HUME CITY COUNCIL

Transport Plan
Greenvale

hume.vic.gov.au

Introduction

Background to the Transport Plan

How we get around starts small. It's highly local, and intensely personal. It's the product of many different decisions, some big, some small. Sometimes small improvements can make a big impact.

In 2024, Council adopted a Transport Strategy for the next ten years. We set broad goals and guidance for our transport network. It should be more sustainable, boost our economy, enhance community safety and wellbeing, and give us more choice.

The strategy gave us a direction, but it was only the first step. We need an actionable plan on how to achieve that vision. We need to know in detail how people move in Hume, what we could do better, and how we should do it. The Transport Plan outlines how we will improve transport in Hume over time. It identifies local issues, proposes solutions and helps guide future investment.

What is the Transport Plan?

The Transport Plan has four parts:

1. Precinct Report Card

2. Precinct Action Plan

3. Hume Network Summary

4. Detailed Implementation Plan

It starts local, looking at each of Hume's 13 precincts. These use census boundaries to organise Hume.

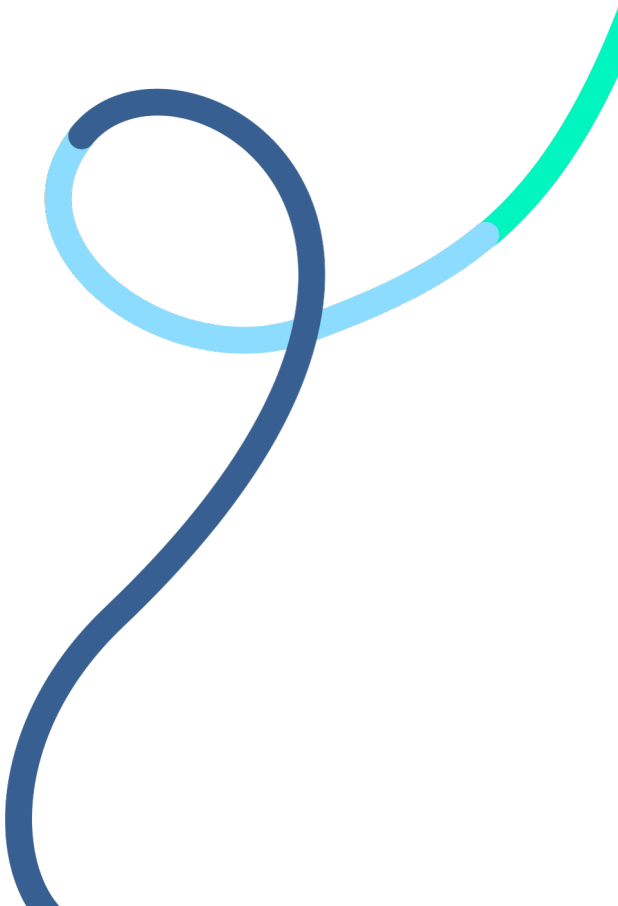
We look at each precinct's transport strengths and challenges in the Precinct Report Card and propose solutions in the Precinct Action Plan. We examine transport data, we map local networks, we ask the local community. We look for smaller, quicker, higher impact fixes, ones that can meaningfully improve your life soon. That's what we are working on right now.

After we examine all the precincts, we look at the whole city through the Hume Network Summary. Here we cover the higher cost, higher impact improvements. This includes major road and rail projects, which are a State or Commonwealth Government responsibility.

Finally, once we know what we need to do, we need to know how to do it. The Detailed Implementation Plan sets out what to do first, how projects interact, and who we need to talk to if we can't do it ourselves. It completes the analysis and data gathering, finishing the Transport Plan with a guide to actually get things done.

How will Council use the Transport Plan?

We will use the Transport Plan as a common roadmap, helping Council's different teams work together for better transport. The plan will guide investment through Council's annual budget process and support future advocacy efforts to secure additional funding.



What makes up the Transport Plan?

1

Precinct Report Card

Understands and communicates This includes looking at key data and understanding the community's layout and transport patterns. This looks at local transport through the lens of:

- **Driving**
- **Traffic Stress**
- **Walking**
- **Riding**
- **Public Transport**
- **Wellbeing**

2

Precinct Action Plan

Develops improvements for each precinct, including physical infrastructure projects and social change. This is for local solutions to problems from the Precinct Report Card. It groups solutions as:

- **Priority Projects**
- **Additional Improvements**

Council will use your feedback to develop this document

3

Hume Network Summary

Integrates understandings of the 13 precincts as networks at a Hume wide level, including links to city and state-wide networks. This is for city-wide solutions to problems from the Precinct Report Card.

Council will develop this after completing all Precinct Report Cards and Local Action Plans.

4

Detailed Implementation Plan

Develops a path to realising solutions from the Precinct Action Plan and the Hume Network Summary stages.

Council will develop this after completing all Precinct Report Cards, and Precinct Action Plans, and the Hume Network Summary.

Introducing Greenvale

Greenvale is growing rapidly into a suburb that blends established neighbourhoods with newer residential areas. It doesn't have a local train station, so locals rely on buses for public transport. However it's proximity to the Melbourne CBD and lack of transport options means that many residents depend on cars to travel. Right now, walking and bike riding serve recreational purposes rather than everyday transport.

Younger families with primary and scondary school-aged children currently make up the largest group of residents, but that's expected to change over the next 15 years as the number of people aged 50 years and over grows.

