

# STRATEGIC TRANSPORT STATEMENT

2006



# City of Yarra

## Strategic Transport Statement

### 2006

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## **1 Introduction**

Yarra's Council Plan, its Municipal Strategic Statement and Municipal Public Health Plan all strongly reinforce the need to reduce car dependence in the City of Yarra by promoting walking, cycling and public transport use as viable and preferable alternatives. This is also a key message of the State Government's plan for Metropolitan Melbourne - Melbourne 2030.

To improve our community's way of life, we must increase the range of personal transport options. The more sustainable transport choices people make, the better the environment will be for everyone's health and well-being. Sustainable transport, by definition, puts the emphasis on walking, cycling and public transport.

The Strategic Transport Statement is a transport policy document which addresses the access needs of Yarra's diverse community in a way that is both equitable and more sustainable. It also recognises that Council must integrate transport planning with land use, health, social, economic and environmental planning objectives and all actions of Council.

The Strategic Transport Statement aims to meet the transport needs of residents, businesses, visitors and commuters while minimizing the negative impact cars on Yarra's community. It is not intended to be a comprehensive transport strategy but a broad statement of Council's transport policy intent. The Strategic Transport Statement will provide a long-term policy direction to ensure greater transport choice into the future. With this improved transport choice long-term benefits will include economic, environmental and social sustainability.

The document includes a brief analysis of Yarra's current travel patterns and transport usage as well as its community and amenity needs relating to transport. The Statement looks at where Yarra needs to be in the long-term to achieve a more sustainable transport system and includes a hierarchy of transport modes which forms the basis for the vision, key strategic transport objectives and related actions.

The Statement's a vision, seven objectives and related key actions which support the creation of more sustainable, progressive and forward-looking transport choices. It places a strong emphasis on Yarra City Council providing leadership in the local community to initiate partnerships with other councils and government agencies to achieve a more sustainable transport system.

## 2 Travel and Transport in Yarra

### 2.1 Journey to work patterns

Studies show that significantly more journeys are made for shopping, social, recreational and personal business than to the workplace. However, it is the journey to work which places the greatest stress on the transport system due to the number of people needing to travel at the same time.

An analysis of 2001 Census data shows that more Yarra residents walk, cycle and use public transport for their journey to work, compared with the Melbourne average:

- 9% of Yarra residents walked to work compared with the Melbourne average of 2.4%<sup>1</sup>
- 4.5% of Yarra residents cycled compared with 0.8% for the Melbourne average<sup>2</sup>
- 24.9% of Yarra residents used public transport compared with the Melbourne average of 11.3%<sup>3</sup>
- 40% of Yarra residents drove to work compared to the Melbourne average of 61.7%<sup>4</sup>
- Yarra's Public Transport use as a percentage of all motorised trips is 35%<sup>5</sup>

The Journey to Work statistics in Yarra are amongst the most sustainable in Metropolitan Melbourne which is already a great achievement. The willingness of Yarra residents to walk, cycle and use public transport for the journey to work should be fostered.

### 2.2 Cars as transport

Cars are the primary transport choice for many people and the demand for cars is increasing. Victoria had the highest level of car registrations in Australia in 2003, with 573 vehicles per 1,000 residents<sup>6</sup>. Australian Bureau of Statistics data shows that in addition to increasing car ownership, the distances travelled also increased to an average of 14,200km in 2002 compared to 13,400kms in 1998<sup>7</sup>.

The number of households with no car in Yarra is more than double the Melbourne average with 20% of all dwellings having no motor vehicle, compared to Melbourne's average of 9.5% of households<sup>8</sup>.

Significant populations in Yarra are precluded from driving for financial, legal or medical reasons, age or by choice. For example, the number of children under the age of 15 is 11.7%<sup>9</sup>, the number of adults aged over 75 is 4.8%<sup>10</sup> and people registered with a mobility disability is 8.85%<sup>11</sup>. It is therefore important for Council to promote viable transport alternatives to cars.

