



Inner Melbourne Action Plan
'Making Melbourne More Liveable'



Minutes

Inner Melbourne Action Plan Implementation Committee

Meeting No 22

8.00 am – 10.00 am Friday 27 May 2011

City of Yarra

Richmond Town Hall – Meeting Room 1

Attendees	<p>Cr Alison Clarke – Mayor, City of Yarra (Chair)</p> <p>Cr Rachel Powning – Mayor, City of Port Phillip</p> <p>Cr Peter Clarke – Chair Future Melbourne (Planning) Committee, City of Melbourne</p> <p>Dr Andi Diamond – Chief Executive Officer, City of Yarra</p> <p>Ms Kay Rundle – Chief Executive Officer, City of Port Phillip</p> <p>Mr Geoff Lawler – Director City Planning & Infrastructure, City of Melbourne</p>
Associate Partner Representatives	<p>Mr Adrian Salmon - Assistant Director Statutory Approvals State Planning Services DPCD</p> <p>Mr Dean Purkis – Director Central City, Department of Transport</p> <p>Mr Rod Anderson – Manager Adaptable Communities, Statewide Services, DSE</p> <p>Mr Nicholas Fisher - Manager Program Development, VicRoads <i>for Nial Finegan</i></p>
IMAP	<p>Elissa McElroy – IMAP Executive Officer</p>
Guests	<p>Michel Masson, Chief Executive Officer, KDR /Yarra Trams</p> <p>Florence Forzy-Raffard, Director Corporate Affairs, Yarra Trams</p> <p>Agnelo Duarte, Project Director - Hoddle Street Study, VicRoads</p> <p>Nikit Nain, Program Officer, Sustainable Transport Programs Branch, Department of Transport</p> <p>Neil Hutchinson, Program Manager, Sustainable Transport Program, Department of Transport</p> <p>David Mayes, Manager Strategic Planning, City of Melbourne</p> <p>Steve Scott, Place Manager Port Melbourne, City of Port Phillip</p> <p>Stuart Draffin, General Mgr Planning & Development, City of Stonnington (<i>for Warren Roberts</i>)</p> <p>Cr Claude Ullin, City of Stonnington (<i>for Cr Melina Sehr</i>)</p> <p>Vince Haining, CEO, City of Maribyrnong</p> <p>Vivien Williamson, Acting Director City Development, City of Yarra</p> <p>John Bartels, Sustainable Transport Coordinator, City of Port Phillip</p> <p>Alexandra Moloney, Student Placement Officer, IMAP</p>

PRELIMINARIES

1.	<p>Appointment of Chair – Cr Alison Clarke</p> <p>1.1 That the IMAP Implementation Committee resolves to appoint Cr A Clarke as the Chair of the meeting.</p> <p>MOVED Cr P CLARKE/ Cr Powning</p> <p>A vote was taken and the MOTION was CARRIED</p>
2	<p>Apologies</p> <p>2.1 That the IMAP Implementation Committee resolve to note the following apologies:</p>

	<p>Mr Warren Roberts – Chief Executive Officer, City of Stonnington Cr Melina Sehr - Mayor, City of Stonnington Nial Finegan - Director NW Region, VicRoads Tony Pensabene, DBI</p> <p>MOVED Cr P CLARKE/ Cr A Clarke A vote was taken and the MOTION was CARRIED</p>
3.	<p>Suspension of City of Melbourne's Local Law No. 1 Conduct of Meetings (No 1 of 2001)</p> <p>3.1 That pursuant to Division 6, clause 14 of the Melbourne City Council's Conduct of Meetings Local Law 2001, the provisions of the Local Law be suspended for the duration of the meeting of the Inner Melbourne Action Plan Implementation Committee.</p> <p>MOVED Cr P CLARKE/ Cr Powning A vote was taken and the MOTION was CARRIED</p>
4.	<p>Members Interest</p> <p>Disclosure by members of any conflict of interest in accordance with s.79 of the Act. - None</p>

