

Suggestions for the Integrated Transport Plan

The Integrated Transport Plan will:

- Set ambitious targets to increase the share of trips by sustainable transport modes
- Provide a comprehensive evidence-base to support transport action in Yarra
- Identify existing and emerging issues and opportunities, including incentives or initiatives to change travel behaviours
- Update and improve Council's existing transport policy objectives and vision statements
- Identify a comprehensive list of integrated actions that align with transport objectives
- Use parking provisions, or other mechanisms, to encourage car-share and electric vehicles
- Promote efficient use of road space for walking and cycling, public transport, shared transport and zero emissions vehicles
- Highlight new approaches to delivering transport projects, such as pilots and trials, to enable more innovative and time and cost-effective ways of implementing projects
- Inform an update to Yarra's Bicycle Strategy and a Parking Management Plan
- Set out a clear advocacy agenda to facilitate the delivery of state government projects in Yarra
- Provide Councillors with a strategic community-endorsed mandate to make the project decisions required
- Provide an effective monitoring framework for informed on-going decision making

Image credit: City of Yarra



Prepared by: Streets Alive Yarra Inc.

streets-alive-yarra.org

Foreword

Streets Alive Yarra is a non-profit, volunteer, resident and ratepayer action group with a [vision](#) for more trees, wider footpaths and vibrant businesses in thriving [neighbourhoods](#). We see our streets being used by people from [all ages](#), irrespective of whether they walk, roll on a wheelchair, cycle, use public transport or drive. Residents and shoppers should be able to move safely, comfortably, and conveniently around Yarra; and park near shops.



Image credit: OCULUS Landscape Architecture and Urban Design

Streets Alive Yarra was founded in 2017 and now has over 2,800 followers on Facebook. A network of local champions develops concepts and proposals for how to improve their local street or precinct. Streets Alive Yarra is also a member of the Victoria Walks Walkability Action Group network.

Further information is available at: streets-alive-yarra.org/about.

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Introduction

Streets Alive Yarra applauds Council's decision to develop an Integrated Transport Plan (ITP). In this document we offer recommendations for elements that should be included.

Integrated transport planning

To deliver sustainable transport priorities that respond to the climate emergency, Council will implement actions through an Integrated Transport Plan (ITP). The ITP will set out our strategic objectives for transport and how future projects could be delivered. We will also develop a new Parking Management Plan in conjunction with the ITP, to ensure the strategic directions of both plans deliver on climate emergency objectives and transport priorities for Yarra.

Image credit: City of Yarra

Further information is available at:

- <https://streets-alive-yarra.org/integrated-transport-plan/>

Build on past work from Council

The ITP should build upon Yarra's past work, including:

- Strategic Transport Statement 2006
- Background Paper - Access and Movement 2015
- Safe Travel Strategy 2016
- Local Area Place Making Policy 2017

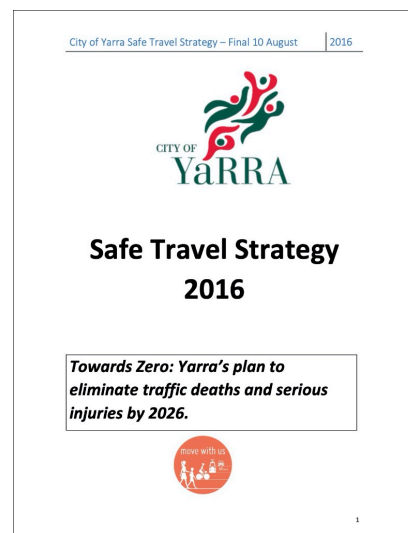
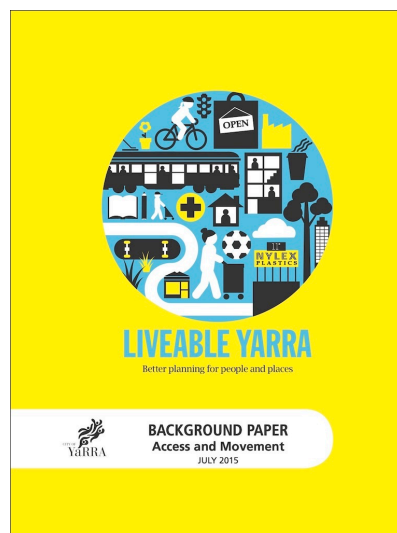
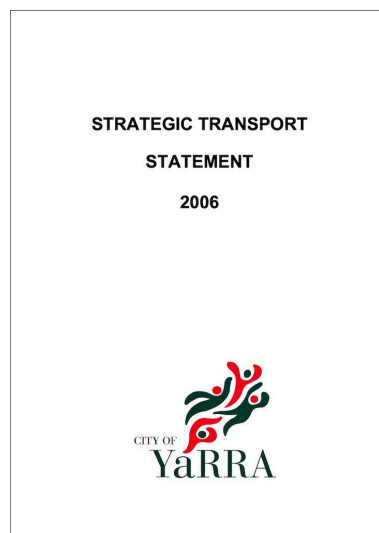


Image credits: City of Yarra

Further information is available at:

- <https://streets-alive-yarra.org/integrated-transport-plan/>

Build on guidance from business leaders

The ITP should build on guidance from business leaders such as the Committee for Melbourne, who have articulated the case for integrated transport and land use planning, increased investment in active transport, and the use of demand responsive pricing.

