

DRAFT TRANSPORT STRATEGY 2030 SUMMARY





A CONNECTED CITY

In a connected city, all people and goods can move to, from and within the city efficiently. Catering for growth and safeguarding prosperity will require planning for an efficient and sustainable transport network.

Acknowledgement of Traditional Owners

The City of Melbourne respectfully acknowledges the Traditional Owners of the land, the Boon Wurrung and Woiewurrung (Wurundjeri) people of the Kulin Nation and pays respect to their Elders, past and present.

Cover image: Flinders Street Station

VISION

Walking in our streets and laneways will be safe and comfortable with expansive uncluttered footpaths, seating and a generous street tree canopy.

We will extend Melbourne's renowned laneway culture linking the 'Little Streets'. Our future laneways will be places for people, knowledge exchange and hospitality, walking, meeting, eating and drinking.

Melbourne will be Australia's premier bicycle city. More people will be confident to ride with a connected network of safe protected bicycle lanes and high quality bicycle parking.

Our train stations will be international gateways to our city - world-class open public spaces celebrating arrival to our city for hundreds of thousands of people, with seamless interchange between transport modes that is intuitive and easy.

Public transport services to the central city will be safe, accessible, direct and frequent.

Private vehicle access to the city will be prioritised for efficient deliveries, servicing and for people who need to use a car.

We will embrace the future with smart and micro mobility trials that deliver public benefit. City disruption will be co-ordinated, managed and communicated.



We will deliver this vision by:

1. Creating a safe and liveable city
2. Fostering an efficient and productive city
3. Encouraging a dynamic and adaptive city.



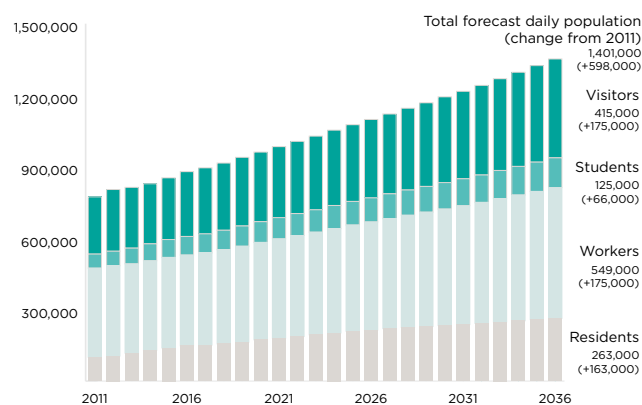
INTRODUCTION

The central city is the heart of Victoria's most visited economic, social and cultural destinations. It is the centre of the state's transport network.

Victoria's economic prosperity is reliant on a productive central city. It is the part of our state where the demand for travel is greatest and where walking, cycling and public transport do the heavy lifting. More than 900,000 people - residents, workers and visitors - move into and within the municipality every day. This makes our municipality unique and our transport challenges complex.

The daily population is estimated to grow to approximately 1.4 million by 2036.

Figure 1: Municipality Daily population estimates and forecasts 2011-2036



The share of trips to work by public transport has increased significantly

Figure 2: Journey to work by mode 2001 - 2016 (ABS 2017)



Our municipality has seen significant change as a result of population and job growth over recent decades. Today there are 150,000 more trips to the municipality for work each weekday than there were in 2001.

The way that people travel has also changed. More people travel to work in the municipality by train than by car. More people are walking, riding bikes and catching public transport than ever before. The share of car trips has decreased by 25 per cent since 2001 and the number of vehicles entering the Hoddle Grid, the centre of the city, has reduced by 14 per cent since 2014.

With Victorian Government investment in public transport including the delivery of projects such as Melbourne Metro, car dependency will continue to decrease as more convenient transport alternatives become available.

Walking is critical to the success of the central city economy. Eighty-nine per cent of all trips which start and finish within the Hoddle Grid are made on foot. These walking trips allow people to easily connect, do business and share knowledge through face-to-face interactions. The safety, security and comfort of people is critical to maintaining Melbourne's liveability and reputation.

Footpath congestion is a serious concern in parts of the central city. When over 290,000 people converge at central city rail stations each weekday, crowds of people build up on the footpaths and at intersections within the station precincts. Streets can sometimes feel hostile and unsafe. The municipality also has the highest rate of pedestrian road trauma in Victoria.

By 2036, the number of people moving around our municipality each day will increase to 1.4 million. To remain globally competitive and maintain our reputation as a great city to do business, live and work, our growing population needs streets and public spaces which are welcoming, safe, comfortable and move people efficiently. Our footpaths must be generous, uncluttered places for walking, knowledge exchange and enjoying the city.

Bikes must play a more significant role in the transport network. The huge potential for more trips to be made by bike is possible with the right infrastructure. Once safe, connected bicycle lanes are in place, more trips will be made by bike. Bike trips are low-cost for the user and government, they improve the efficiency of the transport network and benefit society more broadly.

The city also needs an efficient and reliable public transport network which meets the needs of our fast-growing population and our business community.

To achieve this, we need to move more people in the same amount of street space, make our existing transport infrastructure work harder and commit to sustained investment in walking, cycling and public transport. There is significant potential to boost the contribution of each of these modes.

Image 2: Bourke Street

CHALLENGES AND OPPORTUNITIES

The following challenges and opportunities were identified by City of Melbourne analysis and community feedback and reinforced through independent research. The strategy proposes a series of actions, policies and projects to respond to these issues.

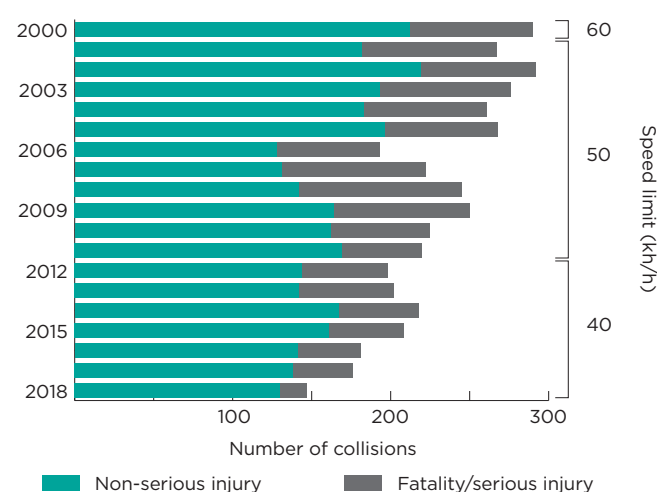
1. Safety and security in the city

Pedestrian road trauma

The city has the highest rate of pedestrian road trauma in Victoria. On average approximately 46 pedestrians are seriously injured and one pedestrian dies each year on roads in the city. More needs to be done to keep people safe on our streets.

