

Key directions and actions





16 Key directions

The key directions synthesise the most important aspects of this strategy and represent the areas in which the City of Melbourne's advocacy and actions will be concentrated.

High level targets

By 2020

- 90 per cent of all commuter trips to the CBD will be by public transport, cycling or walking — the 2006 journey to work census figure was 72 per cent.

By 2030

- 80 per cent of all trips to the City of Melbourne will be by public transport, cycling or walking — the latest Victorian Integrated Survey of Travel and Activity (VISTA) 2009 figure is 50.9 per cent.
- 95 per cent of all trips within the municipality will be by public transport cycling and walking — the latest VISTA 2009 figure is 84 per cent.

Key direction 1

Integrated transport and land use planning

A key principle of the Transport Integration Act 2010 is that the transport system should provide for the effective integration of transport and land use. This includes specifically reducing the need for private motor vehicle transport and having regard for current and future land use.

The Transport Integration Act has created the definition 'interface body' to recognise that the responsibility and role of planning in the State of Victoria rests with a broad range of organisations. Similarly, transport and land use planning does not always occur in such a deliberative and linear way. Often opportunities or new insights will allow us to achieve stronger outcomes that would not have been originally imagined. It is essential for all interface bodies, departments, agencies, councils and transport providers to work together actively and to plan effectively for the future.

The City of Melbourne will be deliberate and innovative in planning for the city's transport systems, land uses and development. This will be fundamentally guided by the Transport Integration Act. The City of Melbourne will continue to synchronise land use and transport planning, as has been coordinated for the development of this strategy and the Municipal Strategic Statement. Integrated planning will lead to a more liveable and sustainable city.

Policy targets

By 2016 (the term of the 2012-2016 Melbourne City Council):

Governance

- Transport and land use systems in central Melbourne are being planned and managed in a transparent and integrated manner, with the participation of key agencies including the Department of Transport, Department of Planning and Community Development, VicRoads, the City of Melbourne and others.

Data

- A Melbourne Transport Account is published regularly, indicating progress towards strategic transport goals for central Melbourne.

Communications

- A coordinated communications campaign is informing travellers about appropriate travel choices and behaviours in Melbourne.

Pedestrians

- Pedestrians account for six per cent of trips to the municipality — the VISTA 2009 figure was 2.6 per cent — and 80 per cent of all trips within the municipality — the Vista 2009 figure was 65.6 per cent.

Key direction 2

Go anywhere, anytime public transport for inner Melbourne

The City of Melbourne will foster the capacity and integration of the public transport system. This will provide more businesses and residents of inner Melbourne with a level of mobility that becomes competitive with that provided by the private car. It will also support the continued shift from private car to public transport and help reduce road congestion.

The service provided by Melbourne's public transport needs to be significantly improved, in order to support the expansion of the central city area, jobs growth, the intensification of the city and the growing trend towards using public transport in preference to driving.

The most important public transport initiatives are:

- untangling the train network
- adding new lines, including the Melbourne Metro train tunnel, to double train capacity to the central city and improve accessibility and capacity throughout the network, and
- speeding up the tram and bus networks by increasing capacity, frequency and the quality of bus stops.

Walking is an integral part of public transport journeys. The City of Melbourne will give greater priority to pedestrianisation for routes to public transport nodes.

Policy targets

By 2016 (the term of the 2012-2016 Melbourne City Council):

Pedestrians

- Master plans are completed to maximise pedestrian access to key public transport nodes including all City Loop and Melbourne Metro 1 stations, and key trams stops.

Trains

- Construction has commenced on the Melbourne Metro line.
- Regional Rail Link is complete and operating.
- Peak hour (peak direction) train frequency is increased by more than 50 per cent from the current 115 services.

Trams

- Tram frequency is increased to a minimum of 10 minute frequencies, where these levels are not currently met.

Buses

- Blue Orbital (inner metropolitan) SmartBus route is operating.

