

GLEN EIRA CITY COUNCIL

# INTEGRATED TRANSPORT STRATEGY

DRAFT SEPTEMBER 2017



GLEN EIRA  
CITY COUNCIL

A photograph of two cyclists riding away from the camera on a paved path through a park. The cyclist in the foreground is wearing a blue jacket, a blue helmet, and a backpack. The cyclist further ahead is wearing a yellow jacket and a blue helmet. The path is lined with trees, some with green leaves and some bare, suggesting an autumn or early spring setting. The background shows a grassy area and more trees.

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## How to provide feedback

This draft *Integrated Transport Strategy* has been released for community feedback and participation in the future planning of our City.

Your feedback on this draft *Strategy* is actively sought until Sunday 29 October 2017. Submissions can be made:

- online: [www.gleneira.vic.gov.au/transport](http://www.gleneira.vic.gov.au/transport);
- via email: [cityfutures@gleneira.vic.gov.au](mailto:cityfutures@gleneira.vic.gov.au);
- via post: City Futures Department, PO Box 42, Caulfield South 3162; or
- contact Council's City Futures Department on 9524 3333.



# INTRODUCTION

We have taken a people-first approach in developing this draft *Integrated Transport Strategy*. We want to create great places for people and have a deeper understanding of how and why our community moves.

We know people choose the way they travel based on a range of social, economic and environmental factors.

This can be summed up by the values of time, comfort, cost and safety.

## Dealing with congestion

As Melbourne's population has grown so has our car usage, and our community have clearly expressed that traffic congestion is a real problem in our City. Like many inner city areas, we have now reached a critical tipping point, where the existing road network can no longer provide an easy, smooth run for vehicles that have historically made this mode so attractive.

Glen Eira has close to 80 per cent of our working population traveling out of our City to work every day, so we understand that being stuck in traffic is frustrating and stressful. However in many cases, there are limited improvements that can be done to significantly improve travel time, the fact is there are too many cars trying to fit into the one street network all at the same time. In our areas where we have reach this congestion tipping point, we need to start thinking differently if we want to make any real change in people's daily lives. We need to change the focus from 'how to move cars quickly from A to B', to instead focus on 'how to move people from A to B as quickly, comfortably, cheaply and safely as possible'.

Where congestion cannot be improved, the key will be to improve the speed and safety of other modes such as trams, trains, buses, bikes and walking. Taking this practical approach, along with a people-first approach, means that we need to understand that people will use a variety of modes, depending on what best suits them at that time and in that situation. For example, if you live in Elsternwick, at peak times it may be quicker to ride into the City than to drive, but if it's raining you may just jump on the 67 tram. Or, if you live in Patterson and are meeting friends on a Friday night, it may be best to catch an Uber, however when you're buying your weekly groceries you may need to drive the car.

## Tales of two cities

While car travel dominates our City today, there was a time in our history where there was no such things as cars — instead people walked, caught the tram and train or used horses, and the City was designed to suit. Halfway through the establishment of the areas now known as Glen Eira, the car came along, and so we moved from designing for people to designing for the movement of cars.

This historical shift has meant that we effectively have two different cities, the north half designed pre-car and the southern designed post-car. The northern half, built before the car, is best suited to move away from the car when it becomes gridlocked, as it has more trams and trains stations, and the CBD is within comfortable cycling distance. Whereas the southern half, has been built to rely on the car, train stations are further apart, there are no trams, and cycling into the city is not yet a comfortable option.

It is important that this draft *Integrated Transport Strategy* acknowledges this dynamic and uses it to appropriately tailor improvements for each of our neighbourhoods and streets, instead of a 'one size fits all' approach.

# INTRODUCTION



## Looking ahead

The near future will see another 'once in a century paradigm shift' where the transport system will transform to a strong user-first focus, being more flexible, shareable and demandable across all travel modes. This shift in our transport model, along with the pressures of having an inner-city congested network, allows for two exciting reconceptions of our City:

### 1. The transport expectation

There is a new expectation that users should be able to get to their destination as quickly, cheaply and easily as possible — regardless of mode. New transport options will need to allow users to choose the quickest, easiest, cheapest transport option to get from A to B. These new options are currently being experienced with myki, Uber or shared bikes — but the future holds endless possibilities.

