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**CITY OF BAYSIDE  
TRANSPORT AND ACCESS  
DISCUSSION PAPER**

for

**Bayside City Council**

Prepared by

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**April 1997**

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**EXECUTIVE SUMMARY**

Turnbull Fenner was engaged by Bayside City Council to prepare a discussion paper on transport and access issues for the municipality. The discussion paper will provide the basis for the preparation of the Transport and Access component in the Municipal Strategic Statement (MSS) for the City of Bayside.

The following provides a summary of the issues, objectives and required actions/strategies identified through the preparation of the discussion paper. The content and format of this summary is intended to form the basis of the Transport and Access component of the MSS. The content of this statement represents Turnbull Fenner's view of the key transportation issues for the municipality, based on their experience and investigations, discussions with key Council Officers and a review of existing state and local transport and land-use planning documents/policies.

**Transport And Access - Draft Issues Statement**

ISSUE	OBJECTIVES	STRATEGIES/ACTION
Road Hierarchy /Transport Corridors	A road hierarchy which identifies appropriate traffic routes and protects the amenity of sensitive areas.	<ul style="list-style-type: none"> <li>▪ review road hierarchy in light of the MSS.</li> <li>▪ incorporate road hierarchy in Bayside Planning Scheme.</li> </ul>
Truck Movements	Reduce commercial vehicle usage on Beach Road to protect the Beach Road corridor.	<ul style="list-style-type: none"> <li>▪ review and identify appropriate truck routes, including an assessment of the physical characteristics and capacity for routes to accommodate truck movements.</li> <li>▪ promote use of alternative/preferred truck routes.</li> <li>▪ established an annual traffic monitoring program, in conjunction with adjacent municipalities, for Beach Road.</li> </ul>
Public Transport	<p>Increase use of public transport to achieve environmental benefits of reduced private car usage.</p> <p>Ensure adequate public transport services are provided at locations identified for redevelopment at higher density.</p>	<ul style="list-style-type: none"> <li>▪ investigate opportunities to develop Cheltenham Station as a key modal interchange within the region.</li> <li>▪ provide additional parking at Sandringham Station as part of the Urban Village Project.</li> <li>▪ lobby for Hampton and Sandringham Stations to be rezoned from Zone 1 to Zone 2.</li> <li>▪ provide improved pedestrian/bicycle access to stations.</li> <li>▪ provide adequate bicycle storage facilities at stations.</li> <li>▪ review public transport provisions for Black Rock area.</li> <li>▪ encourage public transport usage through distribution of service information (ie; timetables and bus route information).</li> </ul>

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<p><b>Bicycle Use/Facilities</b></p>	<p>Encourage recreational and commuter bicycle usage through provision of adequate facilities and education programs.</p> <p>Ensure safety of bicycle facilities.</p>	<ul style="list-style-type: none"> <li>▪ implement recommendations of Bayside Strategic Bicycle Plan.</li> <li>▪ development of foreshore facilities for cyclists and pedestrians.</li> <li>▪ develop and implement education/awareness programs to encourage bicycle usage and promote a safe environment for cyclists.</li> <li>▪ provide/ improve bicycle storage facilities at key nodes ( shopping centres, railway stations, schools, etc).</li> </ul>
<p><b>Pedestrians</b></p>	<p>Ensure a safe environment for pedestrians is provided.</p>	<ul style="list-style-type: none"> <li>▪ develop footpath standards.</li> <li>▪ undertake a footpath review in relation to standards for the municipality.</li> <li>▪ establish capital works program to address locations where facilities fail to meet adopted standards.</li> </ul>
<p><b>Carparking</b></p>	<p>To ensure appropriate carparking is provided for new and existing developments within the municipality.</p>	<ul style="list-style-type: none"> <li>▪ prepare a inventory of carparking provisions for identified precincts.</li> <li>▪ develop parking precinct plans for the provision and management of carparking in key areas.</li> <li>▪ establish pay parking strategies.</li> </ul>
<p><b>Relevant Documents</b>                  Road Hierarchy - City of Bayside, 1996                  Bayside Strategic Bicycle Plan, 1997 (forthcoming)                  Transporting Melbourne, Department of Infrastructure, 1996.</p>		

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## 1 INTRODUCTION

Turnbull Fenner has been engaged by Bayside City Council to prepare a discussion paper on transport and access issues for the municipality. The discussion paper examines broad transportation issues in relation to the City of Bayside and has involved a review of relevant existing regional, neighbourhood and local transport and land-use planning documents and policies.