Road-related fatalities and injuries have declined but there is a long way to go

Figure 4: Annual recorded road collisions resulting in injuries in the Hoddle Grid (Victorian Government 2018)



In recent years, motor vehicles have been used to deliberately harm people on our streets. We are working with the Victorian Government to protect our primary gathering spaces. However with more people in the central city each day we need to consider expanding this to other streets and spaces.

Footpath overcrowding

The quality of life in Greater Melbourne and the growth of our economy continues to attract people to the central city. As a result, pedestrian overcrowding occurs frequently at key locations, including around train stations and tram stops, on streets and at intersections. For example, at the intersection of Spencer and Collins streets during peak hours, there are often so many pedestrians waiting to cross the road that they spill onto the street, putting people in danger.

Experience and reputation

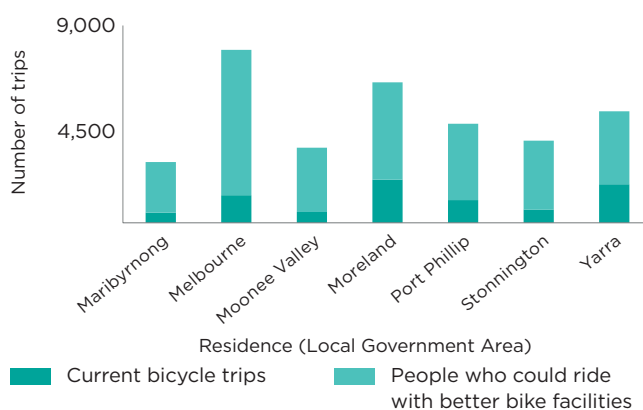
The experience of visitors in the central city affects Melbourne's status as a global destination. With most visitors on foot, the quality and generosity of the walking environment is critical to our international reputation and a thriving economy. In line with Council's goal for a 'City for People', we want to ensure all people can access, feel safe in and enjoy the city. The city's streets, public realm and transport network must be inclusive for all.

Many people don't feel confident to ride a bike in Melbourne

Cycling is good for our health and environment. It is cheap, fun and flexible and requires relatively little space in a busy city. While there is an extensive network of painted lanes in the city, our evidence shows that most people do not feel safe enough to use them. Many people who want to start riding or want to ride more often would do so if bike lanes were physically protected from motor vehicles. Protected bike lanes attract more people to ride. Cycling could play a bigger role in the transport network for a relatively low-cost investment (e.g. the 12,000 people who ride to work today is equivalent to 57 E-class trams on the network).

Thousands of people could ride to work in the municipality with better infrastructure

Figure 5: Potential bicycle trips to work in adjacent LGAs



Public transport safety

Most of Melbourne's extensive tram network shares space with vehicles. Every year 1,000 tram/vehicle accidents occur across the network. These accidents injure people, affect lives, cause extensive delays and substantially increase operating costs. Feeling unsafe at public transport stations, stops and surrounding streets prevents some people accessing public transport services at all times and locations.

2. Network efficiency

Congestion

A certain level of transport congestion is a feature of all prosperous cities. However, it also undermines liveability and economic prosperity. Congestion costs Greater Melbourne \$4.6 billion per year and is forecast to reach \$10 billion by 2030. Increasing road capacity does not eliminate congestion. Rather, evidence shows it increases the number of motor vehicles on the road. Buses and trams get stuck in congested conditions across Greater Melbourne. We have the largest tram network in the world, however our trams are also among the slowest, averaging just 16km/h across the network.

The impact of through-traffic

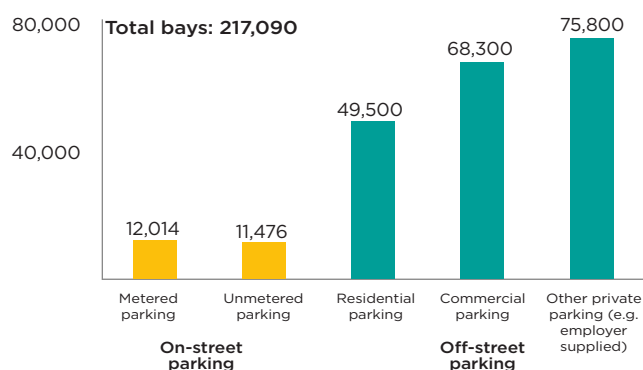
Many people who drive through the central city are passing through with business elsewhere. Forty-three per cent of vehicles travelling into the Hoddle Grid is through-traffic. King Street, Spencer Street and William Street carry the most through-traffic.

Excess and underused parking space

The price of on-street parking is lower than off-street parking. This adds to congestion, as people search for a cheaper space. The use of street space for on-street parking benefits a small number of people. There is little evidence that parking is essential for retail performance. This space could be used more productively to benefit more people if converted to other uses such as footpaths, bike lanes and street trees – for meetings, eating, drinking and as places for hospitality. There are 40 per cent more residential parking spaces in the city than vehicles owned. This oversupply pushes up the cost of housing by \$50,000 to \$80,000 per parking space.

Residential car parking is oversupplied

Figure 6: Parking supply in the municipality.



Pedestrian delays at intersections

The traffic lights at many intersections in the Hoddle Grid create long delays for pedestrians waiting to cross. Traffic signals which change infrequently lead to a build up of people waiting to cross, particularly near city loop train stations. As train capacity increases and more people arrive in the city each day, overcrowding at intersections will increase.

3. City disruption and transformation

Major project disruption

Greater Melbourne's growth has led to an unprecedented investment in major projects including the Metro Tunnel, West Gate Tunnel and level crossing removals. These are transformational projects which will take several years to complete. Construction requires frequent changes to the way people travel such as road closures, diversions and replacement bus services.

Disruptive technology

Disruptive technology such as ride share apps and dockless bike share provide opportunities to improve transport and increase accessibility. However, there is a risk that the benefits will not be realised, or that without regulation negative impacts of new technologies will not be mitigated.