Key direction 3

Optimise the transport effectiveness of inner Melbourne's roads

The City of Melbourne will support growth in public transport, walking and cycling as the dominant modes of transport in inner Melbourne. This includes redesigning road space allocation, traffic signalling, containing the provision of off-street parking and improving taxi and car share options.

This will help address the problems of congestion, road trauma, urban pollution and greenhouse emissions and inefficient use of valuable space in the city.

The City of Melbourne will work with the State Government to develop a new network operating plan for the city's streets, which will encourage through traffic to use roads designed to cater for by-pass traffic on the perimeter of the city, and will give priority at traffic signals to high capacity public transport vehicles, pedestrians and cyclists.

Policy targets

By 2016 (the term of the 2012-2016 Melbourne City Council):

Pedestrians

- Pedestrians are given priority in traffic signal operation at all key intersections in the Central City.

Cars

- Review car parking rate controls in the Melbourne Planning Scheme for non-residential uses outside the Capital City Zone.
- New network operating plan is approved and 50 per cent of Hoddle Grid signals are changed to prioritise efficient transport modes.

Trams

- Average tram speeds in the municipality are increased by 20 per cent and reliability is improved due to signal priority, level access stops and tram lanes.

Buses

- Queen Street and Lonsdale Street are optimised to reduce bus travel times by 30 per cent in the city and improve reliability.

Governance

- A program of enforcement is improving the operation of on-road public transport in Melbourne.

Key direction 4

Develop high mobility, pedestrian and public transport streets in the central city

The City of Melbourne will progressively upgrade the mobility provided by Melbourne's central city streets by prioritising public transport, walking and cycling.

This will be coordinated with tram and bus route upgrades, using a whole-of-street approach to integrate infrastructure changes such as new level access stops into a high quality public realm.

Functional objectives for these streets include:

- a pedestrian-oriented streetscape
- high quality connections between activity centres and transport interchanges
- street trees, water sensitive urban design principles and other sustainable design elements.

Improved streetscapes will coincide with improved priority for high capacity public transport vehicles at traffic signals, as part of the improvement of public transport routes such as tram route 96.

Policy targets

By 2016 (the term of the 2012-2016 Melbourne City Council):

Pedestrians

- Pedestrians are given priority in traffic signal operation at all key intersections in the Central City.
- Pedestrian death or major trauma from road accidents is reduced by 25 per cent.

Cars

- A minimum of 300 on-street car share spaces are installed in the City of Melbourne, of which 50 are in the Hoddle Grid.
- 40 kph is implemented as the speed limit in central Melbourne.

Trams

- 90 per cent of tram stops in the municipality are level access stops.

Key direction 5

Make Melbourne a true cycling city

Make Melbourne a true cycling city, in the inner and central areas, with infrastructure such as separated lanes and road management improvements. The safety, convenience and attractiveness of cycling on inner and central city roads will tap Melbourne's significant latent cycling potential. Such a shift to cycling will help reduce congestion on road and on public transport.

Other initiatives that will boost cycling include constructing more on-street bicycle parking, and changing planning rules so that more bicycle parking is constructed in new buildings.

The City of Melbourne will work to improve and expand Melbourne bike share, to increase its use and better integrate the system into Melbourne's transport networks.

High level targets

By 2030

- Bicycle use will increase by 400% from 4% to 12% of all trips.

Policy targets

By 2016 (the term of the 2012-2016 Melbourne City Council):

Bicycles

- Bicycles trips account for 12 per cent of trips to the municipality and six per cent of the trips within the municipality – the latest VISTA 2009 figure for each was four per cent.
- Planning scheme is amended to increase provision of off-street bicycle parking in inner Melbourne.
- 30 new on-street bicycle parking corrals are installed.
- Two fully-connected east-west and two north-south separated bicycle routes are constructed in the Hoddle Grid.
- A map of the quality of the inner Melbourne bicycle network is published regularly.

