



Metropolitan Transport Forum update

Date: 07/06/2023
Presenter: Richard Smithers
DM#: 16570234
Version:



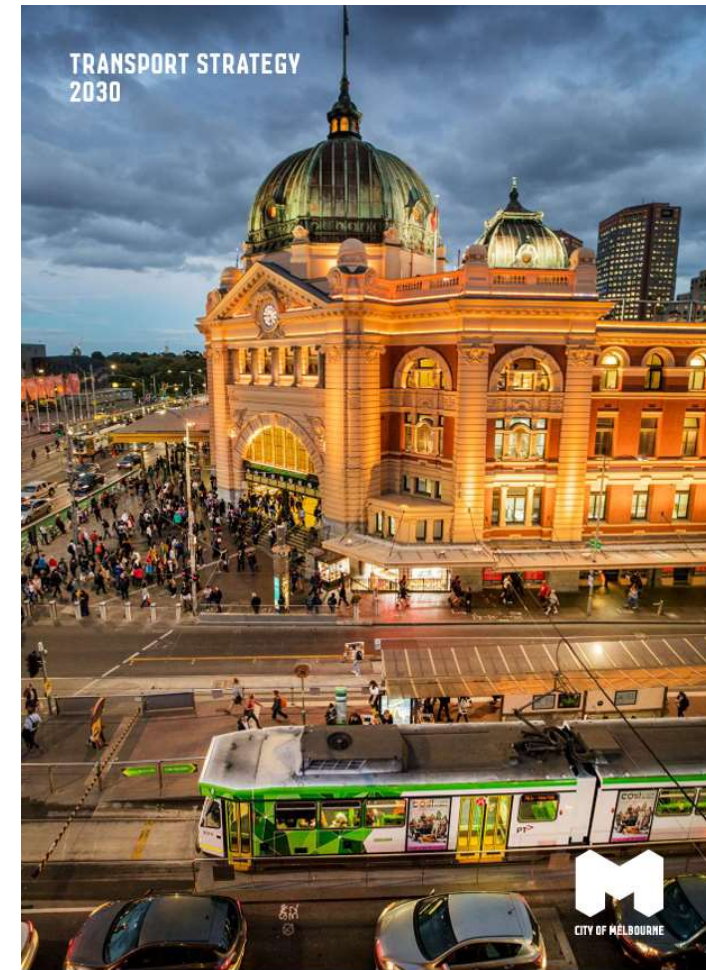
CITY OF MELBOURNE

Update on Transport Strategy 2030

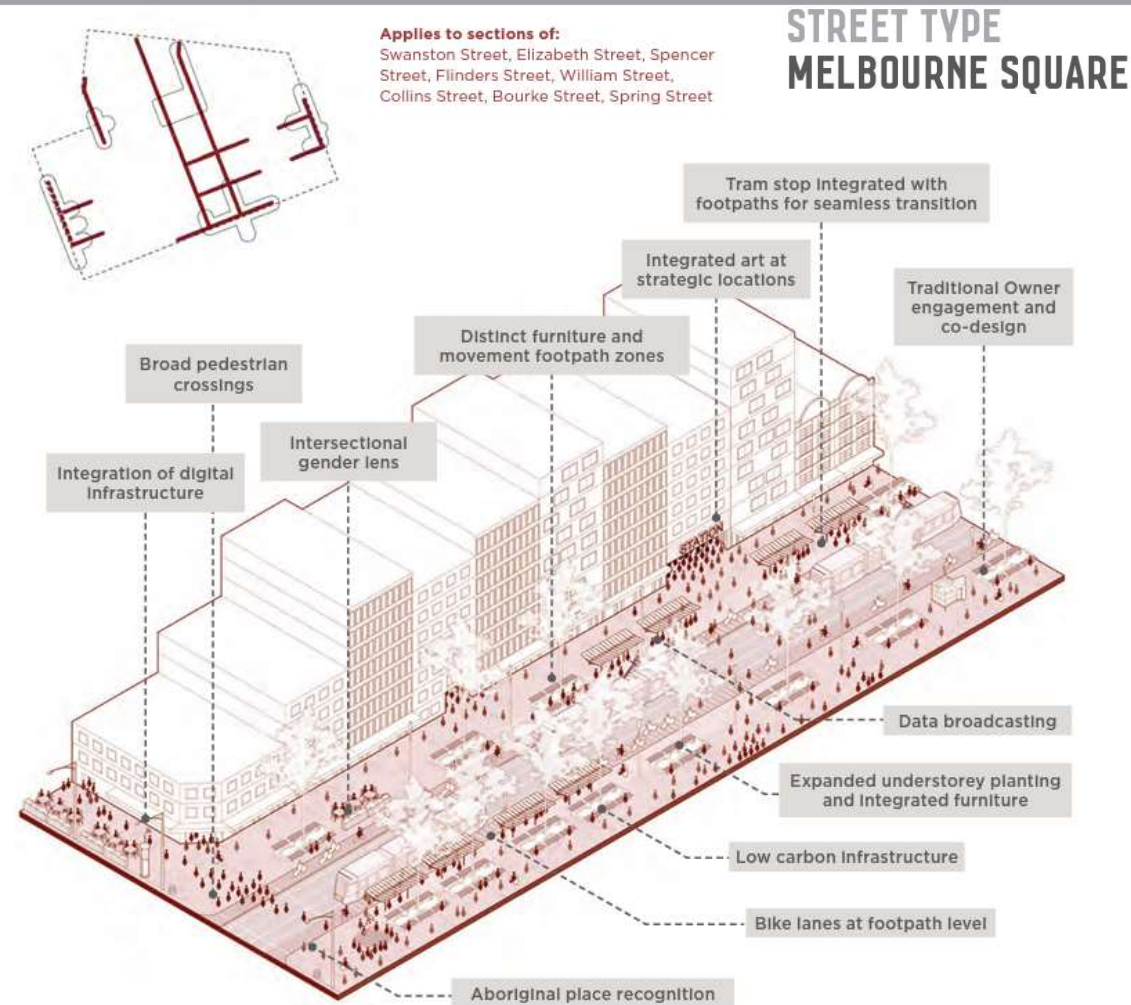
- Transport Strategy 2030 is the overarching transport policy for City of Melbourne
- Set clear target of 70% of all trips in CoM being made by non-car modes by 2030