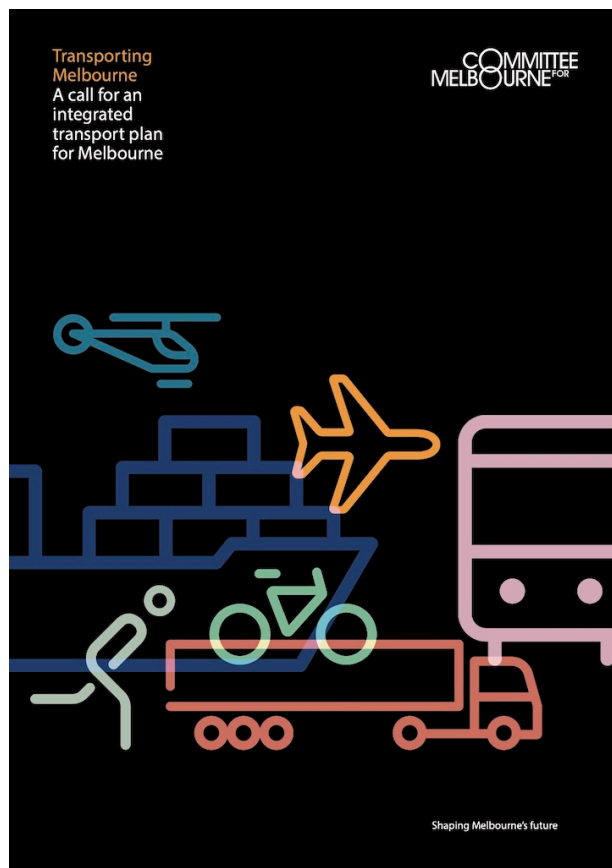


Image credit: Committee for Melbourne

Further information is available at:

- <https://melbourne.org.au/wp-content/uploads/2020/07/Transporting-Melbourne-Transport-Report-CfM-2020.pdf>

Build on guidance from Infrastructure Victoria

The ITP should build on guidance from Infrastructure Victoria, including:

- Five-year focus, immediate actions to tackle congestion, 2015
- Good move, fixing transport congestion, 2020
- 30-year infrastructure strategy 2021-2051

These reports recommend:

- Increased investment in infrastructure to support walking and cycling
- Acknowledging the role of parking in inducing traffic
- Properly pricing on-street parking

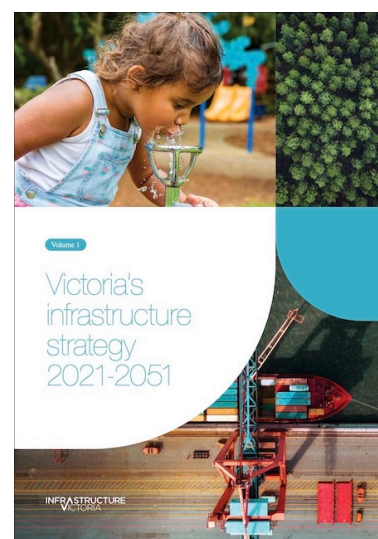
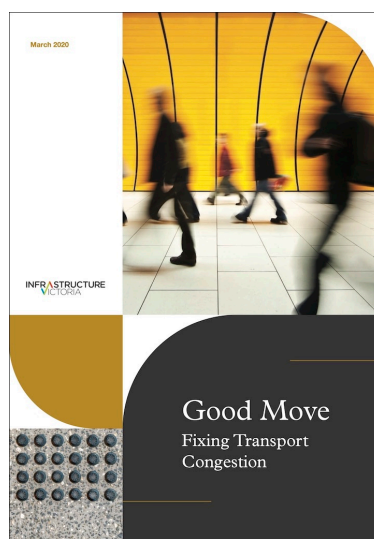
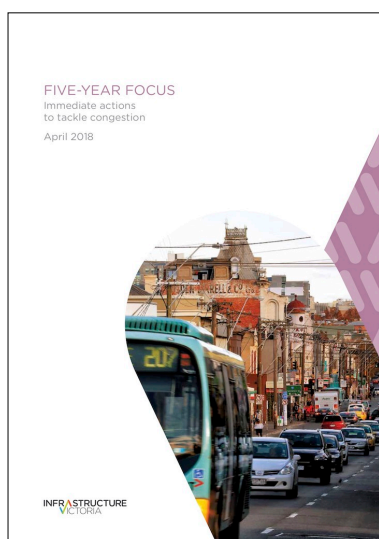


Image credits: Infrastructure Victoria

Further information is available at:

- <https://www.infrastructurevictoria.com.au>

Build on state government policy

The ITP should build on Victorian State Government policy, including:

- Plan Melbourne 2017-2050
- 20-minute Neighbourhoods
- Victorian Cycling Strategy 2018-2028
- Victorian Road Safety Strategy 2021-2030
- Movement and Place in Victoria

These reports recommend:

- Designing streets to eliminate deaths and serious injuries from transport
- Increased investment in infrastructure to support walking and cycling

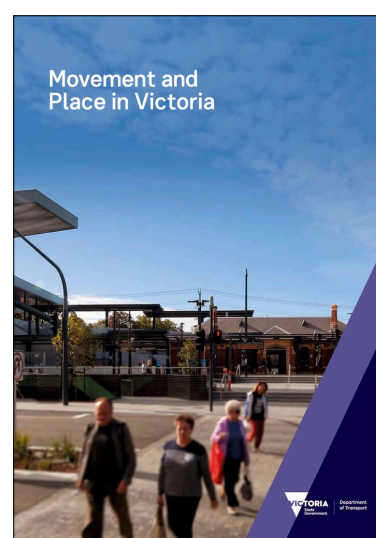
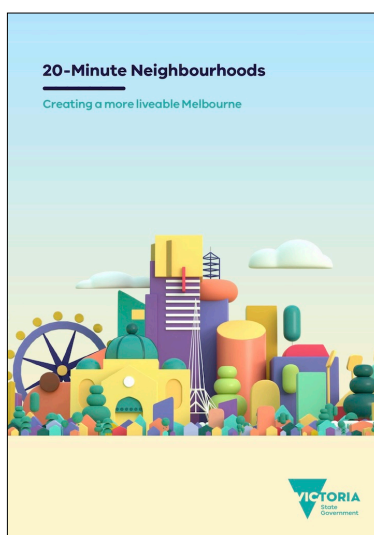
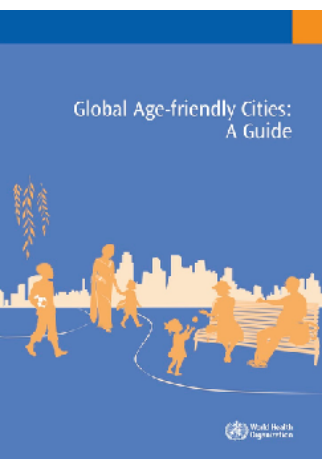
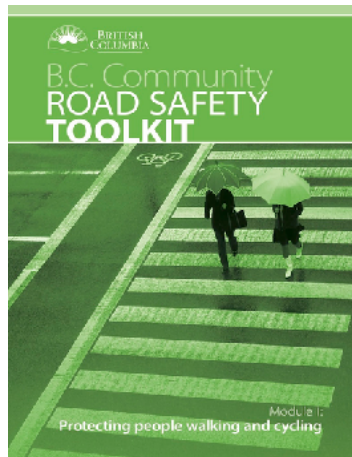
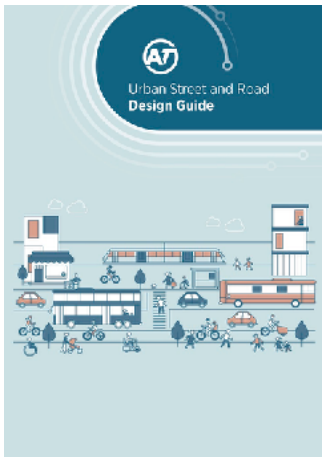
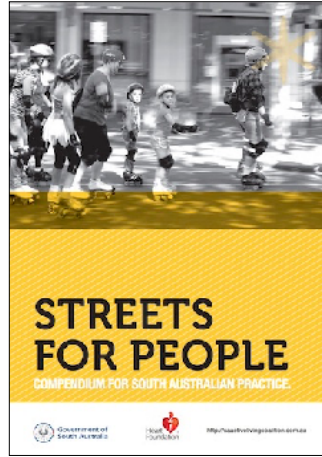
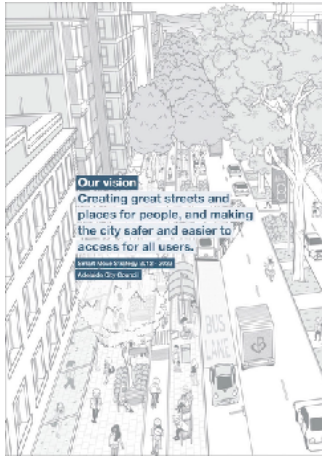


