



10.2 **APPROACH TO THE REVIEW OF THE MOVE, CONNECT, LIVE INTEGRATED TRANSPORT STRATEGY**

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1. PURPOSE

- 1.1 To seek endorsement for the scope, principles and key changes proposed for the mid-strategy review of the Move, Connect, Live Integrated Transport Strategy 2018 – 2028.

2. EXECUTIVE SUMMARY

- 2.1 Transport and parking are priorities in the Council Plan 2021-31 Liveable Strategic Direction: A City that is a great place to live, where our community has access to high quality public spaces, development and growth are well-managed, and it is safe and easy to connect and travel within.
- 2.2 The Move, Connect, Live Integrated Transport Strategy (the Strategy) is a 10-year strategy adopted in September 2019. The key objectives of the Strategy are:
1. Supporting a well-connected transportation future for our City
 2. Making it easy for people to move around
 3. Connecting people with places in a way that suits them as our City grows
- 2.3 The Strategy includes 42 actions linked to five strategic outcomes. Deliverables to achieve these outcomes were originally costed at \$36m. Seven of the 42 actions have been completed (two of these include implementation of Policies which are ongoing) and the remainder have commenced. Many of the actions are ongoing and/or rely on third party funding or delivery. Revised deliverables to be completed by 2028/29 are proposed. A summary of the key achievements by outcome and action is in **Table 1**.
- 2.4 The Measuring and Reporting section (page 58) of the strategy outlines the review:
- “The Strategy will be reviewed after four years and updated if needed. We will be reporting our progress each year through Council’s annual report (unless otherwise stated)”*
- 2.5 Contextual changes and their implications for the review of the Strategy are outlined in **Attachment 1**. These include changes to travel patterns and work choices associated with COVID19, uptake of micro-mobility, increased construction costs for infrastructure projects and the City of Port Phillip Climate Emergency Plan.
- 2.6 Initial review of the Strategy has identified key areas proposed for change. The most significant proposed changes, which require further work through the Review are:
- the need to develop an alternative approach to delivering improvements to bike routes that makes them safe and attractive for all riders, but may not rely on fully protected bike corridors (Action 18),
 - updating the Strategy indicators, and
 - updating delivery costs and timeframes for Council funded projects.



3. RECOMMENDATION

That Council:

- 3.1 Endorses the scope, principles, and key changes proposed for the review of the Move, Connect, Live Integrated Transport Strategy 2018 -2028.
- 3.2 Endorses community consultation on the Review to take place in August/September 2023.

4. KEY POINTS/ISSUES

- 4.1 While most of the 42 actions linked to the five strategic outcomes and actions are on-track to be progressed,
 - limited progress has been made to achieve the actions in Outcome 3 to improve public transport as this relies on delivery by the Victorian Government, and
 - challenges have been faced in delivering Action 18: *Deliver a network of dedicated and continuous priority bike lanes to create safer routes for all ages and abilities* and a new approach to delivering improvements to bike routes is proposed to mitigate the challenges.

Review Scope

- 4.2 It is proposed that the scope of the mid-strategy review includes:
 - Updates to the 42 priority actions considering progress in delivering against schedule and budget, and contextual changes.
 - Updates to the 20 indicators used to measure and report on the Strategy, considering availability of data needed to measure against baseline and targets.
 - Updates to budget and delivery timeframes.
 - Engagement and communications on review findings and proposals.
- 4.3 Additional data collection, data modelling or external review is not proposed for the mid-strategy review.
- 4.4 A full review will be undertaken prior to developing a new Strategy in 2028.

Principles for review

- 4.5 Changes proposed to the actions and indicators will be assessed to ensure alignment with the core principles of the Strategy:
 - Address the City's existing and future growth and transport challenges.
 - Be realistic and practical to implement within resources of Council and recognise where we need to influence or advocate to partners.
 - Delivers services and projects in an efficient, transparent and equitable way.
- 4.6 Changes will be assessed to ensure alignment with the Council Plan, the Public Space Strategy, Act and Adapt and Greening Port Phillip Strategies, Access and Inclusion Plan and other relevant strategies and plans.
- 4.7 All changes will consider funding availability and ensuring deliverability to 2028/29.

Contextual changes and transport data

- 4.8 Contextual changes since the Strategy was endorsed in 2018 and their implications for the Strategy review are detailed in **Attachment 1** and summarised below.



- COVID19 - increased working from home and a reluctance to use public transport
 - Innovation in transport technology – increased use of and need to plan for e-scooters, e-bikes and electric vehicles and increased availability of transport data sensors to measure outcomes from the Strategy
 - Economic and political factors – community feedback on recent bike projects and increased cost of living and construction costs
 - Changes to Council policy, government legislation and investment – Gender Impact Assessment requirements, Council Climate Emergency Declaration and State trial of e-scooters
 - Changes that impact safety outcomes – increased number of crashes involved pedestrians and bike riders in Victoria
- 4.9 Improved transport data across the City of Port Phillip is helping us to understand where and how people are travelling in our city:
- Eight locations across Port Phillip now have Artificial Intelligence (AI) transport data sensors to track all modes of transport. As an example of a data output, both St Kilda Pier and Fitzroy Street have seen a 9% increase in bike and micro-mobility trips (from 171,978 to 187,670 for the pier and 54,673 to 59,453 for Fitzroy Street) between December to February of 2022 and 2023 respectively.
 - Bicycle Network Super Tuesday two-hour counts found bike riding in our City on average increased 83% (from 952 to 1386 trips) over the last year at all four count sites (St Kilda Road at Domain Road and at Union Street, Park Street at Moray Street, and Kerferd Road at Beaconsfield Parade).

