



DRAFT WHITEHORSE Integrated Transport Strategy 2026–2046

August 2026





Whitehorse City Council
acknowledges the Wurundjeri
Woi-wurrung people of the Kulin
Nation as the Traditional Owners of
the land. We pay our respects to
their Elders past, present and
emerging

Prepared by:
Institute for Sensible Transport

ABN 74 687 316 875
202/26-30 Rokeby, Collingwood
Australia VIC 3066
E: info@sensibletransport.org.au
www.sensibletransport.org.au

Contents

Executive Summary	6
1. Introduction and background.....	11
1.1 Why this Strategy is necessary.....	12
1.2 How this Strategy aligns with Council's strategic positions	12
2. Challenges facing Whitehorse.....	15
2.1 Growing population	16
2.2 Limited transport options	16
2.3 Traffic congestion and parking.....	17
2.4 Road safety	17
2.5 Emissions reduction	18
2.6 Disconnected active travel network.....	18
2.7 Accessible spaces	18
3. Vision, guiding principles and strategic objectives.....	19
3.1 Vision.....	20
3.2 Guiding principles	20
3.3 Strategic objectives	21
4. What we heard from the Whitehorse community.....	22
5. How people move around Whitehorse today.....	24
5.1 Existing transport network.....	25
5.2 How the community lives and travels today and into the future	28
5.3 Future transport in Whitehorse	29
5.4 Freight.....	30
6. What we will do to improve transport in Whitehorse	31
6.1 Why we need a different set of transport options	32
6.2 Scenarios of change	33
6.3 What we will do	35
6.4 Walking.....	35
6.5 Cycling	36
6.6 Public transport.....	38
6.7 Road network and safety	40
6.8 Vibrant neighbourhoods.....	44
6.9 Equal access for everyone.....	45

7. Implementation Plan.....	47
7.1 Change is a team effort	48
7.2 Action Plan	48
7.3 Prioritisation process	49
7.4 Advocacy.....	50
8. DRAFT Action Plan (2026-2030)	51
Appendices	67
Appendix A - Walkability checklist.....	68
Appendix B - Bike and Micromobility Use Propensity	69
Appendix C - Car Parking Action Framework.....	70

List of figures

Figure 1 The Strategy's alignment with Council's policy framework	13
Figure 2 The Strategy in policy context	14
Figure 3 Challenges facing Whitehorse	16
Figure 4 Population increases by Suburb 2021-2046 <i>Source: ABS Census Data, .id Community...</i>	16
Figure 5 Number of crashes and persons involved per year in Whitehorse.....	17
Figure 6 Crashes by transport mode in Whitehorse, 2019–2024	17
Figure 7 Emissions and physical footprints attributable to different types of transport.....	18
Figure 8 Guiding principles	20
Figure 9 Strategic objectives	21
Figure 10 Community engagement at Box Hill.....	23
Figure 11 Whitehorse's public transport network	25
Figure 12 Whitehorse current cycling network.....	26
Figure 13 Whitehorse road network and speed zones.....	27
Figure 14 A snapshot of transport and population in Whitehorse.....	28
Figure 15 Potential future population of Whitehorse	32
Figure 16 Mode share scenarios, journey to work	33
Figure 17 Historic and potential motor vehicle km travelled per day under 'Housing Target' population.....	33
Figure 18 Sustainable change mode share targets.....	34
Figure 19 On street bike hoop.....	36
Figure 20 Whitehorse cycling corridors concept map	37
Figure 21 Public transport concept map	39
Figure 22 Survivability at different urban speeds	40

Figure 23 Road user hierarchy	42
Figure 24 Kerbside space diagram.....	42
Figure 25 Kerbside hierarchy for activity centres	43
Figure 26 Summary of key priorities	46
Figure 27 Walkability checklist	68
Figure 28 Bike and Micromobility Use Propensity Index – Overall.....	69
Figure 29 Car Parking Action Framework.....	70

List of tables

Table 1 Impact-cost grouping	49
Table 2 Whitehorse Integrated Transport Strategy – DRAFT four-year action plan.....	52
Table 3 Whitehorse Integrated Transport Strategy - Advocacy actions.....	62

Executive Summary



The Whitehorse Integrated Transport Strategy (WITS) has been developed to help shape future transport choices over the next 20 years. The Strategy envisions a Whitehorse that is more sustainable, connected and safer. Walking, cycling, public transport, motor vehicles, parking, liveability and accessibility are all considered.

Vision

This Strategy lays out a blueprint for Whitehorse's transport system that helps sustainably accommodate growth. The vision is:

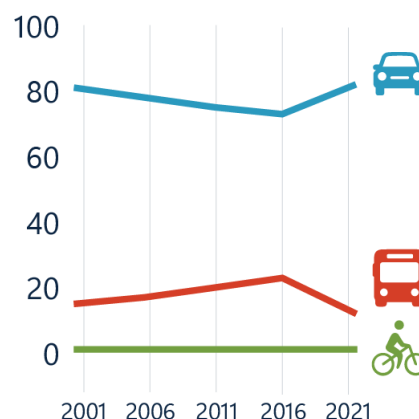
Whitehorse has a transport system that provides safe, reliable and sustainable travel choices for everyone, connecting people and places.

We have taken an integrated approach that considers all modes of transport in Whitehorse. By creating more choice for how people can safely travel, we will be able to sustainably accommodate growth and make our streets more vibrant and liveable.

The case for change

Whitehorse is a growing city. To accommodate population increase and the change the community wants, we need more choices for how we get around.

Trends show that most trips to work are made in motor vehicles, with a smaller number using walking, cycling and public transport. More cars will mean more congestion, so we want to make walking, cycling and public transport easier choices.

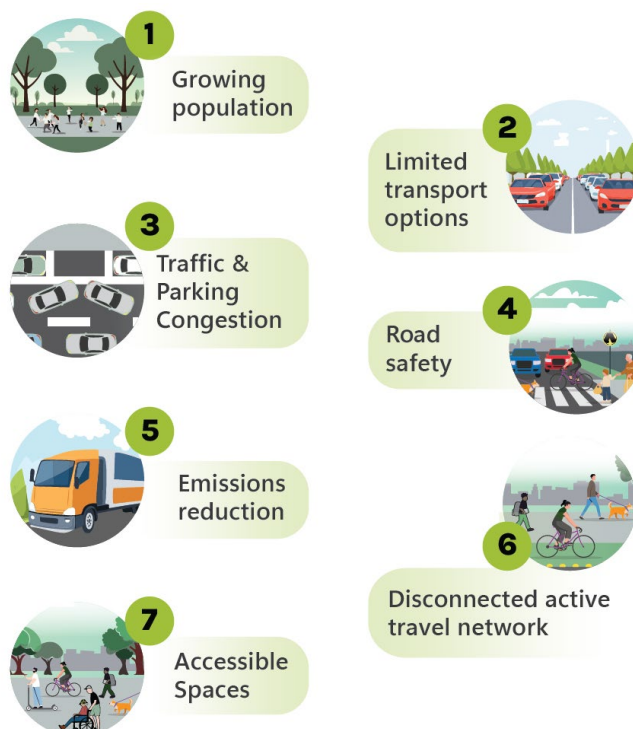


Whitehorse transport mode share in percentage

Source: ABS Census

Car use accounted for 82% of trips to work in 2021

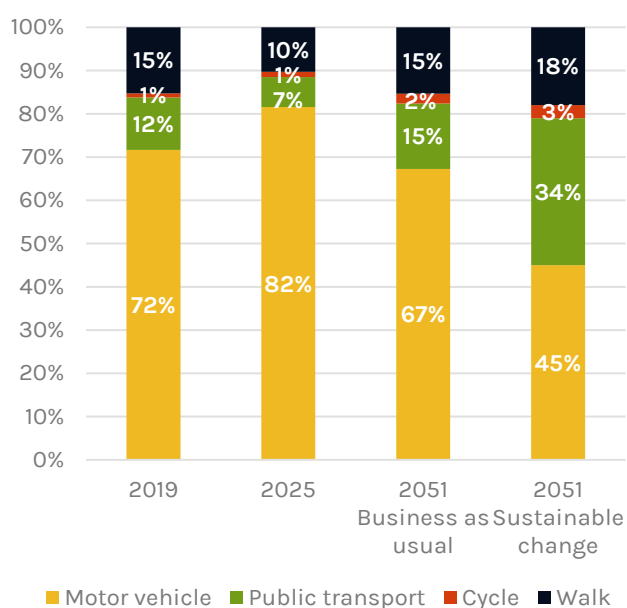
Seven key challenges were identified from stakeholder engagement, a site assessment and data analysis. Creating more choice will help us manage our biggest transport issues, including congestion, parking, road safety and transport emissions.



Major challenges in Whitehorse

Opportunities to create more transport choice

We are prioritising sustainable travel like walking, cycling and public transport, with clear targets to increase their use. The targets below show where Whitehorse is now, what may happen if nothing changes, and what a more sustainable future could look like. They also align with Victoria's 2051 planning and population forecasts.



Mode share scenarios

The *sustainable scenario* sees the same number of cars on the road as there are today (due to population growth), but the *proportion* of trips completed by active and public transport increases. This allows Whitehorse to grow more sustainably, maintaining the quality of life that attracts so many people to our municipality.

As more people live and work in Whitehorse, it is critical that people have greater options to walk, cycle, and catch public transport. This will reduce the pressure on our roads and car parking.

How we'll track our progress

We have developed a set of strategic objectives to achieve Whitehorse's 2046 transport vision. These objectives create measurable indicators that allow progress to be tracked across the life of the strategy.



By 2051, 34% of trips are made by public transport and 21% by walking and cycling



Increase the number of people living within 800m of frequent public transport



Reduce road trauma for all road users



Increase the number of accessible crossings



Increase the number of people living within 200m of bike infrastructure



Lower transport emissions



House future population close to key destinations

Strategic objectives

The time horizon for the Strategy is 20 years (2046), with an interim refresh in 2036. This will ensure we can achieve its long-term vision for the future of mobility in Whitehorse and offer better choices that make a real difference to our everyday transport options.

Change is a team effort

Achieving the vision will require a coordinated effort. We will partner with the Victorian Government, neighbouring councils, developers and the community to plan, deliver and advocate for transport improvements. We will lead improvements on the local network and collaborate with the Victorian Government on arterial roads, train, tram and bus services.

Putting it all together

To achieve our vision and objectives, we will deliver key actions across walking, cycling, public transport, driving, public spaces and

accessibility. These priorities target areas with the greatest need and support a safer, more sustainable and more connected transport network for Whitehorse.

The priorities draw on analysis of data, trends, community feedback and our key advocacy actions to deliver a better transport network for Whitehorse.

The implementation of the priorities will diversify transport choice and enhance safety, liveability and connectedness in Whitehorse

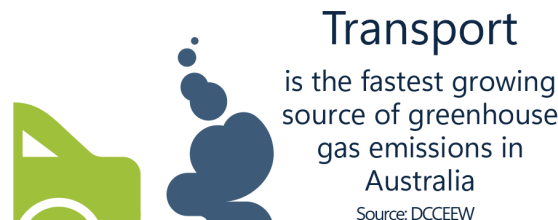
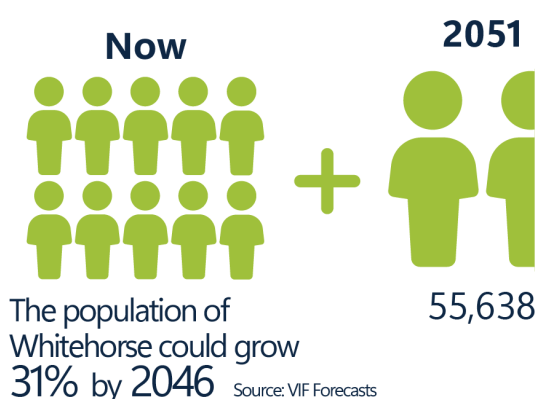
Focus areas	Priorities		
Walking	Provide more midblock signalised and unsignalised pedestrian crossings	Raised threshold treatments, pedestrian islands and reduced crossing widths	Improved lighting, shade and resting opportunities in areas with lots of pedestrians
Cycling	More high quality, continuous shared paths and protected micromobility lanes*	Link the 'Easy Ride' cycling network across major roads	Provide more bicycle parking in areas of high demand
Public transport	Advocate for better service frequency, including weekends and evenings	Advocate for better integration so it's easier to transfer between modes	Advocate for cycling integration, including more bike parking and bike racks on buses
Road network and safety	Lower traffic volume and adopt safer speed limits along key routes, activity centres and neighbourhood streets	Better manage road and kerbside space to make best use of existing infrastructure	Better manage parking in high demand areas to improve certainty and access
Vibrant neighbourhoods	Implement the 'Movement and Place' framework when planning urban precincts	Place making efforts to encourage gathering and lingering in activity centres	Focus urban development in areas with high-quality public transport links
Equal access for everyone	Review and improve footpath network for accessibility needs	Advocate for accessible trams on Route 75, and more accessible bus and tram stops	Advocate and plan for more accessible car parking in the community

*Micromobility includes small footprint, low speed transport devices such as bicycles, e-bikes and e-scooters.

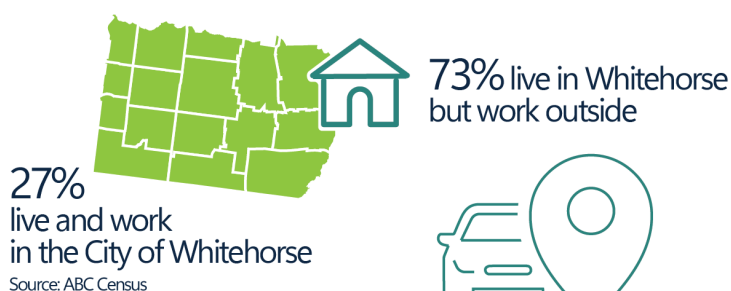
Key priorities to achieve the transport vision

The graphic provides a summary of how Whitehorse travels today and the existing transport network and how the municipality is anticipated to grow over the coming years.

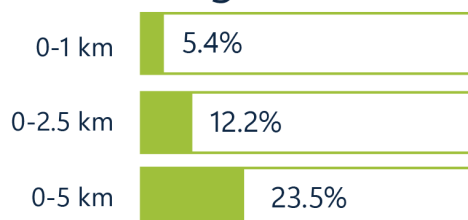
Whitehorse Integrated Transport Strategy



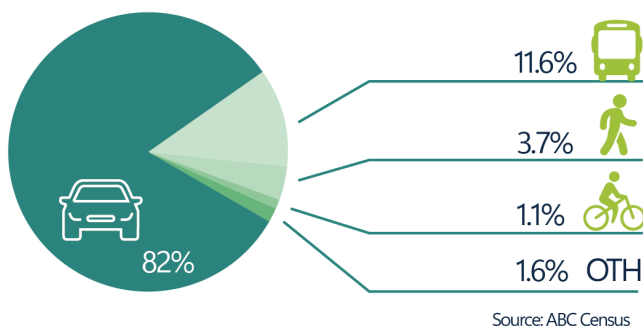
Where residents work



Travel in general



Travel to work



1 in 8 trips to work are less than 2.5km

Whitehorse is well serviced by public transport routes, however buses are INEFFICIENT and INFREQUENT



Extensive footpaths but poor cycling infrastructure, only 0.9% of all trips are by bike

Source: VISTA Travel Survey

Residents are 10 times more likely to walk than ride a bike.