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<sup>1</sup> City of Yarra, Community Profile, 2001 (Prepared by the Australian Bureau of Statistics 2003)

<sup>2</sup> City of Yarra, Community Profile, 2001 (Prepared by the Australian Bureau of Statistics 2003)

<sup>3</sup> City of Yarra, Community Profile, 2001 (Prepared by the Australian Bureau of Statistics 2003)

<sup>4</sup> City of Yarra, Community Profile, 2001 (Prepared by the Australian Bureau of Statistics 2003)

<sup>5</sup> Calculated from Australian Bureau of Statistics 2001 Census data.

<sup>6</sup> Australian Bureau of Statistics, Measures of Australia's progress; Transport.

[www.abs.gov.au/Ausstats/abs](http://www.abs.gov.au/Ausstats/abs), (2004).

<sup>7</sup> Australian Bureau of Statistics, Measures of Australia's progress; Transport.

[www.abs.gov.au/Ausstats/abs](http://www.abs.gov.au/Ausstats/abs) (2004).

<sup>8</sup> City of Yarra, Community Profile, 2001 (Prepared by the Australian Bureau of Statistics 2003)

<sup>9</sup> City of Yarra, Community Profile, 2001 (Prepared by the Australian Bureau of Statistics 2003)

<sup>10</sup> City of Yarra, Community Profile, 2001 (Prepared by the Australian Bureau of Statistics 2003)

<sup>11</sup> Kathy Wilson Consulting, Disability in Yarra: A resource for planning and policy, March 2004.

The Northern Central City Corridor Study (2003) stated that about 70,000 vehicles per weekday enter Yarra from the Eastern Freeway (140,000 vehicles a day two-way)<sup>12</sup>. In addition, over 20,000 vehicles travel westbound along Bridge Road in the morning peak and 15,000 along Victoria Street, with the reverse in the evening peak. Added to this, over 13,000 vehicles travel in each direction along Swan Street.

Traffic congestion is already a major problem in the City of Yarra. This affects community safety and liveability, the viability of local businesses and the general amenity of our streets and roads.

### **2.3 Car sharing**

Car sharing is one way of limiting car ownership for people with very occasional car use. Such schemes are generally used by people who would not be able to make the journey by public transport, cycling or walking or who don't use a car frequently enough to merit owning one. Council is supportive of car share schemes as they can reduce the need for numerous car parking spaces and unnecessary car ownership. Council currently provides parking spots and signage to car share companies and in addition encourages support through promotion at Council events and in the Yarra News.

### **2.4 Public transport in Yarra**

Residents report many limitations in the public transport system, especially when travelling from the north of Yarra to the southeast. This is heightened at night when bus services become far less frequent, and tram and train service levels are lower or non-existent.

Public transport in Yarra includes 14 tram routes, nine rail stations, five train lines (Belgrave, Epping, Glen Waverley, Hurstbridge and Lilydale), and 23 bus services. The main issues for residents include frequency, time span of services, safety, crowding, and inadequate staffing levels of both stations and trains.

#### **2.4.1 Trams**

Trams are the most important individual motorised sustainable transport mode in Yarra. Trams are used by 13.8% of Yarra's residents daily to get to work, compared with Melbourne's average at 2.0%<sup>13</sup>. Trams also rate highest for all daily trips, Monday to Sunday from Yarra to all parts of Melbourne, after car trips and walking. Trams are facing the problem of growing interference from traffic, reducing tram reliability and making services slower.

Traffic congestion needs to be freed up to assist trams. Tram tracks need to be separated from car traffic to reduce the impacts that traffic has on reliability.

Trams are not accessible for people who have mobility difficulties. There are few platform stops in Yarra and access to vehicles usually requires climbing stairs. With an ageing population it is important that these issues are addressed now. The provision of tram stops with accessible platforms is an important priority.

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<sup>12</sup> Department of Infrastructure, Northern Central City Corridor Study, Transport and urban solutions for the inner north, 'Scenario Appraisal Report' August 2003.

