

Theme 3: Access and Movement

South Melbourne is a place that is connected and easy to move around for all

Introduction

As activity intensifies in South Melbourne, competition for road space among people who use motor vehicles, ride a bike, walk or use public transport will also increase. A proactive and balanced approach is essential to effectively manage access to and within South Melbourne, mitigating congestion.

Streets for people

South Melbourne's streets, covering nearly half of its land, are pivotal for fostering a lively and sustainable community. Streetscapes and shopping strips contribute to South Melbourne's public space network, their important role recognised in *Places for People: Public Space Strategy 2022-32*. Reducing vehicle conflict points with pedestrian areas and limiting new crossovers on streets and removing redundant crossovers will prioritise high amenity, safety and comfort for pedestrians.

South Melbourne's gridded street network, shown in Figure 54, facilitates connections between key destinations. Improving the accessibility of South Melbourne's streets provides an opportunity to create a safe and comfortable walking and cycling environment for all, particularly to:

- Support health and wellbeing (including social inclusion and exercise) and sustainability
- Encourage the community to make less trips using private vehicles

- Enable a walkable community for all people regardless of age or ability
- Provide a network of 'amenity pockets', providing opportunities for rest and social interaction.

Successfully delivering streets for people is dependent on providing a public realm that is safe, comfortable, vibrant and engaging. Chapter 4 provides further detail on how interventions in the public realm can support streets for people.

In doing so, this can advance the achievement of a 10-minute neighbourhood and support outcomes in *Move, Connect, Live: Integrated Transport Strategy 2018-28*, such as providing safe, connected and convenient active transport choices.

Enhancing public transport

South Melbourne enjoys excellent public transport coverage, shown in Figure 55. High levels of connectivity provide convenient public transport choices for residents, workers and visitors.

Tram and bus routes provide connections to nearby suburbs and Melbourne's Central Business district. Supplementing other public transport options is the Hop-on Hop-off Community Bus (minibus) service, delivered by Council at no cost to users and is delivered on Monday to Friday (except public holidays) from 9 am until 4.30 pm.

Most of the Structure Plan area is within a five minute walk from a tram stop. The new Anzac Station and Park Street tram link to be delivered as part of Metro

Tunnel will only further encourage people to visit or work in South Melbourne by using public transport. This dedicated tunnel from Kensington to South Yarra will create a direct connection between the Melbourne's west and south east, making train travel significantly easier for people travelling on the Cranbourne, Pakenham and Sunbury lines. In this way, the Metro Tunnel will importantly increase South Melbourne's visitor and worker catchments, particularly in the Enterprise Precinct.

However, not all tram stops are accessible to people with limited mobility such as older people and people with a disability or people with prams or trolleys. Hence, there are opportunities to work with the Victorian Government to improve the accessibility of tram stops to achieve

greater consistency with the Disability Discrimination Act 1992 and support the implementation of *Move, Connect, Live: Integrated Transport Strategy 2018-28*.

While South Melbourne's tram network facilitates easy and convenient access to Melbourne's CBD, this is less so for travel to the west towards Port Melbourne and Fishermans Bend. Here, strengthened pedestrian and bicycle links can provide convenient local travel options.

A safe and attractive place to walk

One of South Melbourne's strengths is that is well serviced by an extensive pedestrian path network, with footpaths on both sides of the street, extensive pedestrian crossing opportunities and



some seating. This footpath network provides convenient access to South Melbourne's retail opportunities, public transport options, open spaces, workplaces and key attractions, particularly Clarendon Street, Market Street, York Street and Coventry Street. However, the existing light rail corridor running adjacent to Ferrars Street, along with Kings Way provide major barriers to pedestrian movement. Managing the pedestrian network will need to consider movement to and from the South Melbourne Market on days it is open,

along with pedestrian movements to and from Montague in Fishermans Bend and Anzac Station. Strengthening connections to Montague will be crucial, especially as the area transitions from industrial uses to a vibrant community. It will also be important to make it more inviting for people to walk between South Melbourne and Southbank.

In this way, South Melbourne's walkability is crucial to its attractiveness as a liveable destination for investment, housing and jobs.



Figure 52 - Map of street widths in the Structure Plan Study Area, (Hodyl & Co 2023)



Figure 53 - Public Transport connecting South Melbourne



Making bike riding safer and easier

Cycling is currently the least used sustainable transport mode within Port Phillip, making up only 6% of existing transport movements. Council's *Move, Connect, Live: Integrated Transport Strategy 2018-28* sets out an overarching municipal framework to increase this number in light of sustained population growth.