Precinct At A Glance*

- Home to an estimated 20,512 people and over 6,500 dwellings.
- An average of 2 children per family (with children)
- Over 50 local parks and open spaces
- 7 schools (including government and private)
- Average of more than 2 cars owned per household
- Expected to add 12,000 residents by 2041 which represents an average annual growth rate of 2.3%, higher than the Melbourne - North West average of 1.8%

*Based on 2021 census and forecast.id data

Precinct Report Card

Driving

Traffic Stress Methodology

Walking

Riding

Public Transport

Wellbeing

Precinct Report Card

Driving

Driving currently makes up most trips in Hume, and is an important part of our transport network. Some people choose to drive, some people have no other choice, but everyone wants to spend less time in traffic.

In the Transport Strategy, we envisioned a city where people still drive and roads would complement other transport choices.

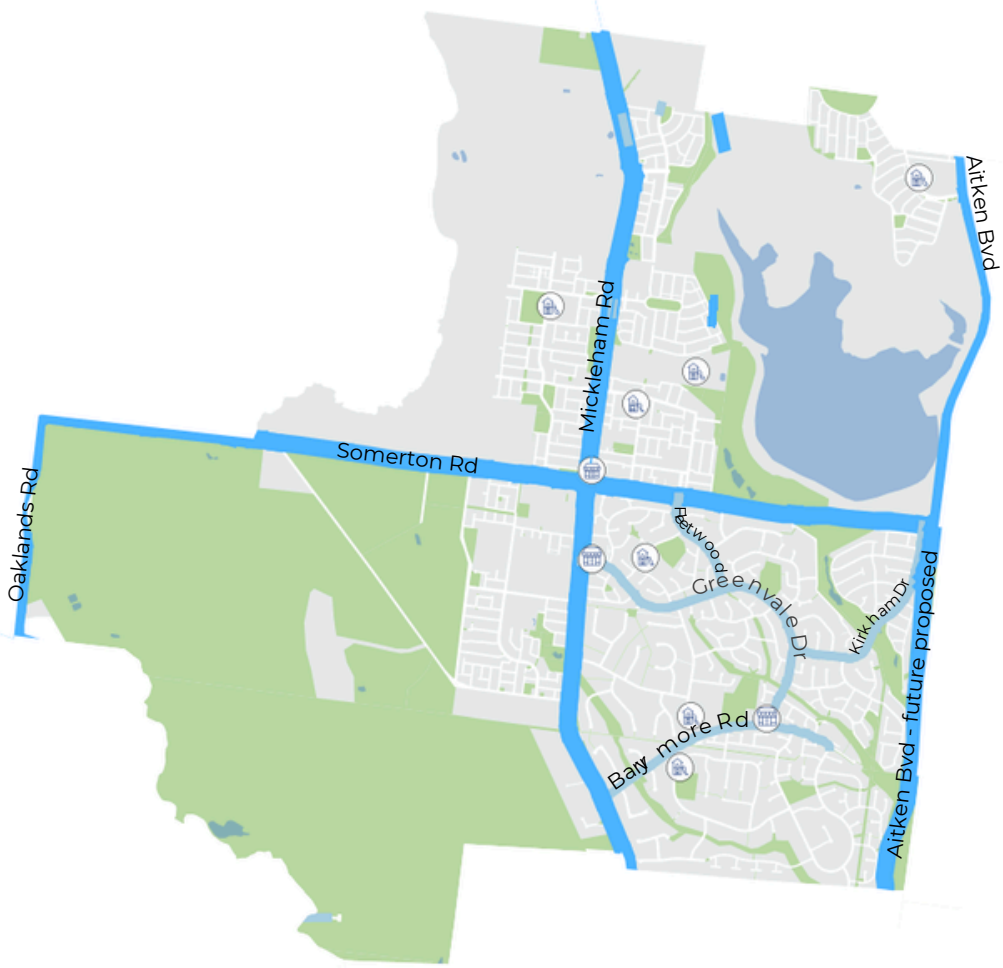
Council works with the State Government to plan strategic road corridors. These are the routes that should carry heavier, faster traffic. They also require more investment to make them safe and comfortable.

Some streets aren't part of the strategic network. These local streets aren't for fast, heavy traffic. They should be slower, quiet, and calm, because people live there.

Map 1.1 shows the State Government's different types of strategic road corridors. This may be different to how these routes operate today.

Precinct Strategic Road Network

Map 1.1



Road Corridors by Strategic Importance

- Library
- Stations
- Schools
- Shops
- Open Space/ Park

- **Highest Strategic Traffic Movement** - n/a
- **Medium Strategic Traffic Movement** - Sunbury Rd, Oaklands Rd, Somerton Rd, Mickleham Rd, Aitken Blvd
- **Moderate Strategic Traffic Movement** - n/a
- **Lowest Strategic Traffic Movement** - Frontier Ave, Kea Pl, Barrymore Rd, Fleetwood Dr, Greenvale Dr, Kirkham Dr
- **No Strategic Traffic Movement** - local road network

Precinct Report Card

Traffic stress Methodology

People choose to walk, ride or use public transport when routes feel safe and comfortable. We use the term 'Traffic Stress' to describe how safe and comfortable a road or path feels for people walking or riding.

In the Transport Strategy, we agreed that residents should feel safer when travelling, and that more residents should walk and ride. A big challenge is that many of our streets and roads are too stressful.

The Transport Plan measures traffic stress across the local transport network. We calculate a speed and traffic score, account for infrastructure, and decide on a final level of traffic stress.

