

Report to the Future Melbourne (Transport) Committee

Agenda item 6.7

Walking Plan

18 November 2014

Presenter: David Mayes, Manager Strategic Planning

Purpose and background

1. The purpose of this report is to present an assessment of the public consultation on the draft Walking Plan (Plan) held in June-July 2014 and a revised version of the Plan for the Future Melbourne Committee (FMC) to consider for adoption.
2. On 3 June FMC endorsed the draft Walking Plan for consultation. The consultation was held from 3 June to 15 July 2014.

Key issues

3. A summary assessment of the public consultation is at Attachment 2. Of the 131 submissions received, 27 were from organisations and the remainder from individuals. Submissions came via the Participate Melbourne website, meetings, online questionnaire comments, public talk feedback sheets and phone calls.
4. The topics most commented on were: Speed limits, traffic signals, property access, accessibility for disabilities, pedestrian crossings, public realm amenity and delivery and service access. Of the 597 comments received 342 have led to minor but important revisions to the Plan and 120 comments supported an initiative in the Plan or the Plan overall. Of the remaining comments 86 were inconsistent with the strategic direction of Council's Transport Strategy and 59 were outside the scope of the Plan and will be referred to the relevant area of the City of Melbourne for action. A complete table of all submissions is at Attachment 3.
5. Ten submitters had strong concerns that the Plan would limit or remove vehicle access to their properties. Nine of these submitters accepted the offer to meet with officers to discuss these concerns. The Plan has now been revised to clearly state that the Walking Plan does not propose to remove motor vehicle access to off the street or to remove delivery, service or disabled access to properties. All but one of these submitters were satisfied with this revision to the Plan.
6. The Plan also includes more detail on the consultation process that will be followed when the proposed actions in the Plan to develop streets as places, walking streets and high-mobility walking streets are implemented with specific references to the processes established by the City of Melbourne Streetscape Framework Plan adopted by Council in 2011. A table of the revisions to the Plan is at Attachment 4 and the revised Walking Plan is at Attachment 5.

Recommendation from management

7. That the Future Melbourne Committee:
 - 7.1. Endorses the Walking Plan
 - 7.2. Authorises the Director City Planning and Infrastructure to make any further minor editorial changes to the Walking Plan prior to publication.

Attachments:

1. Supporting Attachment
2. Public consultation summary report
3. Community Consultation Responses
4. Post consultation list of changes
5. City of Melbourne Walking Plan November 2014

Supporting Attachment

Legal

1. There are no direct legal implications arising from the recommendation from management.

Finance

2. Works and projects in the Plan will be subject of the usual annual budget bids.

Conflict of interest

3. No member of Council staff, or other person engaged under a contract, involved in advising on or preparing this report has declared a direct or indirect interest in relation to the matter of the report.

Stakeholder consultation

4. Extensive stakeholder consultation was undertaken between 3 June and 15 July 2014. It was extended from four to six weeks shortly after the consultation period commenced. It included a page on the Participate Melbourne website. A public event, "The Future of Walking in Melbourne" was held in the Supper Room at the Melbourne Town Hall on 26 June 2014 and was attended by 80 people. 131 submissions were received and further consultation was undertaken with precincts, residents and building owners who expressed concern with the draft. A report on this is at Attachment 2.

Relation to Council policy

5. The Plan delivers on the 2013-14 Annual Plan action to "1.3 Finalise Walking Strategy and deliver first year actions". This action contributes to the Council Plan (2013-17) four-year priority to "Expand and prioritise a connected, safe and easy to access pedestrian network". The strategic basis for the Walking Plan is in the Melbourne Transport Strategy 2012 where a priority action is to "Develop a municipal pedestrian plan". It also provides the basis for an initiative in the 2014-15 Annual Plan and Budget to "implement the Walking Plan including planning scheme amendments to support through-block links and other pedestrian network benefits". The Plan is also consistent with the Road Safety Plan (2013).

Environmental sustainability

6. Environmental sustainability issues have been considered in developing this report. The report is based on the City of Melbourne's position on transport issues established in the Melbourne Transport Strategy (MTS). Achieving better environmental outcomes was one of the criteria for policies and actions in the MTS. The key aims of the Plan are to increase the amount of walking and improve the City of Melbourne's walking network which will reduce the environmental impact of transport in Melbourne.



**DRAFT WALKING PLAN
PUBLIC CONSULTATION SUMMARY REPORT
3 June and 15 July 2014**

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Executive Summary

1. The consultation for the draft Walking Plan was widely promoted and comprehensive. The public consultation process led to a wide range of stakeholders providing valuable feedback and input.
2. There were 131 submissions from individuals and organisations. Also, 53 people completed an on-line questionnaire.
3. Most of the submissions were supportive of the draft plan and many of those provided detail, clarification or other suggestions which were included in the final Walking Plan.
4. Initiatives in the draft Walking Plan which were well supported included reducing delays to pedestrians at traffic signals, auto-on pedestrian signals, lower speed limits, promoting walking for health, improving pedestrian amenity and addressing pedestrian crowding especially at public transport nodes.
5. The submissions were broken down into 597 specific comments which are detailed in the attached table of submissions along with responses to the comments.
6. Ten submitters expressed concern about impacts on various types of vehicle access to their properties. The plan was changed to improve clarity in relation to the Pedestrian Street Hierarchy. It now clearly states that property access, car park access and access for deliveries and servicing are important considerations in street improvement projects.
7. The plan was also changed to include more detail in relation to consultation on street improvement projects with specific references to the processes established by the City of Melbourne Streetscape Framework Plan adopted by Council in 2011.
8. Individual meetings were held with nine of these submitters to outline how their concerns had been addressed in the final version of the plan. These included business precinct groups, residents groups and representatives from individual properties. Most of these submitters were satisfied with the way that their concerns were addressed.
9. The draft Walking Plan page on Participate Melbourne received the highest rate of “informed visitors” in 2014. This means that website visitors stayed longer, downloaded more content and interacted with the features more than for other project consultations.
10. The final Walking Plan presented to the Future Melbourne Committee for adoption has been significantly improved by the process of consultation and the input of the community.