Image credits: Victorian Government

Align with best practice design guides

The ITP should align with best practice design guides, which recommend improving health, liveability, access and transport by calming traffic, widening footpaths, adding trees; and by reducing on-street parking.



Further information is available at:

- <https://streets-alive-yarra.org/design-guides/>

Consider interdependencies with land use planning

The ITP should consider interdependencies between transport planning and land use planning. A case study is the new Urban Development policy from New Zealand, which abolishes parking minimums and requires Councils to support 6 story developments within walking distance of train stations.

Improving how our cities respond to growth to enable improved housing affordability and community wellbeing

What is the National Policy Statement on Urban Development (NPS-UD)?

National direction that sets out objectives and policies for urban development under the Resource Management Act 1991. Councils must give effect to these objectives and policies.

Why do we need an NPS-UD?

Constraints in the planning system have made it harder for people to build and live in the homes they want, where they want. This has led to high land prices, unaffordable housing, and a system that incentivises land banking and speculation. It has also resulted in people having poor access to employment, education and social services. This impacts most on our poor, vulnerable and younger generations.

Where does it apply?

Some policies apply only to "Tier 1" local authorities in Auckland, Christchurch, Wellington, Tauranga and Hamilton. These include the most directive policies, particularly regarding intensification.

Others apply to both Tier 1 and Tier 2 (Napier-Hastings, Nelson, Whangarei, Palmerston North, New Plymouth, Rotorua, Dunedin, Queenstown).

The majority of policies, including carparking, apply to all urban environments that have, or are planned to have, more than 10,000 inhabitants.

Buildings in the city centre are taller and denser, giving more businesses and apartment dwellers a chance to work and live there, where productivity is highest.

Buildings within a walkable range from city centres, metropolitan centres and existing or planned rapid transit stops may now be six storeys, or higher.

The form of the city and the types of homes within it enables all people and communities to provide for their wellbeing, provides access to opportunity to all and evolves to reflect the diverse and changing needs of its inhabitants. This includes allowing Māori to express their cultural traditions and norms.

Across the city, height and density reflect demand and the level of accessibility by active and public transport.

Developers are free to determine the number of car parks in their developments. This means people who do not need or want car parks at their home or business premise are not required to pay for them.

Development may occur even where it is not planned for, both on the fringe of cities (greenfield) or redeveloping already urban land (brownfield).

This is because councils need to be responsive to development that will provide significant numbers of new homes or business locations, and will contribute to good outcomes.

In some areas, plans may not enable the same levels of intensification. For example, areas with significant risks of natural hazards, or heritage buildings. Such exemptions will require an evidentiary basis, and are unlikely to take the form of a blanket ban on development.

More people live in areas with good public and active transport links, meaning they are not reliant on cars for transport. This will help to reduce traffic and transport emissions.

Major policies in the NPS-UD

Intensification

Council plans will need to enable (but not require) greater height and density, particularly in areas of high demand and access.

Car parking

Councils will no longer be able to require developers to provide car parking through their district and city plans. However, developers can still provide car parking if they wish. Mobility parking is not affected by this direction.

Responsiveness

Councils must consider private plan changes where they would add significantly to development capacity, good outcomes and are well connected by transport corridors.

Wider outcomes

Councils are directed to give greater consideration to ensuring that cities work for all people and communities. Particular focus is given to access, climate change and housing affordability.

Strategic planning

Councils are required to work together produce "Future Development Strategies", which set out the long-term strategic vision for accommodating urban growth.

Evidence and engagement

Councils must use a strong evidence base for their decision making and ensure they engage with Māori, developers and infrastructure providers.

New Zealand Government

Image credit: New Zealand Government

Further information is available at:

- <https://www.greatauckland.org.nz/2020/07/27/supercharging-urban-development/>

Values

The ITP should describe the values upon which it is based. We support the values of freedom, equality, social justice, responsibility, and a world of beauty; part of the value groups of universalism, benevolence and self-direction.

Reflecting these values, people of all ages and abilities should be free to safely access any property in Yarra, irrespective of whether they choose to walk, roll on a wheelchair, cycle, use public transport or drive.

It's our responsibility as a community to invest in infrastructure to deliver that freedom. More broadly, our streets represent valuable public land that should be used to build a beautiful, liveable and accessible city, including providing space for trees, and places to rest, socialise, and form connections.