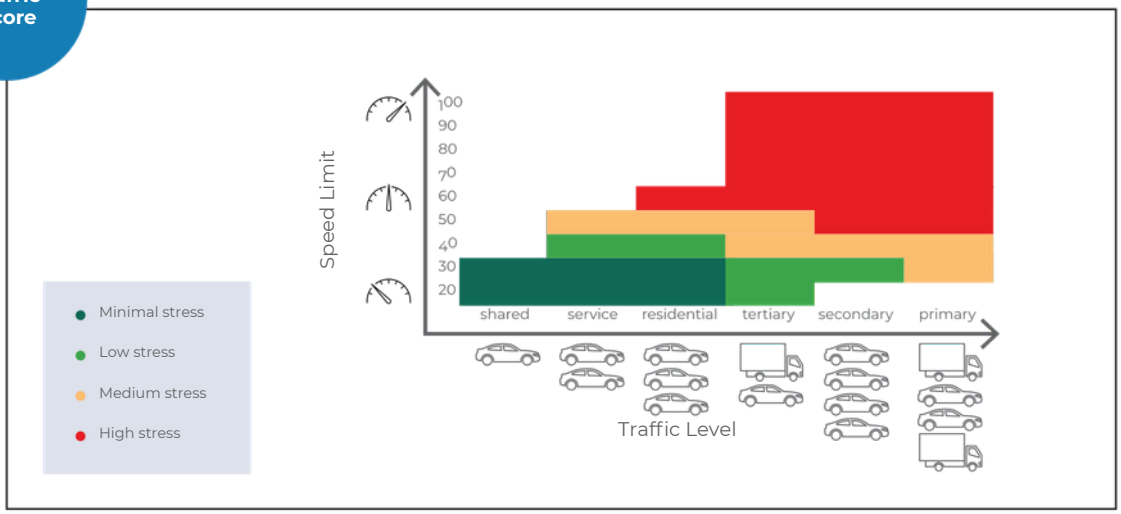
We use four levels of stress:

1. **Minimal stress**
2. **Low stress**
3. **Medium stress**
4. **High stress**

Traffic stress increases when there are more cars and when vehicles travel faster. It decreases when people are separated and protected from traffic. The least stressful routes are **low speed**, **low traffic**, **separated from traffic**, or all of the above.

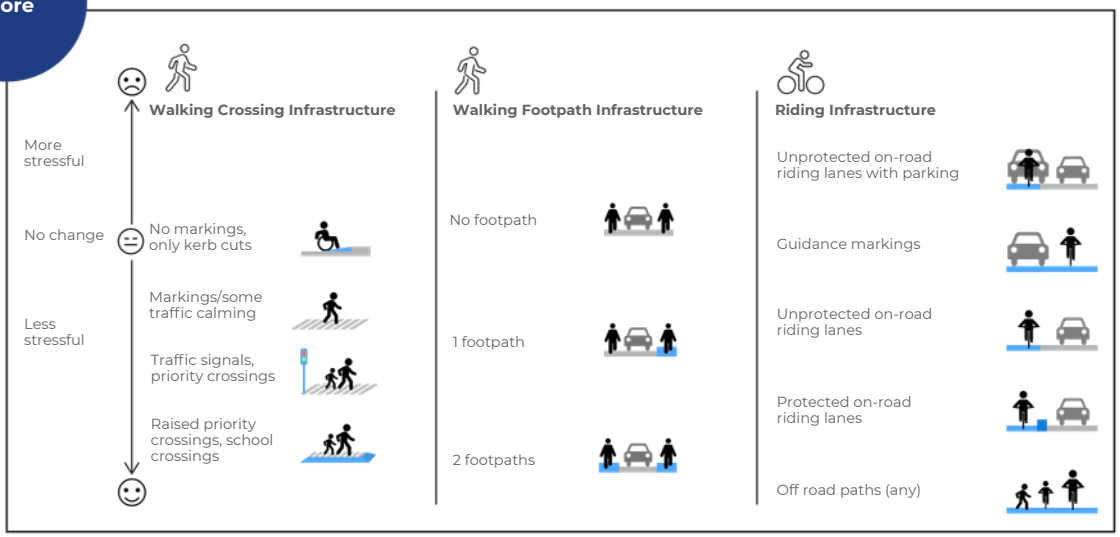
Speed and traffic score

More speed | More traffic | More stress



Infrastructure score

Better infrastructure | Less stress



Level of traffic stress

- Minimal stress
- Low stress
- Medium stress
- High stress

Precinct Report Card
Walking

Walking should be the easiest way to make short trips, but it's sometimes harder than it needs to be. This can be because walking feels too unsafe, inaccessible, stressful, or slow.

The Transport Plan asks two questions to understand walking:

1. Are there footpaths?

2. How stressful is it to cross a street or road?

Using the answers, it evaluates how many people can access basic local services. This means a short walk to shops, parks, schools, and public transport. The plan assumes a short walk is about 10 minutes, or a little less than 800 metres.

This helps us understand how Hume's local transport network is meeting residents' walking needs.

Results for precinct

Takeaways

- 20% of all trips are done by walking, with 40% of those walking trips for social or recreational purposes
- 16% of streets have no footpath, while a further 35% have only one footpath
- 84% of crossings are medium or high stress

12% of precinct homes are within a 10 minute walk of a shop

88% of precinct homes are within a 10 minute walk of a park

31% of precinct homes are within a 10 minute walk of a school

Percent of homes within a 10 minute walk of the local government primary school zones in this precinct:

