

## DRAFT MINUTES

### Inner Melbourne Action Plan Executive Forum

Meeting No 13  
1.30 pm – 3.00 pm Monday 18 November 2013  
City of Melbourne  
**Council Meeting Room, Level 2 Administration Building**

<b>IMAP Executive Forum Members</b>	Geoff Lawler – Director City Planning and Infrastructure, City of Melbourne (Chair) Warren Roberts – Chief Executive Officer, City of Stonnington Vince Haining – Chief Executive Officer, Maribyrnong City Council
<b>IMAP</b>	Elissa McElroy – IMAP Executive Officer
<b>Project team</b>	<i>Action 3.5 Project team</i> Ian McLauchlan - Manager Transport & Parking, City of Stonnington (Team Leader) Phil Braid, City of Port Phillip – <i>for Stefan Mitrik, Coordinator Traffic &amp; Parking</i> Andrew Cron - Senior Coordinator Traffic Engineering, City of Melbourne Mizan Rahman - Transport Engineer, City of Yarra Mary Dallas - Manager Transport & Civil Design, Maribyrnong City Council Tom Haysom – Sustainable Transport Planner, City of Stonnington SKM Consultants - Katherine Mitchell, Craig McPherson
<b>Guests</b>	Ian Butterworth – Director Infrastructure & Engineering, Maribyrnong City Council Bruce Phillips - Director City Development, City of Yarra Jane Waldock, Manager Sustainability & Strategic Transport, City of Yarra Manesha Ravji – Transport Engineer, City of Yarra Claire Ferres-Miles, Manager Urban Renewal Planning, Transport Integration Division, DTPLI Sandra Wade – Manager City Strategy, City of Port Phillip

#### PRELIMINARIES

Item	Agenda Topic
1	<b>Appointment of Chair</b> – Geoff Lawler, City of Melbourne was confirmed as the Chairman. <b>Moved/Seconded: V Haining/W Roberts</b>
2	<b>Apologies and introductions</b> Those present introduced themselves.  Apologies were received from: Vijaya Vaidyanath – Chief Executive Officer, City of Yarra Tracey Slatter – Chief Executive Officer, City of Port Phillip Stefan Mitrik - Coordinator Traffic & Parking Simon Thomas – General Manager City Works, City of Stonnington Mark Gallon - Manager Project Services, City of Port Phillip Geoff Robinson - Manager Engineering Services, City of Melbourne Ross Evans, Coordinator Traffic, City of Yarra  The apologies were noted.

#### ITEMS

3	<b>Action 3.5 Reduced Through Traffic</b> Ian McLauchlan, Project Team Leader from the City of Stonnington reminded the Committee of the objectives for the project, introduced members of the project team and the consultants from SKM. He noted the project had involved significant information gathering and 2 workshops were held with a range of stakeholders. Katie Mitchell, SKM Consultant provided a presentation, which included:
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- The definition of “through traffic”.
- “Acceptable” and “unacceptable” through traffic
- Causes of through traffic
- Modelling approach taken using VISTA 2009-10 data – the latest data at the time of the study. More recent data will be available later in the year should the Committee wish to review the modelling.
- Reviewing the key features of the traffic data for each municipality and the IMAP region.
- Noting that a lot of transport movement through the IMAP Councils originates from Boroondara
- The VISTA data volumes do not include freight volumes.

Ms Mitchell identified that the IMAP Councils could give consideration to the following key ideas arising from the data presented:

1. To look at development along roads regionally – not just from the perspective of each municipality
2. To consider road pricing methods
3. The importance of supporting public transport in the IMAP region
4. The need to share more information across municipalities

#### Questions/Comments

There was some discussion on the absence of the freight data in the modelling, and how it affects the usefulness of the data. It was noted that daily truck volumes are mapped separately on Page 48 of the report and will be examined more in the IMAP Freight project.

How useful is the report? It was generally found to be useful – comments were as follows:

##### Maribyrnong

- Can see how network operating plans work with this data. The through traffic for Maribyrnong reflects the growth in the outer west and freight growth from industry
- The Origin-Destination study is now out – it would be interesting to see if there is variation in numbers.
- Helps to understand where the pressure points are. Need to be able to address freight growth, grid locks and problem for industry getting their products in and out.