Review of actions in the Strategy

- 4.10 The 42 actions in the Strategy have been reviewed to assess deliverability with seven actions already complete. Most remaining actions are broad and ongoing, and while most are showing significant progress, many will not be completed by 2028.
- 4.11 Actions have been reviewed considering progress to date, contextual changes, budget, and investment required from partners. Proposed deliverables provide a more specific interpretation of the original action. These, along with key achievements to date are shown below in **Table 1**.

Table 1 Actions, achievements and proposed updated deliverables up to 2028/29		
Action	Key Achievements to Date	Proposed Deliverables 2023/24 – 2028/29
Outcome 1. Our City’s transport network, streets and places cater for our growing community		
1 Review and update the Port Phillip Planning Scheme and Municipal Strategic Statement to ensure an effective integration of land use and transport planning.	Amendment C203port (Planning Scheme Review), including transport planning updates was gazetted on 14 April 2023.	Complete , will continue to monitor review and improve the planning scheme as opportunities arise.

MEETING OF THE PORT PHILLIP CITY COUNCIL

21 JUNE 2023



<p>2 Develop a precinct masterplan for the Domain Precinct (Albert Road and surrounds)</p>	<p>Endorsed September 2019.</p>	<p>Complete, implementation in progress.</p>
<p>3 Partner with the Victorian Government to ensure the Fishermans Bend Framework and precinct plans optimise wider transport connections for both current and future Port Phillip residents and workers.</p>	<p>Ongoing partnership with the Fishermans Bend Taskforce to inform the develop of the draft Montague Precinct Plan.</p>	<p>Recognising limited influence, continue to advocate for and co-ordinate with the Victorian Government and the City of Melbourne for a holistic transport network design within the broader Fishermans Bend Area.</p>
<p>4 Partner with the Victorian Government to fund early delivery of connections to public transport, public space and streetscapes, footpaths, and bike lanes in Fishermans Bend.</p>	<p>Ongoing partnership with the Fishermans Bend Taskforce to inform the develop of the draft Montague Precinct Plan.</p>	<p>Identify transport gaps and opportunities to optimise and upgrade walking, bike riding and micro-mobility transport connections for Montague and future Precinct Plans.</p>
<p>5 Review the Community Bus Services as part of the Aged Care Transition Service review (in response to national reforms in aged care)</p>	<p>Completed 2018.</p>	<p>Complete</p>
<p>6 Develop Movement and Place Guidelines that include green infrastructure</p>	<p>Led by the Department of Transport and Planning.</p>	<p>Continue to use Movement and Place approach to inform the Precinct Infrastructure Plan for Fishermans Bend.</p>
		<p>Use Movement and Place network approach as part of bike riding and pedestrian improvement and South Melbourne Structure Plan.</p>
		<p>Contribute to developing a tool for 10-minute Neighbourhood Assessment</p>
<p>7 Deliver Blackspot safety improvements at high collision locations (subject to external funding)</p>	<p>Since 2019 Council has received \$191,000 in Federal Blackspot funding for two projects that Council implemented.</p>	<p>Continue to make applications for Blackspot and TAC funding as funding becomes available.</p>
<p>8 Deliver Local Area Traffic Management (LATM) treatments to deter through traffic and</p>	<p>Port Phillip is one of the safest municipalities for all road users in Australia through implementing</p>	<p>Subject to funding seek to deliver four road safety improvement projects by 2028.</p>

MEETING OF THE PORT PHILLIP CITY COUNCIL

21 JUNE 2023



maintain safe vehicle speeds on local streets	40 km per hour speed limits across 90% of our local road network.	
9 Ensure our streets and places are safe and inclusive, including accessible parking, pedestrian facilities, lighting, and security	Council annually implements upgrades to parking spaces for people with a disability.	Continue to upgrade accessible and prioritised parking spaces to the extent of budget and continue to ensure projects delivered across the organisation achieve accessible transport outcomes.
10 Support the Victorian Government to develop Movement and Place Strategy for St Kilda Junction and Council to deliver safety and amenity improvements	Accessibility and safety improvement implementation at St Kilda Junction in 2021 and 2022.	Continue to advocate for and support the Victorian Government to deliver safety and amenity improvements for St Kilda Junction.
11 Partner with the Victorian Government and others to manage the impact of growing freight and goods delivery movements on our community	Beach Road truck ban delivered by the Department of Transport in 2019. Freight Victoria and Port of Melbourne Corporation working to mitigate impact in intra-dock movements.	Continue to work with City of Melbourne and State Government on alternatives to move freight through Fishermans Bend (including rail) and respond to changes in the Port of Melbourne.
12 Support the Victorian Ports Corporation (Melbourne) and Victorian Government to manage congestion at Port Melbourne Waterfront precinct	\$5m committed for Masterplanning Waterfront Place.	Recognising limited influence, advocate to and support Ports Victoria and the Victorian government to develop an integrated plan for the future of Station Pier/Waterfront Place Precinct that prioritises the safety of all road users.
Outcome 2. Our community is healthier because it has safe, connected, and convenient walking and bike riding choices		
13 Complete the intersection upgrade of Wellington Street to improve traffic safety, and pedestrian and bike riding facilities	Upgrade completed in 2021 and 40 kph speeds achieved.	Complete
14 Develop criteria to assess change of road space from vehicle-use to create space for	Parklets installed through COVID19 lockdowns using \$1m	Continue to support the implementation of the Parklet Policy to support trade and community outcomes.