ITEMS

5.	<p>Introductions</p> <p>The Chair welcomed everyone to the meeting. Introductions were made around the table. The Chair welcomed Adrian Salmon as the new associate member from DPCD replacing Clare McArdle. The Committee noted their thanks to Clare McArdle for her attendance at the Committee from February 2009.</p> <p><i>Action: Executive Officer to convey the Committee's thanks to Clare McArdle</i></p>
6.	<p>Confirmation of Minutes</p> <p>6.1 That the IMAP Implementation Committee resolves to confirm the minutes of the IMAP Executive Forum No. 10 held on 7 March 2011.</p> <p>6.2 That the IMAP Implementation Committee resolves to confirm the minutes of the IMAP Implementation Committee No. 21 held on 11 March 2011.</p> <p>MOVED Cr P CLARKE/ Cr Powning A vote was taken and the MOTION was CARRIED</p> <p><u>Matters Arising from the Minutes:</u> The Chair noted that, in response to IMAP's request at the last meeting (item 13 of the Minutes), the City of Port Phillip had written to all Councils regarding the Affordable Housing development models. She noted that a financial contribution had been requested towards the cost of additional research into Community Land Trusts. Ms Rundle advised what funds had already been received towards this project. Mr Lawler suggested that a contribution from the IMAP Councils may be appropriate since IMAP's affordable housing strategy related to this request, and suggested a sum of \$10,000. This received general approval.</p> <p>6.3 That the IMAP Implementation Committee resolved to pledge the sum of \$10,000 (excl GST) towards the development of a manual for Community Land Trusts as outlined in the report presented at the meeting of 11 March 2011.</p> <p>MOVED Cr P CLARKE/ Mr Lawler A vote was taken and the MOTION was CARRIED</p> <p><i>Action: Executive Officer to advise CoPP of funding pledge for CLT research</i></p>

7.	<p>Business Arising</p> <p><u>Discussion</u> The Executive Officer noted that the list of IMAP items for discussion with ministers had not been progressed while individual Councils were meeting with Ministers. Ms Rundle asked that the Executive Officer schedule meetings with the Ministers sooner rather than later in the year. Cr P Clarke felt the key issues were, in order of importance:</p> <ol style="list-style-type: none"> 1. Capacity to deal with <u>transport</u> issues 2. The IMAP councils collective view/priority on <u>housing</u> issues 3. <u>Planning</u> – and its associated issues <p>The Executive Officer advised she would progress this with the Executive Forum in the next month.</p> <p>Cr P Clarke noted the attendance of the CEO from Maribyrnong and welcomed Vince Haining to the meeting. He advised that the CoM in particular were keen to see Maribyrnong join with IMAP informally and, where there were joint issues, welcomed that these could be picked up now by the wider group. Mr Haining voiced his thanks, noting his council's traditional view was to the west but that they were now faced with having to address the urban growth issues being dealt with by the inner Melbourne councils.</p> <p>7.1 That the IMAP Implementation Committee resolves to note the actions undertaken in response to business arising from previous minutes.</p> <p><u>Correspondence:</u> Inwards 2a Letter from M Masson Yarra Trams - accepting invitation to IMAP 2b Email from V Haining CEO City of Maribyrnong - update on membership Outwards 2c Letter to Cr Carter, Mayor, City of Maribyrnong - Associate members invite 2d Letter to S Semmens – Thanks for Associate membership input</p> <p>MOVED Cr A CLARKE/ Mr Lawler A vote was taken and the MOTION was CARRIED</p> <p><i>Action : Executive Officer to determine agenda for Ministers with Executive Forum and progress Ministerial meetings</i></p>
8.	<p>Financial Report</p> <p>8.1 That the IMAP Implementation Committee resolves to receive the IMAP Financial Report for the 9 months to 31 March 2011.</p> <p>MOVED Cr P CLARKE/ Dr Diamond A vote was taken and the MOTION was CARRIED</p>
9.	<p>Progress Report</p> <p>9.1 That the IMAP Implementation Committee resolves to note the IMAP Progress Report for May 2010.</p> <p>MOVED Cr P CLARKE/ Cr Powning A vote was taken and the MOTION was CARRIED</p>
10.	<p>IMAP Communication and Governance</p> <p><u>Discussion:</u> The Executive Officer drew attention to the proposed changes to the Terms of Reference, to provide more certainty for quorums and votes, advising that members often did not have a person Acting in their position unless they were on leave, and most Councils did not appoint deputies to these positions. She proposed that a nominated delegate with voting rights be appointed to stand in if the member was absent and suggested that the former Mayor may be the appropriate person. Ms Rundle felt it was important that the Committee not be watered down as its strength was the senior representatives of the Councils that were present. The Executive Officer suggested the number of nominated delegates at one meeting could be limited. Cr Ullin advised that Stonnington's protocol was that the former Mayor stands in for the Mayor – noting also</p>