##### Stonnington

- The information is constructive
- Many of the recommendations in the report would be useful projects for individual councils to pick up

##### Yarra

- It is useful for the E-W link and Hoddle Street work; and can be compared with the Eddington Report assumptions and the expected traffic volume impact on other streets.

##### Port Phillip

- Useful data for informing planning for the future

##### DTPLI

- Regional view is of value
- Can the modelling provide the % of through traffic overall and which is internal?
- Useful for VicRoads to know that % of through traffic which is on and off the VicRoads network
- Would be useful to break down high level numbers by Council as well as have the high level overall data

#### Is it necessary to do the modelling over again for freight movements?

##### Maribyrnong

- The usefulness of the information would be augmented with supplementary work for freight volumes

The Chair asked what should be recommended to the IMAP Committee? Should VicRoads consider dealing with this area as a region – or occasionally meet with the IMAP councils to look at the Inner Melbourne region? The new Inner Melbourne Action Plan (IMAP) - is this a topic that should require planning between the Councils to develop the plan – or is it a series of connected local issues.

- Stonnington is half in and half out of IMAP and has associations with residential suburbs to the east – difficult for Stonnington be part of the VicRoads northern region.
- There are some discussion points in the MPS that are carefully worded, potentially a sleeper with greater effect around our Activity centres once the detail is worked out – the actions tend to look fine as a regional application but have local implications.
- Actions could be referred to all Councils for implementing in their municipality. However, do we want to deliberately work together on a number of these Actions?
- Would like to see more work on rates of growth in the Through traffic report – the report is a

snapshot of here and now and Maribyrnong are interested in where growth is heading. Development is squeezing growth into a limited network capacity in the west. Other areas of IMAP have access to a larger network. Local roads are getting high volumes in the west – 20000 trucks per day will grow as the port grows.

Is it possible to do forecasting at this scale?

- Craig McPherson, SKM noted the VITM government model was used by the Metro Planning Authority to look at the potential of growth areas. Forecasts won't show this sort of modelling breakdown or provide details of local traffic.
- IMAP could set up a continuous monitoring approach, putting in data every 2 years or so. Does it warrant a periodic map to develop a trend series? Does VicRoads do this already? If not, IMAP could recommend that VicRoads do this breakdown as in this report.
- Ms Ferres-Miles, DTPLI noted VicRoads try to understand what type of vehicle use the roads rather than the origin and destination approach. Technology can help monitor this as is occurring at Fishermans Bend.
- The report provided useful data for local planning and local responsibilities. There are some best practice recommendations in the report that councils should take out of the report, consider in light of demand for developments etc. and there are actions that Councils can take that can have a flow on effect. If the data set was replicated over time, this could be useful. The MPA is making decisions about where they want development to go, around Activity Centres etc – some good things in the report can provide good practice guidelines to assist these decisions going forward.

The Chair summed up the recommendations as follows:

1. Recommend the report for approval by the IMAP Implementation Committee and distribute it back to Councils
2. Support "need to do" freight comparison research
3. VicRoads and DTPLI - a state presence is required to replicate the data set over time
4. Outcomes of this study to be referred to the new Inner Melbourne Action Plan for incorporating as Actions.
5. Refer to VicRoads to help inform their Network Operating Plans
6. Add the City of Stonnington work into the report so it covers the Central Subregion (as an addendum?)

**Action 8.1 Priority for freight movement**

Questions/Comments

- Need to differentiate types of freight traffic – "white van" data, and "last mile" freight.
- Add all commercial traffic to the data set already modelled
- Claire Ferres-Miles encouraged a similar breakdown in the modelling as the Through Traffic report and noted that the Freight Logistic Plan has a dataset underlying it that may be able to help. Not necessary to reinvent the data.
- Set up the methodology platform for the future
- Rewrite the freight brief so it takes a similar approach.

4

**Metropolitan Planning Strategy and the IMAP Review process**

There was general discussion on the review of the Inner Melbourne Action Plan and its relationship with Plan Melbourne.

**OTHER BUSINESS**

5

**Close** The meeting closed at 2.55pm  
**Next Meeting** – As required