



# Participant briefing pack

Transport and Parking Special Focus Workshop

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The City of Port Phillip is embarking on a community engagement program to develop a new Council Plan 2017-2027 for our City.

Together we are facing a future of exciting possibilities – as well as new challenges. A future with more residents, higher density housing developments, impacts from a changing climate, and new ways of working and living in a modern world.

We have a choice – to embrace and manage change to make our City an even better place for people or let change happen to us.

The stakes are high, and what we've done in the past may not work in the future. That's why we are asking the community to join us in a serious conversation about the possible futures for our City.

This briefing pack is divided into three sections as follows:

- **Section 1:**  
City of Port Phillip's key challenges
- **Section 2:**  
Background on the workshop topic area  
– Transport and Parking
- **Section 3:**  
Frequently Asked Questions



# Section 1:

City of Port Phillip's key challenges



# Key challenges

## Population growth

By 2036, Port Phillip is expected to grow to more than 142,200 people, a significant 33 per cent increase from the 2015 Estimated Resident Population of 107,127 people. By 2050, projections show a doubling of the Port Phillip population.

Our worker population will also rise dramatically. The Fishermans Bend renewal area is expected to cater for 60,000 jobs by 2050, with just over half of these jobs projected within the City of Port Phillip.

Growth will not be uniform across the City. The St Kilda Road and Fishermans Bend neighbourhoods are projected to grow significantly, while other established neighbourhoods will have low or no growth.

In 2036, the population will continue to be highly mobile and dominated by 25-39 year olds, but with an increasing proportion of older people. More than two-thirds of our households will be single person and couples without children.

Population growth will increase demand for all Council services and amenities. The cost of providing services will increase and demand will stretch services and infrastructure.

## Urbanisation

Population growth will drive an increase in urban density. Around 25,000 new dwellings will be required by 2036 to accommodate the expected population growth in Port Phillip.

The Fishermans Bend renewal area will make a significant contribution to housing growth, with new high density neighbourhoods. The density of established areas across the City will also increase, with the St Kilda / St Kilda West and St Kilda Road neighbourhoods accounting for more than half of the projected housing growth outside Fishermans Bend over the next 20 years.

We will see more medium to high density residential development / vertical living and continued pressure to convert commercial areas to residential use.

With increasing density and vertical living, more people will use our parks, villages, roads and footpaths, beaches and public transport. There may be more tension, as public spaces will have to cater for different uses.

Housing costs in Port Phillip are twice the Melbourne average. Private rental and home purchase in Port Phillip is now unaffordable for both lower and moderate income households.

## Climate change

Australia's weather is becoming hotter, drier and more extreme. Melbourne is predicted to experience a 0.6°C increase in average temperatures by 2030. There will be a corresponding two per cent decrease in rainfall, a 10-15 per cent increase in storm intensity, and projected sea level rise of between 10-20 centimetres.

Port Phillip is already experiencing the impacts of climate change, including temperature increases (of between 1.2 and 1.4 degrees since 1950), lower than average rainfall (a decrease of between 100 and 200 millimetres since 1950), more flooding, and a notable increase in the number of days over 35 degrees.

Our City's beach lifestyle and coastal activities are very attractive and important to residents and visitors. However, Port Phillip is built on reclaimed land to the south and north. Much of the City is only one to three metres above sea level and coastal areas are exposed to the impacts of climate change, especially flooding and erosion.

We can expect increased flooding of coastal properties and public amenities, storm damage to infrastructure, beach erosion, decreased water quality and security of water supply, reduced summer outdoor activities and hotter urban spaces. Council assets and the Port Phillip community have varying abilities to cope with these changes.

# Key challenges

## Legislative and policy influence

All Victorian councils operate in a complex legislative and policy environment that includes 75 Acts of Parliament and 28 Regulations. The key Act (*the Local Government Act 1989*) is under review.

A trend of government cost shifting and increased compliance will likely continue. Government funding is being reduced or withdrawn from several sectors, placing additional expectation on local government to fill the gap.

The introduction of a cap on rate increases means local government's ability to control revenue is constrained. Accordingly, we are experiencing increased strain on our financial sustainability.

The Victorian Government's cap on local government rate increases is forecast to impact Council's bottom line by \$67 million over the next 10 years if we don't make changes to the way we operate and deliver our services.