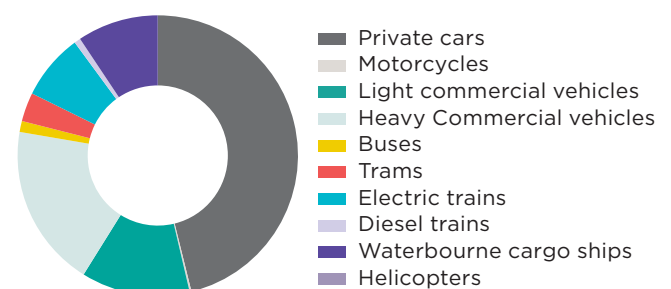
There is a high degree of uncertainty about how soon driverless cars will be using our streets. Driverless cars could remove most human error in road accidents and help deliver people the first and last kilometre of their trip, complementing efficient public transport. However, driverless cars are likely to contribute to additional car trips, more congestion and may shift people away from walking, public transport and cycling.

Transport emissions are increasing

Current transport emissions in the city exceed the levels required to meet Australia's obligations under the Paris Climate Agreement. In 2018, cars contributed around 52 per cent of the city's land transport emissions.

Private cars are the greatest source of transport emissions in the municipality

Figure 7: Transport emissions in the municipality, by mode



Transport pricing

Currently, the main form of road demand management is traffic jams – people are discouraged from making trips during peak hours due to longer journey times. There is no price signal to manage road demand or encourage people to travel differently. People pay the same price for transport during peak hours as they do during off-peak hours.

COMMUNITY FEEDBACK

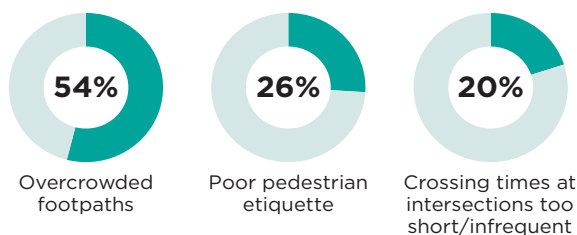
Between April and July 2018 the City of Melbourne released eight discussion papers for community feedback. The response was the one of biggest in the history of the *Participate Melbourne* website with over 1,300 responses.



Walking

Seventy-four per cent of 197 submissions on walking supported the concepts outlined. These included car-free zones, reduced speed limits and reduced delays for pedestrians at traffic lights.

Top 3 experiences (unprompted):



City Space

Eighty-seven per cent of 80 submissions on city space supported the concepts outlined. These included removing footpath clutter, converting on-street parking to wider footpaths and implementing shared zones on 'Little' streets.

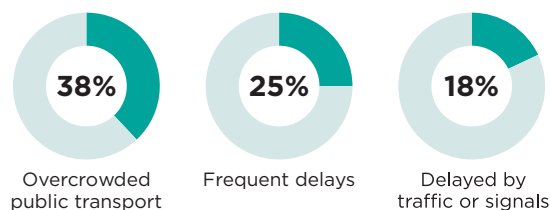
Top 3 experiences (unprompted):



Public Transport Network

Sixty-three per cent of 128 submissions on public transport supported the concepts outlined. These included build Melbourne Metro 2 (Cross City Rail: Clifton Hill to Newport via Fishermans Bend), plan for Melbourne Metro 3 (Airport Rail), supercharge the tram network and invest in better orbital services.

Top 3 experiences (unprompted):



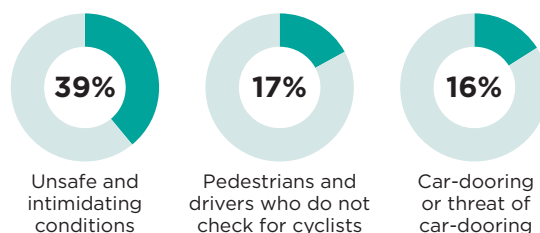
Emerging technology

This discussion paper received less community interest than other topics with only 18 submissions.

Bicycles for Everyday Transport

Ninety per cent of 366 submissions support the concepts outlined. These included transforming traffic lanes into protected bicycle lanes, bicycle lanes which continue to and through intersections and trialling separated bike lanes along Flinders Street.

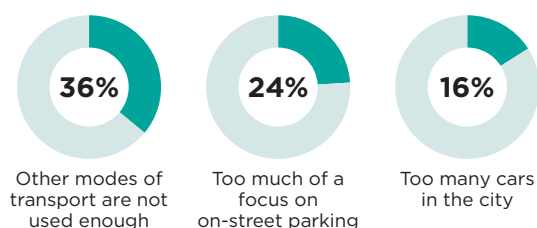
Top 3 experiences (unprompted)



Car Parking

Sixty-seven per cent of 91 submissions on car parking supported the concepts outlined including converting more on-street parking to other uses, putting a cap on car parking supply, setting car parking reductions targets and reforming on-street parking pricing.

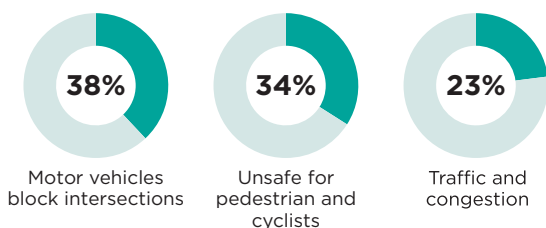
Top 3 experiences (unprompted):



Motor Vehicles

Sixty-seven per cent of 94 submissions on motor vehicles supported the concepts outlined including preventing through-traffic, creating more space for non-car uses and providing opportunities for more efficient driving.

Top 3 experiences (unprompted)



Reducing traffic for better streets (road user pricing)

Forty-four per cent of 39 submissions on road pricing supported the concept of road pricing reform as presented in the discussion paper.

Top 3 suggestions:



Improve public transport first



Implement road user pricing



Improve pedestrian and bicycle infrastructure first



Image 3: Transport Strategy discussion paper consultation

The analysis of current transport challenges and opportunities, data and trends, community feedback and independent research has informed the Draft Transport Strategy.

We will deliver:

- A safe and liveable city
- An efficient and productive city
- A dynamic and adaptive city.

A SAFE AND LIVEABLE CITY

Safe, walkable streets support the knowledge economy, which is dependent on face-to-face interaction and the sharing of ideas and information. Cities with streets which support convenient, comfortable and safe transport have healthier populations and a more equitable society. Streets designed for people attract investment and promote economic growth.

Outcomes:



1. Safe streets for people

Our streets will be safe places for people of all ages. People will be protected from the risk of moving vehicles. Innovative design will enhance the quality of the public realm without compromising the amenity of our streets for people walking and resting. Pedestrians are safe, the risk of harm posed by motor vehicles is reduced by slowing vehicles down and creating more car-free spaces.