<sup>13</sup> City of Yarra, Community Profile, 2001 (Prepared by the Australian Bureau of Statistics 2003)

### **2.4.2 Trains**

Rail patronage by Yarra residents (5.8%) is higher than the Melbourne average (4.4%)<sup>14</sup>. The poor quality of station environments is a major factor preventing better patronage. Most stations in Yarra are uninviting and safety at stations is a critical issue with just two of Yarra's stations (Richmond and Clifton Hill) being staffed from the first to the last train service (morning to night).

Better staffing, signage and increased social, commercial and recreational activity around Yarra's stations would make them more attractive to use. Transit-oriented development near stations would allow better use of current transport infrastructure and reduce the strain on Yarra's roads.

### **2.4.3 Buses**

There are 23 bus services that run through Yarra, patronage is very low with just 1.2% of residents using the bus for their journey to work<sup>15</sup> (slightly higher than the Melbourne average of 1%). This is due to a number of factors including the availability of tram, train, walking and cycling options, as well as the less than half-hourly bus frequency, limited information at bus stops (if any) for users and capacity issues during the peak periods. Bus service quality is also a limiting factor, particularly when weekend services finish at about 7pm and services on Sundays are less than hourly.

### **2.4.4 Working with transport stakeholders**

Council needs to work with all public transport stakeholders to improve the quality of the public transport system, in order to encourage public transport use. A key issue is coordination between public transport modes (eg. between buses and trains). The level of coordination affects the transport choices people make and thereby affects volumes of vehicle through-traffic in Yarra.

There remains a mismatch between the stated objective of Melbourne 2030, to increase public transport use throughout metropolitan Melbourne to 20% by 2020 and the level of funding to meet this objective.

There is clear local and international evidence that Melbourne's public transport use can be increased dramatically. To do this, Melbourne collectively needs to adopt three main policy directions:

- A network coordination approach to public transport.
- Prioritising local resident parking and reducing availability of inner city commuter parking for trips from outer suburbs.
- The curtailment of road capacity.

Council needs to work with the State Government, the Municipal Association of Victoria (MAV), the Victorian Local Governance Association (VLGA), the Metropolitan Transport Forum (MTF) Victorian Council of Social Service (VCOSS), transport groups, transport operators, the community and other local councils to assist with the achievement of this goal.

Council also recognises that not all people are able to walk, cycle, drive or use public transport and that for many of our residents taxis provide the only practical form of transport. Council needs to work with the Victorian Taxi Directorate to provide an improved taxi service across the City of Yarra.

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<sup>14</sup> City of Yarra, Community Profile, 2001 (Prepared by the Australian Bureau of Statistics 2003)

<sup>15</sup> City of Yarra, Community Profile, 2001 (Prepared by the Australian Bureau of Statistics 2003)

## 2.5 Community transport

Throughout Yarra there is a substantial transport role played by Council-funded community buses, school buses and those run by non-governmental organisations to provide access to facilities. Council needs to work with these organisations to ensure that there is maximum use of these resources.

## 2.6 Walking

Walking is already the most frequently used mode of travel in the City of Yarra with 144,000 walk trips per day<sup>16</sup>. Even for people using other transport modes, often a walking component is part of the journey. Walking is also a very popular recreational activity in our city with Yarra's exceptional walking trails along the Yarra River.

In recognition of local government's role in encouraging walking, for many reasons including better health and wellbeing, Council undertook to develop a pedestrian strategy. In December 2005 Council adopted the *'Encouraging and Increasing Walking Strategy'*. The *Encouraging and Increasing Walking Strategy* aims to encourage walking e.g. as a popular mode of transport for short trips and to ensure that Council works to remove both the physical and psychological barriers which prevent increased walking.

## 2.7 Cycling

Cycling is a very popular means of transport in the City of Yarra. The location and topography of the City of Yarra makes it an ideal area for cycling. Of people who used a bicycle to cycle to work in 2001 more people started their journey in the City of Yarra than any other Melbourne local government area. A significant proportion (26 percent) of those trips to work was to a destination within the City of Yarra. There were also over three and a half times more cycling trips to work in the City of Yarra in 2001 than in 1976<sup>17</sup>.

Cycling is better for the environment, reduces congestion and parking pressures, is good for individual as well as community health and is relatively affordable. It is for these reasons the City of Yarra supports and encourages cycling as an important and valuable mode of transport. Council will continue to support cycling by providing cycle lanes and cycle hoops where possible.