### 2. Repurposing our streets as places for people

As time and technology changes, so do the requirements of our transport system. The new transport model allows our streets to be reimagined and repurposed — as places for people — rather than dictated only by the needs of car parking and traffic movements.

Glen Eira is experiencing a significant transition. The City is moving from a previously quiet, residential, suburban area to a vibrant, inner-city municipality. We now have the opportunity to set a new direction for our municipality.



# PURPOSE OF THIS STRATEGY

Glen Eira is forecast to grow by 22,000 people, 9,000 dwellings and 9,500 jobs over the next 15 years. This draft *Integrated Transport Strategy* aims to set our priorities for transport, aligned with our 15-year vision for the future of transport in Glen Eira.

This *Strategy* intends to:

- > provide the strategic context to update Council's *Municipal Strategic Statement*;
- > provide a planning policy link between the *Glen Eira Council and Community Plan 2017–2021* and State Government's *Plan Melbourne*;
- > guide strategic context for future structure plans;
- > provide clear policy direction for the municipality;
- > replace existing Council strategies (*Sustainable Transport Strategy*, *Walking Strategy* and *Cycling Strategy*); and
- > provide direction for upcoming strategies (see diagram below).

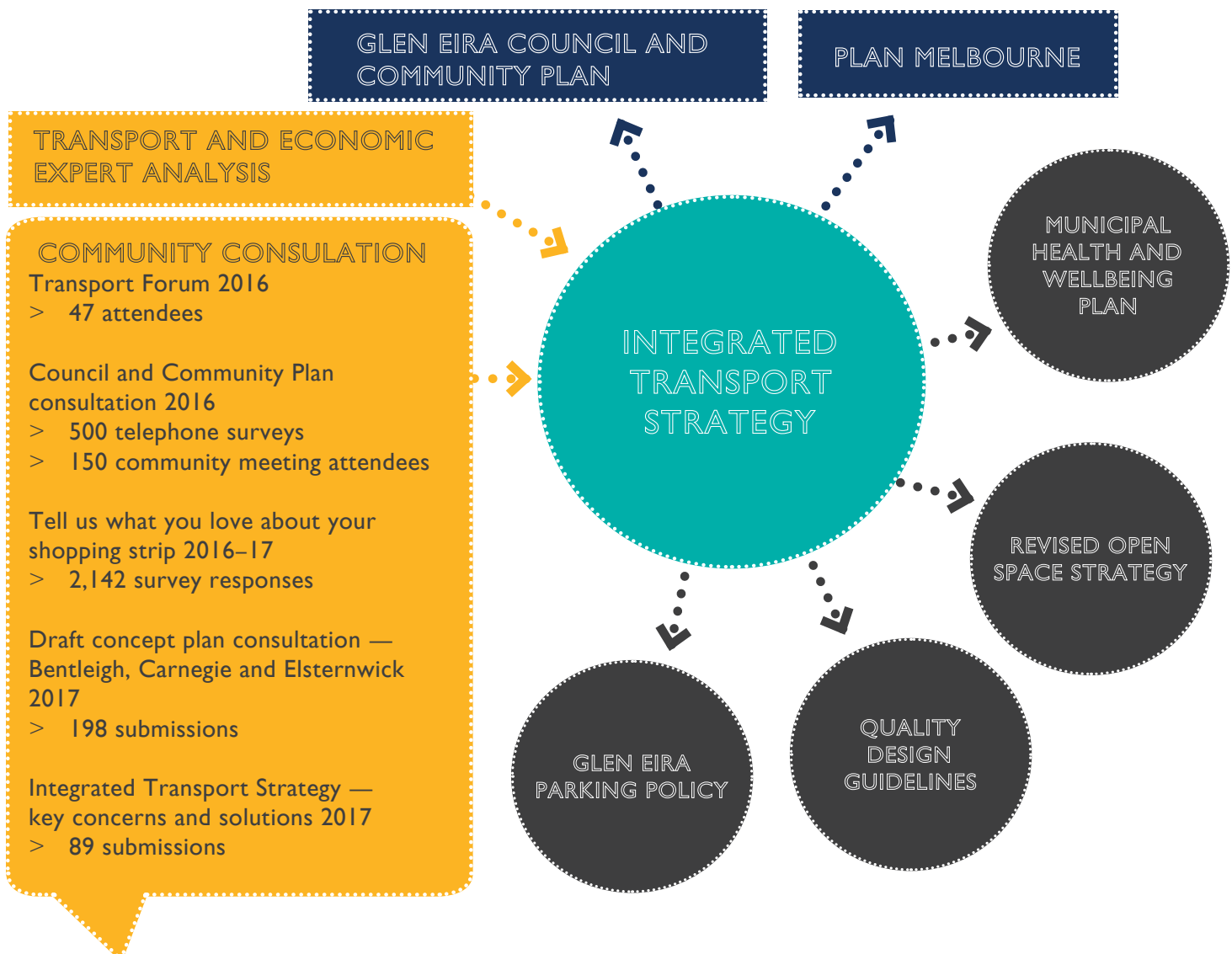
## How was this Strategy developed?