2. Safe streets for bike riding

People in Melbourne will feel confident to ride a bike. Major investment in safer cycling infrastructure and programs will make cycling a vital and growing component of the transport network. Transport corridors with protected bike lanes will move more people in a cost effective way using the same amount of space, increasing safety and contributing less noise and air pollution.



3. Transport interchanges as welcoming people places

Public transport interchanges will support seamless, comfortable, door-to-door journeys. High-quality footpaths will provide comfortable walking and waiting spaces which enable people to get on and off trams and buses efficiently and safely. Our station precincts will be enhanced by expanded, welcoming, world-class civic spaces. Crowding at tram and bus stops will be accessible for all and moving between footpaths and tram stops will be quick, safe, easy and direct.



4. Fewer non-essential vehicles in the municipality

Removing non-essential vehicle trips from the city's streets will free up valuable space to make streets safer, more attractive and more efficient. Fewer cars means better amenity, less noise and fewer emissions. This is good for business, residents, workers and visitors. Fewer non-essential vehicle trips means improved priority for emergency vehicles, on-road public transport, deliveries and servicing. Access for people with a disability will be maintained as a priority.

City of Melbourne will:

- Redesign our streets to prioritise walking, public transport and cycling.
- Provide more space for people on footpaths by introducing new measures to prevent obstacles blocking pedestrians in high volume locations.
- Install an initial 300 additional on-street motorcycle parking bays to provide an alternative to parking on the busiest footpaths.
- Provide more space for walking and other important uses including greening, street furniture and street trading by repurposing road space equivalent in size to 20 Bourke Street Malls.
- Progressively convert 'Little' streets into pedestrian priority shared zones to link our laneways and support a thriving retail economy and cafe culture.
- Install additional road crossings to address gaps in the walking network and increase safety.
- Deliver an expanded network of protected on-road bicycle lanes - increasing from around 6km today to more than 50km by 2030 - connecting into and through the central city to get more people who want to ride on a bicycle.
- Update our bicycle lane design standards to allow us to deliver best practice bicycle infrastructure across the city.
- Maintain vehicle access for emergency vehicles and people with a disability or limited mobility as a priority. Ensure street and loading access is facilitated for freight, trade and servicing.
- Reduce vehicles travelling through the central city (currently 43 per cent of traffic) with improved transport options, encouraging use of bypass routes and allocating more road space for efficient transport.
- Review and renew policies in relation to off-street car parking and car share.

Opportunities to collaborate with the Victorian Government and other key stakeholders to:

Deliver world-class, safe people-priority areas around our major transport interchanges and railway stations.

Reduce the risk of harm from vehicles by investigating a trial of 30km/h speed limits in the central city and reduced limits in other busy pedestrian areas across the city.

Deliver an additional 40km of protected bicycle lanes on roads managed by the Victorian Government.

Make intersections safer for bikes by trialling innovative intersection designs.

Deliver safer tram stop designs which are seamlessly integrated into our streets and footpaths to enable excellent service for public transport passengers.

Transport interchanges and city gateways

Major rail stations - and the precincts within which they sit - are the gateways to the central city.

The city's public transport network delivers hundreds of thousands of people on to the city's streets each day. The precincts surrounding these major transport hubs facilitate access and interchange, operating as an extension of the public transport network. These places are the beginning of people's experience of our vibrant city heart.

These precincts are under pressure from ever increasing volumes of people. They will become increasingly congested as the public transport use continues to grow.

Prioritising people in these precincts and their safety, comfort and enjoyment will benefit the public transport network experience and elevate the reputation of Melbourne as a great place to visit, do business and live. They should welcome people to the central city and provide a memorable sense of arrival.

To achieve this, significant investment is required to improve the civic qualities of these spaces.



Image 4: Flinders Lane

AN EFFICIENT AND PRODUCTIVE CITY

The efficient movement of people and goods is critical to the function of our city. Economic growth and productivity is powered by efficient transport. The walking economy has been key to the success of the central city as a place to do business, visit and live. Moving more people and goods efficiently in the same amount of space is a significant challenge we must address in partnership with the Victorian Government.

Outcomes:



5. Reduced delay for people using efficient transport

Reduced delays will make efficient modes of transport more attractive. Increased use of walking, cycling and public transport will improve public health and stimulate the economy.



6. More people riding bikes

Increased bicycle use will support a healthy, sustainable and prosperous community. Cycling will ease pressure on our public transport network - particularly on crowded inner-city trams - and decrease traffic congestion. Increased bicycle use will be supported by an uptake in electric pedal-assist bikes, more programs to boost people's riding skill and confidence and possible improvements to road rules to reduce barriers to riding.



7. Productive kerb space

Kerb space - the road space adjacent to the kerb - will be managed so that competing uses are balanced and economic and liveability benefits are maximised. On-street parking changes will optimise occupancy and some space reallocated to other uses including greening, safe bicycle lanes, motorcycle parking, wider footpaths and public open space.



8. Efficient and reliable public transport for everyday life

Improved public transport capacity, useability and user experience will mean more people on public transport more often. High-quality public transport means that more people can live without owning a car or needing to use one often. Significant investment in public transport will deliver a network where services and interchanges are frequent and effective, allowing people from across Victoria to easily access a variety of destinations in an affordable, sustainable and time-efficient manner.



9. Integrated transport planning for Victoria

Best-practice transport planning will deliver equitable, sustainable and efficient outcomes for all Victorians. The City of Melbourne and the Victorian Government will work together to ensure our transport objectives are met in line with the Transport Integration Act (2010). Construction disruption will be well coordinated and managed.

City of Melbourne will:

- Reduce pedestrian crossing distances at intersections to improve safety, accessibility and enable shorter wait times for pedestrians.
- Investigate the creation of a team dedicated to the planning and delivery of bicycle projects and programs at the City of Melbourne.
- Deliver community programs to get more people riding bikes.
- Support the growth of e-bikes by helping our community experience this new technology and advocating for government support.
- Reform on-street car parking management to ensure street space is used efficiently, access for deliveries and servicing is optimised and to improve access for those who need it.
- Investigate opportunities for innovative design and flexible use of kerb space, such as parking, loading and street trading, to meet changing demands throughout the day.
- Optimise the efficiency of our reduced supply of on-street parking, initially through a trial of demand-responsive pricing for on-street car parking.
- Support the transition to a 'turn-up-and-go' public transport network. This will require improved bus and tram routes, improved orbital services, boosting service frequencies, improved access to public transport, regional rail, airport access and improved public transport safety.
- Support and accommodate more rail replacement buses in the city during disruption.