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<sup>16</sup> Victorian Activity and Travel Survey (VATS) 1994 - 1999

<sup>17</sup> VicRoads, Cycling to Work In Melbourne: 1976 – 2001, VicRoads Publication Number 01356, October 2004.

## **3 Yarra's community and amenity**

### **3.1 Health**

Health and transport are inextricably linked. Current levels of motorised transport have major consequences for public health in terms of the health impact of sedentary lifestyles and the environmental and social effects of vehicular traffic.

The biggest polluter of our air is not industry but motor vehicles. Vehicles are responsible for about half of Melbourne's air pollution in summer<sup>18</sup>. Drivers and passengers face pollution levels 2-3 times higher than those experienced by pedestrians and cyclists<sup>19</sup>.

There is also a direct correlation between increases in obesity and increases in both car ownership and car use. Council has a role to play in increasing the promotion of 'active transport' - such as walking, cycling and public transport - as a way to promote healthier communities.

### **3.2 Safety**

Streets are now more dangerous due to increasing volumes of traffic and poor driver behaviour. This leads to significant impacts on our community through road trauma. One of the anomalies that can be addressed is the 40kph speed limit along some of our major shopping strips but 50kph limit on side streets entering onto those shopping strips. A blanket speed limit of 40kph on all of Yarra's local streets would address issues of uncertainty with drivers and more importantly, encourage safe driving and a safer environment for pedestrians.

In designing streets for cars, traffic engineers have used traffic treatments which ensure smooth flowing traffic. A popular traffic device is the roundabout which allows traffic to flow efficiently through an intersection without delays from traffic signals. However recent studies have shown that roundabouts are not at all pedestrian and cycle friendly and that accidents involving pedestrians and cyclists increase at roundabouts. In addition recent changes to the road rules in Victoria which now give priority to vehicles over pedestrians at roundabouts has meant that it is even more difficult for pedestrians to cross safely at roundabouts.

In 2003, the City of Yarra contributed to a study by Bicycle Victoria which looked at alternative treatments to traditional roundabouts to improve pedestrian and cycle amenity<sup>20</sup>. The City of Yarra will continue to advocate and use traffic treatments which improve pedestrian and cycling safety over traffic flow.

### **3.3 Yarra's ageing population**

Yarra's ageing population is more likely to depend on public transport and walking. Traffic intimidation can lead to less desire to get out and about and this in turn leads to increasing social isolation.

Council's 'Encouraging and Increasing Walking Strategy' is designed to ensure that barriers to walking are incrementally removed (i.e. by increasing the number of pedestrian crossings, benches, lighting and toilets) and general amenity is improved.

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<sup>18</sup> [www.epa.vic.gov.au/Air/aqa/asp](http://www.epa.vic.gov.au/Air/aqa/asp)

<sup>19</sup> Hickman, AJ, Personal Exposures to Carbon Monoxides and Oxides of Nitrogen, Research Report 206, Transport and Road Research Laboratory, Berkshire, 1989.

<sup>20</sup> Bicycle Victoria 'Better local traffic controls for safer cycling and walking', 2003.

### **3.4 Yarra's mobility impaired population**

In addition to an ageing population, about 8.85% of Yarra's population is estimated to have a mobility restriction<sup>21</sup>. Yarra needs to deliver a 'state-of-the-art', DDA compliant pedestrian environment which meets the needs of all people including those with mobility impairment. This includes wider footpaths, attractive places to stop, more resting facilities (seating, water and lighting), Bristol Model directional signage and smoother surfaces (kerb access ramps without lips or bull noses). Lighting needs to be improved for both safety and visibility at night.

Yarra needs more frequent pedestrian crossings and for crossing signal times to be more responsive to pedestrians and longer for those with limited mobility, moving more slowly than others.

### **3.5 Affordability**

A total of 7.8% of households in Yarra have incomes of less than \$200 per week. This means private car ownership, for many people, is not an option<sup>22</sup> or an unaffordable necessity. Council's Community Profile also identifies about 32% of Yarra households with incomes of less than \$600 per week. Having to run a car places a significant strain on many households.