North-south bike routes are located on Moray Street, Cecil Street and Ferrars Street, shown in Figure 54. Some sections are configured as high-quality protected bike lanes with buffers from parked cars and traffic. Most streets are shared with cars and bicycles. Ferrars and Cecil Streets provide connections to Southbank, Montague and the broader Fishermans Bend Urban Renewal Area. Dorcas Street, Cecil Street and Park Street East of Moray Street are currently listed as part of the Department of Transport and Planning's Strategic Cycling Corridor.

As South Melbourne's resident, worker and visitor population continues to grow, there is a greater need to provide infrastructure that supports shifts to sustainable modes of transport such as bike riding and e-scooters. Increasing the provision of safe cycling infrastructure is crucial to ensuring that South Melbourne is accessible for bike riders of all ages and abilities, rather than being limited to experienced riders or the 'strong and fearless'.



Figure 54 – Bicycle network, infrastructure and land use context map

How will the South Melbourne Structure Plan support this theme?

The objectives and actions under this theme will help deliver the vision for South Melbourne by:

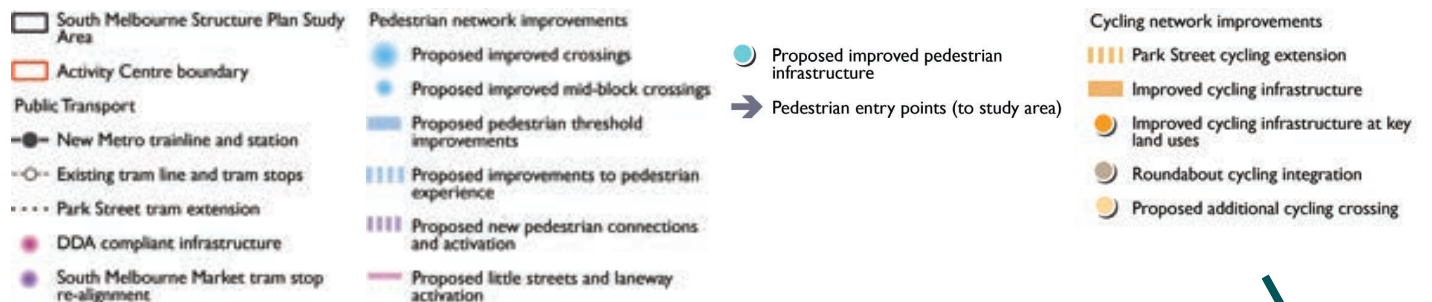
- Enhance South Melbourne's movement network to prioritise sustainable and active travel, while improving capacity and circulation (Access and Movement Objective 1).
- Provide an attractive and safe local pedestrian and cycling network that connects key destinations and strategic corridors (Access and Movement Objective 2).
- Improve public transport services and access to meet the needs of South Melbourne's residents, workers and visitors (Access and Movement Objective 3).
- Car parking and loading approaches support more sustainable modes of transport and reduce the impacts of development generated parking demand (Access and Movement Objective 4).

The key technical reports and strategies underpinning the objectives and actions under this theme are:

- *South Melbourne: Transport, Movement & Place Study* (Ratio Consultants, November 2023)
- *South Melbourne Public Realm Framework 2024-2044* (City Port Phillip, January 2024).



Figure 55- Map showing summary of access and movement proposals addressed by Theme 3.



Access and Movement Objective 1:

Enhance South Melbourne's well connected movement network to prioritise sustainable and active travel, while improving capacity and circulation

As the intensity of activity increases, space efficient and sustainable forms of travel will be required as an alternative to car usage. Priority will need to be given to accommodating the needs of pedestrians, cyclists, buses and trams and trains. Cars and commercial vehicles will continue to be provided for as part of a more balanced approach to movement in the area.

Promoting sustainable transport

Council's *Move, Connect, Live: Integrated Transport Strategy 2018–28* sets a target of no additional trips made by private cars by 2028, seeking to maintain 2016 levels of car trips within Port Phillip. Forecast resident and worker population growth and limited opportunities for the road network to accommodate more car movements, highlight the need for significant shifts to sustainable transport modes. This is confirmed by the analysis contained in the *South Melbourne: Transport, Movement & Place Study* (Ratio Consultants, November 2023).

Further encouragement of mode shift from private vehicles to sustainable transport modes will contribute to reducing car dependency and limiting increases in vehicle volumes. Importantly, directing trips to more sustainable modes of transport will aid in maintaining intersection capacities within acceptable limits, reducing the need for intersection capacity improvements, as well as allowing these resources to be directed elsewhere. Doing so will also support the outcomes sought by *Act and Adapt*:

Sustainable Environment Strategy 2023–28.