City of Melbourne will work in partnership with the Victorian Government and key stakeholders to:

Review current traffic signal operations to optimise performance and reduce delays for the majority of users who are people walking, cycling and using public transport.

‘Supercharge’ buses and trams to improve performance and frequency. This may include new dedicated lanes, signal priority at intersections, upgrading stop designs to reduce loading times, consolidation of stops and improved physical separation from private vehicles. This will improve access to the rail network.

Minimise incidences of vehicles blocking intersections by exploring opportunities to improve intersection design, signal operation and enforcement.

Review Victorian road rules as they apply to cycling, such as the requirement to stop at a red light when turning left into a bicycle lane, to make cycling safer and more attractive for everyday trips.

Ensure that major transport investment delivers on our transport objectives.

Plan and deliver world-leading urban renewal areas to create liveable, sustainable communities and places for new residents.

Complete a Central City Transport Framework which recognises the complex and unique transport challenges in the central city and establishes a partnership for planning and managing transport.

Manage construction disruption and consider the opportunities to test new transport conditions.

City of Melbourne will advocate for:

Delivery of both Fishermans Bend tram lines by 2022.

Delivery of Cross-City Rail linking Mernda and Werribee lines via Fisherman’s Bend and the central city with early works construction commencing in 2025. This project is the next critical inner city rail expansion to boost capacity, relieve overcrowding and improve public transport accessibility.

Explore options to encourage through-traffic to avoid the central city.

Big build, big opportunity

Major investment in city-shaping infrastructure will continue over the next decade. Projects such as Melbourne Metro are critical to transforming the city’s public transport network and meeting the demands of a growing population.

Disruption caused by construction of major transport infrastructure is inevitable and can have significant impacts. Disruption can also have benefits, leading to positive changes and present opportunities to improve the city. For example, disruption can change travel patterns creating opportunities for streets to be used in different ways.

We will work in partnership with the Victorian Government to manage disruption, ensure the city continues to operate efficiently during disruption and to advocate for the best possible outcomes on our streets and precincts following project completion.

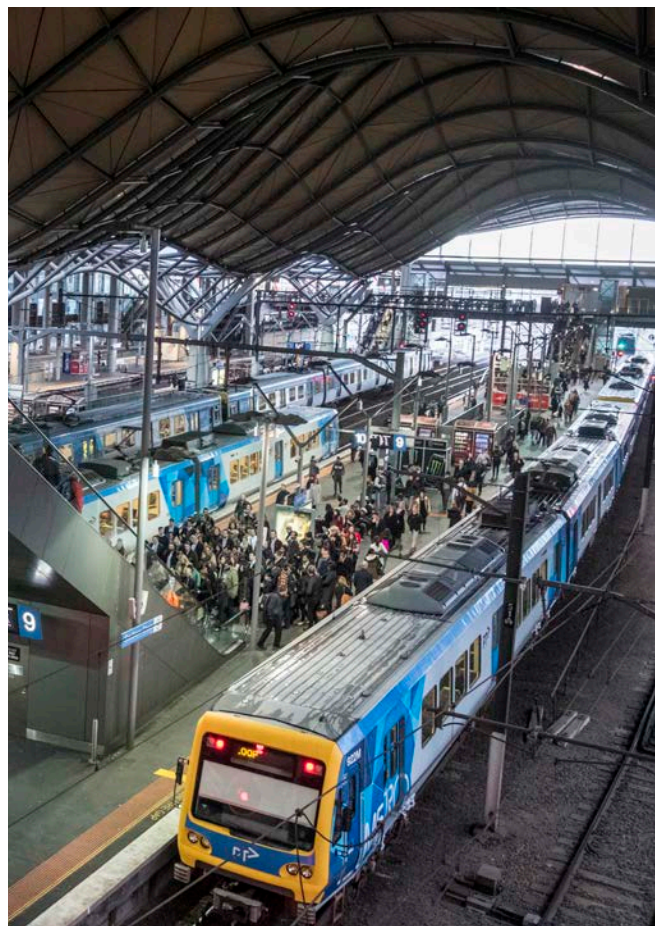


Image 5: Southern Cross Station

A DYNAMIC AND ADAPTIVE CITY

As our population grows and transport challenges become more complex, there are real opportunities for technology, trials and innovative policy to be part of the solution. Our streets, public spaces and transport network must be adapted to meet the travel demands of the future while ensuring we continue to put people first in a liveable, prosperous and sustainable Melbourne.

Outcomes:



10. New technologies deliver net community benefit

New technology will deliver a range of transport benefits for Melbourne including better access, new transport modes, lower emissions and more efficient use of existing assets. Appropriate regulation will ensure that new technologies integrate into the city and do not undermine amenity, efficiency and liveability.



11. Vehicle innovation supporting a people-focused city

The benefits of innovations in vehicle technology will be captured. These include more flexible mobility, reduced parking demand and greatly reduced road trauma. Potential negative impacts, including increased congestion and reduced active travel, will be avoided.



12. Zero emissions transport

By 2050, transport in the municipality will be emissions-free. Vehicles with internal combustion engines will be phased out, replaced by zero emissions technology. The public transport network will be converted to 100 per cent clean energy. Walking, cycling and public transport will increase. Private motor vehicle use will transition to electric shared and private vehicles.



13. Equitable and efficient transport pricing

The way we pay for transport will ensure an equitable and efficient system which manages transport demand and reduces congestion. Travel choices will be guided by price to influence the number of trips, at what time of day, the route and the transport mode. Off-peak fares will increase public transport travel patronage at these times.

City of Melbourne will:

- Be a 'city lab' testbed for smart mobility and micro mobility trials, encouraging new services and new technology aligned with the outcomes of this Strategy and the objectives of the Transport Integration Act 2010.
- Ensure thorough evaluations of trials are completed to fully understand opportunities and impacts.
- Encourage electric vehicle charging in buildings and limit on-street charging to areas without off-street parking.
- Lead a public conversation on road user pricing in Melbourne to discuss the opportunities to reduce traffic congestion, improve transport efficiency, liveability and equity across Melbourne.

City of Melbourne will work in partnership with the Victorian Government and key stakeholders to:

Trial advanced traffic signal technology to increase efficiency and safety for people walking, riding bikes and using public transport.

