

Proposed Walking Streets

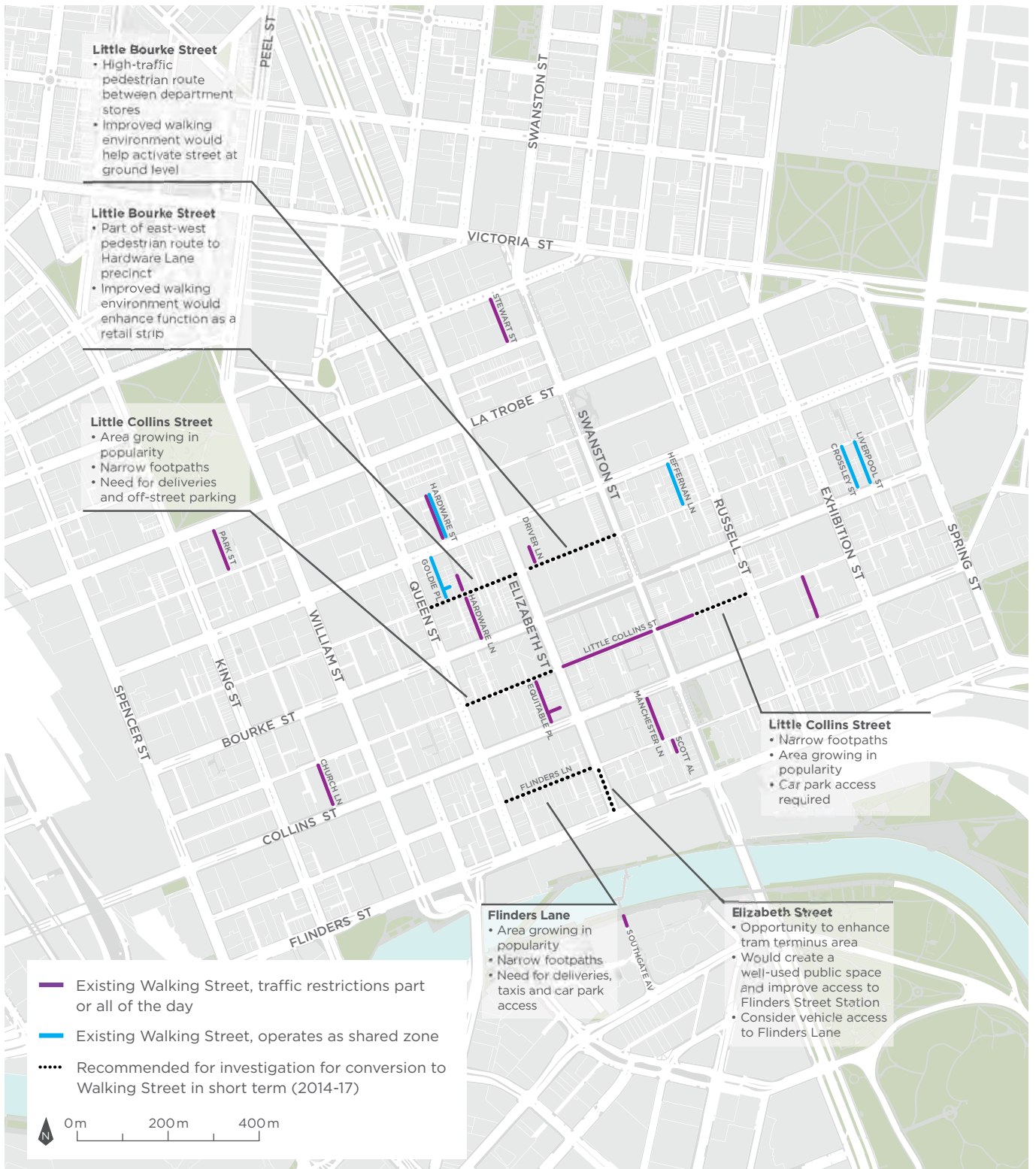


Figure 16: Proposed Walking Streets

2. STREET MANAGEMENT AND OPERATION

2.6 Investigate High-Mobility Walking Streets

Investigate the suitability of the proposed High-Mobility Walking Streets.