In addition, a issues session was held with Council Officers from key departments to identify and discuss the major issues to be considered in the discussion paper.

The following report presents a summary of the major transport and access issues for the City of Bayside and identifies recommended actions, in terms of areas of further investigation, strategy and policy development, to be implemented.

## 2 CONTEXT

This discussion paper has been prepared to form the background investigations and basis for the development of the Transport and Access component in the City of Bayside Municipal Strategic Statement.

The Municipal Strategic Statement (MSS) aims to identify strategic planning and land-use development objectives for the municipality as a whole in addition to local precincts. The MSS will address a number of key development issues which include the issue of transport and access. The outlook for the MSS is the next 10-15 years, however it is considered to be an evolving document which will be reviewed at least every 3 years.

## 3 REVIEW OF RELEVANT DOCUMENTS/POLICIES

A review of relevant policies/documents has been undertaken to identify and gain an appreciation of related transport issues for specific areas/locations within the municipality and for the municipality as a whole. A list of documents reviewed and any key issues identified or comments are provided under the following categories; Regional, Neighbourhood (adjacent municipalities) and local (Bayside).

### 3.1 REGIONAL

#### **Transporting Melbourne - Department of Infrastructure, 1996.**

Transporting Melbourne aims to provide a strategic framework for transport management and investment within Melbourne into the year 2000 and beyond.

The relevance and context of Transporting Melbourne to local government and more specifically, the City of Bayside, is highlighted by the following extracts from the draft document:

- (a) *"Transporting Melbourne provides the framework for a constructive partnership with local government in the development and implementation of corridor and transport network strategies for the enhancement of Melbourne's transport*

system." .... and sees "an opportunity to examine the role of local government in transport, with the potential for traditional local government responsibilities to be expanded or re-defined."

- (b) In the role of integrated transport and land-use planning, Transporting Melbourne highlights the objective of "providing enhanced public transport services at areas where re-development at higher densities is to be encouraged as part of implementation of municipal strategies."
- (c) Transporting Melbourne identifies Cheltenham Railway Station (at the boundary of the Cities of Bayside and Kingston) for development as a strategic modal interchange.
- (d) Transporting Melbourne also highlights the need to consider improved rail services in outer areas, including the Frankston and Sandringham lines, which may encompass extra off-peak services, extended evening and weekend services.

#### Urban Village Project, 1996

Sandringham was identified as one of eight Urban Village Pilot Projects which are typically centred on public transport nodes.

#### City Link - Melbourne City Link Authority, 1996.

Review of Car Parking Provisions in Victorian Planning Schemes - Department of Infrastructure, 1996.

### 3.2 NEIGHBOURHOOD

#### Eastern Bayside Councils Traffic Committee - September, 1996

##### (a) Beach Road Corridor

The Committee has concerns that increasing major projects and events on the south of Melbourne will increase traffic demands, particularly on the sensitive Beach Road corridor.

Improvements on Kings Way - Queens Road and Nepean Highway are applauded, however, there remains a need to monitor Beach Road traffic growth.

##### (b) Link between Boundary Road and Nepean Highway

The Committee seeks the early construction of the Dingley Arterial, at least between Boundary Road and South Road (at Warrigal Highway). In the interim, high traffic volumes are attracted to White Street and the Governor Road-Park Street-Albert Street-McDonald Street routes to link between Boundary Road and Nepean Highway.

Of significant concern to Bayside is the latter route which also allows a connection to the southern section of Beach Road.

(c) City Link

The Committee has not had access to traffic predictions resulting from the City Link project. The committee has concerns that the delay in completion of tunnel under the Domain may direct traffic to the Beach Road corridor.

Specifics

1. Need to increase capacity between Boundary Road and Nepean Highway.
2. Continue efforts to encourage traffic to use the Nepean Highway route rather than Beach Road by providing a better link for truck traffic from Kingsway-Queens Road onto Nepean Highway.

**Webb Dock Development - City of Port Phillip**

The changes to the Port Melbourne traffic options include the closure of the Graham Street Westgate Freeway ramps and the construction of the new Dockside Road. These measures may not protect the Beach Road route if sufficient capacity is not provided on the Westgate-Kings Way connection.

The route Williamstown Road-Ingles Street-Pickles Street (and hence Beach Road) shows a 1.5 increase in volume, in recent traffic studies.