With the shift toward sustainable transport options and need to reduce the impact of transport on the climate, there will be increases in electric vehicle ownership and use. While not necessarily contributing to lower private car trips, it will nevertheless be important to identify opportunities to improve the availability of vehicle charging in South Melbourne.

Improving capacity and circulation

While South Melbourne's gridded network facilitates efficient movement, increases in vehicle trips will continue to limit circulation.

Assessment of the road network highlights sections that are operating over capacity, including Park Street between Kings Way and Moray Street, and York Street between City Road and Ferrars Street, and Ferrars Street to Cecil Street. There are opportunities to investigate parking bans to improve movement through sections of road. Other improvements could include banning right turn movements and consolidating access points. It will be important for improvements to not impact public space, pedestrian safety and amenity and, bike riding opportunities and bike routes.

Additionally, there are opportunities to work with Department of Transport (DTP) for improvements to existing signalised intersections along Kings Way, City Road and Ferrars Street, to improve capacity and performance, along with achieving

improvements for pedestrians and bike riders crossing these busy roads. Improvements could include changes to signal phasing and times, turn lane lengths and changes to parking bans on approaches. Changes to parking bans on approaches could also support safer junctions for all road users.

Another opportunity is to investigate the re-installation of right hand turns from

Sturt Street into Kings Way. The current arrangement of the Sturt Street / Kings Way / Coventry Street intersection sees right turn movements from Sturt Street on the north-east banned. Consequently, vehicles perform a short loop between Sturt Street and Dorcas Street to re-enter Kings Way northbound traffic. Removing the necessity for vehicles to loop through Dorcas Street will improve efficiency and safety.

Actions

Increase mode shift towards sustainable transport

- 3.1 Building on the actions contained in *Move, Connect, Live: Integrated Transport Strategy 2018–28*, further encourage and promote mode shift from private vehicles to sustainable transport modes to reduce car dependency and limit increases in private vehicle trips

Electric vehicle charging

- 3.2 Investigate improved charging facilities for electric vehicle use.

Improving circulation

- 3.3 Investigate the implementation of parking bans and other capacity improvements at the following streets which are operating beyond their capacity:
 - Park Street between Kings Way and Moray Street
 - York Street between City Road and Ferrars Street
 - York Street between Ferrars Street to Cecil Street.
- 3.4 Investigate and advocate to DTP for improvements to existing signalised intersections along Kings Way, City Road and Ferrars Street, to improve capacity and performance.
- 3.5 Work with DTP to investigate the opportunity to re-instate the right turn movement from Sturt Street into Kings Way to remove the necessity of vehicles to loop through Dorcas Street.

Access and Movement Objective 2:

Provide attractive and safe local pedestrian and cycling networks that connect key destinations and strategic corridors

South Melbourne's gridded street network provides excellent connections between key destinations. South Melbourne's wide streets¹ provide many opportunities to enhance the attractiveness and safety of the pedestrian and cycle network, which can also support investment in South Melbourne's activity centre and enterprise precinct. Strengthening pedestrian and bike connections between South Melbourne and the surrounding Fishermans Bend, Domain and Southbank neighbourhoods will also support accessibility.

Enhancing South Melbourne's walkability and strengthening connections

South Melbourne is already a highly walkable neighbourhood, with its wide streets, extensive footpath network and many crossing opportunities. To improve walkability and accessibility, pedestrian safety and design for people with a disability and other vulnerable user groups will be at the forefront of all planning and design of streets in South Melbourne, consistent with the recommendations in the *South Melbourne: Transport, Movement & Place Study* (Ratio Consultants, November 2023). Further investigations will identify opportunities to enhance pedestrian protection at all intersections and road thresholds. In addition, any on-street parking should be designed in a way

¹ South Melbourne's main street grid is 30 metres wide, which is the same width as the streets in Melbourne's CBD.



which safely separate pedestrians and vehicles.

Specific opportunities to enhance walkability and pedestrian accessibility include:

- Improving crossing facilities at the Clarendon Street / York Street intersection, which will see a further 3,000 additional pedestrian movements per day by 2043, to create an intersection that accommodates all users.
- Improving pedestrian infrastructure at the Sturt Street / Dorcas Street intersection, which may include raised pedestrian thresholds, wombat crossings or pedestrian operated traffic signals.
- Introducing pedestrian crossing facilities at the Clarendon Street / Market Street intersection.
- Implementing pedestrian threshold treatments along key pedestrian movement corridors including Market Street, York Street and Coventry Street, which could also include WSUD interventions like raingardens.
- Enhancing pedestrian amenity along Market Street and Cecil Street.

