Fishermans Bend
Strategic Transport Framework Peer Review
Will Fooks MSc BUPD, Director at GTA Consultants
27/03/2017
Assess whether the transport elements of the draft Framework align with the Vision for the precinct.

Assess alignment of strategies, objectives, targets and goals in realising the Vision.

This is a transport review.
01 Vision & Appreciation
Appreciation of Fishermans Bend

- Fishermans Bend is an “Inner-City Suburb”
- A significant body of work has been done to provide confidence in planning to date
- Framework sets context for detailed planning

“A thriving place that is a leading example for environmental sustainability, liveability, connectivity, diversity and innovation.”
Alignment with State & Local Planning Policy

PLAN MELBOURNE

LAND USE
- STATE PLANNING POLICIES
- LOCAL PLANNING POLICIES

TRANSPORT
- TRANSPORT INTEGRATION ACT
  - VICTORIAN INFRASTRUCTURE PLAN
  - VICTORIAN CYCLING STRATEGY
  - PTV NETWORK DEVELOPMENT PLAN - METROPOLITAN RAIL
- INFRASTRUCTURE VICTORIA 30 YEAR INFRASTRUCTURE STRATEGY
- IV ADVICE ON SECURING VICTORIA’S PORTS CAPACITY 2017

CoM + CoPP TRANSPORT STRATEGIES + PLANS
02
Sustainability Goals & Targets
# Connecting the layers: Sustainability Goals & their targets

<table>
<thead>
<tr>
<th>No.</th>
<th>Goal</th>
<th>Transport Targets</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>A connected and liveable community</td>
<td>• 80 per cent of trips are made via sustainable transport</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• 90 per cent of school related trips are made via sustainable transport</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• A walkability score of 90 per cent is achieved from homes and workplaces</td>
</tr>
<tr>
<td>2</td>
<td>A prosperous community</td>
<td>• Fishermans Bend is host to 80,000 jobs</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Port of Melbourne remains Australia’s primary container port</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Several universities have established campuses in Fishermans Bend</td>
</tr>
<tr>
<td>3</td>
<td>An inclusive and healthy community</td>
<td>• People can access public open space within 200 metres of their home</td>
</tr>
<tr>
<td>7</td>
<td>A low-carbon community</td>
<td>• Fishermans Bend will achieve zero net greenhouse gas emissions by 2050</td>
</tr>
<tr>
<td>8</td>
<td>A low waste community</td>
<td>• No transport related targets</td>
</tr>
</tbody>
</table>
EXAMPLE 1

Does the mode share target support a connected and liveable community?
Key questions

1. What does an 80% mode share look like?
2. In the context of Melbourne, is the target achievable?
3. What happens if the target is not achieved?
1. What does an 80% mode share look like?

- Consistent with best practice in a local and international context
- ‘Sustainable’ transport is defined as ‘walk cycling and public transport’ in the ITP
- Definition of sustainable transport should be reviewed
2. In a Melbourne context, is the target achievable?
3. What if the target is not achieved?

- Consensus for a non-business-as-usual approach established early due to Fishermans Bend’s location and site characteristics

- Likely to impact upon the accessibility, connectivity, economic prosperity and liveability of the precinct - not aligned with the Framework
EXAMPLE 2

Does the school-related trips target deliver a connected and sustainable community?
Key questions

1. What is meant by a ‘school-related trip’?
2. Is the target likely to be achievable?
3. What happens if the target is not achieved?
1. What is meant by a ‘school-related trip’?

- Made by students from their home in Fishermans Bend to their primary or secondary school, irrespective of the location of the school.
2. Is a 90% mode share target achievable?

Mode Share – VISTA 2013

Legend:
- Private vehicle
- Public transport
- Active transport
- Other
3. What if the target is not achieved?

- A significant number of school trips are likely to be generated each day in Fishermans Bend

- Similar to Example 1, likely to impact upon the accessibility, connectivity, economic prosperity and liveability of the precinct - not aligned with the Framework
EXAMPLE 3

Is a walkability score of 90 percent from homes and workplaces an appropriate target?
Key questions

1. What is a walkability score?
2. Is the target likely to be achievable?
3. What happens if the target is not achieved?
1. What is a walkability score?

- The ITP identifies Walk Score® as the nominated measure for walkability.
- A Walk Score of 90 or above is a ‘walkers paradise’.
2. Is the target likely to be achievable?