Source: VISTA Travel Survey



Women make shorter trips and are more likely to walk or take public transport compared to men

Source: VISTA Travel Survey

Road safety

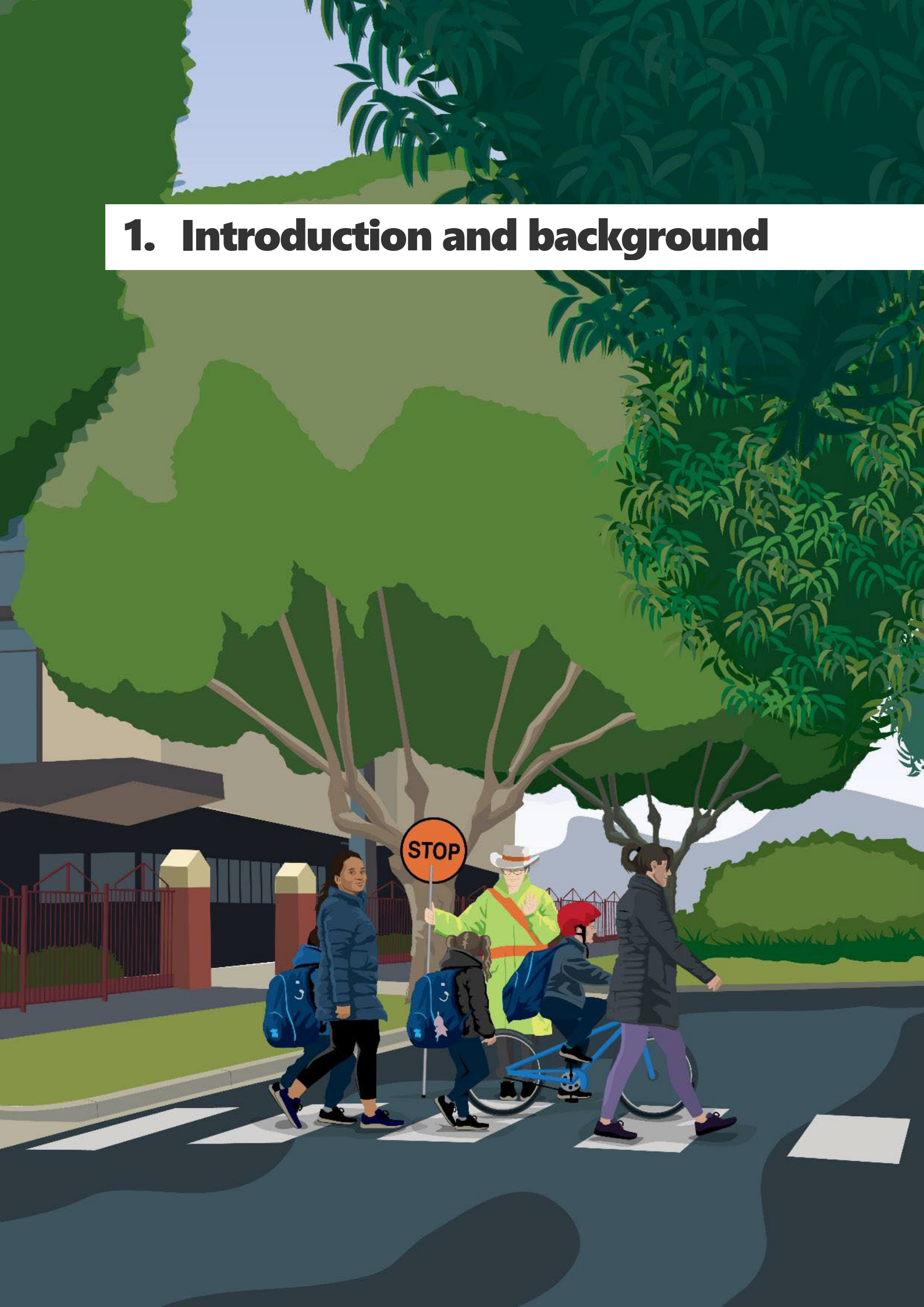
56% of crashes occurred on roads with speed limits of 60 - 70km/h most intersections of arterial roads are crash hotspots

Source: VicRoads



Bringing key themes of the strategy together

1. Introduction and background



Whitehorse City Council has developed this Integrated Transport Strategy to guide our transport investment and policy decisions. This will help ensure we can become a more accessible, sustainable and vibrant city.

Why this Strategy is necessary

We need an Integrated Transport Strategy to ensure the transport network adapts to sustainably accommodate future growth. The Victorian Government has set a target for 76,500 new dwellings to be built in Whitehorse by 2051. This will more than double the number of dwellings. The strategy will help us manage the challenges of congestion, parking and emissions.

New transport infrastructure, including the Suburban Rail Loop, will unlock the potential to change the way we live and move around Whitehorse. This strategy lays out a 20-year blueprint for Whitehorse to guide investment and changes to the transport system, so that we can accommodate this growth sustainably.

The Strategy lays out a blueprint for Whitehorse's transport system that helps sustainably accommodate growth

As Whitehorse grows and travel patterns change, we are taking action to provide more transport choices for our community. This will help to reduce traffic on our roads and is especially important for a future in which more than 55,000 additional people will call Whitehorse home by 2051.

Walking and riding bring a wide range of interconnected social, health, environmental and economic benefits to communities. An

integrated transport system will get people where they want to go, including seamless integration between active (walking and cycling) and public transport.

Key opportunities to create:

- A strong vision that aligns with key themes included in the Council Plan
- A connected walking and cycling network that provides a compelling set of options for short to medium distance trips
- Better integration between the active and public transport networks
- A stronger connection between land use planning and transport, to lower trip distance and diversify transport options
- A powerful set of advocacy actions for improved public transport services and infrastructure
- Measurable, outcome-driven targets.

How this Strategy aligns with Council's strategic positions

The Strategy plays a key role in helping achieve Council's broader strategic goals and objectives. It is informed by local and state policy and will help set out a pathway for Council, the community, and key stakeholders to collaborate to build a more sustainable and efficient transport system in Whitehorse.

The Strategy forms part of Council's broader policy, as shown in Figure 1. Whitehorse 2040 Community Vision and the Integrated Council Plan 2025-2029 set the high-level direction for Council.

Community Vision 2040

Theme 2: Movement and Public Spaces

Our community works best when its people can move freely and connect with each other in a healthy and safe environment.

Key priority 2.1: Create low-traffic neighbourhoods where people can move safely. We should aim to create 20-minute neighbourhoods.

Key priority 2.2: Improve access for people of all ages and abilities to a range of different active transport and movement options.

Key priority 2.3: Provide active public spaces which are accessible by all, where people feel safe and connected with others in the community.

Integrated Council Plan 2025-2029

The Draft strategy mainly supports:

Strategic Direction 2: Built

Objective 2.1: Safe and accessible public spaces.

- Plan for and provide safe and easy to access public spaces through better design.
- Plan for and deliver transport infrastructure that support safe and active transport uptake.
- Promote local opportunities to encourage active transport throughout the City.

Objective 2.3: Sustainable planning and infrastructure to respond to population change.

- Plan and advocate for future infrastructure that meets the community need.

The draft strategy also supports:

Objective 1.3: A healthy and active community.

Objective 4.2: An environmentally sustainable and climate resilient city.

Figure 1 The Strategy's alignment with Council's policy framework

Policy and strategic context

Policies and strategies lay out the vision and guidance for how we meet challenges and develop in the future. The Victorian Government and Council have a strong emphasis on a more sustainable and integrated transport network.

The Council's Financial Plan and Revenue and Rating Plan guide future strategies and actions to ensure that we continue to operate in a sustainable manner. The Asset Plan and Capital Works Program guide the maintenance and renewal of Council's assets, including transport assets such as roads, footpaths, shared paths and traffic treatments.

The Strategy is informed by local and state government policy, which is listed below.

Whitehorse City Council:

- Community Road Safety Strategy 2013
- Cycling Strategy 2016

- Traffic Management Strategy 2003
- Climate Response Strategy 2023–2030
- Community Engagement Policy 2025–2029
- Disability Action Plan 2026–2030
- Gender Equality Action Plan 2022–2026
- Health and Wellbeing Plan 2025–2026
- Investment and Economic Development Strategy 2024–2028
- Open Space Strategy 2025
- Road Management Plan 2026

State and Federal Government Policies:

- Local Government Act 2020
- Transport Integration Act 2010
- Road Safety Act 1986
- Road Management Act 2004
- Plan Melbourne 2017-2050

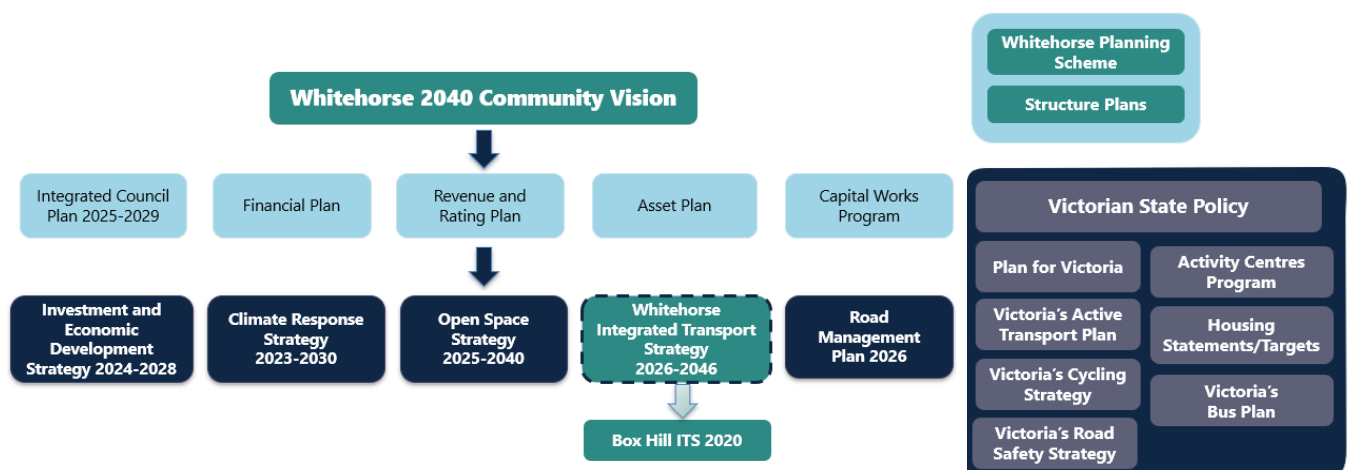


Figure 2 The Strategy in policy context

2. Challenges facing Whitehorse



Seven key challenges were identified from stakeholder engagement, a site assessment and data analysis. These are the issues that we need to overcome to enjoy a transport network that meets the needs of our growing community.



Figure 3 Challenges facing Whitehorse

Growing population

Whitehorse is home to more people than ever before and this growth is only going to accelerate, with major transport hubs such as Box Hill growing rapidly (Figure 4). Other significant growth areas include Blackburn and Burwood. As more people call Whitehorse home, we need to ensure we retain and enhance the liveability that makes Whitehorse great and get the transport balance right.

Limited transport options

In Whitehorse, the motor vehicle is the default, and often only, choice for how almost everyone gets around. This means that almost all trips in Whitehorse are made by car, including most short trips (under five kilometres). Public transport services do not run often enough and most people do not live near a safe and connected bike route. There is an opportunity to increase the number of transport choices available to everyone, so people can choose to travel using the mode that best suits their needs.

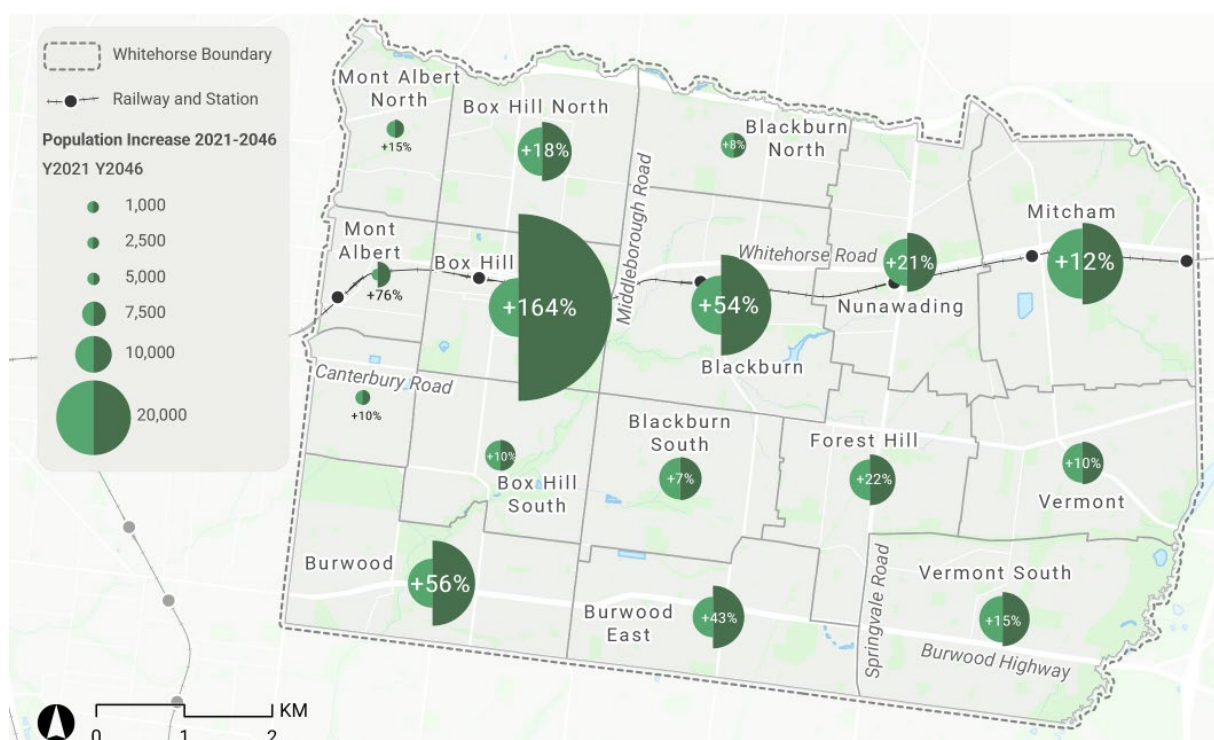


Figure 4 Population increases by Suburb 2021-2046 Source: ABS Census Data, .id Community

Traffic congestion and parking

We know that Whitehorse's population is expected to increase significantly between now and 2046. Population growth is increasing pressure on Whitehorse's roads, but there is limited capacity to widen roads or remodel intersections. Without addressing these challenges, our major hubs will become crippled by congestion, diminishing liveability, local amenity and economic success. Providing more transport choices will help manage congestion and support a more liveable and prosperous city.

Road safety

People walking and cycling make up a disproportionate number of those injured on our roads. The largest clusters of crashes in Whitehorse are along arterial roads managed by the Victorian Government and within activity centres. Dangerous speed limits, poor road geometry and a lack of safe streets for

people on bikes result in unacceptable levels of road trauma.

As shown in Figure 5, the number of crashes in Whitehorse has remained relatively steady over time.

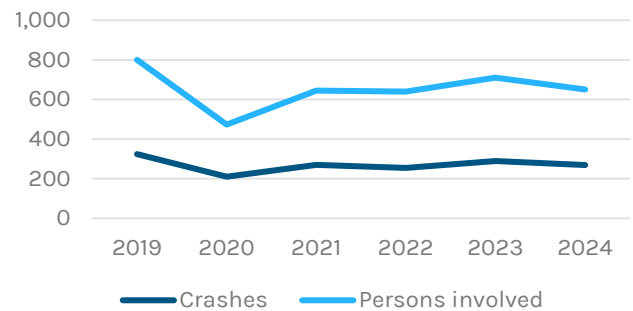


Figure 5 Number of crashes and persons involved per year in Whitehorse

Source: Department of Transport and Planning

The Victorian Government seeks to cut road deaths in half by 2030 and achieve zero fatalities by 2050. To achieve the Victorian Government's ambitions, measures beyond those already tried will be needed. Crashes by transport mode are shown in Figure 6.