- Policy support to micromobility trials, currently underway
- Mapped future bike lane network which is now being delivered
- Support for further bike encouragement and behaviour change programs
- Led to development of Future Streets Framework

Full document here:

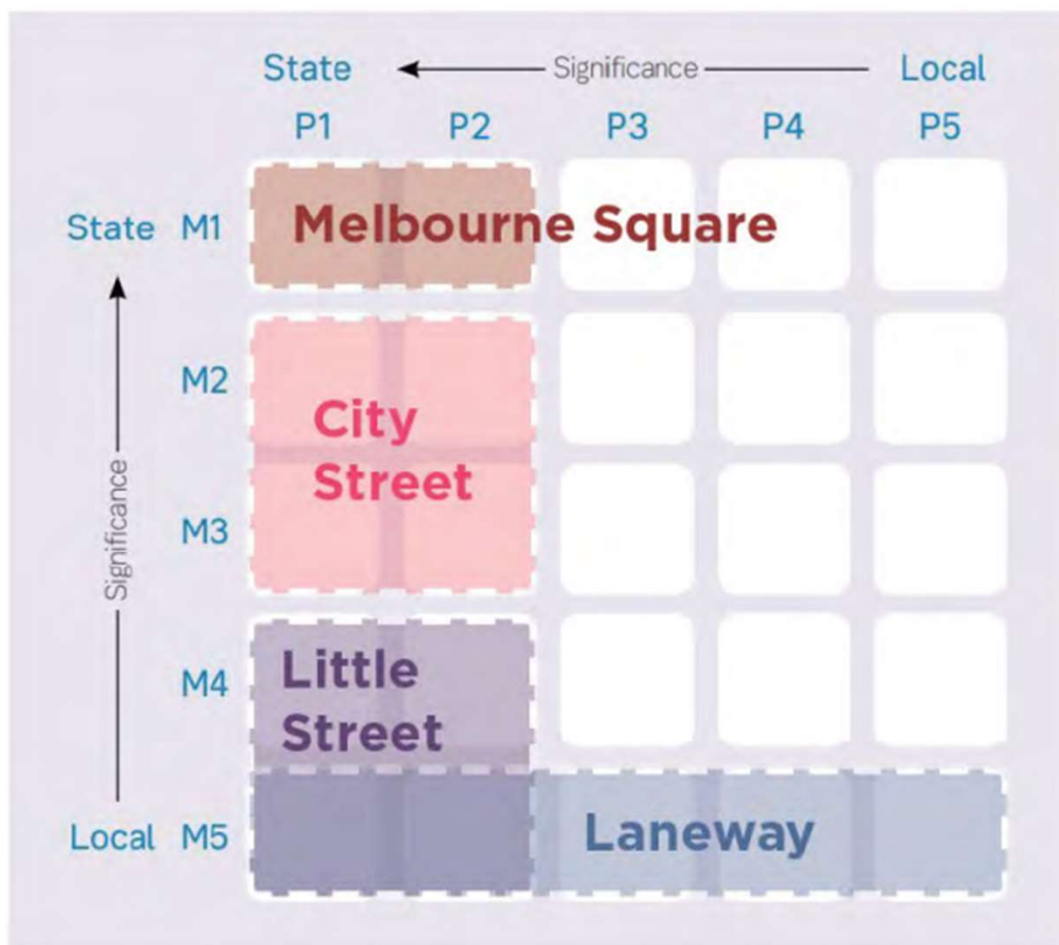
<https://www.melbourne.vic.gov.au/SiteCollectionDocuments/transport-strategy-2030-city-of-melbourne.pdf>



