

ALIGNMENT WITH TRANSPORT INTEGRATION ACT (2010)

YES: 52; No: 118

Policy Objectives	Policy Objective Sub-Category Considerations	Strategic Alignment Review				
		Inadequate Transport Capacity on M1 Corridor	Over-reliance on the West Gate Bridge	Inadequate Port and freight connections to cater for growth	Reduced amenity in the inner west	Mismatch between land use and transport
Social and Economic Inclusion	1. Remove barriers to access					
	a. + Respond to user expectations	Y	Y	N	Y	N
	b. + Make transport more widely available	Y	Y	N	N	Y
	c. + Improve transport affordability	N	N	N	N	N
	2. Build capacity					
	a. + Engage and collaborate in planning and delivery	N	N	N	N	N
	b. + Support others to take action on transport challenges	N	N	N	N	N
	c. + Create a positive legacy	N	N	N	N	N
Economic Prosperity	3. Better use of transport assets	N	N	N	N	N
	4. Improve access to work and education	N	N	N	Y	Y
	5. Support business clustering	N	N	Y	N	Y
	6. Provide value for money infrastructure and services	N	N	N	N	N
	7. Improve business access to market	Y	Y	Y	N	Y
	8. Keep transport cost down	N	N	Y	N	N
Environment Sustainability	9. Reduce distances travelled to access people places and goods	N	N	Y	N	N
	10. Make transport activity more resource-efficient and reduce its environmental impacts	N	N	N	N	N
	11. Use environmentally sustainable transport more	N	N	N	N	N
	12. Make transport infrastructure more resource-efficient and reduce its environmental impacts	N	N	N	N	N
	13. Make transport resilient to climatic extremes	N	N	N	N	N
	14. Provide for effective integration of transport and land use and facilitate access to social and economic opportunities	Y	N	Y	N	Y

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Integration of Transport and Land Use	15. Without limiting (14), transport and land use be integrated to improve accessibility and transport efficiency					
	a. +Maximise access to residences, employment, markets, services and recreation	Y	N	Y	Y	Y
	b +Planning and developing the transport system more effectively	N	Y	N	Y	N
	c. +Reducing the need for private motor vehicle transport and the extent of travel	N	N	N	N	N
	d. +Facilitating better access to and greater mobility within local communities	N	N	N	Y	N
	16. Without limiting (14) transport system and land use be aligned, complementary and supportive and ensure that					
	a. +transport decisions are made having regard to current and future impact on land use	Y	N	N	Y	Y
	b. +transport decisions are made having regard to current and future development and operation of the transport system	Y	Y	N	N	Y
	c. + transport infrastructure and services are provided in a timely manner to support changing land use and associated transport demand	N	N	N	N	Y
	17. Without limiting (14) improve the amenity of communities and minimise impacts of the transport system on adjacent land uses	N	N	N	Y	Y
Efficiency, Coordination and Reliability	18. Facilitate network-wide efficient, coordinated and reliable movements of persons and goods at all times	Y	Y	Y	Y	Y
	19. Without limiting (18) transport system should					
	a. +Optimise the network capacity of all modes and reduce journey times	Y	Y	Y	Y	N
	b. +Maximise the efficient use of resources	N	N	N	N	N
	c. +Facilitate integrated and seamless travel	N	N	N	N	N
d. +Provide predictable and reliable services and journey time and minimize any inconvenience caused by disruptions to the transport system	Y	Y	Y	Y	N	
Safety, Health and Wellbeing	20. Improve safety performance	N	Y	N	Y	N
	21. Minimise the risk of harm to persons	N	Y	N	Y	N
	22. Promote sustainable transport	N	N	N	N	N