

3. CAPITAL WORKS

Walking network issues and opportunities in future master plan areas

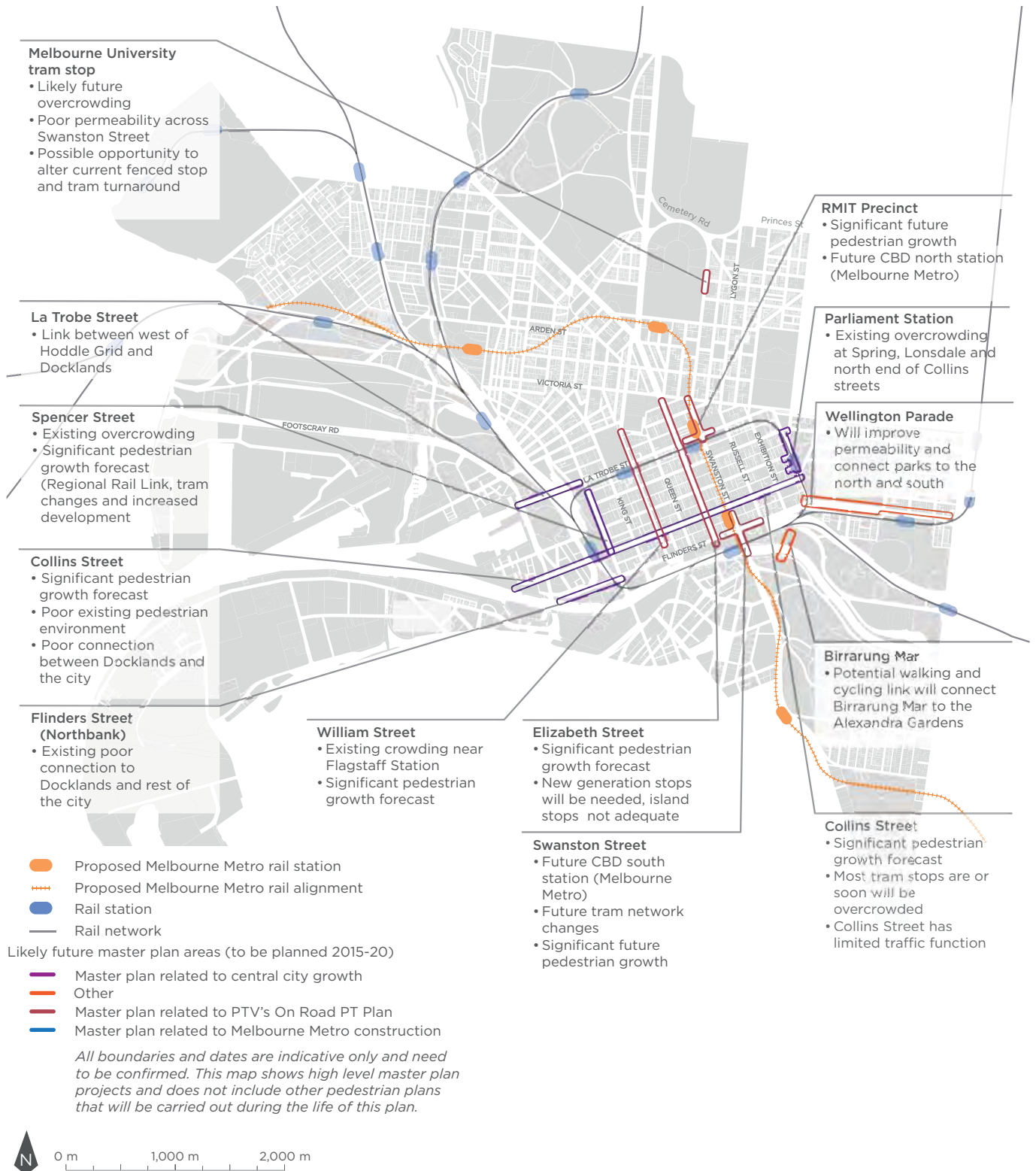


Figure 29: Walking network issues and opportunities in future master plan areas



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3.4 Access around stations

Prepare pedestrian accessibility plans for train stations in the Hoddle Grid and in urban renewal areas.