- Future Streets Framework is an action of Transport Strategy 2030
- Preferred design of streets in Hoddle Grid from both transport and urban design perspective
- Presented to Future Melbourne Committee last night and supported by Council, pending further internal engagement
- Generated a lot of media attention on proposals to expand pedestrian priority streets and reduce vehicle traffic, eg. The Age: <https://www.theage.com.au/national/victoria/cars-to-be-curbed-on-cbd-streets-under-a-new-council-plan-20230525-p5db3w.html>
- Find out more here: <https://www.melbourne.vic.gov.au/about-council/committees-meetings/meeting-archive/pages/future-melbourne-committee-6-june-2023.aspx>



Streets need to fulfil a range of movement and place functions. Using this framework, streets with common features can be classified into street types and share common design principles.



The **Movement and Place Framework (Department of Transport and Planning 2019)** is a strategic network planning tool that organises street types by their 'place' and 'movement' roles.

Movement classifications represent the mix of transport links that are required to support the overall demand for movement across a network.

Place classifications help define the level of a street's strategic significance. The place classification responds to and helps shape land use, and is a function of physical characteristics, historic uses, heritage and cultural layers.

Background



- Feb 2020, FMC endorsed the decision to fast-track 44KM⁰ of protected bike lanes in response to the Climate and Biodiversity Emergency
- May 2020, CoM committed to delivering a program of projects outlined by the Transport Strategy 2030 in response to the COVID-19 pandemic
- Program delivered in partnership with DTP
- 7 June 2022, FMC deferred CBD projects in 2022/23 only, and endorsed priority delivery of protected bike lanes outside the Hoddle Grid in 2022/23
- 2 May 2023, FMC endorsed management to continue implementation of the Climate and Biodiversity Emergency Action Plan

Slide 5

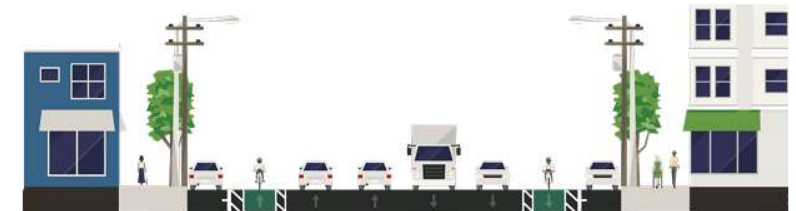
0 Is this supposed to be 2022 or earlier when first endorsed?
, 2022-06-06T23:30:03.714

Key Points

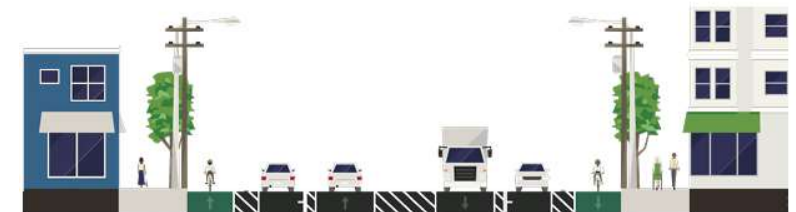
- Approximately **20.4km of new bike lanes** have been delivered in CoM.
- Monitoring and evaluation demonstrates impacts are acceptable and benefits are being delivered
- More than 140 post-installation adjustments completed
- Ongoing adjustments in response to feedback