that he and Stuart Draffin were representing CoS at this meeting as observers but that neither could vote as they were not appointed to act.
Cr P Clarke felt it was appropriate to proffer the idea to Councils that the previous Mayor be appointed and that the matter should be advanced without waiting for the next meeting.

10.1 That the IMAP Implementation Committee resolves to:

- a. **note** this Communications and Governance Briefing Paper.
- b. write to the IMAP Councils seeking the appointment of a nominated delegate to the IMAP Committee to stand in for the elected representative on the IMAP Committee, with the suggestion that the previous Mayor take up this role.

MOVED Cr P CLARKE/ Cr Powning

A vote was taken and the MOTION was CARRIED

Action: Executive Officer to write to the IMAP Councils to request a nominated delegate to the Committee.

11.

Regional Transport: Presentation by Yarra Trams [YT] Chief Executive Officer, Michel Masson. The Chair welcomed Michel Masson and Florence Forzy to the meeting.

Some key points:

- YT carry 35% of all public transport passengers
- YT represent 1.5% of vehicles in moving peak traffic & carry 50% of people
- Trains only carry 20% more
- YT has an important role to play, a 15 year franchise linked to key performance indicators
- Priorities:
 - back to basics – future planning;
 - safety – zero harm [Rhino advertising campaign]
 - continuous improvement - think like a passenger.
- Exceeded service delivery targets
- Good feedback received on Route maps inside trams
- 27 lines/89 displays – clarity and intuitiveness required
- Will take 50 years to renew the network at the current rate
- YT increasing the current rate of fixing trams by 44%
- System not designed for low flow trams – rigid track is not designed for current trams – need to identify what needs to be done to keep the system moving.
- Biggest tram network in the world – and the slowest
- 70% of time is spent stopped at signals.
- For every 1% improvement in speed at a traffic light, 7 more tram trips can be added to the network.
- Segregation of tracks – issues with traffic doing U turns in front of trams.
- 20% of collisions between cars and trams is with taxis.
- With a 4% increase in patronage, number of trams is not enough
- Optimisation of Stops: Route 96 targeted, has the largest patronage
- New rolling stock
- High traffic priority – look at the best that can be done with existing assets, concentrate on St Kilda route.
- Trains and Trams combined are the 2nd biggest electricity users in Victoria – looking for new capacity for renewable energy.
- A 5c increase in fares would enable YT to be fully carbon neutral.

Discussion

Re strategic planning in Southbank: Mr Masson advised the data would be of use to enable YT to undertake better planning, CEO happy to put the best heads of network development together and make them available to the CoM to help refine their approach. Each line may require a different approach. First will find out what the Council wants to achieve.

Ms Forzy noted that the Melbourne Transport Strategy has incorporated YTs input already.

Is it possible to have energy fed back into the grid? Advised strategy to recycle energy is already in place.

Track replacement and renewal – is there an accelerated Program where IMAP can integrate with YT? Mr Masson advised YT has a strategy of deployment and a cascading plan to introduce new trams. Noted tram types 21 and 22 are no longer fit for the future operations. Happy to engage with Council's planning with urbanisation developments. Can maximise projects together so disruption is minimised.

Are there areas where trams could be removed & replaced? E.g. Chapel Street. Mr Masson advised that before trams were removed, YT would try to optimise the equipment and work with Councils to see what they can achieve, & determine the best mode of transport. He noted that some streets in Paris have no cars, just "beautiful trams", which is very successful. He advised that his company is used to multi transport modes, has always looked at integrated transport networks. Now with one Minister holding 2 responsibilities [transport and public transport] in addition to the Integrated Transport Act, the modes are not versus each other – the challenge is to look at how to make the most of the modes to service the community – Melbourne has trams and buses and both are full; both service the needs of the customer.

