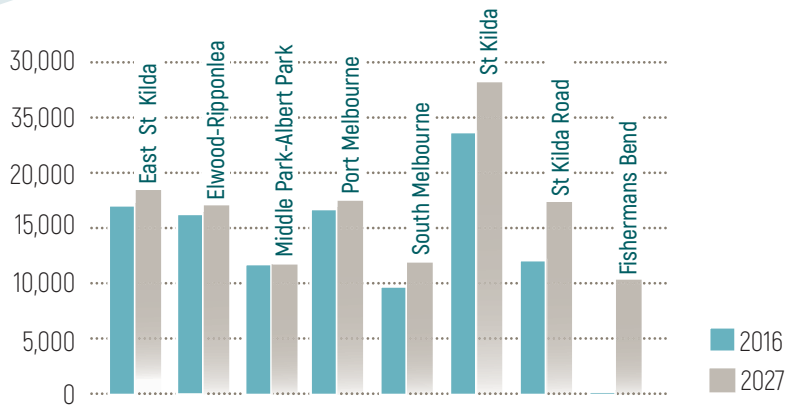


FAST FACTS

Summary information pack
for developing an integrated transport strategy



23%
increase in residents by 2027

50
people per week

7
people per day

Population Growth by Neighbourhood

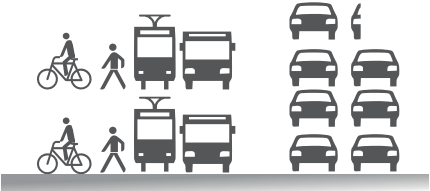
23%
weekday trips by sustainable in 2016

77%
weekday trips by car in 2016

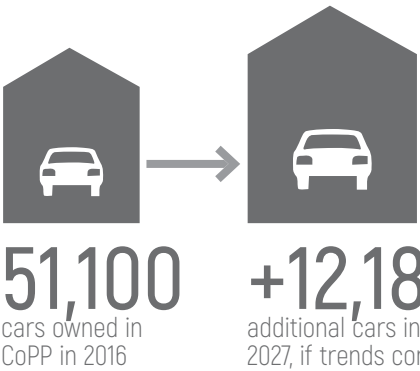
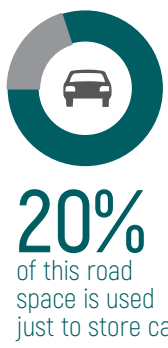
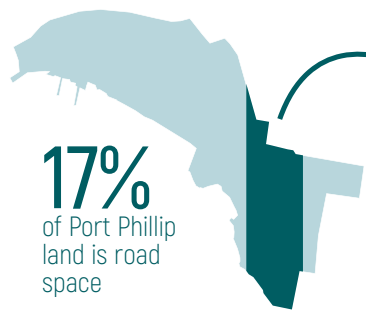
+21,000
per day by 2027

+72,000
per day by 2027

if no change is made a **20%** increase in either roadspace or congestion will be required to absorb this increase in trips



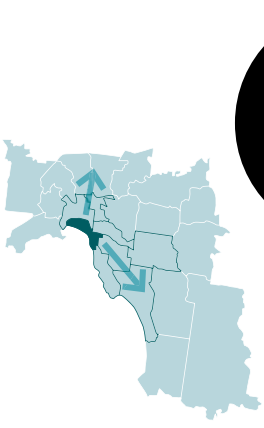
Trips per day



24%
increase

On-street carparks

Car Ownership



69%
residents leave CoPP for work in 2011

between 2006 - 2011, residents working locally decreased



82%
workers come to CoPP from outside in 2011

non-resident CoPP workers travel for longer & from greater spread of suburbs

Where do residents work

Where do workers come from

"Setting the Direction" for integrated transport in City of Port Phillip

Challenges

- Non-uniform growth & urbanisation
- Household type & mobility behaviour
- Climate change & resilience
- Changing economy & employment
- Growing freight and goods movements
- Emerging transport technologies
- Funding limitations

GUIDING PRINCIPLES

- | | | |
|---|---|--|
| <ol style="list-style-type: none"> 1. We invest wisely to benefit our community now and tomorrow 2. We plan our city and its transport together 3. We harness partnerships to leverage outcomes 4. We prioritise people over vehicles | <ol style="list-style-type: none"> 5. We support shared and effective use of vehicles, lanes, footpaths and land 6. We promote social equity and fair user fees 7. We enable enjoyable and seamless journeys 8. We support greener freight and eco-logistics for moving goods | <ol style="list-style-type: none"> 9. We embrace mobility technology and innovation 10. We adapt to change by testing, monitoring and learning 11. We support a transition towards a zero emissions and renewable energy transport future |
|---|---|--|

We are a city of:

Complete Connections

An integrated transport network that connects people and places

Smart Parking Management

Demand for parking and car travel is moderated as our city grows

Great Places

Our streets and places are designed for people

OBJECTIVES

1. Walking to destinations and public transport is easy, safe and direct
2. Bike riding by people of all ages is comfortable, safe and convenient
3. Partner to achieve a network of direct "turn up and go" public transport services - frequent and reliable
4. Partner to increase capacity on bus and tram network to address overcrowding, with lane separation and enabling infrastructure (substations)
5. Define a network for through truck movements
6. Establish a hierarchy of high quality transport routes
7. Support real travel choices

OBJECTIVES

1. Progressive decrease of on-street car parking by conversion to higher value community use
2. Improved parking availability with new technology and user fees linked to demand and land use
3. Enable and promote shared mobility to reduce parking pressures
4. Selectively develop council owned carparks for higher value community use
5. Full coverage of controls across council's on and off street parking
6. A clear, fair and equitable parking permit system
7. Ensure all residential demand is provided off-street

OBJECTIVES

1. Safer streets with slower speeds
2. Ensure effective goods, service and emergency access without impact on destination quality
3. Reclaim our streets as the "front yards" of our city
4. Premium transport interchanges act as transit centres, bike parking and community hubs
5. Coordinated delivery of transport and street improvements to deliver benefits and mitigate neighbourhood impact
6. A fully accessible and integrated tram network that serves our neighbourhood destinations