MEETING OF THE PORT PHILLIP CITY COUNCIL

21 JUNE 2023



<p>social connection, trade, walking, and bike riding links.</p>	<p>funding through the State Government's Outdoor Eating and Entertainment packages.</p> <p>Parklets Policy endorsed.</p> <p>Cecil Street closure trial outside South Melbourne Market.</p>	<p>Support development of kerbside usage strategy as part of Creative and Prosperous City Strategy.</p> <p>Investigate options for opening roads to people and reducing traffic (to enable open space as part of South Melbourne Structure Plan), bike and walking projects and social community space.</p> <p>Investigate trial of School Streets (opening street to people – closure to traffic during school times) similar to Merri-bek project.</p>
<p>15 Deliver pedestrian projects that create safe, high amenity walking routes and reduce barriers to crossing major roads.</p>	<p>Since 2018/19 Council has implemented 12 projects with \$1.71m TAC funding.</p> <p>Audits of key routes to 7 of 20 schools completed</p>	<p>Continue design process and deliver a pedestrian crossing on Alma Road (Council managed street) to support access to Alma Park (to support Public Space Strategy).</p> <p>Use design concepts for pedestrian operated signals on two state roads (Marine Parade and Williamstown Road) to advocate for external funding and delivery.</p> <p>Identify and develop three other priority pedestrian crossing locations for Council delivery or State pipeline.</p> <p>Continue to advocate for the delivery of a crossing for Glenhuntly Road near the Elwood Canal.</p>
<p>16 Work with school communities to support active travel to school as a popular, safe, and easy travel option.</p>	<p>Council engages regularly and effectively with school communities.</p>	<p>Continue to partner with schools to identify priority safety projects and deliver a further four Healthy Tracks to School infrastructure improvements.</p> <p>Support schools to run two 'active travel to school' activities each year to support use of new infrastructure.</p>
<p>17 Trial initiatives to increase priority and space for walking, bike riding and play.</p>	<p>Pop-up parks in Albert Park Reserve and Dickens St, St Kilda</p>	<p>Continue to support implementation of actions in the Public Space Strategy to trial new temporary open spaces, partial road closures and the removal of car parking for playstreets and parklets.</p>

MEETING OF THE PORT PHILLIP CITY COUNCIL

21 JUNE 2023



<p>18 Deliver a network of dedicated and continuous priority bike lanes to create safer routes for all ages and abilities (target of 4 corridors by 2021-22, and 11 by 2027-28)</p>	<p>Garden City Corridor completed March 2022.</p> <p>Moray Street Corridor completed in 2018 by Rail Projects Victoria including Victoria's first two protected roundabouts.</p>	<p>Deliver the Park Street Streetscape Improvement Project.</p>
		<p>Council to decide how to proceed with the Inkerman Street Safe Travel Corridor.</p>
<p>19 Partner with the Victorian Government to plan and deliver the Shrine to Sea boulevard to deliver safety and streetscape improvements for walking and bike riding (subject to State funding)</p>		<p>Develop an alternative approach to delivering bike corridors and bike improvements (deliverable to be updated based on Review).</p>
		<p>Support Victorian Government engagement and delivery of Shrine to Sea Masterplan.</p>
<p>20 Partner with Victorian Government to deliver a better walking, bike riding and public transport environment along St Kilda Road</p>	<p>St Kilda Road protected bike lanes delivered by the Victorian Government from Dorcas Street to the Junction in April 2023.</p>	<p>Advocate for Victorian Government funding for safe bike facilities on Kerferd Road and Albert Road.</p>
		<p>Advocate for and support the delivery of the St Kilda Road Safety Improvement Project from St Kilda Junction to Carlisle Street by the Victorian Government.</p>
<p>21 Design and deliver high quality bike parking facilities at train and tram hubs to integrate bike riding with public transport</p>	<p>Marlborough House Parkiteer delivered during construction.</p> <p>Design for secure under-cover bike parking at Ripponlea prepared and shared with State Government who will need to implement.</p>	<p>Advocate to State Government for 40 kph on St Kilda Road north of the junction.</p>
		<p>Continue to support implementation, and monitor, secure public bike parking within Marlborough Housing development, and advocate as needed for State Government inclusion of this within Bicycle Network managed Parkiteer network.</p>
<p>22 Encourage and support the community to ride bikes</p>	<p>Annual Ride to Work Day events, bike e-newsletter, bike</p>	<p>Continue to advocate to the State Government to fund and deliver Ripponlea secure bike parking using design prepared by Council.</p>
		<p>Identify any other high priority locations for bike parking hubs and continue to deliver on-street bike parking.</p>
		<p>Continue to run Boosting Bikes activities for new bike infrastructure</p>

MEETING OF THE PORT PHILLIP CITY COUNCIL
21 JUNE 2023



	confidence training, monthly pop-up bike repairs, Tour de Cecil and Moray Festival of everyday riding, cargo bikes loaned through Elwood Toy Library, Let's Ride Melbourne website, Wayfinding signage.	including new St Kilda Road protected bike lanes.
Outcome 3: Our Community has convenient public transport choices that make it easier to move and connect		
<p>23 Partner with Rail Projects Victoria to design and deliver place, walking, bike riding and public transport improvements around Anzac Station (also see Action 2)</p>	<p>Strong partnership between Council and State Government delivery agencies has resulted in significant project gains.</p>	<p>Continue to advocate and support delivery of:</p> <p>Infrastructure for Park Street Tram Link and related road network changes by DTP that will best serve our community</p> <p>Delivery of Metro Tunnel Project streetscape works in the Domain Precinct by Cross Yarra Partnership, commencing 2024.</p> <p>Train services through ANZAC Station by 2025.</p>
		<p>Use Domain Precinct Parking Review to identify opportunities for additional parking within the precinct.</p>
<p>24 Partner with the Victorian Government and public transport providers to increase the reliability and frequency of both tram and bus services</p>	<p>Map 3 Proposed Public Transport Network 2028 added to the Strategy in 2020 and used for advocacy with the Victorian and Federal Governments.</p>	<p>Continue to advocate for integrated movement and place tram projects and bus upgrades and provide input to DTP proposals, and for State Government implementation of service upgrades identified in Map 3.</p>
	<p>Frequency of Fishermans Bend buses 235 and 237 increased to every ten minutes on weekdays in 2022.</p>	
	<p>Transport forum with local representatives</p>	