Consultation process

11. The aims of the consultation for the draft Walking Plan were to inform, raise awareness, work collaboratively with the public and key stakeholders, build and strengthen relationships, encourage dialogue and seek feedback to inform the development of the draft Walking Plan.
12. This was carried out between 3 June and 15 July 2014. It was extended from four to six weeks shortly after the consultation period commenced.
13. The draft Walking Plan was made available throughout the public consultation period on the Participate Melbourne website. There was an opportunity for people to upload submissions, complete a questionnaire and read the background reports which informed the draft Walking Plan.
14. A Walking Tour brochure was available on the Participate Melbourne website. This provided examples of how some of the actions in the plan could be implemented.
15. The draft Walking Plan was publicised through the City of Melbourne corporate website. The City of Melbourne Facebook account and @CityofMelbourne Twitter account were used to inform the public of the draft plan and consultation process.
16. The draft Walking Plan was publicised in the City Of Melbourne corporate advertisement in the Melbourne Leader in June. Paid advertisements were published in the Melbourne Leader and in mX in June and July.
17. Social and print media directed the public to the Participate Melbourne site to find out more about the plan and to make a submission.
18. One on one meetings were held with submitters who had a high level of interest in the plan including those who raised concerns about motor vehicle access to properties.

19. A public event, "The Future of Walking in Melbourne" was held in the Supper Room at the Melbourne Town Hall on 26 June 2014 and was attended by 80 people. The event was a facilitated question and answer session preceded by short presentations by some of the subject matter experts who developed background reports for the Walking Plan. During the event the public had the opportunity to ask questions verbally and on feedback sheets. Each comment made was recorded as a submission to the draft Walking Plan.
20. A letter was sent to the managers and CEOs of RACV, Places Victoria, Committee for Melbourne, VECI, Yarra Trams, Metro Trains, VicHealth, Property Council of Australia and VicRoads, in July 2014 advising of the draft strategy and consultation process.
21. Targeted meetings were carried out with various organisations to discuss specific aspects of the strategy (including; Department of Transport Planning and Local Infrastructure, Victoria Walks, Vic Health and VicRoads).
22. Targeted meetings were held with business precinct groups, residents groups and representatives from individual properties in June and July 2014 to address concerns that to access to off-street car parking, delivery access and access for service providers, such as tradespeople, would be removed or limited by the plan.
23. The opportunity for public input on the draft Walking Plan was highlighted at public consultation events and meetings related to other projects such as the City Road master plan and Last Kilometre delivery forum.

Media coverage

24. The draft Walking Plan was presented to the Future Melbourne Committee on 3 June 2014. The draft plan received coverage in the Herald Sun, The Age, ABC Online, Channel 9 (Today and evening news), 3AW, 744 ABC Melbourne, Nova 100.3, Gold FM, ABC NewsRadio, Triple J and Fox FM following the publication of the FMC meeting documentation. This coverage largely focused on the pedestrian hierarchy set out in sections 2.3 to 2.6.
25. The draft walking plan gained additional coverage throughout the consultation period including coverage in the CBD News following the public talk on 26 June 2014.

Date	Source	Article title	Web link
29/05/14	The Age	"People walk all over cars in plan for CBD"	http://www.theage.com.au/victoria/people-walk-all-over-cars-in-plan-for-cbd-20140529-397ar.html
30/05/14	Channel 9 Victorian evening news	"Car-free zone"	
04/06/14	Herald Sun	"Walking Plan blueprint to make Melbourne's CBD more pedestrian friendly"	http://www.heraldsun.com.au/news/victoria/walking-plan-blueprint-to-make-melbournes-cbd-more-pedestrian-friendly/story-fni0fit3-1226943479547
30/06/14	ABC online	"Melbourne walking plan proposes street closures to improve pedestrian traffic flow"	http://www.abc.net.au/news/2014-05-30/city-of-melbourne-draft-walking-plan-proposes-new-malls-piazas/5489122
02/07/14	Blog Diary of an Average Australian, Daniel Bowen	"Some good stuff in the City of Melbourne's Draft Walking Plan"	http://www.danielbowen.com/2014/06/02/melb-walking-plan/
07/07/14	Opinion piece from CEO VicHealth in	"Choose walking over driving in the CBD"	http://www.sunraysiadaily.com.au/story/2334955/choose-walking-over-driving-

	Sunraysia Daily		in-the-cbd/?cs=2015
August 2014 edition Distributed 23/07/14	CBD News	“Roadside dining space is extremely lucrative” “Where are the jobs?”	http://cbdnews.com.au/editions/
September 2014 edition Distributed 27/08/14	CBD News	“Pedestrian crush warning”	http://cbdnews.com.au/editions/

Results of Consultation process

26. The draft Walking Plan elicited 131 submissions from individuals and organisations. Also, 53 people completed an on-line questionnaire.
27. Detailed analysis of submissions is provided in the Table of Submissions and Responses (Attachment 3). The complete list of changes made to the draft Walking Plan and reasons for the changes are detailed in the Attachment 4.
28. The draft Walking Plan page on Participate Melbourne received the highest rate of “informed visitors” in 2014 – This means that page visitors stayed longer and downloaded more content and interacted with the features more than for other project pages.

