

Attachment 1 Key contextual changes and their implications to the Strategy		
Factor	Implication	Relevant action or target
COVID-19		
Increased working from home (especially on Mondays and Fridays)	Potential for fewer trips; however, roads are close to pre-COVID volumes. There may be some time-shifting away from peak am and pm and for additional mid-week travel in local areas	Implications are still be monitored and evaluated
Reluctance to use public transport	Patronage for the metropolitan network was estimated to be 74% of pre-COVID levels in February 2023 with trams at 78% and trains at 64%	Target to increase number of public transport trips by 35% by 2028 is unlikely to be met.
Population declined for a short time; however, population growth has resumed, and long-term growth will be significant	Strategy actions were predicated on population growth. In the short-term less congestion and parking pressures may induce higher use of private vehicles	There is less sense of urgency for implementing Strategy actions.
Transport Innovation		
Increased use of ebikes cargo bikes and scooters	Boost the use of cargo bikes through subsidised subscription trial. Aim for bike parking and width of bike lanes to cater for ebikes and cargo bikes and consider use of scooters	Action 22 Encourage and support the community to ride bikes. Action 18 Deliver a network of protected bike lanes
Parking bay sensors	Real time information on parking bay occupancy in locations where sensors have been installed.	Action may permit dynamic parking pricing (adjusted to customer demand) to be implemented. Related to Action 31 Develop new Parking Controls
Artificial Intelligence transport sensors	Better knowledge of number and trends in walking, bike riding and motor vehicle trips on local streets where sensors have been installed.	Targets for walking, bike riding and motor vehicle trips can be monitored. Implements Action 39 Invest in transport data capture to monitor mode shift Supports Action 40 Make data available to transport providers and third parties to improve service planning and make it easier to move
Kerbside electric vehicle (EV) charging	People without off-street parking can charge an EV.	Action 42 Support the use of electric vehicles
Economic		
Rate capping	Council may look for ways to address shortfall in income.	More difficult to deliver infrastructure
Construction costs have increased	Delivery of infrastructure is more costly	Action 9 Upgrade . . . Pedestrian facilities

		Action 15 Deliver pedestrian projects Action 18 Deliver protected bike corridors
Increased cost of living	Community may be more inclined to walk, ride a bike or take public transport to save money	Targets for increasing the number of trips by walking, bike riding and public transport use. Action 22 Encourage and support the community to ride bikes.
Political		
Most Councillors elected in 2020 were not involved in the development the Strategy	There may be less understanding and/or support for the strategy and some of its initiatives. New Councillors may have different priorities	Actions requiring significant resources and political will such as Action 18 Deliver protected bike corridors may not be fully funded
Recent community response to bike infrastructure	The community response to the Department of Transport and Planning Pop-up Bike Lanes project may make it more difficult to consult on and deliver bike infrastructure .	Increases the difficulty of delivering Action 18 Deliver protected bike corridors.
New Council Policies		
Climate Emergency Declaration (2019) and updating of Act and Adapt Strategy	There is an increased focus on the role that personal transport has in contributing to greenhouse gas emissions, and the need for greater active and public transport infrastructure and higher uptake of electric vehicles including e-bikes and e-scooters to mitigate this.	Targets – increased walking, bike riding and use of public transport. Unlikely to change car ownership or usage targets.
Parking Management Policy (2020 updated 2021)	Fewer on-street parking permits potentially making public space available for other uses	Actions 17 Trials to increase space for walking, bike riding and play Targets – potentially could reduce the number of private cars owned and number of private vehicle trips
Public Space Strategy (2022)	Recognises our streets as valuable public space and need to make them easier to access, including need for crossings of major roads	Action 17 Trials to increase space for walking, bike riding and play. Action 9 Pedestrian facilities such as pedestrian operated signals to Alma Park
Changes to Victorian Legislation		
From March 2022 Gender Impact Assessments are required for new or reviewed policies, programs and services that have a direct and significant impact on the community	Community consultation needs to be deliberatively inclusive and the experience and needs of women, gender diverse people and other diverse groups need to be considered when options are assessed.	All actions with significant impact on the community will require a Gender Impact Assessment. For example, the width and level of protection for bike lanes.
New State Projects		

Suburban Rail Loop (announced in 2018)	Has taken priority of investment and ahead of consideration of a future Metro-2 including trains to Fishermans Bend	Unlikely that Action 27 Plan construction of MM2 will be delivered within the life of the strategy, remains important advocacy priority
Trials of shared e-scooters (from February 2022) and e-bikes (from December 2020) and legalisation of the use of private e-scooters on public roads.	Have introduced new transport options and may result in new Victorian regulations and increased demand for safe facilities.	Action 38 With the Victorian Government promote shared transport and manage disruption
Safety		
Delay in the validation and release of CrashStats	Cannot report on crashes in the same calendar year.	Targets for reduction in crashes cannot be reported for most recent year.
Increased number and proportion of crashes involving pedestrians and bike riders in Victoria.	May result in greater funding for pedestrian and bike rider safety; however, funding may be directed to locations with high numbers of crashes rather than to proactively prevent crashes.	Action 7 Deliver blackspot safety improvements at high collision locations
Increased use of e-scooters and e-bikes	May result in greater numbers of crashes involving pedestrians and riders	More difficult to achieve the target for a reduction in crashes.