

# ACTIONS

Actions in this plan have been framed within the existing structure of the operations of the City of Melbourne and its stakeholders. This will ensure the effective implementation of these actions to achieve the strategy vision.

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# 1. PLANNING

## 1.1 A central city subregion walking plan

**Work with the Metropolitan Planning Authority, the Department of Economic Development, Jobs, Transport and Resources (DEDJTR) and Inner Melbourne Action Plan councils to deliver improvements to walking in Melbourne.**

### Objective

To ensure that planning for the central subregion of Melbourne provides for a high-quality pedestrian network.

### Issue

Plan Melbourne identifies walking as a critical element in the economy of central Melbourne. It also proposes that the new Metropolitan Planning Authority facilitate work with subregional groups on shared priorities. Meanwhile, the Inner Melbourne Action Plan, which is made up of the same councils as the central subregion, will need to be reviewed and may be able to be incorporated in planning. Walking must be a high priority in planning for the central subregion.

### Rationale

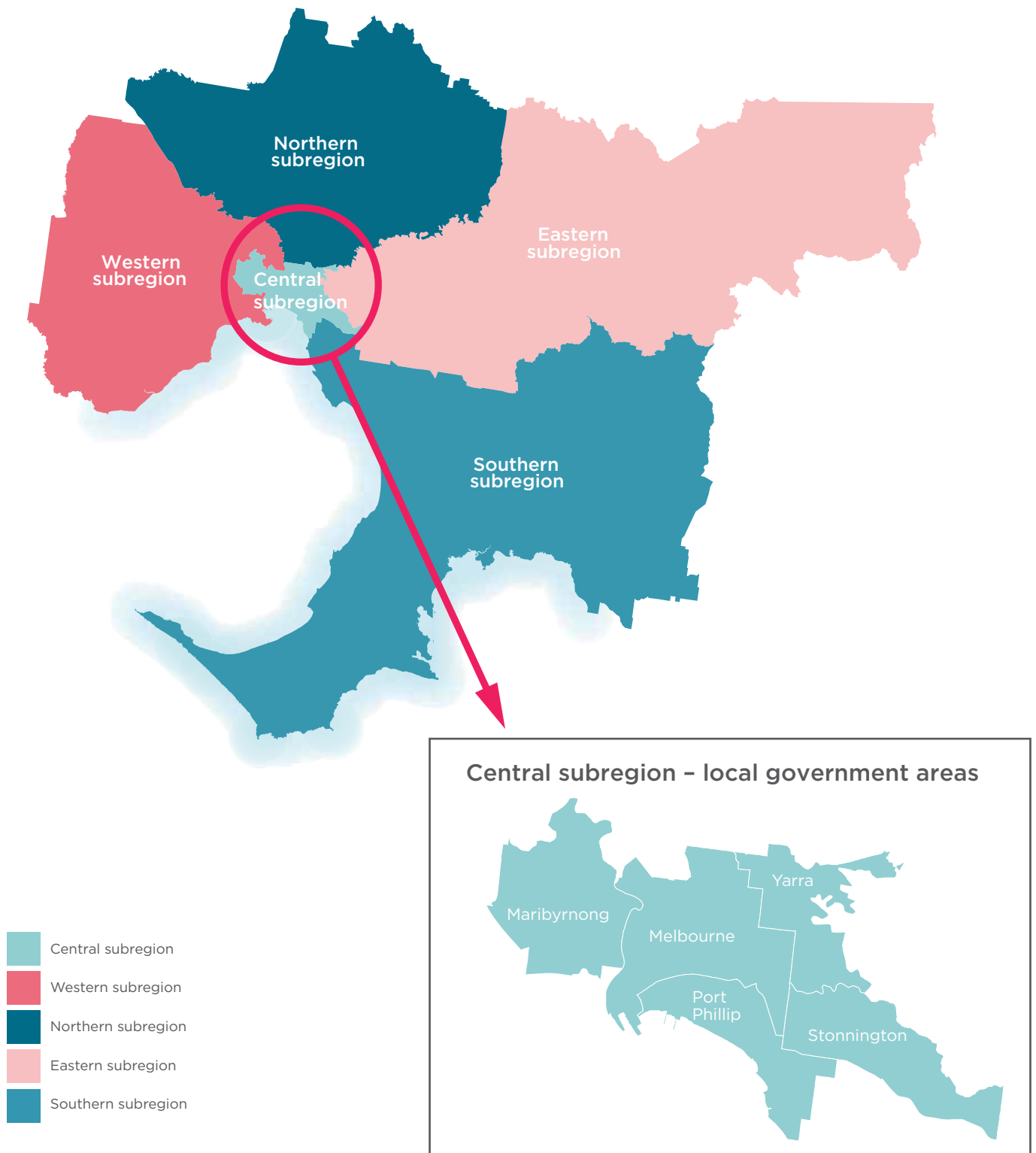
Plan Melbourne, the metropolitan planning strategy, is a framework which articulates a whole-of-government policy direction to integrate transport and land use strategic planning for an expanded central city in 2050. The framework provides a high-level central city transport narrative and strategic transport network corridors for Melbourne.

The framework will also provide guidance to urban renewal precincts, such as Arden-Macaulay, City North and Fishermans Bend. It will highlight potential transport connections in areas where people's preferences for getting around may include walking, cycling and frequent public transport networks that connect destinations both across and within the expanded central city and Inner Melbourne neighbourhoods. This framework will assist short- and medium-term projects to incrementally contribute to the shared long-term vision for transport in the central city.