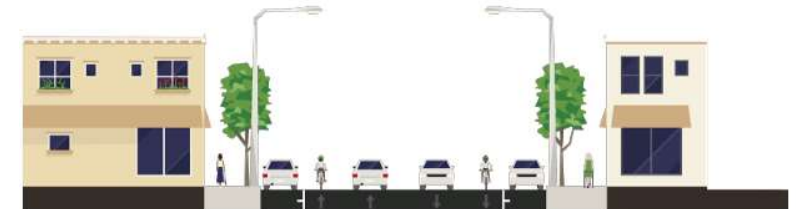
- 22% increase in usage (Delbosco)
- Arden Street & Macaulay Road bike lane consultation wrapped up in late May
- More information and designs here: <https://participate.melbourne.vic.gov.au/arden-macaulay-bike-lanes>
- Saint Kilda Road bike lanes largely delivered within CoM – Victorian Government project with significant cross-council collaboration. Construction underway on most of the corridor including St Kilda Junction.
- Working with DTP to convert COVID-era bike lane trial approvals to permanent – key lesson is to continuously and consistently evaluate projects to support retaining and expanding safe infrastructure
- Continuing design work for other streets in the program: Flinders; Grattan;



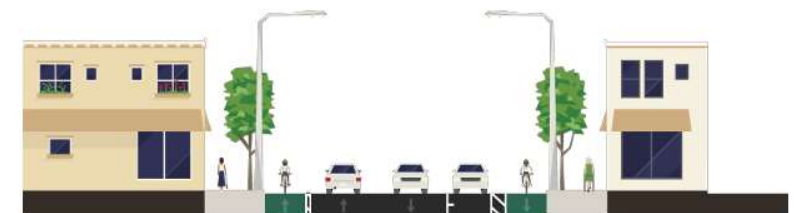
Arden Street existing (typical)



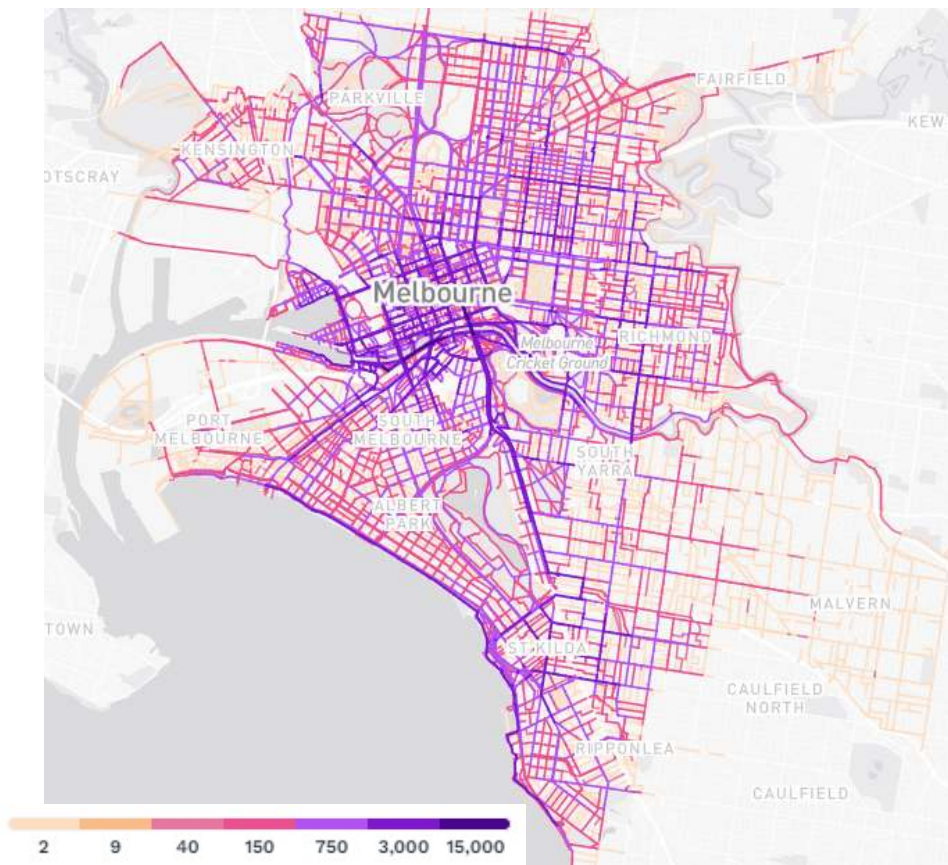
Arden Street proposed (typical)