12%

Greenvale Primary School

26%

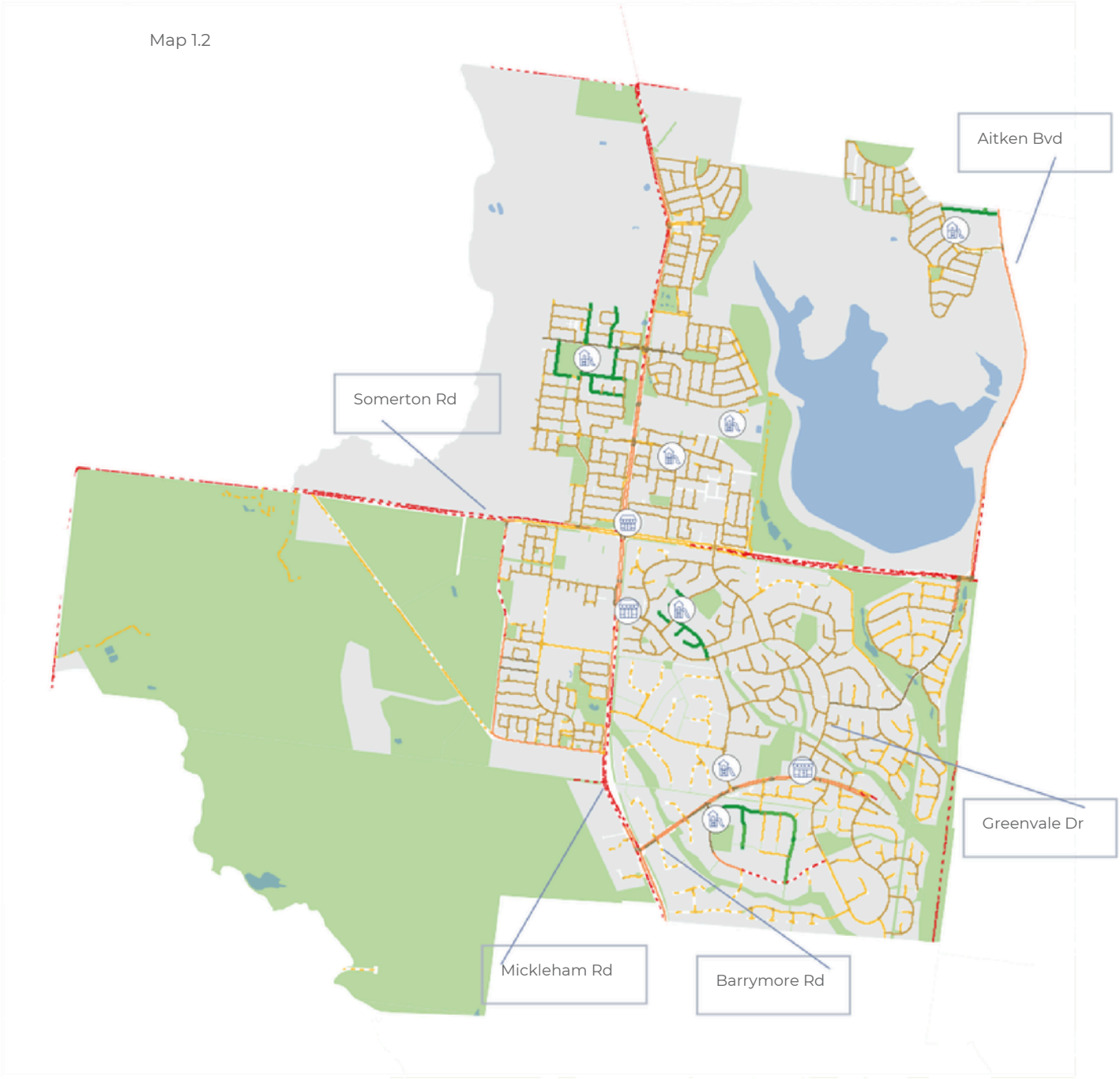
Keelonith Park Primary School

State government targets 70% of houses within a 10 minute walk of a government primary school

Are there footpaths?

Map 1.2 shows that many of the footpaths in Greenvale are of a high or medium stress level according to the Traffic Stress methodology on page 9.

Map 1.2



Library
Stations
Schools
Shops
Open Space/Park

No Footpath
High stress No footpath
Medium stress No footpath

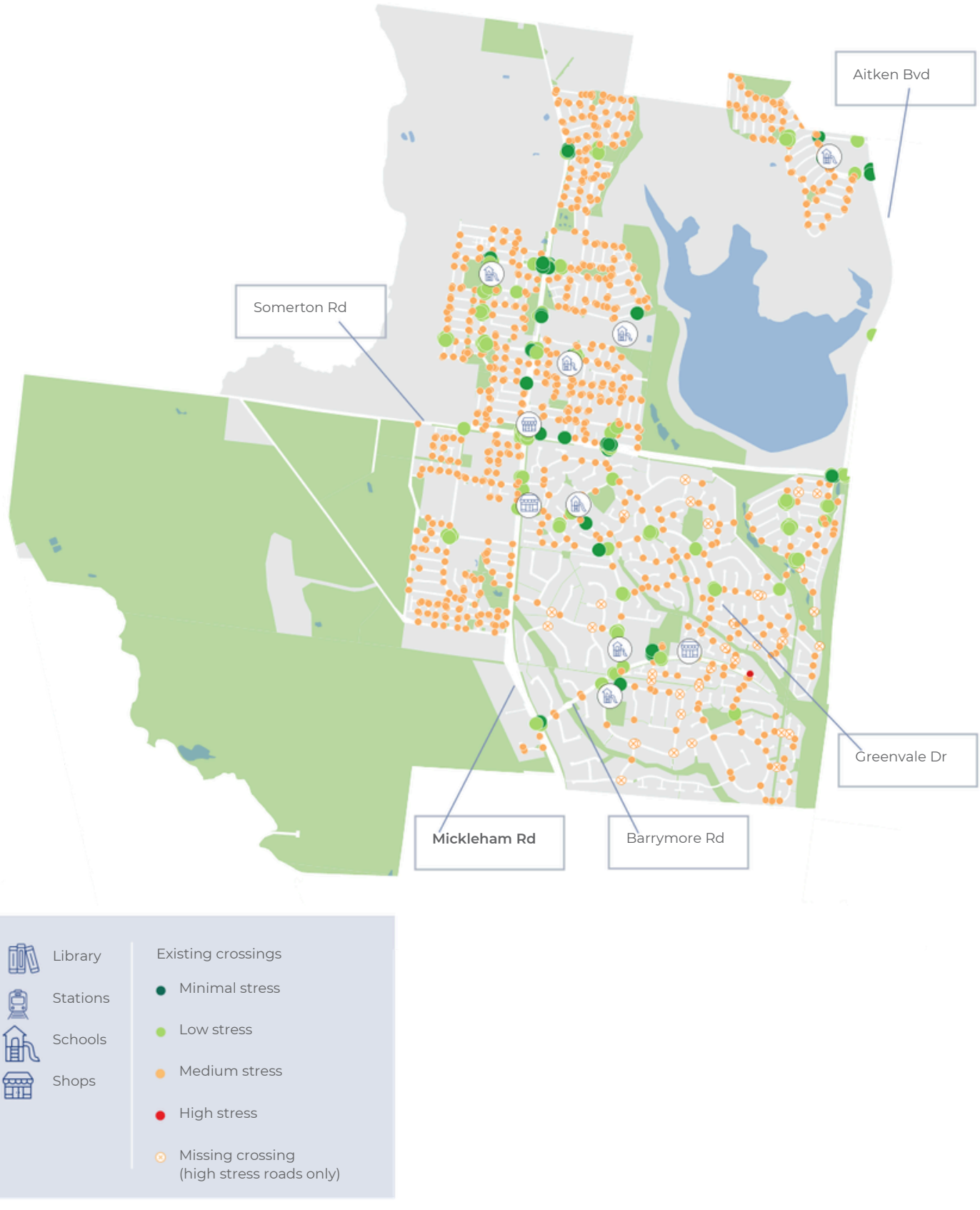
One Footpath
High stress one footpath
Medium stress one footpath