Characteristics

Characteristics of High-Mobility Walking Streets are that:

- they are shared by trams, buses, bicycles and pedestrians;
- they provide a high-frequency public transport corridor;
- they have a low-traffic function; and
- there is significant interchange between the public transport and walking networks.

Street Management

High-Mobility Walking Streets are managed to

- provide appropriate priority to trams, buses, cyclists and pedestrians under SmartRoads; and
- provide for deliveries, property servicing, cycling and access to off-street car parking.

Implementation

- Investigate the suitability of the proposed High-Mobility Walking Streets as indicated in 'Figure 17: Proposed High-Mobility Walking Streets'. This will include consideration of local access requirements.



Swanston Street level access tram stops

Proposed High-Mobility Walking Streets



Figure 17: Proposed High-Mobility Walking Streets

2. STREET MANAGEMENT AND OPERATION

2.7 Create new shared zones

Extend the program of converting laneways, roads and other spaces into shared zones in line with VicRoads' guidelines and the City of Melbourne Pedestrian Street Hierarchy.

Melbourne is renowned for its network of laneways. In the Hoddle Grid there are around 230 laneways. Laneways increase connectivity in urban renewal areas and established suburbs alike. Most are through-block links that allow pedestrians to take a more direct route to their destination rather than having to walk 'around the block'.

In many lanes and narrow roads in the City of Melbourne there is not

enough space for vehicles, pedestrians and cyclists to each have their own dedicated space. The default speed limit (40 km/h in the Hoddle Grid or 50 km/h in other areas) is not compatible with sharing space. In many cases, the most effective way to improve the walking network while still retaining access for vehicles is to convert the road into a shared zone with a speed limit of 10 km/h.

Shared zones can make it easier to introduce trees, landscaping and other uses, such as on-street dining, while allowing people to walk comfortably – perhaps two or three abreast. They can offer significant economic benefit with outdoor dining generating up to \$25,000 in revenue per square metre per annum. The conversion of selected narrow streets into shared zones will make the city safer and legitimise pedestrians as users of narrow streets.

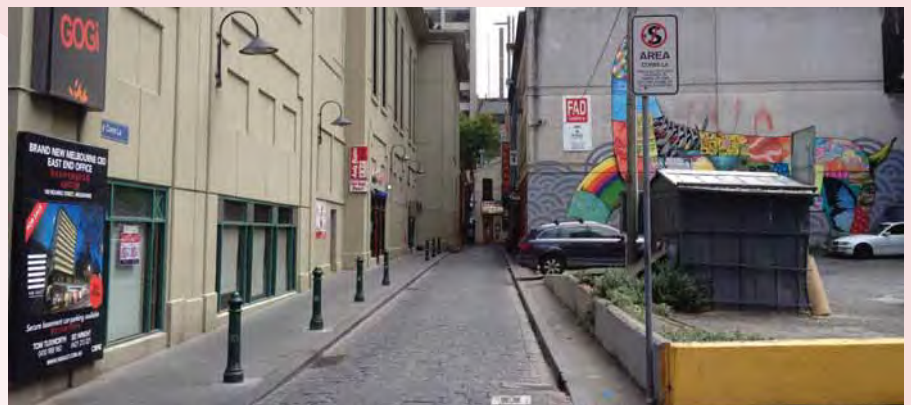
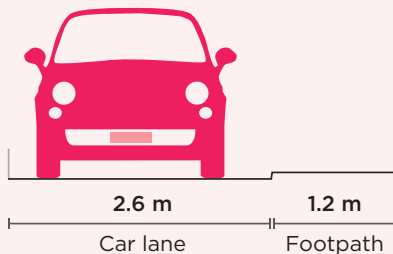
Shared zones are a specific type of speed limit under Victoria's Road Safety Road Rules (2009). These zones provide for the sharing of spaces by vehicles, pedestrians and cyclists at low speeds. Using a pedestrian street hierarchy, shared zones could be Streets as Places or Walking Streets.

Implementation

- Extend the program of converting laneways into shared zones. Laneways that currently operate as shared zones and require only signage changes are shown in 'Figure 19: Laneway shared zones'.
- Convert roads and other spaces into shared zones in line with VicRoads' guidelines and the City of Melbourne Pedestrian Street Hierarchy.