### **3.6 The impact of through-traffic**

It is critical that improvements are made to public transport in outer areas of Melbourne. People travelling from other parts of Melbourne to and beyond the Central Activity District (CAD) and to Yarra itself, overwhelmingly use cars for their journeys. This through-traffic has a negative effect on Yarra residents' quality of life.

Growth corridors in Melbourne are becoming almost totally car dependent. More money must be spent on public transport infrastructure on Melbourne's fringe. Increased trips generated from these areas will have a growing detrimental impact on the health and well-being of the Yarra community. The Northern Central City Corridor Study found that traffic passing through the area is expected to grow by 24% and freight traffic by 100%. The study also stated that about 70,000 vehicles per weekday enter Yarra from the Eastern Freeway (140,000 vehicles a day two-way)<sup>23</sup>.

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<sup>21</sup> Kathy Wilson Consulting, Disability in Yarra: A resource for planning and policy, March 2004.

<sup>22</sup> City of Yarra, Community Profile, 2001 (Prepared by the Australian Bureau of Statistics 2003)

<sup>23</sup> Department of Infrastructure, Northern Central City Corridor Study, Transport and urban solutions for the inner north, 'Scenario Appraisal Report' August 2003.

## 4 Future directions and decision-making

If Yarra is to address the long-term and complex issues facing transport planning, it needs to re-evaluate the way decisions are made and budget is spent in order to reflect the priority Council gives specific modes of transport based on their sustainability. By using a hierarchy of transport modes a more consistent decision-making framework can be developed in relation to transport.

The following hierarchy of transport modes also forms the basis for the vision, objectives and key actions of this Strategic Transport Statement. The hierarchy should be applied to all decision making and actions related to transport in the City.

### 4.1 Hierarchy of Transport Modes

#### 4.1.1 *More sustainable transport modes*

1. Pedestrians\*
2. Cyclists
3. Tram
4. Bus / Train
5. Taxi users / car sharers

(\*includes using wheelchairs and walking with prams)

#### 4.1.2 *Less sustainable transport modes*

6. Freight vehicles
7. Motorcyclists
8. Multiple occupants local traffic
9. Single occupants local traffic
10. Multiple occupants through traffic
11. Single occupant through traffic

Examples of how the hierarchy can be applied include:

- Ensuring that Yarra's capital works plan and budget focus on sustainability by supporting pedestrians as the most important mode of transport in Yarra.
- Ensuring that accessibility and safety for walkers and bicycle riders are paramount when new developments, parks and streets are being planned, through the integration of pedestrian and cycling routes, plus bicycle storage.
- Ensuring that visitors are encouraged to use sustainable forms of transport when Council and partners promote community events.

## 5 Vision, Objectives & Actions

Attempts to improve local problems and 'traffic stress', which have metropolitan-wide causes, require Melbourne-wide solutions. Yarra has to identify and respond to the key metropolitan transport issues that are having a negative impact on the health and well-being of its residents. Council needs to work with the State Government and its agencies to implement frequent, fast, accessible, safe and well-connected metropolitan public transport as a viable option to driving.

To address Yarra's transport issues in a clear and practical manner, a vision and seven Strategic Transport Objectives (STO) have been developed, together with key actions to achieve each of these objectives.

The key actions will be divided into short, medium and longer term actions after further consultation, both internally and with key transport stakeholder groups.

In order to assess the impact of the seven Strategic Transport Objectives (STO) as outlined in the Strategic Transport Statement, a set of indicators needs to be developed. In 2006, the City of Yarra will work with the Australian Institute of Urban Studies (AIUS) to develop transport indicators. These indicators will be developed so that the STOs can be measured not just within the City of Yarra but be compared with other municipalities.