## Changing economic conditions

Port Phillip's economy was close to \$12 billion in 2014, contributing 4.3 per cent of the greater Melbourne economy. Significant employment areas in Port Phillip include the St Kilda Road office precinct and established business clusters in South Melbourne and Port Melbourne.

The Port Phillip section of Fishermans Bend is currently home to over 750 businesses and approximately 12,000 workers. The transition of Fishermans Bend to a mixed use community will have a significant impact on the number and type of businesses and jobs in that area.

Our people can expect to spend more time travelling to work outside of the City. We may also continue to experience a change in the nature of our business community as high rental prices put pressure on smaller businesses. We may experience a decrease in creativity and vibrancy if our existing artists and creative businesses relocate outside of Port Phillip.

The spectrum of people considered vulnerable is widening due to increased costs of living, rental and property costs, social exclusion and health inequity. More than 8,000 residents are living in housing stress and 2,500 residents are on the public housing waiting list (excluding local community housing waiting lists).

## Rapid evolution of new technology

The world is becoming more connected. People, businesses and governments are increasingly moving online to connect, to deliver and access services, to obtain information and to perform transactions like shopping and working.

We can expect increasing demand for online services, and engagement through social media and other digital means. Technology is also changing the way our residents work. Around one in every 12 workers works from home.

The digital shift will reshape how we deliver services. Technological advances present opportunities for Council to consider new methods of service delivery that have the potential to offer efficiencies, for example electronic parking management.

# Key challenges

## Transport and parking

Road network congestion will continue to be an issue as our population grows and the capacity of our road network for cars cannot be increased. There are ongoing efforts by the Victorian Government to prioritise more efficient and sustainable travel modes such as trams, walking and cycling.

Port Phillip currently experiences very significant traffic volumes caused by local workers and residents, as well as people travelling through our municipality on arterial roads. As our City grows, managing congestion will be reliant on more people choosing to travel by non-car modes.

There is an increasing challenge in the allocation of on-street car parking spaces to different users such as residents, workers and visitors. In many parts of the municipality, demand for parking outstrips supply, and Council needs to make decisions about how to best allocate this scarce resource.

# Section 2:

Background on the workshop topic  
Transport and Parking



Our City faces significant traffic and parking challenges now and in the future, as our population continues to grow.

Roads in our municipality currently experience significant traffic volumes from residents and local workers, as well as people travelling through our municipality on arterial roads. For example, Kings Way carries 90,000 vehicles per day, Brighton Road 67,000 and Queens Road 75,000. Due to existing density across our City, projects such as road widening and building new roads to increase the capacity of the road network are not possible.

Council and the Victorian Government are prioritising more efficient and sustainable modes such as trams, trains, walking and bike riding, which also means the capacity of the road network for cars is likely to remain static or decrease over time. As our City grows, increasing congestion will only be managed through more people travelling by active or public transport. This means Council will need to continue investing in walking and cycling infrastructure, and continue advocating to the Victorian Government for convenient, frequent and accessible public transport.

Like many of Melbourne's inner city municipalities, demand for on-street car parking and road space in Port Phillip far outweighs availability. This is due to our growing population, increasing housing density, increasing car ownership, our popularity as a tourist destination and cars remaining the primary form of transport to and from work for most people.

It is a challenge for Council to allocate on-street car parking spaces to different users such as residents, workers and visitors. Council needs to make decisions about how to best allocate the available on-street parking, while also encouraging people to take more trips via active and public transport.

Making improvements to walking, bike riding and public transport infrastructure means changing how we use our road space. Road space comprises 17 per cent of the total land area of the City of Port Phillip. Of that area, 20 per cent is dedicated to on street car parking.

### The question you'll be answering along with other participants at this workshop

1. How do we reduce car dependence, and therefore help manage traffic congestion, in Port Phillip, by making other modes of transport more attractive?
2. How should Council respond to growing demands on the available car parking without increasing car dependence?



## Background to these questions

The City of Port Phillip has a Sustainable Transport Strategy, revised in 2014, which sets out a vision for:

‘a connected and liveable city where residents, visitors and workers can live and travel car free by improving the convenience, safety, accessibility and range of sustainable travel choices.’