Participate Melbourne – questionnaire results summary

29. A total of 53 respondents participated in the Walking Strategy questionnaire.
30. The purpose of this questionnaire was to gauge the community’s response to the sub actions of the draft Walking Plan by prompting them to evaluate each action according to its importance from ‘not at all important’ up to ‘very important’.
31. All questions, to varying degrees, received a majority ranking of ‘Very important’.
32. ‘Plan a walking network for the future and work with VicRoads to give pedestrians more priority where they need it most’ was most frequently ranked as ‘Very important’ amongst questionnaire respondents (42).
33. ‘Plan a walking network for the future and include it in the planning scheme’, also ranked highly as ‘very important’ (40). Suggesting that ‘Planning Related Actions’ in relation to walking are a high priority in the community.
34. In combining ‘Very important’ and ‘Important’ results, a number of ‘capital works actions’ emerge as being significant to questionnaire respondents and frequently match the combined counts of the highest ranked “Very Important” questions. These were: ‘Identify and address pedestrian crowding now and in the future’ (combined count of 48) and ‘Reduce overcrowding at busy tram and bus stops by ensuring they are planned for expected demand’ (combined count of 48). This shows that overcrowding crowd reduction is highlighted as a top priority.
35. The following actions also ranked highly in terms of combined counts and reflect the importance of smaller-scale design and planning to the community:
 - ‘Improve the pedestrian environment around busy railways stations both in the city loops and around new stations when they are planned’,
 - ‘Improve pedestrian crossings by removing clutter, widening them and preventing cars from blocking them’
 - ‘Ensure that all new footpaths, driveways, street furniture and other improvements in the city are designed and installed with pedestrians in mind’

36. Though still receiving a majority ranking of ‘Very important, ‘Improved signage for pedestrians with easy to read 3D maps and expand this system across Melbourne’ and ‘Paint more stop signs to prevent cars from blocking the footpath when leaving car parks, driveways and laneways in the middle of Hoddle grid’ were considerably less popular than the other strategic actions assessed. These actions received ‘Very important’ counts of 20 and 22 respectively.

Analysis of Submissions

Areas of interest

37. The specific comments from each submission were identified and collated. From the 131 submissions, 597 comments were recorded. These comments ranged from general statements about the plan, to specific comments regarding specific places or streets. This process identified the individual issues and ideas raised within sometimes long and complex submissions.
38. There was general support from many submitters for the overall directions outlined in the strategy with 22 specific comments supporting the whole plan and 117 comments supporting particular aspects of the plan.
39. The comments were classified into one of 54 topics to which they relate. The topics which received the most comments from submissions were:

Topic	Comments	Topic	Comments
Speed limits	41	Urban renewal	14
General	36	Streets as places	14
Traffic signals	34	Motorcycle parking	14
Property access	32	Pedestrian street hierarchy	14
Accessibility	28	Pedestrian network	13
Pedestrian crossings	25	Bicycles	12
Amenity	24	Vision	12
Delivery & service access	21	Car parking	11
Car park access	19	Footpath obstructions	10
Public transport	19	Shared zones	10
Health	16	Shared paths	10
Crowding	14	Research	10

40. There were a large number of comments on speed limits, traffic signals and pedestrian crossings and accessibility.
41. The relatively high number of comments about property access, car park access and delivery and service access emphasised the need for the plan to be clear about these issues.
42. The broader classification attracting the most comment was safety (including speed limits). Submitters have strong concerns regarding the safety of pedestrians on the street. This includes the perception of personal safety at night or safety in high pedestrian volume areas. Submissions highlighted conflicts between faster transport modes such as motor vehicles and slower ones such as pedestrians and cyclists as well as risks associated with formal and informal crossings. The plan has been updated to reflect the concerns of submitters and aims to improve safety on our streets through interventions such as providing clear sightlines, adequate lighting and natural surveillance.
43. Submitters were also concerned about the varying speed limits in Melbourne. The city currently has speed limits of 10km/h, 30km/h and 40km/h. A 40km/h speed limit currently applies to the Hoddle grid and some submissions requested this be reduced to 30km/h. There is also support for reducing the residential speed limit outside the central city.
44. Speed limit reductions to 40km/h or lower may be more or less achievable depending on a range of factors. Safety is also not the only benefit of reduced speed limits. Similarly, high pedestrian volumes may not be the only reason speed limits should be reduced. Some

submitters opposed reduced speed limits. The plan notes that the City of Melbourne will work with VicRoads to review and investigate the appropriateness of current and future speed limits.

45. The consultation reveals a clear role and community expectation for the city to create a perception of safety. Those who supported lower speed limits reflect the current public focus on (and perception of) safety on our streets, as well as the City of Melbourne's commitment to achieve motor vehicle speed limits which are compatible with high levels of walking.
46. Addressing delays associated with traffic signals attracted many comments. Submitters clearly see a primary role for the city in the improving traffic signals for pedestrians. They were concerned about the duration of walk time not being sufficient to cross especially for those with mobility impairments. They were also concerned about the amount of time pedestrians have to wait between signal phases to cross again. The City of Melbourne will work with VicRoads to determine effective traffic signal phases to avoid delay and overcrowding and allow sufficient crossing time at pedestrian crossings and intersections. Many submitters were also supportive of auto-on pedestrian phases in the CBD. Comments relating to traffic signals also mention the importance of audio and visual cues of traffic signals.

Vehicle access to properties

47. As already noted, a topic in the draft Walking Plan which received many comments was about the implications for property access on streets that were under investigation for a pedestrian street hierarchy. A pedestrian street hierarchy is about balancing the way different transport modes use the city's streets to provide the largest benefit to the community. This action involves the reallocation of space from the road to other uses, giving pedestrians better priority to move more efficiently by reducing delays from conflicting transport modes with temporary street closures and shared zones.
48. Maintaining access for deliveries and service vehicles and to off-street car parks will become increasingly important as the demand for space increases at the street level. These locations are only under investigation for improvements based on high levels of pedestrian use now or in the future. For any changes proposed, extensive consultation and master planning will be conducted prior to any capital works.

Other topics

49. A large number of comments related to accessibility and the extent of the Walking Plan to cater for those with physical or mental impairments, families with young children or the elderly to move around the city. Submitters indicate that kerbside drop offs and pickups and disabled parking should be retained with the adoption of a pedestrian street hierarchy. The Walking Plan has been amended to acknowledge this.
50. Other comments relating to accessibility included the need for maintenance of clear and level footpaths as those with impairments are more impeded by crowding. The plan reflects this by adopting appropriate crowding measures to maintain an acceptable level of service for pedestrians.