Macaulay Road existing (typical)



Macaulay Road proposed (typical)



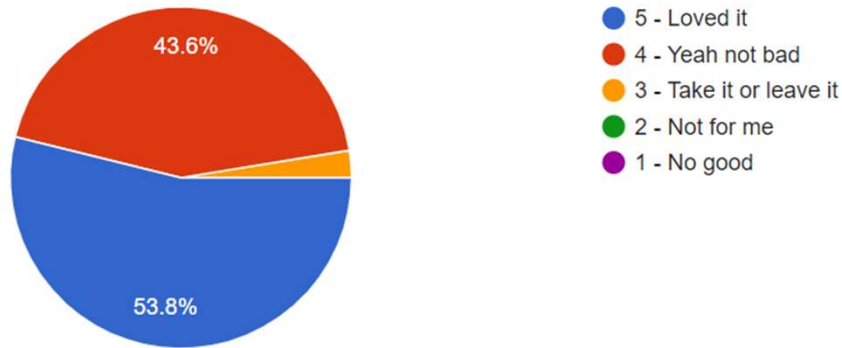
All micromobility trips in Melbourne, Port Phillip, Yarra & Stonnington LGAs, Q1 2023.

Source: [Ride Report public dashboard](#)

- CoM, Yarra and Port Phillip working with DTP on shared e-scooter scheme (Lime, Neuron)
- Shared scheme trial now most successful in Australia: 4.42 trips per vehicle per day compared to 3.15 in Brisbane, 1.86 in ACT
- Extension of e-scooter trial by DTP in April allowed privately owned e-scooters to be used
- Closely working with operators to address footpath riding and improper parking – new tech
- Designated parking to be trialed, may inform further rollout in areas of high activity

On a scale of 1-5, how much did you enjoy participating in Biketober 2022?

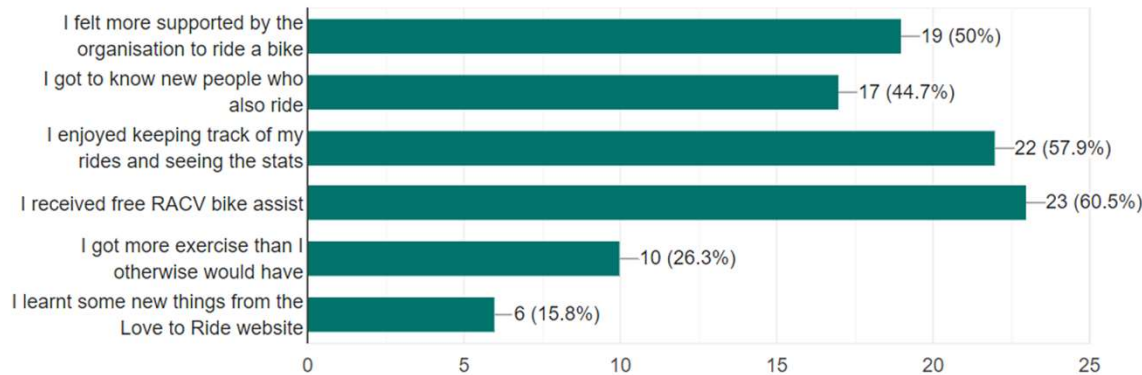
39 responses



What did you enjoy most about Biketober?