Further information is available at:

- <https://streets-alive-yarra.org/about/>

Principles

The ITP should describe the principles upon which it is based. We believe that principles should include alignment with:

- Safe System, the core of Australia's and Victoria's road safety strategies, where no serious injury or loss of life is considered acceptable.
- Movement & Place, the State Government framework on balancing the competing interests of creating great places to visit, with the ability to get to those places.
- 20-minute neighbourhoods, the State Government policy on designing neighbourhoods so that shops and services can be reached by walking and cycling.
- Anti-fragility, the concept of directing investments to make cities better than merely resilient to shocks, or black swan events.
- Adopted Council policies, strategies and plans, including:
 - 0-25 Years Plan
 - Access and Inclusion Strategy
 - Active and Healthy Ageing Strategy
 - Encouraging Walking Strategy
 - Parking Management Strategy
 - Safe Travel Strategy
 - Urban Forest Strategy
 - Yarra Environment Strategy
 - Yarra Planning Scheme
- State and Federal laws and strategies, including:
 - Victorian Transport Integration Act
 - Victorian Cycling Strategy
 - Commonwealth Disability Discrimination Act

Further information is available at:

- <https://streets-alive-yarra.org/council-policies/>

Vision

The ITP should describe a positive, inclusive vision, such as:

A beautiful, liveable and accessible city; with more trees, wider footpaths, and vibrant businesses in thriving neighbourhoods. Residents and shoppers of all ages and abilities are able to move safely, comfortably, and conveniently around Yarra, irrespective of whether they walk, roll on a wheelchair, cycle, use public transport or drive.



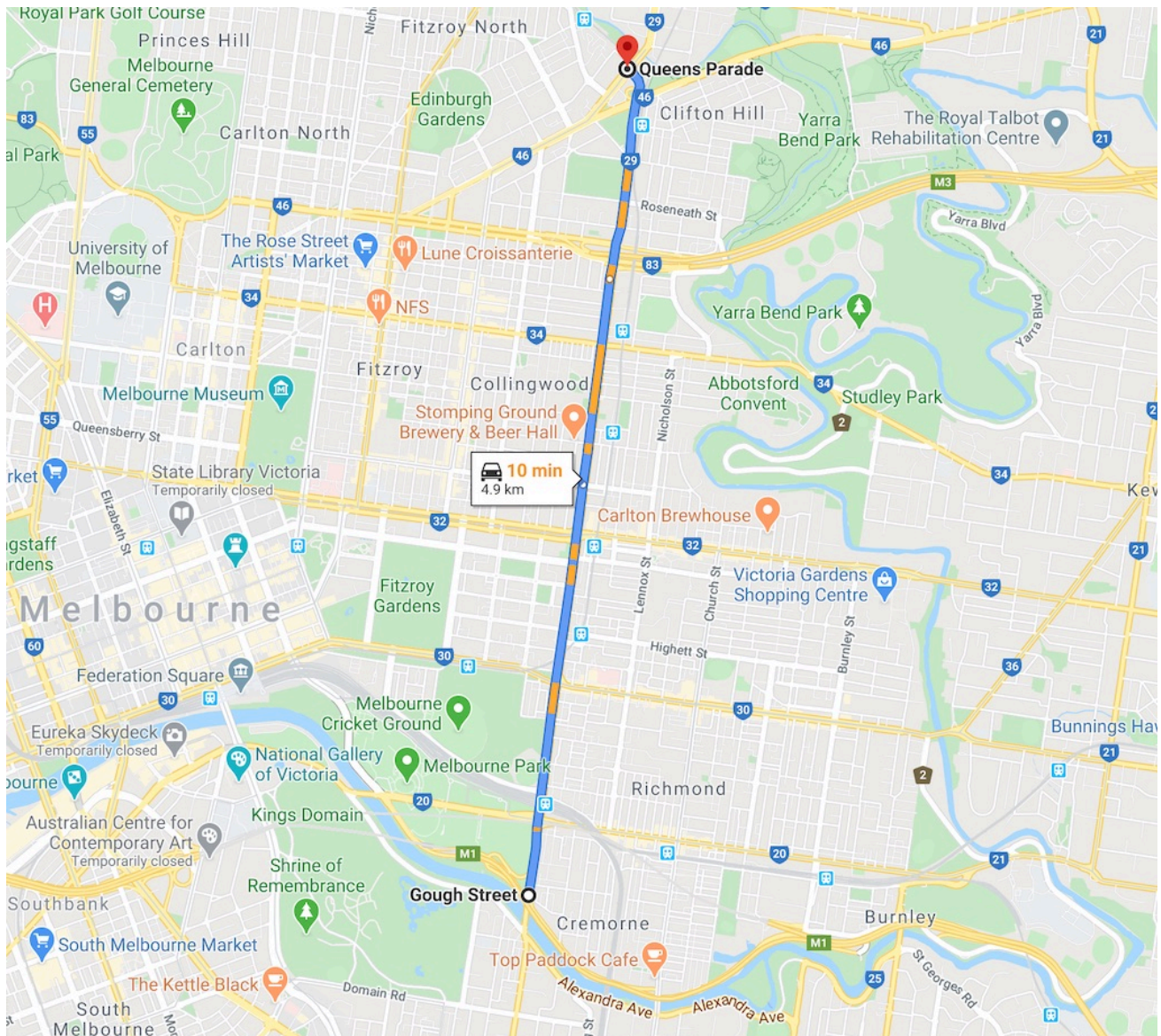
Image credit: OCULUS

Further information is available at:

- <https://streets-alive-yarra.org/vision/>

Context

The ITP should acknowledge that the City of Yarra is small, only 5 km from top to bottom, such that any journey with an origin and destination within the municipality can be considered a ‘short journey’ that is amenable to walking or cycling. Even better, most residences are within walking distance of a local shopping street, enabling traders to focus on stable, repeat business from local residents, based on walking and cycling.



Yarra is small, only 5 km north-south. Image credit: Google Maps.