Response to submissions

51. The analysis of submissions helped to determine what changes needed to be made to the draft Walking Plan. Every comment was classified under one of four types. These were called "Support", "Include", "No change" and "Refer". They are explained below;
 - Support - Comments which are consistent with or support details of the draft plan.
 - Include - Comments which are relevant to the plan and should be included in the final draft (eg. ideas that fill a gap in the draft).
 - No change - Comments which are inconsequential, informative or after consideration, are inconsistent with Council policy and were not suitable for inclusion in the final draft.
 - Refer - Comments which are relevant to other Council plans, often relating to specific detail which cannot be resolved in the Walking Plan and require consideration by another area or mechanism.

Submission Processing

Support	120
Include	342
Refer	59
No Change	86

Comments included in the revised plan

52. Of the 597 comments received, 342 were incorporated into the final draft as suggested improvements and changes.
53. The most significant change to the final Walking Plan is providing more clarity around the implementation of the pedestrian street hierarchy. The final Walking Plan now includes greater acknowledgement of the importance of property access, local area consultation and the role of last kilometre deliveries and service vehicle access and the role of off street car parks in the city as the pedestrian environment is improved. The final Walking Plan was also changed to include more detail in relation to consultation on street improvement projects with specific references to the processes established by the City of Melbourne Streetscape Framework Plan adopted by Council in 2011.
54. Ten submitters expressed concern about impacts on various types of vehicle access to their properties. These included, two business precinct groups, two large office buildings with off street car parks, three CBD residents, an independent retailer and two CBD property managers. Individual meetings were held with nine of these submitters to outline how their concerns had been addressed in the final version of the plan. Most of these submitters were satisfied with the way that their concerns were addressed.
55. Many submitters supported lower speed limits. Some submitters were concerned that the proposed actions on reducing speed limits in busy pedestrian areas precluded the opportunity for local residential area speed limit reductions. The action has been changed to reflect this.
56. **Specific concerns addressed**
57. Ten submitters expressed concern about impacts on various types of vehicle access to their properties. The plan was changed to improve clarity in relation to the Pedestrian Street Hierarchy. It now clearly states that property access, car park access and access for deliveries and servicing are important considerations in street improvement projects.
58. The plan was also changed to include more detail in relation to consultation on street improvement projects with specific references to the processes established by the City of Melbourne Streetscape Framework Plan adopted by Council in 2011.
59. Individual meetings were held with nine of these submitters to outline how their concerns had been addressed in the final version of the plan. These included business precinct groups, residents groups and representatives from individual properties. Most of these submitters were satisfied with the way that their concerns were addressed.

Comments supporting the draft Walking Plan

60. Of the 597 comments received, 120 related to concepts and ideas that were already present in the draft strategy. In cases this led to an increased emphasis on these areas in the strategy.
61. There was high support for speed limit reductions in the City as well as auto-on traffic signals. These initiatives relate to creating safer streets as well as reducing crowding and delay.
62. Another topic in the plan that received a lot of support was promoting health through walking. Many organisations and individuals were aware and supportive of the mental and physical health benefits of walking as well as the connection it provides to the community. The plan now places greater emphasis on the value of walking.

Comments not resulting in a change to the draft Walking Plan

63. Of the 597 comments received, 86 were considered inconsequential, inconsistent with Council policy or key directions of the plan and not suitable for inclusion in the final draft.

64. Many of these comments were also inquisitive in nature and the responses to these questions have been summarised in the attached table of submissions.

Comments that were out of scope for the draft Walking Plan

65. Of the 597 comments received, 59 were identified for referral to other areas for further action or information.
66. The majority of comments referred to other organisations related to Public Transport. These comments will be forwarded to the Department of Transport, Planning and Local Infrastructure and Public Transport Victoria.
67. The other significant category of referred comments related to the amenity of the city, and walking environment, including requests to improve maintenance. These comments will also be referred to the Places for People 2015 project team which is taking a closer look at walking from the perspective of the quality of the urban environment, amenity and walking.

Internal discussions

68. During the consultation period, staff held internal discussions with other City of Melbourne branches. Following these meetings, the final Walking Plan was changed to reduce complexity of the actions. The draft Walking Plan had 60 detailed actions. The final Walking Plan has 23 higher level actions which are easier to understand and integrate more easily with the City of Melbourne's annual Council planning framework.

City of Melbourne Walking Plan Draft
Community Consultation Responses

Attachment 3
Agenda item 6.7
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597 comments derived from 131 Submissions Received.

Support

Comments which are consistent with or support details of the draft strategy.

Include

Comments which are relevant to the strategy and should be included in the final draft (eg. ideas that fill a gap in the draft).

No change

Comments which, after consideration, are inconsistent with Council policy or key directions of the strategy and were not suitable for inclusion in the final draft.

Refer

Comments which are relevant to other Council plans, often relating to specific detail which cannot be resolved in the Transport Strategy Update and require consideration in operational plans (eg. Council's Bike Plan).