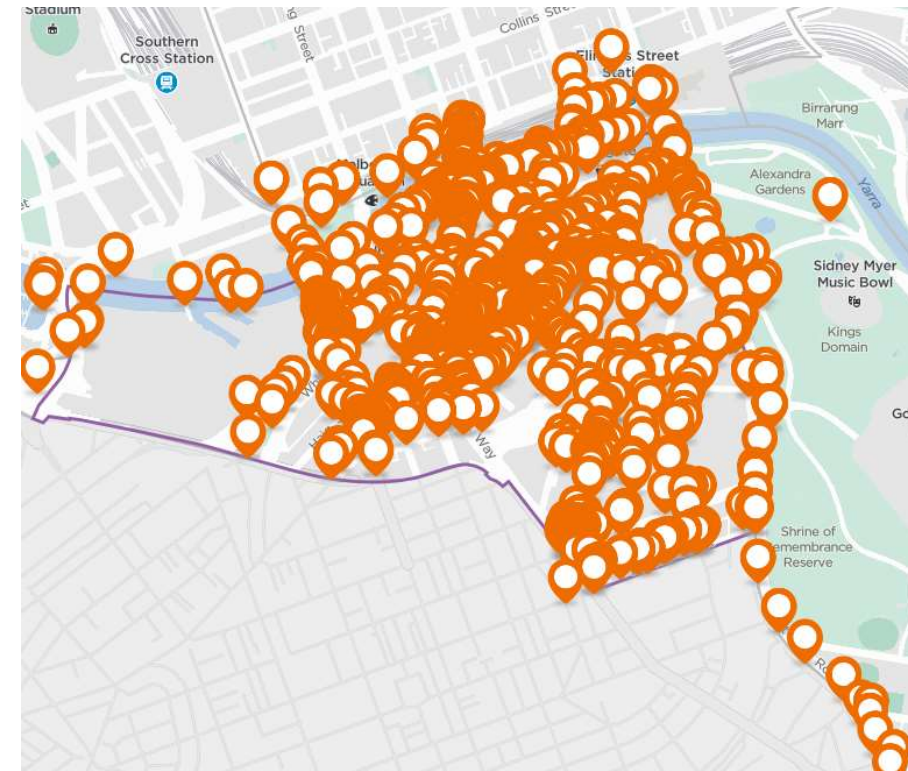


38 responses

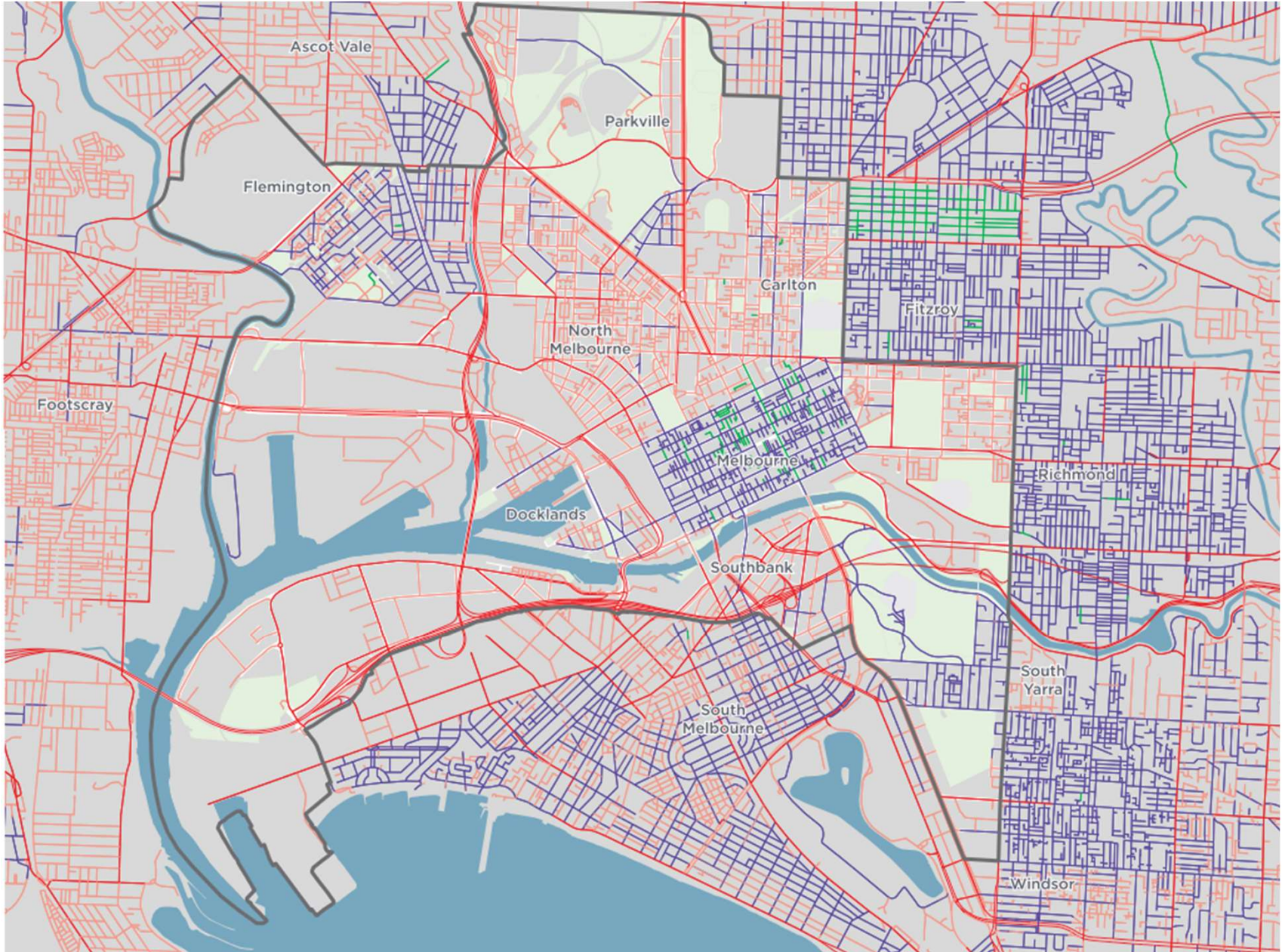


- In October 2022, CoM participated in RACV’s ‘Biketober’ pilot behaviour change initiative, a program encouraging employers to get staff to ride to work
- CoM won 2022 Biketober in Victoria, with 71 staff recording a total of 14,411kms over 1084 rides, including 700 bike trips to work.
- Helps bring employees together over riding, and identify improvements that can be made to the bike network and end-of-trip facilities
- We intend to partner with RACV to deliver Biketober 2023 in Victoria, working with Love to Ride on ways we can bring other councils on board as partners too
- More info: <https://www.lovetoride.net/australia>

- Rolling program across CoM neighbourhoods identifying community needs for improved safety for pedestrians to guide capital works program in future
- Extensive engagement from community – Southbank has seen over 1000 improvements/issues identified by the community
- Engagement in East Melbourne allowed residents to rank top 5 projects they'd like to see to improve safety, see example here: <https://participate.melbourne.vic.gov.au/east-melbourne-road-safety/projects>
- Flagging changes 3 years in advance allows more chance to build support within community for traffic calming and other safety measures



Map of pedestrian improvements identified by Southbank community
Source: <https://participate.melbourne.vic.gov.au/road-safety-southbank>



- 20 kph supported
- Shared zones have not worked 100%
- Actions to improve ped safety and amenity
- Long term cap works approaches to create true shared zones in sections



