

## APPENDIX 2 BACKGROUND FACTS

### Public transport

Docklands is serviced by six tram routes, the free City Circle tram, three bus services and the Melbourne City Tourist Shuttle. While there are good public transport connections between Docklands and the central city, Docklands has few public transport connections directly to the north, west and south of Melbourne. Users from these areas are generally required to interchange in the central city.

The tram service provides a choice of routes and a high frequency timetable. For example, the free City Circle Tram runs every 12 minutes and takes passengers to NewQuay Central (formerly Waterfront City). The tram service between Southern Cross Station and Victoria Harbour is currently at capacity during peak times.

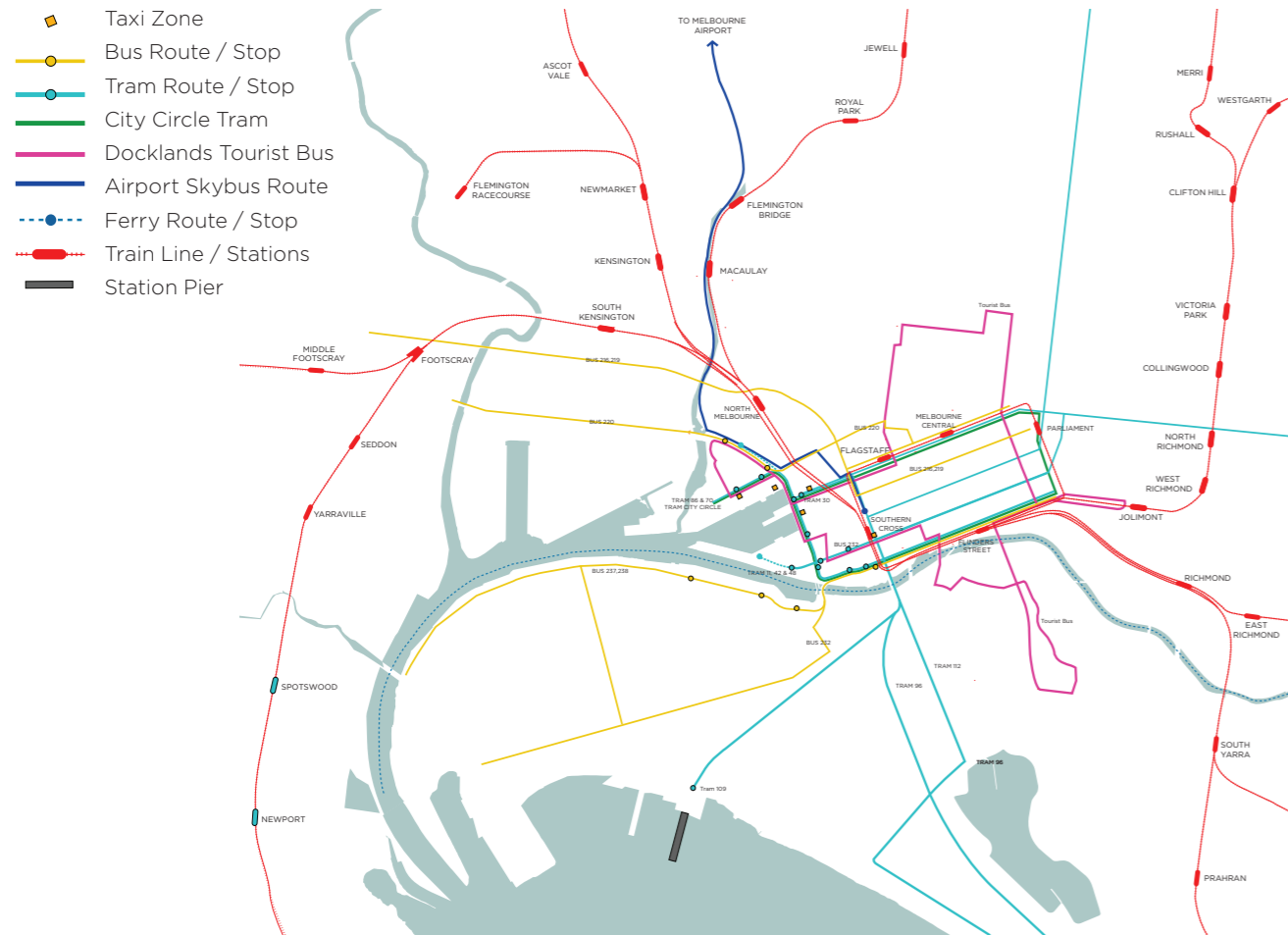


Fig 6.13 Public transport network, 2012.

Train services to Southern Cross Station support commuter and recreation demands, including crowds attending events at the stadium. The train provides good access to the east end of Docklands with other modes of transport connecting to the north, south and west. While North Melbourne station is physically close to Docklands, the railway yards currently sever connection to the station. There are few public bus stops in Docklands. This affects public transport provision in Yarra's Edge and limits public transport connections to the western suburbs.

Feasibility studies for public water transport systems such as a proposed Yarra River commuter ferry service and Docklands water shuttle are being undertaken by Places Victoria and the Department of Transport.

### Cycling

There has been a rise in cyclist numbers in Melbourne over the last decade and this is evident in Docklands, where significant numbers of commuter and recreational cyclists move through the area daily. The second most popular cycle commuter route into the central city, the Capital City Trail, transects Docklands.

Existing cycle infrastructure includes:

- bicycle storage in most commercial and residential buildings

- bicycle racks are generally located in convenient public spaces throughout Docklands
- drinking fountains are located throughout Docklands
- Bike Share, a public cycle hire facility, has seven bike stations within Docklands (and 50 citywide).

Upgrades to pedestrian and cycle links at Charles Grimes Bridge, Footscray Road, Harbour Esplanade and around the stadium are recommended in *Access Docklands: A Plan for the Docklands Transport Network* (Places Victoria, City of Melbourne with UrbanTrans, 2012) and *Transport Strategy Planning for Future Growth* (City of Melbourne, 2012).