MEETING OF THE PORT PHILLIP CITY COUNCIL

21 JUNE 2023



	from three major parties attended by over 100 community members.	
25 Partner with PTV and Yarra Trams to deliver a pipeline of integrated movement and place tram projects	Advocacy for upgrades to: Port Melbourne Light Rail terminus duplication, Clarendon Street tram stop upgrades, Tram 78 terminus	Continue to advocate to and support DTP to design accessibility improvements to the South Melbourne Market tram stop.
		Advocate to and support DTP to consult on Clarendon Street tram stops and progress improvements to tram 109 terminus.
26 Advocate to State and Federal governments to deliver a Fishermans Bend tram to service the Port Phillip community by 2022	In 2022 the Federal Labor Government committed \$3m on Fishermans Bend Transport Link Feasibility Study.	Leverage \$3m Federal promise for Fishermans Bend Transport Link Feasibility to advocate for public transport to be delivered.
27 Advocate to the Victorian Government to commence construction on Metro 2 immediately following completion of the current Metro Tunnel Project in 2025/26		
28 Identify and advocate for improvements to missing public transport links and areas of poor public transport connectivity	Map 3 Proposed Public Transport Network 2028 added to the Strategy in 2020 and used for advocacy with the Victorian and Federal Governments.	Continue to advocate to DTP to build the Park St tram link.
		Continue to advocate for bus from Anzac Station to Fishermans Bend, increased service on bus route 606 and Fishermans services.
		Continue to advocate to DTP to implement improvements to bus services in Port Phillip, as identified in Map 3 including a more frequent bus to connect Elwood to Fishermans Bend.
29 Investigate the opportunity to pilot transport services to improve connections within Elwood and from Port Melbourne to St Kilda	Put on hold due to COVID19	Continue to advocate for improved connections within Elwood and from Port Melbourne to St Kilda.
<p>4. Our community understands that parking is a shared resource, and works with Council to ensure fairest access</p>		

MEETING OF THE PORT PHILLIP CITY COUNCIL

21 JUNE 2023



30 Develop and Implement a new Parking Permit Policy	The Parking Management Policy actions 30 and 31 endorsed in February 2020 and implemented from July 2021.	Policy complete, implementation ongoing
		Implement changes from 2022/23 review of the Parking Management Policy.
31 Develop and implement a new Parking Controls Policy (paid and time-controlled parking)	The Parking Management Policy that combines actions 30 and 31 was endorsed in February 2020 and implemented from July 2021.	Policy complete, implementation ongoing
		Implement Parking ePermits and associated changes.
		Improve technology integration for available data sources and continue to undertake parking occupancy surveys to determine changes needed to signed controls.
32 Develop a new evidence base for parking provision rates for new developments	Tracked actions and outcomes of processes undertaken by other LGAs.	Continue to investigate improving provision of bike parking and car share in new developments.
		Advocate to State Government to update parking rates in the planning scheme to better reflect inner city conditions, and remove the need for local governments to undertake extensive and prohibitively expensive Parking Overlay processes to implement changes on a local scale.
33 Consider the use of Parking Overlays in the Planning Scheme review process	Have monitored use of parking overlays in other Melbourne LGAs.	Consider if development of a Parking Overlay is required following the completion of the update to the South Melbourne Planning Scheme. Current data collection requirements remain prohibitively expensive.
34 Improve access to parking information for the community via the Council website.	Council's website explains that the PayStay app makes it easier to pay and find parking and provides the number to pay by phone.	Ongoing customer experience improvements for parking management services.



Outcome 5. Our community benefits from new transport options and technology to move around		
35 Introduce new technology to make it easier to find and pay for parking	Parking sensors and PayStay are being progressively rolled out to 1575 parking spaces.	Continue to install parking technology and upgrade parking meters.
		Improve technology integration to enable a trial of demand responsive approach to paid parking
36 Continue to deliver more convenient car share locations with providers and encourage car share provision in new developments	Council has 200 on-street car share bays. On-site car share vehicles required in new developments in Fishermans Bend with over 50 parking spaces.	Continue to partner with providers to make 330 car share vehicles available to our community
37 Review Car Share Policy	New policy endorsed April 2023. Introduced targets for coverage and usage.	Complete
		Implement new Policy
38 Partner with the Victorian Government and other councils to regulate and promote shared transport services and manage disruptive shared transport technologies	E-bike trial commenced in December 2020. E-scooter trial commenced in 2022 and extended in 2023.	Evaluate shared e-bike trial and e-scooter trials to consider future service provision of shared micro mobility. Work with State Government to resolve safety and amenity issues associated with increased use of shared e-bikes and e-scooters.
		Continue to advocate for Victorian Government regulation of shared micro-mobility.
39 Invest in transport data capture to evaluate and monitor progress toward mode shift targets	Artificial Intelligence Transport data capture installed at eight locations in our City.	Install additional permanent Artificial Intelligence (AI) transport data sensor sites to provide higher quality transport data.
		Establish baselines and use AI transport data and micro-mobility data to monitor transport trends and inform project development
		Use transport data to assess Strategy's bike corridors and propose next steps.