This *Strategy* has been informed by extensive community feedback, including 89 submissions on our *Integrated Transport Strategy* — key concerns and solutions community engagement from July to August 2017, expert analysis, as well as a review of trends occurring across metropolitan Melbourne.

We have incorporated feedback received through various community consultations (see diagram below).

To inform this *Strategy*, background papers were commissioned, including:

- > *Glen Eira Transport Analysis and Forecasting 2017*, MRCagney; and
- > *Glen Eira Economic Analysis 2017*, Blair Warman Economic Consultants.



# VISION



## VISION — GLEN EIRA 2031

Glen Eira will be a City of child friendly neighbourhoods that are connected to a network of vibrant and well designed walkable activity centres. The community will have a range of travel options to service their daily needs.

## KEY ACTIONS

- > Design streets that prioritise people.
- > Develop transport as a service mentality.
- > Recognise the significant opportunities for strengthening the role of active modes.
- > Acknowledge effective parking management will be critical to achieving transport goals.
- > Support the development of clustering around public transport hubs.
- > Work with the State Government to provide frequent and reliable public transport services.

Transport will be central to achieving Council's broader policy direction as outlined in Council's *Glen Eira Council and Community Plan*:

### 1. Liveable and well designed

We are committed to Glen Eira being a well designed City that is safe attractive and vibrant for our residents and business.

### 2. Accessible and well connected

Aspire to create neighbourhoods where people can access, the goods and services they need, within 20 minutes of where they live, travelling by foot, bicycle or public transport.

### 3. Safe, healthy and inclusive

We are committed to being a community that is safe, healthy and inclusive. Our aim is to help people feel socially included, with access to quality support services. We will build a social environment that encourages participation, where people feel safe in their homes and around our streets.

To enable us to make better use of our existing infrastructure, we need to support a range of travel options for each journey.

Encouraging and facilitating active travel and public transport options will be the key to reducing unnecessary car trips. The benefits of this are:

- > freeing up road space and parking for those who need to use it;
- > reduce congestion and improve safety for children, particularly around schools and activity centres;
- > increased productivity with less time spent in traffic; and
- > improve health and wellbeing through active travel modes.





# PEOPLE

**We have taken a people-first approach for making great places for people with a deeper understanding of how and why our community moves.**

**During July and August 2017, we asked the community to consider case studies of typical Glen Eira residents. Based on feedback, we have identified key concerns for each type of resident, along with possible solutions.**





### OLDER RESIDENT

There are 20,744 residents in Glen Eira aged 65 and over.

#### Concerns

- > Walking to the shops and to visit friends is becoming harder and less enjoyable.
- > Independent travel by taxi is unreliable and expensive — public transport should provide better alternatives.

#### Solutions

- > Make it easier to visit local shopping strips with improved parking and access to those that need it.
- > Ensure public transport is safe and easy to use for all users at all times of the day.
- > Encourage enjoyable walking experiences through local neighbourhoods by creating a network of pedestrian priority paths.



### HIGH SCHOOL STUDENT

There are 9,428 high school aged children living within Glen Eira.

#### Concerns

- > Many parents consider it easier to drop children off at school, as they believe the journey to school alone is unsafe.
- > There are no conveniently located bus stops within walking distance to home that are serviced by reliable buses.

#### Solutions

- > Make independent travel to and from school safe.
- > Make weekend trips with friends safe, easy and enjoyable.



### BIKE RIDER

920 Glen Eira residents choose to cycle to work on a regular basis, compared to our neighbours in Stonnington (3,236) and Port Phillip (4,025).