List of submitters to draft walking plan

Direct Submission		Internal Submission		Participate Melb. Submission		Public event held on June 26			
No.	Name/organisation	No.	Name	No.	Name/Organisation	No.	Type		
1	Max and Irene Gosney	93	City of Melbourne, Community Safety and Wellbeing branch	50	Whatthe	82	Janep	29	Stephen Alomes
2	333 Choice Properties Pty Ltd	94	Anastasia Yianni	51	Mark Smithwick	83	barry	30	Alzheimer's Australia Vic
3	Maureen Capp	July Business Breakfast		52	The Meeper	84	mh	31	Carolyn Fyfe
4	Knight Frank Australia Pty Ltd on behalf of Chinatown Investors	Participate Melbourne Form		53	Esquire1960	85	PortPlaces	112	Denis Leviny
5	Urbis on behalf of 271 Collins St Pty Ltd	32	The Little Bookroom	54	Bikram	86	Will_Fooks	Phone Call or Conversation	
6	TFE Hotels	33	Luke Poland	55	Petersanfran	Participate Melb. Submission		No.	Name
7	Toga Group	34	G R Browne	56	madam	8	Adam Trumble	98	Chris Koch
88	Disability Advisory Committee Working Group	35	Thami	57	Newbie7	9	Renato Ravenna	99	Peter Davies
89	DTPLI	36	CM	58	Lorna Hannan	10	John Handley	100	Irene Gosney
90	Collins Street Precinct Group – Executive Committee	37	Lachie	59	westbrookd	11	Bryan Burdett	101	Jeremy Jolson
91	Collins Street Precinct	38	Karyn	60	Hendo	12	Adam Davey	102	Don Parsons
92	Stephen Alomes	39	Sue Williams	61	Bill Dawson	13	Gillian Baker	103	Marlen Carp
95	Carlton Residents Association	40	Residents 3000	62	MUSHARRAF	14	Atelier E3	104	Ian Lambert
96	National Council for Women, Victoria	41	Zoe Ennis	63	aparr	15	Chinatown Investments Pty Ltd	105	Johnny Vakalis
97	RACV	42	CC	64	justinomeara	16	Heart Foundation	106	Antony Cameron
		43	Michael Bell	65	Tania	17	Bicycle Network	107	Internal (CoM)
		44	succubi	66	elliottbax	18	Denis Leviny	108	Wendy Taylor
		45	LeanneA	67	HansG	19	John Lees	109	Phillip Garrett
		46	georgedi	68	MW	20	Department of Health	110	Tim Bracher
		47	Worker	70	penguin_brian	21	Department of Health	111	Irene Gosney
		48	Axt	71	Sar	22	Kensington Association	Public event held on June 26	
		49	John Handley	72	Patsy	23	Jenny Eltham	No.	Type
				73	Lilith	24	Glenn King	115	Comments recorded
				74	Gerardine	25	Moonee Valley City Council	-	
				75	Daniel Bowen	26	VicHealth	124	
				76	kris	27	Readers Feast	126	Questions raised
				77	Joe Garbutt	28	Victoria Walks	-	
				78	JoH			135	
				79	peterb				
				80	Annabel Drynan				
				81	ChristophHewett				

No.	Part	From	Submission	Topic	Action	Response	Change
1	1	Max and Irene Gosney	Further to our meeting last week, we wish to raise our concerns regarding the effects that this proposal may have on our way of life, given that our residence is at Flinders Lane (midway between Swanston and Elizabeth Streets)	Property Access	Include	The Walking Plan will include consideration of local access requirements during the implementation of the pedestrian street hierarchy. This is now reflected in section 2.3 (Pedestrian street hierarchy)	1
1	2	Max and Irene Gosney	We have owned our property for approximately 20 years and have seen the city develop greatly over this period. My husband and I are very happy living in this location and appreciate works generally undertaken to date by the Council.	General	Support	Text changed to ensure access to car parks is maintained when undertaking master planning and detailed implementation of the walking plan. "Any proposals that change the layout or operation of a street in the City of Melbourne would require thorough consultation with appropriate stakeholders, including building owners, businesses and residents, to understand their access requirements. Maintaining access for deliveries and service vehicles and to off -street car parks is important for city commerce. The Walking Plan does not propose to remove motor vehicle access to off –street car parks or to remove delivery or service to properties."	1
1	3	Max and Irene Gosney	Our real concern regarding the consideration to exclude vehicular traffic from Flinders Lane (outside our apartment building) is that this will give rise to many serious issues in respect to access for us and any tradespeople we may need to engage. We are aware that there are others who no doubt will also be affected.	Property Access	Include	The Walking Plan will include consideration of local access requirements during the implementation of the pedestrian street hierarchy. This is now reflected in section 2.3 (Pedestrian street hierarchy)	1
1	4	Max and Irene Gosney	As our building does not have any car parking space, we park our vehicle in the Flinders Gate car park, which allows us to drive past our address enabling us to deliver or collect any shopping or luggage etc. to be precluded from this would be very difficult for us and others. As it is currently very difficult to find a park near our address, to preclude this access entirely would be quite devastating to us.	Property Access	Include	The Walking Plan will include consideration of local access requirements during the implementation of the pedestrian street hierarchy. This is now reflected in section 2.3 (Pedestrian street hierarchy)	1
1	5	Max and	We often need to travel via Westgate Bridge to	Property	Include	The Walking Plan will include consideration of	1

No.	Part	From	Submission	Topic	Action	Response	Change
		Irene Gosney	Geelong and have found it very difficult and dangerous to exit our car park via Flinders Street to travel west given traffic conditions, we therefore use Flinders Lane on these occasions.	Access		local access requirements during the implementation of the pedestrian street hierarchy. This is now reflected in section 2.3 (Pedestrian street hierarchy)	
1	6	Max and Irene Gosney	Closure of Flinders Lane would then mean that we would need to turn left at Swanston Street and proceed over Princess Bridge to find an exit towards the Westgate Bridge.	Property Access	Include	The Walking Plan will include consideration of local access requirements during the implementation of the pedestrian street hierarchy. This is now reflected in section 2.3 (Pedestrian street hierarchy)	1
1	7	Max and Irene Gosney	It would be appreciated if you could give serious consideration to our concerns as it will greatly disadvantage our lifestyle (and general wellbeing), should the vehicular traffic be stopped.	Property Access	Include	The Walking Plan will include consideration of local access requirements during the implementation of the pedestrian street hierarchy. This is now reflected in section 2.3 (Pedestrian street hierarchy)	1
2	1	333 Choice Properties Pty Ltd	It is with a great deal of concern as owners of 333 Collins Street and 349 Collins Street that we write to you with just a few of our concerns both logistically, financially and destroying the long term viability of one of Melbourne's premium grade buildings.	Property Access	Include	The Walking Plan will include consideration of local access requirements during the implementation of the pedestrian street hierarchy. This is now reflected in section 2.3 (Pedestrian street hierarchy)	1
2	2	333 Choice Properties Pty Ltd	Our concerns are as follows:	Property Access	Include	The Walking Plan will include consideration of local access requirements during the implementation of the pedestrian street hierarchy. This is now reflected in section 2.3 (Pedestrian street hierarchy)	1
2	3	333 Choice Properties Pty Ltd	1. When 333 Collins Street was constructed, one of the attachments to the title was a 173 agreement which in essence (which we agree with and have complied with) is that public parking must and always be available at 333 Collins Street and should the demand for short term spaces exceed the current bays allocated that 333 Collins Street must make more spaces available to meet this demand. Your draft walking plan takes a completely different approach and hence we could be in a position (read below) of limiting or make restricted access to our public and tenants parking extremely hard to get to or closed off during set hours as outlined by your office on 10 June 2014.	Car Parking	No Change	Statutory requirements will be considered when undertaking master planning and detailed implementation of the walking plan.	1