### 5.1 Vision

*To create a city which is accessible to everyone irrespective of levels of personal mobility and where a fulfilling life can be had without the need for a car.*

### 5.2 Strategic Transport Objectives & Actions

The key Strategic Transport Objectives (STO) to achieve this vision are to:

- STO 1. Create a city which is a great and safe place to walk and increase the numbers of those walking in Yarra.
- STO 2. Create the most bicycle friendly city in Australia and increase the numbers of those cycling in Yarra.
- STO 3. Advocate for increased performance of public transport across Melbourne and thereby reduce the number of car trips and through traffic by both Yarra and non-Yarra residents.
- STO 4. Ensure that any new road construction is not in conflict with encouraging more sustainable transport use.
- STO 5. Ensure Council's response to parking demand is based on Yarra's parking hierarchy and sustainable transport principles.
- STO 6. Work to limit freight movement to arterial roads and freeways within Yarra and work to reduce freight movement through Yarra.
- STO 7. Encourage Council staff to use more sustainable transport for their travel and increase the capacity of the Council as a whole to respond to and initiate positive actions to further strategic transport objectives 1 to 6.

### 5.2.1 STO 1

*Create a city which is a great and safe place to walk and increase the numbers of those walking in Yarra*

| No.  | Actions  |
|------|--|
| 1.1  | Undertake ongoing street audits and pedestrian counts to build up a data base for future priorities in Yarra's 'Encouraging and Increasing Walking Strategy'.  |
| 1.2  | Increase commitment to pedestrian improvement programs in Council capital works budgets.   |
| 1.3  | Advocate for reduced road speeds, especially in areas of high pedestrian activity e.g. residential streets, shopping strips and school zones. This will also include developing shared zones* where appropriate. |
| 1.4  | Lobby VicRoads to provide funding for infrastructure improvements for Safe Routes to Schools to ensure all schools in Yarra have safe pedestrian and cycling routes.   |
| 1.5  | Work with VicRoads to increase the number of pedestrian crossings along major pedestrian routes. Work with VicRoads to reduce pedestrian wait times at traffic signals.  |
| 1.6  | Provide more seating, lighting, drinking water fountains, shelter, shade and toilets along major pedestrian routes.  |
| 1.7  | Review, update and enhance the Technotes (Council's drawings, details and material specifications which are used for e.g. street furniture and street works) that relate to the walking environment.             |
| 1.8  | Widen footpaths by allocating road space in favour of pedestrians over cars.   |
| 1.9  | Remove barriers to walking such as fencing and slip roads.   |
| 1.10 | Produce maps which highlight local facilities and attractions.   |
| 1.11 | Improve signage for pedestrians by highlighting local facilities and public transport links.   |
| 1.12 | Work with developers to ensure pedestrian access through development sites.  |
| 1.13 | Remove clearways from all Yarra streets so that cars act as a buffer for pedestrians.  |
| 1.14 | Continue to implement Walking School Bus programs in Yarra.  |
| 1.15 | Ensure future developments provide good pedestrian access and allow for passive surveillance of streets. The latter can be done by Encouraging balconies and setting height limits on walls and fences.          |
| 1.16 | Promote the removal of shutters from businesses and encourage alternative internal grilles where necessary.  |
| 1.17 | Pursue avenues (in conjunction with other Councils, the Metropolitan Transport Forum and the Municipal Association of Victoria) to allow Council to enforce speed restrictions on local roads.                   |
| 1.18 | Lobby VicRoads for fixed speed cameras in activity centres with 40km/h speed limits.   |
| 1.19 | Maximise pedestrian friendliness of roundabouts for speed control and safety, to ensure  |

| <b>No.</b>  | <b>Actions</b>  |
|-------------|---|
|             | intersection treatments take account of pedestrians, cyclists and access for all. Include advocacy to reinstate pedestrian priority at roundabouts.   |
| <b>1.20</b> | Insert provisions in the Yarra Planning Scheme to ensure that developments maximise vehicle access using rear access right of way (ROW) where possible, rather than street frontage to discourage new crossovers being installed. |
| <b>1.21</b> | Ensure that the Local Area Traffic Management process reflects the transport hierarchy and considers the impact on adjacent areas.  |
| <b>1.22</b> | Enforce the Footpath Trading Policy and remove clutter from footpaths.  |