#### Concerns

- > The lack of a safe network makes interested riders think twice about choosing to cycle regularly.
- > Local trips to the shops or to visit friends are unpleasant on the bike, without consistent cycling paths and having to cross too many unsafe roads.

#### Solutions

- > Make cycling easier and safer by investing in safe and efficient links between key destinations.
- > Increase and improve cycling facilities within activity centres and key destinations.
- > Create safer neighbourhood areas by reducing vehicle speeds in local streets.





## TRADESPERSON

There are 13,665 technicians or trade workers living in Glen Eira.

### Concerns

- > There are too many cars on the road — travelling between jobs and finding car parking is becoming more difficult.

### Solutions

- > Driving between clients is as quick as it can be by planning for the most efficient travel movements on the roads for those that need to drive.
- > Enable a range of parking options for all types of users in appropriate locations.



## PRIMARY SCHOOL STUDENT

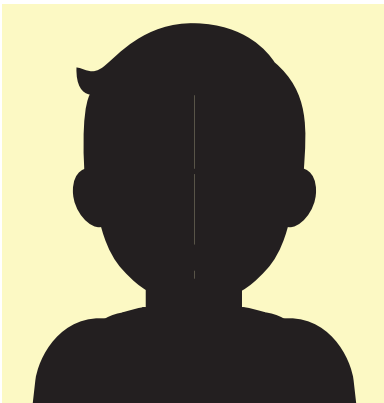
There are 12,387 students across 40 schools in Glen Eira.

### Concerns

- > Many primary school-aged students are reliant on parents to get to and from school, but would love to ride and walk with friends if it was safer.

### Solutions

- > Work with primary school-aged children to ensure all students can get to and from school in a safe, easy and enjoyable manner.
- > Create local neighbourhood environments where playing on the street is safe.



## PROFESSIONAL WITH YOUNG FAMILY

Couples with children make up 33 per cent of Glen Eira across more than 18,000 households.

### Concerns

- > Parking within shopping strips can be difficult at times.
- > There are too many roads with high volume, fast moving traffic — children may not be safe when walking independently.

### Solutions

- > Finding a car park to do the after work food shopping at the local shops is quicker and easier.
- > Children have a range of convenient and fun ways to travel to and from school.
- > Weekend trips to the local park are easy.



## WORKING PARENT

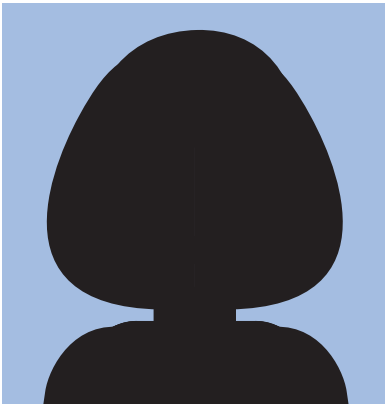
There are 4,345 single parent households in Glen Eira.

### Concerns

- > Traffic congestion around the school and on the way to work is a primary concern.
- > We need easy and attractive walking paths between neighbourhoods and local destinations.

### Solutions

- > Make local neighbourhood centres safe and easy for children to walk to school.
- > There are a number of efficient travel options to get to and from work and also when dropping off/picking up the children from school.



## BUSINESS PERSON

There are 9,923 Glen Eira residents who work in managerial roles, making up 15 per cent of the total working population.

### Concerns

- > These residents will choose the most time-effective mode for their travel needs.
- > There is uncertainty around car parking availability in the local shopping strip.
- > There is a preference to drive to the local shopping strip in the evenings due to concern about personal safety.

### Solutions

- > Having the option to choose from a range of time-efficient options to get to work.
- > Provide the right type of parking in the right locations.
- > Ensure local shopping strips provide enjoyable experiences that encourage people to linger longer in the centre.



## PERSON WITH A DISABILITY

More than 6,200 people reported needing help in their day-to-day lives due to their disability.

### Concerns

- > People with a disability can experience a range of barriers when using public transport in Glen Eira.
- > There are difficulties with doing the weekly shopping independently.

### Solutions

- > All train stations, stops and access points should be planned in a way that suits the needs of all users.
- > Make it easier to visit local shopping strips with improved parking and access for those that need it.
- > Ensure residential access in local streets is prioritised, especially in narrow streets.





## UNIVERSITY STUDENT

There are 11,076 university students living in Glen Eira, this is a 30 per cent increase from 2011.