Given the growth anticipated for neighbourhoods around South Melbourne, there is a need to encourage visitors from these areas to walk to South Melbourne. As such, investigations will also focus on improving pedestrian crossings at these locations, shown in Figure 58:

1. Kings Way / Coventry Street
2. Kings Way / York Street
3. Kings Way / Park Street
4. City Road / Montague Street
5. City Road / Ferrars Street / Market Street
6. City Road / Cecil Street
7. Ferrars Street / York Street.

Coloured pavement treatments, continuous footpath treatments and raised crossings over slip lanes, raised intersection, wayfinding, appropriate signage, lighting and amenity can be used to guide pedestrians in and out of South Melbourne.

Kings Way poses a significant barrier to pedestrian movements. Hence, it will be crucial to advocate to and work with the DTP to improve pedestrian crossing opportunities along Kings Way to increase pedestrian crossing time and movements to accommodate the increase in future pedestrian movements.

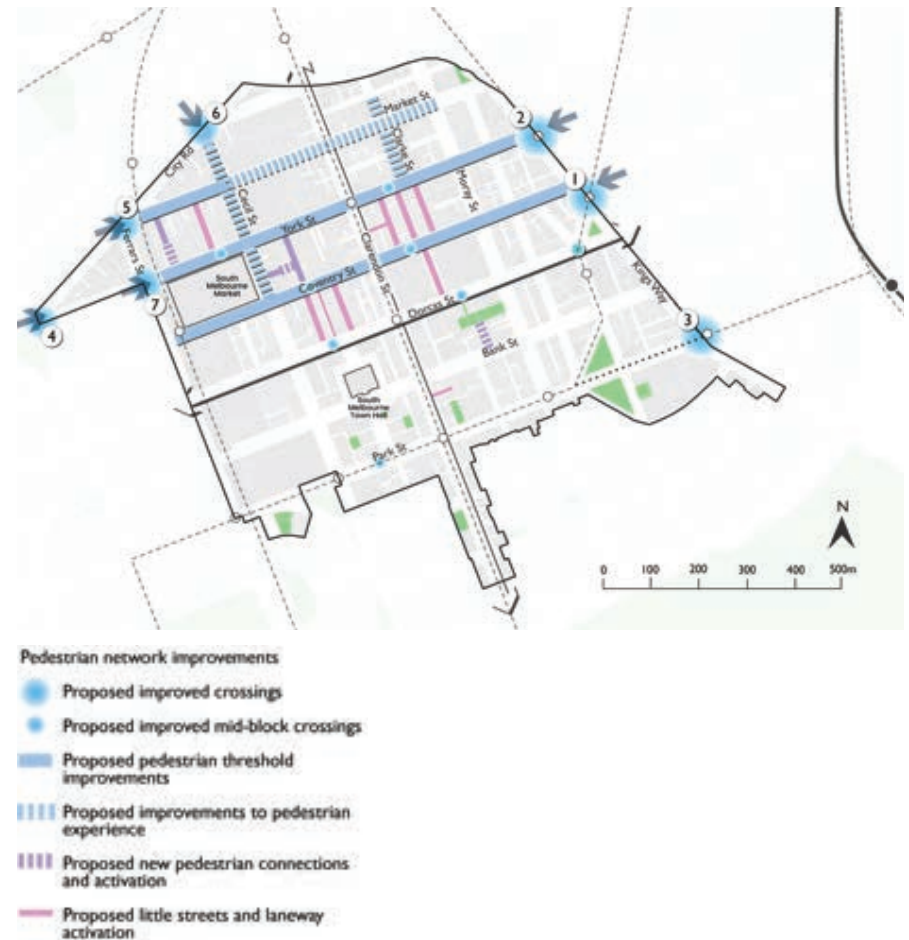


Figure 56 – Proposed future Pedestrian Network Improvements

Safer bike connections and more convenient infrastructure

With more people living, working and visiting South Melbourne, it will be important for South Melbourne to be a safer and more attractive place to ride a bike.

Designing bike riding infrastructure so it is accessible for everyone to ride will ensure that South Melbourne is accessible for cyclists of all ages and abilities, not just experienced or the 'strong and fearless'. Expanding the bicycle network, providing more bike infrastructure and enhancing bicycle protection will make South Melbourne a safer, more attractive and more comfortable place to ride a bike. New upgrades will encourage take up of bike riding by providing an appropriate network of cycling infrastructure within South Melbourne and to nearby key destinations such as Fishermans Bend and the Anzac Station under construction.

Opportunities to improve bike riding in South Melbourne include:

- Extending cycling infrastructure along Park Street west of recent upgrades between Kings Way and Moray Street.
- Introduce bike riding infrastructure along Clarendon Street to facilitate safe movement.
- Introducing safer bike riding infrastructure along Dorcas Street between Ferrars Street and Moray Street, which forms part of Melbourne's Strategic Cycling Corridor.
- Advocating to DTP for an additional cycling crossing location at the Dorcas Street intersection with Kings Way.