<p>40 Make data available to transport providers and third parties to improve service planning and make it easier to move and connect</p>	<p>Data shared through Council websites as possible.</p>	<p>Continue to develop improved transport and parking data sharing interfaces.</p>
<p>41 Establish policy positions on autonomous vehicles, congestion levy expansion, road pricing and emerging new transport options</p>	<p>Wrote to the Treasurer in 2020 requesting a waiver to support local businesses and indicating the congestion levy is not serving its intended purpose.</p>	<p>Monitor emerging transport technologies to inform Council policy as required.</p>
<p>42 Support the use of electric vehicles, including installation of public charging stations and planning controls requiring charging infrastructure in new developments</p>	<p>Trial of kerbside EV chargers for households without off-street parking.</p>	<p>Support development of an EV policy using learnings from pilot of kerbside chargers and trial of public charging stations.</p>

Alternative approach to delivering bike route improvements

- 4.12 Our community wants to use active transport but is encountering barriers. A 2021 survey conducted by Monash University found that 71% of people living in the City of Port Phillip were interested in riding a bike but had concerns about commencing to ride. This group say they would ride a bike if physically separated bike lanes were provided. One in two people in greater Melbourne own a bike and one in five rides at least once per week (Pearson and others, 2022).
- 4.13 Transport data across the city is showing an increase in bike and micro-mobility trips. For example, over the last two summers the Artificial Intelligence sensors at St Kilda Pier recorded 172k bike and micro-mobility trips and 455k walking trips between December 2021 to February 2022 increasing to 188k bike and micro-mobility and 595k walking trips the following summer, representing an increase of 9% and 31% respectively.
- 4.14 Community requests concerned with the impact on pedestrians from illegal use of bikes, e-bikes, e-scooters and motorbikes on footpaths have increased. The delivery of infrastructure that provides a safe and convenient alternative for these users reduces this conflict and increases safety for pedestrians in our City.
- 4.15 The ITS includes Action 18: *Deliver a network of dedicated and continuous priority bike lanes to create safer routes for all ages and abilities*. This action is paired with an Indicator to deliver four protected corridors by 2021-22, and 11 by 2027-28. Map 2 from the Strategy is included as **Attachment 2**.
- 4.16 The majority of the people who completed the online survey during consultation on the draft strategy in 2018 supported Action 18. In addition, over 65% of contributors to the draft Strategy thought they could change some of their daily travel choices.



- 4.17 When the Strategy was endorsed, Council understood that delivering 11 protected bike corridors in ten years was an aspirational target that would involve significant cost and complexity. When briefing the new Council on the Strategy in April 2021 it was noted that this number of corridors would not be delivered by 2028. Two routes have been delivered, Moray Street bike route and Garden City bike route. Two more routes are in the development stage, Park Street Streetscape Improvement Project and Inkerman Safe Travel Corridor.
- 4.18 Council acknowledges that the delivery of protected bike corridors is off-track and that there is still a desire to deliver protected bike corridors when possible. However, delivery of protected facilities on the remainder of the 11 bike routes is likely to require significant parking loss and may impact traffic flow.
- 4.19 Officers have considered international and local best practice to consider alternative approaches to achieve a safer environment for bike riders on these routes.
- 4.20 Where physical protection cannot be achieved, accepted practice is to create low traffic speed and volume environments that are forgiving of errors by riders and drivers, and therefore reduce the risk of bike rider injury.
- 4.21 However, the lack of physical protection may attract fewer women to take up bike riding. Recent research by Monash University found that women feel significantly safer on 30 km/h streets than 40kph or faster. The women interviewed were more concerned about speed than traffic volume (as long as higher traffic volumes were moving slowly). The City of Yarra has trialled a 30 km/h zone since 2018 and, following evaluation, Council recommended keeping this zone.
- 4.22 With this approach, where traffic movement and speed can be reduced sufficiently for bike riders to share the lane with vehicles it may be possible to retain parking, however where traffic movement is a priority, it may be necessary to remove parking to create safe space for protected bike lanes. There are still some bike routes within our City where the only safe approach is to deliver protected facilities.
- 4.23 City of Yarra has taken this approach and are implementing strict threshold limits for speed and traffic volumes on bike routes. **Attachment 3** shows City of Yarra's (2022) assessment guide and illustrates typical bike treatments.
- 4.24 In some circumstances, where low speeds and volumes are not pre-existing, this will require Council and the community to decide between:
- limiting vehicle movements to reduce traffic volumes and managing speeds, while retaining on-street parking, or
 - installing protected bike lanes to safely maintain existing traffic access, volumes and/or speeds.
- 4.25 A new approach will require a review of the bike corridors proposed in the Strategy that considers:
- Current traffic volumes and speeds.
 - Characteristics and function of the street and scope to reduce speeds, traffic volumes or parking.
 - Appropriate treatment to increase safety for each corridor.
- 4.26 In addition, Victoria's Gender Equality Act (2020) requires Gender Impact Assessments for new or reviewed policies, programs and services that have a direct and significant impact on the community. As a result, community consultation needs to be more



deliberatively inclusive and the experience and needs of women, gender diverse people and other diverse groups need to be considered when options are assessed.

- 4.27 In addition, addressing gaps in the existing bike network including intersection treatments could make our existing network more connected, safer, and easier to use and navigate.
- 4.28 It is proposed that work on alternative approaches for the delivery of bike corridors and addressing gaps is undertaken as part of the review, and an updated Action 18 is then proposed for consideration by Council and the community.
- 4.29 An alternative approach would result in some routes being delivered without the full 11 routes protected bike lanes proposed in the strategy.

Measuring and reporting

- 4.30 The Strategy includes 20 indicators across the five outcomes and **Attachment 4** shows the 2016/17 results, 2021/22 and 2027/28 targets as well as the proposed source for each of these indicators.
- 4.31 Only three of these indicators are included in the draft Council Plan (Year 3). These are reporting on number of fatal and serious crashes and two Parking Management Policy indicators (which are proposed to be changed to one indicator).
- 4.32 While availability of data has been limited and many indicators could not be reported on reliably, a summary of progress to date is included in **Attachment 5**. Three 2021/22 targets were met, with one close to meeting the target, three were likely impacted by COVID19 and may achieve the 2027/28 target.
- 4.33 Data availability has been problematic for many indicators. In particular, annual reporting on walking, bike riding and vehicle trips relies on the Victorian Integrated Survey of Travel and Activity (VISTA). VISTA data is collected on an ongoing basis, however, data from multiple years is released irregularly making it an unreliable source for regular reporting.
- 4.34 Council has installed permanent Artificial Intelligence (AI) transport sensors which provide more reliable information on local transport. These counters do not provide a large enough sample to be representative but can provide an indication of modal choice and can be benchmarked against larger datasets when they are available.
- 4.35 Council's AI transport data and local micro-mobility data will be used to establish new baselines, monitor transport trends and for annual reporting. When available, VISTA data can be used for benchmarking, end of Strategy review, and periodic tracking of measurements for projects.
- 4.36 Proposed changes to nine indicators (including an additional indicator) and the rationale for them are detailed in **Table 2** below. This includes:
- changes to data sources discussed above,
 - changes reflecting the availability of CrashStat data,
 - a minor amendment to reflect the range of active travel initiatives that Council supports,
 - proposed changes to delivery of bike corridors
 - proposing a new indicator



