

Inner Melbourne Action Plan

Final Evaluation Report

Action 2.4 – Walking Links and Pedestrian Priority Areas

Purpose

1. To provide some background on this project and to update the Committee on the final outcomes of the Regional Greenlight Project.
2. *Please note that the Final Evaluation Report for this project was commissioned by the Department of Transport. Representatives from the Department will be present at the meeting to present their report.*

Background

3. Community dismay led the City of Port Phillip to commence an investigation into the performance of traffic signals for pedestrians at key crossing points.
"We'd walk more to the shops and to school but it's impossible to cross those busy roads", the City Council was told. Either you just miss the 'green man' or flashing red just starts up as you step bravely onto the crossing tarmac. Either way these organized crossing points are intimidating and hostile for walking trips.
4. This led to a regional analysis of crossability through the IMAP Regional Greenlight Project commenced in 2007.

Discussion

5. During August through September 2009 VicRoads implemented the changes recommended by IMAP's Regional Greenlight Project Team at the 20 intersections across the inner Melbourne area. This work was the culmination of 2 years planning to identify key crossing sites, establish control sites, monitor the existing situation and determine the treatment required to deliver priority to foot traffic at these sites.
6. Continued support through the Department of Transport's LAAP Funding Grant enabled this pilot project to demonstrate how signal re-design could deliver safer, more comfortable journeys for pedestrians at key crossing points. As previously reported, this could involve increased 'green time, headstart for the Walk phase and automatic 'green' for pedestrians.
7. This project has also been listed for action across the state as a strategy under the newly released State Government *Pedestrian Access Strategy* (October 2010). Key

Original Project Team [2007]: Meg Selman [Team Leader] CoPP, Paul Smith CoPP, Kate Simnett CoY, Maureen Brewer CoY, Ian McLauchlan CoS, Alison Lee CoM, Sheridan Blunt CoM, Evelyn Legare DoI, Sam Pirrotta VicRoads, Martin Chellini VicRoads

Additional support: Chris Morris [LAAP Final Report] DoT, Neil Hutchinson DoT, Paul Goudie DoT, Nikit Nain DoT
Report prepared by: Meg Selman [NOTE: Meg left CoPP in March 2011 & prepared this report prior to her departure.]

goals of the State Government's **SmartRoads** is a management approach to best utilise competing users moving in the arterial road network. This will provide for movement and access into and within Activity Centres.

8. Walking as a transport mode is increasingly recognised as part of the consideration for network operation. Infrastructure that supports this mode lags behind provision for motor vehicles. It was recognised that often these journeys were blocked by unsafe and uncomfortable signals. This project provided the chance to re-configure and re-design infrastructure at intersections to provide fluid movement. The pilot project raises the question: "What if signals could be set up with walking in mind instead of constraining pedestrians to allow for traffic movement?"
9. The IMAP Greenlight Project provides a researched and tested model of signal design to provide for priority pedestrian movement at periods of high demand. This work will support a key element of the **SmartRoads** approach which is the better use of signals to provide for efficient movement of people and goods throughout an increasingly complex and dense transport system. Population pressure will challenge the system to transform and smart signal use is the key.
10. Key points:
 - a. State Government release of [SmartRoads Network Operating Plan for Melbourne \[PDF, 715KB\]](#) in October 2010
 - b. Inclusion as an action in the Pedestrian Access Strategy
 - c. Influence in Bike Riding – Royal Parade and Brunswick Road signal changes
 - d. Interest from NSW State Government – pilot project underway.

Financial Support

11. Funding provided for this project was as follows:

Local Area Access Program Grant	Stage 1	\$50,000 inc GST
	Stage 2	\$157,500 inc GST

[Note Grant repayment made of \$35,000 inc GST]

Funding contribution by IMAP Councils	In Cash	\$55,000 inc GST
	In Kind	\$83,900 inc GST

Evaluation Report – funded separately by the Department of Transport

Recommendation

12. That the IMAP Implementation Committee resolves to **note** the Final Report of Action 2.5 Regional Greenlight Project.

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