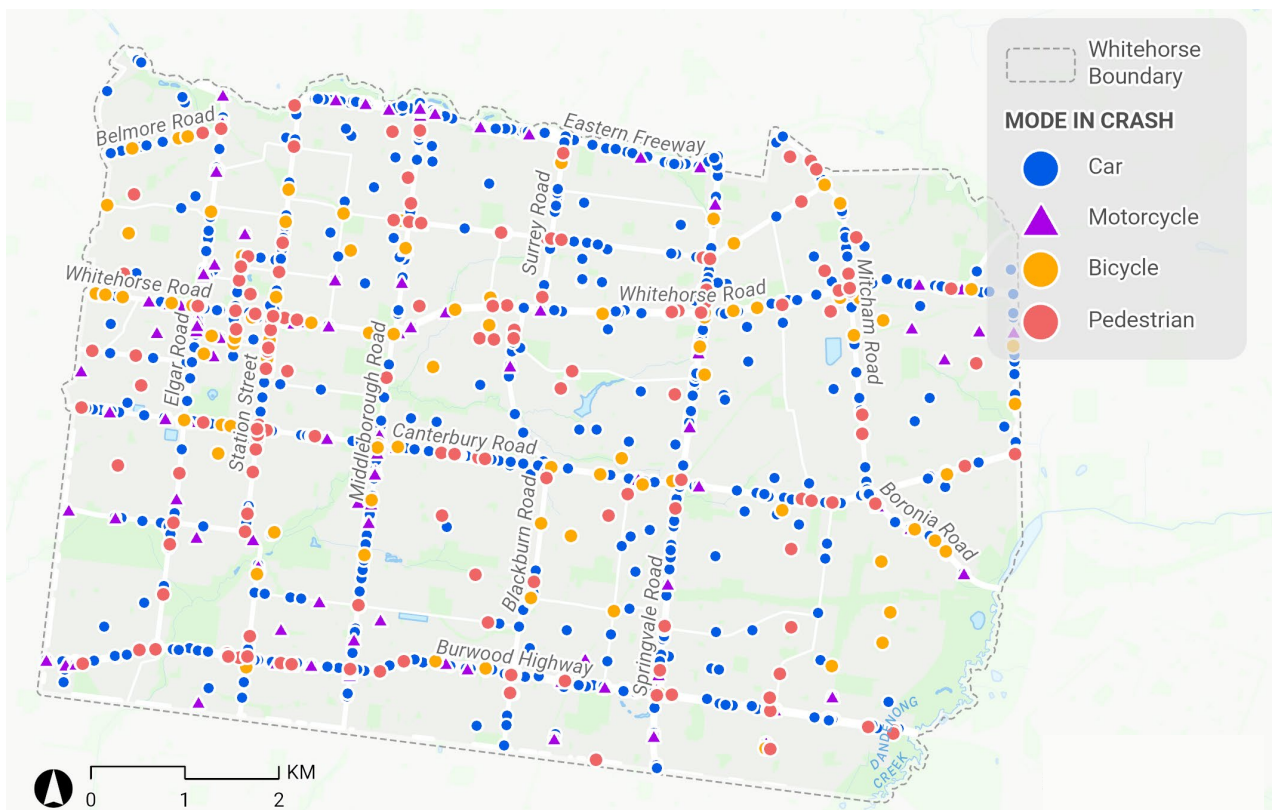


Figure 6 Crashes by transport mode in Whitehorse, 2019–2024

Source: Department of Transport and Planning

Emissions reduction

By 2030, transport is projected to be the single largest source of emissions in Victoria.¹ Emissions from transport are already the second largest source of pollution in Whitehorse.² Council can assist the Victorian Government in meeting the state’s emission reduction targets and net zero by 2045. Electrifying vehicles will be critical to reaching this ambition but replacing car trips with public and active transport is even more effective.

Figure 7 shows the comparison of different transport modes by carbon emissions and space efficiency. Active and public transport have lower emissions and are space efficient. We can reduce our overall transport-related emissions by providing more transport choice.

Disconnected active travel network

Whitehorse has local streets that are suitable for cycling but major roads can be difficult and unsafe to cross, making it harder to use the network. Many sections of high-speed arterial roads have long distances between signalised crossings, forcing people on bikes to detour or wait for extended periods for gaps in traffic. Making it easier to cross these roads would better connect the ‘islands’ of quiet streets together for a useable network.

Accessible spaces

Whitehorse has an extensive public transport network, but not everyone has equal access. Despite the presence of low-floor tram stops, few services are accessible. Low-floor trams and stops are essential for those with limited mobility to access public transport.

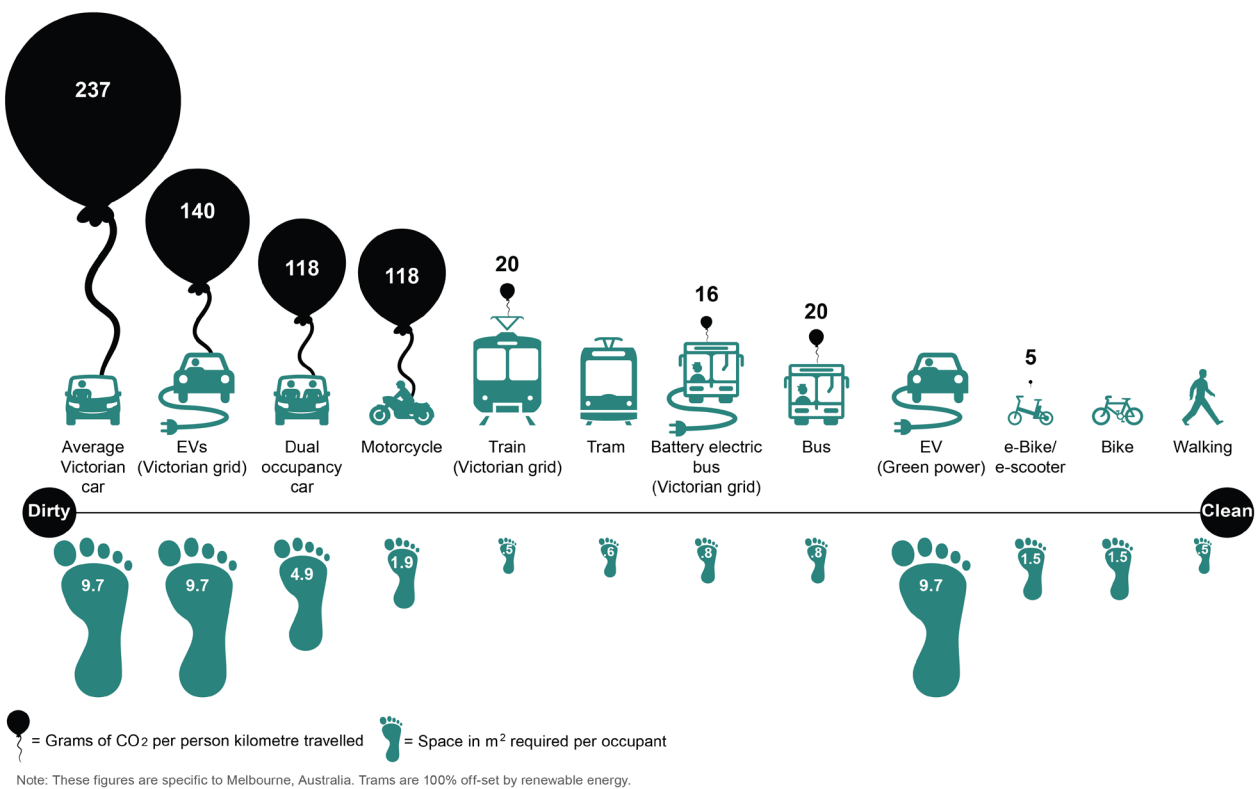


Figure 7 Emissions and physical footprints attributable to different types of transport

¹ Source: Australian Climate Change Authority (2024), Sector Pathways Review (Part 1: Transport)

² Source: Snapshot Climate (2024), City of Whitehorse

3. Vision, guiding principles and strategic objectives



The Strategy is led by a vision, supported by a set of guiding principles and measurable strategic objectives.

Together, they set the direction for the next 20 years and provide a framework for measuring progress. Our vision, principles and objectives guide us to create a more connected, accessible, safe and sustainable transport network for Whitehorse.

Vision

The vision for the Whitehorse Integrated Transport Strategy is that by 2046:

Whitehorse has a transport system that provides safe, reliable and sustainable travel choices for everyone, connecting people and places.

Guiding principles

The guiding principles set the direction for the future of transport in Whitehorse. They ensure our decisions contribute to a safer, more connected and more accessible city for everyone.

Figure 8 describes the guiding principles that drive our actions.



Choices

Everyone can choose the transport option that works best for them



Safety

Create safer roads for everyone



Climate friendly

Reduce transport emissions



Growing economy

The transport network is efficient for people and goods



Accessible for all

The transport network provides equitable and independent travel for everyone



Integration

It's easy to move between walking, cycling and public transport

Figure 8 Guiding principles

Strategic objectives

The following set of strategic objectives provide Council with measurable targets (Figure 9).

1. Meet our mode share targets for 34% of trips to be made by public transport and 21% of trips to be made by walking and cycling, by 2051, measured every five years. These targets are discussed in detail in Section 6.2 *Scenarios of Change*.
2. Reduce the incidence and severity of road crashes on roads managed by Council, with the aspirational goal of zero deaths by 2046 to align with Victoria's Road Safety Strategy 2021–2030.
3. Lower transport emissions, consistent with Council's aspiration of net zero community emissions by 2040.
4. Increase the proportion of the population within 800m of a 'frequent' public transport service, measured every five years.³
5. Increase the proportion of the population within 200m of a high-quality shared path, protected bicycle path or *Easy Ride* route, measured every five years.
6. Increase the number of accessible kerb ramps and pedestrian crossings, measured every five years.
7. House future residential populations within close proximity to jobs, services and other key destinations.

Council will review the strategic objectives every five years to measure progress and reevaluate based on changing circumstances.⁴

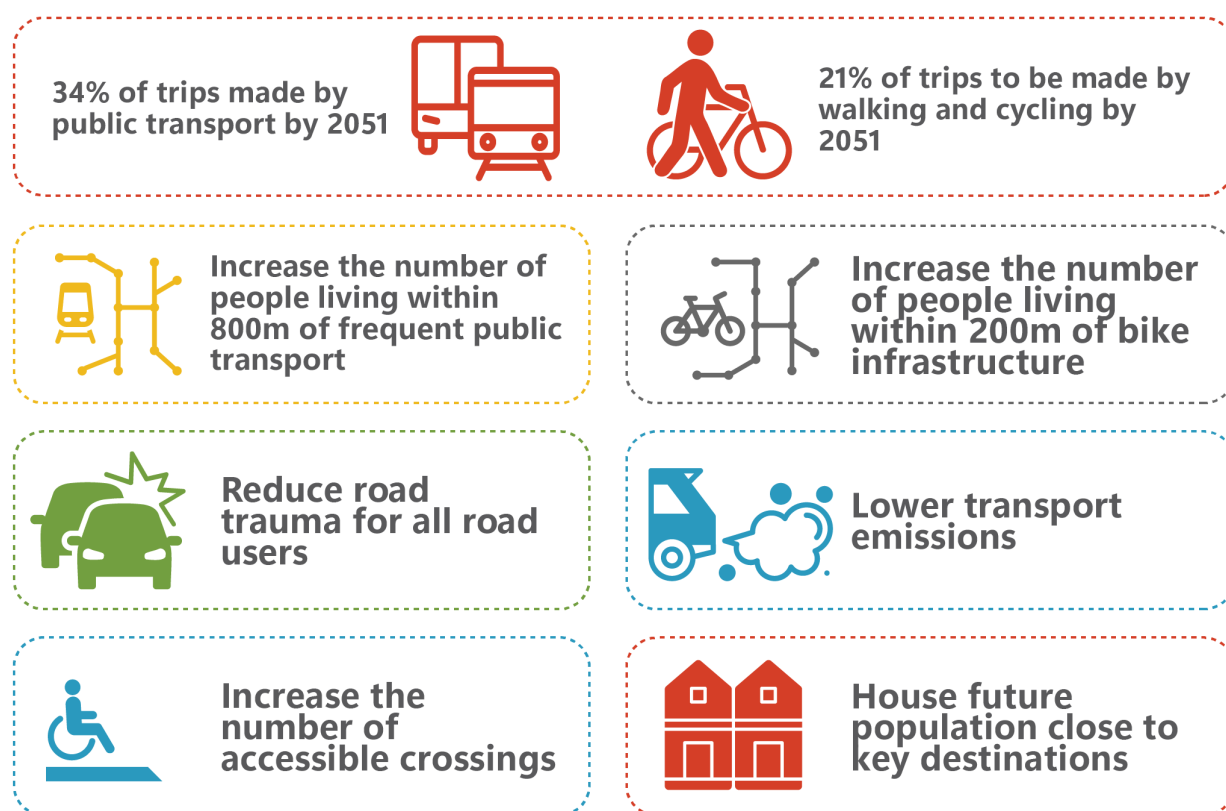


Figure 9 Strategic objectives

³ A *frequent* public transport service is defined as a train, tram or bus route that arrives at least every 15 minutes at 12pm on a weekday.

⁴ Five-year strategic reviews to align with ABS Census results

4. What we heard from the Whitehorse community



As part of the Strategy development, we consulted with the community across a range of face-to-face and digital platforms. We heard the barriers that exist in the current transport system and the community's aspirations for future mobility choices in Whitehorse.

How we engaged

Hearing from locals was critical to developing this Strategy. Engagement activities included:

- Three pop-up sessions around Whitehorse (see Figure 10 for an example).
- An online survey and interactive map where users could highlight issues and places they like. 265 people responded to the survey and 306 locations were identified on the interactive map.
- Workshops with key stakeholders including Councillors, Council staff, community groups, adjoining councils, and Victorian Government to understand the transport issues and opportunities in Whitehorse.



Figure 10 Community engagement at Box Hill

Barriers identified by the community

The community felt that while there were a broad range of transport options available in Whitehorse, people faced barriers to making the most of the network.

- A lack of opportunity to walk, cycle and take public transport.
- Missing footpaths, road crossings and integration between buses and trains.
- Poor public transport. Many people felt that the public transport network, particularly buses, ran too infrequently or indirectly to be useful.
- Lack of safety. Road and traffic conditions and limiting safe crossings reduce people's perception of safety across many roads in Whitehorse.
- Frustration with traffic and parking in major centres.

What the community wants

As part of our engagement, locals were asked to identify what would enhance their transport choices in Whitehorse. The key themes are summarised below.

- Improvements to intersections and crossings. Residents wanted safer crossing options, better traffic light timings and safer options for pedestrians at intersections.
- Service and frequency. Many people identified a need for improved frequencies on local public transport services. This was especially true for the bus network.
- New and upgraded infrastructure. Better infrastructure would give residents more choice to move around Whitehorse with a more diverse set of transport choices. Suggestions included: new and upgraded bus and tram stops, better street lighting, active transport infrastructure and improved road line marking.

Many of the opportunities identified by locals prioritised better local infrastructure, such as footpaths and street lighting. These small infrastructure projects often have lower costs and can deliver significant local benefits.

5. How people move around Whitehorse today



Existing transport network

Whitehorse's transport network is made up of road, public and active transport assets. The transport network in Whitehorse has remained largely fixed for the past 50 years as Melbourne's population and urban footprint has expanded.

Today, Whitehorse is a middle-suburban council and faces many of the same challenges as its neighbours. New housing supply comes from brownfields redevelopment, infill development and subdivision, often around activity centre hubs.

The current transport network includes:

- good walking coverage, but gaps in accessibility around major centres
- a cycling network that consists largely of off-road paths and some 'Easy Ride' route quiet streets

- extensive public transport coverage, with almost all residents residing with a short walk of a train, bus or tram stop
- a strong road hierarchy with a well-developed network of arterial roads, but there are car parking pressures in major hubs

The Suburban Rail Loop will significantly improve regional access, but local connections will require additional considerations and investment.

Public transport network

Whitehorse is served by an extensive public transport network that has good coverage across rail, bus and tram modes, as shown in Figure 11.

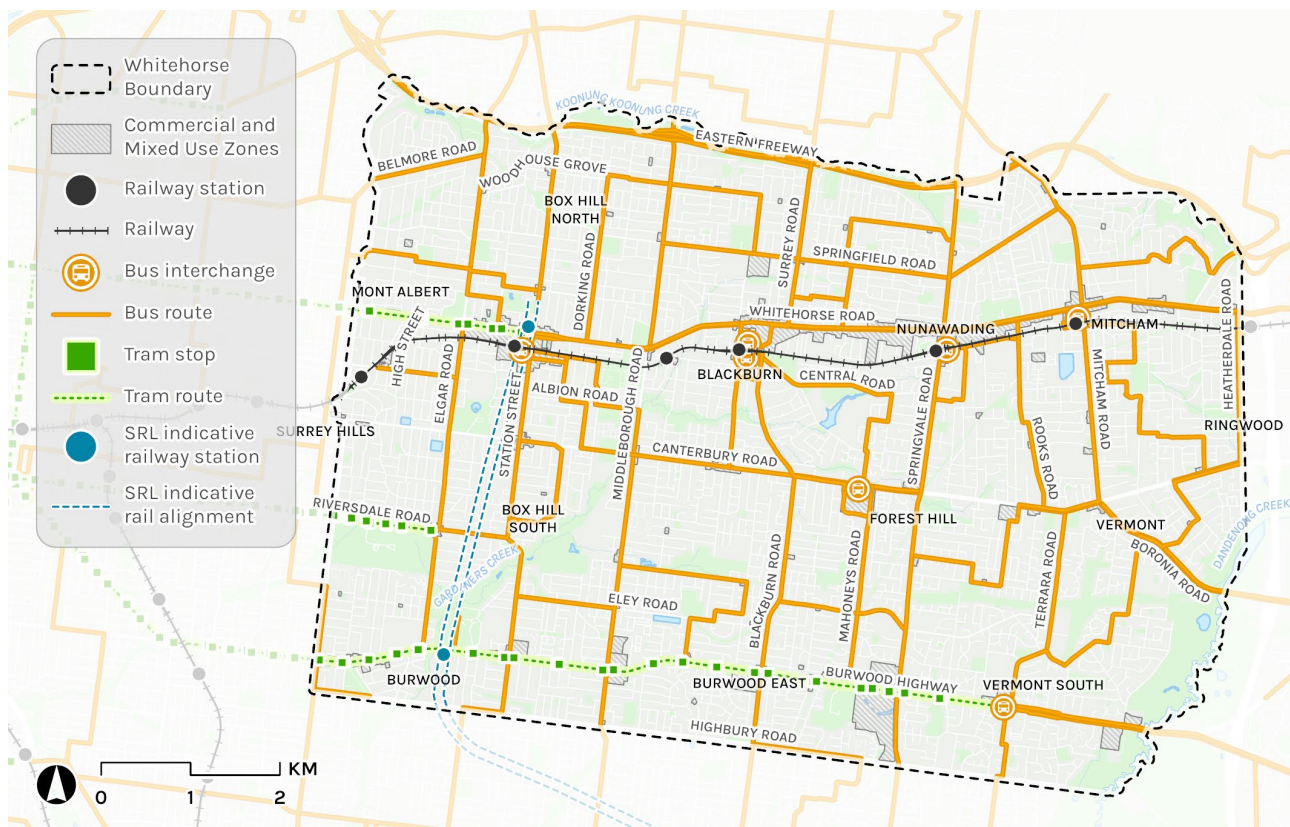


Figure 11 Whitehorse's public transport network⁵

⁵ See Transport Victoria local area map for more detail on bus and tram services within Whitehorse

Whitehorse is served by the Lilydale and Belgrave rail line, three tram routes (70, 75 and 109), and a network of bus services, including the 902 and 903 SmartBus routes. However, many local bus services are infrequent and indirect, making public transport less convenient for some residents.