- Integrating and improving existing bike riding infrastructure to and from roundabouts in South Melbourne.

These actions will be supported by integrating bike riding and micromobility infrastructure, such as bicycle hoops, parking, storage, charging stations, repair kit stations across the precinct and especially at key public transport stops and destinations, including:

- South Melbourne Light Rail Tram Stop
- South Melbourne Market
- Clarendon Street
- South Melbourne Town Hall.

Development will be encouraged to provide bicycle parking and appropriate end-of-trip facilities in line with industry best practice, including providing Green Travel Plan for larger developments. Doing so will support the attractiveness of the Enterprise Precinct for workers and businesses alike.

Planning for the uptake of electric micromobility devices such as e-scooters and e-bikes will ensure all future road network and intersection design considers e-bike and e-scooters as road users in the same way as cyclists and pedestrians. This is crucial given Melbourne is one of the highest demand cities for e-scooter use globally. Data from the Victorian Government's e-scooter trial reveals that to 30 June 2023, over 4.8 million individual e-scooter trips had been taken on the 2,500 shared e-scooters across Melbourne (500 e-scooters are in Port Phillip).



Figure 57 – Proposed future Cycling Network Improvements



Actions

Pedestrian safety and access for all

- 3.6 Ensure pedestrian safety and design considers universal design principles so South Melbourne is accessible for everyone including people with a disability and other vulnerable user groups.
- 3.7 Investigate opportunities to enhance pedestrian protection at all intersections and road thresholds.
- 3.8 Design on-street parking to safely separate pedestrians and vehicles.

Specific opportunities to enhance walkability and pedestrian accessibility

- 3.9 Enhance walkability and pedestrian accessibility by:
 - Improving crossing facilities at the Clarendon Street / York Street intersection, to create an intersection that accommodates all users
 - Improving pedestrian infrastructure at the Sturt Street / Dorcas Street intersection, which may include raised pedestrian thresholds, wombat crossings or pedestrian operated traffic signals
 - Introducing pedestrian crossing facilities at the Clarendon Street / Market Street intersection
 - Implementing pedestrian threshold treatments along key pedestrian movement corridors including Market Street, York Street and Coventry Street, which could also include WSUD interventions like raingardens
 - Enhancing pedestrian amenity along Market Street and Cecil Street
 - Improving wayfinding signage to support walkability and accessibility
 - Explore the opportunity to extend these laneways:
 - Albert Place to York Street, to provide a direct connection to the South Melbourne Market from City Road and Fishermans Bend
 - Waterloo Place to York Place, to increase permeability and mid-block connection.

Actions

- Upgrade the existing bluestone laneway south of Skinners adventure playground, to create an accessible pedestrian connection to Bank Street.
- Explore providing raised mid-block pedestrian crossings in the following locations:
 - Coventry Street, near Francis Street
 - Coventry Street, near St Luke Street
 - York Street, near Clarke Street
 - York Street, near Cecil Street
 - Dorcas Street, near Marshall Street
 - Park Street, near Perrins Street.

Safe and efficient pedestrian entry to the study area

3.10 Investigate improvements to pedestrian crossing arrangements at:

- Kings Way / Coventry Street
- Kings Way / York Street
- City Road / Montague Street
- City Road / Ferrars Street / Market Street
- City Road / Cecil Street
- Ferrars Street / York Street.

Kings Way advocacy

3.11 Advocate to DTP to improve pedestrian crossing opportunities along Kings Way to increase pedestrian crossing time and movements to accommodate the increase in future pedestrian movements.

Cycling access and safety for everyone who wants to ride

- 3.12 Design bike riding infrastructure so it is accessible for everyone to ride, not just experienced or the 'strong and fearless'.
- 3.13 Investigate opportunities to enhance cycling protection at all intersections and along key cycling routes within South Melbourne.
- 3.14 Design on-street parking to incorporate protected cycling lanes.

Specific opportunities to improve bike riding in South Melbourne

3.15 Improve bike riding in South Melbourne by:

- Extending cycling infrastructure along Park Street west of recent upgrades between Kings Way and Moray Street.
- Introduce bike riding infrastructure along Clarendon Street will to facilitating safe movement.
- Introducing on-road bike riding infrastructure along Dorcas Street between Ferrars Street and Moray Street, which forms part of Melbourne's Strategic Cycling Corridor.
- Advocating to DTP for an additional cycling crossing location at the Dorcas Street intersection with Kings Way.
- Integrating and improving existing bike riding infrastructure to and from roundabouts in South Melbourne.