Key Direction 6

Foster innovative, low impact freight and delivery in central Melbourne

The City of Melbourne will foster more efficient and lower impact freight and delivery to the central city. An efficient freight delivery system is vital to the city. Freight deliveries provide everything that is consumed in the city, including stock for shops, food for restaurants and office supplies.

The last kilometre of these supply chains has the most impact on the central city and it is where there are the most opportunities for improvements in efficiency.

Future streetscape developments will give high priority access to freight delivery and service vehicles. The City of Melbourne will encourage innovative, low impact delivery systems such as low emission and hand-operated vehicles and freight consolidation centres.

It will use the opportunity of new developments to investigate the provision of innovative delivery solutions.



17 Summary of actions

This strategy outlines a range of direct actions that the City of Melbourne will undertake as well as a series of collaborative actions that the City of Melbourne will take to work with other bodies to deliver integrated transport outcomes. Some of the items are listed for priority action.

Taking action and working with others

The following actions have been grouped by the mode which they primarily relate to. During implementation it is likely that several actions relating to various transport modes will be achieved at once.

Priority Actions

Actions in red text have been nominated as priorities which the City of Melbourne will endeavour to implement in the short term (2012-2016).

Walking City

The City of Melbourne will:

- **Develop a municipal Pedestrian Plan. (Priority action 1).**
- Expand the program of opening streets for temporary pedestrianisation. (Action 3).
- **Prepare pedestrian accessibility plans for the precincts around Flinders Street Station and Southern Cross Station. (Priority action 5).**
- Update the Road Safety Plan to strengthen the commitment to reducing pedestrian death and serious injury without reducing pedestrian access to the road network. (Priority action 7).

Working with others the City of Melbourne will:

- **Transport, VicRoads and Yarra Trams to design and build the municipality's network of high-mobility streets. (Priority action 2).**
- **Work with the Department of Transport to provide excellent quality pedestrian access to all public transport stops, stations and interchanges. (Priority action 4).**
- **Work with the Department of Transport and VicRoads to ensure that the municipality's Road Network Operating Plan provides a high level of priority to pedestrian trips. (Priority action 6).**

- **Work with State Government to reduce information and infrastructure barriers to universal access in the public transport system. (Priority action 8).**
- **Work with other tiers of government to advocate for universal transport accessibility. (Action 9).**

Cycling city

The City of Melbourne will:

- **Review and update the Bicycle Plan 2007-2011 with a strategy to complete the safe arterial bike network over the next five years. (Priority action 10).**
- Investigate key corridors and locations where congestion and conflict occurs between pedestrians and cyclists with a view to providing alternative routes attractive to faster cyclists while maintaining access to shared paths for both user groups. (Action 11).
- Include initiatives in Bike Plan and other Council programs to encourage road sharing by all user groups. (Action 12).
- Ensure new bicycle routes will meet capacity demands when planning and upgrading the bike network. (Action 13).
- Publish a map of the quality of existing bicycle routes in Melbourne and the planned improvements to the network. (Action 14).
- **Plan and construct a complete safe cycling network throughout the city's Urban Renewal Areas. (Priority action 16).**
- **Update the Bicycle Plan to improve the connectivity of the bicycle network in the local streets and lanes. (Priority action 18).**
- Install and improve bicycle facilities as part of all traffic works in the municipality. (Action 19).
- Update the Road Safety Strategy to include a focus on accident blackspots for cyclists. (Action 22).

- Implement a program of delivering on-street bicycle parking corrals at high demand locations. (Action 24).

- Begin a program of trials and pilots to test innovative bicycle infrastructure and traffic management in inner Melbourne. (Action 29).