Two Footpaths/Low stress
High stress two footpaths
Medium stress two footpaths
Low stress no footpaths
Low stress one footpath
Low stress two footpaths

How stressful is it to cross a street or road?

Map 1.3 shows that many crossings in Greenvale are of medium stress level according to the Traffic Stress methdology on page 9. On many high stress roads, there are no safe opportunities to cross the street.

Map 1.3



Precinct Report Card
Riding

Riding allows residents to cover longer distances than walking without needing to drive. It includes bicycles, e-bikes, legal e-scooters, and mobility devices. It matters even more where there isn't public transport.

The Transport Plan evaluates how many people can access basic local services by riding on low or minimal stress routes.

This is vital, as most people will only ride when they feel comfortable and safe Without an end-to-end low stress route, most people will drive or not travel at all.

Results for precinct

Takeaways

The majority of local streets are a medium level of traffic stress for riding

The pocket of Greenvale bordered by Providence Rd and Bonds Lane is disconnected from schools, parks and others amenities. This area is still under development.

Mickleham Rd and Somerton Rd present significant barriers to connecting residents across Greenvale

81% of homes are within a 10 minute ride of a shop, with most homes having access to around 21 shops

95% of homes are within a 10 minute ride of a park

80% of homes are within a 10 minute ride of their zoned school for a child

How far is a 10 minute ride?

The plan models riding differently depending on the rider.

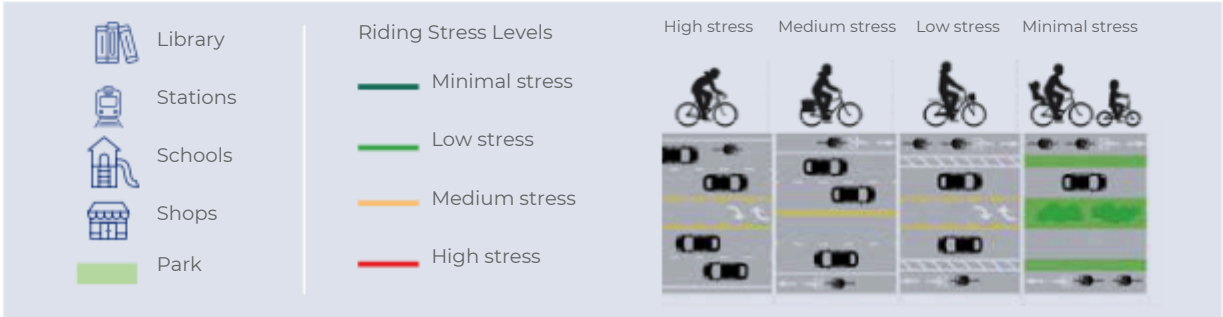
It assumes an adult can ride at 20 kilometres an hour, meaning a little over 3 kilometres in 10 minutes.

It assumes a child will ride slower, between 8 and 13 kilometres an hour, or 1 to 2 kilometres in 10 minutes. The speed depends on if they ride on the footpath, which is legal in Victoria for children, but likely slower than riding on a shared path or roadway.

How stressful is it to ride?

Map 1.4 shows that there are some streets that present safe cycling routes, but that they are not very well connected throughout the precint.

Map 1.4



Precinct Report Card

Public transport

Good public transport should be a viable choice in getting around. We need buses and trains that are direct, come at least every 20 minutes, run all day and every day, and serve all residents of Hume. Studies show people will travel further to access better services. ***In the Transport Strategy, we agreed that too often, Hume's public transport is slow, infrequent, or not available at all.***

While Council does not operate buses or trains, we can advocate for better services and improve access to the services we already have.