Further information is available at:

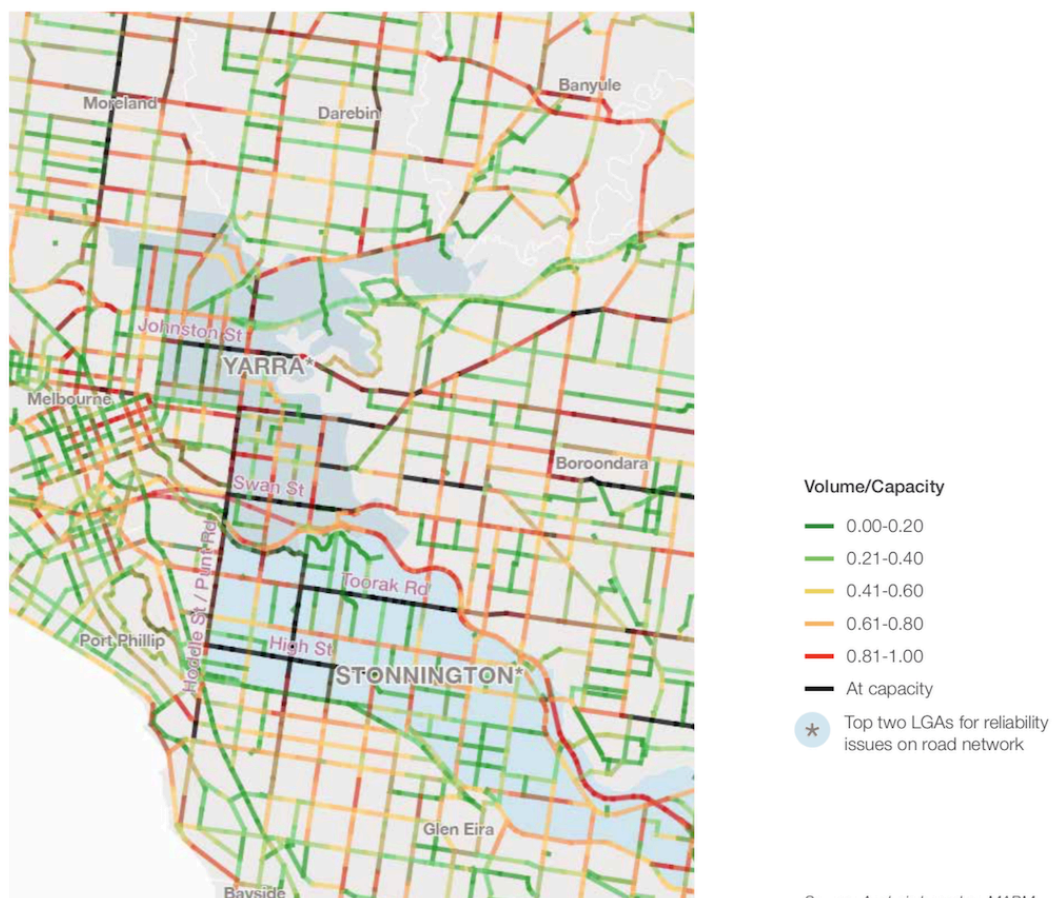
- <https://streets-alive-yarra.org/20-minute-neighbourhoods/>

Trends

The ITP should identify trends that will impact upon transport planning, considering the context that at our overarching aim is one of integrated transport and land use planning. Relevant trends include:

- Population
- Congestion (of footpaths, bicycle lanes, vehicle lanes and parking bays)
- Climate change
- Black swan events

Figure 17 Volume/Capacity of inner east roads in 2015



Source: Analysis based on MABM

Example of a clearly identifiable trend - increasing congestion - showing that multiple streets in Yarra were already at capacity in 2015. Image credit: Infrastructure Victoria.

Further information is available at:

- <https://streets-alive-yarra.org/population/>
- <https://streets-alive-yarra.org/better-for-our-climate/>
- <https://streets-alive-yarra.org/actions/>

Issues and opportunities

The ITP should highlight issues that prevent our public realm from aligning with our values and principles; together with opportunities to mitigate those misalignments; including:

Issues	Opportunities
Lack of safe and convenient (i.e. faster) options to driving.	Reallocate budget and street space to walking and cycling.
Vehicle speeds and volumes exceeding thresholds that would allow people cycling and people driving to share the same lane on local streets.	Calm council-controlled streets so measured speeds and volumes are less than 30 km/h and 1,000 vehicles per day.
Lack of an integrated, cohesive bicycle network that links 30 km/h superblocks.	Build the VicRoads Principal Bicycle Network, or a grid of protected bicycle lanes on VicRoads declared arterials.
Lack of parking for shoppers (if on-street parking is removed from shopping streets).	Install metered parking on the first 5-10 bays on each side street near shopping streets.
Occupancy of metered parking either too low (< 70%) or too high (> 90%).	Use demand-responsive parking charges, paid using a smartphone application.
Lack of transparency of how metered price changes during the day.	Offer a smartphone application to enable drivers to know how much they are paying at any time.
Lack of equal rights for all residents.	Offer a new class of unsubsidised permit to all residents.
Occupancy of on-street parking on local streets is too high (> 90%).	Convert all free parking to permit parking. Manage access via 'digital' permits at various price levels.
Lack of space for pocket parks, nature, grass, and trees.	Reduce demand for on-street parking by reducing subsidies.
Lack of consistent signage and wayfinding across Melbourne.	Collaborate with M9 Councils to development implement consistent designs for wayfinding.
Lack of consistent signals to drivers as to who has right of way.	Collaborate with M9 Councils to implement consistent designs for raised threshold treatments, e.g. colour/texture is different to the vehicle lane.

Responsibility for street design

The ITP should state that responsibility for designing our streets should be allocated with the 'Planning and Place Making' division, which includes the 'Urban Design' and 'Strategic Transport' teams.

'Designing our streets' includes:

- Deciding how much space to allocate to different uses, such as footpaths, verges/trees/greenery, protected bicycle lanes, vehicle parking bays, and vehicle movement lanes.
- Deciding what price should be charged to rent vehicle parking bays to store cars.

Further information is available at:

- <https://streets-alive-yarra.org/transport-for-yarra/>

Rate of change

The ITP should state that we need to transform all our neighbourhoods by 2030, whilst acknowledging that it's impractical to transform a LAPM area in only one iteration. Instead, we need to complete at least two iterations by 2030, with each iteration delivering significant changes. Thus, we need to review each Local Area Place Making (LAPM) precinct in each term of Council (every 4 years).