- Many inner-city suburbs have achieved a Walk Score of 90 or above.
- A Walk Score of 90 or higher is achievable but dependent on good precinct planning.
- Walk Score is one measure of walkability, which could be supplemented by additional measurement tools.
3. What if the target is not achieved?

- A Walk Score less than 90 reflects reduced levels of walkability to key services, amenities and facilities.
- As for other examples, likely to impact upon the accessibility, connectivity, economic prosperity and liveability of the precinct - not aligned with the Framework.
Objectives
Peer review of transport objectives

OBJECTIVE ➞ LIKELY TRANSPORT OUTCOME ➞ FRAMEWORK TARGETS
### An example of the review of objectives

<table>
<thead>
<tr>
<th>OBJECTIVE</th>
<th>LIKELY TRANSPORT OUTCOMES</th>
<th>FRAMEWORK TARGETS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Objective 1.12</strong>&lt;br&gt;Deliver a diverse range of housing choices, including apartment towers, mid-rise and low-rise buildings, that suit a wide range of people and can be adapted to changing housing needs over time</td>
<td>Localisation of trips, reduced need to travel&lt;br&gt;Range of people travelling in the area at different times of the day</td>
<td>90 per cent of school related trips are made by sustainable transport&lt;br&gt;A walkability score of 90 per cent is achieved from homes and workplaces&lt;br&gt;A focus for community interaction is provided within each precinct&lt;br&gt;People can access public open space within 200m of their home</td>
</tr>
</tbody>
</table>
04 Strategies
Peer review of Transport Strategies

The aim was to test if a strategy is likely to achieve a set objective (at a strategic level)

Investment Management Strategy used as a tool – have you done all you can?

A need to be defined, monitored and reviewed

A line of enquiry demonstrates comprehensive policies
## An example review of Transport Strategies

<table>
<thead>
<tr>
<th>Objective</th>
<th>Framework Strategies</th>
<th>Aligns with Objective</th>
<th>Managing Demand</th>
<th>Changing Supply</th>
<th>Improving Productivity</th>
<th>Commentary</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.2.1</td>
<td>Create new, direct pedestrian connections across the Yarra River to Docklands</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td></td>
<td>The feasibility of a new direct pedestrian crossing was reviewed in the PTAT report and is in the ITP as priority.</td>
</tr>
<tr>
<td>1.2.2</td>
<td>Introduce a fine grain, permeable street network through the creation of new streets and laneways and ensure intersections are aligned to maximise connectivity (as per figure 8)</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td></td>
<td>A proposed finer grain road network will provide new walk links.</td>
</tr>
<tr>
<td>1.2.3</td>
<td>Reduce speed limits to create safe and enjoyable walking environments</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td></td>
<td>Walking and cycling is encouraged via slower speed limits.</td>
</tr>
<tr>
<td>1.2.4</td>
<td>Extend and enhance the existing network of fine grain laneways in Montague</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td></td>
<td>A new fine grain neighbourhood allows direct pedestrian connections to a range of places.</td>
</tr>
<tr>
<td>1.2.5</td>
<td>Design streets to create safe, comfortable pedestrian-friendly environments that enable children, seniors and people with disabilities to get around independently and safely</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td></td>
<td>Alongside DDA compliance, designing streets for people caters for a range of abilities and needs.</td>
</tr>
<tr>
<td>1.2.6</td>
<td>Improve the pedestrian connection across major roads between Fishermans Bend and Port Melbourne, South Melbourne and Docklands including Williamstown Road and Lorimer Street</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td></td>
<td>Reducing severance through new connections across major roads will improve walkability.</td>
</tr>
<tr>
<td>1.2.7</td>
<td>Improve pedestrian connectivity across the West Gate Freeway</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td></td>
<td>Three new connections across the Westgate are proposed in the ITP.</td>
</tr>
<tr>
<td>1.2.8</td>
<td>Improve way-finding and signage to make it easier for people to get around</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td></td>
<td>Walking and cycling is encouraged through the use of on street markings and signage.</td>
</tr>
</tbody>
</table>
05
Summary
Summary

It is my opinion that the Fishermans Bend Framework Plan provides:

• Sound transport goals, objectives, policy and strategy

• Importantly, targets that – combined with monitoring – will deliver the Vision for Fishermans Bend

• The approach is not business-as-usual but is aligned with good practice and the long-term outcomes seen in other Melbourne suburbs