

## Inner Melbourne Action Plan Briefing Paper - Action 2.4 Walking Links and Pedestrian Priority

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### Background

1. Inner Melbourne municipalities have a particular challenge to retro-fit established infrastructure as they seek to provide for increased walkability in the context of growing population density.
2. Pedestrian operated signals (POS) create gaps in the traffic flow, allowing pedestrians to cross the road. They should allow adequate crossing time for a safe and comfortable journey. The Working Group engaged Booz Allen Consultants to investigate possible treatments to deliver greater access and safety for walking at 20 POS across the IMAP region. Latent pedestrian demand exists where a destination is either not currently accessible or access is unsafe and uncomfortable. Crossing busy roads especially for the young and the elderly can be very daunting and sometimes it feels unsafe. Signal crossings on major roads demand particular pedestrian behaviour to complete the road crossing safely and comfortably.

### Specific Progress to Date

3. As at August 2007:
  - **Stage 1 Investigation has is well underway.** 20 POS sites (five in each IMAP council area) have been audited and early data has been analysed. The final results, due in mid October, are expected to present new thinking *on movement of all modes* through these crossing points to maximize safe efficient movement of people with consideration for all travel modes. Close consultation with VicRoads both regional and main office has been sought.
  - **Draft Working Paper from consultant has been received & reviewed by Working Group.**
  - **Preliminary data** has been collected at all 20 sites and is in the process of being analysed.
  - **A working description** of the *critical measure for POS performance* has been established. This is subject to change in response to results of analysis.

### Next Steps

4. The next steps include:
  - Preparation of a second draft Working Paper of the gap analysis map and explanatory notes
  - Presentation Working Paper to stakeholders including VicRoads, Yarra Trams, Department of Infrastructure and bus operators.
  - Finalisation of the recommended treatments and presentation of results to VicRoads in consultation with relevant council officers.
  - Determine timeline for implementation of recommended treatments.

### Key outcomes

5. **Stage 1 Investigation** - Possible treatments/improvements will include more time allocated to walk phase, headstart for pedestrians against turning car movements, less walk call-up waiting time to deliver priority for walkers.
6. The overall goals of the IMAP Regional Greenlight;
  - Enhance the walking journeys which involve crossing busy roads to and from Activity Centres in Inner Melbourne
  - Acknowledge and provide for the reality that people love great urban places and rarely recognise municipal boundaries
  - Build the connectivity between the Cities of Melbourne, Port Phillip, Yarra, Stonnington and Vic Urban, seeing the inner region as a whole rather than a patchwork of municipalities
  - Realise the great potential for success in creating safer and more comfortable pedestrian networks than would otherwise be possible by individual Councils

### Recommendation

7. That the IMAP Implementation Committee resolve to note the progress of Action 2.4 Walking Links & Pedestrian Priority and support the Regional Greenlight Project Stage 1 Investigation to the finalisation of this stage of the project.

## Project Brief

## IMAP Action 2.4 Walking Links &amp; Pedestrian Priority Areas

**Project Title**

*IMAP Regional Greenlight Project - Redirecting pedestrian priority on busy roads*

**Key IMAP Contact**

Martin Hartigan – IMAP Implementation Officer

**Project Team**

Lead: City of Port Phillip	Meg Selman
City of Melbourne	Alison Lee
City of Port Phillip	Paul Smith
City of Yarra	Maureen Brewer
City of Stonnington	Ian McLauchlan
DOI	Evelyn Legare
VicRoads	Sam Pirrotta

**Purpose**

*The Regional Greenlight Project* presents a redesign opportunity for collaborative joined-up State and local government work to improve safety and comfort levels for pedestrians using pedestrian operated signals on busy roads. This project will increase safety and comfort crossing busy roads to and from Activity Centres in Inner Melbourne. To progress IMAP Action 2.4, this project will provide for:

- Improved connections to public transport
- Pedestrian responsive signals
- Pedestrian priority at intersections and street crossings

**Inception of Project**

*The Inner Melbourne Action Plan* responds to the demands of Melbourne 2030, the State Government's blueprint for managing sustainable growth and change across metropolitan Melbourne. Inner Melbourne municipalities have a particular challenge to retro-fit established infrastructure as they seek to provide for increased walkability in the context of growing population density.