Integrated cycling infrastructure

3.16 Work to integrate cycling and micro mobility infrastructure such as bicycle hoops, parking, storage, charging stations, repair kit stations across the precinct, and especially at key public transport stops and destinations, including:

- South Melbourne Light Rail Tram Stop
- South Melbourne Market
- Clarendon Street
- South Melbourne Town Hall.

Best practice end-of-trip facilities and cycling infrastructure

3.17 Encourage development to provide bicycle parking and appropriate end-of-trip facilities in line with industry best practice, including providing Green Travel Plan for larger developments.

Micromobility

3.18 Plan for the uptake of electronic micromobility devices such as e-scooters and e-bikes and ensure all future road network and intersection design considers e-bike and e-scooters as road users in the same way as cyclists and pedestrians.

Access and Movement Objective 3:

Improve public transport services and access to meet the needs of South Melbourne's residents, workers and visitors

Public transport for South Melbourne

South Melbourne is well connected, with several tram routes and bus routes servicing the area. Not all tram and stops are accessible to people with limited mobility such as older people and people with a disability. Working with DTP to fast track and upgrade public transport stops to achieve greater consistency with the *Disability Discrimination Act 1992* will support achieving accessibility for everyone in the community.

A key improvement for South Melbourne will be realigning the Route 96 South Melbourne Station tram stop. The current grade separated tram stop between Coventry Street and York Street results in long and indirect access when using the ramp. Relocating the tram stop closer to York Street will overcome the grade separation issues at the current location. Improvements to tram stops at this location will also enhance accessibility to the South Melbourne Market, a treasured landmark loved by visitors and locals alike.

Extending the Route 1 tram along Park Street between Heather Street and Kings Way will enable future tram services to run from St Kilda Road (and the future ANZAC Station) to South Melbourne and the CBD via South Melbourne. Not only will this also encourage public transport use and further connect train services to alternative public transport services, but it will provide economic opportunities as more people work and visit South Melbourne.

The vast majority of public transport trips in South Melbourne are on tram services. However, bus services also provide a vital public transport option. Currently two bus services from within the Structure Plan area operating every 10-minutes to 40-minutes, where 10-minute services occur during the peak period. Increases to bus frequency at peak times will aid in assisting increased bus patronage and provide alternative transport modes for users travelling to the east and west of South Melbourne.

Tram stop improvements

Most tram stops in South Melbourne do not allow for universal access. They create a barrier for people in wheelchairs and those with reduced mobility. Improving accessibility at these tram stops will facilitate inclusive access to sustainable transport.

The *South Melbourne Public Realm Framework 2024-2044* (City Port Phillip, January 2024) recommends preparing best practice design principles to advocate and engage with the Victorian Government for all tram stop upgrades in South Melbourne. Tram stop improvements should:

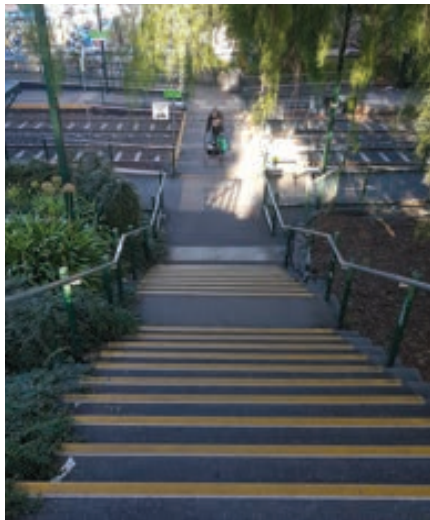
- Cause no net loss of public space or healthy trees.
- Provide design excellence and an innovative design response.
- Minimise building footprint and construction impact.
- Be co-located or have a multifunctional use



Figure 58 – Proposed future Public Transport Improvements

- Consider visual impact and scale from all aspects.
- Consider Crime Prevention Through Environmental Design principles.
- Use high-quality materials that are durable and readily maintained.

In this way, best practice design principles combined with working constructively with the Victorian Government will provide safe and accessible tram stops that facilitate convenient movement.



South Melbourne is well connected, however not all tram stops are accessible, limiting access for users such as older people and people with a disability.

Actions

DDA compliant public transport stops

- 3.19 Work with DTP to fast track and aid in upgrading all non-compliant public transport stops.
- 3.20 Prepare best practice design principles to advocate and engage with DTP for all tram stop upgrades, particularly at:
 - Kings Way – Tram 58
 - Stop #117 at York Street
 - Stop #118 at Sturt Street
 - Park Street – Tram 1
 - Stop #23 at Moray Street
 - Stop #24 at Clarendon Street
 - Coventry Street – Tram 96
 - Stop #127 at South Melbourne Market
 - Clarendon Street – Tram 12
 - Stop #127 at York Street
 - Stop #128 at Dorcas Street.