No.	Part	From	Submission	Topic	Action	Response	Change
2	4	333 Choice Properties Pty Ltd	2. Our car park generates income to 333 Collins Street. Having spoken to your staff with proposed shared roads and closed roads suggestion, this will dramatically affect if not destroy this income with the proposed changes, this will have an additional affect, will this cost be waived?	Car Park Access	Include	The Walking Plan will include consideration of local access requirements during the implementation of the pedestrian street hierarchy. This is now reflected in section 2.3 (Pedestrian street hierarchy)	1
2	5	333 Choice Properties Pty Ltd	3. Council Valuations, our council rates are based on CIV and NAV valuations, both would have to be dramatically lowered. Has the council considered this?	Property Access	No Change	Text changed to ensure access to car parks is maintained when undertaking master planning and detailed implementation of the walking plan. "Any proposals that change the layout or operation of a street in the City of Melbourne would require thorough consultation with appropriate stakeholders, including building owners, businesses and residents, to understand their access requirements. Maintaining access for deliveries and service vehicles and to off -street car parks is important for city commerce. The Walking Plan does not propose to remove motor vehicle access to off –street car parks or to remove delivery or service to properties."	
2	6	333 Choice Properties Pty Ltd	4. We have a Hotel in Flinders Lane that has 15 spaces on week days being used with more on weekends. With the proposals suggested and access to the hotel car spaces restricted, it may be a case of 'all too hard to get there and lets find a simpler location' to stay.	Car Park Access	Include	The Walking Plan will include consideration of local access requirements during the implementation of the pedestrian street hierarchy. This is now reflected in section 2.3 (Pedestrian street hierarchy)	1
2	7	333 Choice Properties Pty Ltd	5. Any restriction to the car park will have a very negative affect on 333 and 349 Collins Street. The suggestion of shared access with speed restrictions on both Flinders Lane and Elizabeth Street will effectively make 333 Collins Street a no go zone and to think the council would consider a block off during lunch times etc. is beyond belief, in an area that houses two of Melbourne's top law firms, international banks, engineers etc. As all these groups use the car park for meetings etc. as you can imagine to tell people no you cannot gain access during these hours or drive down a shared	Car Park Access	Include	The Walking Plan will include consideration of local access requirements during the implementation of the pedestrian street hierarchy. This is now reflected in section 2.3 (Pedestrian street hierarchy)	1

No.	Part	From	Submission	Topic	Action	Response	Change
			roadway and laneway makes it look like a third world system.				
2	8	333 Choice Properties Pty Ltd	In simple terms, our tenants and prospective tenants would not consider 333 Collins Street as a worthy corporate location to house their operations or rental rates etc. may have to be reduce to reflect their issues the council is considering.	Property Access	Refer		
2	9	333 Choice Properties Pty Ltd	Likewise shoppers, visitors etc. to 333 Collins Street car park would seek alternatives that have easier access to the car park.	Car Park Access	Include	The Walking Plan will include consideration of local access requirements during the implementation of the pedestrian street hierarchy. This is now reflected in section 2.3 (Pedestrian street hierarchy)	1
2	10	333 Choice Properties Pty Ltd	6. Access. There are over 2000 workers at 333 Collins Street and 180 workers at 349 Collins Street, access for goods and services is critical. We have as a matter of interest tracked the number of vans and trucks entering 333 Collins Stree there are on average 60 movements a day and this is made up of foods, paper, water etc. There are over 80-90 courier deliveries a day and as the building is constantly refurbishing areas, we have at least 15 to 20 service deliveries not to mention builders and couriers. This type of alteration would have a major effect on 333 Collins Street.	Delivery And Service Access	Include	The Walking Plan will include consideration of local access requirements during the implementation of the pedestrian street hierarchy. This is now reflected in section 2.3 (Pedestrian street hierarchy) There are significant opportunities beyond the walking plan to further improve and understand the delivery and service functions and the role they play in supporting commerce in the city. The City of Melbourne is undertaking a project in 2014/15 to develop an approach to last kilometre freight by working with local businesses. Stakeholders who submitted to the Walking Plan in relation to this matter will be informed of this project.	1
2	11	333 Choice Properties Pty Ltd	At our peak times of access going to and from 333 Collins Street is already restricted, making it a share road would increase the time to enter and exit Flinders Lane more excessive. Pedestrians already take no notice of the zebra crossings which the council installed.	Property Access	Include	The Walking Plan will include consideration of local access requirements during the implementation of the pedestrian street hierarchy. This is now reflected in section 2.3 (Pedestrian street hierarchy)	