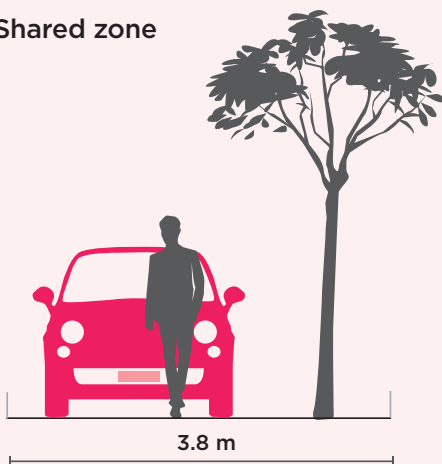
Separated road layout

- All users experience narrow spaces
- No space for trees, cafe seating, art or other street activity



Example of separated layout: Corrs Lane

Shared zone



Lane shared by vehicles and pedestrians



Example of shared zone: Hardware Street

Figure 18: Shared zones improve the use of space by creating the conditions under which vehicles and pedestrians can share the same space rather than have separate areas. A key design criterion for shared zones is lower speeds, usually 10 km/h.

Laneway shared zones

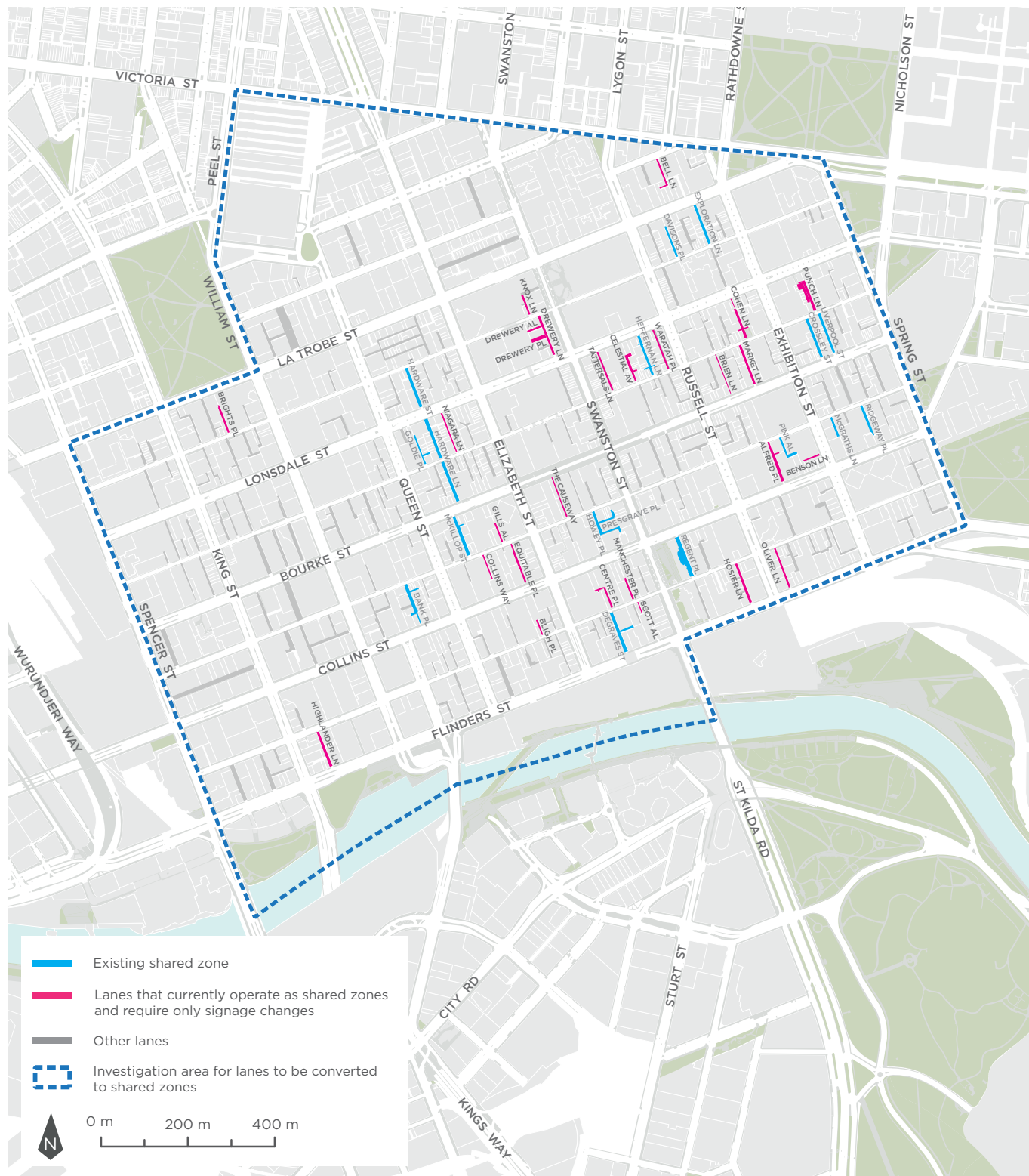


Figure 19: Proposed laneway shared zones

2. STREET MANAGEMENT AND OPERATION

2.8 Make roads safer for pedestrians

Review existing lower speed limits and implement more on local and arterial roads where appropriate.

Objective

To achieve motor vehicle speeds in the City of Melbourne which are compatible with high levels of walking and a city for people while also being logical and easy for drivers to comply with.

Issues

Higher motor vehicle speeds can save time for motorists driving longer distances. However, they can also lead to greater road trauma, separation of land uses, reduced permeability and reduced opportunities for streetscaping.

Rationale

The pedestrian street hierarchy recognises that pedestrians share many streets with private vehicles. Speed limits have a significant impact on how pedestrian-friendly a street is.

Lower speed limits increase the likelihood of surviving being hit by a vehicle and reduce the severity of injuries due to collision. Lower speeds also mean less need for expensive traffic controls, road safety barriers and expensive and disruptive traffic management for temporary works. Also, when speeds are lowered, more roadside furniture and trees can be installed. Lower speeds also allow for a more permeable city where pedestrians and drivers can make eye contact and allow for safe road crossing without delaying either party. Drivers travelling more slowly have greater opportunities to observe the city and see things that they might want to visit either during the current trip or later. In some countries lower speed limits have been introduced in urban areas alongside changes to traffic signals, which have together increased traffic throughput.

In 2012 the City of Melbourne reduced the speed limit in the Hoddle Grid to 40 km/h following approval by VicRoads. This is expected to save one life, nine serious injuries and 25 other injuries every year in the city. 40 km/h speed limits were introduced to local streets in Parkville in early 2014. Reducing motor vehicle speeds in areas of high pedestrian movement is a strategic objective of the City of Melbourne's Road Safety Plan 2013 – 2017.