**City of Glen Eira - Municipal Strategic Statement - Draft**

The Glen Eira draft issues statement identifies a number of strategies having implications to the City of Bayside, namely:

- improved/upgraded public transport services,
- provision of commuter carparking at transport interchanges, and
- development of municipal bicycle strategy.

**City of Port Phillip - Municipal Strategic Statement - Draft**

The Port Phillip draft issues statement identifies a number of strategies having implications to the City of Bayside, namely:

- lobbying for improved public transport services and facilities, and
- identifying preferred routes for commercial traffic.

**City of Kingston - Municipal Strategic Statement - Draft**

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### 3.3 LOCAL

#### **Housing Issues, City of Bayside - Draft Background Paper to the MSS and Local Policy Framework, 1997.**

The document identifies a number of locations for potential additional housing such as Sandringham and Green Point, which will have implications to transport planning within the municipality, particularly in terms of public transport provisions.

#### **Road Hierarchy - City of Bayside, 1996**

Details the "functional road hierarchy" for the City of Bayside under the road classification system of primary arterial, secondary arterial, limited arterial, collector road and local street. A copy of the Bayside Road Hierarchy Plan is provided at Attachment A.

#### **Bayside Urban Character and Streetscape Study**

Identifies land-use development, streetscape and road network characteristics for areas within the municipality. In addition, the document highlights the nature of predominant vehicle movements through specific regions.

**4 ISSUES DETERMINATION - DISCUSSIONS WITH COUNCIL OFFICERS**

The following outlines the results from the issues session held with Council Officers on Friday 14th March, 1997.

The participants from Council at this meeting included:

- Michael Top - Manager, Development
- Leigh Hale - Manager, Infrastructure
- Catherine McNaughton, Jane Osborn - Strategic Planning
- Simon Mitchell - Statutory Planning

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Environmental Perspective	Economic Perspective	Social/Cultural Perspective	Physical Action
<b>Transport Corridors / Road Hierarchies</b>			
Residential amenity.	Truck travel routes. Impact of City Link. Efficient route system - signal linking (Nepean Highway).	Through traffic. Safety, accessibility, esp. for pedestrians. Planning certainty.	Alternative truck routes to Beach Road following City Link. Review of Road Hierarchy. Designating Truck Routes Consideration to bridge clearances, turning manoeuvres on arterial routes. O/D routes.

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<b>Public Transport</b>			
<p>Noise. Environmental benefits.</p>	<p>Value of Time - need for direct routes. Development potential at nodes.</p>	<p>Ageing population and associated needs. Value of Time - need for direct routes. Personal Safety. Bus Stop facilities.</p>	<p>Access to Public Transport - Black Rock. Sandringham train line zone boundaries. New St Level Crossing at Beach Rd - manned crossing. Hawthorn Rd Tram Route - PTC to match maintenance with roadworks. Public Transport facilities - issues in relation to Sandringham Urban Village Study - parking area upgrade. Pedestrian/bicycle access to stations and facilities.</p>
<b>Bicycle Routes/usage</b>			
<p>Reduced energy consumption, noise, etc. Safety.</p>	<p>Bicycle parking at key public transport nodes, shopping centres, commercial and tourist areas. Bicycle parking only provided at Sandringham. Supporting facilities (ie; showers).</p>	<p>Bicycle Education. School Access. Safety and security.</p>	<p>Implement Bicycle Strategy. Foreshore bicycle path. Facilities designed to Australian Standards.</p>
<b>Pedestrian precincts and principles</b>			
<p>Safety</p>	<p>Significant pedestrian routes. Landscaping/shade trees. Lighting/security. Fence height.</p>	<p>Security.</p>	<p>Open Space Strategy Elster Ck Elwood Canal. Pedestrian access to railway stations. Pedestrian signals. Pram Crossings. Undertake Footpath Review.</p>