Working with others the City of Melbourne will:

- **Work with the Department of Transport, VicRoads and Yarra Trams to design and build safe cycling along the high-mobility streets. (Priority action 15).**
- **Work with the Department of Transport and Places Victoria to develop the cycling network in Docklands including cycle/ pedestrian links across Victoria Harbour and the Yarra. (Priority action 17).**
- **Work with the Department of Transport and VicRoads to provide a high level of priority to cycling in the municipality's Road Network Operating Plan. (Priority action 20).**
- Work with VicRoads to investigate early starts for cyclists at signalised intersections (along with pedestrians and public transport vehicles. (Action 21).
- Work with VicRoads to achieve a significant improvement to cyclist and pedestrian safety. (Action 23).
- **Work with the Department of Planning and Community Development to review planning scheme bicycle parking rates for new building developments. (Priority action 25).**

- Work with bicycle advocacy groups, transport management associations and employers to encourage the installation of good workplace end of trip facilities. (Action 26).

- Work with the Department of Transport to increase secure bicycle parking at suburban train stations. (Action 27).

- Work with transport stakeholders to support trials, research and analysis to improve the integration of cycling with Melbourne's train and bus systems. (Action 28).

Driving

The City of Melbourne will:

- Consider the Government's proposed East West Link when details are known to make sure that it achieves the City of Melbourne's transport and urban development objectives and is consistent with council's resolution of June 2008 opposing the use of any parkland for the purposes of any road works or associated activities.. (Priority action 30).
- Publish, and regularly review the municipality's network operating plan for all roads in the municipality including information about traffic signal operation to ensure that the management of the network is transparent. (Action 34).
- Apply the Network Operating Plan principles to change the way King Street traffic signals operate. (Priority action 35).
- Encourage and facilitate car pooling. (Action 40).
- Consult with motorcycle user groups when changes to existing motorcycle parking are contemplated and use VicRoads' guidelines for making provision for on-street motorcycle parking facilities. (Action 41).
- Increase the supply of motorcycle parking in congested areas to reduce the need to park on footpaths and prohibit motorcycle parking where it obstructs walking, or other complementary activities. (Action 42).
- Amend the planning scheme to require motorcycle parking provision at a rate that better matches the levels of current and predicted use. (Priority action 43).
- Update Road Safety Strategy to strengthen commitment to reducing death and serious injury to motorcyclists as vulnerable road users. (Action 44).
- Investigate ways to reduce pollution generated by vehicles idling including anti-idling laws. (Action 45).
- Investigate an amendment to the planning scheme to set maximum car parking rates for all land uses throughout the municipality, and review the area to which amendment C133 applies. (Priority action 48).
- Investigate opportunities for new parking capacity to be constructed so that it can be converted to more productive uses in the future. (Action 49).
- Discourage the provision of long term commercial parking, particularly in the central city, and encourage conversion of existing long-term commuter parking into affordable short stay parking or other uses. (Action 50).
- Optimise parking accessibility to meet the needs for universal access. (Action 51).
- Implement parking systems that allow payment without requiring parking machines or meters and that will remotely sense and assess parking occupancy. (Action 52).
- Review and update the City of Melbourne's on-street parking strategy so it is consistent with mobility objectives of this strategy. (Priority action 53).
- Increase the allocation of central city on-street parking to short term parking. (Action 54).
- Publish parking data, including occupancy rates, prices, availability and other information. (Action 55).
- Provide an effective resident-only parking permit scheme to established dwellings that have little or no option for on-site parking. (Action 56).
- Work with the Department of Transport and Department of Planning and Community Development to develop a network operating plan to reduce the intrusion of through traffic. (Priority action 32).
- Work with the Department of Transport and VicRoads to ensure that the municipality's Road Network Operating Plan provides for driving balanced with the priority for trams, buses, walking and cycling. (Priority action 33).
- Work with the Department of Transport to better understand various transport pricing signals and the effect that they have on influencing transport choices. (Action 36).
- Work with the Department of Transport and the Department of Planning and Community Development to develop a coordinated transport and land use plan for the inner metropolitan east-west employment corridor integrating all modes rail, tram, bus, taxi, car and bike share and private car. (Priority action 37).
- Work with the Department of Planning and Community Development and the Department of Transport to develop an integrated land use and transport planning approach for the municipality. (Priority action 38).
- Work with Victoria Police and the Department of Justice to ensure these aspects of the transport network are enforced effectively. (Action 39).
- Work with the State Government to assess the applicability of electric vehicle technologies and other innovations in the city. (Action 46).
- Work with State Government to deploy driving speed limits across the municipality that achieve mobility objectives of this strategy. (Priority action 47).