Objective

To increase pedestrian safety and service around Melbourne's public transport nodes by redesigning them to provide more links and improve amenity.

Issues

Footpaths around stations are frequently overcrowded and the problem is getting worse.

Rationale

Melbourne's major stations are experiencing significant patronage growth which is expected to continue.

Public Transport Victoria and Metro Trains are continuing to adjust services to provide more capacity into and out of the city. Adjustments include rerouting and changing timetables to make the system more efficient. Major projects, such as Regional Rail Link and Melbourne Metro, are also expected to have a significant impact.

Footpaths outside city loop train stations are currently experiencing significant crowding. Issues include people spilling onto the road because footpaths are not large enough for the number of people waiting, significant delays to pedestrians and crowded footpaths at midblock and crowded crossings. These problems are likely to get worse given projected increases in patronage and nearby development which will attract more travellers.

Actions to address crowding around stations must allow for pedestrian permeability and not create barriers.

Implementation

- Work with the Department of Economic Development, Jobs, Transport and Resources (DEDJTR), Public Transport Victoria and VicRoads to prepare pedestrian accessibility plans for the precincts around train stations in the Hoddle Grid.
- Prepare pedestrian accessibility plans for Spring Street and Collins Street at Parliament Station.
- Prepare pedestrian accessibility plans for Little Collins Street and King Street at Southern Cross Station.
- Work with the DEDJTR, Public Transport Victoria and VicRoads to ensure high levels of pedestrian priority in planning for new Melbourne Metro stations.



Figure 30: Pedestrian crossing outside Southern Cross Station

Parliament Station

Long term:

- Investigate installing pedestrian underpass and new entrance to reduce crowding at Lonsdale Street

Lonsdale Street entrances experience the greatest pedestrian congestion

Long term:

- Install escalators
- Provide weather protection

Long term:

- Investigate installation of zebra crossing over Nicholson Street

Short term:

- Investigate reducing to one lane to allow footpath widening and slow traffic
- Investigate full-time closure of Spring Street in front of Princes Theatre

Short term:

- Encourage use of Bourke Street entrance through signage and installation of an escalator

Medium term:

- Install escalator between concourse and ground levels
- Realign signalised pedestrian crossing to align with Little Collins Street

Short term:

- Investigate narrowing traffic lane to increase footpath space

Short term:

- Investigate relocating parking bays to Collins Street, east side of Spring Street or Ulster Lane

Medium term:

- Relocate traffic signal boxes to Gordon Reserve to increase footpath space

Severe pedestrian crowding at corner of Spring and Collins streets; footpath narrows north of Collins Street



- ➡ Existing station entrance
- ➡ New station entrance
- ▬ Existing tram stop
- ▬ Relocated tram stop