<b>Tourism and Recreation</b>			
<p>Good quality environment needed. Traffic impact to be limited by parking supply. Erosion. Visual impact of carparking.</p>	<p>Links to commercial facilities. Encourage opportunities.</p>	<p>Noise, rubbish, parking facilities.</p>	<p>Link strategies such as bicycle plan for foreshore. High standard of pedestrian facilities required on foreshore (ie; steps, etc).</p>
<b>Carparking Requirements &amp; Principles</b>			
<p>Limitation. Waste of resource. Physical standards.</p>	<p>Efficiency of available parking. Shared parking. Pay parking. Special Rates Schemes, Development Contributions Schemes. Enforcement.</p>	<p>Security. Related to demographics.</p>	<p>Identify Parking Precincts. Evaluate adequacy of existing balance of parking. Provision of All Day parking. Application of Australian Standards.</p>
<b>Land-use Considerations: Schools</b>			
	<p>Convenience of access - to aim at minimum travel needs.</p>		<p>Master planning Safe Routes to Schools Carparking provision - staff, drop off/pick up areas</p>
<b>Land-use Considerations: Shopping Centre/Commercial</b>			
<p>Amenity.</p>	<p>Shopping centres -traffic &amp; parking management. -providing road space -public transport.</p>	<p>Home-based business. Amenity.</p>	<p>Southland Development - bus node. - additional train station possibility.</p>

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<b>Land-use Considerations: Recreational Facilities</b>		Pedestrian Links
<b>Land-use Considerations: Industry</b>		
Arterial road access for regional and local traffic. Impact of City Link on industrial areas/Beach Rd. Impact of Graham St closure.		
<b>Land-use Considerations: Laneways</b>		
		Develop Laneway Policy
<b>State &amp; Local Government Policies</b>		
		Regional Policies Neighbourhood Local Policies

DATA

## 5 DISCUSSION

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### 5.1 GENERAL

Any assessment of travel and transport options/accessibility must have regard to the overall parameters of need and convenience measured by environmental consequences and greenhouse targets.

A balanced transport strategy will take into account the changing attitudes to environmental concerns, while at the same time, recognising that Melbourne is a city that relies on, now and for the foreseeable future, a predominantly motor car based passenger and freight transport system.

Long term strategies in Bayside must recognise that the integrity of the road based transport networks need to be preserved and enhanced to ensure efficiency. At the same time however, it is important to ensure that alternative modes of travel namely, public transport, bicycle and foot, are encouraged by the provision of better facilities, increased services and a continuing community education programme.

### 5.2 ROAD HIERARCHY/TRANSPORT CORRIDORS

The development of relevant road hierarchy designations is of paramount importance in resolving the future of both the road network and adjacent land uses within the municipality.

The existing Bayside City Council Road Hierarchy should be incorporated into the Planning Scheme and should be reflected in the zoning/classification of the City's road reservations.

The Bayside Road Classification consists of:

- Primary Arterial,
- Secondary Arterial,
- Limited Arterial,
- Collector, and
- Local.

Having adopted these classifications, it is possible to plan to maintain residential amenity on local streets and give priority to transport movements on arterials.

#### Strategies

To maintain the integrity of the Bayside Road Hierarchy, it is important to continually review its appropriateness. In particular, it is necessary to consider the implications of all rezoning applications and major developments in light of their impact on the Road Hierarchy and vice versa.

### Specific Outcomes/Projects

- To review Bayside's Road Hierarchy in light of the MSS (high).
- To incorporate the Bayside Road Hierarchy into the Bayside Planning Scheme (high).

## 5.3 TRUCK MOVEMENTS

The identification of suitable and sufficient truck routes throughout the municipality is catered for in the Road Hierarchy process. There are however, a number of important considerations as a consequence of this process.

Beach Road, while identified as a primary arterial route, exhibits unsatisfactory characteristics because of the extent of truck traffic. Council has for many years, in conjunction with neighbouring municipalities, adopted strategies to limit the amount of truck traffic on Beach Road.

A long-standing objective of Council therefore, has been to encourage the use of Nepean Highway for trucks. Accordingly, Council is concerned about the potential for increased pressure on Beach Road from City Link and Webb Dock projects.

Generally, truck routes within the municipality will be enhanced along arterial roads. Ease of access for truck traffic is necessary to ensure that local businesses can have access to the metropolitan freight network while residential and local uses are not disadvantaged by unwanted and inappropriate traffic and/or pollution.

### Strategies

The existing concerns over Beach Road must not be forgotten and continued co-operation with adjacent municipalities is important to keep monitoring likely impacts from other projects. Regular monitoring of traffic volumes and trends along the Beach Road corridor is required.

Projects which enhance the Nepean Highway-Kingsway-Queens Road route should be encouraged. This is especially true of the link between Boundary Road and South Road (the Dingley Arterial).

Throughout the municipality, arterial roads should be designed to allow for the movement of large articulated vehicles. These vehicles should be able to turn from arterial to arterial without impeding other traffic. There should also not be any low bridge clearance constraints as this will force vehicles onto less appropriate routes.