### Concerns

- > The cycling network between home and university is full of gaps — forced to ride on roads that aren't safe.
- > Walking to the shops is unpleasant with too many footpath changes and unsafe roads.
- > Safety at night and having to wait at the train station is a concern.

### Solutions

- > Make getting to the train station from home as easy and hassle free as possible without a car.
- > Ensure going out at night is safe and enjoyable by making the bus and train



## RESTAURATEUR

Glen Eira is home to more than 15,000 local businesses.

### Concerns

- > There are not enough parking for customers.
- > Restrictions mean that traders and their staff have to regularly move their cars.
- > The closest loading bay is too busy and far away.

### Solutions

- > Make local shopping strips active and inviting places to visit.
- > Enable a range of parking options for all types of customers and staff in appropriate locations.
- > Running a local business in Glen Eira will be prosperous if transport issues are addressed.





# IMPLEMENTATION

**We have identified five area types in the City of Glen Eira in which we will implement our transport solutions: child friendly neighbourhoods, safe school zones, walkable activity centres, attractive local connections and efficient commuter connections.**



# OUR FRAMEWORK







# CHILD FRIENDLY NEIGHBOURHOOD



A well designed residential neighbourhood should be an extension of the home. It should be a place that allows neighbours to connect — building safer and happy communities.

Child friendly residential streets should provide opportunities for diverse experiences and encourage people to spend time engaging in social and recreational activities. All streets should be fundamentally safe for everyone.

## KEY OBJECTIVES

- > Prioritise pedestrians and cyclists by providing a safe environment that encourages walking and social interaction.
- > Raise driver awareness about the presence of children on neighbourhood streets.
- > Reduce traffic speeds so that pedestrians, cyclists and vehicles can co-exist safely.
- > Create opportunities and space for play and leisure.

We want all residential areas in Glen Eira to be child friendly (excluding the walkable activity centres)



**STREET TREES, SHADE AND GREENERY**



**CHILDREN PLAYING IN THE STREET**








**SLOW MOVING VEHICLE ENVIRONMENT**



**PEDESTRIAN AND CYCLE-ONLY THROUGH CONNECTIONS**



# CHILD FRIENDLY NEIGHBOURHOOD

<b>WALKING</b> 	<ul style="list-style-type: none"><li>• All intersections should ensure pedestrian safety and priority.</li><li>• Ensure all streets provide a safe and comfortable walking environment during the day and night.</li><li>• Encourage low fences to increase passive surveillance.</li><li>• Design pedestrian spaces to meet the needs of all users, including children, the elderly and people with disabilities.</li><li>• Ensure pedestrians have right of way for the duration of their journey.</li><li>• Provide wayfinding signage and street trees to increase the comfort level of pedestrians.</li></ul>
<b>CYCLING</b> 	<ul style="list-style-type: none"><li>• Decrease traffic speeds to ensure roads are safe for cyclists of all ages.</li><li>• Ensure safe routes are provided around schools.</li><li>• Create routes that have exclusive connections for pedestrians and cyclists.</li></ul>
<b>PUBLIC TRANSPORT</b> 	<ul style="list-style-type: none"><li>• Discourage buses from travelling through these neighbourhoods.</li><li>• Bus stops should be located on the boundary of these neighbourhoods and within walking distance of residential areas.</li></ul>
<b>DRIVING</b> 	<ul style="list-style-type: none"><li>• Explore restricting speed limits to 30km/h.</li><li>• Streets should will be designed to encourage slow movements and sharing of the street space.</li><li>• Ensure pedestrian priority at all crossings.</li></ul>
<b>PARKING</b> 	<ul style="list-style-type: none"><li>• On-street parking in residential areas should be prioritised for visitors.</li><li>• Parking on narrow streets should only be permitted on a single side.</li><li>• Limit parking around areas of public interest, such as parks.</li></ul>