The Transport Plan measures:

- How many residents have access to bus stops and train stations
- How often buses and trains run
- How many people use public transport
- When people use it the most

Results for precinct

Takeaways

- Greenvale has no local train station, so buses are vital for public transport. Despite this, fewer than one third of residents are within walking distance to any bus stop, and fewer still have access to a frequent bus service*
  - 12% of bus stops lack footpath connections
  - 69% of residents are taking public transport to attend education, while 20% take it for work related purposes

Frequency & Patronage

- Most bus stops are used less than ten times per weekday (including both getting on the bus and getting off the bus)
- Bus services on Greenvale Dr/Kirkham Rd are somewhat frequent, and direct to Roxburgh Park train station, but indirect and infrequent elsewhere
- There are bus services to local shops, however they are infrequent

0% Within 10 minute walk of a train station

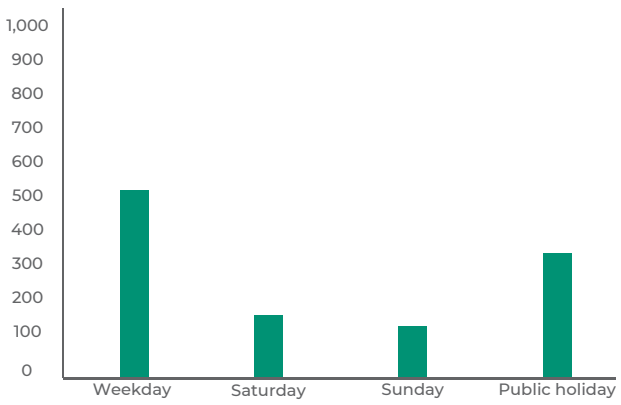
23% Within 10 minute walk of a frequent bus stop*

30% Within 5 minute walk of any bus stop

8 of 66 bus stops have no footpath connection

***Frequent bus stops** have a bus stopping at least every 20 minutes

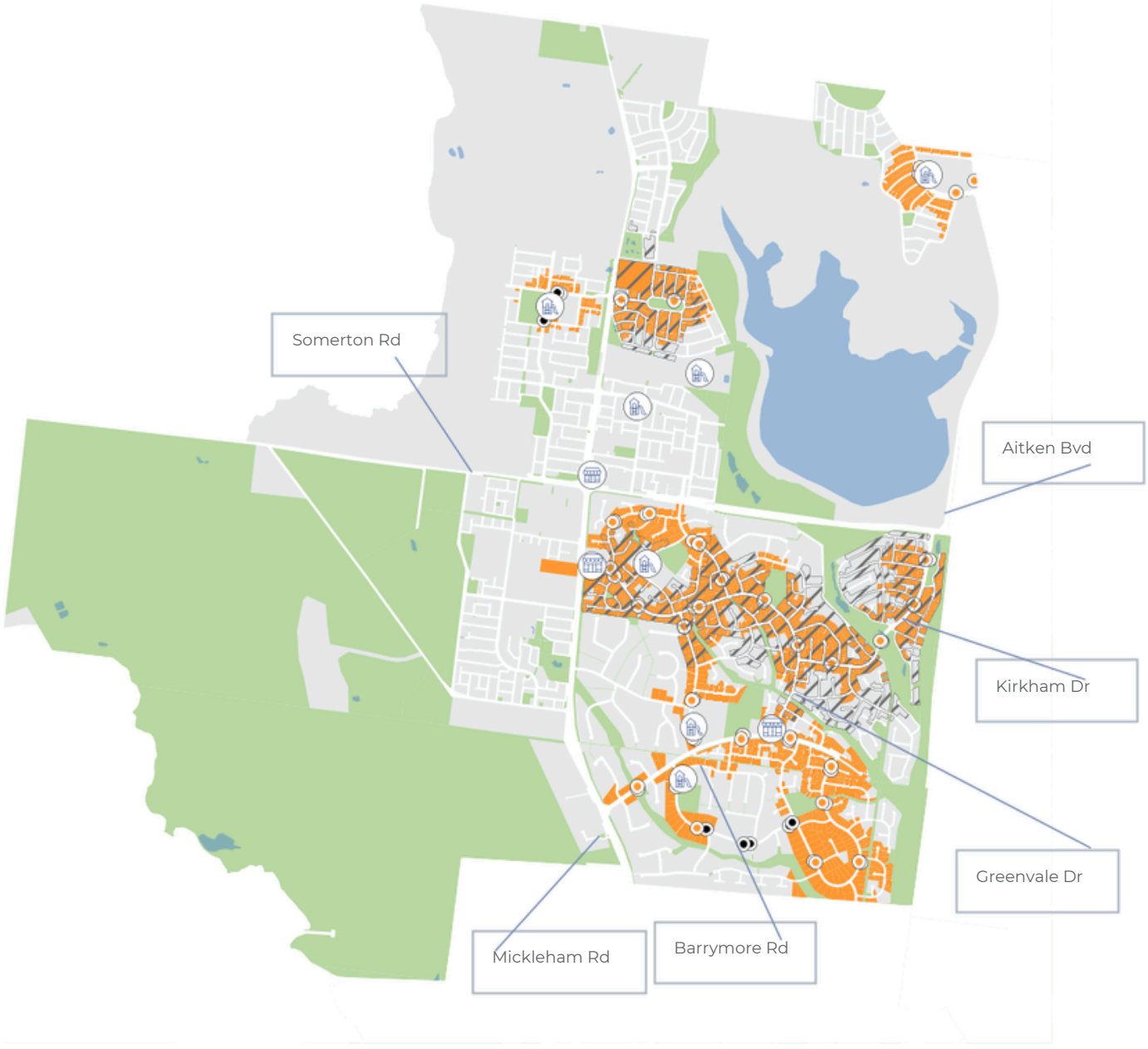
When people use public transport



How many residents have access to bus stops and train stations

Map 1.5 shows that most Greenvale residents are not within a 5-minute walking distance of any bus stop, although for the most part those bus stops are connected to footpaths.

