

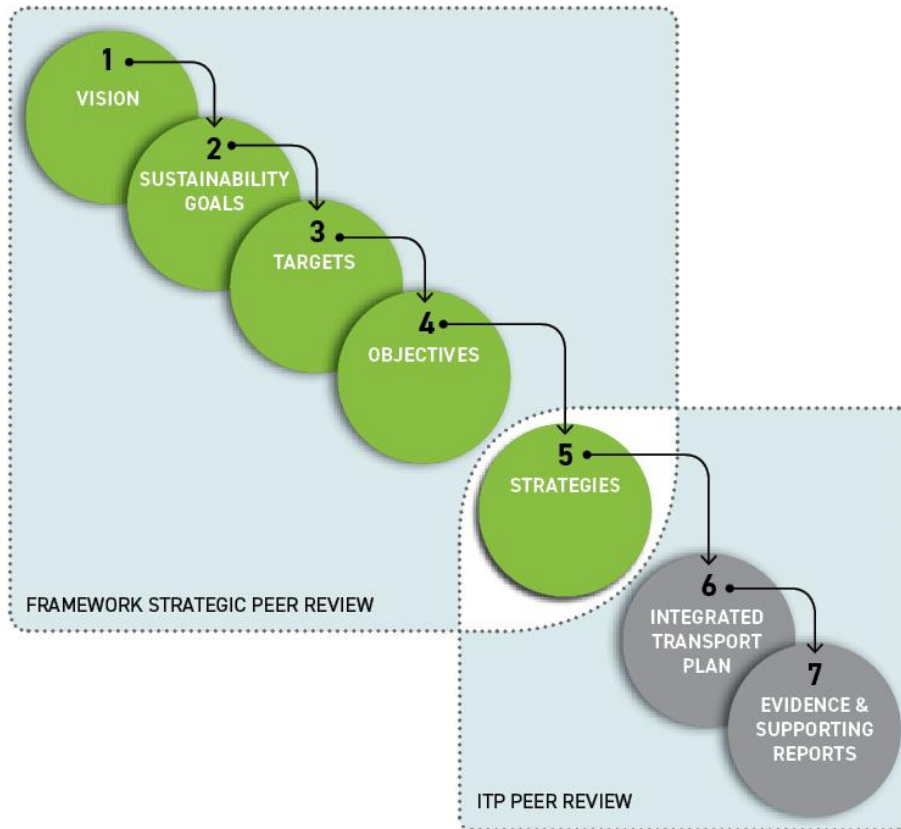


**Fishermans Bend**  
**Strategic Transport Framework Peer Review**  
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# Strategic Transport Planning Review