Image credit: Streets Alive Yarra, background from Google Maps

Further information is available at:

- <https://streets-alive-yarra.org/neighbourhoods/>

Metrics

The ITP should propose clearly defined metrics of success, that are objective, quantified, and verifiable, such as:

- Percentage of households that have a safe cycling route to closest secondary school.
 - Prepare a list of all households in Yarra, e.g. a total of 40,000
 - For each household, draw a reasonably direct cycling route from the household to the closest government high school. Assess the route as 'safe' or 'not safe', where 'safe' is defined as the entire route can be travelled on either 30 km/h shared streets or protected bicycle lanes.
 - Determine the percentage of the 40,000 routes which are 'safe'.
- Percentage of households that have a safe walking route to the closest library
 - Prepare a list of all households in Yarra, e.g. a total of 40,000
 - For each household, draw a reasonably direct walking route from the household to the closest library. Assess the route as 'safe' or 'not safe', where 'safe' is defined as the entire route can be travelled on footpaths that are 1.5 metres wide (between obstructions), with crossings occurring either on streets that have been slowed to 30 km/h or at intersections controlled by traffic lights.
 - Determine the percentage of the 40,000 routes which are 'safe'.
- Percentage of people cycling who are women (approaches 50% when it's safe)
 - On the first Tuesday of March each year (the same day as Bicycle Network conducts its Super Tuesday counts) assess the gender of people cycling along five common activity centre streets (e.g. Swan Street, Bridge Road, Victoria Street, Smith Street, Brunswick Street).
 - Determine the percentage of women.

Our expectation is that, at present, the metrics would indicate:

- Safe cycling: < 5% of households
- Safe walking: < 5% of households
- Gender balance: < 30% women

We suggest that 2030 targets should be:

- Safe cycling: > 90% of households
- Safe walking: > 90% of households
- Gender balance: > 45% women

Community engagement

The ITP should define clear processes for community engagement, to enable a way forward to be identified for contentious issues. We suggest:

- As part of developing the ITP, use a citizen jury to work through issues such as:
 - Understanding forecasts of population and congestion.
 - Understanding the magnitude of changes required to our public realm.
 - Understanding how different modes receive different levels of subsidy.
 - Defining a minimum required bicycle network, such as a grid of protected bicycle lanes linking 30 km/h superblocks.
 - Defining minimum required footpath widths, such as 1.5 metres on residential streets, leading to 4 metres on busy shopping streets.
 - Reallocating street space away from on-street parking to enable the construction of wider footpaths and a network of protected bicycle lanes.
- When implementing the ITP, use the “iterative trial” process to enable people to experience the treatment before being asked for their assessment.
- When implementing the ITP, use a “Your Say Yarra” smartphone application to notify people of each treatment:
 - Users of the application need to be verified members of the electoral roll.
 - Users can choose what notifications to receive, e.g. any work within 2 km of my home, or any work in Yarra.
 - Users can use the app to indicate support or opposition to a proposed treatment or trial. If opposition to a proposal exceeds a threshold, three Councillors will review it, similar to the IDAC process, before deciding if the trial should proceed.

Further information is available at:

- <https://streets-alive-yarra.org/community-engagement/>

Safe routes to school

The ITP should recommend changes to deliver safe routes to each school in Yarra. Apart from a network of protected bicycle lanes that join 30 km/h superblocks, another option is to define a “park and walk” location for each school, similar to the maps published by the City of Moonee Valley.