Implementation

- Review the performance of the 40 km/h zone in the central city considering road safety as well as other costs and benefits.
- Investigate speed limit reductions to 40 km/h on local streets throughout the City of Melbourne where appropriate.
- Investigate speed limit reductions on arterial roads in the City of Melbourne where significant numbers of pedestrians and vulnerable road users use the road now or are expected to in the future.



2. STREET MANAGEMENT AND OPERATION

2.9 Walking navigation

Install a 'heads-up' mapping system in high-pedestrian areas and work to implement this system across Melbourne.

Objective

To help people navigate the city by making walking easier and more enjoyable while making it easy to transition from walking to using public transport.

Issue

The City of Melbourne can be difficult to navigate for people not familiar with its layout, such as visitors from other parts of Melbourne, out of town, interstate or overseas. There are currently many different way-finding signage systems carrying inconsistent messages, language and naming conventions.

'Heads-up' mapping

'Heads-up' mapping systems – which orient maps so the person reading them sees the view in front of them reflected in the map – make walking easier and more enjoyable and encourage more walking. 'Heads-up' maps orient people based on the direction they are facing and what is in their field of view. They have been successfully introduced in London, Bristol and New York City.

The City of Melbourne is developing a 'heads-up' mapping system to be deployed throughout the city beginning with the areas where the most walking occurs. These maps will assist way-finding by highlighting nearby destinations and public transport services that a person viewing a 'heads-up' map can easily access. The system will be extensively tested and regularly reviewed to ensure it is up-to-date and delivering on its objectives.

Implementation

- Install a 'heads-up' mapping system in high-pedestrian areas.
- Investigate the potential for the 'heads-up' mapping system to be applied across the central subregion as proposed in Plan Melbourne in collaboration with Public Transport Victoria, Yarra Trams and others.
- Investigate the potential for the system to be introduced at Melbourne's visitor entry points (air, rail, roads and sea).
- Work with inner Melbourne councils and Victoria's roads, public transport and tourism authorities to improve the consistency of way-finding systems that visitors rely on.



