TRANSPORT STRATEGY REFRESH

RESEARCH INSIGHTS

The City of Melbourne is refreshing its Transport Strategy.

From April to July 2018 we released a series of discussion papers to share big ideas and encourage debate.

For more information, visit **participate.melbourne.vic.gov.au/transportstrategy**

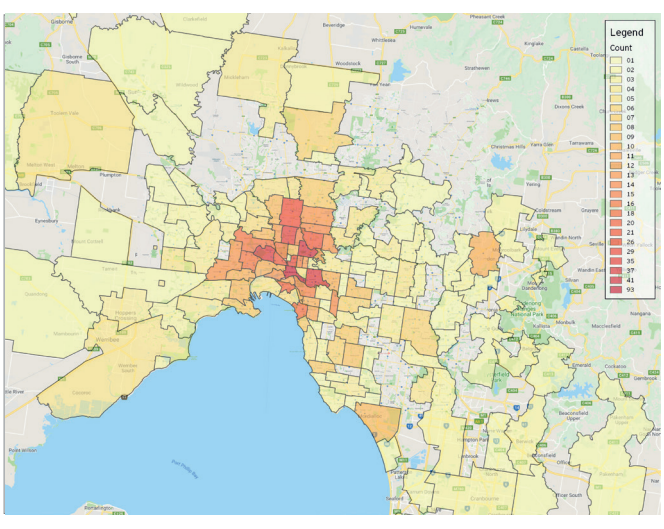
Participant profile

At the completion of the engagement period, the City of Melbourne received the following responses:

1,024 submissions
via Participate on discussion papers

252 submissions
via the Participate 'ideas forum'

40 submissions
via email and mail



What we heard

1 Walking

74% of 197 submissions support discussion paper suggestions

Top 3 experiences

- 54% Overcrowded footpaths
- 26% Poor pedestrian etiquette
- 20% Crossing times at intersections too short/infrequent

Top 3 suggestions

- Widen footpaths
- Create car-free zones
- Improve traffic light timing

2 City space

87% of 80 submissions support discussion paper suggestions

Top 3 experiences

- 68% Overcrowded footpaths and streets
- 16% Unsafe conditions, too few dedicated bike lanes
- 16% Too many cars and on-street parking in CBD

Top 3 suggestions

- Create superblocks
- Create a car-free CBD
- Reduce parking

3 Public transport network

63% of 128 submissions support discussion paper suggestions

Top 3 experiences

- 38% Overcrowded public transport
- 25% Frequent delays
- 18% Delayed by traffic or signals

Top 3 suggestions

- Dedicated lanes for buses/trams
- More services added to PT timetables
- Reduce on-street parking and cars in CBD

4 Emerging technology

Emerging technology received less community interest than other topics with only 18 submissions.

This precludes analysis on emerging technology community inputs. A selection of comments from participants is included below:

> "All technologies must work as one to improve our transportation ecosystem. Reducing the use of autonomous vehicles where other transport options are available makes sense (i.e. inner city)."

> "Mass transport should have the right of way on the roads. Driverless cars (and any single / low occupancy vehicles) should be giving way to trams and buses that serve many people, or to bike lanes that have a much higher volume of traffic."

> "People who can afford driverless cars will usually have enough disposable income that fees will not matter. I would prefer greater focus on public transport and the needs of people with disabilities. I would not like the unified monthly fee to be compulsory. I think people need to be able to choose their own mode of transport on their own."

5 Bicycles for everyday transport

90% of 366 submissions support discussion paper suggestions

Top 3 experiences

- 39% Unsafe and intimidating conditions
- 17% Pedestrians and drivers who do not check for cyclists
- 16% Car-dooring or threat of car-dooring

Top 3 suggestions

- Separated bike lanes
- Protected intersections
- Improved safety for cyclists

6 Car parking

67% of 91 submissions support discussion paper suggestions

Top 3 experiences

- 36% Other modes of transport are not used enough
- 24% Too much of a focus on on-street parking
- 16% Too many cars in the city

Top 3 suggestions

- Reduce on-street parking
- Introduce more bike lanes and bike parking
- Implement more green areas

7 Motor vehicles

60% of 94 submissions support discussion paper suggestions

Top 3 experiences

- 38% Motor vehicles block intersections
- 34% Unsafe for pedestrian and cyclists
- 23% Traffic and congestion

Top 3 suggestions

- Prioritise cyclists - improve infrastructure
- Prioritise pedestrians - improve infrastructure
- Reduce cars and car parking in the CBD

8 Road user pricing

(Reducing traffic for better streets)

44% of 39 submissions support discussion paper suggestions

> "I'm in favour of this proposal and strategy. A per km charge system is a good proposal for addressing congestion, but it does seem complicated and possibly open for hacking and cheating. A congestion zone might be easier to implement. It's crucial that additional revenue be transparently allocated to public transport, walking, and cycling infrastructure."

Top 3 suggestions

- Improve public transport first
- Implement road user pricing
- Improve pedestrian and bicycle infrastructure first

These findings are a result of responses collected from the community between April and July 2018

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CITY OF MELBOURNE