The future Suburban Rail Loop East will connect Box Hill to Cheltenham, via Burwood, Glen Waverley, Monash and Clayton. In the longer term, SRL North and West will connect Box Hill to key areas such as Doncaster, Broadmeadows, and Melbourne Airport. Suburban Rail Loop will significantly enhance travel options to and from Whitehorse.

Walking and cycling network

Whitehorse has an extensive footpath network and a still developing cycling network, as

illustrated in Figure 12. Footpaths are a critical transport asset as almost every trip begins or ends with walking.

Whitehorse has a well-developed network of footpaths

Most local residential streets in Whitehorse have a footpath on both sides of the street. A key deficiency in the network is the lack of sufficient, safe crossing points over major roads.

Whitehorse's cycling network is less well developed, with a partial network of dedicated paths and 'Easy Ride' routes, shown in Figure 12.

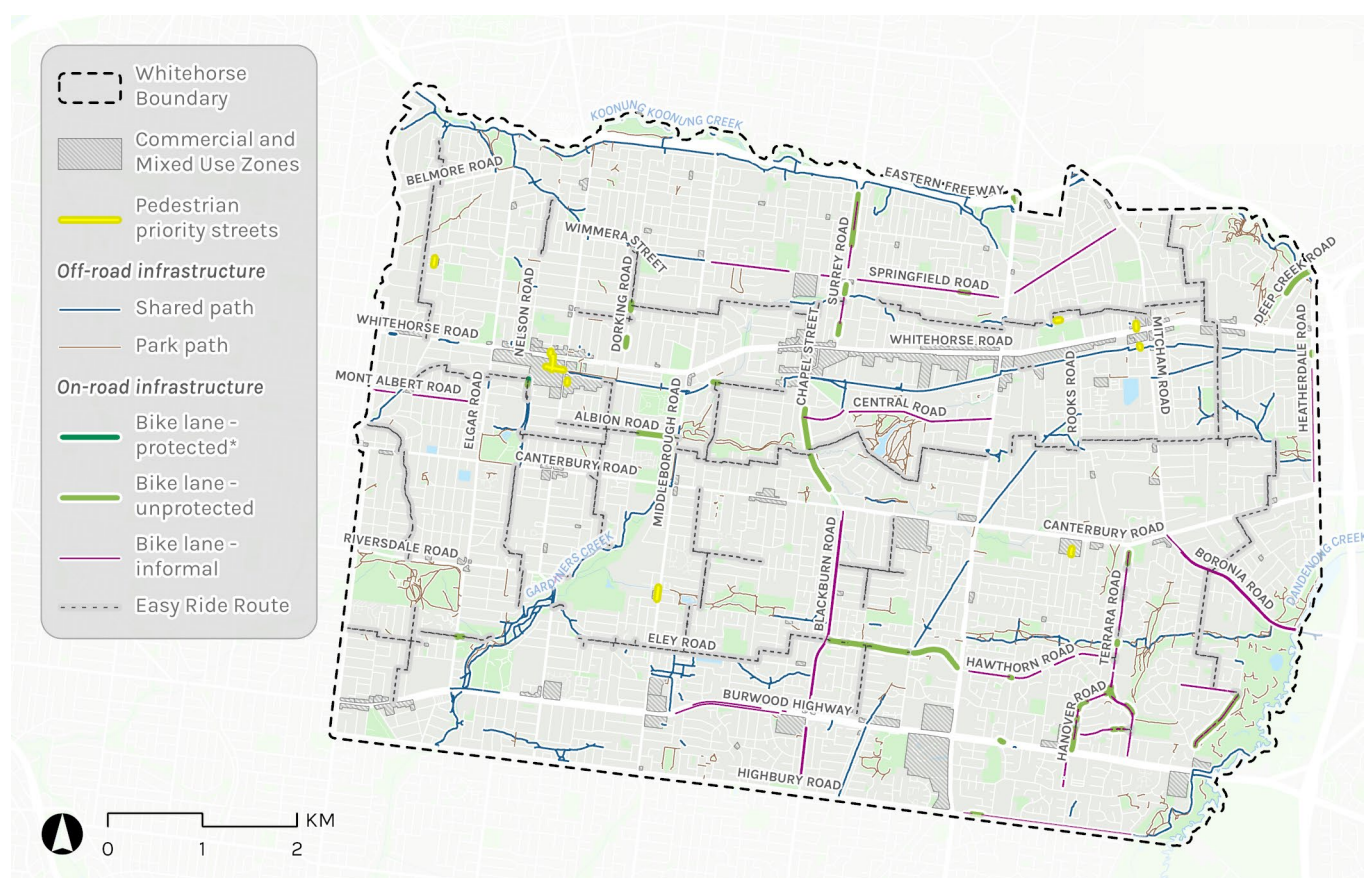


Figure 12 Whitehorse current cycling network

Note: Only one length of protected bicycle lane infrastructure is located in Whitehorse City Council on Thurston Street

The lack of safe infrastructure and separation from car traffic excludes many potential users. The network is made up of:

- Off-road shared user paths, such as along the Lilydale/Belgrave line. These paths provide safe routes, but have some gaps, such as around Box Hill.
- Local '*Easy Ride*' routes, mainly consisting of low-traffic local streets that increase local cycling access. Council has installed several routes, but cycling participation remains low. Improving safety, comfort and accessibility can help more people use the Easy Ride routes.
- On road cycling lanes. Many of these lanes do not continue through intersections and roundabouts, creating hazards and deterring people from choosing to cycle.

Road network

Whitehorse has an extensive network of local and arterial roads, connecting every address in the municipality, shown in Figure 13.

Whitehorse borders State-significant roads such as the Eastern Freeway and Eastlink, which act as the Principal Freight Network (PFN) serving commercial and industrial operations throughout the municipality. Many of the arterial roads lack provision for dedicated bus lanes, safe cycling or sufficient crossing opportunities for pedestrians.

The opening of North East Link in 2028 is expected to increase congestion through Whitehorse especially on north-south arterials roads, such as Middleborough Road and Station Street. Addressing congestion will support a more accessible, efficient and reliable road network.



Figure 13 Whitehorse road network and speed zones

Source: DTP

Note: All roads *without* a shaded line are local or minor roads.

How the community lives and travels today and into the future

A snapshot of transport and population in Whitehorse is provided in Figure 14. This shows the heavy reliance on motor vehicles for transport. It also highlights the future population in Whitehorse, and the need to sustainably accommodate growth.

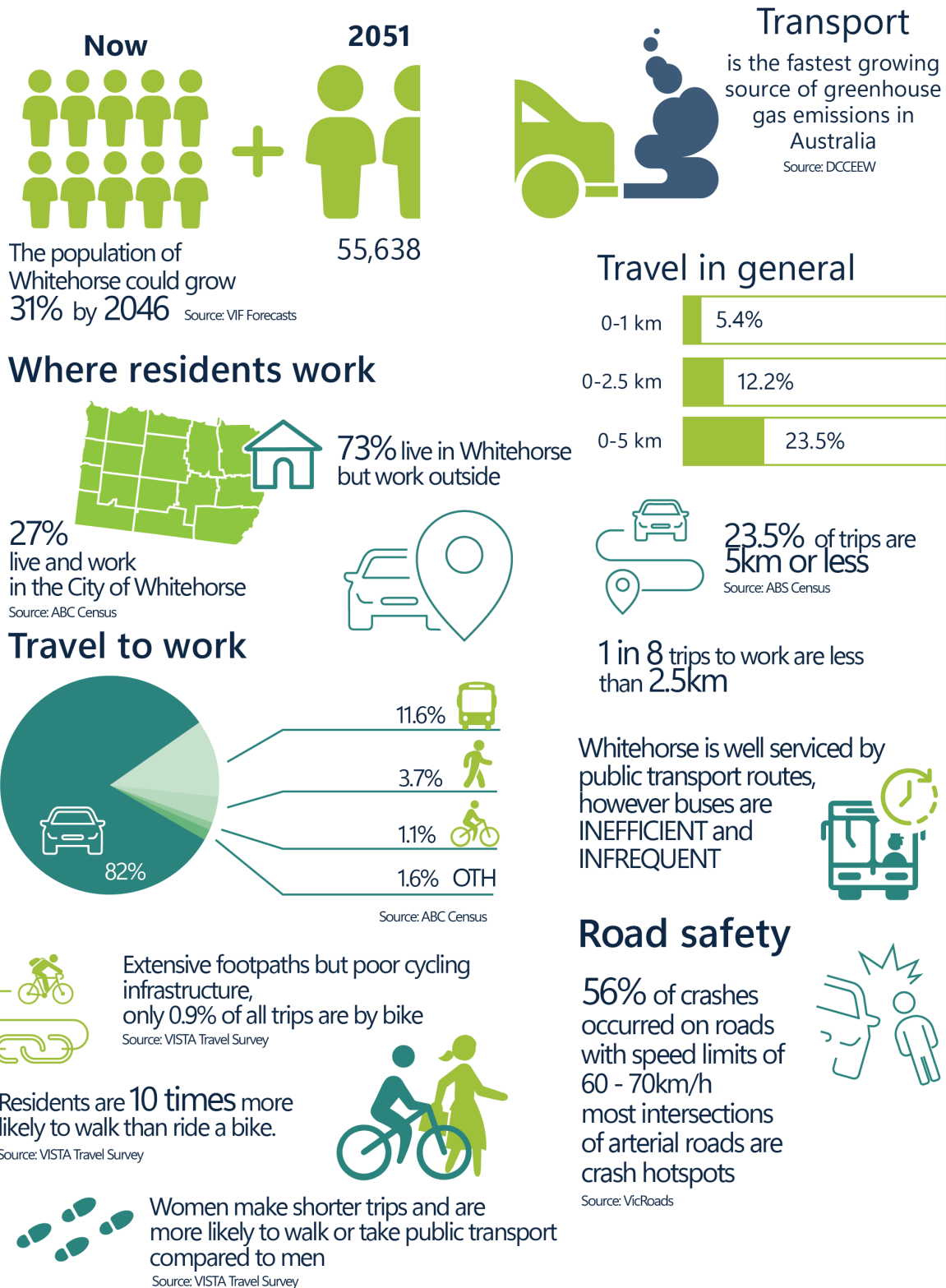


Figure 14 A snapshot of transport and population in Whitehorse

Source: Institute for Sensible Transport, ABS census, VISTA, DCCEEW, DTP

Future transport in Whitehorse

Transport is changing rapidly. New technologies such as ride-sharing, car-sharing and electric vehicles are giving people more travel options. E-bikes and e-scooters are also becoming increasingly popular, making it easier for more people to travel using convenient, space-efficient forms of transport.

Micromobility

Micromobility includes small footprint, low speed transport devices, such as bicycles, e-bikes and e-scooters. In Whitehorse, e-bikes can help overcome the challenges of hilly terrain, making cycling a more accessible option for more people.

Electric vehicles and charging

Electric vehicles are becoming more popular as more households make the switch from petrol and diesel cars. Lower running costs and growing affordability are making electric vehicles an attractive option for many Whitehorse residents.

As electric vehicle ownership grows, so does the need for charging infrastructure. While most Whitehorse residents can charge vehicles at home, people living in older flats, units and apartments may face challenges and may require shared charging solutions.

More electric vehicle charging infrastructure is needed in Whitehorse's activity centres and major destinations to support residents and visitors. **As a result of this Strategy, we will develop an electric vehicle charging policy that guides the implementation of EV charging stations in activity centres, Council facilities and kerbside chargers linked to existing power poles.**

Car sharing

Car sharing provides short-term access to vehicles, allowing people to use a car when needed without owning one. This self-serve service offers an alternative to car ownership in cases where people only need a personal vehicle occasionally.

Car sharing has been shown to lower car usage and ownership, including lowering congestion and traffic levels. **As a result of this Strategy, we will develop a Car Sharing Policy to help people in major activity centres rely less on private vehicles.**

Autonomous vehicles

Internationally, autonomous vehicles are increasingly a common sight in major cities, especially for Rideshare and Taxi services. According to the National Transport Commission, autonomous vehicles are expected to increase the safety and efficiency of the road network over the longer term.⁶ Regulations for autonomous vehicles are expected to be finalised in 2027, which will allow for the first on-road trials to begin.

By the mid-2030s it is expected that autonomous vehicles may become an everyday sight on Whitehorse roads. Widespread deployment of autonomous vehicles may reduce the need for households to own their own vehicles, reducing parking pressures in activity centres and residential streets. The development of this market segment largely sits outside the term of this strategy; however, Council will continue to monitor the impact of these vehicles on the transport network.

⁶ Source: <https://www.ntc.gov.au/transport-reform/automated-vehicle-program>

Freight

The efficient and safe movement of freight is important for Whitehorse's economy and residents. The municipality is bounded by the Eastern Freeway to the north, and Eastlink to the east, creating strong regional transport connections. The opening of North East Link in 2028 will enhance freight connectivity to rail terminals in Melbourne's north and the Hume Highway.

Efficient freight movement within the municipality is supported by the major arterial road network which are suited for High Productivity Freight Vehicles (HPFVs) operation. Large freight vehicles should not be operating in major activity centres and residential neighbourhoods for safety and amenity reasons.

As Whitehorse grows, increasing density will result in increased consumer demand, creating more freight movements in activity centres. These changes need to be managed, to maximise freight efficiency and protected amenity. There are opportunities to explore new last mile delivery options for major centres such as Box Hill using micromobility innovations such as e-cargo bikes. The efficient movement of freight in activity centres will enable Whitehorse to protect neighbourhood amenity and support thriving local businesses.

The efficient movement of freight in activity centres will enable Whitehorse to protect neighbourhood amenity and support thriving local businesses

6. What we will do to improve transport in Whitehorse



Achieving our vision for Whitehorse will require us to make the most of opportunities to improve the transport network.

Why we need a different set of transport options

Whitehorse's population is expected to grow significantly over the coming decades. As shown in Figure 15, the population was 178,639 in 2023. According to 'Victoria in Future' (Victorian Government) projections, it is expected to exceed 250,000 by 2051, representing a population growth of 43% from 2024 to 2051. If Victorian Government's 'Housing Target' is achieved, the population could approach 350,000 by 2051, representing a population growth of 84% from 2024 to 2051.

The Whitehorse Integrated Transport Strategy uses 2051 as its planning horizon to align with the Victorian Government's long-term strategic plans.

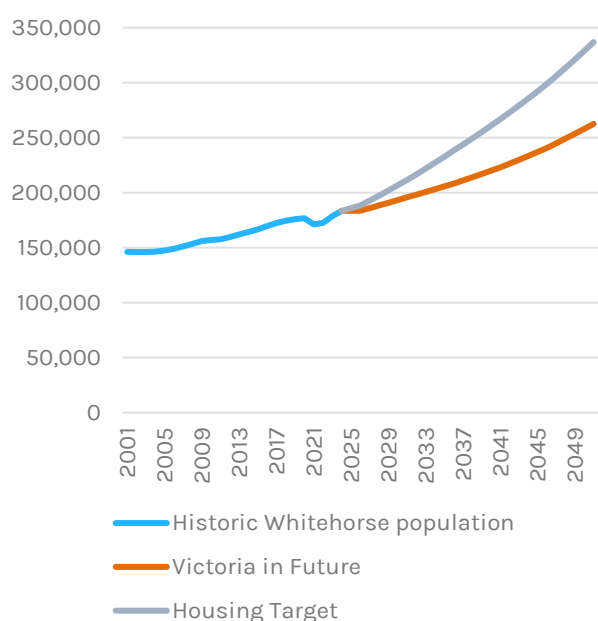


Figure 15 Potential future population of Whitehorse

Source: ABS and DTP

Note: Housing Target population assumed by applying Victoria in Future people per dwelling figures to Housing Target

2051 is the horizon date of the Victorian Government's most recent strategic plans

Strong population growth highlights the need for a transport network that can support more people travelling around Whitehorse. While Box Hill is expected to see the largest increase in population, suburbs such as Blackburn and Burwood are also expected to grow significantly due to the Suburban Rail Loop and the Victorian Government's Activity Centres Program.