Figure 31: Possible improvements to pedestrian access to Parliament Station

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Flagstaff Station



Figure 32: Possible improvements to pedestrian access at Flagstaff Station

Southern Cross Station



Figure 33: Possible improvements to pedestrian access at Southern Cross Station

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Melbourne Central Station

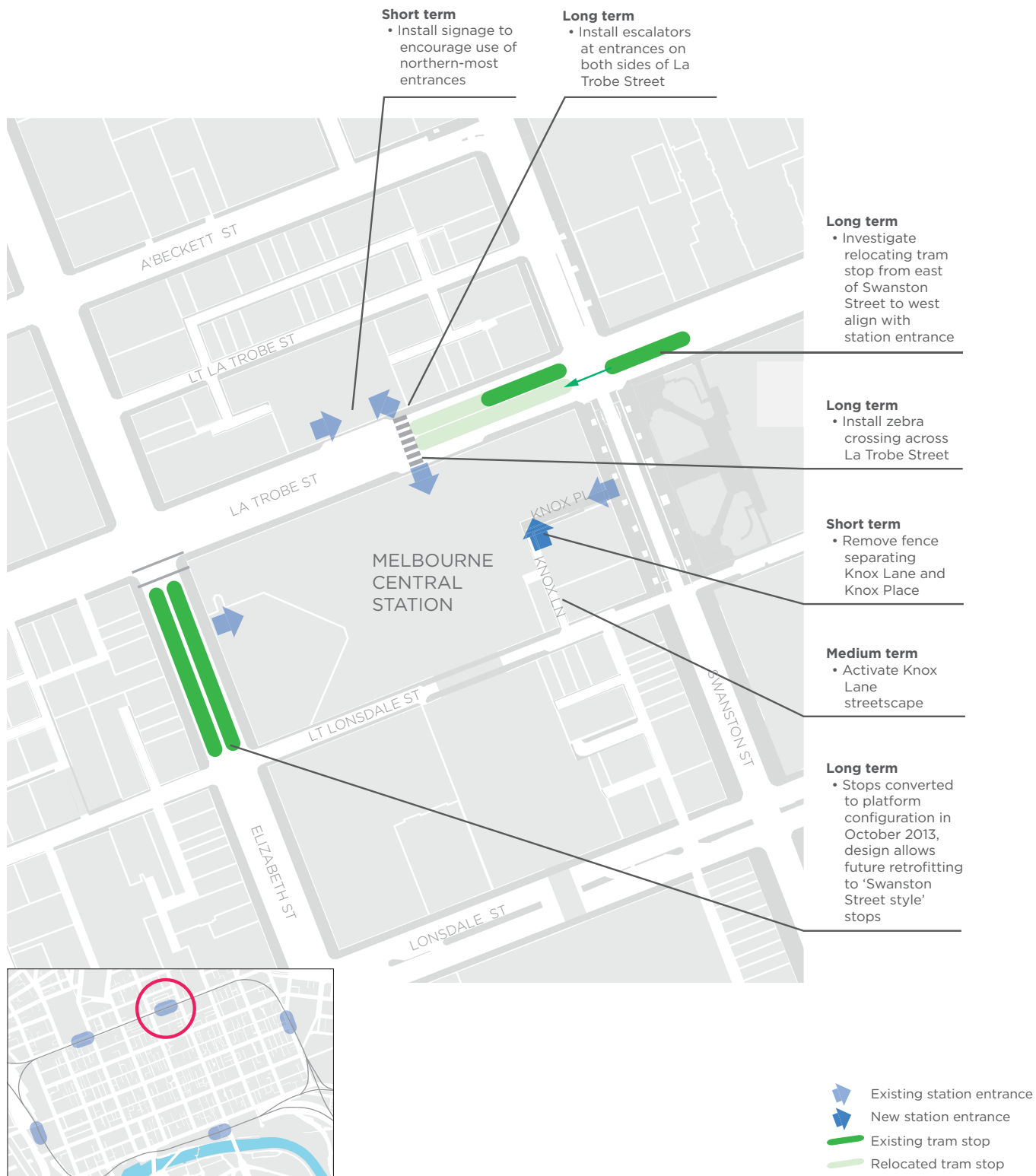


Figure 34: Possible improvements to pedestrian access at Melbourne Central Station