Truck routes (arterials) should be well signed and have linked signal systems to promote minimum delays.

Where truck routes need to pass through shopping centres, special attention needs to be given to urban design issues to encourage the focus of the centre to be away from the road.

### Specific Outcomes/Projects

- Carry out a physical review of all arterial roads to determine any shortcomings in standards, including bridge clearances, overhead wire clearances, turning constraints (medium).
- Establish annual traffic monitoring programmes in conjunction with adjacent municipalities for Beach Road corridor.

## 5.4 PUBLIC TRANSPORT

The encouragement of public transport has been a community objective both within Bayside and Victoria for a number of decades. The perceived environmental benefits include the minimisation of motor vehicle pollution, the more efficient use of fuel and the advantages in urban design and lifestyle.

In particular, in an area of ageing population, many residents are increasingly reliant on public transport. This increased reliance needs to be augmented with improved services and facilities as well as a high level of safety and reliability.

Council can assist the provision of these services by working with private and public transport providers to deliver the desired level of service throughout the municipality.

Attachment B provides a map detailing public transport routes within the municipality.

### Strategies

#### *Rail*

Two rail lines service the municipality and the opportunity to increase patronage exists on both.

The Sandringham Urban Village Project is an opportunity to redevelop the Sandringham Station precinct and to provide a substantial amount of commuter carparking. To ensure that this parking is used however, it is recommended that Sandringham Station become part of the inner zone (Zone 1) for railway charges.

It is understood that the stations of Sandringham and Hampton are the only two on the Sandringham line in Met Zone 2, which limits their appeal for commuters travelling to the station by car. In particular, car-rail patrons could be encouraged to leave the road system earlier without any impact on rail capacity, etc.

On the Frankston line, Cheltenham Station has been identified as a major inter-modal transport node. Planning within Bayside, adjacent to Cheltenham Station, should recognise this and land should be made available for carparking and redevelopment purposes.

Facilities on stations should be improved wherever possible to provide:

- parking facilities for bicycles,
- better access from adjacent streets, and
- additional carparking where possible.

### *Bus*

Bus routes should be encouraged between key foci within the municipality. Generally, all buses should use arterial and collector roads and should be assisted by the provision of suitable bus stops and passenger facilities.

Passenger comfort and security should be enhanced by the provision of bus shelters and adequate street lighting. Extensive timetable information should also be available.

Bus routes and bus stops should be located so that all are able to take advantage of the service and Council should encourage operators by assisting with the distribution of route maps and timetables.

### *Tram*

The Hawthorn Road tram service would benefit in the same way as bus routes from the provision of passenger shelters, lighting and timetable information.

It is noted that the condition of the tram reserve in Hawthorn Road needs upgrading, particularly since Council is reconstructing the balance of the Hawthorn Road pavement. Council should continue to make representation to the PTC to this end.

### **Specific Outcomes/Projects**

- Review public transport services in the Black Rock area (high).
- Reclassify Hampton and Sandringham stations from Met Zone 2 to Met Zone 1 (high).
- Provide additional parking at Sandringham Station as part of the Sandringham Urban Village Project (medium).
- Investigate opportunities to enhance urban design/parking strategies adjacent to the Cheltenham Station (medium).
- Provide improved pedestrian and bicycle access to railway stations (low/medium).
- Provide bicycle storage/parking facilities at railway stations (low/medium).
- Identify bus passenger facility shortfalls (low).
- Assist distribution of bus route and timetable information (medium).

## **5.5 BICYCLES**

Bayside Council has a history of support for bicycle programs. The recent work on the Beach Road bicycle path and the current development of the Bayside Bicycle Strategy are examples.

Two key areas of bicycle use need to be encouraged, namely:-

- the local user, eg. school or shopping trips, and

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- the recreational/sporting cyclist.

Local trips can be assisted by the provision of bicycle facilities at key destinations such as local parks, schools and shopping centres. The most important requirement is "hitching" rails to allow bicycles to be secured against theft. Preferably, these facilities should be in a well lit, supervised area.

Commuter trips can be encouraged by the provision of bicycle storage facilities and showers, etc. in office development, either individually or communally.

Recreational cycling can be encouraged by the provision of suitable road space and off-road facilities, access to public toilets and appropriate signing, lighting and route information. In particular, the continuity of foreshore bicycle paths and facilities.