Tram advocacy

- 3.21 Advocate to DTP to relocate the Route 96 South Melbourne Station tram stop closer to York Street to overcome grade separation issues at its current location.
- 3.22 Advocate to DTP to extend the existing Park Street line between Kings Way and Heather Street to enable future tram services to run from St Kilda Road (and the future ANZAC Station) to South Melbourne and the CBD via South Melbourne.

Bus advocacy

- 3.23 Advocate to DTP to increase the frequency of bus services serving South Melbourne.
- 3.24 Investigate and advocate to DTP to improve bus stop locations and encourage greater bus patronage.

Access and Movement Objective 4:

Car parking and loading approaches support more sustainable modes of transport and reduce the impacts of development generated parking demand.

Managing parking in South Melbourne

Parking will need to be carefully managed in South Melbourne to ensure it can support the needs of an evolving Activity Centre and Enterprise Precinct.

Continuing to implement the *City of Port Phillip Parking Management Policy 2020* will ensure parking spaces are carefully managed and respond to community. Implementing technologies such as dynamic wayfinding signage and parking overstay detection devices can ensure parking spaces are available for those who need them.

Assessing the merits of preparing a Parking Precinct Plan and associated Parking Overlay is crucial, given how car parking management has the potential to influence shifts to more sustainable modes of transport. Underpinned by advice in *Planning Practice Note 57: Parking Overlay* (Victorian Government 2023), a Parking Precinct Plan would identify car parking needs and issues for South Melbourne and set objectives and development strategies to manage parking at an activity centre wide basis. Recommendations in the Parking Precinct Plan would be implemented in the Port Phillip Planning Scheme, including a Parking Overlay.

Similarly, investigating the implementation of parking maximums for new developments can encourage more sustainable transport trips and improve the efficiency of off-street car parking. To this end, the Department of Transport and Planning is proposing reforms to

planning for planning requirements and bicycle facilities. These changes include:

- Adopting a Public Transport Accessibility Level (PTAL) approach to car parking policy¹
- New land use groups that replace outdated land use terms in Clause 52.06 (Car Parking) and consolidate land use terms into seven categories based on car parking demand.
- Updated context specific car parking rates to implement updated car parking rates to align with public transport accessibility and the proposed PTAL parking policy. These proposed parking rates often reflect parking rates approved by the Victorian Civil and Administrative Tribunal.
- Bicycle parking and end of trip (EoT) facilities to adopt new minimum rates and new design standards for bicycle parking and EoT facilities.
- A consolidated parking and EoT facilities requirement in the Victoria Planning Provisions.

These changes have the potential to benefit the City by:

- Encouraging modal shift to more sustainable forms of transport and support climate change mitigation.
- Improving amenity by reducing impacts of noise, traffic and pollution.

¹ PTAL is a measure of connectivity by public transport. The PTAL of a location is a representation of how well it is connected to public transport services (trains, trams and buses). It does not include trips by car (Department of Transport and Planning, 2023)

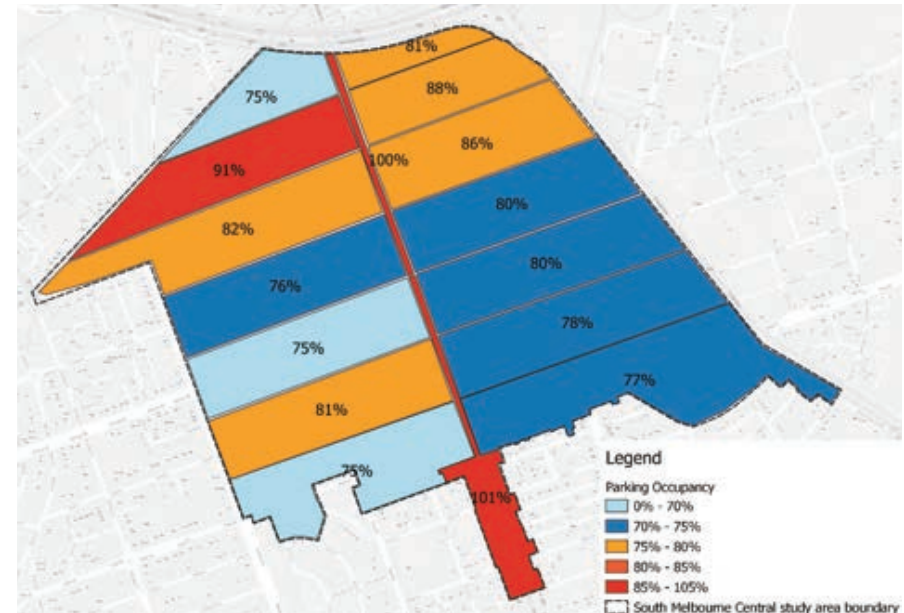


Figure 59 – Existing Car Parking Occupancies (Ratio Consultants, 2023).

associated with excessive vehicle usage.