- a minor amendment to the Car Share target through the recent Policy review, and contextual changes for shared e-bike and e-scooters.
- 4.37 Two targets for parking management were included in the Draft Council Plan and Budget 2021-31: 1. “Proportion of residents that agree that the Parking Management Policy addresses the City’s existing and future growth and transport challenges” and 2. “Proportion of residents that agree that the Parking Management Policy provides fairer and more reliable access to parking”.
- 4.38 Council officers propose replacing these indicators as they rely on community knowledge of our Policy which may not be reasonable to assume. In 2021/22 about 18% responded that they “don’t know” for both of these indicators, 35% were satisfied for the first indicator and 36% for the second.

Table 2 Proposed changes to Indicators and Targets

Outcome	Indicator as described in Strategy	Strategy Target for 2027/28	Proposed changes to indicator	Frequency	Source and comments
<p>Outcome 1</p> <p>Our City’s transport network and places cater for our growing community</p>	Number of fatal and serious traffic collisions involving all users	≤ 96	City Indicator: Add “for crashes within City of Port Phillip for the most recent verified full financial year on all roads”	Annually	<p>Clarifying limitations in reporting since CrashStats can take up to two years to be verified.</p> <p>Report crashes on all roads not just local roads since Council proposes and makes changes on DPT managed roads as well as local roads and baseline includes all roads.</p>
<p>Outcome 2</p> <p>Our community is healthier because it</p>	Number of private passenger vehicle trips	128k	City Indicator: Proportion of trips in locations with Artificial Intelligence (AI) Road Sensors made by motor vehicle	Establish new baseline then annually	<p>VISTA is not suitable for annual monitoring of trends in our City.</p> <p>Use AI information at eight locations on local roads from Council sensors. Include disclaimers about limitations of data.</p> <p>Benchmark against VISTA and ABS data when available.</p>

MEETING OF THE PORT PHILLIP CITY COUNCIL

21 JUNE 2023



has safe, connected and convenient walking and bike riding choices	Number of walking trips*	208k	City Indicator: Proportion of trips in locations with AI made by foot	As above	As above
	Number of bike riding trips*	26k	City Indicator: Proportion of trips in locations with AI made by bike	As above	As above
	Number of schools participating in 'Walk to School' Month	11/year	Council indicator: Number of schools participating in 'Walk to School' and other active travel initiatives	Annually	VicHealth no longer supports 'Walk to School' month. Council supports active travel initiatives including events, grants and Bike Ed training.
	Number of protected bike corridors delivered	11	Council indicator: Number of upgrades and Council's support of State Government Projects	Annually	As discussed in 3.18 to 3.32 (<i>above</i>) delivering 11 protected bike corridors by 2028 is not feasible. Indicator to be updated based on Review.
Outcome 4 Our community understands that parking is a limited and shared resource, and works with Council to ensure fairest access	Community perception of Council 'Parking Management' as part of the Port Phillip Customer Satisfaction Survey	≥ 60%	Council indicator: New indicator without reference to Parking Management Plan	N/A	The indicators proposed in the Draft Council plan do not measure outcomes see <i>discussion above in 4.42 and 4.42</i>)



Outcome 5 Our community benefits from new transport options and technology to move around	Number of residents who are car share members	13,500	City Indicator: Change to "memberships in car share schemes are 12% of population 18 years and over"	Annually	Include target endorsed in Car Share Policy & Guidelines 2023 – 2028
	Utilisation rate of share bikes (docked and dockless) trip/day/bike	3	City Indicator: Add "and utilisation rates of share e-scooters while trial continues and if made permanent"	Monthly - varies seasonally and with weather	Council program

4.39 **Table 3** shows eight indicators where no further reporting is proposed. These include indicators for completed Actions, where data is incomplete/not collected, where Actions are beyond Council’s control or influence and data is unavailable, or where operational changes make this indicator redundant.

4.40 No indicators are proposed for Outcome 3 (convenient public transport) as this area is outside Council’s control and reliable data is unavailable.

Table 3 Proposed Indicators and targets to discontinue reporting

	Indicator as described in Strategy	Strategy Target for 2027/28	Proposed change to indicator	Frequency	Source and comments
Outcome 1 Our City’s transport network and places cater for our growing community	Community perceptions of Councils traffic management as part of the Customer Satisfaction	≥60%	Stop reporting	N/A	No longer being collected as part of Community Satisfaction Survey
	Speed of vehicles using	≤ 40 km/hr	Stop reporting	N/A	No further reporting as no further