No.	Part	From	Submission	Topic	Action	Response	Change
2	12	333 Choice Properties Pty Ltd	7. Location. The only way to gain access to our two car parks is Flinders Lane via Elizabeth Street, the majority of staff and contractors gain access via Flinders Street to Elizabeth Street so effectively with your proposed walk/share access, the traffic in Elizabeth Street (now there is only one lane anyway) would be dramatically reduced and despite what your writer states on page 39, Flinders Lane is not popular. From the contacts we have at least 5 food operators are actively trying to sell their businesses and the reason why Flinders Lane is partially congested is that Victoria University students stand outside the entrance smoking. There are 5 other car parks that we know of that will be dramatically affected financially along with the ability of servicing the occupants needs as well, this does not take into account the residents.	Car Park Access	Include	The Walking Plan will include consideration of local access requirements during the implementation of the pedestrian street hierarchy. This is now reflected in section 2.3 (Pedestrian street hierarchy)	1
2	13	333 Choice Properties Pty Ltd	8. Swanston Street / Flinders Lane. I fail to understand if one was considering your proposal why the above area of Flinders Street would not be restricted (up to Elizabeth Street) as this is where the trendy lane walks are, not on our side.	Streets As Places	Include	Flinders Lane between Swanston Street and Elizabeth Street is already recommended for investigation as a Street as Place in the Walking Plan.	
2	14	333 Choice Properties Pty Ltd	9. Other examples. The submission paper has given examples of where this in their opinion has been successful. The major issue with their suggestions is that the areas are secondary and do not service major commercial operations. I am sure if you locked off access to Flinders Lane behind 101 Collins Street or the Rialto, you would have major actions and concerns.	Property Access	Include	The Walking Plan will include consideration of local access requirements during the implementation of the pedestrian street hierarchy. This is now reflected in section 2.3 (Pedestrian street hierarchy)	1
2	15	333 Choice Properties Pty Ltd	Accordingly we strongly object with your proposed walking streets both from a logistic approach and an operational / financial approach.	Property Access	Include	The Walking Plan will include consideration of local access requirements during the implementation of the pedestrian street hierarchy. This is now reflected in section 2.3 (Pedestrian street hierarchy)	1

No.	Part	From	Submission	Topic	Action	Response	Change
3	1	Maureen Capp	<p>Many thanks for your talk on Tuesday at the EastEnders Coffee Club morning tea, re the Walking in Melbourne Plan. As you know your presentation was very well received, and those of us who were present look forward to its implementation in due course.</p> <p>As discussed with you, I have a huge issue which I would ask you address in your Walking in Melbourne Plan.</p> <p>Years ago, it was safe to walk in the streets of the CBD, as people followed the same rules for walking on the footpath as for on the road - stick to the left.</p> <p>This no longer happens. Nowadays, often one takes one's safety into one's own hands, trying to navigate city streets. Those of us who live here experience almost daily a threat to one's ability to enjoy the liveability of the CBD, when undertaking routine tasks such as shopping, going to meet friends etc. is fraught with the challenge of avoiding collisions with other pedestrians.</p> <p>Can I ask that you perhaps have a campaign with a catchy phrase - something like "left for the road, left for the footpath" - some people more clever than I could come up with a slogan. There could be an education program in schools, universities, and all over town, raising awareness.</p> <p>All the best Walking Plans in the world will fall down if the pedestrians all do their own thing, and don't follow the absolute basic premise of "stick to the left".</p> <p>I look forward, hopefully, to seeing some action in relation to "stick to the left".</p>	Keep Left	Include	"Keep left" has been included in action 2.11 (Travel behaviour change). Furthermore, separated paths has been included for consideration in action 3.1 (Addressing pedestrian crowding) and 2.7 (Create new shared zones)	12, 16
4	1	Knight Frank Australia Pty Ltd Managing Agents appointed on	<p>We refer to The draft Walking Plan outlined on the City of Melbourne website, and on behalf of Chinatown Investments Pty Ltd and we respond as follows:</p> <p>- Knight Frank Australia Pty Ltd are the managing agents of 200 Bourke St, Melbourne which has an</p>	Car Park Access	Include	<p>Text changed to ensure access to car parks is maintained when undertaking master planning and detailed implementation of the walking plan.</p> <p>"Any proposals that change the layout or operation of a street in the City of Melbourne</p>	1

No.	Part	From	Submission	Topic	Action	Response	Change
		behalf of the Lessor	<p>entrance off Bourke and Little Bourke St</p> <p>- On behalf of Chinatown Investments Pty Ltd, we strongly oppose the Walking Plan as it will have a serious influence on the financial viability and continued operation of the building at the above mentioned property</p> <p>- We foresee the propose Walking Plan will have the following consequence and adverse effect upon the above property:</p> <p>i) The part of the property presently let as a car park to Secure Parking will not be able to continue to operate, thereby terminating the lessee's business and depriving the company of the business income</p> <p>ii) It will be extremely difficult to re- let the carpark area thereafter</p> <p>iii) Taxis, especially those taking disabled or those requiring wheelchair access will also be restricted</p>			would require thorough consultation with appropriate stakeholders, including building owners, businesses and residents, to understand their access requirements. Maintaining access for deliveries and service vehicles and to off -street car parks is important for city commerce. The Walking Plan does not propose to remove motor vehicle access to off –street car parks or to remove delivery or service to properties."	
5	1	Urbis on behalf of 271 Collins St Pty Ltd	<p>1 Introduction</p> <p>271 Collins St Pty Ltd own No. 271 Collins Street, Melbourne ("the site") and have requested Urbis to lodge a submission to the proposed Draft Walking Plan 2014-2017 by City of Melbourne. Urbis act on its behalf.</p> <p>271 Collins St Pty Ltd note the objectives of the proposed Draft Walking Plan, being to implement a four year plan across the Central Business District and Hoddle Grid with a health and safety focus, reducing congestion and seeking to improve Melbourne and how people connect. Specifically, with respect to the above site, it is proposed to convert Flinders Lane into a pedestrianised zone with little or no traffic function. Changes are also proposed to Collins Street.</p> <p>271 Collins St Pty Ltd is very concerned about a variety of practical matters, not discussed within the Draft Walking Plan, which will impact its building at 271 Collins Street and wishes to raise a number of matters in regard to the implications of</p>	Delivery And Service Access	Include	<p>Text changed to ensure access to car parks and loading bays and zones is maintained when undertaking master planning and detailed implementation of the walking plan.</p> <p>There are significant opportunities beyond the walking plan to further improve and understand the delivery and service functions and the role they play in supporting commerce in the city.</p> <p>The City of Melbourne is undertaking a project in 2014/15 to develop an approach to last kilometre freight by working with local businesses. Stakeholders who submitted to the Walking Plan in relation to this matter will be informed of this project.</p>	1