### Strategies

Council has commissioned a review of bicycle facilities and strategies and the recommendations of that report will be available in the near future.

Generally, Council will need to allocate resources to enhancing road space for bicycles, providing information and education packages to children and to encourage the development of facilities at railway stations and private developments.

### Specific Outcomes/Projects

- Provide bicycle facilities at local shopping centres and parks (high).
- Develop a recreational cycling strategy to best use the foreshore facilities (high).
- Implement the recommendations of the Bayside Bicycle Strategy (medium).
- Appoint a bicycle co-ordinator (high).
- Assist the preparation and distribution of bicycle awareness/education packages for use in the local community and schools (medium).
- Encourage the provision of bicycle facilities at railway stations and private developments (medium).
- Provide additional bicycle facilities along the foreshore (medium/high).
- Upgrade existing bicycle facilities to meet the requirements of the relevant Australian Standard (low).

## 5.6 PEDESTRIANS

The provision of walking paths in inner metropolitan areas is often taken for granted because footpaths already exist.

With our ageing population, it is more important that walking paths not only be safe functionally but also provided with appropriate facilities to encourage their use.

Footpaths should link recreational, shopping, public transport and residential areas. Crossings of arterial roads should be provided at key locations and the facilities should be well shaded but not provided with so much shade that street lighting is ineffectual.

Parts of the former Brighton area have no pram crossings and there needs to be a reappraisal of these areas for future work to rectify this shortfall.

### Strategies

Council needs to formulate a series of standards for footpaths which would deal with issues such as:-

- width,
- form of construction,
- provision of pram crossings,
- street trees,
- street lighting,
- pedestrian crossing warrants, and
- residential fencing policy.

Once the standards have been adopted, then an overall assessment of the state of the municipal footways can be undertaken in order to identify areas for remedy.

New works can incorporate the new standards immediately.

Pedestrian facilities such as seats, need also to be encouraged together with good access to railway stations, extra width at bus stops and through shopping strips.

### Specific Outcomes/Projects

- develop footpath standards (high),
- carry out inventory and assessment of footways throughout the municipality (medium),
- develop capital works programme to bring all footways up to new standard (low).

## 5.7 TOURISM & RECREATION

Bayside provides a wide range of tourist and recreational opportunities with the major attractors being the foreshore and sand belt golf courses.

Provision for tourism is an important part of transport planning and accordingly, facilities on the foreshore must be sufficient to meet the reasonable tourist demand

while also having regard to the preservation of natural values of the area and residential amenity.

Major golfing events must likewise be well serviced with parking and other facilities, but not to such an extent the local features are replaced by bitumen.

Links need to be established to provide for bicycle and pedestrian movements along the foreshore and to link to adjacent commercial development. A high standard of pedestrian facilities, especially steps, are required on the foreshore.

### Strategies

Council needs to identify key areas for tourism and recreation development and concentrate funding in those areas to provide the necessary facilities. At the same time, an inventory of all existing and projected capital demands should be attempted.

### Specific Outcomes/Projects

- Prepare inventory of tourist related projects and facilities (medium).
- Provide bicycle links along the foreshore (medium).

## 5.8 CARPARKING

Provision for the parking of cars generally represents a major consideration in any new development and is often the cause of difficulties for existing commercial, residential and tourist areas.

Parking is an important element in our society and its careful management is necessary to reach a proper balance between demand and amenity. Some trips must be made by car and therefore parking needs to be provided. Other trips can be made other than by car and in these circumstances, parking can be restricted.

Limitations on parking along the foreshore for example, will result in parking in residential streets. This should be taken into account when planning residential development near to the beach.

Oversupply of parking is a waste of resources and carparking calculations for new development should take into account the offsets available from:-

- proximity of public transport,
- intensity of the use, and
- the shared use of parking.

The development of precinct parking plans based on logistical analysis will allow easy approval of planning applications and valuable advice to potential developers.

Areas where parking is currently under supplied can be improved by the careful construction of new parking facilities funded by Special Charge or Rate Schemes.

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Residential parking schemes can be implemented where commercial parking intrudes into local streets.

### Strategies

Council needs to develop and maintain an inventory of all parking facilities throughout the municipality, both on-street and off-street. Comparison to land-use data will enable an assessment of whether or not carparking is adequate at both the long term and short term level.

Precinct parking plans should be developed by Council or required as part of major redevelopment applications.