Map 1.5



Library
Stations
Schools
Shops
Open Space/Park

10 min walk to train station	0%
10 min walk to frequent bus stop (=>3 an hour)	23%
5 min walk to any bus stop	29%
Connected bus stop	58/66
Disconnected bus stop	8/66

How often buses run and how many people use each stop

Map 1.6 shows that few residents use buses in Greenvale, and no bus stops receive more than three buses per hour.

Map 1.6

Note that this does not include the most recent bus network changes from 2026

Library
Stops
Schools
Shops

Daily bus stop patronage

0 - 5
5 - 10
10 - 15
15- 20
20 - 25
25 - 30
30 - 35
35 - 40
50 - 100
100 - 1000

Bus Frequency

a bus every ~ 2 hours
1 bus an hour
2 buses an hour
3 buses an hour
4 buses an hour
5 buses an hour

Precinct Report Card

Wellbeing

Trends intransport related wellbeing

Looking at wellbeing tells us if transport is supporting healthy choices and keeping people safe. It helps us prioritise investments to support safer streets and healthier lifestyles.

In the Transport Strategy, we agreed that good transport enhances community wellbeing.

This means everyone should have access to walking and riding, and no one should be killed or seriously injured while travelling.

The Transport Plan looks at wellbeing through health and traffic safety.

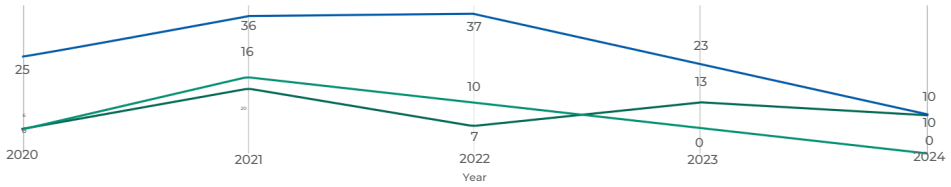
Adults in Hume exercise less than the Victorian average. While we don't have specific statistics for each precinct, we can measure how many residents live with diabetes and heart disease. These conditions are more common when people don't exercise. They also often get better if people can exercise more and get worse if people can't.

We looked at traffic safety through crash data for all road users. It's important to see patterns, who was involved, what was their age, and how were they moving.

Results for precinct traffic safety 2020-2024

Rates of injuries/deaths per 100,000 residents by age group

- Working age (18-49)
- Older workers and seniors (50-70+)
- Children (0-15)



100 Collisions per 100,000 residents in Greenvale
47% lower than Hume overall

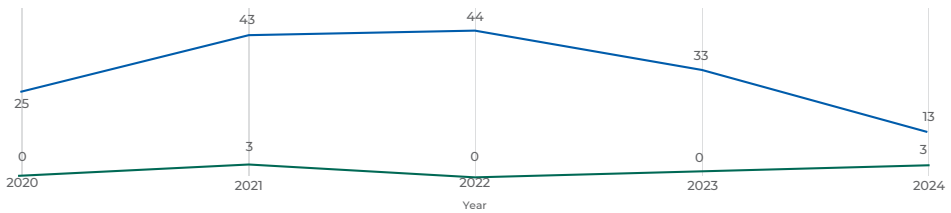
209 Collisions per 100,000 residents in Hume

33 Deaths or Serious injuries per 100,000 residents in Greenvale
47% lower than Hume overall

69 Deaths or Serious injuries per 100,000 residents in Hume

Rates of injuries/deaths per 100,000 residents by mode

- Walking and riding
- All other transport



Walking and riding make up 17% of all trips and 4% of all injuries

Crashes in precinct 2020-2025

Map 1.7 shows the number of crashes that resulted in death or serious injury within Greenvale either involving cars only, or involving pedestrians and cyclists.

Map 1.7

Fast facts 2020-2024

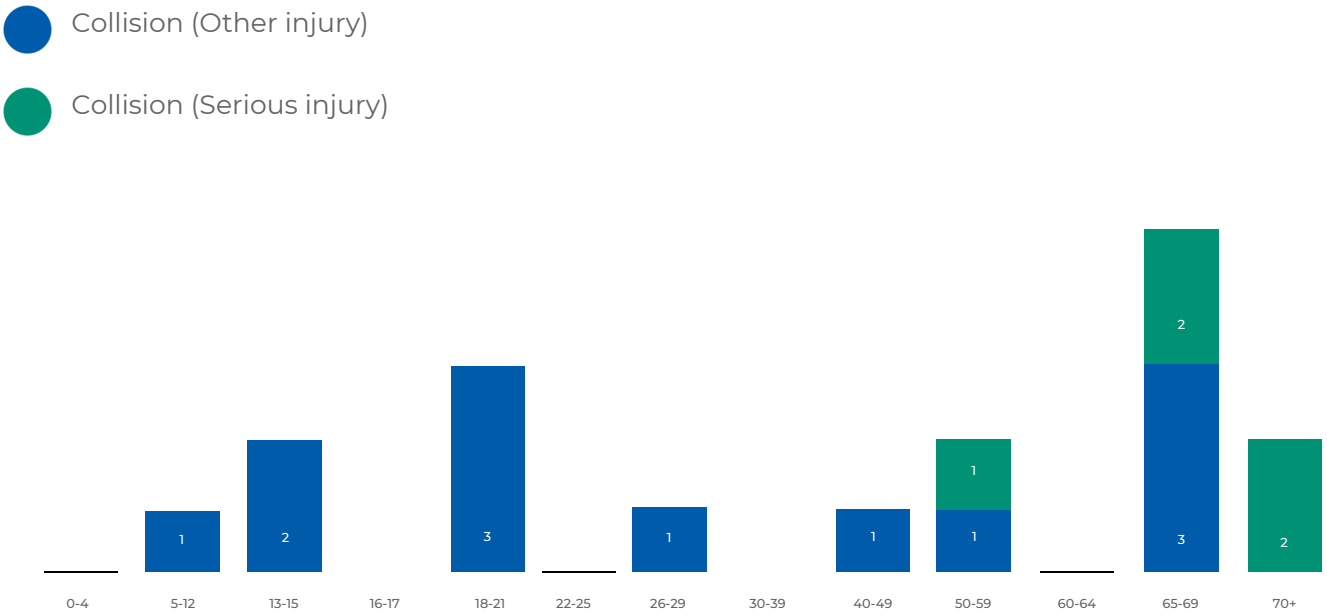
24% People injured in traffic collisions are 50 years old and a b ove

