

## Draft IMAP Sustainable Transport Framework

The transport system promotes sustainable solutions to support safe and accessible transport options for residents, businesses, visitors and community facilities in a fair and equitable manner.

A transport system that is sustainable for present and future generations has the following objectives:

### Economic:

Higher use of walking, cycling and public transport to increase the effectiveness and cost efficiency of the overall transport system, whilst increasing urban amenity and the potential for greater use of local facilities. Greater business efficiency is achieved through smart and sustainable freight management systems.

### Environment:

More people walking, cycling and using public transport to have environmental benefits in terms of cleaner air, cleaner waterways, less noise and the reduction of greenhouse gas emissions. Efficient movement of goods and services also helps the environment.

### Social:

Walking, cycling and public transport to encourage more people to be active, interactive and safe on the street by reducing the barriers created by higher vehicle volumes and speeds. It also enables easier movement for people with disabilities. Active streets build on the culture of different urban precincts.

### Mission Statement

We will encourage residents, business people, organisational staff and visitors to increasingly exchange their vehicle trips for walking, cycling and public transport trips. We encourage businesses to increasingly be more sustainable in movement of goods and services.

### Five Principles of Sustainable Transport

#### 1. Improve Safety

Council to provide conditions which encourage greater activity and increase actual and perceived road and personal safety.

#### 2. Deliver Sustainable Transport

For passenger transport, Council will give preference to, and right of way to sustainable transport modes in terms of allocating time, space and facilities. Freight will also be managed to deliver efficient and sustainable outcomes. This approach will moderate the impact of cars in the local environment to help increase urban amenity, safety, health, and environmental benefits.

#### 3. Access for All

Council will strive to provide equal access to transport for people of all abilities. Land use is determined based on access to a range of transport services. Emergency access is paramount.

#### 4. Increase Connections and Efficiency

Council will strive towards a more compact city where walking, cycling and public transport are interlinked, efficient, direct, attractive and competitive. Freight is also managed to connect efficiently with business needs.

#### 5. Community Involvement

Council will strive to raise the profile and promote the benefits of walking, cycling and public transport through community engagement and consultation, information-sharing, facilities and infrastructure, and active promotion and advocacy to help change travel behaviour. Sustainable transport progress will be monitored and shared with the community.

### Road User Framework

In managing and developing a safe and well connected sustainable transport system according to the above five principles, Council will give consideration to transport modes in the following order:

- walking
- cycling
- public transport
- freight
- motorbikes
- car-share
- taxi
- multiple-occupancy cars, and then
- single-occupancy cars.

#### How does this framework and hierarchy work?

This broad framework is a hierarchy for considering the transport options that can be provided on any given site. It does not mean that all sites must be used for all modes.

For example, it may be that a Site A is not at all suitable for walking and cycling and the nearby Site B has much better urban amenity. Site A may best be used as a road for cars - following the hierarchy will provide the right justification for this decision.

### Roadside Hierarchy

Roadsides are highly sought after public space in the inner city. It has traditionally been used for car parking, but competing demands increasingly mean that the use of this space is now shared.

The following roadside hierarchy requires such spaces to consider the full range of sustainable transport criteria when determining how it is to be used. The consideration is to be in the following order:

- emergency vehicles
- public transport
- disabled parking
- loading zones
- pedestrian areas
- bicycle services
- taxi rank
- visitor parking
- residential parking
- commercial uses
- commuter parking.

The roadside use hierarchy rationale is set out overleaf.