### **5.2.2 STO 2**

*Create the most bicycle friendly city in Australia and increase the numbers of those cycling in Yarra*

| <b>No.</b>  | <b>Actions</b>   |
|-------------|--|
| <b>2.1</b>  | Update the Collingwood/Richmond Bicycle Plan (1993) so that it is relevant for all Yarra and identifies key bicycle routes and priorities. |
| <b>2.2</b>  | Review the Principal Bicycle Network and work with VicRoads and Bicycle Victoria (BV) to complete it.                                      |
| <b>2.3</b>  | Ensure all arterial and local roads are line marked for bicycles where possible.   |
| <b>2.4</b>  | Where possible, provide a separate lane for bicycles and maximise off road cycle paths.  |
| <b>2.5</b>  | Improve end of trip facilities including bicycle storage at work places, shopping centres and railway stations.                            |
| <b>2.6</b>  | Monitor bike usage using bike counts in order to build up a data base to prioritise future actions.  |
| <b>2.7</b>  | Encourage cycling to and from schools through school education programs.   |
| <b>2.8</b>  | Support Ride to Work day.  |
| <b>2.9</b>  | Instigate Ride to School day.  |
| <b>2.10</b> | Improve signage of bicycle routes throughout Yarra.  |
| <b>2.11</b> | Distribute Yarra maps which include marked bike routes.  |
| <b>2.12</b> | Install bicycle parking in car parks.  |
| <b>2.13</b> | Ensure all new developments provide good cycle access.   |
| <b>2.14</b> | Ensure 'Roads to Recovery' grants are used for bicycle infrastructure.   |

### 5.2.3 STO 3

*Advocate for increased performance of public transport across Melbourne in order to reduce the number of car trips and through traffic by both Yarra and non-Yarra residents.*

| No.  | Actions  |
|------|--|
| 3.1  | Advocate for road space changes to improve the speed of buses relative to cars. This will include dedicated bus lanes and stop treatments.   |
| 3.2  | Advocate for improved signal response for road based public transport.   |
| 3.3  | Work with private operators and State Government to provide extended time span and better frequency for buses within Yarra and for Metropolitan Melbourne.   |
| 3.4  | Work with relevant authorities to improve tram travel time, quality, safety and reliability.   |
| 3.5  | Work with private operators and State Government for redesigned bus routes to improve access to rail networks in outer suburbs.  |
| 3.6  | Provide and advocate for improved station access, lighting, safety and activity.   |
| 3.7  | Provide public transport timetable information at all Yarra Council offices, libraries and sports centres.   |
| 3.8  | Work with private operators and DOI to ensure DDA compliant, accessible platforms, seating, shelter, timetable information and locality maps are provided at the majority of bus and tram stops.                                 |
| 3.9  | Advocate for a more equitable public transport fare system which encourages people to use public transport.  |
| 3.10 | Work with private operators and State Government for an improved public transport network.   |
| 3.11 | Lobby State Government to install Doncaster Area Rapid Transit (DART) to Doncaster and to extend the Epping line.  |
| 3.12 | Lobby State Government to redirect resources being used in new freeway building to more sustainable transport.   |
| 3.13 | Lobby Federal Government to remove tax concessions which encourage driving and provide tax concessions for sustainable transport modes including tax structures to favour fuel efficient and CO <sub>2</sub> efficient vehicles. |
| 3.14 | Engage other Councils, MAV, MTF, VLGA, VCOSS, Council Forums e.g. Council's Disability Advisory Committee and other concerned transport groups with a view to improving public transport.  |
| 3.15 | Work with the Victorian Taxi Directorate to improve taxi services by increasing the convenience of taxi ranks and improve signage and waiting areas.   |
| 3.16 | Lobby bus companies, operators and State Government to change bus fuel to less polluting forms.  |

#### 5.2.4 STO 4

*Ensure that any new road construction is consistent with encouraging more sustainable transport use.*

| No. | Actions  |
|-----|--|
| 4.1 | Lobby the State Government not to build or extend freeways or tollways.        |
| 4.2 | Work with VicRoads against road widening in the City of Yarra.                 |
| 4.3 | Work with VicRoads so that no new slip roads are created in the City of Yarra. |