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



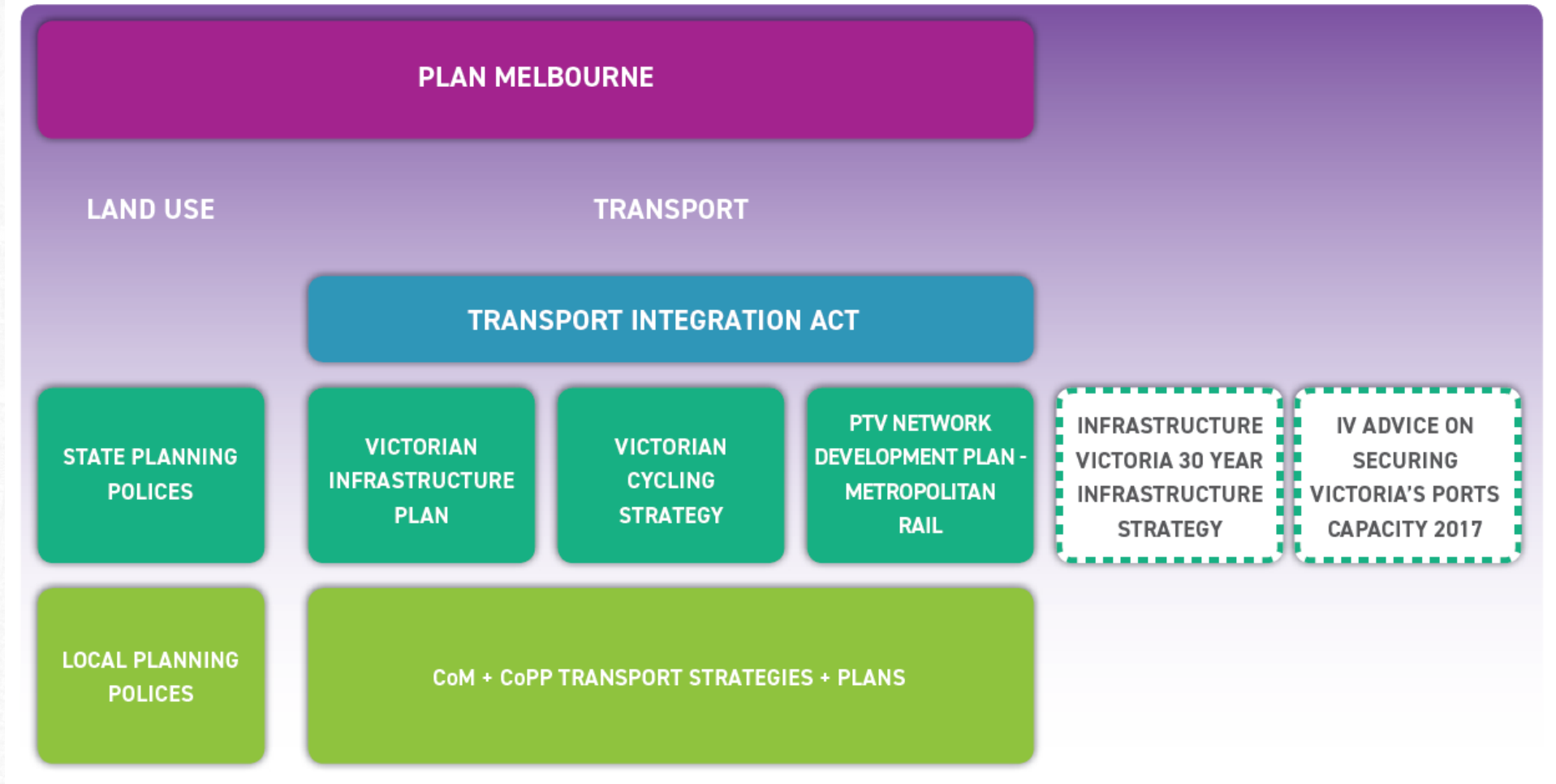
# Appreciation of Fishermans Bend

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- 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

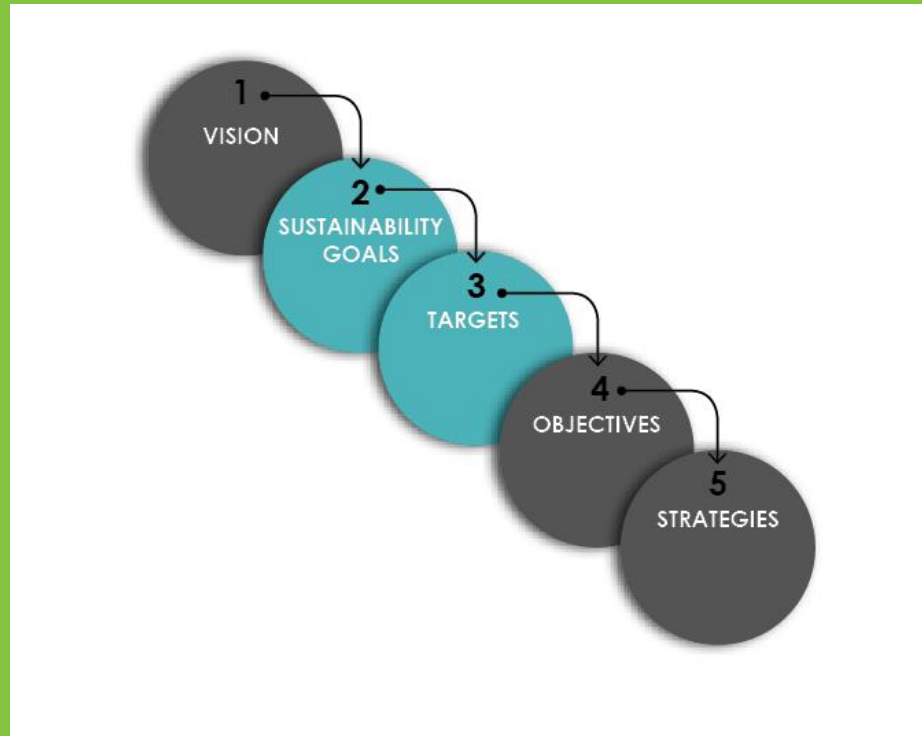
*“A thriving place that is a leading example for environmental sustainability, liveability, connectivity, diversity and innovation.”*