Threshold treatment at block entry



Mid-block repeater treatments of shared zone and speed limit signs



Mid-block repeater treatments of speed cushions and stencils

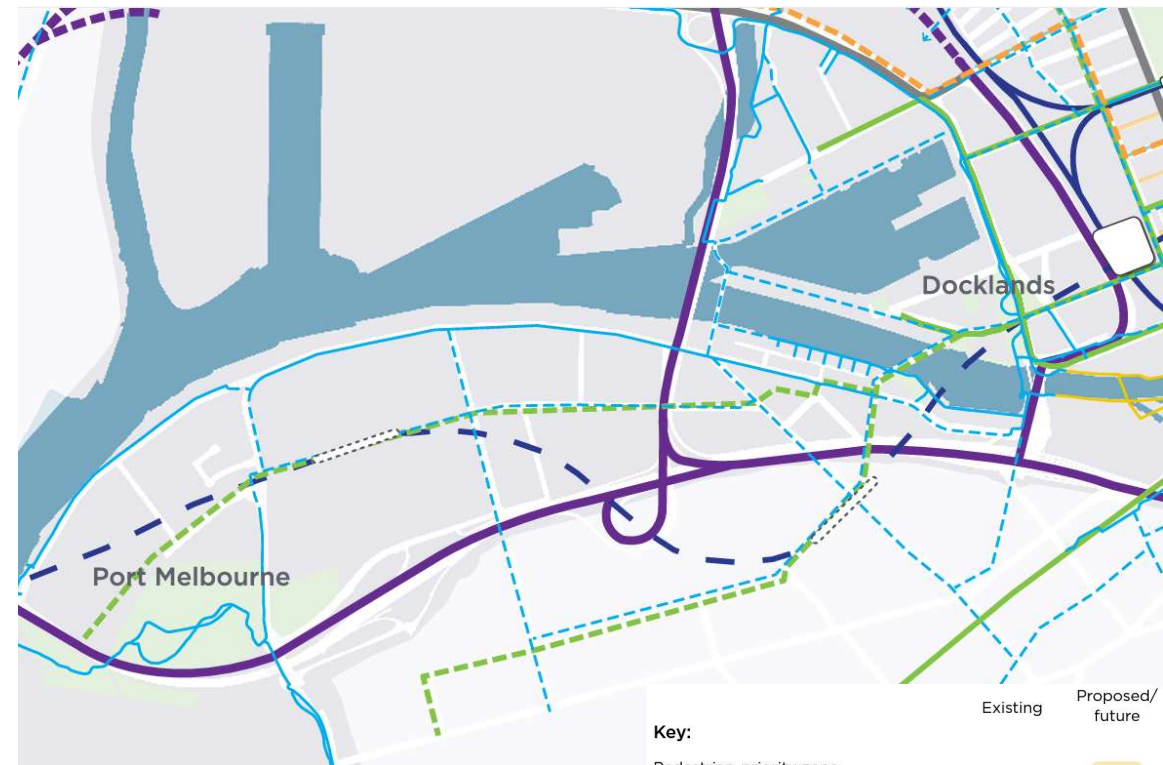


Intersection approach treatment

- New, strategic approach for all on-street parking in CoM
- Endorsed by Council on 16 May 2023
- Hierarchy of kerbside uses
- Demand based pricing and
- standard street layouts, consistent and simple signs
- Expanding opportunities for two-wheeled vehicle parking eg. E-scooters, bikes, motorcycles etc.
- Package of CBD parking improvements inc: \$4 per hour in the CBD after 7pm on weekdays and all day on weekends
- See the plan here:
<http://www.melbourne.vic.gov.au/parking-and-transport/parking/Pages/parking-kerbside-management-plan.aspx>



- Fishermans Bend largest urban renewal precinct in the country
- Fishermans Bend will be home to new University of Melbourne engineering campus, necessitating high quality transport links
- ‘Gateway to GMH’ project with Victorian Government delivering works on Turner Street to improve pedestrian and bike facilities and increased greening opportunities
- Arden-Macaulay precinct anchored on Arden Station (Metro Tunnel), new major land uses announced such as new Royal Women’s Hospital site
- CoM is continuously advocating to the Victorian Government to commit to high quality public transport links to support these development areas



2030 Proposed Integrated Network map for Fishermans Bend.

Taken from Transport Strategy 2030

<https://www.melbourne.vic.gov.au/SiteCollectionDocuments/transport-strategy-2030-city-of-melbourne.pdf>

Key:	Existing	Proposed/future
Pedestrian-priority zone		
Protected bicycle route		
Slow zone for bikes		
Traffic-calmed bike street		
Train station		
Train station - investigate relocation		
Full-time bus priority		
Tram		
Rail		
Metro Tunnel (Melbourne Metro 1)		
Melbourne Metro 2		
Traffic bypass		
Traffic route		

- Transformational project to create 4km of promenades, parks, open spaces, cultural activation and environmental renewal on the north bank of the Yarra River – Birrarung, between Birrarung Mar and the Bolte Bridge
- Engagement on Master Plan concluded in May 2023
- Guidance from Traditional Owners is central to project design and implementation
- Will create new, high amenity pedestrian spaces and support new bike facilities



Render of Customs Square and Enterprize Park, where Queensbridge 'S-bend' is currently located.

Source: <https://participate.melbourne.vic.gov.au/greenline-project/master-plan>

The Greenline Project overall site plan



- Sustainable building Design – [Amendment C376](#)
 - EV infrastructure, car share and bike parking
- Low Emissions Vehicle plan in development
 - Scheduled for consideration at FMC in July
 - Strong emphasis on car share



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