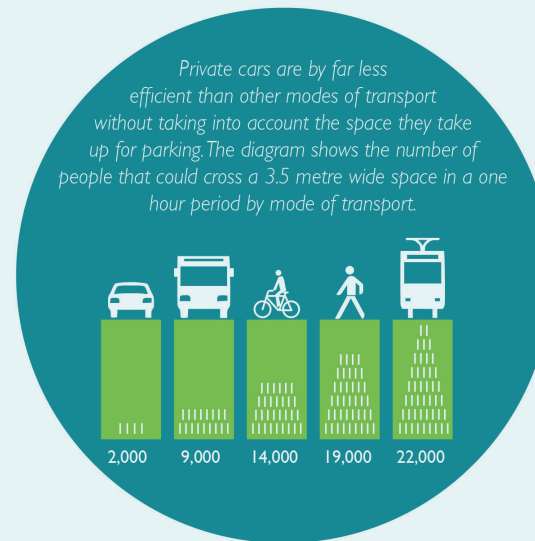
This vision was borne from Council’s desire to address growing traffic congestion and unsustainable parking pressures by increasing the community’s uptake of walking, bike riding and public transport.

Council’s road user hierarchy, in order of priority is:

- Walking
- Bike Riding
- Public Transport
- Freight
- Multiple-Occupancy Vehicles
- ▼ Single-Occupancy Vehicles

## Traffic congestion

Overcrowding on our roads has a significant impact on our environment and compromises the liveability of our City. It affects the safety of people using or crossing busy roads and the amenity of residential areas. As Port Phillip is generally flat, walking and bike riding is a viable option for many people, but safety issues can prevent people taking up these modes of transport.



## Managing on-street parking

In many key precincts, demand for parking outstrips supply, and Council needs to manage parking among competing user groups at different times of the day, week and year.

Council currently manages approximately 53,000 on street car parking spaces, as well as around 4,000 spaces in Council-managed off street car parks. These spaces are a mix of paid parking, time restricted or permit parking, and unrestricted parking.

The space used for Council owned off-street car parks has the potential to be redeveloped to include affordable housing developments. Such developments will likely have no dedicated car parks for residents, but retain publicly accessible car parks.

Since 1997 Council’s policy has been to not issue resident or visitor parking permits to owners or occupiers of properties in instances where the developer / applicant for a planning permit has not provided sufficient off street, on site car parking in accordance with the Port Phillip Planning Scheme or other Council policies. In 2002, this policy was extended to include all new residential development where the number of households increased on a property, irrespective of the level of off street parking provided. The intent of this policy is to ration the scarce resource of on-street parking.

### Bike riding

For bike riding, our City has two key bike routes including the Bay Trail, which travels along the entire municipal foreshore into neighbouring council areas, and the Sandridge Light Rail Trail which runs from Port Melbourne to the CBD. There are other on-road bike lanes which have various degrees of connectivity.

Port Phillip has one protected bike lane (separated from cars by a barrier) along Fitzroy Street and Council has been advocating for a similar treatment for St Kilda Road, which is one of the busiest cycling corridors in Melbourne – one with a high crash rate, many caused by car dooring.

There are 16 blue bike stations around the City, managed by the Victorian Government. This provides bikes on demand for a modest fee.

### Public transport

In Port Phillip, we have train stations at Balaclava and Ripponlea, both of which are on the Sandringham line. We have 15 tram routes that travel through the municipality, with some of those travelling through the Domain interchange on St Kilda Road, the site of the planned new Domain train station. The City is also serviced by 13 bus routes. The most highly utilised public transport mode is trams, which are reaching capacity on some routes. There are a number of suburbs that are not serviced by the tram or train network including Elwood, and parts of Port Melbourne and the Foreshore.

There are a number of factors that impact people's ability and willingness to use modes of transport other than a private car. These include:

- distance to public transport stops
- service frequency, particularly in off-peak hours
- configuration of public transport routes, i.e. do they take people where they want to go
- physical accessibility of public transport stops and vehicles, for people with a disability or other mobility constraints
- number of changes on the journey, e.g. changing from one tram route to another or from tram to train.
- poor connectivity between transport modes i.e. long wait times between tram, train and bus connections
- cost
- time available to travel i.e. if public transport, cycling or walking takes longer
- a need to do multiple trips in a day
- a need to transport heavy items and/or passengers such as children and older people
- no bike carrying facilities on buses or trams
- no bike parking facilities at public transport stops
- concerns around safety e.g. car dooring, poor lighting and crossing points, isolated stops and traffic speeds.