### Implementation

- Work with the Metropolitan Planning Authority, the DEDJTR and Inner Melbourne Action Plan councils to deliver improvements to walking in Melbourne, including capital works and planning scheme amendments to support the Plan Melbourne goal to create a more productive central city.
- Work with the Metropolitan Planning Authority to integrate the highest levels of walking, cycling and public transport use in the planning of urban renewal precincts.
- Work with the Metropolitan Planning Authority to integrate the City of Melbourne Walking Plan into master planning for urban renewal precincts.

## The central subregion



**Figure 11: Local government areas in the central subregion**

Source: Adapted from State of Victoria, 2013

# 1. PLANNING

## 1.2 Use the planning scheme to improve the walking network

**Establish a future fine-grained pedestrian network for the City of Melbourne for implementation in the Melbourne Planning Scheme.**

### Objective

To ensure that land is developed in Melbourne in a way that contributes to the development of a fine-grained walking network with short blocks and many routes, links and connections.

### Issues

A fine-grained walking network reduces walking distances and travel times and has been a goal of the City of Melbourne for many years. It increases accessibility and boosts the city's economy in a similar way to other transport infrastructure. Support for the concept is in the Municipal Strategic Statement as well as in structure plans for Southbank, Arden-Macaulay and City North. However, the fine-grained walking network is not clearly established in the Melbourne Planning Scheme. The planning scheme is the tool used to manage the development of private land. Creating a fine-grained network will require many new walking links on private land. It will also identify mid-block road crossing points.

Provisions already exist in the planning scheme (including Design and Development Overlays, Public Acquisition Overlays and Developer Contribution Plans) to require developers to provide through-block links, but these are not always effective or desirable. Developers often provide fine-grained pedestrian links in commercial developments (such as the QV Building at the corner of Lonsdale and Swanston streets), but they can be reluctant to do so for other land uses, particularly residential developments. In these situations, the mechanisms do not serve the broader strategic context of an overall plan for Melbourne's walking network.

Also, previous attempts to establish a fine-grained pedestrian network in urban renewal areas through the

planning scheme have not been justified to the satisfaction of planning panels.

Another issue is specifying the quality of through-block links, such as whether they are open to the air or attractive to pedestrians, levels of sunlight, width and whether they should provide clear sight lines through the block.

In the Southbank precinct (and currently proposed for City North), controls in the planning scheme require pedestrian through-block links to be provided where the average length of a street block exceeds 100 metres (DTPLI, 2014, p. 2). Research shows that the optimum spacing for pedestrian connections in city centre retail core areas may be 50 to 70 metres (Siksna, 1996). However, planning scheme provisions do not specify the exact location of the link and planners are merely obliged to negotiate the link placement with developers as each land parcel is developed. As a result, links may not be provided in the best location.

Work that is needed to support changes to the planning scheme includes:

- specifying a fine-grained pedestrian network that will be developed throughout the City of Melbourne including through-block links on private land;
- assessing the economic contribution and other benefits of a fine-grained walking network to the city's economy; and
- assessing the costs of developing the walking network, including impacts on landowners who would be required to provide the links.

This will involve expanding and improving the current pedestrian monitoring and counting program as well as pedestrian network modelling.

### Rationale

The walking network in the City of Melbourne already has a significant impact on the city's economy. Increasing the level of walking connectivity by 10 per cent – for example, by adding through-block links – would increase the value of the overall Hoddle Grid economy by \$2.1 billion per annum or 6.6 per cent. This is because people would then be better connected, particularly to jobs and for work-related walking trips. (CoM & SGS, 2013d)

Through-block links add to the quality of the walking network by:

- shortening walking distances;
- increasing the amount of street frontage leading to business and job opportunities;
- creating more intersections and offering more route choices;
- providing alternatives to crowded routes;
- providing intimate and interesting spaces; and
- enhancing the city's reputation for laneway experiences.

### Implementation

- Continue to expand the pedestrian monitoring program to inform decisions about pedestrian planning.
- Develop a model of the walking network to test scenarios for improving the network such as the location of through-block links or predicting future crowding.
- Establish a future fine-grained pedestrian network for the City of Melbourne particularly in urban renewal areas for implementation in the Melbourne Planning Scheme.

## 1.3 Principal pedestrian networks

Define a principal pedestrian network in the Planning Policy Framework and SmartRoads to complement the fine-grained pedestrian network.

### Objective

To ensure that land is developed in Melbourne in a way that contributes to the development of a fine-grained walking network with short blocks and many routes, links and connections.

### Rationale

The State Government has been reviewing the State Planning Policy Framework. Part of this review has been to include in the planning system the principal networks for the main modes of travel: motor vehicles, trams, buses, bicycles and walking. One aim of the framework is to ensure that the planning system provides appropriate protection for the operation and enhancement of these principal routes when land is developed. This is a specific objective of the Transport Integration Act to integrate transport and land use planning.

A principal pedestrian network is a designated network of routes in a given area that supports walking trips into and around key destinations. These networks are being trialled and evaluated in four metropolitan municipalities. When this work is complete, City of Melbourne will have more information about how these would work in the central city. City of Melbourne's planning scheme already provides some of the protections for the pedestrian environment that Principal Pedestrian Networks would consider, such as reducing the number of driveway crossovers in high-volume pedestrian areas.

The principal pedestrian network would be included as Pedestrian Priority Areas in VicRoads' SmartRoads system (see Section 2.1).

### Implementation

- Work with the Department of Economic Development, Jobs, Transport and Resources to define a principal pedestrian network in the Planning Policy Framework. This would complement the fine-grained pedestrian network and pedestrian priority areas as defined in SmartRoads.