Drivers in the **30-39** age group are the highest proportion with injuries

31% of all crashes occurred on local roads

Non-motorised injuries by age group 2020 and 2024

Children, young adults and seniors experience disproportionate levels of injury when walking or riding



This graph highlights the number and age groups of people who were injured when walking and cycling in Greenvale.

Results for precinct health

Maps 1.8 and 1.9 show the prevalence of people in Greenvale suffering from diabetes and heart disease respectvely.

Prevalence of Diabetes (%)

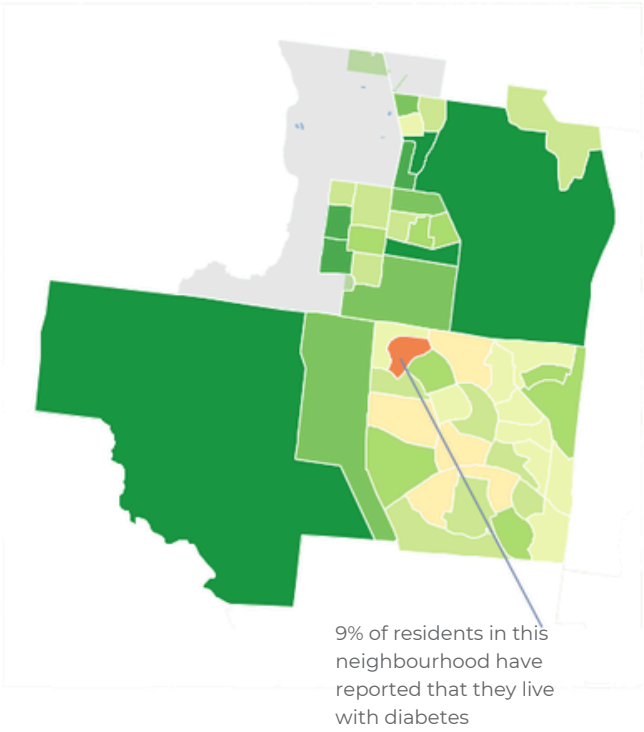
4%

of precinct residents on average live with diabetes.

4%

of Hume residents live with diabetes

Map 1.8



Prevalence of Heart Disease (%)

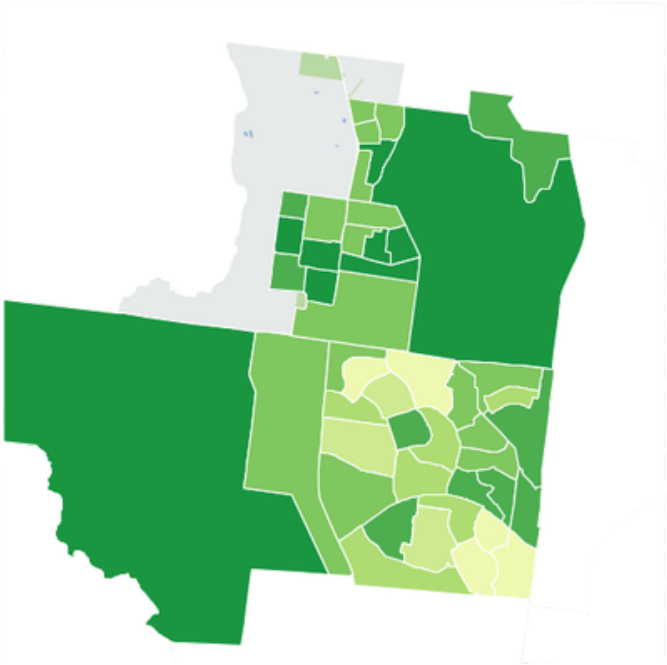
3%

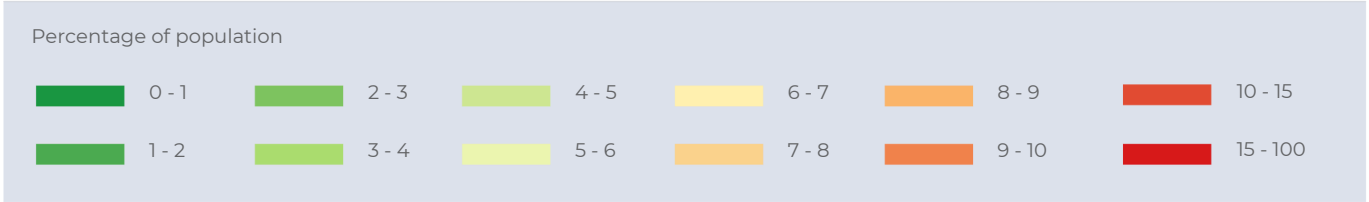
of precinct residents on average live with heart disease.

3%

of Hume residents live with heart disease

Map 1.9





*** 2021 census**

Connect with us

Customer Service Centres are open from 8am to 5pm Monday to Friday:

Broadmeadows (Council Offices)
1079 Pascoe Vale Road

Craigieburn
75–95 Central Park Avenue

Sunbury
40 Macedon Street

PO Box 119, Dallas VIC 3047

9205 2200

contactus@hume.vic.gov.au

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