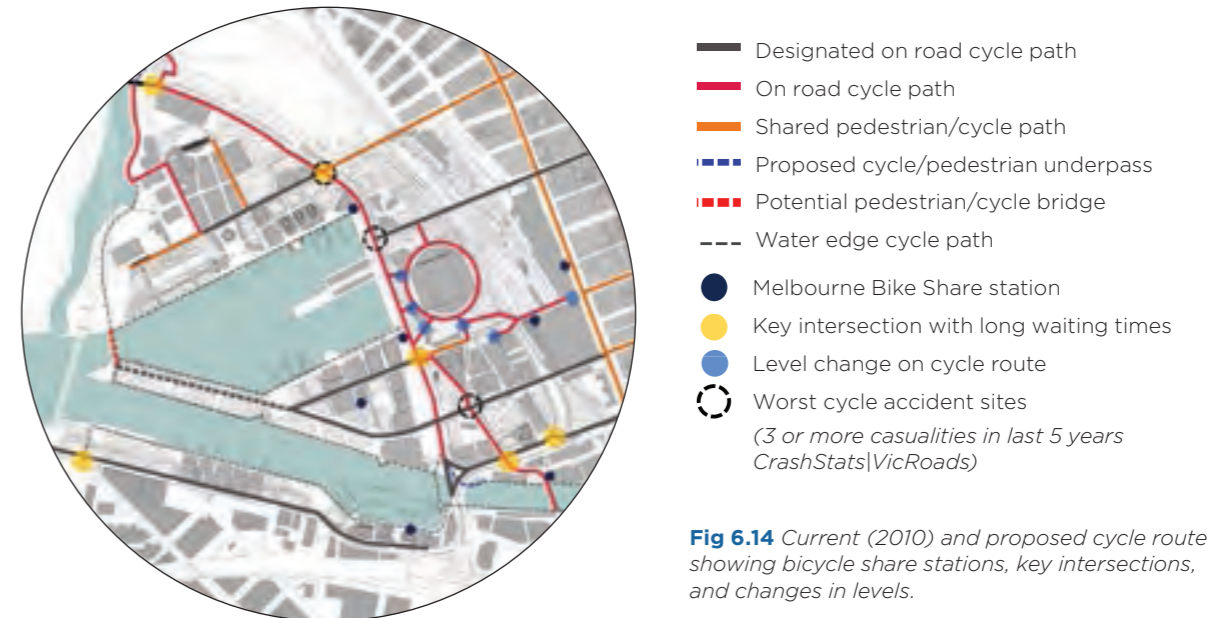


Fig 6.14 Current (2010) and proposed cycle routes showing bicycle share stations, key intersections, and changes in levels.

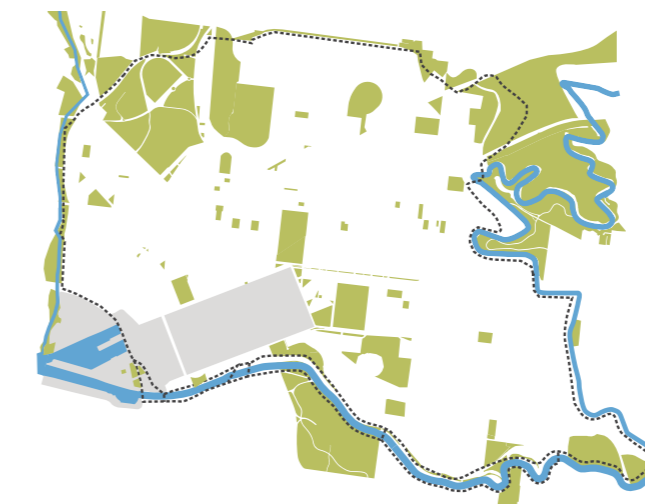


Fig 6.15 Docklands has a significant role in Melbourne's 30km shared pedestrian and cycle route, the Capital City Trail.

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### Walking

Docklands offers a generous area of pedestrian space, including waterfronts, footpaths, pedestrian lanes, parks and dedicated pedestrian areas such as Harbour Town and the Bourke Street bridge. Public streets in Docklands offer some unique walking environments, particularly along the waterfronts.

There are a number of challenges to walkability in Docklands including:

- some stairways and lifts provide a poor transition between levels, particularly at the Bourke Street overpass, stadium concourse and the Collins Street bridge
- long wait times at pedestrian crossings, particularly at arterial roads
- geometry of land and water limits connections
- vehicle speed limits and road design.

- Pedestrian areas - ground level
- Pedestrian areas - upper level
- Stair/lift/escalator
- Pedestrian crossing



**Fig 6.16** Existing and proposed pedestrian accessibility including level changes, stairs, lifts, escalators and key pedestrian crossings.

### Pedestrian areas

Some streets in Docklands do not allow vehicle access creating a pedestrian-only zone. These streets have the potential for a multitude of uses including outdoor dining, street retail, street performance, markets and play opportunities.

A successful example of this was the temporary sandpit provided in Star Crescent, Harbour Town. While removing vehicles can provide a safer environment for pedestrians, there is greater reliance on edge activation from adjoining buildings and large pedestrian numbers to ensure safety in these streets.

### Shared streets

Pedestrian Priority and Shared Traffic Zones are streets and laneways with either part or full closure to vehicular traffic, and/or low speed, 10 km vehicular speed restrictions as part of a dedicated shared traffic zone arrangement. Shared Traffic Zones remove the presumption that the vehicle has the right of way. Shared streets or zones are designed to prioritise pedestrians and public life through the paving palette and landscape treatments that create a strong differentiation from traditional vehicle priority streets to remind drivers that they should proceed cautiously and slowly. Shared streets may be considered at peak usage times, such as lunchtime or special events.

While there are currently no existing shared streets in Docklands, a number have been proposed for the Victoria Harbour and Village Street areas.