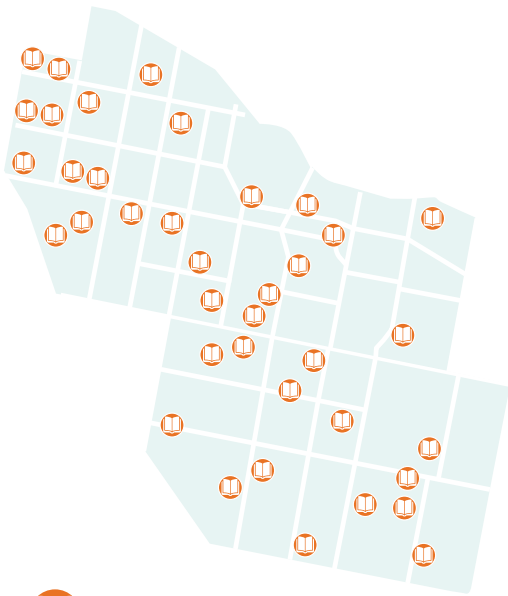


# SAFE SCHOOL ZONES

Safe school zones have a strong focus on accessibility and safety for all users. The zones should provide for a range of safe travel options while not impacting on the amenity of nearby spaces.

## KEY OBJECTIVES

- > Provide an environment that is safe for children through the control of vehicle movements and speeds.
- > Cater and encourage a range of sustainable travel modes, including walking, cycling and public transport.
- > Consider the existing and future amenity of the area when designing movement around a school zone boundary.



Safe school zones



**WALKING TO SCHOOL**



**INNOVATIVE PARKING SOLUTIONS**



**SAFE CYCLING FOR PRIMARY SCHOOL CHILDREN**








**PEDESTRIAN CROSSINGS AT ALL INTERSECTIONS**





# SAFE SCHOOL ZONES

<b>WALKING</b> 	<ul style="list-style-type: none"><li>• All intersections should be treated to ensure pedestrian safety and priority.</li><li>• Ensure all streets provide a safe and comfortable walking environment during the day and night.</li><li>• Encourage low fences to increase passive surveillance.</li><li>• Design pedestrian spaces to meet the needs of all users, including children, the elderly and people with disabilities.</li></ul>
<b>CYCLING</b> 	<ul style="list-style-type: none"><li>• Explore opportunities for off-road and separated bicycle paths to provide increased priority and protection for cyclists.</li><li>• Reduce conflicts between cyclists and parked cars.</li><li>• Encourage use by people of all ages and confidence levels to build healthy habits.</li></ul>
<b>PUBLIC TRANSPORT</b> 	<ul style="list-style-type: none"><li>• Bus stop locations should be serviced by high quality pedestrian facilities.</li><li>• Bus stops should include seats and shelters where feasible.</li></ul>
<b>DRIVING</b> 	<ul style="list-style-type: none"><li>• Explore lowering the speed limit to 40km/h or lower in sensitive areas.</li><li>• Street designs should aim to minimise heavy traffic volumes.</li><li>• The design of streets should allow for — but not prioritise — necessary vehicle movements.</li></ul>
<b>PARKING</b> 	<ul style="list-style-type: none"><li>• Short-term parking should be designed and located in areas that do not impede child safety.</li><li>• Kiss and ride parking is a preferred option close to a school.</li><li>• Create park-walk stations where children can walk to and from the school yard.</li></ul>



# WALKABLE ACTIVITY CENTRES

A walkable activity centre is an attractive and exciting destination that encourages residents and visitors to utilise the centre's services rather than driving to a regional shopping centre.

## KEY OBJECTIVES

- > Design streets to balance the needs of diverse users in order to create an environment that ensures access, safety, comfort and enjoyment for everyone.
- > Ensure the centre is easy and safe to navigate.
- > Provide a slow-speed environment to ease the movement of pedestrians and help create attractive places.
- > Enable clear and efficient connections to public transport hubs.
- > Ensure appropriate parking is provided in suitable locations.