By providing homes close to public transport, walking and cycling connections, we can create a healthier, more sustainable and more liveable city. Better integration of land use and transport also helps people access jobs, shops, education and services more easily.

If people live close to good public transport, walking and cycling networks, Whitehorse is likely to become healthier, more sustainable and liveable

Scenarios of change

Two future scenarios of change have been considered. These are a *business-as-usual* scenario which sees past travel patterns continue, and a *sustainable change* scenario which is the embodiment of this Strategy's vision and principles.

The 'journey to work' (commute) mode share for these scenarios are shown in Figure 16 and discussed below.

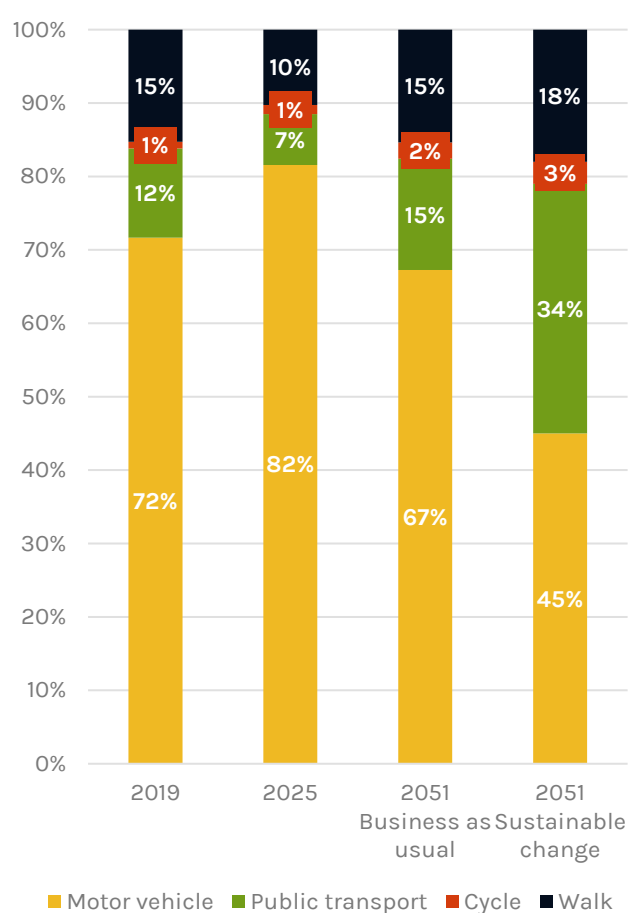


Figure 16 Mode share scenarios, journey to work

Source: ABS Census

Business as usual

Census journey to work data and household travel survey data (VISTA) have been used to provide a baseline of travel which informs the 'business-as-usual' scenario. This scenario is useful as it indicates the future demand on the road network and parking, without additional

improvements to the public and active travel network.

A business-as-usual approach could see a 59% increase in traffic by 2051

If the 'Housing Target' is met, the total amount of kilometres travelled per day could rise from 3.3 million in 2025 to 5.3 million by 2051; a growth of 59% as shown in

Figure 17. This will see increased strain and congestion on the road network.

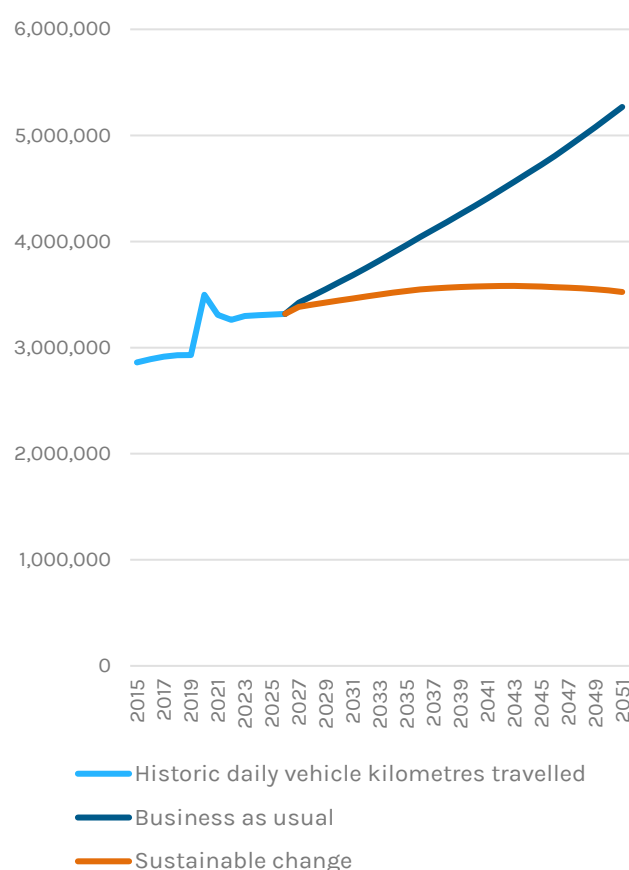


Figure 17 Historic and potential motor vehicle km travelled per day under 'Housing Target' population

A sustainable change

The 'sustainable change' scenario reflects the vision of this Strategy. This sees a stronger shift towards public and active transport, helping to reduce the additional traffic and congestion that comes with strong population growth. Under this scenario, growth levels off at around 3.5 million kilometres per day by 2051, shown in Figure 17.

Expanding transport choices beyond driving will help create a more connected, sustainable and liveable Whitehorse. This means improving walking, cycling, and public transport is the most effective way of creating the city that the community said they want. Importantly, this approach will also put Whitehorse in a stronger position to accommodate the growth expected in future decades. The five-yearly targets show the projected share of trips made by different travel choices till 2051 (

Figure 18).

The sustainable change scenario allows more people to live in vibrant places with high amenity, while sustainably accommodating growth

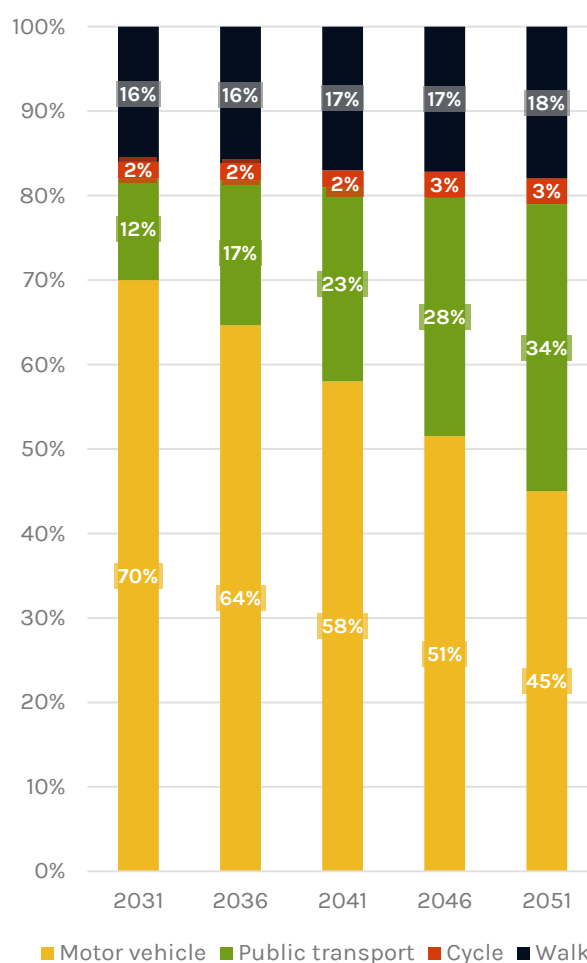


Figure 18 Sustainable change mode share targets

What we will do

We need to look at the transport system as a whole to improve transport safety, choice and sustainability in Whitehorse. Based on the strategic objectives and feedback from the community, these are the opportunities for us to improve the way we move around Whitehorse, separated into different focus areas.

Walking

Almost all transport trips start and end on foot. A good footpath and street crossing network can allow people to access work, education and services in a safe and comfortable way. Whitehorse has a well-developed network of footpaths and shared paths across the municipality, and most residential streets have footpaths on both sides of the street.

Victoria's Active Transport Plan has a goal for 25% of all trips to be made by active modes by 2030. There are opportunities to improve walking comfort and safety, particularly in busy activity centres and commercial precincts.

Victoria's Active Transport Plan envisions 25% of all trips being made on foot or bike by 2030

We will improve walking in Whitehorse by:

- Creating safer crossings at intersections by providing raised threshold treatments, pedestrian islands and reduced crossing widths.
- Increasing crossing opportunities on local streets by providing mid-block pedestrian crossings
- Increasing the accessibility of the footpath network by providing targeted upgrades as supported by the Disability Action Plan 2026-2030.
- Improving resting and shade opportunities through tree planting in busy pedestrian areas, and improved lighting on footpaths

Walkability checklist

A 'walkability checklist' should be used for new and existing developments to help create and maintain places that encourage walking (attached in Appendix A).

Cycling

Cycling is a healthy, affordable and sustainable way of moving around Whitehorse, whether it is for recreation or longer trips. By improving cycling options, we can provide more choices for transport and ease congestion on roads. Council has expanded its cycling network in recent years through the delivery of new shared paths and 'Easy Ride' routes. However, gaps remain in the network, particularly around activity centres such as Box Hill, making some cycling trips less direct and accessible.

New bicycle infrastructure through the centre of Box Hill, and stronger connections to the regional cycling network will make cycling safer and more attractive to people of all ages and abilities. Since the last Whitehorse Integrated Transport Strategy was published, personal micromobility devices, such as e-bikes and e-scooters have exploded in popularity. While they offer convenient ways to get around, there has been a rise in conflicts between riders and pedestrians, especially in activity centres. Better cycling and bike parking infrastructure can remove these devices from footpaths, improving the amenity in areas with high numbers of pedestrians.

We will improve cycling in Whitehorse by:

Improving cycling connections

- Advocating for the completion of missing links in off-road trails, including extending the Ringwood rail trail to Union Station and Hawthorn.
- Planning for Strategic Cycling Corridors that provide safe, high-quality connections between major destinations.
- Improving local cycling links to train stations and key destinations.

Improving cycling safety

- Delivering more continuous shared paths and protected micromobility lanes.
- Continuing upgrades to Easy Ride routes through traffic calming and safer speed limits.
- Providing more bicycle parking in activity centres, schools and recreational areas, including replacing outdated style of bicycle parking with Austroads-compliant designs (Figure 20).



Figure 19 On street bike hoop

Bike use propensity index

A Bike and Micromobility Use Propensity Index has been developed which illustrates the spatial variation in latent demand for cycling. This map, shown in Appendix B, indicates that there is stronger latent demand for cycling around the Box Hill activity centre.

Stronger connections to regional cycling networks will make cycling safer and more attractive to people

Figure 21 shows a conceptual map for local routes, strategic corridors and recreational trails to support improvements.

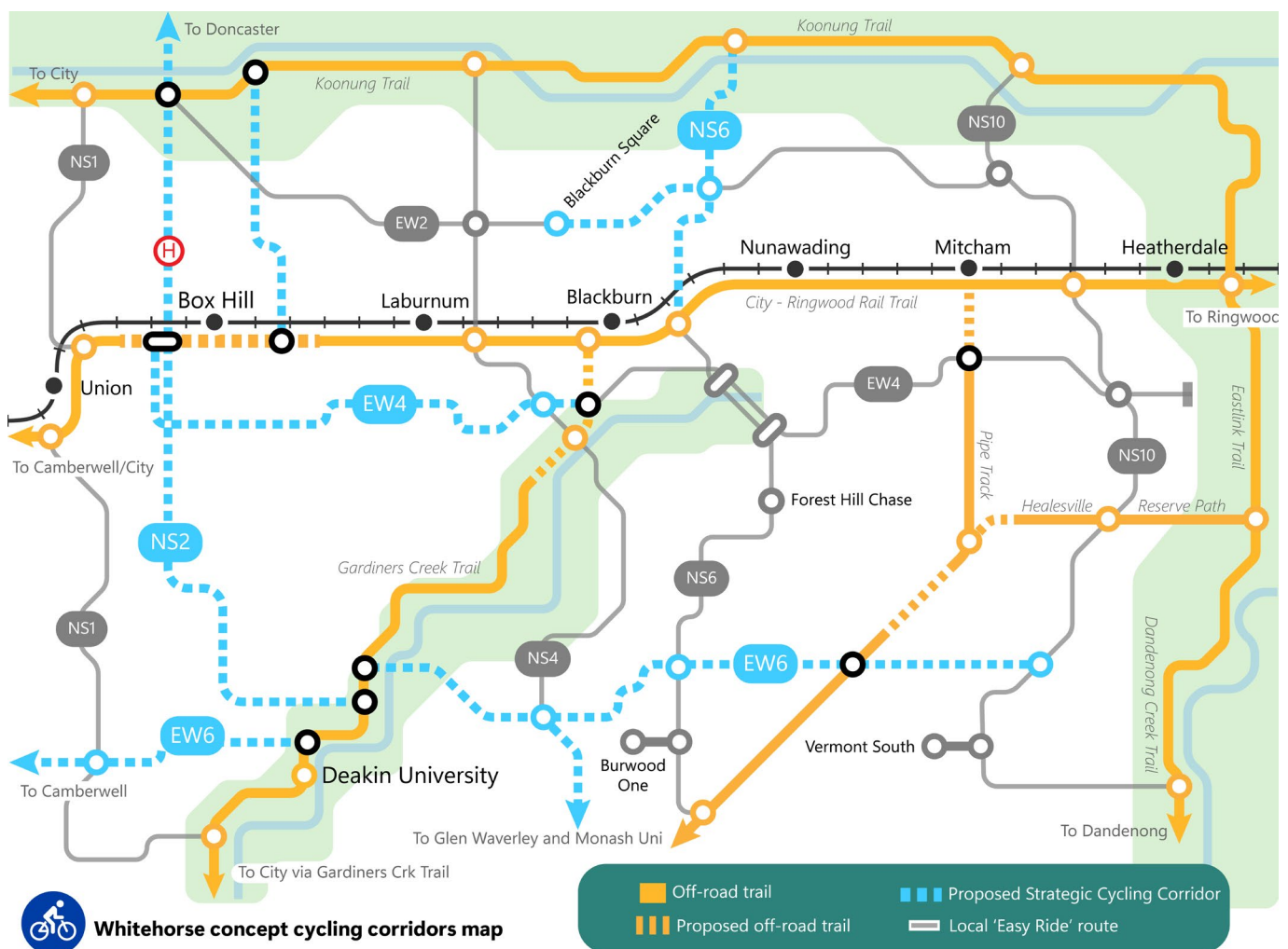


Figure 20 Whitehorse cycling corridors concept map

Public transport

Public transport has the greatest potential to reduce car dependence by serving longer-distance trips that are less suited to walking and cycling. While Whitehorse has a well-established public transport network, the community has identified infrequent and indirect bus services as a key concern. Although Council does not operate public transport, we will continue to advocate for improvements that provide greater transport choice.

The Suburban Rail Loop East will strengthen connections to major education and employment destinations, including Deakin University, with convenient access to local stations critical to its success.

We will continue to advocate for better public transport including:

Improving connections and integration

- An upgrade of Box Hill bus interchange and a seamless connection between Box Hill Metro and SRL railway stations
- Better integration of cycling and public transport, including more bike parking at stations, bike racks on buses and connecting paths.
- Alignment of bus timetables with train and tram services.

Improving services

- Review of the Whitehorse bus network, including more frequent and rapid bus services on key arterial roads such as Canterbury Road.
- Advocating for bus service improvements, including additional services, extended hours, more weekend services and bus priority infrastructure on key routes.

Figure 22 shows a concept for an improved public transport network, with tram extensions and rapid bus corridors on all arterial roads. This grid-like network would provide direct access to jobs, education and services, while making it easier to reach more destinations by transferring between frequent public transport services.