These are all valid reasons.

A small increase in the uptake of other modes of transport could be achieved if people have good information available so they are aware of:

- the proximity and frequency of some bus routes (which have lower levels of awareness and patronage)
- safer route options that exist for walking and bike riding
- the true costs of car travel compared with taking public transport
- the health and environmental benefits of walking and bike riding.

However, achieving a more significant uptake in public transport, walking and bike riding requires new infrastructure and services investment – by all levels of government.

To facilitate accessible, level-access tram stops, which have different space needs to conventional stops, and make bike riding and walking safer through wider footpaths and on-road bike lanes, some on-street car parking will need to be removed.

### Key statistics

- 70 per cent of vehicle trips by residents and 50 per cent by workers within our City are under 5km.
- 582,000 daily trips are completed by residents and workers in our City across all transport modes. Of these, 50 per cent are currently undertaken via walking, bike riding or public transport.
- In 20 years' time it is projected that an increase to 1,145,000 total trips will be undertaken throughout our City.
- To maintain the current level of transport service within Port Phillip, we would have to maintain a minimum of 50 per cent of road users making trips by a mode other than private vehicle. That equates to converting 100 per cent of current trips within our City to non-private vehicle based trips.

### Who will be providing information at this Special Focus Workshop?

#### Claire Ferres Miles, General Manager, Place Strategy and Development, City of Port Phillip

Claire will provide an overview of the key transport challenges in Port Phillip.

#### Steve Burgess, Principal, MR Cagney

Steve will provide an expert view on transforming urban spaces from being car dominated to being places for people.

#### Michael Tarulli, Port Phillip resident

Michael will talk about his experience, as a person with a disability, of having to rely on his car to get around.

### What is Council already doing to attempt to respond to these questions and issues?

Council currently has a number of programs and strategies aimed at supporting people to use other modes of transport, improve road user safety and manage car parking. These include:

- Walk and bike improvement projects (\$7M invested over the last 5 years)
- Safer speed limits for local streets, with most areas now having lower speed limits (40km/h or 50km/h)
- Expanding on-street car share bays to support people to have an alternative to private vehicle ownership. Port Phillip is leading inner Melbourne on both provision and uptake of car share services.
- School travel program, which works collaboratively with schools to encourage walking and bike riding by providing route maps, distance markers and practical tips on safety.
- Parking neighbourhood schemes, which review parking controls on a neighbourhood, rather than street by street basis. This helps ensure consistency in parking restrictions and prevents parking issues migrating to nearby streets. It also takes into account local parking pressures and the character of each neighbourhood.
- Parking technology upgrades, such as changing parking machines to take credit cards

- Community behaviour change programs, such as supporting people to take up cycling and promotion of 'Ride to Work' days
- Blackspot safety improvement projects, with funding provided by the Victorian Government on a needs basis.

Council is also an active advocate for public transport and road safety improvement investments by other levels of government. This has been for initiatives such as the delivery of the Park Street 'missing' tram link to South Melbourne, the Balaclava Station Upgrade, the Route 96 project and Acland Street Upgrade, installation of protected bike lanes on St Kilda Road and funding for tram and rail infrastructure in Fishermans Bend.

Continuing a business as usual approach to transport and parking will not respond to the City's projected population growth adequately. Council is developing an Integrated Transport Strategy which, when complete, will articulate and set a new direction for Council's transport and parking investment. Feedback from this workshop will help inform the strategy and there will also be further community engagement.

## What are others (organisations/ community members) already doing regarding these questions and issues?

- Commercial car share businesses are responding to community demand for this service. At the end of this financial year there will be 147 car share parking spaces in the City.
- Neighbour-to-neighbour car sharing services, such as Car Next Door, are allowing people who own a car to earn extra income and share their car with neighbours when they don't need it.
- The Port Phillip Bike Users Group (BUG) and the Public Transport Users Association (PTUA) are strong advocates to all levels of government for investment in active transport infrastructure and public transport.
- Various community groups and networks with an interest in Fishermans Bend are advocating for the early delivery of public transport infrastructure in this urban renewal area.
- The Victorian Government is investing in large-scale public transport infrastructure upgrades across the state. In our municipality, Melbourne Metro will provide a new train station in the Domain precinct as well as changes to the configuration of St Kilda Road.