Mid block trams stops - is this a new model? Mr Masson noted VicRoads has gone some way towards optimising flows but is not there yet with tram stops in terms of suitability to passengers. He welcomes the opportunity to work with CoM and DoT to determine the best solution. If the tram can trigger the green light only when it is there – that is the best solution. The rest of the time, other modes can trigger the light. Ms Forzy noted research tells them the location of the stop mid block makes no difference to route timing. Mr Masson advised trams need dynamic traffic priority – not necessarily green lights. The tram only needs the priority during the 10 seconds that it is there.

The Chair thanked Mr Masson and Ms Forzy for the presentation to the Committee. They left the meeting.

12.

Action 1.4 Boulevards and Major Roads – Hoddle Street Study

Vic Roads Project Director, Mr Agnelo Duarte reviewed some of the issues that had been raised through the consultation on the Hoddle Street Study and research on traffic flows/movements through a PowerPoint presentation.

Key Points

- 246 bus service runs every 10 mins
- Connectivity at Richmond station for tram, rail, bus and Johnson street
- Very poor pedestrian environment – narrow, constricted
- Challenge to make bike operation better
- Bottlenecks at Swan/Brunton and Easter-Victoria.
- 90,000 vehicles per day
- 8 peak hours
- Half the average network speed – 12-17km/h (cf.30-40km/h in rest of network)
- *Collected data to understand movements/patronage. Little information on private transport, undertook origin/destination survey*
- 20% vehicle traffic is local – starts or ends within 400m of H Street. A lot travel in E to W direction with H Street serving a temporary access function.
- N-S bypass movement – many wanting to be in the City, 16% go into the Southbank area.
- Is this a CBD problem or some other problem? –there is no other way of accessing areas to the S or N of the CBD
- Bridge Road - carries more people by tram than all other vehicles [2200p/day c.f. 1600]
- Victoria Pde – has equal numbers on public transport c.f. vehicles
- Significant movement of people in DART buses
- Land use diverse, heritage precincts – a barrier to connecting communities.
- Crashes data reflect congestion issues – rear end crashes make up 41%

Kay Rundle left the meeting at 9.25am.

- Study held 90 meetings with important stakeholders, and engaged social media.
- 36% of responses raised social issues relating to sense of place. Study would ignore this at its peril, needs to be part of the solution.
- Came up with 9 concepts: [A,B and C are on the table]

	<ul style="list-style-type: none"> • A 24/7 Bus lanes from E Freeway to Victoria • B and C Better priority for DART buses/rapid bus transit – considered elevated bus lane/tunnel • D Grade separations – found they don't work, limited benefit, less feasible • E, F and G Joined up separation – putting through traffic movements down under H Street would rip heart out of H Street. Very complex. Some solutions had benefits – if lower Hoddle Street could reclaim the space above. Solutions not recommended. Too hard on the community. No help for E – W movement. • H Takes out 25% bypass traffic with a tunnel. By reclaiming the space, could put bike lanes, dedicated bus lanes and space in for local car traffic. • I Tidal flow – shift traffic around on current asset – couldn't find any advantages. <ul style="list-style-type: none"> • Doncaster Rail Study - announced changes to the study. If mass transit exists at the top end, it changes the nature of the problem and can't make decisions. • 3 bus options considered. Boulevard Bypass and Bus Way option – latter gave the best ability to deal with the social, transport and land use options. <p>Mr Duarte noted the findings would be going into a public report.</p> <p>As the Committee was out of time for questions, they extended their thanks and asked that the Executive Officer circulate the Power point presentation to Committee members. Mr Duarte left the meeting</p> <p><i>Action: Executive Officer to circulate Hoddle Street Study PowerPoint presentation to Committee members for information and questions</i></p>
13.	<p>Action 2.4 Greenlight Project – Final Report</p> <p>The Chair introduced Mr Nikit Nain, DoT Program Officer and Mr Hutchinson from DoT. Mr Nain provided a short PowerPoint presentation, noting that the study comprised state of the art research so there has been little to benchmark against.</p> <p><u>Key Points</u></p> <ul style="list-style-type: none"> • Where there is substantial activity abutting the road, we need more of these treatments • VicRoads has assigned priority to routes – the study shows we need introduction of green man treatment in areas of pedestrian priority • Should try to make this type of work standard to VicRoads at new sites and try to retrofit more sites • Need to share findings to promote this application more widely. <p><u>Discussion</u></p> <p>Why wouldn't you have greenman light priority at most intersections? Nicholas Fisher advised that at some intersections all modes want priority, and operating plans need to assign priority where it becomes complex. G Lawler noted that not all intersections are complex.</p> <p>Andi Diamond left the meeting at 9.55am [Quorum lost]</p> <p>The remaining Committee members supported the recommendations on the PowerPoint slide, suggesting some changes to the first recommendation as follows: "Approach VicRoads to make the Late Introduction treatment type standard, for existing and proposed sites, in all areas of pedestrian priority."</p> <p>13.1 That the IMAP Implementation Committee resolves to:</p> <ul style="list-style-type: none"> • Approach VicRoads to make the Late Introduction treatment type standard • Consider Auto Introduction in the international context including expected benefits and revisit analysis • Approach Vic Roads to make the Increased Clearance Time standard • Request VicRoads to balance pedestrian wait times and provide regular crossing opportunities [PUFFINs]. • Note the final report on Action 2.4 and extend the Committee's thanks to the project team. <p>Moved Cr P CLARKE / G Lawler Resolution to be held over for majority approval.</p> <p><i>Action: Executive Officer to refer recommendation to the IMAP Implementation Committee for resolution. Evaluation Report by Booz & Associates to be followed up.</i></p>