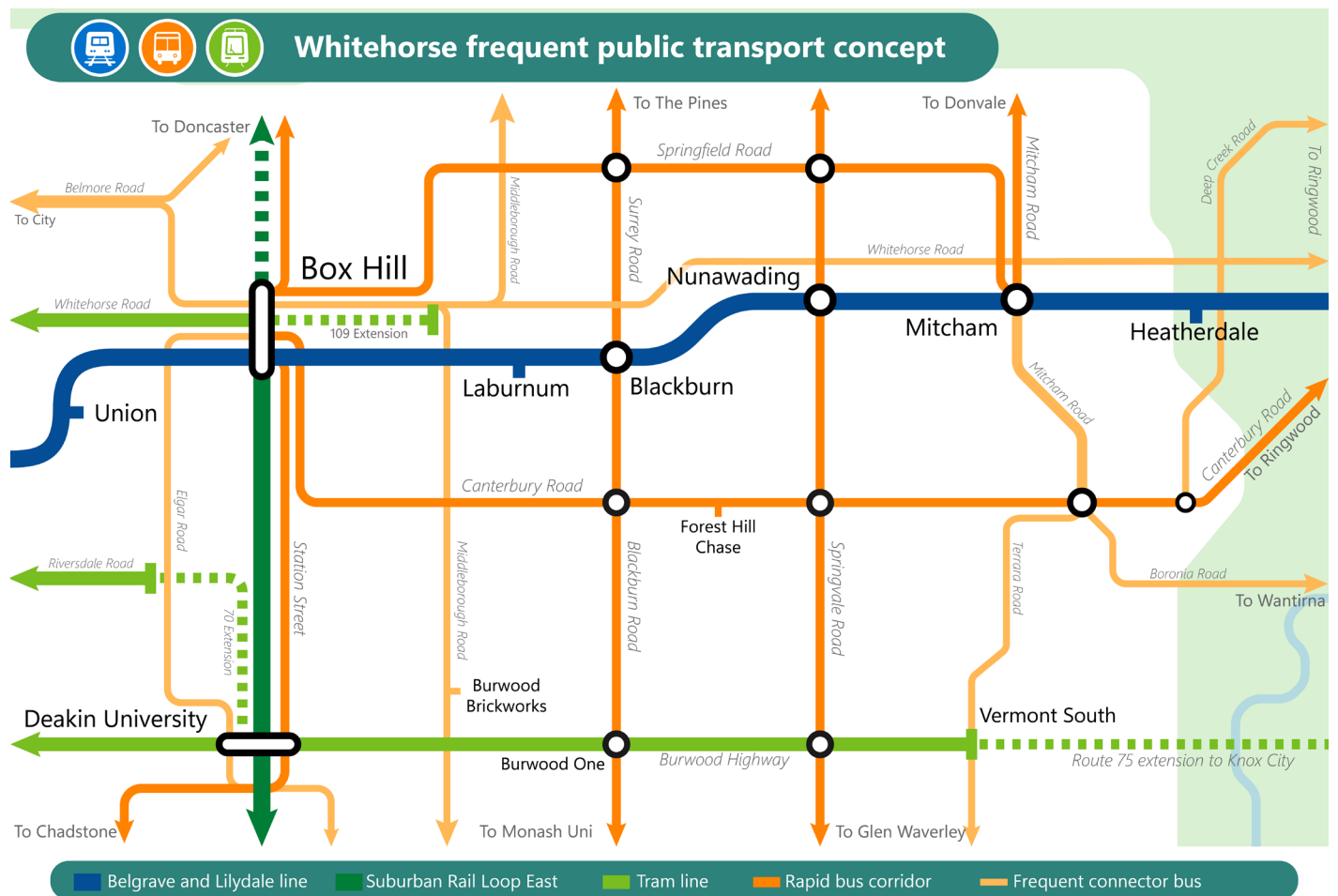


Figure 21 Public transport concept map

Road network and safety

The road network provides valuable access to the community who live, work, study or play in Whitehorse. It is important that people can make personal or freight trips in a safe environment and that parking is managed to provide access in an equitable way.

Safer streets

Safety is essential to achieving our transport goals and for supporting healthy communities. Our community has told us that feeling safe when walking, cycling and travelling is important to them. They identified issues like high speeds in activity centres, poor road condition and a lack of safe crossings.

Pedestrians and cyclists are overrepresented in crash data and this highlights the need for a safer transport network. People of all ages and abilities have a right to feel safe and we know that not feeling safe can prevent people from choosing some transport modes.

Our community has told us that feeling safe when travelling is important to them

The Victorian Government has adopted the 'Safe System Approach', with a goal to halve road fatalities by 2030 and eliminate death from Victorian roads by 2050. This approach to road safety focuses equally on safer roads, safer speed limits, safer vehicles, and safer people driving. This creates a transport system that is forgiving, where mistakes are less likely to result in death or serious injury.

Safer speeds are a key tool used by the 'Safe System Approach'. Figure 22 shows that a pedestrian struck at 50km/h has a 15% survival rate, struck at 40km/h has a 50% survival rate and struck at 30km/h has a 90% survival rate. Lower speed limits in areas with high walking and cycling activity, such as shopping precincts and schools, can have huge safety benefits.

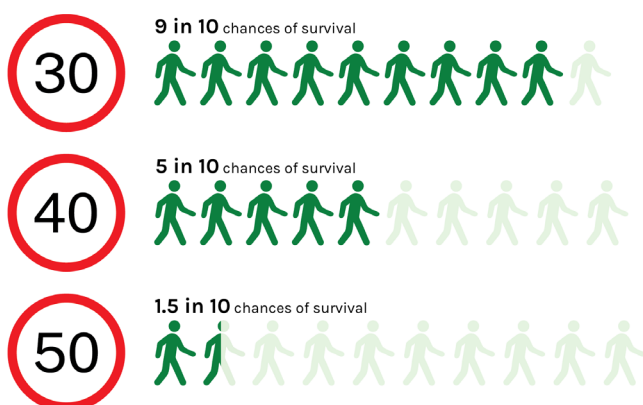


Figure 22 Survivability at different urban speeds

In response, we will introduce measures to provide a Council-managed road network that is safer and helps build healthier, more connected communities.

We will support safer streets in Whitehorse through:

- Safer speed limits in areas with high pedestrian volumes and on local residential streets
- Implementing pedestrian and cyclist priority at crossings at intersections
- Advocating for more mid-block crossings to allow pedestrians and cyclists to cross arterial roads safely
- Using the 'Safe System Approach' in decision making, to create a road safety system where mistakes are less likely to result in death or serious injury
- Using modal filters to reduce 'rat running' in residential streets while also providing safer routes to ride (see Box 1)

Modal filters

A modal filter is a street design treatment that allows people on foot or bike to pass through, while restricting through-traffic for motor vehicles.⁷ Modal filters are used to reduce rat-running, improve safety, and create quieter local streets, while maintaining vehicle access to all properties.

Modal filters are already used in some locations in Whitehorse (shown below), but there are opportunities to provide more to support safer streets for everyone.



Box 1 Modal filter in Whitehorse

Safer streets will benefit everyone

⁷ For more modal filter examples see: <https://www.movementandplace.nsw.gov.au/standards/design-solutions/modal-filters>

Managing our road and kerbside space

Managing streets and parking in Whitehorse involves balancing competing demands, particularly in busy activity centres. Our approach to managing streets and parking is to make evidence-based decisions to ensure fair outcomes.

Road space is limited and there is growing competition for this scarce resource. To support consistent, transparent decision-making, a Road User Hierarchy has been developed that prioritises pedestrians, cycling and public transport (Figure 23). The planning and management of the road network should prioritise these modes, reflecting their efficiency, sustainability and role in creating a vibrant Whitehorse.

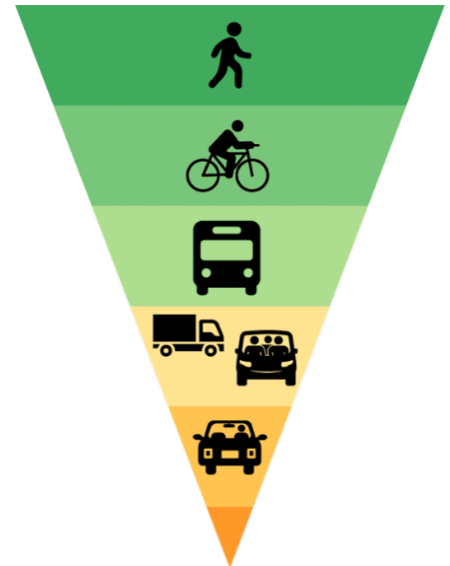


Figure 23 Road user hierarchy

Kerbside hierarchy for activity centres

Whitehorse's activity centres have limited kerbside space and many competing needs. These busy areas support many businesses and increasingly, residential dwellings.

The kerbside refers to the section of roadway that faces the kerb (Figure 24). The kerb is the interface between roads and footpaths, and an important part of our transport network.

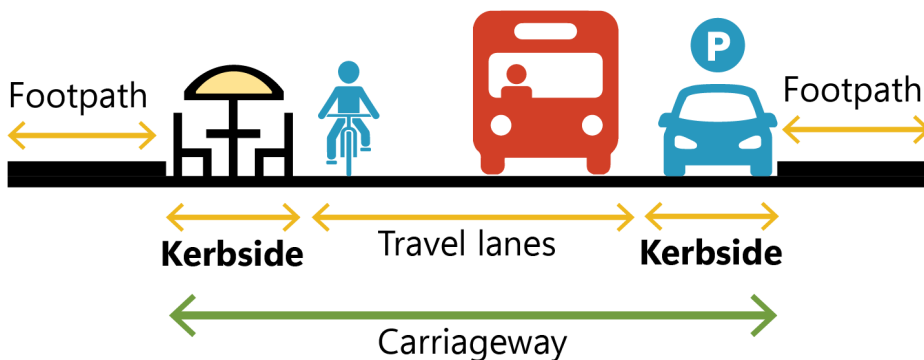


Figure 24 Kerbside space diagram

Kerbside space in Whitehorse's activity centres is limited and needs to be used efficiently. The Victorian Government's 'Movement and Place Framework' recognises that streets are both transport corridors and community spaces. To guide decisions, we will prioritise kerbside uses that provide the greatest community benefit, such as public space, public transport, cycling, rather than car parking.

In some cases, kerbside space is best used for public space, public transport or cycling

We will also consider accessible parking, car share spaces and loading zones to support local businesses when managing kerbside space. Long-term car parking is generally a lower priority in activity centres as it has a low vehicle turnover, with off-street parking preferred for longer stays. A high-level conceptual kerbside hierarchy for activity centres is shown in Figure 25.

We will develop a Kerbside Hierarchy Policy to make the best use of limited street space, reflecting local needs and context.

Managing parking

Finding car parking in Whitehorse's busy commercial areas and activity centres, such as Box Hill, can often be challenging. Better management of car parking will help reduce these challenges. We will develop clear guidelines to manage parking in high-demand areas.

Where car parking is provided on the street in activity centres, it should be short term to support shoppers and visitors. People requiring longer duration parking (e.g. greater than 2 hours) should be encouraged to use commercial or Council

provided off street parking facilities. These multi-deck facilities usually have the most availability.

Better car parking management can make finding a park more predictable for locals and visitors, improving people's access to businesses and services. Making it easier to walk, cycle and use public transport can reduce demand for parking and road space, making it easier for those who need to drive.

We will develop a Car Parking Policy to provide clear and consistent guidance for parking decisions in activity centres. The policy will support the car parking action framework shown in Appendix C (Figure 29).

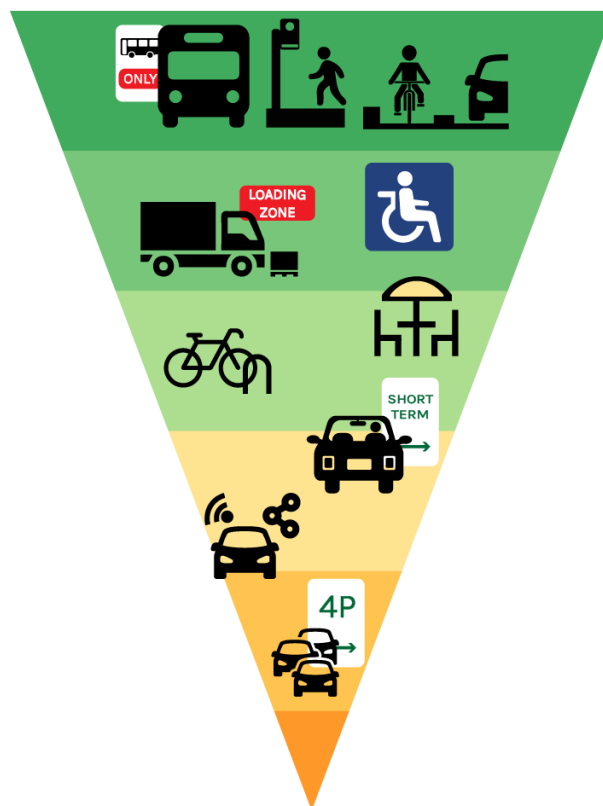


Figure 25 Kerbside hierarchy for activity centres

Better car parking management can make finding a park more predictable for locals and visitors

Vibrant neighbourhoods

Streets and parking in Whitehorse need to be managed carefully to balance travel needs with community wellbeing. Good management can reduce traffic impacts while helping residents, workers and visitors travel safely.

Future growth in Whitehorse will influence how people live and travel. Planning homes, jobs and transport together can create better neighbourhoods and give people more travel choices.

Locating new homes close to public transport, walking and cycling routes, as well as shops and jobs, makes it easier for people to meet their daily needs without relying on a car. This supports vibrant neighbourhoods, safer communities and a better quality of life.

Over the past 20 years, most population growth in Whitehorse has occurred in areas with good public transport, and this trend is expected to continue.

We will carry out 'Movement and Place' and 'Healthy Streets' assessments in activity centres to help plan future street upgrades. 'Movement and Place' looks at how streets balance moving people and goods with supporting local businesses, community activities and public spaces. 'Healthy Streets' focuses on making streets safer, more comfortable and attractive for people to walk, cycle, use public transport and spend time in. Together, these assessments identify opportunities to improve how streets function for everyone, helping guide future road design and investment decisions

We will support vibrant neighbourhoods through:

- Placemaking efforts to encourage gathering and lingering in communities
- Focusing urban development in areas with high quality public transport links
- Implementing the 'Movement and Place' framework and 'Healthy Streets' assessment when planning urban precincts

Structure plans and Future Settlement

Structure planning helps guide how precincts grow and develop. It can create well-connected areas with good access to transport. When people live and work close to active and public transport, they are less likely to need a car to get around, reducing parking and congestion pressures in Whitehorse's busy centres.

There are opportunities to create well-connected precincts with access to great transport links

Whitehorse's Strategic Planning team develops structure plans. For example, Council adopted the Tally Ho Activity Centre Structure Plan in 2025, which sets out a vision to transform Tally Ho from a car-oriented business park into a vibrant mixed-use centre with more jobs, businesses and services.

The Victorian Government's Suburban Rail Loop and Activity Centre Program will direct development and new home construction around Box Hill, Burwood, Blackburn, Nunawading and Mitcham railway stations. It will improve transport access across Whitehorse and strengthen connections to other parts of Melbourne. To help these areas succeed, we will enhance them with better active and public transport connections to support people who make sustainable transport choices.

Equal access for everyone

Council plays an important role in shaping the built environments that support and enhance the movement of all people in the Whitehorse community. Planning and maintaining an accessible transport network help create a welcoming and inclusive community for everyone. The direction is in line with the priority area 'Accessing the built environment' in the Disability Action Plan 2026-2030.

An inclusive transport network helps people access jobs, services, education and community activities. We will work to reduce barriers and improve access so everyone can participate in daily life.

An inclusive transport network helps people access jobs, services, education and community activities.

We will support equal access for everyone through:

- Increasing the accessibility of the footpath network by providing targeted upgrades, such as kerb ramps and crossing points
- Delivering community education programs that increase the safe use of shared pathways
- Advocating and planning for more accessible car parking in the community
- Advocating for targeted accessible bus and tram stops, and accessible transport precincts in the municipality to support universal access to public transport
- Advocating for accessible trams on Route 75

The priorities guided by this Strategy for each focus area is shown below.