Explore options to change public transport pricing to encourage more people to travel outside peak times.

Ensure vulnerable road users are legally protected from the risks of motor vehicles and autonomous technology.

Ensure urban amenity is an important consideration as autonomous vehicle technology develops. More efficient use of road space will be ensured by providing more space for walking and cycling.

Develop a regulatory framework for new mobility services, such as dockless, drones, shared, electric and autonomous. This should protect amenity and consider parking, safety, vehicles, consumer protection, liability, timeframes and competition.

Leverage disruption to trial new street designs to improve the quality of the public realm while capturing the benefits of technology and behaviour change.

City of Melbourne will advocate for:

The Victorian and Australian Government to reduce the emissions-intensity of motor vehicles and promote electric vehicles if powered by renewable energy. This includes strengthening and expanding vehicle emissions standards.

The Victorian and Australian governments to engage in a public conversation on the future of road pricing and funding, and deliver a trial of road pricing with the goal of improving transport equity and efficiency.

Introduce a fair and equitable road revenue-sharing agreement between all levels of government through pricing reform.

Prioritise the transition of public transport and commercial vehicles to low-emissions technology.

Trials and pilots

Trials and pilots have been used in many cities, such as New York, London, Toronto and Copenhagen, to test new ways of designing streets, changing transport operations and introducing new technology.

There are many opportunities for the City of Melbourne and the Victorian Government to use our city as a test-bed with trials and pilots to adapt our streets and transport network to make our city safer, more efficient and more liveable.

Trials and pilots give all stakeholders an opportunity to test a new way of doing things in the city and evaluating the benefits before committing to long-term change and investment.

Changes to how people move in our city during major construction disruption are also an opportunity to test how travel behaviour changes and ask what we want for our city once the construction is complete.



Image 6: Princes Bridge

IMPLEMENTATION

How will the Transport Strategy be delivered?

This strategy will be delivered through the *Transport Strategy Implementation Plan*.

The *Transport Strategy Implementation Plan* will outline how the actions will be delivered over the next ten years to achieve the outcomes as defined in the Strategy and the Proposed Transport Network 2030.

The *Transport Strategy Implementation Plan* will be one, integrated action plan which replaces multiple City of Melbourne transport action plans - including the Walking Plan and Bicycle Plan.

The *Transport Strategy Implementation Plan* will be developed alongside the final Transport Strategy.

The following pages provides a summary of the strategy:

- Policies
- Actions
- Proposed transport network map 2030.

How will the Transport Strategy be funded?

The major capital projects to be delivered by the City of Melbourne through the *Transport Strategy Implementation Plan* are bicycle infrastructure projects and public realm improvement projects. Some of these projects will require approval and co-funding from the Victorian Government.

The City of Melbourne will commit operational funds to deliver the actions and initiatives in this strategy.

How will we measure success?

The final Transport Strategy will include specific targets and indicators to measure the progress of this strategy against each outcome over the next 5, 10 and 30 years. These targets and indicators will be developed when the strategy is finalised following community engagement.



POLICY SUMMARY

POLICY	
A safe and liveable city	
1.	Ensure adequate space is provided for people through all street renewal or upgrade projects. Intersections will be designed to optimise the flow of pedestrians and improve the safety and amenity of the intersection for all.
2.	Reduce footpath obstructions to free up more space for walking in busy areas.
3.	Manage disruption by prioritising efficient modes during construction, especially walking, public transport and bikes as well as goods delivery and property access.
4.	Apply the new City of Melbourne bicycle lane design standards, developed based on global best practice, to ensure we provide the safest and highest standard bicycle lane possible for each context on all future projects.
5.	Prioritise motorcycle parking on roads.
6.	Elevate the role of buses in the municipality through improving their integration into our streets, enabling new generation bus priority and busway design and supporting new bus technology.
7.	Exceed the minimum standards set in the <i>Disability Discrimination Act 1992 (Cth)</i> by delivering universally accessible streets and public spaces which integrate with the public transport network.
8.	Significantly reduce through-traffic in the central city, minimise through-traffic across the municipality and work to contain it to freeways and arterial roads.
9.	Capture the benefits of road bypass projects by ensuring traffic reductions and public realm improvements are delivered on other routes. Any reduction in open space as a result of a road project will not be accepted.
10.	Prioritise vehicle access to streets and parking spaces for emergency vehicles and people with a disability or limited mobility.
11.	Ensure street and loading access is facilitated for freight, trade and servicing.
12.	Continue to promote development and intensity of activity around high-quality sustainable transport.
An efficient and productive city	
13.	Prioritise the tram and bus network on our streets and support initiatives to improve travel times and reliability.
14.	Advocate for improved intersection design, signal operation and enforcement to minimise incidences of vehicles blocking intersections.
15.	Advocate for a review of Victorian road rules as they apply to cycling to improve the efficiency of riding in the city and attract more people to cycle every day.
16.	Support the growth of e-bikes to get more people riding bikes.
17.	Support innovative, efficient and low-impact solutions to last kilometre freight delivery, waste removal and servicing in the municipality.
18.	Support the growth of the Port of Melbourne while ensuring the mitigation of future amenity impacts.
19.	Support the transition to a 'turn-up-and-go' public transport network which offers fast, frequent and convenient services across Greater Melbourne.
20.	Support priority bus and tram projects to improve the coverage, efficiency and reliability of the public transport network.
21.	Support rapid, high-frequency orbital connections across the public transport network, especially in inner Melbourne.

POLICY

22. Support increasing the capacity of public transport infrastructure to move more people during peak times.
23. Support initiatives to improve the public transport user experience and passenger safety.
24. Support regional rail projects as infrastructure which is critical to the economic prosperity of Melbourne.
25. Support reliable and frequent public transport to airports which is integrated into the network. Support continuing the investigation into a Melbourne Airport rail line.
26. Collaborate with Victorian Government to develop and endorse a Central City Transport Framework, recognising the importance of the central city as the hub of Victoria's transport network.
27. Advocate for major city-shaping projects which improve the municipality for walking, cycling and public transport.
28. Support the sustainable development of urban renewal areas by delivering high-quality public and active transport links early in the redevelopment process.
29. Monitor construction disruption, consider the opportunities to test new transport conditions and avoid reverting to the original conditions if positive change is demonstrated.
30. Advocate for more transport data being made publicly available to improve the transport system and user experience.