N o.	Roadside Use	Criteria	Delivery of Principles
1.	<b>Emergency Vehicles</b>	Provision of police, fire, and ambulance emergency requirements.	Emergency vehicle provisions helps deliver: <ul style="list-style-type: none"> <li>▪ <i>social objectives</i></li> <li>▪ improved safety</li> <li>▪ access for all.</li> </ul>
2.	<b>Public transport zones</b>	Provision of bus stops and bus lanes in convenient, safe and accessible locations. Provision of tram stops in convenient, safe and accessible locations. Provision of bike hire stations in convenient, safe and accessible locations. Provision of car share pods in convenient, safe and accessible locations.	Public transport zones located in accordance with the criteria helps deliver: <ul style="list-style-type: none"> <li>▪ <i>environment and social objectives</i></li> <li>▪ sustainable transport</li> <li>▪ increased connections</li> <li>▪ access for all</li> <li>▪ improved safety</li> <li>▪ community involvement</li> </ul>
3.	<b>Disabled parking</b>	Provision of disabled parking in convenient, safe and accessible locations.	Disabled parking located in accordance with the criteria helps deliver: <ul style="list-style-type: none"> <li>▪ <i>social objectives</i></li> <li>▪ access for all</li> <li>▪ increased connections</li> </ul>
4.	<b>Loading zones</b>	Provision of loading zones to enable delivery of goods and services, and waste collection from, local commercial premises. Loading zones to be sited where it can service the maximum number of premises and where off street loading is not provided. Loading in peak hour times is discouraged.	Loading zones located in accordance with the criteria helps deliver: <ul style="list-style-type: none"> <li>▪ <i>economic and environment objectives</i></li> <li>▪ sustainable transport</li> <li>▪ increased connections</li> <li>▪ community involvement</li> </ul>
5.	<b>Pedestrian Areas</b>	Appropriate conversion of some areas of road space to footpaths available for pedestrian trips or civic spaces. Preference is given to those areas with large or growing pedestrian activity.	Footpath widening provisions help deliver: <ul style="list-style-type: none"> <li>▪ <i>social and environmental objectives</i></li> <li>▪ deliver sustainable transport</li> <li>▪ access for all</li> </ul>
6.	<b>Bicycle services</b>	Provision of bicycle parking and cycle lanes in convenient, safe and accessible locations. Bicycle parking in busy pedestrian precincts to be considered equally for on-road or off-road siting with the decision more dependent on convenience, safety and accessibility for the bike rider. Bike paths on road space to be provided in strategic context of existing or future lanes. Modelling to demonstrate potential ability to accommodate peak hour bike commuters.	Bicycle parking located in accordance with the criteria helps deliver: <ul style="list-style-type: none"> <li>▪ <i>environment, social, economic objectives</i></li> <li>▪ sustainable transport</li> <li>▪ increased connections</li> <li>▪ community involvement</li> </ul>
7.	<b>Taxi rank</b>	Provision of taxi ranks in convenient, safe and accessible locations (eg: hospitals, events, railway stations, hotels). Shopping strips and offices in highly urbanised areas with variety of tram and bus services and other taxi ranks within 200 metres will have less priority.	Taxi ranks located in accordance with the criteria helps deliver: <ul style="list-style-type: none"> <li>▪ <i>social and environmental objectives</i></li> <li>▪ access for all</li> <li>▪ increased connections</li> <li>▪ improved safety</li> <li>▪ sustainable transport.</li> </ul>
8.	<b>Customer parking</b>	Short and medium term parking provided for visitors to access goods and services. The length of parking time is to take into account: <ul style="list-style-type: none"> <li>- time needs of nearby uses (eg: movie theatre, medical clinic, restaurant, retail);</li> <li>- availability of other alternative transport modes;</li> <li>- providing reliability of parking spaces to prevent driver 'churn'.</li> </ul> Provision of motorcycle parking that is safe, convenient and accessible. Motorcycle parking preferably located in car parking areas rather than pedestrian areas. Parking for large scale event venues is to be determined based on approved Integrated Travel Plans which will ensure access and convenience for public transport as the primary mode of travel for patrons.	Visitor parking located in accordance with the criteria helps deliver: <ul style="list-style-type: none"> <li>▪ <i>economic and environment objectives</i></li> <li>▪ sustainable transport</li> <li>▪ access for all</li> </ul>
9.	<b>Residential parking</b>	Residents are provided with limited parking permits for parking in their area. For residential areas next to retail strips, parking will be balanced between economic needs of the strip and surrounding residential amenity. This will be managed with community engagement, feedback and training. Residential parking is provided within the context of encouraging use of other sustainable transport modes if they are located within 400 metres.	Residential parking located in accordance with the criteria helps deliver: <ul style="list-style-type: none"> <li>▪ <i>social, economic, environment objectives</i></li> <li>▪ access for all</li> <li>▪ sustainable transport</li> <li>▪ community involvement</li> </ul>
10.	<b>Commuter parking</b>	Long stay parking for commuters is discouraged as much as possible. Traders and local employees are encouraged to seek sustainable transport options for the daily journey to work. This includes car pooling, cycling, and public transport. Local employees should not park in shopping strips where this undermines parking turnover that supports the businesses. Park and ride commuter parking is not considered appropriate in the inner area. Community engagement is required to limit commuter parking.	Commuter parking located in accordance with the criteria help deliver: <ul style="list-style-type: none"> <li>▪ <i>economic and environment objectives</i></li> <li>▪ sustainable transport</li> <li>▪ community involvement</li> </ul>