# Alignment with State & Local Planning Policy



# 02

## Sustainability Goals & Targets



# Connecting the layers: Sustainability Goals & their targets

No.	Goal	Transport Targets
1	A connected and liveable community	<ul style="list-style-type: none"> <li>80 per cent of trips are made via sustainable transport</li> <li>90 per cent of school related trips are made via sustainable transport</li> <li>A walkability score of 90 per cent is achieved from homes and workplaces</li> </ul>
2	A prosperous community	<ul style="list-style-type: none"> <li>Fishermans Bend is host to 80,000 jobs</li> <li>Port of Melbourne remains Australia's primary container port</li> <li>Several universities have established campuses in Fishermans Bend</li> </ul>
3	An inclusive and healthy community	<ul style="list-style-type: none"> <li>People can access public open space within 200 metres of their home</li> </ul>
7	A low-carbon community	<ul style="list-style-type: none"> <li>Fishermans Bend will achieve zero net greenhouse gas emissions by 2050</li> </ul>
8	A low waste community	<ul style="list-style-type: none"> <li>No transport related targets</li> </ul>

# EXAMPLE 1

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



# Key questions

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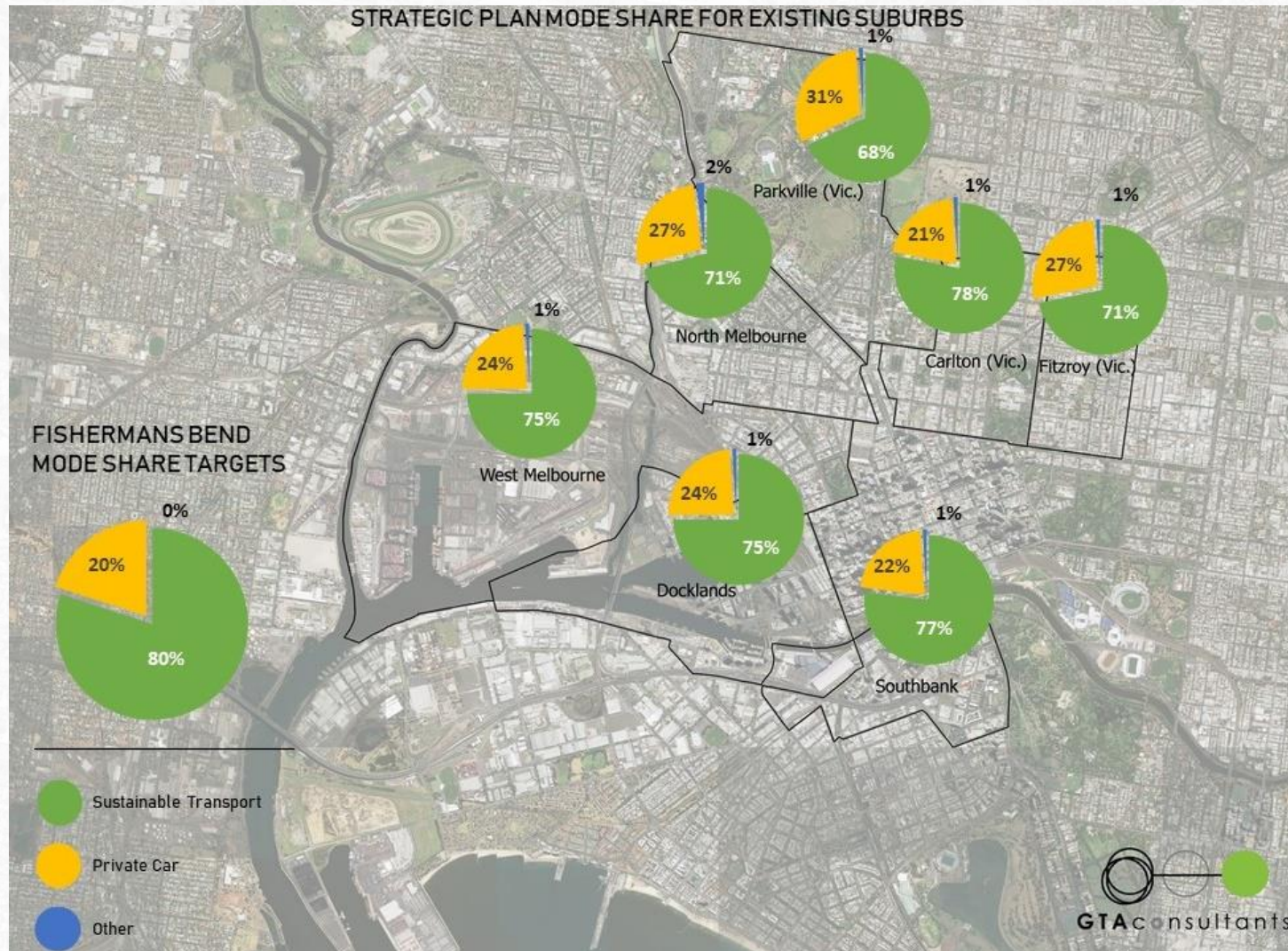
1. What does an 80% mode share look like?
2. In the context of Melbourne, is the target achievable?
3. What happens if the target is not achieved?