Figure 20: Indicative location map for first stage of implementation of the 'heads-up' mapping system depicting Yarra's Edge, WTC Wharf, South Wharf and the Melbourne Convention and Exhibition Centre precincts



Figure 21: Indicative district map example of the 'heads-up' mapping system, facing north near Webb Bridge

2. STREET MANAGEMENT AND OPERATION

2.10 Stop lines

Progressively install stop lines on laneways at the building line rather than the intersection line along Bourke, Collins, Elizabeth and Flinders streets.

Objective

To improve the walking network in Melbourne by giving pedestrians priority at minor intersections and lanes.

Issues

A single motor vehicle exiting a minor road or lane can delay and inconvenience many pedestrians on a well-used footpath.

Rationale

On some streets in the city, stop lines have been installed so that drivers exiting minor laneways are required to give way to pedestrians on the footpath that the driver needs to cross. This

reverses the usual convention where the stop line would be at the point where the two streets intersect. This means that a stopped motor vehicle would block the passage of pedestrians. In the central city many footpaths carry thousands of people per hour and it is appropriate that pedestrians have priority. The treatment allows pedestrians and motorists to make eye contact and negotiate to ensure drivers are not unreasonably delayed.

Pedestrians also need to be responsible for their own safety and ensure intersections are clear before proceeding. City of Melbourne will work with VicRoads to ensure stop lines at the building line will not compromise the safety of pedestrians.

Implementation

- Progressively install stop lines on laneways at the building line rather than the intersection line along Bourke, Collins, Elizabeth and Flinders streets.