Walkable activity centres



**STREET TREES AND GREENERY**



**WIDE FOOTPATHS FOR PEDESTRIANS**



**OUTDOOR CAFES AND DINING**



**GREAT PUBLIC TRANSPORT INTERCHANGES**

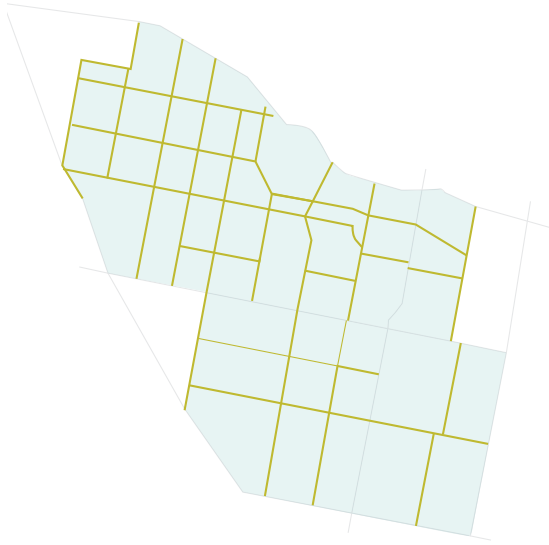


# WALKABLE ACTIVITY CENTRES

<b>WALKING</b> 	<ul style="list-style-type: none"><li>• All intersections should be treated to ensure pedestrian safety and priority.</li><li>• Ensure all streets provide a safe and comfortable walking environment during the day and night.</li><li>• Incorporate protection from extreme weather.</li><li>• Footpaths should be of a high quality materials and finish.</li><li>• Maintain a clear unobstructed footpath zone for pedestrians.</li><li>• Design pedestrian spaces to meet the needs of all users, including children, the elderly and people with disabilities.</li></ul>
<b>CYCLING</b> 	<ul style="list-style-type: none"><li>• Provide opportunities for separated bicycle paths.</li><li>• Reduce conflicts between cyclists and parked cars.</li><li>• Enable cyclists to travel in both directions in one-way local streets.</li><li>• Develop bicycle hubs to improve bus, tram and train connections for cyclists.</li><li>• Support local businesses to encourage cycling.</li><li>• Ensure bicycle parking and storage are ample and secure.</li></ul>
<b>PUBLIC TRANSPORT</b> 	<ul style="list-style-type: none"><li>• Plan and promote the development of public transport interchanges/hubs in key central locations that are easily accessed by foot and bike.</li><li>• Ensure all bus and tram stops are accessible.</li><li>• Ensure public transport hubs provide a high level of user amenity.</li><li>• Ensure the space dedicated to a transit network is aligned with demand, meeting service needs without sacrificing streetscape quality.</li></ul>
<b>DRIVING</b> 	<ul style="list-style-type: none"><li>• Investigate where shared zones can be implemented.</li><li>• Design for traffic speeds below 30 km/h in significant places and local streets.</li><li>• Explore road closures and single direction streets.</li><li>• Create slow points in side streets by widening footpaths or landscaped kerbs.</li></ul>
<b>PARKING</b> 	<ul style="list-style-type: none"><li>• Provide the right type of parking in the right places.</li><li>• Actively manage the demand for car parking and to enhance the use of the centre's streets as places for people.</li><li>• Parking should be provided at the edges of activity centres to encourage and facilitate a safer and enjoyable walking environment.</li><li>• Ensure car parks are secure, accessible and safe.</li><li>• Investigate opportunities for other needs-based parking bays.</li><li>• Ensure taxi ranks and loading bays are accessible and effective.</li><li>• Ensure car parks can be modified in the future if extensive car parking is no longer required.</li><li>• Reconsider on-site car parking requirements for land uses that contribute to active streetscapes, local employment and other Council objectives.</li></ul>



# ATTRACTIVE LOCAL CONNECTIONS



Attractive local connections

An attractive local connection is a street or corridor that typically links child friendly neighbourhoods and walkable activity centres to major roads. They are the streets that lead to residential areas — their character has an important impact on our sense of place.

## KEY OBJECTIVES

- > Design the connections so that vehicle speed is controlled and a pleasant environment is created for pedestrians and cyclists.
- > Discourage significant long-distance travel or fast moving through-traffic.
- > Cater for a range of travel modes, including walking, cycling, driving and public transport.