Working with others the City of Melbourne will:

- Work with the Department of Transport and the Department of Planning and Community Development to ensure infrastructure to support east-west travel considers all transport modes and is well integrated with the city's land use development strategy. (Priority action 31).

Train

The City of Melbourne will:

- Advocate for the hours and days of operation of Flagstaff Station to be similar to other City Loop stations. (Action 62).
- Advocate to improve the overall energy efficiency of the train network and in particular increase the use of low-carbon and clean-source energy to power Melbourne's train system. (Action 63).

Working with others the City of Melbourne will:

- Work with the Department of Transport to achieve the conversion of the suburban rail network into a metro style system. (Priority action 57).
- Work closely with the Department of Transport on the planning and construction of the Melbourne Metro project to ensure it is well integrated with the existing city and its future development and enhances Melbourne's transport network in addition to actively supporting future rail extensions to Doncaster. (Priority action 58).
- Work with the Department of Transport and train operators to ensure that areas around train stations provide excellent pedestrian access. (Priority action 59).
- Work with State Government to ensure the municipality's urban renewal areas (Southbank, Docklands, E-Gate, Arden-Macaulay and City North) are planned to prioritise direct, high quality, high capacity pedestrian links for 800m around new and existing stations. (Priority action 60).
- Work with the State Government to ensure that planning for new rail stations and precincts integrates land-use planning with the transport network. (Priority action 61).

Tram

The City of Melbourne will:

- Advocate to increase the energy efficiency of Melbourne's tram system and the use of low-carbon and clean-source energy. (Action 75).

Working with others the City of Melbourne will:

- Work with Victoria Police, VicRoads, the Department of Transport and the Department of Justice to improve traffic enforcement to reduce delays to trams and buses. (Action 64).
- Work with the Department of Transport to reduce tram and bus delays by providing dedicated tram rights of way. (Priority action 65).
- Work with VicRoads to change traffic signalling to prioritise tram movements. (Priority action 66).
- Work with the Department of Transport and VicRoads to ensure that the municipality's Network Operating Plan provides a high level of priority to trams. (Priority action 67).
- Work with the Department of Transport, VicRoads and Yarra Trams to improve tram frequency and average running speeds. (Priority action 68).
- Work with the Department of Transport, Yarra Trams and VicRoads to develop a four-year strategic plan to design and construct level-access stops in the municipality as part of a whole-of-streetscape renewal. Include a review of the function of existing level-access stops. (Priority action 69).
- Work with the Department of Transport, Yarra Trams and VicRoads on the construction of level access stops in the municipality to meet comply with the requirements of the Disability Discrimination Act. (Priority action 70).
- Work with the Department of Transport, Yarra Trams and VicRoads to ensure the design of new level-access tram stops that have excellent pedestrian accessibility with the surrounding footpath network. (Priority action 71).

- Work with the Department of Transport to master plan streets in preparation for the introduction of new low floor E-class trams. (Priority action 72).
- Work with the Department of Transport and Yarra Trams and VicRoads to implement the long term reconfiguration and extension of the tram network proposed in this strategy. (Priority action 73).
- Work with Yarra Trams, the Department of Transport and VicRoads to implement the 96 and 109 route upgrade projects, including ensuring that the network operating plan gives good signal priority through the city. (Priority action 74).