# 1. What does an 80% mode share look like?

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- 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?

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- 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

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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?

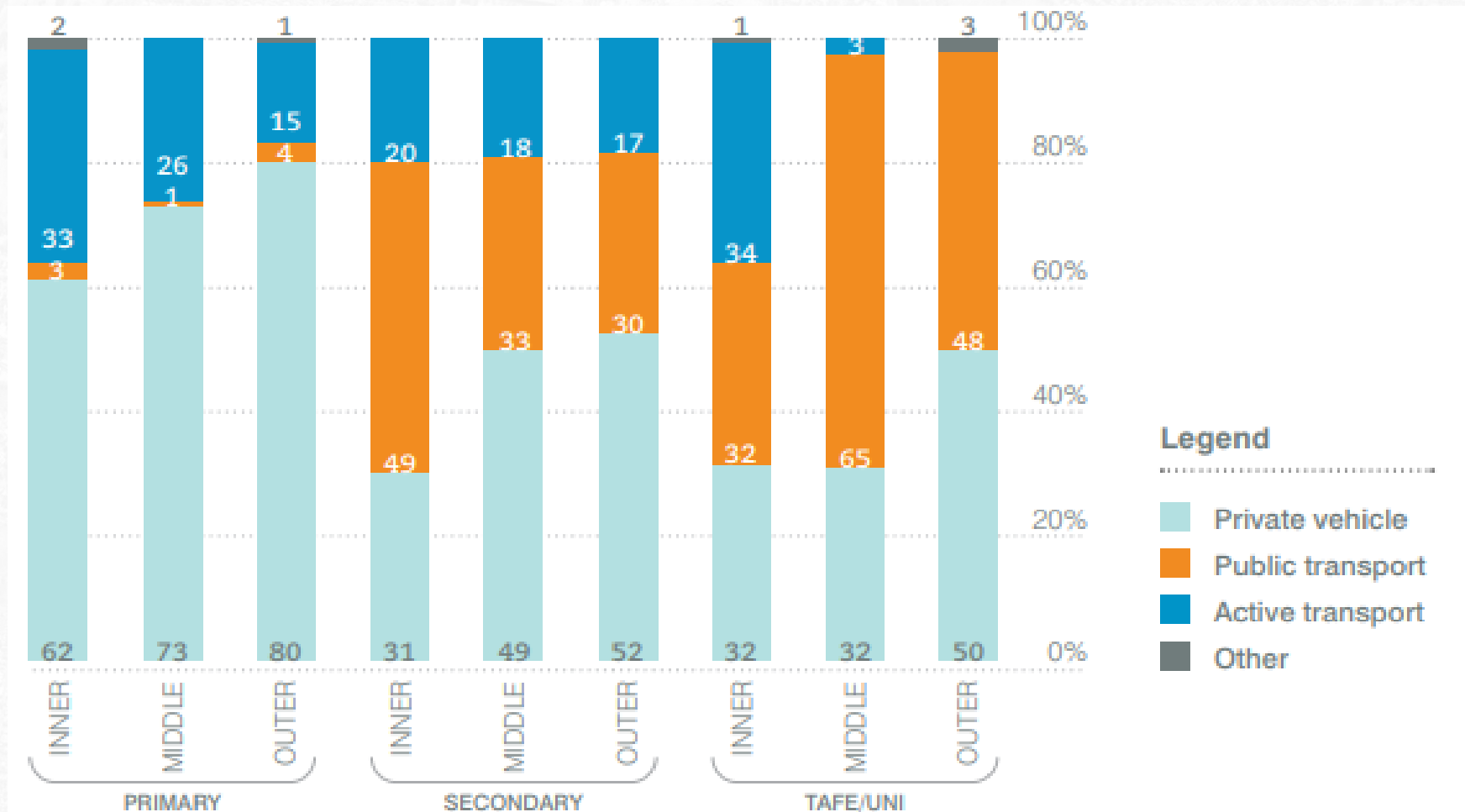
# 1. What is meant by a 'school-related trip'?