Flinders Street Station

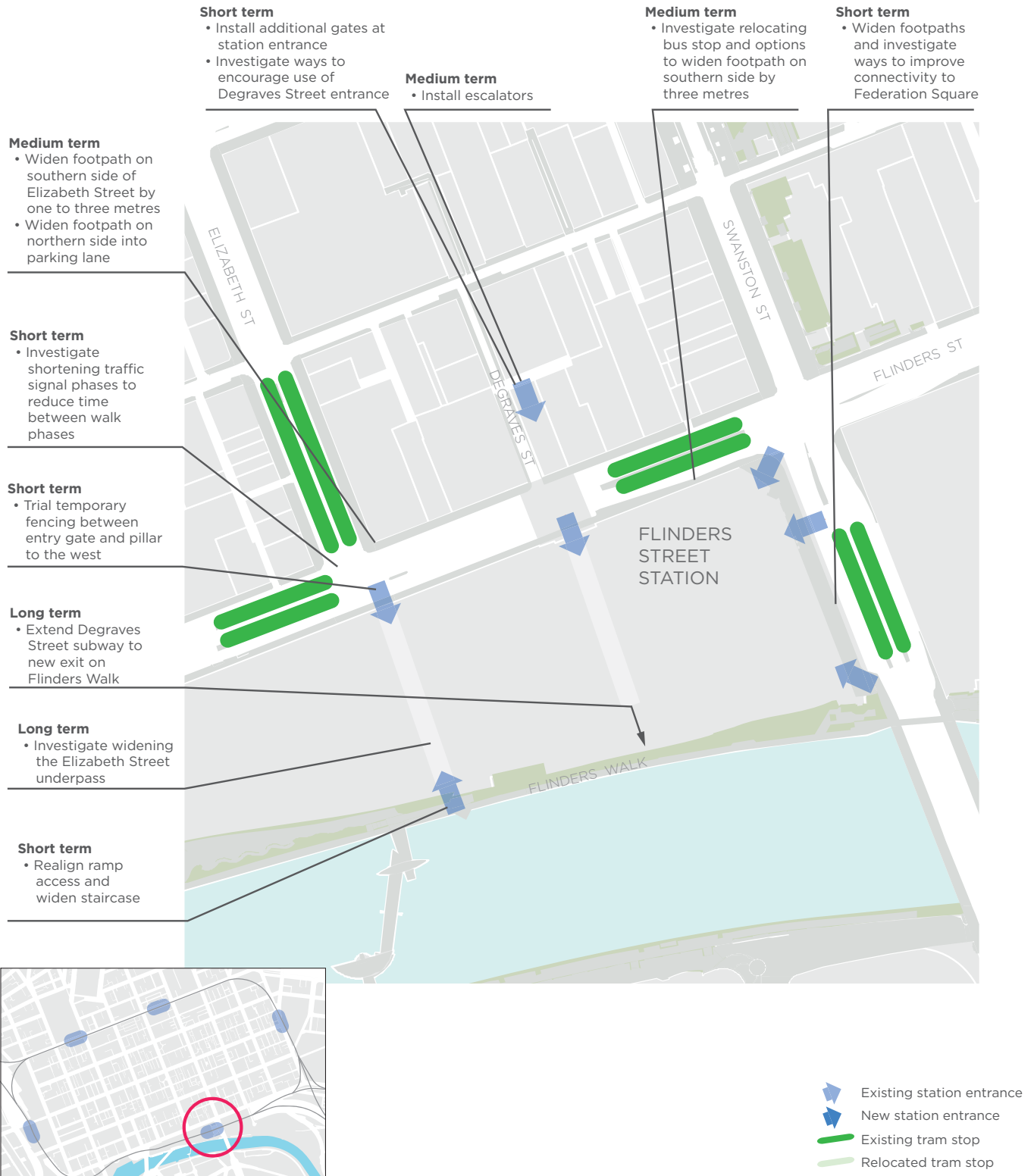


Figure 35: Possible improvements to pedestrian access at Flinders Street Station

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3.5 Tram and bus stops

Work with the DEDJTR, PTV and Yarra Trams to review current loadings, forecasts and location changes for tram and bus stops to improve their design, account for better streetscape integration and future pedestrian volumes.

Objective

To develop designs for tram and bus stops which create a high level of amenity while reducing crowding and delays to passengers to integrate stops well with the walking network.

Issues

Some key tram stops are overcrowded and the problem is worsening as tram use rises. Access to some island tram stops is restricted by their width and small number of access points.

Rationale

Tram stops are key access points to the public transport network in Melbourne. The city has many tram stops that are busier than most suburban train stations. Around 47,360 people get on and off trams at the Federation Square tram stop on an average weekday (PTV, 2011b). At the stop on Collins Street just west of Swanston Street, more than 25,740 people get on and off trams on an average weekday (PTV, 2011b). Patronage on the tram network grew by 4.5 per cent in the year ending 30 June 2012 (DoT, 2012, p. 167). Overall growth across the public transport network is forecast to be 4.4 per cent per year to 2021, and 3.2 per cent between 2021 and 2031 (PTV, 2013; p. 4). If these growth rates apply to these individual stops, around 96,900 people will use the Federation Square tram stop, and 53,630 will use the Collins Street stop each day by 2031.