MEETING OF THE PORT PHILLIP CITY COUNCIL

21 JUNE 2023



Outcome 2 Our community is healthier because it has safe, connected and convenient walking and bike riding choices	Wellington Street.				measures are proposed.
	Increase in pedestrian and civic space in shopping strips m2 increase %	20%	Stop reporting	N/A	Incomplete data. There is no definition for civic space in shopping strips nor baseline. Parklets are temporary.
Outcome 3 Our community has convenient public transport choices that make it easy to move and connect.	Number of public transport trips	56k	Stop reporting	N/A	Council has little influence on the number of public transport trips taken. Depends on the Victorian Government to release data.
	Streetscape improvements are delivered as part of tram stop upgrade projects in shopping and activity centres per year	100%	Stop reporting unless the Victorian Government implements	N/A	Depends on Victorian Government to upgrade tram stops.
	Delivery of dedicated bus or tram only lanes on Council controlled streets (kms)	5.5 km	Stop reporting unless the Victorian Government implements	N/A	Depends on the Victorian Government
Outcome 4 Our community understands that parking is a limited and shared resource, and works with	Number of precincts that have been reviewed for improvement to parking management	15	Stop reporting	N/A	Reviews are done reactively when required

MEETING OF THE PORT PHILLIP CITY COUNCIL

21 JUNE 2023



Council to ensure fairest access					
Outcome 5 Our community benefits from new transport options and technology to move around	Residents who are satisfied with the use of pay-by-phone option to pay for parking	>90%	Stop reporting	N/A	Council has limited influence on this indicator as there are a few vendors to choose from. It is unlikely that this question will be added to the community satisfaction survey.

4.41 Keeping the remaining three indicators with no change is recommended is shown in **Table 4**.

Table 4 Indicators for continued reporting				
Outcome	Indicator as described in Strategy	Strategy Target for 2027/28	Frequency	Comment
Outcome 2 Our community is healthier because it has safe, connected and convenient walking and bike riding choices	Number of schools participating in Ride to School day	15/year	Annually	City Indicator Council program but relies on partnerships
	Number of 'Healthy Tracks to School' - infrastructure improvements for safer walking routes to schools completed	12	Annually	Council indicator
Outcome 5 Our community benefits from new transport options and technology to move around	Number of cars owned by Port Phillip residents	53,500	Report every 5 years in year following Census (2022, 2027)	City indicator



5. CONSULTATION AND STAKEHOLDERS

Proposed engagement on the Review

- 5.1 Consider community, councillor and other feedback and issues that have emerged from implementation of the Strategy since 2018.
- 5.2 Be informed by data collected over the first four years of the Strategy.
- 5.3 Provide community feedback opportunities on proposed changes to the Strategy, including indicators, deliverables planned for the next four years, and especially around delivering bike route improvements rather than relying on delivering all routes as protected corridors. These will be through Council's existing channels, including advisory committees, and with key stakeholder groups.

Previous engagement

- 5.4 To inform the development of the Draft Strategy, Council sought input and feedback from our community by releasing a Position Paper (called 'Setting the Direction') from October to December 2017. The Position Paper identified the transport problems the City is facing and put forward guiding principles, aims and objectives that formed the basis of the draft Integrated Transport Strategy.
- 5.5 The community consultation posed the question: How do we fit more people into the same amount of space without impacting the things we value most?
- 5.6 Council consulted with residents, business owners, workers, students, community groups, and industry and government stakeholders. Visitors were also invited to share their views. In total, 586 people participated in the consultation program. Council's multi-faceted approach to engagement reached a cross-section of the community via a detailed survey, focus groups, interviews, targeted discussions, and workshops.
- 5.7 Council released the Draft Strategy to the public for consultation for five weeks (23 June to 30 July 2018).
- 5.8 The Social Media campaign reached 27,000 people via six Facebook posts, five tweets, two LinkedIn posts and included 4,966 views of the custom videos.
- 5.9 Council received 520 points of feedback on the Draft Strategy including on-line survey and emails (327 points of feedback), rickshaw ride conversations, face-to-face community pop-up events and targeted community and stakeholder forums (193).
- 5.10 Officers also met with the Youth Advisory Committee, Older Person Consultative Committee and Multicultural Forum.
- 5.11 Changes were made to respond to the feedback from the community with the final Strategy being endorsed on the 20th of September 2018.

6. LEGAL AND RISK IMPLICATIONS

- 6.1 Successfully achieving many of the actions in the Strategy depends on funding and effective partnerships with the Victorian and Federal Governments, transport providers, adjacent councils and agreement from our community.
- 6.2 Risk will be considered when assessing possible review outcomes. If necessary, a legal review will be undertaken.
- 6.3 Interaction with other relevant projects and policies will be reviewed, including Act and Adapt, the Climate Emergency Plan, the Parklet Policy, the Car Share Policy, Greening



Port Phillip, Positive Aging Policy, the Housing Strategy, Public Space Strategy and the Access and Inclusion Plan.

7. FINANCIAL IMPACT

- 7.1 Many of the actions, particularly partnership and advocacy are BAU and can be delivered through existing resources.
- 7.2 The draft 10-year Council Plan currently includes walking, bike riding and public transport projects for 2023/24 to 2028/29 that have been costed at \$20.16m. Funding for these projects includes \$4.06m of external funding commitments.
- 7.3 Significant external funding has been sourced for pedestrian and safety projects and can be expected to continue to be available.
- 7.4 The budget allocates \$12.8m for Bike Infrastructure. It includes Park Street Streetscape improvements with a forecast of \$20k in 2023/24 for design and \$1.74m in 2024/25 for delivery, of which \$1.1m is externally funded.
- 7.5 The Inkerman Safe Travel Corridor has been allocated \$9.54m with \$85k for 2023/24 for consultation, \$410k for detailed design in 2024/25, \$250k in 2025/26 for lighting upgrade and \$8.8m for construction in 2026/27. Noting this may change pending the June 2023 Council decision on which design option to take forward.
- 7.6 If the Inkerman Safe Travel Corridor or other projects require a lower budget, options to reallocate funds to other sustainable transport projects would be explored. Reallocation could include to alternate bike projects, additional pedestrian improvements and design and traffic calming on local roads. These projects would improve road safety for all road users and allow Council to maintain its commitment to delivery of the Strategy and achieve key indicators.
- 7.7 Development of an alternative approach to delivery of bike corridors will include high level project costings and the overall budget allocation to bike corridors to 2028/29 will be confirmed through this process.
- 7.8 An allocation of \$4.56m has been made for delivery of a Pedestrian Infrastructure program from 2023/24 to 2028/29. It is intended that this funding continues to be invested in local pedestrian improvement projects, generally around schools and other key destinations, and that there is also increased investment in pedestrian signals to address barriers to crossing major roads. Pedestrian access focused audits continue to be undertaken around schools so that safety and access issues can be addressed, and three high priority pedestrian signal locations have been investigated for delivery in future years.
- 7.9 The ITS had identified investment in supporting tram integration projects, however the Department of Transport and Planning has indicated that projects are unlikely to be delivered in our City in the next four years, so this funding is no longer allocated in the draft 10-year Council Plan.
- 7.10 Implementation of parking technology improvements have been costed at \$2.4m from 2023/24 to 2028/29.
- 7.11 The cost impacts to Council of any changes to the Strategy will be considered and confirmed through the Review. Changes are anticipated to the costs and timeframes for delivery of bike corridors and pedestrian projects. These changes are expected to inform the 2024/25 budget process.