#### 5.2.5 STO 5

*Ensure that Council's response to parking demand is based on Yarra's parking hierarchy and sustainable transport principles.*

| No. | Actions   |
|-----|---|
| 5.1 | Continue to implement parking allocation in accordance with Yarra's <i>Design Guideline for Allocation of On-Street Parking</i> .   |
| 5.2 | Develop a parking strategy for people with disabilities.  |
| 5.3 | Review criteria for granting parking permits to limit the number of permits across the municipality.  |
| 5.4 | Develop guidelines for assessing planning permit applications for car parking dispensation.   |
| 5.5 | Develop a strategy to introduce parking restrictions where high demand commuter parking competes with residential parking.  |
| 5.6 | Develop guidelines for shopping tour bus parking.   |
| 5.7 | Support the further development of Green Travel Plans for employees in Yarra's businesses, commercial organisations, educational institutions and leisure facilities to alleviate parking pressure across the municipality. |
| 5.8 | Develop guidelines to provide on street parking for motorcycles.  |

### 5.2.6 STO 6.

*Work to limit freight movement to arterial roads and freeways within Yarra and work to reduce freight through Yarra.*

| No. | Actions   |
|-----|---|
| 6.1 | Promote freight deliveries to shopping strips at times outside peak pedestrian use subject to EPA noise/time requirements and residential amenity protection. |
| 6.2 | Work with the trucking industry to limit vehicles used for deliveries within the City of Yarra to those which are appropriate in size for the roads.          |
| 6.3 | Work to restrict truck movement on non arterial roads from 10pm – 6am.  |
| 6.4 | Investigate the effects of road based freight transport on safety and on the maintenance of Yarra's road system.  |

### 5.2.7 STO 7.

*Encourage Council staff to use more sustainable transport for their travel and increase the capacity of the Council as a whole to respond to and initiate positive actions to further strategic transport objectives 1 to 6.*

| No.  | Actions   |
|------|---|
| 7.1  | Continue to implement Council's Green Travel Plans, Council's bicycle travel reimbursement policy and Council bicycle purchase for staff use across the organisation. |
| 7.2  | Provide opportunities for salary packages to be 'car free' and allow for Metcards as part of salary packages.   |
| 7.3  | Advertise more widely the benefits of buying an annual Metcard through Council's tax free scheme and provide incentives to staff who purchase Metcards.               |
| 7.4  | Reduce the number of vehicles in Council's car fleet.   |
| 7.5  | Progressively transfer Council's fleet vehicles to fuel and CO <sub>2</sub> efficient vehicles.   |
| 7.6  | Reduce total vehicle kilometres travelled by Council's fleet through improved pooling of Council vehicles.  |
| 7.7  | Undertake staff surveys to determine employee modes of transport and to ensure staff improve sustainable travel behaviour and modify actions as appropriate.          |
| 7.8  | Improve inter-office travel and related staff parking in line with Council's strategic transport objectives.  |
| 7.9  | Review and audit Council's community transport use.   |
| 7.10 | Encourage all staff to include public transport directional information on promotional material of all Council sponsored events.                                      |
| 7.11 | Continue to support car sharing schemes in Yarra.   |

## 6 References

The following documents and policies have informed the Strategic Transport Statement:

- Municipal Strategic Statement
- Melbourne 2030
  
- Traffic Management Strategy 1996
- Yarra Environment Strategy 2000
- Municipal Road Safety Strategy 2001
- Aged and Disability Priority of Access Policy 2003
- (Bicycle Facilities - Amendment C71 2004)
- Affordable Housing Statement and Strategy 2004
- Bicycle Lane Marking Policy 2004
- City of Yarra Council Plan 2004/08
- Design Guideline for Allocation of On-Street Parking 2004
- Draft Yarra Open Space Strategy 2004
- Footpath Trading Policy 2004
- Pedestrian Access to Streets and Reserves Policy 2004
- Safer Yarra Plan 2004/05
- Encouraging and Increasing Walking Strategy 2005
- Municipal Public Health Plan 2005