

STRATEGY AND POLICY REVIEW COMMITTEE
2 MARCH 2009

POLICY AND PLANNING

A1	CITY OF PORT PHILLIP NETWORK OPERATION PLAN
EXECUTIVE DIRECTOR:	GEOFF OULTON, EXECUTIVE DIRECTOR COMMUNITY DEVELOPMENT AND PLANNING
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FILE NO.:	78/23/12
ATTACHMENTS:	1. COPP DECLARED ROAD NETWORK 2. NETWORK OPERATION PLANNING FRAMEWORK 3. PORT PHILLIP ROAD USER HIERARCHY COUNCIL OFFICER DISCUSSION 11/10/2007 4. SUSTAINABLE TRANSPORT FRAMEWORK 2002

1. PURPOSE

- 1.1 To update Council on the progress to date on the development of the City of Port Phillip Network Operating Plan.
- 1.2 To seek consideration of the draft City of Port Phillip Road Use Hierarchy Map.

2. RECOMMENDATION

That the Strategy and Policy Review Committee resolve to:

- 2.1 Endorse the Road Use Hierarchy Map for the City of Port Phillip shown as ATTACHMENT 3 in this report.
- 2.2 Note the development of the Network Operation Plan for the City of Port Phillip.

3. BACKGROUND AND CONTEXT

- 1.1. The Victorian Government's Metropolitan Transport Plan sets out 4 strategies for managing congestion:
 - Improving the reliability and flow of road-based public transport;
 - Making existing roads operate better;
 - Improving service coordination, integration and customer interface;

- Promoting sustainable travel through better demand management.
- 3.2 Network Operation Planning is a process that has been developed by the Victorian Government under the Metropolitan Transport Plan to guide work on making existing roads within Victoria operate better.
- 3.3 Network Operation Planning is being undertaken in all Victorian Councils.
- 3.4 VicRoads advises this process will:
- Apply to the Declared Road Network only (black and red coloured roads shown in ATTACHMENT 1), i.e. those roads under the control, care and maintenance of VicRoads;
 - Describe how the arterial road network is intended to operate for each transport mode for each part of the day, at both a regional and local level transport;
 - Identify where the road network does not operate as intended;
 - Define the changes in road operation required to develop the Network Operating Plan.

4. RECOMMENDED OPTION

- 4.1 ATTACHMENT 2 illustrates the Network Operation Planning framework. This report seeks Council endorsement of the 'Road Use Priority Map' element of the Network Operation Planning framework (top yellow-coloured box).
- 4.2 The 'Road Use Priority Map' essentially favours the allocation of road space and / or time to a particular road user/s (transport mode) on particular roads or sections of roads. In instances where there are competing needs of different road users (such as buses and cars), the Road Use Priority Map would assist, by providing another input, to progress to a better outcome.
- 4.3 The map is intended to be a strategic management tool to assist the decision-making processes of VicRoads (and Council) within agreed parameters. The map would also manage expectations of Council and its constituency.
- 4.4 In order to adequately consider local issues, VicRoads in consultation with Council's Traffic and Transport officers have developed road use priority maps for parts of the network, which were then used to provide a whole network map (ATTACHMENT 3). Council officer advice has been guided by Council policy. Local government areas (LGAs) have been adopted as the base for the localised development of maps.
- 4.5 The first stage of Network Operation Planning was to describe how the arterial road network is intended to operate for each transport mode for each part of the day. The modes considered included:
- Trams;
 - Buses;
 - Pedestrians;

- Bicycles;
 - General traffic including freight.
- 4.6 The priorities assigned to the road network were based on the principles set out in the Victorian Government's Metropolitan Transport Plan, which include:
- Public transport has first priority on designated routes on the Principle Public Transport Network (PPTN);
 - Freight (not the higher capacity vehicles currently being debated) has unrestricted access across the arterial network;
 - Preferred traffic routes will be developed to avoid significant conflicts with abutting land use;
 - Improving traffic flow in and around activity centres;
 - Promoting non-motorised forms of transport.
- 4.7 The application of the Metropolitan Transport Plan principles involves the consideration of a large array of data including travel demand, freight movement, activity centres, abutting land use and public transport service.
- 4.8 The next stage of this process will be to prepare the 'Time-of-day Priority Maps' (ATTACHMENT 2, second yellow-coloured box). Another key variable in the management of congestion is time of the day. While a base modal priority can be assigned to each road (the subject of this report), this can change for different periods of the day depending on travel demand and abutting land use. In addition, priority is often directional (particularly for morning and evening peak periods) and as such road use priority maps are developed separately for each AM (6:30 – 9:30am), PM (4 – 7pm) peak and High off-peak (10am – 3pm) and Off-peak (7pm – 6am) periods.