- 7.12 Council will continue to seek to partner with other agencies to support delivery of the Strategy and to access grants from State and Federal Government should these become available.
- 7.13 The Strategy seeks to provide residents, workers and visitors travel options that support liveability, promote health and wellbeing and contribute to the City's economic vitality.

8. ENVIRONMENTAL IMPACT

- 8.1 Independent analysis in October 2022 for the Act and Adapt Review found that private vehicle use is currently responsible for 14% of our City's greenhouse gas emissions and that transport is our biggest growing emissions source. By 2040 on-road travel will make up nearly 50% of community emissions despite a reduction in absolute emissions since other sources will reduce more quickly.
- 8.2 Increased uptake of electric vehicles using low emission power will help reduce transport emissions; however, it will not decrease traffic congestion and parking demand on our streets.
- 8.3 Reduction of community greenhouse gas emissions will require having attractive sustainable transport options to achieve a shift away from use of private vehicles as identified in the Strategy.
- 8.4 The contextual changes including lack of investment and decreased use of public transport as a result of COVID19, changes to parking and lack of progress on delivering a network of a bike corridors may result in more use of private vehicles and less greenhouse gas emission reductions.

9. COMMUNITY IMPACT

- 9.1 The Strategy aims to broaden travel options and provide effective alternatives to owning, driving and maintaining privately owned cars allowing residents, workers and visitors to have travel options that support liveability, promote health and wellbeing.
- 9.2 Effective transport networks provide access to opportunities, resources, and facilities that our community needs for education and employment and promote visitation and economic activity.
- 9.3 A Gender Impact Assessment will be made for changes proposed to the Strategy.
- 9.4 Given the contextual changes including continued lack of investment in public transport, decreased use of public transport as a result of COVID19, and lack of progress on delivering a network of a bike corridors; dependence on using a car may remain high for our community.
- 9.5 The review recognises that COVID19 has increased working from home and decreased commuting by public transport and that the long-term impacts on traffic congestion and parking demand and local access are still unknown. Data on this will continue to be assessed when available to guide ongoing implementation of the Strategy and management of transport in our City.

10. ALIGNMENT TO COUNCIL PLAN AND COUNCIL POLICY

- 10.1 Transport and parking are priorities in the Council Plan 2021-31 Liveable Strategic Direction: A City that is a great place to live, where our community has access to high

MEETING OF THE PORT PHILLIP CITY COUNCIL

21 JUNE 2023



quality public spaces, development and growth are well-managed, and it is safe and easy to connect and travel within.

11. IMPLEMENTATION STRATEGY

11.1 TIMELINE

Milestone	Date
Update measuring and reporting indicators	July 2023
Alternative approach to delivering bike corridors	July - August 2023
Engagement and communication	August -September 2023
Update recommendations using findings from engagement	October 2023
Brief Councillors on review findings and recommendations	November 2023
Report on review of the Strategy presented to Council	December 2023

11.2 COMMUNICATION

Communications through the Review

11.3 A communication plan will be developed as part of the review to support the community and Council to understand:

- Achievements and relevance of the Strategy.
- The reasons for developing a new approach to delivering bike route improvements rather than only protected bike corridors.
- Locations on the existing bike network that require improvements.
- The relationship between transport and climate change including potential impact on our transport networks.
- Challenges in seeking state partnerships for public transport and infrastructure on state managed roads.

Key messages

11.4 Initial review of the Move, Connect, Live Strategy has identified the following which require further work:

- the need to develop an alternative approach to delivering bike route improvements rather than delivery of protected bike corridors (Action 18)
- changes to indicators including discontinuing reporting on some indicators
- updating delivery costs and timeframes for Council funded projects.

11.5 The Strategy aims to broaden travel options and provide effective alternatives to owning, driving and maintaining privately owned cars allowing residents, workers and visitors to have travel options that support liveability, promote health and wellbeing.



11.6 Effective transport networks provide access to opportunities, resources, and facilities that our community needs for education and employment and promote visitation and economic activity.

11.7 Contextual changes since the Strategy was endorsed in 2018 include changes to travel patterns and work choices associated with COVID19, uptake of micro-mobility, increased construction costs for infrastructure projects and the Council's Climate Emergency Declaration.

12. OFFICER DIRECT OR INDIRECT INTEREST

12.1 No officers involved in the preparation of this report have any material or general interest in the matter.

ATTACHMENTS

1. Key contextual changes and their impact on the Strategy [↓](#)
2. Map 2 from the Strategy showing proposed bike corridors [↓](#)
3. The City of Yarra's assessment guide and examples of typical treatments [↓](#)
4. Indicators from the Strategy [↓](#)
5. Progress on the indicators [↓](#)