Many stops are already uncomfortably crowded during parts of the day; this is expected to worsen. Crowding at tram stops is a critical safety issue.

The stops provide level access (no step up) to the tram network and, in many cases, are island stops separated from the footpath by a traffic lane. Most of the platform stops are fewer than 10 years old but some have already reached capacity.

There are currently no crowding standards for the stops.

Tram stops in urban renewal areas need to be designed to cater for future growth.

Significant changes are expected for central Melbourne's tram network. They include reducing overloading and tram congestion on Swanston Street by moving some routes to the west, as well as increasing the number of trams and passengers on most routes including Elizabeth Street and the construction of Melbourne Metro, which may mean the re-routing of all trams from Swanston Street for a period of time.

- Work with the Department of Economic Development, Jobs, Transport and Resources (DEDJTR), Public Transport Victoria and Yarra Trams to review the current loadings, forecasts and proposed location changes for tram and bus stops in consideration of the walking network around stops, prioritising tram stops that are currently over-crowded or forecasted to experience excessive crowding.
- Work with the DEDJTR, Public Transport Victoria and Yarra Trams to adopt appropriate crowding and permeability standards for stops.
- Ensure master planning for Elizabeth Street takes into account significant future tram patronage growth and provides for highly accessible tram stops which are well-integrated with the footpath network.
- Improve the design of tram stops to account for better streetscape integration and higher pedestrian volumes in locations that already are or will be busy over the long term.