	<p>Cr Peter Clarke left the meeting at 9.58am, advising he was familiar with the next presentation.</p> <p>The Executive Officer advised that the remaining items could be heard and any questions taken. Any approvals required could be obtained electronically. The Confidential Items on the Agenda were for ratification only and could be deferred to the next meeting.</p>
14.	<p>Action 4.7 Improvements to Public Transport services</p> <p>Presentation by David Mayes, Manager Strategic Planning CoM on the Transport Strategy Update 2011 Refer: http://www.melbourne.vic.gov.au/AboutCouncil/PlansandPublications/strategies/Pages/transportstrategy.aspx</p> <p>Mr Mayes provided a PowerPoint presentation. He identified expected growth projections through central city jobs and residential growth and noted those areas which had been identified to accommodate growth (having quarantined heritage and established residential areas). He noted site by site redevelopments will change density levels. The Strategy had identified the wholesale changes expected over various precincts, noting the importance of jobs associated with urban renewal.</p> <p>Dean Purkis left the meeting at 10.00am.</p> <p>The Key Directions were summarised as follows:</p> <ul style="list-style-type: none"> Improving the service provided by public transport [PT] to support expansion, growth and intensification and preference trends for PT over driving Links into VicRoads Network Operating Plan. High priority for pedestrians and PT. Important focus. Pedestrian friendly and Public Transport friendly street – strategy is twining the two together. Optimise speed and frequency of PT. Look at good examples of design e.g CoPP has developed some good interchange examples between tram stops and walking areas. The Walking City is to be optimised. Strategy recognises a high pedestrian priority. Cycling City – IMAP has a strong focus to get cyclists to the City – but it is important to be <i>safe</i> within the CBD. <p>It was noted that the Strategy is currently released for public consultation. The Chair thanked Mr Mayes for attending to provide this update.</p>
15.	<p>Action 8.1 Priority for Freight Movement</p> <p>Steve Scott, Place Manager Port Melbourne, CoPP attended for this item. He briefly summarised the report. He noted the budgeted amount for 2011/12 would go towards compiling this report as the first phase of this project.</p> <p>The Executive Officer noted that the recommendation would be referred to the Committee electronically for approval so this project could proceed in the new financial year.</p> <p><u>Recommendation</u></p> <p>15.1 That the IMAP Implementation Committee resolves to approve the Consultant Brief for Action 8.1 and confirm the budget of \$20K for this work to be undertaken in the 2011/12 financial year.</p> <p><i>Action: Executive Officer to refer recommendation to the IMAP Implementation Committee for resolution.</i></p>
16.	<p>Confidential items – referred to the next IMAP Implementation Committee meeting</p>