**TREE-LINED BOULEVARDS**



**SLOW MOVING VEHICLE ENVIRONMENT**



**INTEGRATED TRAM/BUS STOPS**



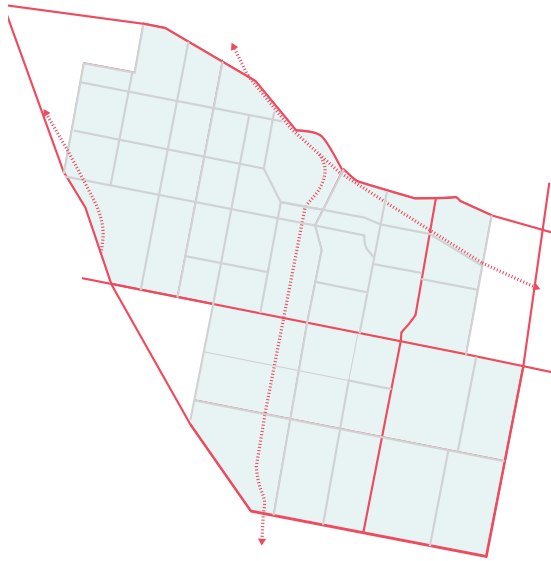
**SAFE CYCLING AND WALKING**

# ATTRACTIVE LOCAL CONNECTIONS

<b>WALKING</b> 	<ul style="list-style-type: none"> <li>• All intersections should be treated to ensure pedestrian safety and priority.</li> <li>• Ensure adequate mid-block crossing opportunities that facilitate crossing to places that people want to go to, for example schools, parks and retail centres.</li> <li>• Increase the number of public seats and convenience services in the street.</li> <li>• Design pedestrian spaces to meet the needs of all users, including children, the elderly and people with disabilities.</li> </ul>
<b>CYCLING</b> 	<ul style="list-style-type: none"> <li>• Explore opportunities for separated bicycle paths to provide increased priority and protection for cyclists.</li> <li>• Reduce conflicts between cyclists and parked cars.</li> <li>• Encourage cycling for people of all ages and confidence levels.</li> </ul>
<b>PUBLIC TRANSPORT</b> 	<ul style="list-style-type: none"> <li>• Explore amending bus routes to align with these corridors.</li> <li>• Bus stop locations should be serviced by high quality pedestrian facilities.</li> <li>• Bus stops should include seats and shelters where feasible.</li> <li>• Buses should stop within lanes to ensure they move faster and more reliably by decreasing the amount of time lost when merging in and out of traffic.</li> <li>• Investigate bus and tram priority along key routes.</li> <li>• Improve accessibility of tram stops.</li> </ul>
<b>DRIVING</b> 	<ul style="list-style-type: none"> <li>• Explore lowering the speed limit to 50km/h or lower in sensitive areas.</li> <li>• Designs should aim to minimise heavy traffic volumes.</li> <li>• Encourage freight and large trucks to use efficient commuter connections where possible.</li> </ul>
<b>PARKING</b> 	<ul style="list-style-type: none"> <li>• On-street parking should not limit creating safe and attractive movement options for pedestrians, bikes, cars and trams.</li> <li>• On-street parking will be permitted where appropriate and where it does not impede other travel modes or safety.</li> </ul>



# EFFICIENT COMMUTER CONNECTIONS



An efficient commuter connection is a road that carries higher volumes of vehicle traffic and links local connections to destinations outside of the municipality.

## KEY OBJECTIVES

- > Prioritise the movement of vehicles to ensure traffic doesn't distribute into the local networks seeking alternate routes.
- > Ensure commuters across all travel modes can use efficient connections.

Efficient commuter connections



**EFFICIENT DRIVING ENVIRONMENT**



**TRAIN STATION CONNECTIONS**








**COPENHAGEN-STYLE BIKE LANES**



**INTEGRATED TRAM/BUS STOPS**



# EFFICIENT COMMUTER CONNECTIONS

<b>WALKING</b> 	<ul style="list-style-type: none"><li>• Facilitate ease of crossing for pedestrians at key locations.</li><li>• Design pedestrian spaces to meet the needs of all users, including children, the elderly and people with disabilities.</li></ul>
<b>CYCLING</b> 	<ul style="list-style-type: none"><li>• Bicycle links should be separated from vehicle traffic.</li><li>• Explore fully protected and seperated bicycle lanes.</li></ul>
<b>PUBLIC TRANSPORT</b> 	<ul style="list-style-type: none"><li>• High frequency and high priority services should run along the commuter connection network.</li><li>• Buses and trams should be prioritised and separated from vehicle traffic to increase speed and reliability.</li></ul>
<b>DRIVING</b> 	<ul style="list-style-type: none"><li>• The commuter connections should be encouraged to facilitate efficient and maximised movement.</li></ul>
<b>PARKING</b> 	<ul style="list-style-type: none"><li>• Parking should be discouraged to ensure maximum road space for movement.</li><li>• On-street parking should not limit creating safe and attractive movement options for pedestrians, bikes, cars and trams.</li><li>• On-street parking permitted where appropriate.</li></ul>