Tram stops likely to be overcrowded by 2030

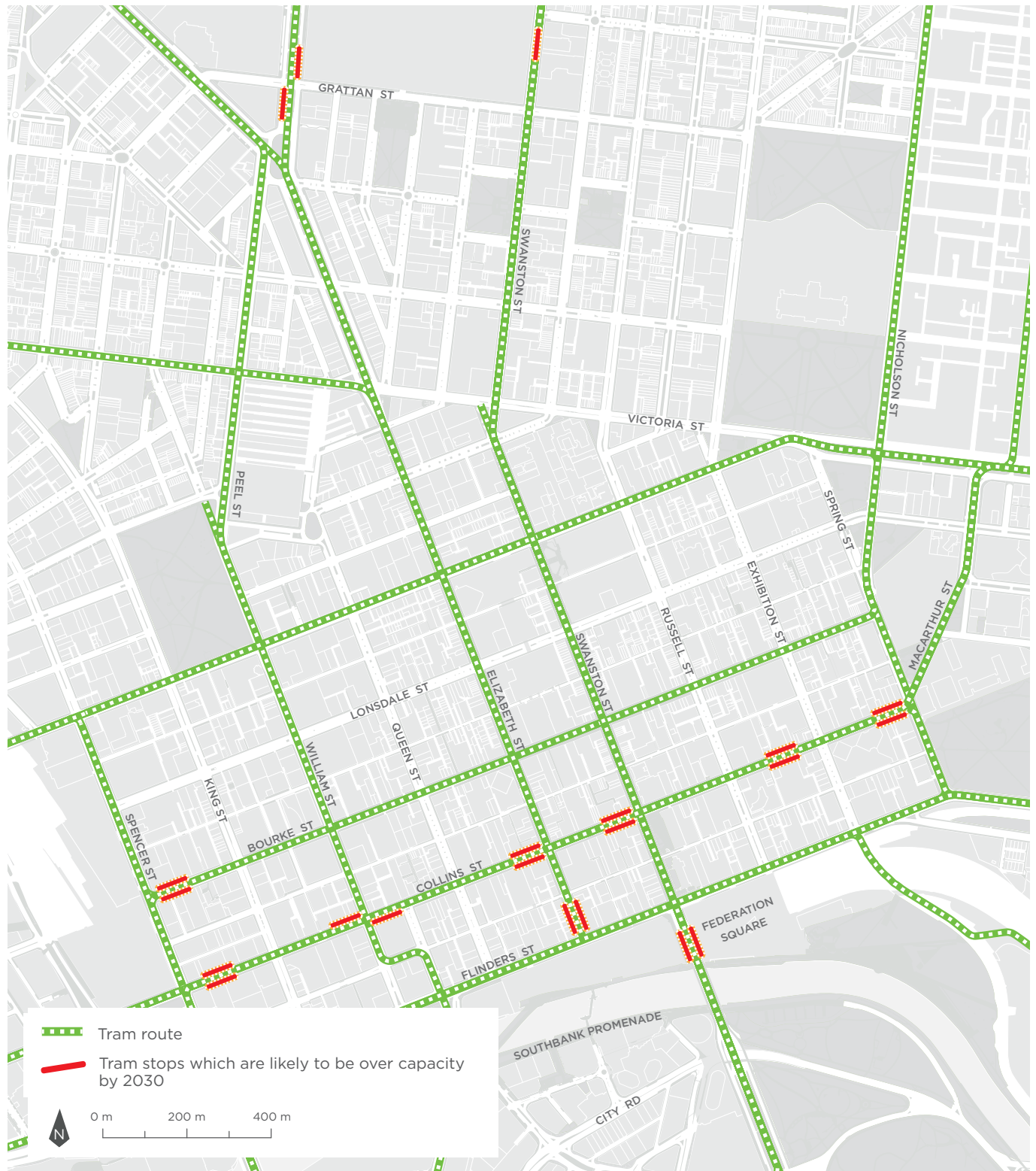


Figure 36: Tram stops likely to be at capacity by 2030

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3.6 Increasing the number of formal crossings

Develop a prioritised list of locations for new or improved pedestrian crossings where demand is high, crossing is difficult, including at roundabouts, and where distances between crossings are long.

Objective

Provide new pedestrian crossings to enable safe and easy pedestrian access.

Issues

A lack of pedestrian crossings or connections can make walking journeys unnecessarily long or create road safety hazards.

Rationale

Pedestrian crossings provide a safe way for people to walk from one side of the road to the other. They provide vital links in the walking network and reduce walking distances. There are locations in the City of Melbourne where new crossings are needed. Some are needed to deal with significant flows from stations (such as on Lonsdale Street at Crombie Street). Others are needed to connect developing areas to centres of activity (such as across City Road in Southbank) or to improve connections to key attractions such as the west side of the intersection of Flinders and Russell streets near Federation Square.

Walking north or south in the Hoddle Grid, formal pedestrian crossings are provided at a maximum spacing of every 100 metres. Walking east-west, formal pedestrian crossings are only every 200 metres. If a mid-block crossing is present this reduces to around 100 metres, assuming the crossing is in the middle of the block.

In some parts of the city, the distance between crossing points is extremely long. For example, the distance between crossing points on Alexandra Avenue between the Alexandra Gardens

and the Queen Victoria Gardens is more than 630 metres (from the intersection at Linlithgow Avenue west to the pedestrian signals at Fanning Street on City Road). As the city grows, larger numbers of people walking will mean a need for more crossings.

Connections across the Yarra and other rivers must also be frequent enough to prevent the river being a barrier to pedestrian movement, especially in busy areas.

The City of Melbourne has been progressively installing mid-block signalised crossings on east-west streets in the Hoddle Grid similar to the well-used crossing on Collins Street between Swanston and Elizabeth streets.

Zebra crossings, which can be used on single-lane roads (in each direction) and work well in areas with lower vehicle speeds, are significantly cheaper to install than signalised crossings. They give a higher level of priority to pedestrians, who can cross them without having to wait for a signal.

Implementation

- Develop a prioritised list of locations for new pedestrian crossings and work with VicRoads to install them.
- Design and reconstruct the pedestrian bridge at the existing railway overpass at Arden Street.
- Construct a pedestrian refuge at Queensberry and Bouverie streets.
- Consider improved pedestrian connections across the Yarra River as part of the proposed Collins Street tram extension from Docklands to Fishermans Bend.
- Continue to install crossing points and meet VicRoads guidelines, prioritising locations where demand is high, crossing is difficult and distances between crossings are long.
- Review existing roundabouts on local streets and investigate the possibility of installing zebra crossings on pedestrian desire lines at these intersections.



Figure 37: City Road, Southbank, is an example of a street with long distances between formal pedestrian crossings – 259 metres on average