Focus areas	Priorities		
Walking	Provide more midblock signalised and unsignalised pedestrian crossings	Raised threshold treatments, pedestrian islands and reduced crossing widths	Improved lighting, shade and resting opportunities in areas with lots of pedestrians
Cycling	More high quality, continuous shared paths and protected micromobility lanes*	Link the 'Easy Ride' cycling network across major roads	Provide more bicycle parking in areas of high demand
Public transport	Advocate for better service frequency, including weekends and evenings	Advocate for better integration so it's easier to transfer between modes	Advocate for cycling integration, including more bike parking and bike racks on buses
Road network and safety	Lower traffic volume and adopt safer speed limits along key routes, activity centres and neighbourhood streets	Better manage road and kerbside space to make best use of existing infrastructure	Better manage parking in high demand areas to improve certainty and access
Vibrant neighbourhoods	Implement the 'Movement and Place' framework when planning urban precincts	Place making efforts to encourage gathering and lingering in activity centres	Focus urban development in areas with high-quality public transport links
Equal access for everyone	Review and improve footpath network for accessibility needs	Advocate for accessible trams on Route 75, and more accessible bus and tram stops	Advocate and plan for more accessible car parking in the community

*Micromobility includes small footprint, low speed transport devices such as bicycles, e-bikes and e-scooters.

Figure 26 Summary of key priorities

7. Implementation Plan



Change is a team effort

Achieving this Strategy's vision will require a coordinated effort. We will partner with the Victorian Government, neighbouring councils, developers and the community to plan, deliver and advocate for transport improvements.

The Victorian Government is responsible for many key sections of the transport network, including:

- The arterial road network
- Operating the public transport network, including bus shelters, tram stops and train station carparks.
- Parts of the off-road walking and cycling network that is on state-owned land, such as rail corridors, Melbourne Water land, and Parks Victoria land.

We manage local streets and footpaths, and off-road paths in Council-owned spaces. We manage on-street parking on all streets and some off-street car parking, including in activity centres and near public recreation areas. We will lead improvements on the local network and collaborate with the Victorian Government on arterial roads, train, tram and bus services.

Action Plan

From the long-term priorities listed under the six focus areas in Figure 26, an action plan is developed. The action plan breaks down the priorities into practical actions that are measurable. See Section 8 for the Draft Action Plan 2026-2030.

Timeframe

The Action Plan is reviewed every four years, coinciding with Council's Integrated Plan and Capital Works program. The review and feedback from the previous action plan will

influence the next action plan to ensure our actions are meeting the community's current needs.

A staged approach will help Council get the best value from its transport investments. Actions will be prioritised based on their strategic value for transport and the community.

Timeframes for actions are based on financial years from the adoption of this strategy:

- Year One (FY 2026/27)
- Year Two (FY 2027/28)
- Year Three (FY 2028/29)
- Year Four (FY 2029/30)

Monitoring and Evaluation

We will evaluate the action plan against the priorities, to monitor how much progress we've made for each focus area. As well as tracking the progress of the four-year action plan, we will periodically monitor the Strategic Objectives including:

- Travel to work mode share, monitored every 5 years
- Road trauma statistics, monitored every year
- Emissions statistics, monitored every year
- Increase the proportion of the population within 800m of a *frequent* public transport service, measured every five years.
- Increase the proportion of the population within 200m of a high-quality bicycle infrastructure, measured every five years.
- Increase the number of accessible kerb ramps and pedestrian crossings, measured every year.

Objectives that are reviewed every five years are linked to the ABS census data.

Prioritisation process

Actions are prioritised based on their expected impact and cost. This helps identify which actions should be delivered first. Priorities were assessed using a Multi-Criteria Analysis (MCA) based on the 'Guiding Principles' outlined in Section 3.2, shown below:

- **Choices:** Everyone can choose the transport option that best works for them.
- **Safety:** Create safer roads for everyone.
- **Climate friendly communities:** Reduce transport emissions.
- **Growing economy:** The transport network is efficient for people and goods.
- **Accessible for all:** The transport network provides equitable and independent travel for everyone
- **Integration:** It's easy to move between active and public transport.

Impact and cost

A multi-criteria analysis will be applied to each action. All actions will be scored individually before being grouped, as shown in Table 1.

Table 1 Impact-cost grouping

Alignment	Impact	Cost
Strong alignment	High	Low
Moderate alignment	High	High
Moderate alignment	Low	Low
Weak alignment	Low	High

Impact is scored against the Strategic Objectives: 1 being weak alignment, 2 being moderate alignment and 3 being strongly aligned. The total scores will be then distributed into quartiles to ascertain their relative impact level.

Costings are high-level estimates under one of four possible categories, and are the cost to Council:

- 1 = Low (from \$0 up to \$50,000)
- 2 = Moderate (from \$50,000 up to \$500,000)
- 3 = High (\$500,000 to \$1 million)
- 4 = Very high (above \$1 million).

Funding will need to be allocated over the life of this Strategy and Action Plan. We will also seek support from Victorian and Federal governments. Most, if not all the actions, are broadly in line with existing Victorian and Federal strategic objectives, helping to bolster funding opportunities available to Whitehorse.

Council will also seek funding from Victorian and Federal governments

Advocacy

Advocacy is a key pillar of this Strategy. This is in recognition that Council does not control large sections of the Whitehorse transport network. Much of the transport network is managed by the Victorian Government, such as arterial roads and public transport. These play a huge role in the overall transport network, and we will continue to collaborate with the Victorian Government for improvements to provide a safe and integrated transport network.

We have been successful in our advocacy with the Big Build projects to enhance the transport network. Some examples include:

- The construction of the Box Hill to Ringwood Rail Trail, which has been built in stages as part of the Level Crossing Removal projects
- The Mont Albert Village Plaza, a heritage-rich civic space, which was built as part of the Level Crossing Removal project
- Future improvements to the Koonung Trail as part of the North East Link Project, including seating, pause points and trail upgrades.

In Section 8 Draft Action Plan 2026-2030, Table 3 provides a list of advocacy items that are key to creating a more balanced transport network. We will advocate and collaborate with the Victorian Government on many of these items.

8. DRAFT Action Plan (2026-2030)



The Draft Action Plan 2026-2030 is an accompanying document to the Whitehorse Integrated Transport Strategy. The four-year action plan breaks down the Strategy's long-term priorities into strategic, measurable actions that will support the vision: Whitehorse has a transport system that provides safe, reliable and sustainable travel choices for everyone, connecting people and places. Feedback from the Round 2 community engagement of the Strategy will help us refine the action plan before it is finalised.

These actions are rated upon their impact-cost grouping to deliver the most meaningful transport benefit to Council for the lowest price.

The review and feedback from the previous action plan will influence the next four-year action plan to ensure our actions reflect the community's current needs and circumstances.

Table 2 Whitehorse Integrated Transport Strategy – DRAFT four-year action plan

ID	Focus Area	Major challenge	Location	Action Description	Impact-Cost	Responsible Authority
1	Cycling	Barriers to safe riding	Box Hill	Construct the bicycle upgrades at Thurston St/Brougham St roundabout, Box Hill	Medium impact - Moderate cost	Whitehorse City Council
2	Cycling	Barriers to safe riding	Burwood East	Install bike lanes on Mahoneys Road, Burwood East, between Hawthorn Rd and Burwood Highway.	Low impact - Moderate cost	Whitehorse City Council
3	Walking	Pedestrian amenity and safety	Box Hill	Construct Stage 1 of the Nelson Road pedestrian safety improvements in Box Hill (new pedestrian zebra crossing).	High impact - Moderate cost	Whitehorse City Council
4	Walking and Cycling	Barriers to safe riding	Nunawading	Detailed Design for a shared user path along Rooks Road, Nunawading to connect the Pipe Track with the Box Hill to Ringwood Shared User Path.	High impact - Moderate cost	Whitehorse City Council

ID	Focus Area	Major challenge	Location	Action Description	Impact-Cost	Responsible Authority
5	Cycling	Barriers to safe riding	Nunawading	Detailed Design for a cycling connection between the Box Hill to Ringwood Shared User Path and Whitehorse Road, via the 'Harvey Norman' laneway.	High impact - Low cost	Whitehorse City Council
6	Cycling	Barriers to safe riding	Burwood East & Vermont South	Detailed Design of the Burwood Hwy Cycling Corridor Project between Burwood and Vermont South. Prioritise the project into separate construction stages.	Low impact - Moderate cost	Whitehorse City Council & Victorian Government
7	Policy	Motor vehicles and parking	LGA wide	Develop the Whitehorse Car Sharing Policy to encourage reduced private vehicle ownership in major activity centres	Low impact - Low cost	Whitehorse City Council
8	Road network and safety	Motor vehicles and parking	Box Hill	As part of the Box Hill Parking Review, undertake a review of loading zones in the Box Hill MAC.	Low impact - Low cost	Whitehorse City Council
9	Walking	Pedestrian amenity and safety	Box Hill	Construct Stage 2 of the Nelson Road pedestrian safety improvements in Box Hill (intersection upgrades at Nelson Road and Arnold Street).	High impact - Moderate cost	Whitehorse City Council

ID	Focus Area	Major challenge	Location	Action Description	Impact-Cost	Responsible Authority
10	Cycling	Barriers to safe riding	LGA wide	Develop a Cycling Action Plan, which will identify, investigate and prioritise future cycling projects, including: -connections between existing shared user paths for recreation, walking, and cycling. -routes to key destinations across the municipality linking open spaces, busy activity centres, schools, train stations, sporting fields and community facilities.	High impact - Moderate cost	Whitehorse City Council
11	Walking and Cycling	Barriers to safe riding Pedestrian amenity and safety	Local streets	Investigate and develop a concept design for a trial traffic treatment on an existing Easy Ride Route (NS2, Nelson Road, between Severn and Shannon) that prioritises bike riders and pedestrians to calm traffic and lower vehicle speeds.	High impact - Moderate cost	Whitehorse City Council
12	Cycling	Barriers to safe riding	Box Hill & Mitcham	Complete detailed design of Whitehorse Road Cycling Projects, including Linsley Street/Dorking Road (Box Hill), Rooks Road/Dunlavin Road (Nunawading) and Edward St (Mitcham)	Medium impact - Moderate cost	Whitehorse City Council
13	Walking and Cycling	Barriers to safe riding	Nunawading	Construct a shared user path along Rooks Road, Nunawading to connect the Pipe Track with the Box Hill to Ringwood Shared User Path.	High impact - High cost	Whitehorse City Council

ID	Focus Area	Major challenge	Location	Action Description	Impact-Cost	Responsible Authority
14	Cycling	Barriers to safe riding	Nunawading	Construct a cycling connection between the Box Hill to Ringwood Shared User Path and Whitehorse Road, via the 'Harvey Norman' laneway.	High impact - Moderate cost	Whitehorse City Council & Victorian Government
15	Cycling	Barriers to safe riding	Burwood East & Vermont South	Construct Stage 1 of the Burwood Hwy Cycling Corridor Project between Burwood and Vermont South.	Low impact - High cost	Whitehorse City Council & Victorian Government
16	Cycling	Barriers to safe riding	Blackburn	Investigate and complete detailed designs to provide a safer cycling connection on Laburnum Street, Blackburn, as part of the Box Hill to Ringwood Strategic Cycling Corridor.	High impact - Moderate cost	Whitehorse City Council
17	Cycling	Barriers to safe riding	Activity Centres	Investigate and install more bicycle parking rails/hoops across Whitehorse, including activity centres, community facilities and major destinations.	High impact - Low cost	Whitehorse City Council
18	Equal access for everyone	Pedestrian amenity and safety	Activity Centres	Develop a program to prioritise footpath and pedestrian ramp upgrades to improve walkability and safety. Incorporate these upgrades into the existing footpath renewal program, where possible.	High impact - Low cost	Whitehorse City Council
19	Vibrant Neighbourhoods	Pedestrian amenity and safety	Activity Centres	Undertake a "Movement and Place assessment" and a "Healthy Streets assessment" for one (1) Major Activity Centre to guide future improvement programs.	High impact - Low cost	Whitehorse City Council

ID	Focus Area	Major challenge	Location	Action Description	Impact-Cost	Responsible Authority
20	Road network and safety	Motor vehicles and parking	Activity Centres	Develop an Education Awareness Program to address the rise in e-bike food delivery services to improve safety for pedestrians and cyclists in activity centres.	Low impact - Low cost	Whitehorse City Council
21	Road network and safety	Motor vehicles and parking	Local streets	Reduce speed limits on local roads to improve road safety for all road users (including pedestrians and cyclists), including: - 30km/h speed limit around three (3) schools (in local roads only). - 40km/h speed limit along three (3) high pedestrian areas (in local roads only). - 40km/h speed limits on three (3) Easy Ride Routes - 30km/h speed limits on Council local roads without footpaths on both sides of the road in Blackburn	High impact - Low cost	Whitehorse City Council
22	Policy	Motor vehicles and parking	LGA wide	Develop a Traffic Management Policy to guide and prioritise the installation of traffic treatments in local roads. This policy will also include temporary traffic management for non-Council events such as Christmas Lights, Halloween and Neighbourhood Street Parties.	High impact - Low cost	Whitehorse City Council
23	Road network and safety	Motor vehicles and parking	LGA wide	Adopt the Safe System Approach (i.e. the four pillars of safer people, safer vehicles, safer speeds and safer roads) and Healthy Streets Assessments into road and streetscape design to improve road safety and amenity for all road users.	Medium impact - Low cost	Whitehorse City Council

ID	Focus Area	Major challenge	Location	Action Description	Impact-Cost	Responsible Authority
24	Policy	Motor vehicles and parking	Activity Centres	Develop a community Electric Vehicle Charging Policy that guides the implementation of EV charging stations in activity centres, Council facilities and kerbside chargers linked to existing power poles.	Low impact - Low cost	Whitehorse City Council
25	Road network and safety	Land use and public realm	Activity Centres	Provide convenient drop-off and pick-up areas for ride-share (i.e. Uber and taxi) and food delivery services	Medium impact - High cost	Whitehorse City Council
26	Road network and safety	Motor vehicles and parking	Activity Centres	Investigate strategies to encourage drivers to park in Council's off-street car parks, such as Watts St and Harrow St. Options could include parking wayfinding signs and reviewing pricing of on-street vs off-street parking.	High impact - Low cost	Whitehorse City Council
27	Cycling	Barriers to safe riding	Burwood East and Vermont South	Construct Stage 2 of the Burwood Hwy Cycling Corridor Project between Burwood and Vermont South.	Low impact - High Cost	Whitehorse City Council & Victorian Government
28	Walking	Pedestrian amenity and safety	Box Hill	Construct Stage 3 of the Nelson Road pedestrian safety improvements in Box Hill (roundabout upgrades at Nelson Road and Thames Street).	High impact - Moderate cost	Whitehorse City Council
29	Cycling	Barriers to safe riding	Box Hill	Develop options and concept designs for a safe and accessible cycling network within the Box Hill Metropolitan Activity Centre, as identified in the Box Hill MAC Integrated Transport Strategy. Evaluate options and prioritise into separate stages for future implementation.	High impact - Moderate cost	Whitehorse City Council

ID	Focus Area	Major challenge	Location	Action Description	Impact-Cost	Responsible Authority
30	Cycling	Barriers to safe riding	LGA wide	Review Council's existing Easy Ride Route network and develop a capital works program to provide a safer and more comfortable cycling environment.	Medium impact - Low cost	Whitehorse City Council
31	Cycling	Barriers to safe riding	Box Hill & Mitcham	Commence construction of Whitehorse Road Cycling Projects, including Linsley Street/Dorking Road (Box Hill), Rooks Road/Dunlavin Road (Nunawading) and Edward St (Mitcham)	Medium impact - High cost	Whitehorse City Council & Victorian Government
32	Cycling	Barriers to safe riding	Local streets	Complete Detailed Design and Delivery for a trial traffic treatment on Easy Ride Route NS2 (Nelson Road, between Severn and Shannon) that prioritises bike riders and pedestrians to calm traffic and lower vehicle speeds.	High impact - Moderate cost	Whitehorse City Council
33	Cycling	Barriers to safe riding	Box Hill	Investigate a cycling connection between the Gardiners Creek Trail and the Box Hill to Ringwood Trail via Middleborough Road	High impact - Low cost	Whitehorse City Council
34	Cycling	Barriers to safe riding	Blackburn	Construct traffic treatments on Laburnum Street, Blackburn, to provide a safer cycling connection as part of the Box Hill to Ringwood Strategic Cycling Corridor, as identified in Action 16	High impact - Moderate cost	Whitehorse City Council
35	Cycling	Barriers to safe riding	Activity Centres	Investigate and install more bicycle parking rails/hoops across Whitehorse, including activity centres, community facilities and major destinations.	High impact - Low cost	Whitehorse City Council