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- 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





### 3. What if the target is not achieved?

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- 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

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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?

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- 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?

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- 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.

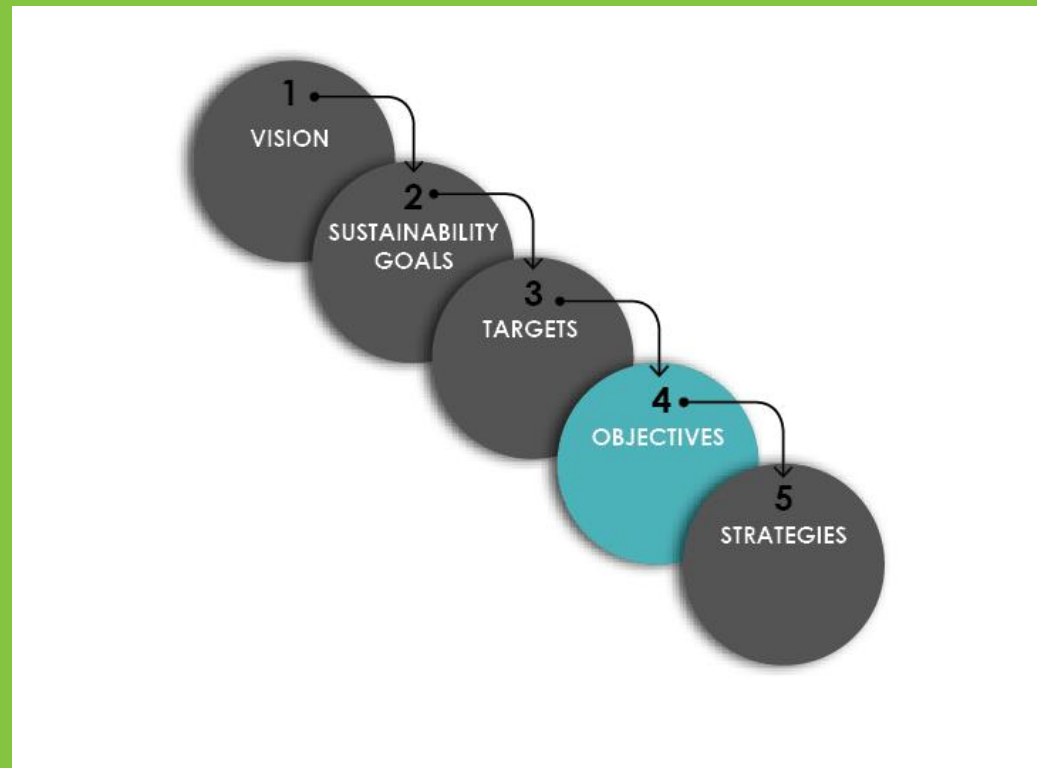
### 3. What if the target is not achieved?

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- 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

# 03

## Objectives



# Peer review of transport objectives

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# An example of the review of objectives

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## OBJECTIVE

**1**

### Objective 1.12

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

## LIKELY TRANSPORT OUTCOMES

**2**

Localisation of trips, reduced need to travel  
Range of people travelling in the area at different times of the day