Bus

The City of Melbourne will:

- Install north bound bus lanes on Queen Street in the central city. (Priority action 77).
- Extend bus stops where necessary by removing on-street parking or other measures and improve bus stop amenity. (Action 81).
- Investigate designing centre of the road bus operation on high-frequency routes in the city. (Priority action 84).

Working with others the City of Melbourne will:

- Work with the Department of Transport and the Bus Association for the implementation of the bus service review recommendations. (Priority action 76).
- Work with the Department of Transport, VicRoads and the Bus Association to improve bus frequency. (Priority action 78).
- Work with the Department of Transport, VicRoads and the Bus Association to improve the running speed of buses. (Priority action 79).
- Work with the Department of Transport and VicRoads for separate bus rights-of-way. (Priority action 80).
- Work with the Department of Transport to improve the performance of bus interchanges. (Priority action 82).
- Work with the Department of Transport and Public Transport Victoria to improve the NightRider bus service including consideration of smaller more flexible buses. (Priority action 83).
- Work with the Department of Transport and the Bus Association to introduce a fleet of clean fuel buses by 2016. (Priority action 85).
- Work with the Department of Transport, VicRoads the Bus Association and operators to improve bus service frequency and average route speeds. (Priority action 86).

Taxi

The City of Melbourne will:

- Participate in the State Government Taxi Industry Inquiry into the taxi and hire care industry. (Priority action 87).
- Develop taxi parking and ranks that will improve late night transport options, especially in entertainment, restaurant and bar precincts. (Priority action 88).

Working with others the City of Melbourne will:

- Work with the taxi industry, mobility groups and other stakeholders to review the locations and availability of taxi parking zones and to understand better the role that taxis play in Melbourne. (Priority action 89).
- Work with the Department of Transport, Public Transport Victoria, the taxi industry and other stakeholders to improve the role of taxis in meeting demand for late night transport. (Priority action 90).
- Work with the Taxi industry and the Department of Transport to develop a more efficient and effective taxi fleet. (Priority action 91).
- Work with the Department of Transport to develop water taxi services along the Yarra River connecting Southbank, Docklands and the Hoddle Grid and the sports an entertainment precinct. (Priority action 92).
- The City of Melbourne will work with Places Victoria and Docklands stakeholders to further develop options for water based transport through the Docklands transport plan. (Action 93).

Car share

The City of Melbourne will:

- Review Council's car sharing policy to ensure it meets the objectives of this strategy. (Priority action 95).
- Monitor innovations in car sharing and update its car sharing policy where these would produce improvements. (Action 96).

Working with others the City of Melbourne will:

- Work with car share operators in allocating City of Melbourne operated parking spaces to car sharing in the municipality's existing and emerging high-density mixed-use areas. (Priority action 94).

Bike share

The City of Melbourne will:

- Update the Bicycle Plan with a strategy to connect bike share stations in the central city with a network of safe and attractive bicycle routes including separated lanes and compatible speed limits. (Priority action 98).
- Support Melbourne Bike Share and advocate for its expansion within the city and to neighbouring municipalities through IMAP. (Action 99).

Working with others the City of Melbourne will:

- Work with VicRoads, RACV, Bicycle Network Victoria and the Department of Transport to review the operation of Melbourne Bike Share and develop joint strategies to increase its use including a review of the location of bike stations. (Priority action 97).

Transport Information

The City of Melbourne will:

- Make the transport data the City of Melbourne collects publicly available on an open data basis to encourage research, innovation and applications (apps) in its use and interpretation. (Priority action 102).
- Expand the Melbourne Bicycle Account into a Melbourne Transport Activity Account to report on all modes of transport in the municipality. (Priority action 103).

