures that can be taken over the next 30 years to drive investment and jobs growth in the La Trobe NEIC. Developed in conjunction with Banyule and Darebin City Councils, the plan incorporates a shared vision and actions for developing the four precincts of La Trobe University, Heidelberg Major Activity Centre and Medical Precinct, Northland and Heidelberg West. North East Link will contribute to achieving the plan’s strategic outcomes, including the development of ‘a transformed transport network that supports the economic growth of the cluster’ and ‘structure plans that support future growth of the key education, health and employment precincts and activity centres’. The plan recognises that significant infrastructure interventions will be required to transform the La Trobe NEIC into an integrated, hyper-productive cluster. North East Link Authority will work with VPA to determine potential links to the cluster from the North East Link following the Victorian Government’s decision on the final route.

Northern Growth Corridor Plan 2012 (Victorian Planning Authority)

The Northern Growth Corridor Plan aims to extend the northern region's public transport and arterial road networks into the Growth Corridor so that future residents and workers will enjoy a similar level of accessibility to those living and working in established parts of the north. North East Link will support the plan by providing better access to NEICs, MACs and State-significant places.

Yarra River Action Plan 2017 (DELWP)

DELWP's Yarra River Action Plan contains 30 actions to ensure the long-term protection of the Yarra River and its parklands. North East Link will support the plan's objective to 'improve access to, movement along and on the river' by providing an additional route across the Yarra River.

Towards Zero 2016-2020 Road Safety Strategy and Plan

This plan maps out how Victorian road safety partners will work towards achieving a 20 percent reduction in deaths and a 15 percent reduction in serious injuries from road crashes over the five years to 2020. North East Link aligns with the plan by aiming to achieve a reduction in the frequency of casualty crashes and setting a KPI to measure this anticipated benefit.

Movement and Place (VicRoads)

SmartRoads was developed by VicRoads to improve the long-term operational management of arterial roads across Victoria. SmartRoads is an approach used to manage competing interests for limited road space, reduce congestion and optimise the efficient operation of arterial roads in a way that supports accessibility and surrounding land uses. It applies a set of guiding principles to establish the priority use of roads by transport mode, time of day and place of activity.

The Movement and Place framework is the next step in the evolution of the SmartRoads approach. It recognises that a street can perform two functions: as a movement conduit and a place – a destination that people want to visit for reasons other than work or residence. Movement and Place provides direction for road network planning that acknowledges the interrelationship between transport, land use and the place value associated with road corridors in supporting sustainable long-term growth and prosperity. It aims to create better places by designing people-friendly streets, prioritising travel modes for different streets and contexts, improving outcomes for cycling, walking and place making, and facilitating the movement of goods and people. Movement and Place is an important consideration in the development of North East Link.

Operational controls of the motorway network

VicRoads has developed operational principles for an integrated network control system across Melbourne's motorway and arterial road networks. The principles include:

- Integration principle – The network control system platform must integrate all Managed Motorway, arterial traffic control, public transport priority and emergency management functions on a single platform.
- Integrity principle – The operator of the motorway network must be best placed to balance economic, social, safety, land use integration, reliability and environmental objectives and must not have a perceived or actual conflict of interest in balancing these objectives.

- Economic prosperity principle – The operation of the network control system should facilitate economic prosperity by: enabling efficient and effective access for persons and goods to places of employment, markets and services; increasing efficiency through reducing costs and improving timeliness; fostering competition by providing access to markets; facilitating investment in Victoria; and supporting financial sustainability.
- Equity principle – The operation of the network control system should facilitate the achievement of equity between persons irrespective of their personal attributes, financial situation, or location and should achieve equity between generations by not compromising the ability of future generations to meet their needs.
- Safe system principle – The operation of the managed motorway system must be consistent with safe system principles.

As North East Link will be a Managed Motorway from end-to-end, its operation will align with these principles.