A dynamic and adaptive city

31. Actively support and facilitate trials of new transport technology in the municipality which align with the principles in this Strategy and the objectives of the Transport Integration Act 2010. Undertake thorough evaluations of trials to fully understand opportunities and impacts.
32. Advocate for shared mobility which is integrated with the transport network and will encourage people to walk, cycle and use public transport.
33. Support equitable access to transport and appropriate regulation of transport technology providers and operators.
34. Support the use of sensor technologies to enable more efficient traffic management and signal control to improve transport performance.
35. Support enhanced legal protections of vulnerable road users from the risks of motor vehicles and autonomous technology.
36. Protect and improve urban amenity as autonomous vehicle technology develops.
37. Prioritise the transition of commercial vehicles to low emissions technology.
38. Advocate for the strengthening of emissions standards for private motor vehicles as an urgent priority for the Australian Government.
39. Facilitate off-street electric vehicle charging. Limit on-street vehicle charging to areas without off-street parking.
40. Advocate for a fair and equitable road revenue-sharing agreement between all levels of government as part of any pricing reform process to ensure that road authorities receive the necessary funding to maintain their assets.
41. Advocate for changes to fees which encourage more people to use public transport, including outside peak times.

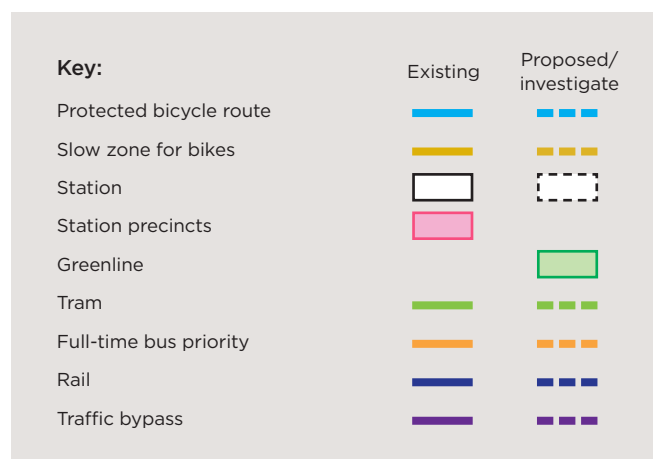
ACTIONS SUMMARY

ACTION	2019-2022	2022-2026	2026-2029
A safe and liveable city			
1. Design our future streets based on the 2030 Proposed Integrated Network established in this Strategy. Deliver priority footpath widenings to reduce overcrowding.	●		
2. Convert parts of 'Little' streets into people-priority shared zones with lower speed limits.	●	●	●
3. Provide an initial 300 additional on-street motorcycle parking bays in the central city.	●		
4. Increase space for walking by introducing new measures to prohibit non-fixed obstacles in busy areas.	●		
5. Install formal and informal crossings to address gaps in the walking network.	●	●	●
6. Work with the Victorian Government to investigate a trial of 30 km/h speed limits in the central city.	●		
7. Review and reduce speed limits throughout the municipality.	●		
8. Deliver 50km of high quality, physically protected bicycle lanes over 10 years to get more people riding each day.	●	●	●
9. Work with the Victorian Government to enable a further 40km of high quality, physically protected bicycle lanes on key state managed roads over 10 years.	●	●	●
10. Trial a protected intersection for cyclists in the Melbourne municipality and if successful, roll out across the municipality.	●	●	●
11. Investigate opportunities to increase off-street parking for motorcycles.	●	●	
12. Deliver strategic plans for major station precincts, including Southern Cross station, Flinders Street station, Elizabeth Street, Parliament station and Flagstaff station.	●	●	●
13. Work with the Victorian Government and Yarra Trams to develop an agreed designs for tram stops in the Melbourne municipality which integrate into the streetscape and minimise crowding.	●	●	
14. Develop a Parking and Kerbside Management Plan to better manage our valuable kerb space..	●		
15. Deliver a new Car Share Policy to support growth.	●		

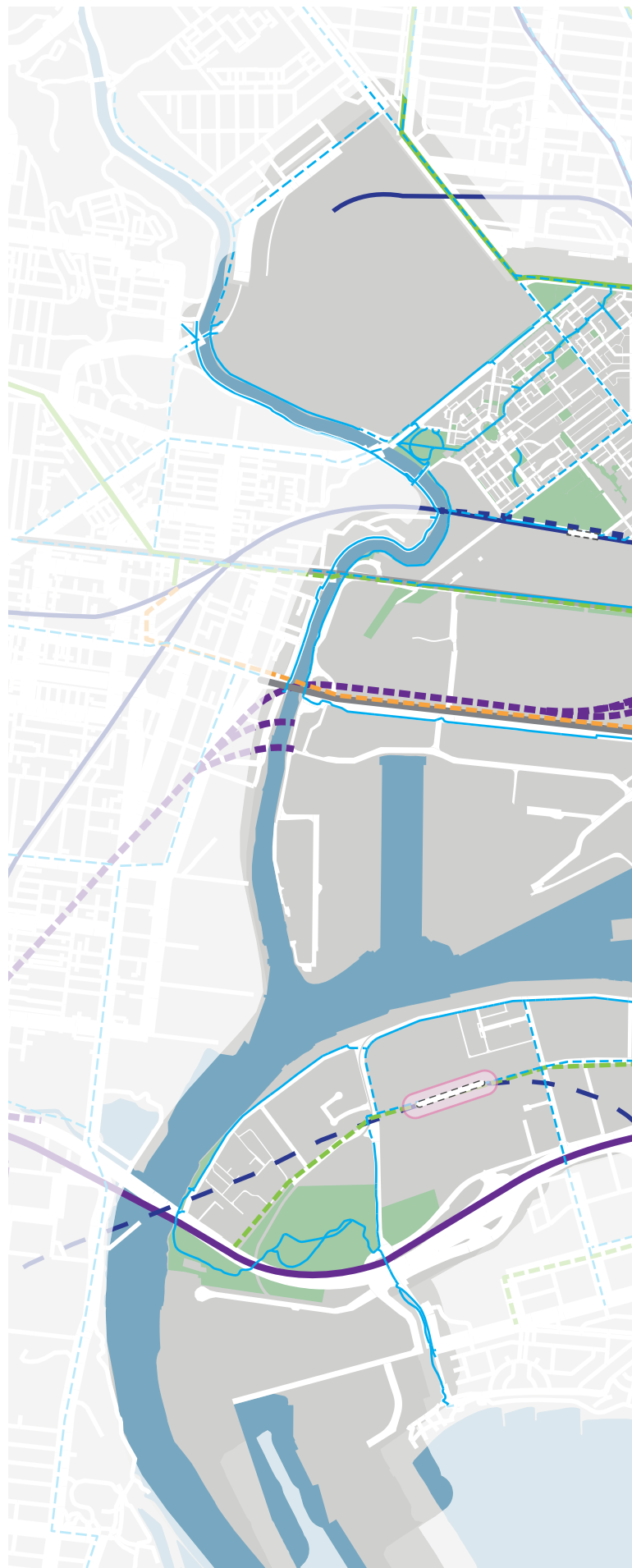
ACTION	2019-2022	2022-2026	2026-2029
An efficient and productive city			
16. Reduce delay to people walking, riding bikes, on buses and trams by working with the Victorian Government to optimise traffic signal cycle times, starting in the Hoddle Grid.	●	●	●
17. Get more people riding bikes by delivering community programs.	●		
18. Trial innovative use of kerb space in the Melbourne Innovation Districts.	●		
19. Implement short-term parking management measures	●		
20. Advocate to the Victorian Government for planning and investment in capacity boosting public transport, beginning with a second cross-city rail tunnel to unlock Fishermans Bend	●	●	●
A dynamic and adaptive city			
21. Ensure new transport technology benefits the city by advocating to the Victorian Government for regulatory or legislative change in line with this strategy.	●	●	●
22. Investigate opportunities to improve the management of kerbside space for the regulated commercial passenger vehicles (taxi) industry.	●		
23. Enable a transition to zero emissions transport by advocating for lower carbon intensity of motor vehicles and electric vehicles powered by renewable energy in line with this strategy and the Climate Change Mitigation Strategy.	●	●	●
24. Lead a public conversation on transport pricing reform for Melbourne, supported by evidence, and in collaboration with government, community, experts and key stakeholders.		●	