Pedestrian operated signals create gaps in the traffic flow, allowing pedestrians to cross the road. They should allow adequate crossing time for a safe and comfortable journey. Latent pedestrian demand exists where a destination is either not currently accessible or access is unsafe and uncomfortable. Crossing busy roads especially for the young and the elderly can be very daunting and sometimes it feels unsafe. Signal crossings on major roads demand particular pedestrian behaviour to complete the road crossing safely and comfortably. The Greenlight Project was launched by Minister Batchelor in June 2005 with the first successful application of its initiatives at the Richardson / Pickles / Liardet site, Port Melbourne.

Increased pedestrian activity will emerge with new trip generators or redesign of crossing facilities. Evaluation of demonstration site, Richardson / Pickles / Liardet site, reveals significant benefits of treatments. Safer, more comfortable pedestrian crossing on busy roads contributes to increase of recreation and commuting walking journeys

**Project Goals**

Greenlight initiatives or traffic treatments

- the increased *time to walk* through use of the recommended **0.7 m/sec** for overall time allowed
- a **headstart** for pedestrians of a few seconds over vehicle turning movements
- **elimination of left turning arrows** where possible
- **quicker cycle time** to reduce wait for pedestrians – 30 second maximum wait for pedestrians
- late call up (**instant**) or **auto call-up** for pedestrian display site dependent

**Project Objectives**

Project objectives include:

- Safer road environments for pedestrian
- More comfortable pedestrian crossing on busy roads
- Increased numbers of recreational and commuting walking journeys

The above objectives are supported by the State Government's transport policy *Meeting our Transport Challenges*, the inner regions strategic landuse and transport plan *Inner Melbourne Action Plan* and the individual transport strategies and statements of the five authorities involved in the project.

Improvements flowing from the IMAP Regional Greenlight Project will benefit all pedestrians and especially:

- Older and younger pedestrians
- Pedestrians with lower mobility
- Pedestrians commencing and completing a public transport journey

**The project team will:**

- Meet monthly (or as required)
- Provide 6 monthly & annual updates to the IMAP Implementation Officer
- Deliver the project outcomes within the agreed timeframe
- Agree on the project scope and brief
- Agree on project timetable
- Appoint consultant to determine treatment detail options to deliver pedestrian priority at 20 selected sites
- Receive consultant report and determine priorities for action
- Oversee implementation process
- Evaluate changes
- Produce report/s as required that provide recommendations for action

**Regional Greenlight Implementation summary process**

Action	Timeframe	Responsibility
Devise project	Sept 2007	Partner councils
Secure funding	Dec 2006	Partner councils
Engage consultant	March 2007	Project Working Group
Detailed analysis of 20 nominated sites	April – July 2007	consultant
Survey and analysis of current pedestrian site crossing activity at key intersections/modal interchanges.	April – July 2007	consultant
Working Group partners input & comment to consultants report	15 May 2007	Project Working Group
Stage 1 Complete	31 May 2007	
Context specific treatments selected	July 2007	Project Working Group
Stage 2 Commence	31 August 2007	
Media release from IMAP partner Councils of roll out of retro fit treatments of timings and phasings	Feb 2008	Partner councils
Articles written for local Council websites, publications	Feb 2008	Partner councils
Implementation of changes at priority regional sites	End August 2008	VicRoads
Stage 2 Complete	End August 2008	
Stage 3 Commence	End November 2008	VicRoads
Regional evaluation	End February 2009	Project Working Group
Promotion & communication of results		VicRoads
Final report	End May 2009	Project Working Group
		VicRoads
Stage 3 Complete	End August 2009	

**Consultation**

VicRoads, DoI, IMAP partner Councils

**Timing**

Stage 1 – Investigation 20 sites

Stage 2 – Implementation

Stage 3 – Evaluation

August 2007

August 2008

August 2009

**Budget**

	IMAP Councils	DoI	VicRoads	Total
2006/07	\$50K	\$50K		\$100K
2007/08		\$100K	\$200K	\$300K
2008/09		\$25K	\$25K	\$50K
<b>Total</b>				<b>\$450</b>