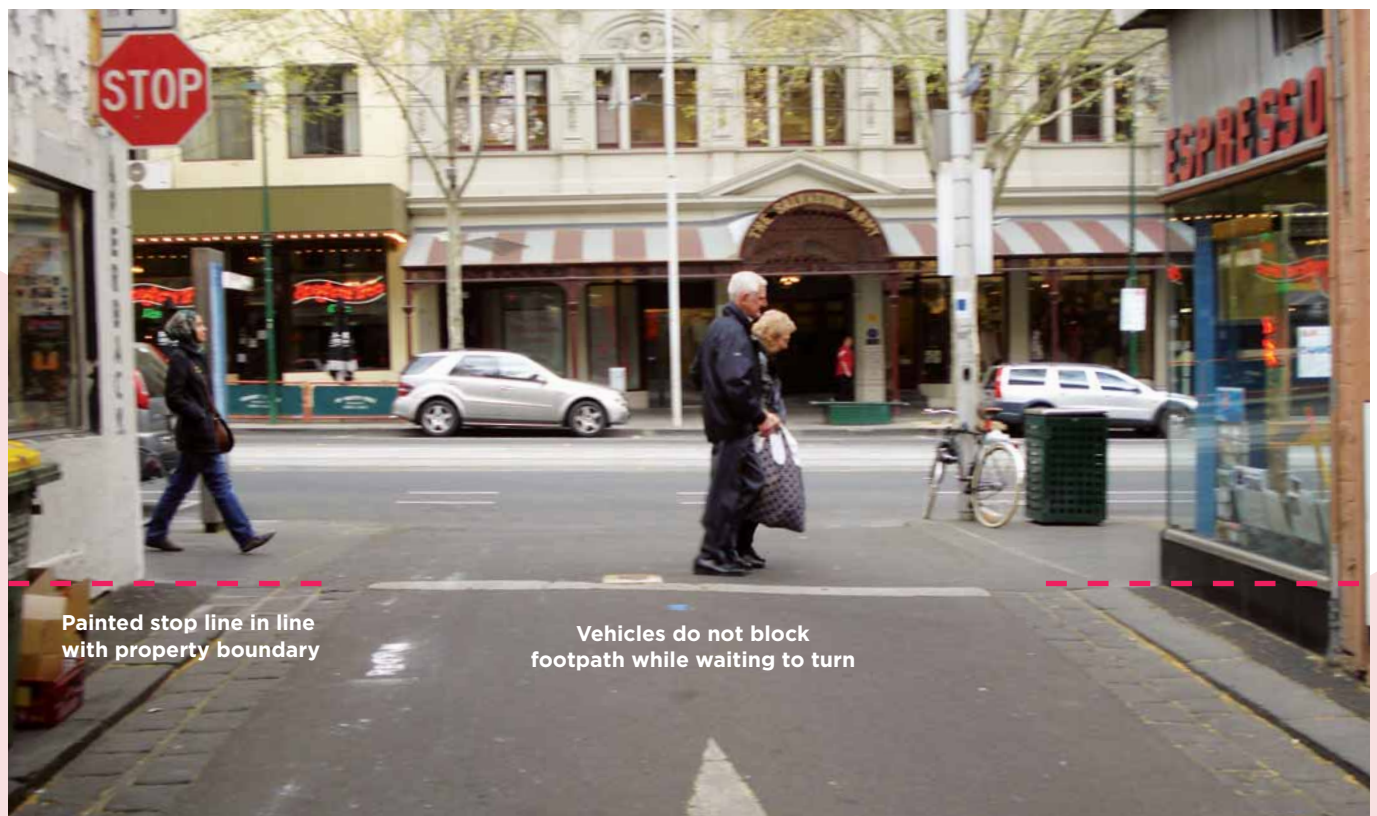


Figure 22: Example of stop line on property line at Crossley Street facing Bourke Street