- Making more efficient use of the City's limited land resources
- Improving urban design outcomes and safety by reducing vehicle related infrastructure impacts on the public realm.
- Improving housing affordability, noting the significant costs to provide car parking in residential developments.

- Reducing resources spent and costs of delay to consider car parking waivers/reductions that almost always are approved.

To maximise the benefit of these new reforms for South Melbourne and the broader municipality, the City will identify opportunities to work with the Victorian Government in their formulation. In doing so, this can leverage opportunities for state policy to support the Council Plan's vision to create a City of '10-minute neighbourhoods', where local needs are met.

Along with other stakeholders, the City will work with the Victorian Government to introduce planning provisions that benefit South Melbourne and the broader municipality. In turn, these reforms can be well placed to support the Council Plan's community vision where it is possible to visit lively shopping and dining destinations or access public transport within a 10 to 15 minute walk or cycle from our neighbourhoods.

Exploring opportunities to install electric car charging stations in publicly available areas with higher visitation and identify opportunities to increase electric charging infrastructure in new developments (including for e-micromobility devices) will support further uptake of electric vehicles.

Car share supporting sustainable travel in South Melbourne

Supporting more sustainable modes of transport, car share initiatives will continue to be supported in South Melbourne. Car share is a cost-effective alternative to owning a car, providing 24/7 access to a vehicle on an 'as needs basis'.

Car share vehicles provide residents and businesses access to safe and affordable transport, while freeing up parking and helping to reduce carbon emissions.

According to the RACV, research has shown that every car share vehicle takes around 10 cars off the road. Users of the service cut their total vehicle use by 15 to 50%, switching trips (previously made by cars) to public transport, walking, and cycling. Reduced vehicle ownership improves parking availability, while reducing traffic congestion and greenhouse gas emissions.

Encouraging new development to incorporate car share according the *Car Share Policy and Guidelines 2023-2028* and other vehicle sharing initiatives will support broader initiatives to support and expand car share in South Melbourne.



Actions

Implement the City of Port Phillip Parking Management Policy

- 3.25 Implement the approaches to parking management outlined in *City of Port Phillip Parking Management Policy 2020* including kerbside user hierarchies (typically through restrictions) and new technologies. Implementation will involve considering appropriate parking restrictions based on the change of business types and user needs within the precinct.

Improvement to parking management

- 3.26 Implement existing and emerging car parking technologies such as dynamic wayfinding signage and parking overstay detection devices to better manage parking.

Encouraging car share and other vehicle sharing initiatives in new developments

- 3.27 Use the *Car Share Policy and Guidelines 2023–2028* to provide strategic direction for the management of car share in public on-street and Council managed off-street parking spaces in the City of Port Philip and support for car share in new developments.
- 3.28 Support the implementation of car share in new developments to reduce the burden of vehicle ownership on owners who only require private motor vehicle for a small number of infrequent trips.
- 3.29 Increase the number of car share spaces with the public road network for public use, including electric charging infrastructure.

Implement parking maximums for new developments

- 3.30 Investigate the implementation of maximum car parking rates for new developments in line with anticipated vehicle ownership to improve the

efficiency of off-street car parking and encourage also encouraging more sustainable transport trips.

Parking Precinct Plan

- 3.31 Investigate the merit of preparing a Parking Precinct Plan for South Melbourne, which:
- Considers detailed car parking
 - Considers detailed car parking occupancy and duration surveys
 - Explores how to implement the *City of Port Phillip Parking Management Policy February 2020*
 - Identifies and considers car parking issues and needs from both a Council and community perspective. Investigates opportunities to repurpose existing on-street car parking for other purposes such as outdoor dining or public realm initiatives
 - Identifies opportunities to alter car parking restrictions to better suit the needs of users including residential visitors, business and visitors
 - Establishes appropriate mechanisms including Parking Overlay to implement the actions.

Public electric charging facilities

- 3.32 Investigate opportunities to install electric car charging stations in publicly available areas that generate higher volumes of non-local and visiting traffic, for example around South Melbourne Market.
- 3.33 Identify opportunities to increase electric charging infrastructure in new developments (including for e-micromobility devices).