OTHER BUSINESS

17.	<p>Other Business</p> <p>Cr Ullin advised that the City of Stonnington was having issues over drainage water as a result of the recent flooding and were currently in discussions with Melbourne Water. He asked whether these concerns were widespread across the IMAP Councils and whether it would be of value to invite Mr Chesterfield from Melbourne Water to the next meeting to discuss the regional perspective. Cr Powning supported the proposal.</p> <p><i>Action: Executive Officer to follow up invite to Mr Chesterfield, Melbourne Water to the August IMAP Committee meeting.</i></p>
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| 18. | <p>Close Meeting closed at 10.15am</p> <p>Next Meeting Friday 26th August 2011 (8.00am)
City of Melbourne</p> |
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IMAP Implementation Committee Meeting - 27 May 2011 Endorsement of Minutes

Chairperson: Cr Alison Clarke



Date:

26/8/11

RESOLUTIONS

- 1.1 That the IMAP Implementation Committee resolves to **appoint** Cr A Clarke as the Chair of the meeting.
- 2.1 That the IMAP Implementation Committee resolve to **note** the following apologies:
 Mr Warren Roberts – Chief Executive Officer, City of Stonnington
 Cr Melina Sehr - Mayor, City of Stonnington
 Nial Finegan - Director NW Region, VicRoads
 Tony Pensabene, DBI
- 3.1 That pursuant to Division 6, clause 14 of the Melbourne City Council's Conduct of Meetings Local Law 2001, the provisions of the Local Law be **suspended** for the duration of the meeting of the Inner Melbourne Action Plan Implementation Committee.
- 6.1 That the IMAP Implementation Committee resolves to **confirm** the minutes of the IMAP Executive Forum No. 10 held on 7 March 2011.
- 6.2 That the IMAP Implementation Committee resolves to **confirm** the minutes of the IMAP Implementation Committee No. 21 held on 11 March 2011
- 6.3 That the IMAP Implementation Committee resolved to pledge the sum of \$10,000 (excl GST) towards the development of a manual for Community Land Trusts as outlined in the report presented at the meeting of 11 March 2011.
- 7.1 That the IMAP Implementation Committee resolves to **note** the actions undertaken in response to business arising from previous minutes.
- 8.1 That the IMAP Implementation Committee resolves to **receive** the IMAP Financial Report for the 9 months to 31 March 2011.
- 9.1 That the IMAP Implementation Committee resolves to **note** the IMAP Progress Report for May 2010.
- 10.1 That the IMAP Implementation Committee resolves to:
 a. **note** this Communications and Governance Briefing Paper
 b. write to the IMAP Councils seeking the appointment of a nominated delegate to the IMAP Committee to stand in for the elected representative on the IMAP Committee, with the suggestion that the previous Mayor take up this role.

ACTIONS PUBLIC RECORD

	Responsibility	Action	Due
5	IMAP Executive Officer	<i>Executive Officer to convey the Committee's thanks to Clare McArdle</i>	June 2011
6	IMAP Executive Officer	<i>Executive Officer to advise CoPP of funding pledge for CLT research</i>	June 2011
7	IMAP Executive Officer	<i>Executive Officer to determine agenda for Ministers with Executive Forum and progress Ministerial meetings</i>	June/July 2011
10	IMAP Executive Officer	<i>Executive Officer to write to the IMAP Councils to request a nominated delegate to the Committee</i>	June 2011
12	IMAP Executive Officer	<i>Executive Officer to circulate Hoddle Street Study PowerPoint presentation to Committee members for information and questions</i>	June 2011
13	IMAP Executive Officer	<i>Executive Officer to refer recommendation to the IMAP Implementation Committee for resolution. Evaluation Report by Booz & Associates to be followed up.</i>	June/July 2011
15	IMAP Executive Officer	<i>Executive Officer to refer recommendation to the IMAP Implementation Committee for resolution.</i>	June/Aug 2011
17	IMAP Executive Officer	<i>Executive Officer to follow up invite to Mr Chesterfield, Melbourne Water to the August IMAP Committee meeting.</i>	June/July 2011