Working with others the City of Melbourne will:

- Work with the Department of Transport and Public Transport Victoria to develop a public transport user online information interface for customer payment and trip planning that merges all modes - rail, tram, bus, taxi, car share, bike share and extending to regional trains, buses and air travel. (Priority action 100).
- Work with the Department of Transport and Public Transport Victoria to improve the integration and accessibility of signage and user information of all the public transport modes - rail, tram, bus, taxi, car share, bike share. (Priority action 101).
- Work with the Department of Transport, Bicycle Network Victoria, VicRoads and RACV, to gather and use cycling data for planning the development and promotion of city cycling. (Priority action 104).

Regional and global transport connections

The City of Melbourne will:

- Development and manage the city's walking network and signage so that visitors and tourists find it welcoming, easy to navigate. (Action 110).
- Develop the opportunities to promote bicycle tourism in inner Melbourne through IMAP. (Priority action 112).
- Manage tourist bus parking to enable efficient passenger loading and minimise impact on other modes of mobility. (Action 113).

Working with others the City of Melbourne will:

- Work with the state and federal government and the cities of Sydney and Brisbane to investigate the benefits and feasibility of a very high speed CBD-to-CBD rail service between Melbourne, Canberra, Sydney and Brisbane. (Priority action 105).
- Work with the Department of Transport to improve the reliability, travel times and frequencies of the SkyBus service and the introduction of standard public transport fares to encourage greater public transport access to Melbourne Airport. (Priority action 106).
- Work with the Department of Transport to improve the public transport links between Victoria's regional centres and Melbourne's central city. (Action 107).
- Work with the operators of tourist shuttle services to develop integrated services, joint promotion and to offer visitors an easily understood offer of visitor mobility options. (Action 108).
- Work with State Government to improve tourist river transport connections especially between Docklands and the east of the central city. (Action 109).
- Work with the Department of Transport and Public Transport Victoria to make the city's public transport services - rail, tram, bus, taxi, car share and bike share - easy to access and use for visitors and tourists. (Priority action 111).

Port freight and logistics

The City of Melbourne will:

- Provide planning scheme support for acoustic attenuation of new dwellings and businesses adjacent to major freight routes and in the port's vicinity. (Action 114).

Working with others the City of Melbourne will:

- Work with the Department of Transport on the rationalisation and modernising of the Melbourne Freight Terminal in the Dynon precinct to provide more efficient port freight logistics. (Action 115).
- **Work with the Department of Transport and the Department of Planning and Community Development to develop land use controls to ensure urban renewal near Melbourne Freight Terminal is compatible with the terminal's operations. (Priority action 116).**
- Work with State Government on improving the efficiency of road freight transport, including the use of High Productivity Freight Vehicles (HPFV) and supporting their priority on the existing freeway network. (Action 117).
- Work with State Government to increase the proportion of port freight by carried by rail. (Action 118).
- Work with State Government for extensions and new links for rail access from the western suburbs to the port, including adding capacity through the Bunbury Street tunnel. (Action 119).

- Work with State Government to ensure any future rail link from Web Dock to the Melbourne Freight terminal is designed to minimise noise along the interface with Docklands. (Action 120).

Central city freight and delivery

The City of Melbourne will:

- **Plan and implement more efficient and less intrusive freight delivery options in the central city on a street or precinct based approach. (Priority action 121).**
- Review the impact of the Swanston Street works on delivery and waste removal. Assess how low-impact delivery and waste removal initiatives can apply to the high-intensity corridor between Swanston and Elizabeth Streets and other precincts in the city. (Action 122).
- Do an assessment of the options for planning scheme controls to encourage building developments to accommodate loading and delivery space off-street. (Action 124).
- Implement the actions of the City of Melbourne's Integrated Waste Management Program. (Action 125).
- Develop a strategy of on-street parking management across the municipality to improve the efficiency of deliveries. (Action 126).

Working with others the City of Melbourne will:

- **Work with the Department of Transport and freight stakeholders to develop a central city last kilometre freight delivery strategy including an analysis of freight movements and options for consolidation and low impact distribution. (Priority action 123).**