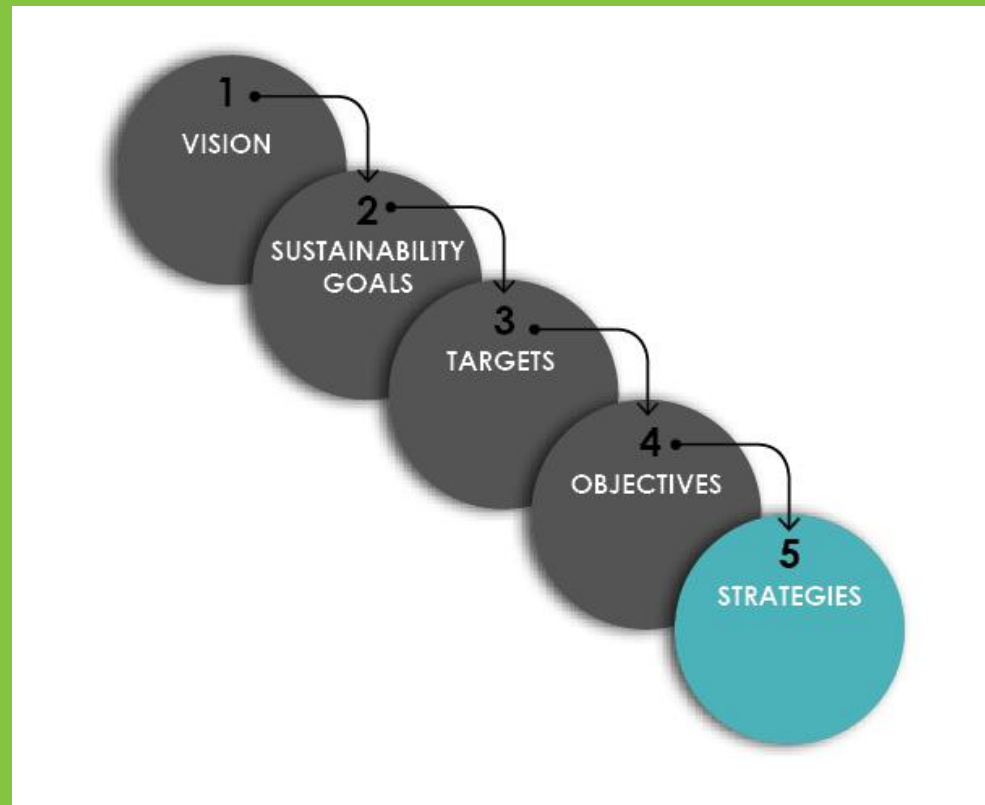
## FRAMEWORK TARGETS

**3**

90 per cent of school related trips are made by sustainable transport  
A walkability score of 90 per cent is achieved from homes and workplaces  
A focus for community interaction is provided within each precinct  
People can access public open space within 200m of their home

# 04

## Strategies



# Peer review of Transport Strategies

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*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

Objective	Framework Strategies	Aligns with Objective	Managing Demand	Changing Supply	Improving Productivity	Commentary
<b>Objective 1.2</b> Make Fishermans Bend a great place to walk for people with a wide range of abilities and needs	<b>1.2.1</b> Create new, direct pedestrian connections across the Yarra River to Docklands	✓		✓		The feasibility of a <b>new</b> direct pedestrian crossing was reviewed in the PTAT report <sup>77</sup> and is in the ITP as priority
	<b>1.2.2</b> 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)	✓		✓		A <b>proposed finer-grain</b> road network will provide new walk links
	<b>1.2.3</b> Reduce speed limits to create safe and enjoyable walking environments	✓			✓	Walking and cycling is <b>encouraged</b> via slower speed limits
	<b>1.2.4</b> Extend and enhance the existing network of fine grain laneways in Montague	✓		✓		A <b>new</b> fine-grain neighbourhood allows direct pedestrian connections to a range of places
	<b>1.2.5</b> Design streets to create safe, comfortable pedestrian-friendly environments that enable children, seniors and people with disabilities to get around independently and safely	✓			✓	Alongside DDA compliance, designing streets for people caters for a range of abilities and needs
	<b>1.2.6</b> Improve the pedestrian connection across major roads between Fishermans Bend and Port Melbourne, South Melbourne and Docklands including Williamstown Road and Lorimer Street	✓		✓		Reducing severance though <b>new</b> connections across major roads will improve walkability
	<b>1.2.7</b> Improve pedestrian connectivity across the West Gate Freeway	✓		✓		Three <b>new</b> connections across the Westgate are proposed in the ITP
	<b>1.2.8</b> Improve way-finding and signage to make it easier for people to get around	✓	✓			Walking and cycling is <b>encouraged</b> through the use of on street markings and signage

# 05

## Summary

# Summary

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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