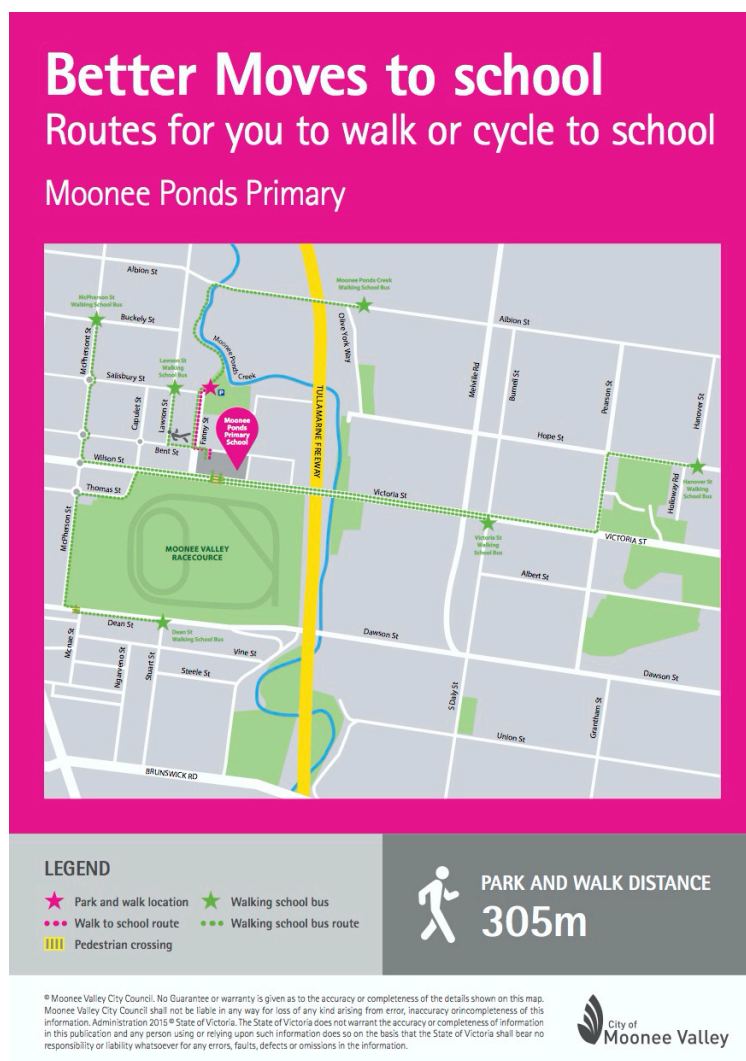


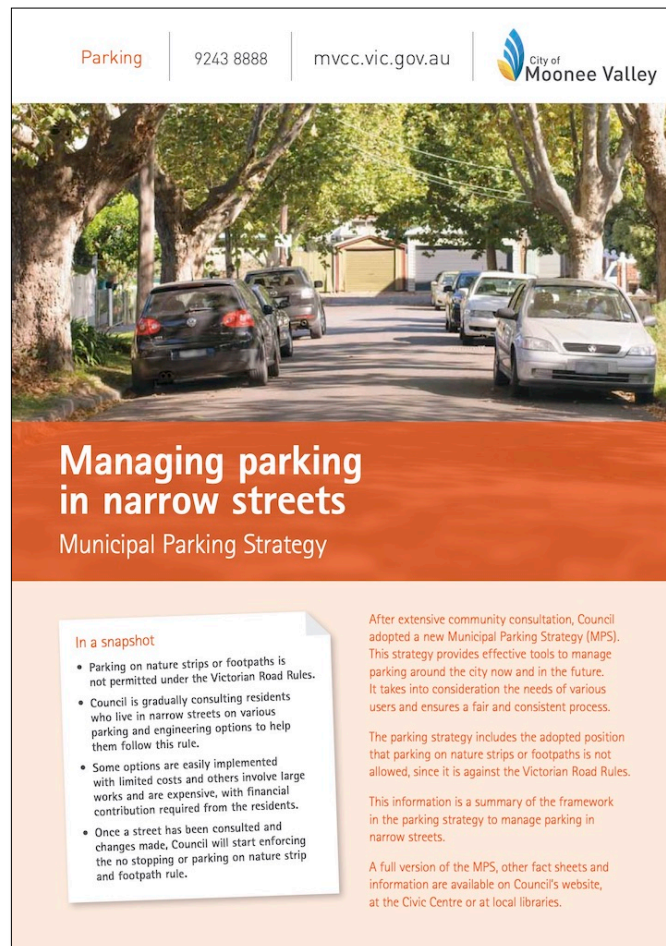
Image credit: City of Moonee Valley

Further information is available at:

- <https://streets-alive-yarra.org/schools/>
- <https://streets-alive-yarra.org/better-for-children/>

Narrow streets

The ITP should develop guidelines for how space should be allocated in narrow streets. For streets below certain widths, on-street parking will need to be removed from either one or both sides. Adopting clear guidelines will save time, effort and cost (which is ultimately paid for by ratepayers) by avoiding the need to repeat the same discussion for each narrow street in Yarra, as was recently observed for Yarra and Studley Streets.



Source: <https://www.mvcc.vic.gov.au/-/media/Files/Parking-and-transport/12-107187--Municipal-Parking-Strategy--Narrow-Streets--Managing-parking-in-narrow-streets-factsheet-CMV18682.ashx?la=en>

Further information is available at:

- <https://streets-alive-yarra.org/residential-streets/>
- <https://streets-alive-yarra.org/studley-and-yarra-streets/>

Footpath width

The ITP should define minimum unobstructed footpath widths for Yarra, as a function of the expected number of people using the footpath, such as those recommended by Transport for NSW, with a minimum unobstructed width of 2 metres for local footpaths with low activity, with widths increasing as activity increases.

Type 1

Local footpath –
Low activity



Type 2

Local footpath –
Medium activity



Type 3

Main street footpath –
Medium activity
/ Local footpath –
High activity

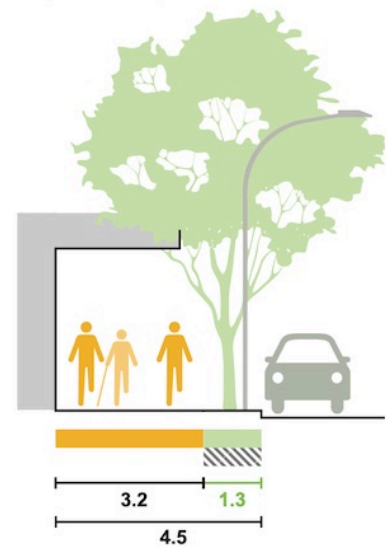


Image credit: NSW Government Walking Space Guide 2020

The ITP should examine population trends, including for visitors and workers; forecast the number of people expected to use each footpath in Yarra by 2030; and then define the required footpath width for each footpath in Yarra. The ITP should state that whenever kerb/channel is re-built, the footpath must be widened to the defined minimum width.

If a street is too narrow to support a 2 metre footpath on each side, then the kerb/channels should be removed and the street paved “at grade” to make it clear to all users that people are welcome to walk on the street, and that drivers should give way.

Further information is available at:

- <https://streets-alive-yarra.org/narrow-footpaths/>
- <https://www.rms.nsw.gov.au/business-industry/partners-suppliers/document-types/guides-manuals/walking-space-guide.html>

Raised threshold treatments

The ITP should define a Yarra Footpath Network, including shopping streets and access streets, that should have raised threshold treatments when crossing minor side streets.

Raised threshold treatments make walking, safer, more convenient and more enjoyable. They should be constructed with a different colour and texture to the vehicle lane, so that it is clear to drivers that they are entering and crossing a pedestrian zone, and thus need to slow, observe and give way.



Image credit: Robert Weetman

Further information is available at:

- <https://streets-alive-yarra.org/footpath-network/>
- <https://streets-alive-yarra.org/protected-footpaths/>

Crossovers

The ITP should update Yarra's "Standard Concrete Vehicle Crossing" drawing YSD601 to match the "entrance block" standard from the Netherlands. In other words, to define the minimum slope of the "break of grade" as 1:6. Apart from enabling a wider "at grade" section, the minimum slope acts to encourage drivers to slow down before they cross the footpath.

The ITP should require that whenever footpaths or kerb/channel are rebuilt, crossovers should be brought up to compliance with the updated drawing. Over time, this would deliver a footpath network that is safe and attractive for users of all ages and abilities, including for parents with prams, seniors, or people who use a cane or wheelchair.



Netherlands standard entrance block. Image credit: struykverwoinfra.nl

Further information is available at:

- <https://streets-alive-yarra.org/sloping-footpaths/>

Bicycle lane width

The ITP should define minimum widths for protected bicycle lanes in Yarra, as a function of the expected number of people using the lane, aligning with best-practice from Britain or the Netherlands.