ID	Focus Area	Major challenge	Location	Action Description	Impact-Cost	Responsible Authority
36	Vibrant neighbourhoods	Motor vehicles and parking	Activity Centres	Following on from the "Movement and Place assessment" and a "Healthy Streets assessment" for a Major Activity Centre, complete detailed design of the priority recommendations.	High impact - Low cost	Whitehorse City Council
37	Road network and safety	Motor vehicles and parking	Local streets	Reduce speed limits on local roads to improve road safety for all road users (including pedestrians and cyclists), including: - 30km/h speed limit around five (5) schools (in local roads only). - 40km/h speed limits three (3) high pedestrian areas (in local roads only). - 40km/h speed limits on the three (3) Easy Ride Routes - 30km/h speed limits on Council local roads without footpaths on both sides of the road in Mitcham	High impact - Low cost	Whitehorse City Council
38	Road network and safety	Motor vehicles and parking	LGA wide	Develop a Car Parking Policy to manage on-street and off-street car parking and facilitate consistent decision making to parking changes.	Low impact - Low cost	Whitehorse City Council
39	Road network and safety	Motor vehicles and parking	Activity Centres	Deliver parking wayfinding signage to encourage drivers to park in Council's off-street car parks, such as Watts St and Harrow St.	Low impact - Moderate cost	Whitehorse City Council
40	Road network and safety	Motor vehicles and parking	LGA wide	Deliver road safety improvements in accordance with the new Traffic Management Policy, as per Action 22	High impact - Moderate Cost	Whitehorse City Council

ID	Focus Area	Major challenge	Location	Action Description	Impact-Cost	Responsible Authority
41	Cycling	Barriers to safe riding	LGA wide	Deliver the Easy Ride Route Capital Works Program (year 1 of 10) to provide a safer and more comfortable cycling environment, as identified in Action 30.	Medium impact - Moderate cost	Whitehorse City Council
42	Cycling	Barriers to safe riding	Box Hill	Detailed design of Stage 1 of the Box Hill cycling network projects, as identified in Action 29.	High impact - Moderate cost	Whitehorse City Council
43	Cycling	Barriers to safe riding	Box Hill	Investigate a cycling connection between the Bushy Creek Trail and the Box Hill to Ringwood Trail via Dorking Road	Medium impact - Moderate cost	Whitehorse City Council
44	Cycling	Barriers to safe riding	Activity Centres	Install more bicycle parking rails/hoops across Whitehorse, including activity centres, community facilities and major destinations.	High impact - Low cost	Whitehorse City Council
45	Overall			Review progress on the Action Plan over the past 4 years and develop a new Action Plan for the next four years, in line with an updated Integrated Council Plan.	Medium impact - Low cost	Whitehorse City Council
46	Vibrant neighbourhoods	Motor vehicles and parking	Activity Centres	Construct the improvements identified in the "Movement and Place assessment" and a "Healthy Streets assessment" at the Major Activity Centre.	Medium impact - Moderate cost	Whitehorse City Council

ID	Focus Area	Major challenge	Location	Action Description	Impact-Cost	Responsible Authority
47	Road network and safety	Motor vehicles and parking	Local streets	Reduce speed limits on local roads to improve road safety for all road users (including pedestrians and cyclists), including: - 30km/h speed limit around five (5) schools (in local roads only). - 40km/h speed limits three (3) high pedestrian areas (in local roads only). - 40km/h speed limits on the remaining two (2) Easy Ride Routes - 30km/h speed limits on Council local roads without footpaths on both sides of the road in other suburbs	High impact - Low cost	Whitehorse City Council
48	Road network and safety	Motor vehicles and parking	LGA wide	Deliver road safety improvements in accordance with the new Traffic Management Policy, as per Action 22.	High impact - Moderate cost	Whitehorse City Council
49	Walking and Cycling	Barriers to safe riding	LGA wide	Continue to support Council's educational walking and cycling programs (especially for schools) to promote and enhance positive travel behaviours in the community, including the safe use of shared user paths.	Low impact - Low cost	Whitehorse City Council
50	Road network and safety	Motor vehicles and parking	LGA wide	Continue to support Council's road safety education programs to support safe travel behaviours and the Safe System approach.	Low impact - Low cost	Whitehorse City Council

Table 3 Whitehorse Integrated Transport Strategy - Advocacy actions

ID	Focus Area	Major challenge	Location	Action Description	Impact	Responsible Authority
A1	Equal access for everyone	Pedestrian amenity and safety	Box Hill, Burwood	Advocate to the Victorian Government for enhanced walking and cycling outcomes as part of major transport projects (including North East Link and Suburban Rail Loop), ensuring the delivery of high quality, consistent and comfortable path surfaces, along with supporting amenities such as drinking fountains and seating.	Moderate impact	Victorian Government
A2	Public Transport	Public transport integration	Box Hill	Advocate to the Victorian Government to upgrade the Box Hill bus interchange and provide safe and accessible connections to Box Hill railway station and the future SRL station	Moderate impact	Victorian Government
A3	Road network and safety	Land use and public realm	LGA wide	Advocate and Collaborate with the Victorian Government for improvements to the arterial road network to minimise the traffic impacts on local roads due to North East Link.	Low impact	Victorian Government
A4	Public transport	Land use and public realm	LGA wide	Advocate and Collaborate with the Victorian Government to reconfigure Station Street, Box Hill to add dedicated bus lanes and wider footpaths, as identified in Box Hill MAC Integrated Transport Strategy.	Moderate impact	Victorian Government

ID	Focus Area	Major challenge	Location	Action Description	Impact	Responsible Authority
A5	Walking and Cycling	Barriers to safe riding	Major arterials	Advocate to the Victorian Government to provide more mid-block crossings on arterial roads for pedestrians and cyclists. Improve cycling access to these crossings by widening footpaths, where possible.	High impact	Victorian Government & Whitehorse City Council
A6	Walking and cycling	Fragmented cycling network	Ringwood Rail corridor	Advocate and collaborate with the Victorian Government to complete the shared user path from Union Station to Heatherdale Station, including a safe and direct option through the centre of Box Hill, and extension to Hawthorn.	High impact	Victorian Government
A7	Cycling	Barriers to safe riding	Railway stations	Advocate to the Victorian Government to provide more secure bicycle parking (Parkiteer cages) at Laburnum and Box Hill Railway Station as a priority. Where existing station bicycle parking is at capacity, new secure bicycle parking should be provided.	High impact	Victorian Government
A8	Walking and cycling	Pedestrian amenity Barriers to safe riding	Box Hill	Advocate to the Victorian Government to construct a bridge over the railway line between Nelson Road and Thurston Street to support active transport connections within Box Hill.	High impact	Victorian Government

ID	Focus Area	Major challenge	Location	Action Description	Impact	Responsible Authority
A9	Walking and cycling	Barriers to safe riding	Forest Hill	Advocate to Melbourne Water to complete their underground pipe upgrades along the Mitcham-Syndal pipeline. This will allow for the construction of the Pipe Track shared user path.	High impact	Melbourne Water
A10	Walking and cycling	Fragmented cycling network	Vermont	Advocate to the Victorian Government to provide the missing connection between ngarrak nakorang wilam park and the Dandenong Creek Trail beside Boronia Road, Vermont.	High impact	Victorian Government
A11	Public Transport	Public transport integration	Box Hill	Advocate to the Victorian Government to review the Whitehorse bus network to improve frequency, reliability, span of hours, speed and directness, especially on arterial roads.	High impact	Victorian Government
A12	Public Transport	Public transport integration	Rail corridor	Advocate to the Victorian Government to integrate bus, train and tram timetables to ensure seamless connections between different types of public transport services.	High impact	Victorian Government
A13	Public Transport	Universal equal access	LGA wide	Advocate to the Victorian Government to provide bus priority infrastructure on arterial roads in Whitehorse. These priority treatments should be built along major bus routes and in activity centres.	High impact	Victorian Government

ID	Focus Area	Major challenge	Location	Action Description	Impact	Responsible Authority
A14	Public Transport Equal access for everyone	Public transport integration	LGA wide	Advocate to the Victorian Government for upgrades to bus stops and bus shelters to improve accessibility, amenity and comfort.	High impact	Victorian Government
A15	Public Transport	Public transport integration	Box Hill	Advocate to the Victorian Government to create an efficient and user-friendly interchange between the existing Box Hill train station and the future SRL station. This should be a direct, "paid" connection, where users do not need to touch on/off to go between train lines.	High impact	Victorian Government
A16	Public Transport	Universal equal access	LGA wide	Advocate to the Victorian Government to improve connections between public transport services (i.e. bus to tram, bus to bus) to reduce walking distances between services	High impact	Victorian Government
A17	Equal access for everyone	Universal equal access	Tram corridors	Advocate to the Victorian Government to deliver Disability Discrimination Act 1992 (DDA) compliant tram and bus stops at all locations in Whitehorse	High impact	Victorian Government
A18	Equal access for everyone	Public transport integration	Tram corridors	Advocate to the Victorian Government to ensure that low-floor DDA tram stops in Whitehorse receive services from low-floor trams	High impact	Victorian Government

ID	Focus Area	Major challenge	Location	Action Description	Impact	Responsible Authority
A19	Public Transport	Public transport integration	LGA wide	Advocate to the Victorian Government and local bus operators to introduce bike racks installed on buses in Whitehorse to provide better coverage and integration with active transport	High impact	Victorian Government
A20	Public Transport	Public transport integration	various	Advocate to the Victorian Government for tram extensions of: Route 70 (Elgar Rd to future Burwood SRL Station) Route 75 (Burwood Highway to Knox City) Route 109 (Whitehorse Road to Middleborough Road)	High impact	Victorian Government
A21	Road network and safety	Motor vehicles and parking	Major arterials	Advocate and collaborate with the Victorian Government to implement safer speed limits on arterial roads around activity centres or areas with high pedestrian and cyclist activity	High impact	Victorian Government

Appendices



Appendix A - Walkability checklist

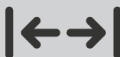
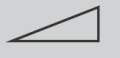
Walkability Checklist		Notes			
	Does the street network provide high levels of permeability to reduce pedestrian travel distance?	Yes ☐	No ☐	N/A ☐	
	Is there a footpath on one or both sides of the street?	One side ☐	Both sides ☐	None ☐	
	Is the footpath at least 1.2m wide in residential areas, and wider in shopping strips where higher pedestrian numbers is expected?	Yes ☐	No ☐	N/A ☐	
	Is the footpath surface suitable for people using mobility aides (e.g. walking frames and scooters?)	Yes ☐	No ☐	N/A ☐	
	Are there kerb ramps at each crossing opportunity?	Yes ☐	No ☐	N/A ☐	
	Are kerb ramps consistent with DDA requirements?	Yes ☐	No ☐	N/A ☐	
	Are there tactile markings at intersections, in accordance with DDA requirements?	Yes ☐	No ☐	N/A ☐	
	In high activity areas, are there pedestrian priority crossings?	Yes ☐	No ☐	N/A ☐	
	Are there crossing opportunities at mid-block locations within the core of town centres?	Yes ☐	No ☐	N/A ☐	
	Is there a pedestrian refuge at the half way point of a crossing?	Yes ☐	No ☐	N/A ☐	
	Is there appropriate separation between people walking from traffic?	Yes ☐	No ☐	N/A ☐	
	Is there sufficient lighting?	Yes ☐	No ☐	N/A ☐	
	Is there sufficient shade?	Yes ☐	No ☐	N/A ☐	
	Is public seating appropriately located?	Yes ☐	No ☐	N/A ☐	
	Are water fountains appropriately located?	Yes ☐	No ☐	N/A ☐	
	In new commercial areas, are there active street frontages facing the footpath?	Yes ☐	No ☐	N/A ☐	
	Are there wayfinding options in high demand locations, with places of interest, distances and directions?	Yes ☐	No ☐	N/A ☐	
	Does the footpath connect to public transport stops?	Yes ☐	No ☐	N/A ☐	

Figure 27 Walkability checklist

Appendix B- Bike and Micromobility Use Propensity

Figure 28 shows the Bike and Micromobility Use Propensity Index which illustrates the spatial variation in latent demand for cycling.



Figure 28 Bike and Micromobility Use Propensity Index – Overall

Source: Institute for Sensible Transport, based on ABS Census data

Note: Only one length of protected bicycle lane infrastructure is located in Whitehorse City Council on Thurston Street.

Appendix C - Car Parking Action Framework

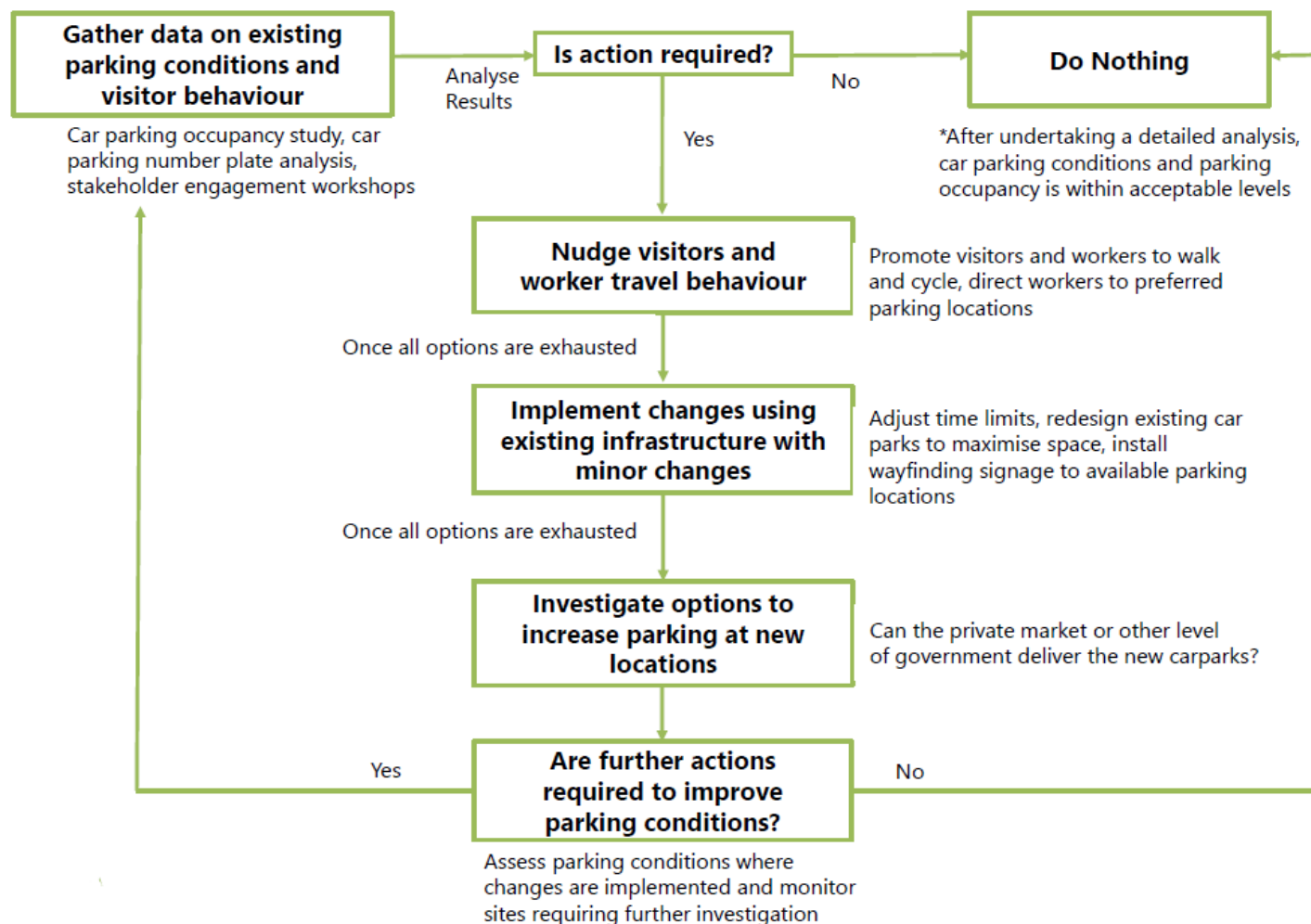


Figure 29 Car Parking Action Framework



Acknowledgement of Country

Whitehorse City Council acknowledges the Wurundjeri Woi-wurrung people of the Kulin Nation as the Traditional Owners of the land. We pay our respects to their Elders past, present and emerging.

Contacting Council

Postal Address: Whitehorse City Council
Locked Bag 2
Nunawading 3131

ABN: 39 549 568 822

Telephone: 9262 6333 (including language support)

NRS: 133677 then quote 9262 633
(Service for deaf or hearing impaired people)

Service Centre: Whitehorse Civic Centre,
379-399 Whitehorse Road,
Nunawading 3131

Website: www.whitehorse.vic.gov.au/contact-us

Social Media: Connect with Whitehorse City Council



Subscribe: <http://www.whitehorse.vic.gov.au/subscribe>
(Stay up to date with Council news on topics you are interested in)