

Inner Melbourne Action Plan
Progress Report
Action 3.2 - IMAP Roads as Places

Background

1. IMAP Action 3.2 intends to study the impact of tram stops on the street environment and their contribution to making streets and roads into better places in inner Melbourne.
2. This is a revised Brief from that which the IMAP Implementation Committee considered in 2010. It aims to assess current issues and narrows the focus of the project so that IMAP can achieve a more defined outcome within the current budget.
3. A variety of tram stop designs exist in IMAP council areas. Some of these have been built relatively recently and appear to have had an impact on the operation of the street in which they sit. Impacts include changing road layouts, reducing passing vehicle speeds and traffic volumes, creating crossing opportunities for pedestrians, improving bicycle access. IMAP member councils have been at the forefront of innovation on tram stop design.
4. In the coming years, many more tram stops will be constructed in the IMAP area due to the requirement to make the public transport system DDA compliant as well as to speed up the loading of trams, improve safety and improve the experience of tram passengers.
5. Recent strong growth in tram patronage has highlighted the significant and increasing contribution of trams in bringing people to key IMAP locations such as shopping strips and the Central Activity District. This role is expected to continue to increase as tram service improves. In contrast, rates of driving have levelled off since about 2003. Trams are one of the defining aspects of the transport and land use system in the IMAP area.
6. The program of constructing new tram stops in the IMAP area is likely to be an excellent opportunity for making streets and roads into better places however there has been relatively little research into the placemaking impacts of tram stops.
7. The wider impacts of improved tram stops may include economic, health, environmental and social benefits to IMAP communities. These aspects could be the subject of further study depending on the outcomes of this work.

Discussion

8. The IMAP 3.2 working group seeks to investigate the impact of different tram stop designs and their contribution to making streets and roads better places.
9. The working group has developed a draft project plan for the project. See attachment.

Recommendations

10. That the IMAP Implementation Committee resolves to:
 - a. **Note** the formation of the IMAP 3.2 working group;
 - b. **Note** the draft project plan.

Attachment 1 → IMAP Action 3.2 Project Plan

Project Description – Action 3.2 Roads as Places

Position	Name	Signature	Date
Project Sponsor	IMAP		
Project Lead	Richard Smithers (CoM)		

Executive Summary

A. Project Governance

Project Sponsor	IMAP
Working Group	<p>City of Melbourne → Richard Smithers, Damon Rao City of Yarra → Jane Waldock City of Port Phillip → John Bartels City of Stonnington → Ian McLauchlan, Katherine Wrzesinski</p> <p>Interested Externals; TAC, VicRoads, VicHealth, Dept of Transport, Police, Yarra Trams, Bus Association, Universities, Community groups, RACV, VECCL, Bicycle Victoria, Heart Foundation, Business Groups, Victoria Walks, others..</p>
Reasons for Project	<ul style="list-style-type: none"> - Increasing investment in tram stop infrastructure - especially the construction of more high-quality, level-access tram stops - to achieve DDA compliance provides the opportunity to use tram stops to make roads and streets into better places. - Increasing tram patronage is leading to increased pedestrian activity around tram stops and interchanges. - Greater numbers of pedestrians increases the need for seamless pedestrian access between tram stops and the footpath network, especially in the IMAP region. - There is a limited amount of research available on the impact of new tram stops on making roads and streets better places.
Objectives	<ul style="list-style-type: none"> - Understand the impact of new generation tram stops on the streets in which they are located. This would include pedestrian access, amenity and safety, tram performance, impacts on other modes including motor vehicles, buses and bicycles. - Understand the urban design impacts of new generation tram stops - Assist Councils and the Department of Transport to implement appropriate tram stop treatments to achieve DDA compliance and improve roads and streets as places - Raise awareness of the wider benefits of managing roads for people and how tram stop improvements can contribute to this.
Proposal	<p>Study how new tram stop infrastructure can contribute to managing roads as places.</p> <ul style="list-style-type: none"> - How can they improve pedestrian and cyclist access, amenity and safety? - How can they reduce the adverse impact of vehicle traffic in busy inner urban streets? (speed, noise, etc) - How can tram stop design be incorporated into the streetscape to have a 'whole-of-street' benefit?

Method	<p>The project will focus on streets which are at various stages of the State Government's tram stop improvement program. Generally we can cluster these stages as follows;</p> <ul style="list-style-type: none"> - Streets with existing new-generation tram stops. - Streets where new stops have been proposed or which require new tram stops.
Outcomes	<ul style="list-style-type: none"> - An overview of the impacts of different tram stop designs on the various aspects which define roads and streets as places - A comparative analysis of current tram stops in the IMAP region and a desk-top analysis of international best practice. - An overview of what tram stop designs are better suited to different street types across IMAP.

B. Project Budget

	\$
IMAP	40,000
Other	
Other	
Totals	40,000

C. Time frame

Finalise consultant brief	March 2012
Award contract	April 2012
Project inception meeting	April 2012
Draft report	June 2012
Final report	July 2012

D. Details

Stage	Locations	Scope of analysis
Streets with existing new-generation tram stops	<p>Cleve Plaza, St Kilda</p> <p>Collins St, Melbourne</p> <p>Macarthur Place, Melbourne</p> <p>High Street, Darebin</p> <p>Swanston St, Melbourne</p> <p>Others</p>	<ul style="list-style-type: none"> - How has the new tram stop infrastructure influenced accessibility, safety, convenience and amenity for all road users? - Does the tram stop infrastructure contribute to the street as a place? How?
Streets where new stops have been proposed or which require new tram stops	<p>Chapel St, Prahran</p> <p>Bridge Rd, Richmond</p> <p>Elizabeth St, Melbourne</p> <p>Acland Street, Port Phillip</p> <p>Others</p>	<ul style="list-style-type: none"> - What are the expected benefits of the different stop designs being implemented? - What is the 'before' scenario for these streets as places and how can activity and amenity be measured post construction of new tram stop infrastructure? - What is the profile of activity and land use on these streets? (daily

		<p>number of users, mode split, active frontages, land use type, etc)</p> <ul style="list-style-type: none">- Based on the analysis of existing and other proposed tram stops, what principles for design are recommended for new stops in these streets and other similar streets?
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