Table 5-2: Cycle lane and track widths

Cycle Route Type	Direction	Peak hour cycle flow (either one way or two-way depending on cycle route type)	Desirable minimum width* (m)	Absolute minimum at constraints (m)
Protected space for cycling (including light segregation, stepped cycle track, kerbed cycle track)	1 way	<200	2.0	1.5
		200-800	2.2	2.0
		>800	2.5	2.0
	2 way	<300	3.0	2.0
		>300-1000	3.0	2.5
		>1000	4.0	3.0
Cycle lane	1 way	All – cyclists able to use carriageway to overtake	2.0	1.5

*based on a saturation flow of 1 cyclist per second per metre of space. For user comfort a lower density is generally desirable.

Image credit: UK DfT Cycle Infrastructure Design LTN-1-20

One-way path	
rush hour volume (one-way) (bicycles/hour)	width (b)
0-150	2.00 m
150-750	2.50-3.00 m
> 750	3.50-4.00 m

Image credit: Netherlands CROW manual section V16

Further information is available at:

- <https://streets-alive-yarra.org/bicycle-network/>
- <https://streets-alive-yarra.org/protected-bicycle-lanes/>

Parking maximums

The ITP should recommend that the Yarra Planning Scheme change from parking minimums to parking maximums, for all zones in the municipality, based on the 1 bay per 100 m² of floor area proposed by C281yara for Cremorne.

Parking maximums are used in the City of Melbourne, City of Port Phillip, London and Zurich. This change would slow the growth in traffic congestion, because providing off-street parking induces people to drive.



Example of expert report describing why we don't need parking minimums. Image credit: MRCagney.

Further information is available at:

- <https://streets-alive-yarra.org/parking-maximums/>

Parking rights

The ITP should introduce the concept of equal rights to access public land. Just because we have, in the past, considered people to have unequal rights, does not mean that we should continue to do so.

To deliver equal rights we need to enable any resident to purchase an on-street parking permit. Such permits do not need to be subsidised. They can be offered at a similar level to the market rate, or \$3,400 per year, as the City of Moreland does, via their “Flexible permit”.

Flexible permit – A permit type that has limited or no eligibility criteria would provide an option for people who would otherwise not be eligible but still genuinely need a permit. This would be accompanied by a significantly higher cost than current standard permit types which would manage the demand for the permit and reflect the value of the privileged access to public space (without a subsidy being applied).

Flexible permit offered by the City of Moreland. Image credit: City of Moreland Integrated Transport Strategy.

Or, to make progress toward equal rights, we could retain existing resident permits, while introducing a new class of permit for which all residents were equal. In parallel, permit-only zones could be expanded in each neighbourhood, at the expense of free, time-limited parking zone; combined with new ‘digital’ visitor permits.

Further information is available at:

- <https://streets-alive-yarra.org/better-for-parking/>
- <https://www.moreland.vic.gov.au/parking-roads/parking-permits/moreland-user-permit/>

Parking charges

Parking charges refer to the price charged for both metered parking bays and parking permits. If free or low-cost on-street parking is available around Yarra, it subsidises driving at the expense of other modes of transport.

The ITP should recommend reforms to how parking is priced, including:

- Apply demand responsive pricing to parking meters.
- Convert free (time-limited) parking to paid (permit or metered) parking.
- Reduce the quantity of subsidised permits that are offered to each household, e.g. from three to two.
- Reduce the level of subsidy for each permit, e.g. from 98% to 50%.
- Remove eligibility for the first, lowest cost permit, for households that have a crossover.

A case study is the City of Bendigo, including action #1:

Charge the right price for parking

1. Implement a **dynamic pricing model based on occupancy triggers** (using a target of 80-85%) to ensure optimal parking efficiency is achieved. In some areas the hourly rate may go up, while in other areas the price may come down. Progressive pricing should also be investigated to allow for longer stays in short term parking areas (where the price increases significantly once you stay longer than the short term time limit).

[https://www.bendigo.vic.gov.au/sites/default/files/2020-05/](https://www.bendigo.vic.gov.au/sites/default/files/2020-05/Bendigo%20City%20Centre%20Parking%20Futures%20Action%20Plan%20April%202020.pdf)

[Bendigo%20City%20Centre%20Parking%20Futures%20Action%20Plan%20April%202020.pdf](https://www.bendigo.vic.gov.au/sites/default/files/2020-05/Bendigo%20City%20Centre%20Parking%20Futures%20Action%20Plan%20April%202020.pdf)

Further information is available at:

- <https://streets-alive-yarra.org/better-for-parking/>
- <https://streets-alive-yarra.org/demand-responsive-parking-charges/>
- <https://streets-alive-yarra.org/ethics/>

Geographical Information System

The City of Yarra has started a project to update its Geographical Information System (GIS).

Yarra City Council
Enterprise GIS Replacement
C1544

Image credit: City of Yarra

The ITP should recommend that the GIS project is implemented in a manner that ensures the new GIS will include data relevant to transport including:

- Land area (m²) allocated to various uses, e.g. footpaths, parking bays, traffic lanes, protected bicycle lanes, trees/grass, etc, in each LAPM area.
- Land area (m²) allocated to the various types of parking bay, e.g. metered, permit, 2-hour, 4-hour, car-share, disabled, etc, in each LAPM area.
- Condition of a variety of asset types, e.g. footpath, bicycle lane, vehicle lane, parking bay, asphalt, kerb & channel, grates/pits, drainage pipes, trees; including the date last renewed, date last inspected, material of construction, and expected date of next renewal.
- Estimates of maintenance/renewal costs for a variety of asset types by LAPM area, projected forward enough into the future, so we can ensure we have enough budget allocated each year to renew assets when required.
- Revenue of various types, e.g. rates, parking permits, meters and permits, in each LAPM area.

Concluding remarks

The proposed Integrated Transport Plan (ITP) can help us to build a more beautiful, liveable and accessible city, including:

- Better for women
- Better for children
- Better for seniors
- Better for people with disabilities
- Better for people on low incomes
- Better for drivers
- Better for parking
- Better for business
- Better for trams
- Better for car sharing
- Better for trees
- Better for our climate
- Better for our health

Streets Alive Yarra would be delighted to provide further detail or explanation of the themes raised in this document.

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