

18.02-1L-01 Sustainable personal transport

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Proposed C203port

Strategies

Support development that promotes alternate modes of transport and reduces reliance on private vehicles.

Ensure new use and development supports the prioritisation of the following transport modes in the following order:

- Walking.
- Bicycle riding.
- Public transport.
- Subscription based vehicles (e.g. car share) and electric vehicles.
- Private motor vehicles.

Support the provision of active transport infrastructure in developments (such as high levels of bicycle parking and end-of-trip facilities).

Policy document

Consider as relevant:

- *Move, Connect, Live: Integrated Transport Strategy* (City of Port Phillip, August 2018)

18.02-1L-02 Walking and bicycle riding

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Proposed C203port

Objective

To provide a high-quality walking and bicycle network and facilities that are integrated, safe and accessible.

Strategies

Provide direct, connected and safe pedestrian and bicycle infrastructure to and between:

- Key facilities such as schools, community services / facilities and activity centres.
- Key destinations including St Kilda foreshore, Station Pier, South Melbourne Market and Port Melbourne foreshore.
- Employment nodes including Melbourne CBD, St Kilda Road, Fishermans Bend Urban Renewal Area and the Port Melbourne industrial area.
- Key open space areas including the foreshore and Albert Park Reserve.
- Public transport nodes, including Balaclava Train Station.

Provide high quality walking and bicycle riding routes that are located and designed to:

- Increase permeability throughout local neighbourhoods and large sites.
- Make road crossing safe, easy and reduce delays for pedestrians.
- Incorporate clear wayfinding, shade and signage.

Design public streets and spaces to provide support infrastructure for pedestrians (such as footpaths, street furniture, lighting, drinking fountains and toilet facilities).

Support road space changes to prioritise pedestrian movement over private vehicles on key pedestrian routes.

Minimise the impact of development, including vehicle crossovers, on the pedestrian and bicycle network as identified in the *Pedestrian and Bicycle Network Framework Plan* at 02.04 Strategic Framework Plans.

Support the extension of the existing network of dedicated bicycle routes to improve the connections for on-road and off-road cyclists.

Encourage the provision of increased bicycle parking spaces and related facilities, including spaces suitable for electronic bikes (E-Bikes) and cargo bicycles for both tenants and visitors in mixed use, commercial and residential developments.

Policy guideline

Consider as relevant:

- Providing secure bicycle parking (including E-bikes and cargo bicycles) and end-of-trip facilities consistent with the *Built Environment Sustainability Scorecard 'BESS'* (Council Alliance for a Sustainable Built Environment, 2015).

Policy document

Consider as relevant:

- *Move, Connect, Live: Integrated Transport Strategy* (City of Port Phillip, August 2018)

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Public Transport

Objective

To facilitate greater use of public transport and promote increased development close to high-quality public transport routes.

Strategies

Maintain and strengthen passenger transport networks.

Connect activity centres, job rich areas and outer suburban areas through high-quality public transport.

Improve access to the public transport network by:

- Ensuring integration with walking and cycling networks.
- Providing end-of-trip facilities for pedestrians and cyclists at public transport interchanges.

Plan for bus services to meet the need for local travel.

Ensure development supports the delivery and operation of public transport services.

Plan for and deliver public transport in outer suburban areas that is integrated with land use and development.

Provide for bus routes and stops and public transport interchanges in new development areas.

Policy documents

Consider as relevant:

- *Public Transport Guidelines for Land Use and Development* (Victorian Government, 2008)
- *The Victorian Transport Plan* (Victorian Government, 2008)
- *Cycling into the Future 2013-23* (Victorian Government, 2012)