## What ideas, suggestions or proposals are being considered, or have been considered?

- Continued advocacy to the Victorian Government for improved public transport services – both frequency and new / better connections – and the use of Congestion Levy revenue collected from City of Port Phillip to fund bicycle initiatives.
- Continued partnering with the Victorian Government to help deliver accessible tram stop infrastructure.
- Exploring, with the Victorian Government, how mobile technology could be used to deliver flexible, on-demand information about public transport services to connect people to major transport hubs, employment and activity centres.
- Funding and delivering capital projects which give priority to cycling and walking, that may reduce on-street parking spaces.
- Delivering large scale behaviour change campaigns to promote bicycle riding and walking.
- Increasing/accelerating the number of on-street car share spaces and explore how mobile technology could be used to facilitate neighbourhood car sharing.
- Advocating to the Victorian Government for electronic road congestion pricing for arterial routes through the City.
- Managing parking demand by changing policy, using new technology (e.g. embedded parking sensors) and price signals.



## What would be outside of Council's control, or beyond its responsibilities, or expertise?

- Facilitating transport mode shift is impacted by major infrastructure and service decisions which are the responsibility of other levels of government. Council's level of control is limited to walk and bicycle network improvements not on major arterial roads, policy decisions, and enforcement.
- The planning framework for Fishermans Bend, which is being set by the Victorian Government. As a key stakeholder, Council is strongly advocating for the inclusion of public transport, bike riding and walking networks in the Fishermans Bend Framework Plan (currently under development) as well as the early delivery of a direct tram route into the CBD which covers the Port Phillip section of the renewal area.

## What could other organisations/ layers of government do in response to these questions and issues?

- where possible, make more trips car-free, particularly short trips between 2-5km
- consider reducing or eliminating private car ownership by taking up car share arrangements
- investigate car-pooling with friends, neighbours or colleagues
- support advocacy efforts for improved public transport services and infrastructure
- support road safety by sticking to the speed limit and keeping watch for cyclists and walkers when travelling by car.

# Section 3:

## Frequently Asked Questions



## Why is Council asking the community to help develop this plan?

As outlined in this document, the City of Port Phillip is facing a number of important challenges. Council believes that better solutions can be developed by involving the community, rather than merely consulting the community about our possible solutions.

Our City's residents, businesses and groups have a wealth of knowledge that we know we need to tap into. By involving the community, we can gain a better understanding of what's important to people, how we can do better, and how the community can contribute to solutions.

Involving the community will improve the quality of the Council Plan 2017-2027 and provide greater understanding and transparency around how Council will respond to the challenges and opportunities of the future.

## Why is Council organising Special Focus Workshops?

Council has identified four key challenges it wants to explore with a cross section of the Port Phillip community. We have arranged several experts/guest speakers to provide different perspectives on these challenges, and are inviting participants to consider how best the Council and community can respond to them. The conclusions arrived at will be published, and Council will publicly respond to the advice provided in regard to these challenges.

The following key topics are being discussed:

- Water
- Diversity and inclusion
- Waste management
- Transport and parking

The topics were selected as they are issues considered important and urgent enough to address, or begin responding to, during this four year term of Council. They are complex and multi-faceted, and require a deeper conversation in order for the community to provide useful advice.

We are hosting online discussion forums on the same key topics for anyone who is unable to attend the workshops. All ideas gathered from the community will be considered as part of the development of the plan.

## What will happen to the advice we provide in the workshop or online forums?

All ideas gathered at the workshops and online forums will be considered as part of Council Plan. Some of those ideas will be great, some will be easily implementable, others may not be feasible or possible to include.

There is a Findings Forum on 23 February 2017 which workshop participants will be encouraged to attend. Participants will be asked to collectively review the outputs from each of the workshops and online forums to help determine what they feel are the top priorities. The combined outputs from the Findings Forum will be provided to Council to consider as part of their development of the Council Plan 2017-2027.

## What happens after the workshops?

- **March 2017:** Council develops draft Council Plan 2017-2027 for feedback
- **April - May 2017:** Draft Council Plan 2017-2027 circulated to the public for feedback
- **June 2017:** Council Plan 2017-2027 finalised and adopted
- **July 2017:** New Council Plan 2017-2027 starts