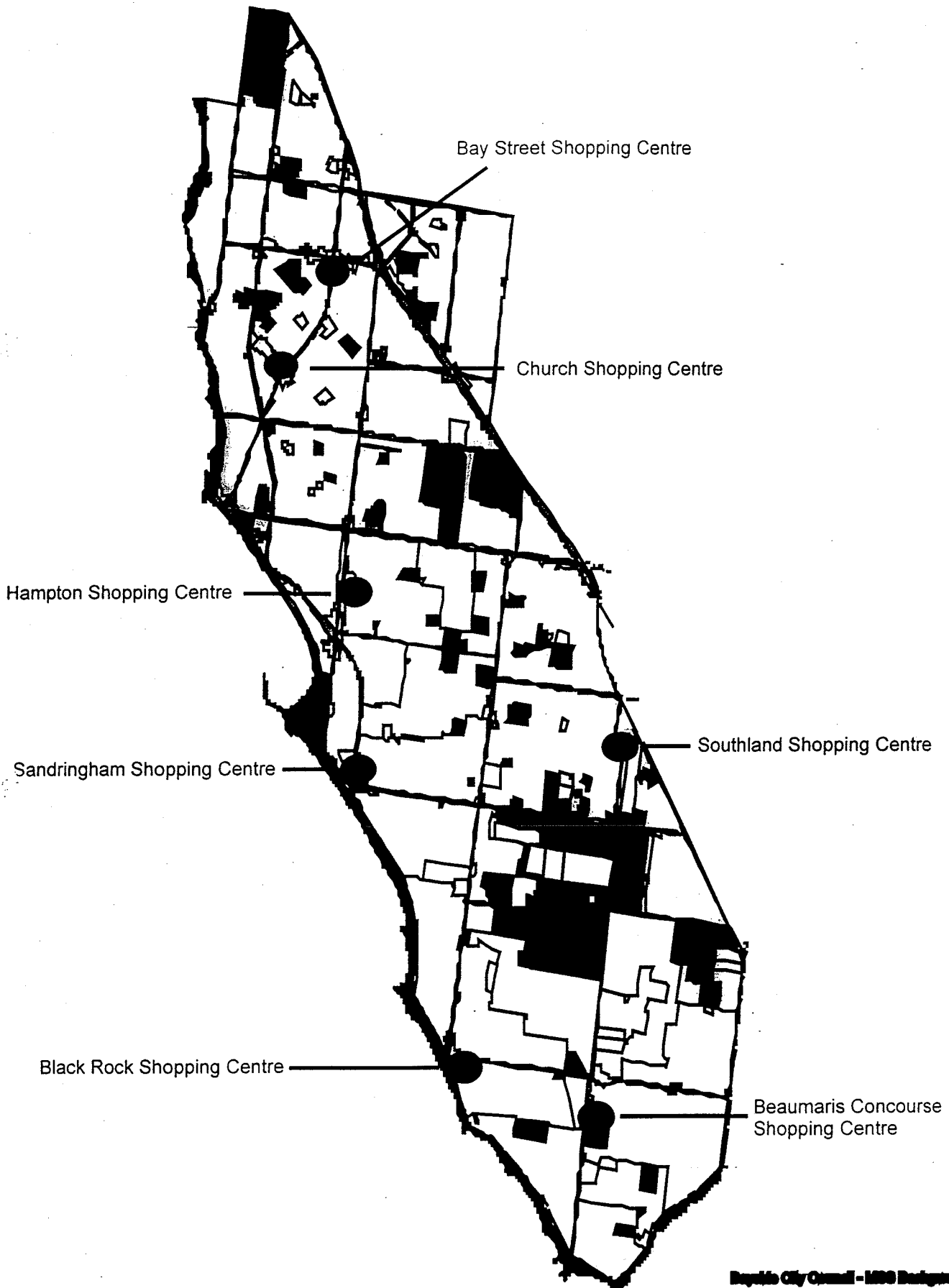
Pay parking for specific tourist destinations, both on-street and off-street should be considered as a legitimate method of raising the revenue to maintain and light carparks provided by Council as part of its broader community responsibility.

### Specific Outcomes/Projects

- Undertake parking inventory (medium).
- Develop parking precinct plans (medium).
- Establish pay parking strategies (medium).




Diagram One:

# Existing retail and commercial structure





**City of Bayside  
Public Transport Services**

-  Rail
-  Tram
-  Bus

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**ATTACHMENT A**

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# ATTACHMENT B