Stop lines

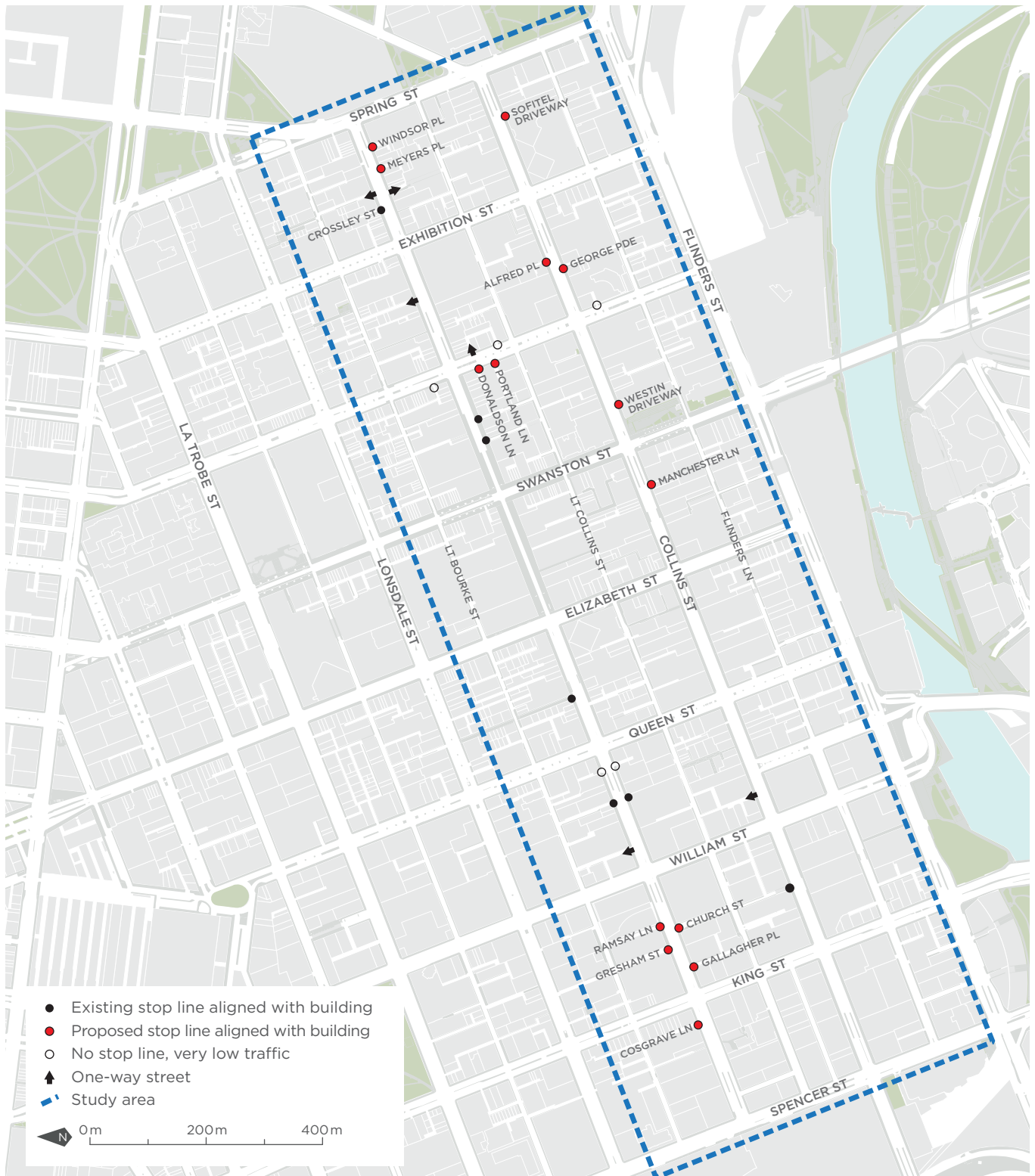


Figure 23: Locations to install stop lines on building line

2. STREET MANAGEMENT AND OPERATION

2.11 Travel behaviour change

Continue to deliver the Share Our Streets multi-modal behaviour change program to improve safety and harmony amongst all road users.

Objective

To encourage everyone to use the roads collaboratively and respectfully to improve safety creating a more enjoyable road environment in the City of Melbourne and adjacent municipalities.

Issues

Respectful and cooperative behaviour by all road users can make the city safer and more efficient creating an environment that will encourage walking.

Rationale

The City of Melbourne has launched a travel behaviour change program called Share Our Streets as part of its Road Safety Plan. Many cities and jurisdictions

around the world run behaviour change programs as a cost-effective way to improve the way road space is shared.

Pedestrians have much to gain from a program that delivers more considerate road behaviour. Benefits include drivers giving way appropriately, driving within the speed limit, allowing pedestrians to cross mid-block without creating delays and not using mobile devices while driving as well as cyclists slowing appropriately to allow pedestrians to get on trams and riding considerately in shared areas. Therefore, City of Melbourne will work with Victoria Police to enforce road rules in line with the Road Safety Plan to support the Share Our Streets Campaign.

Pedestrians also contribute to their own road safety as well as the safety of others. Share Our Streets promotes being considerate, observing road rules, not walking in bicycle lanes and paying attention when walking, particularly when using mobile devices. Keeping to the left on footpaths and crossings, especially in crowded areas, will also make the city easier to walk around.

Implementation

- Continue to deliver the Share Our Streets multi-modal behaviour change program to improve safety and harmony amongst all road users.



Figure 24: Poster from the Share our Streets campaign, April 2014

2.12 Promote health

Investigate the potential for encouraging walking to deliver health benefits in Melbourne including through the new Active Melbourne Strategy to be developed by the City of Melbourne.

Objective

To capitalise on the mental and physical health benefits and community benefits provided by walking.

Issues

Walking offers significant mental and physical health benefits. There is an opportunity to gain significant community benefit by promoting walking for health in the city, including getting exercise as a part of everyday travel.

Rationale

Promoting walking can be a cheap and simple way to improve the health of the community. Walking has been shown to address obesity, heart disease, blood pressure, arthritis, diabetes, anxiety, depression and other health issues.

Walking can be done on its own or in conjunction with public transport. For example, people who use public transport on a particular day also spend an average of 41 minutes walking or cycling as part of their travel, while those who did not use public transport spend only eight minutes walking or cycling as part of their travel (Bus Solutions, 2010, p. 3).

Victoria Walks promotes walking meetings, 'exercise snacks', workplace walks and local area mapping to encourage people to identify local walking destinations (www.victoriawalks.org.au). New York City has a campaign to 'Make NYC Your Gym'. There are opportunities for the

City of Melbourne to promote walking as a way to help the community to be healthier, potentially with a focus on the large number of employees who travel to the city each day.

The perception of a lack of safety and security can be a significant barrier to walking, particularly in relation to children walking to school or for trips that include public transport use. Initiatives should include the promotion of walking to school and addressing barriers to this behaviour, such as parental perceptions of risk.

Implementation

- Investigate the potential for encouraging walking to deliver health benefits in Melbourne including through the new Active Melbourne Strategy to be developed by the City of Melbourne.
- Investigate advocating for changes to the Planning and Environment Act 1987 to include health and wellbeing as an objective of planning.