5. CONSULTATION AND STAKEHOLDERS

- 5.1 VicRoads are conducting Network Operation Planning for the whole of Victoria adhering to their standard consultation procedures that recognise that the development of these plans need to be done in consultation with major stakeholders.
- 5.2 In October 2007 VicRoads conducted a workshop to develop Local government areas map for the City of Port Phillip. The workshop was attended by VicRoads regional traffic and planning officers, Department of Infrastructure public transport officers and Council officers from the Environment and Renewal Department, namely Paul Smith, Manager of Environment and Renewal, Stefan Mitrik, Coordinator Traffic, Transport and Parking, Dave McCaffrey, former Transport Planner, Meg Selman, Sustainable Transport Officer and Tanja Heil, Place Manager Activity Centres.
- 5.3 Given the strong alignment of the draft Road Use Hierarchy for Port Phillip with Council's existing Sustainable Transport policy base (which included

significant community consultation), it is not proposed to conduct any additional community consultation for this topic specifically.

6. OPTIONS

- 6.1 Recommended option is for Council to adopt the Road Use Hierarchy for the City of Port Phillip as shown in ATTACHMENT 3. The Road Use Hierarchy is entirely consistent with Council's adopted Sustainable Transport Framework (ATTACHMENT 4)
- 6.2 Council could also suggest changes to the Road Use Hierarchy for the City of Port Phillip.
- 6.3 Seek community input on the Road Use Hierarchy for the City of Port Phillip. Considering the consistency of the proposal with current Council policy, further consultation is not considered appropriate nor necessary.

7. POLICY IMPLICATIONS

- 7.1 The Road Use Hierarchy was developed taking account of the following Council strategic documents/policies:
 - Parking Plan: Towards 2010
 - Sustainable Transport Framework 2002 (Attachment 4)
 - Public Transport Study 2002
 - Road User Safety Strategy 2002 – 2007
 - Cycle Plan 2005 – 2010
 - Walk Plan 2005 – 2010
 - Activity Centres Review: Future Directions Strategy Paper 2006

8. FINANCE / RESOURCE IMPLICATIONS

- 8.1 As the development of Network Operation Plans is conducted by VicRoads there are no financial implications for Council, other than officers' time to liaise with VicRoads.

9. LEGAL & RISK IMPLICATIONS

- 9.1 The development of the Network Operation Plan for the City of Port Phillip applies to the Declared Road Network only which is under the care, management and maintenance of VicRoads. There are thus no additional legal or risk implications for Council associated with this proposal.

10. SUSTAINABILITY ASSESSMENT

Social Pillar – The adoption and implementation of the Network Operation Plan for the City of Port Phillip will provide for safer road network and will also cater more equitably for road users other than private vehicles.

Economic Pillar – The Network Operation Plan for the City of Port Phillip is expected to increase economic activity by encouraging more people walking, cycling and using public transport (as a result of additional allocations of road space and time) while not impacting adversely on the freight.

Environmental Pillar – The Network Operation Plan for the City of Port Phillip recognises the importance of road-based public transport, promotes non-motorised forms of transport (walking and cycling) and is trying to deal with congestion. All these endeavors are seen to provide for a more liveable and attractive urban environment and are environmentally responsible.

Cultural Pillar – The Network Operation Plan for the City of Port Phillip can only assist diversity – in the form of greater diversity of transport mode use.

11. IMPLEMENTATION

- 11.1 An endorsed Road Use Priority Map will formalise current VicRoads and City of Port Phillip traffic and transport management decision-making
- 11.2 Upon endorsement, Council officers will continue to work with VicRoads on the other elements of the Network Operation Planning process