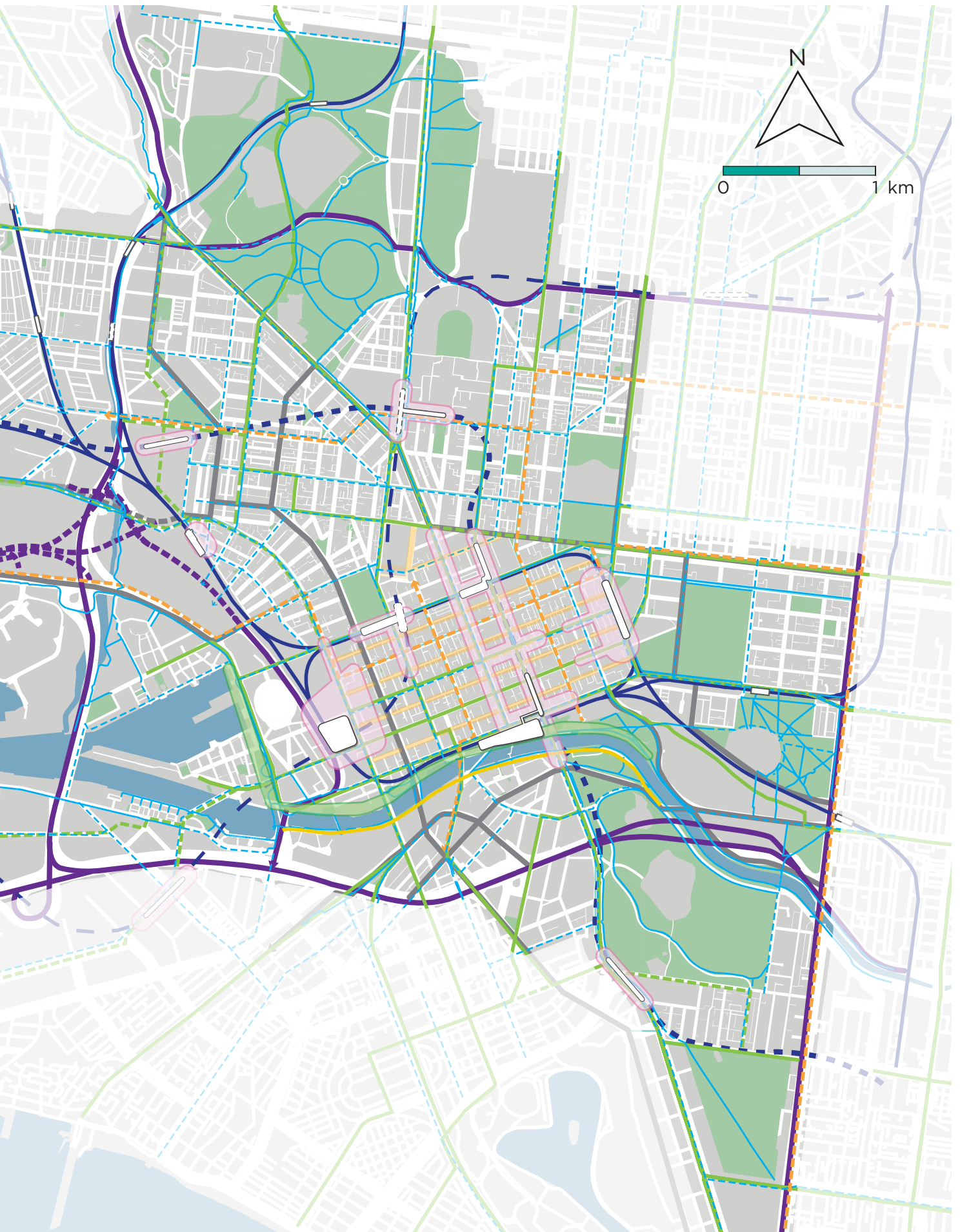
2030 PROPOSED INTEGRATED NETWORK

Melbourne's transport network in 2030 as proposed by this Transport Strategy.



Map 1: Combined map of all proposals.





How to contact us

Online:

melbourne.vic.gov.au

In person:

Melbourne Town Hall - Administration Building
120 Swanston Street, Melbourne
7.30am to 5pm, Monday to Friday
(Public holidays excluded)

Telephone:

03 9658 9658
7.30am to 6pm, Monday to Friday
(Public holidays excluded)

Fax:

03 9654 4854

In writing:

City of Melbourne
GPO Box 1603
Melbourne VIC 3001
Australia



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CITY OF MELBOURNE