Victorian Cycling Strategy 2018-28

The *Victorian Cycling Strategy 2018-28* sets out the State Government’s vision for the future of cycling in Victoria and a pathway to deliver this vision. The strategy’s vision is to increase the number, frequency and diversity of Victorians cycling for transport by investing in a safer, lower-stress, better-connected network, prioritising strategic cycling corridors and making cycling a more inclusive experience.

North East Link provides strong support for this strategy by increasing connectivity and reducing congestion on neighbourhood roads in Melbourne’s north east.

3.3 Future/emerging initiatives

Victoria’s freight strategy (draft – to be released early 2018)

Victoria – The Freight State 2013 outlines the State Government’s long-term strategy to improve freight efficiency, grow productivity and better connect Victorian businesses with their markets, whether local, national or international. North East Link provides strong support for this strategy through increased connectivity, reduced congestion in Melbourne’s north east and more efficient orbital movements across the city.

4 Local government context

4.1 Council policies, plans and strategies

Banyule City Council has created different strategies and plans to shape the future of its municipality. Council's North East Link Project Action Plan outlines goals and actions to facilitate discussion on possible alignments for the completion of the M80. Further to this plan, the Banyule Integrated Transport Plan 2015 – 2035 includes an action to advocate for a North-East Link as a direct orbital link from the M80 to EastLink.

Nillumbik Shire Council's Economic Development Strategy 2011-2016 outlines a strategy to 'grow the rate of business formation' and 'increase the rateable value and number of commercial and industrial properties'. North East Link will support the strategy by providing the improved connectivity needed to make the area a more viable option for business start-ups, expansions and relocations.

Manningham City Council's Integrated Transport Strategy 2009 outlines aims and objectives that align closely to the anticipated benefits of North East Link. These include an aim to improve air quality and a greater emphasis on bicycle and pedestrian paths, both of which will be supported by North East Link. Council's Manningham Links Road Improvement Strategy 2014 has four objectives, one of which is to 'progressively update link roads that are currently not constructed to an appropriate standard, in an order of priority that achieves optimum benefits to the community'. The construction of North East Link will assist Manningham City Council to achieve this.

Yarra Ranges Council's 2012-2022 Economic Development Strategy regards economic development as a key driver of community wellbeing. The strategy identifies a range of sustainable economic development initiatives designed to improve the health and wellbeing of individuals and local communities in the Yarra Ranges. North East Link is expected to support the attraction of new investment, development and business opportunities to the region due to improved accessibility.

Hume City Council has developed the Hume Integrated Land Use and Transport Strategy 2011-2020 to guide future decisions about transport in the municipality. By increasing freeway network capacity, North East Link will support Hume's objective to maintain a safe and efficient road system and deliver safe and efficient freight and transport operations to support industry and economic development, with minimal impact to others in the community.

The objectives of the **City of Boroondara's** Economic Development and Tourism Strategy 2016-2021 will be supported by North East Link. In particular, the project will facilitate business establishment and growth, investment attraction and industry development by improving access for businesses and households to and from the municipality, particularly from Melbourne's north and north east.

Maroondah City Council is active participant in the Eastern Transport Coalition (ETC), which comprises the municipalities of Greater Dandenong, Knox, Manningham, Maroondah, Monash, Whitehorse and Yarra Ranges. The group advocates for sustainable, active and integrated transport in the eastern suburbs of Melbourne to improve liveability and reduce car dependence. The ETC strives to give commuters in Melbourne's east access to safe and convenient public transport modes with frequent and reliable services. North East Link has the potential to enable improvements to on-road public transport by reducing congestion on some arterial roads in Maroondah.

North East Link has the potential to support some of the transport aspirations highlighted in **Knox City Council's** Integrated Transport Plan 2015-2025, including making doing business in Knox more attractive and connecting communities by improving access to and from the north and north east.

The project has potential to support the goals of the **City of Whitehorse's** Integrated Transport Strategy 2011, including promoting economic development through improved accessibility for businesses and households to and from Melbourne's north and north-east.