No.	Part	From	Submission	Topic	Action	Response	Change
			<p>the Draft Walking Plan for this building, including:</p> <ul style="list-style-type: none"> • The existing car park and loading bay access from Flinders Lane • Services and delivery access • Extent of pedestrianisation (types of zones and proposed hours) • Possibility for shared zones and proposed implications <p>271 Collins St Pty Ltd requests the opportunity to discuss its submission with Council as part of the submission process.</p>				
5	2	Urbis on behalf of 271 Collins St Pty Ltd	<p>2 Subject Site</p> <p>No. 271 Collins Street is an office building with frontages to Collins Street, Elizabeth Street and Flinders Lane (see Figure 1). It includes multiple food, retail and office tenancies. The site's key pedestrian access points to the building are located on Collins Street, Flinders Lane, and Centre Place.</p> <p>Basement car parking is associated with many of these tenancies, and service and delivery access is crucial for its tenants.</p>	Property Access	Include	<p>Text changed to ensure access to car parks is maintained when undertaking master planning and detailed implementation of the walking plan.</p> <p>"Any proposals that change the layout or operation of a street in the City of Melbourne would require thorough consultation with appropriate stakeholders, including building owners, businesses and residents, to understand their access requirements. Maintaining access for deliveries and service vehicles and to off -street car parks is important for city commerce. The Walking Plan does not propose to remove motor vehicle access to off –street car parks or to remove delivery or service to properties."</p>	1
5	3	Urbis on behalf of 271 Collins St Pty Ltd	<p>The building's car park accommodates car parking spaces which are associated with various tenancies via contracted leasing arrangement. The access point is located on Flinders Lane and is open to tenants 24 hours a day. The access to the loading dock is also from Flinders Lane, which is utilised daily, usually between the hours of ?am and 6pm, although it also operates outside these times.</p>	Car Park Access	Include	<p>The Walking Plan will include consideration of local access requirements during the implementation of the pedestrian street hierarchy. This is now reflected in section 2.3 (Pedestrian street hierarchy)</p>	1

No.	Part	From	Submission	Topic	Action	Response	Change
5	4	Urbis on behalf of 271 Collins St Pty Ltd	<p>3 Draft Walking Plan as it relates to 271 Collins Street</p> <p>A key issue for 271 Collins St P1y Ltd is the degree of pedestrian proposed to all frontages of the building and the implications of this for the ongoing operations of existing and future tenants. We have set out below a summary of the proposed changes that would directly impact 271 Collins Street, and issues that 271 Collins St Pty Ltd are seeking clarification on in regard to the implementation details of the strategy.</p> <p>3.1 PROPOSED CHANGES IMPARTING 271 COLLINS STREET</p> <p>Flinders Lane (between Swanston and Elizabeth Streets) as a "Street as Place" with low or no traffic function</p> <p>Collins Street (between Queen and Russell Streets) as a "High Mobility Walking Street" with low or no traffic function</p> <ul style="list-style-type: none"> • Additional "Walking Streets" or "High Mobility Walking Streets" with low or no traffic functions at Elizabeth Street (south, west, north), Flinders Lane (west), Flinders Street (south) and implications on the subject site 	Property Access	Include	Text changed in Walking Plan to include consideration of local access requirements during the implementation of the pedestrian street hierarchy.	1
5	5	Urbis on behalf of 271 Collins St Pty Ltd	The building itself is open 24 hours a day, and multiple tenancies within the building operate 24 hours a day. Cleaners and other services also utilise the building at all hours throughout the day as would be expected for a CBD office building.	Property Access	Include	The Walking Plan will include consideration of local access requirements during the implementation of the pedestrian street hierarchy. This is now reflected in section 2.3 (Pedestrian street hierarchy)	1
5	6	Urbis on behalf of 271 Collins St Pty Ltd	<p>3.2 ISSUES FOR CLARIFICATION</p> <ul style="list-style-type: none"> • Flinders Lane - what is the exact extent of pedestrianised area proposed and how are current traffic access requirements proposed to be addressed? • Collins Street- what is the extent and nature of the pedestrianised area proposed and to what extent will traffic access accommodated? • What is the extent of pedestrianisation and traffic 	Property Access	Include	The Walking Plan will include consideration of local access requirements during the implementation of the pedestrian street hierarchy. This is now reflected in section 2.3 (Pedestrian street hierarchy)	1

No.	Part	From	Submission	Topic	Action	Response	Change
			<p>access proposed for surrounding streets (including Elizabeth Street and Flinders Street)?</p> <ul style="list-style-type: none"> Given the extent of pedestrianisation proposed for the City block what is the traffic access strategy proposed to address the existing access rights of owners and occupiers in this area? None of the data used to develop Draft Walking Plan is included. We would request the opportunity to review this data. 				
5	7	Urbis on behalf of 271 Collins St Pty Ltd	<p>4 Discussion of key issues from Draft Walking Plan</p> <p>The Draft Walking Plan is a strategy focused on improving pedestrian linkages and the walkability of the city, without discussion on how this is balanced against other access considerations and requirements. It is unclear whether Council has done an audit regarding the number of tenancies that would be affected, and it is critical that any such a strategy has a clear and effective plan to address the existing access rights for properties in regard to vehicular access, and this needs to be made available for comment. There is no mention of strategies to provide alternative access to affected properties.</p>	Property Access	Include	The Walking Plan will include consideration of local access requirements during the implementation of the pedestrian street hierarchy. This is now reflected in section 2.3 (Pedestrian street hierarchy)	1
5	8	Urbis on behalf of 271 Collins St Pty Ltd	<p>The Draft Walking Plan will impact 271 Collins Street in a variety of ways as discussed below:</p> <p>4.1 FLINDERS LANE ACCESS</p> <p>As described above, the car park is utilised by tenants and the loading bay is operable at all times of the day. The proposed changes in the form presented in the strategy would have a serious effect on tenants and owners. Flinders Lane is proposed to be fully pedestrianised as one of the proposed "Streets as Places". Proposed street management of these "streets as places" refers to options of permanent pedestrianisation versus selected periods of pedestrianisation (such as lunch times), and that these have "low or no" traffic function. We note that there is reference to the scope for these areas to be a shared zone but this</p>	Property Access	Include	Text changed in Walking Plan to include consideration of local access requirements during the implementation of the pedestrian street hierarchy.	1

No.	Part	From	Submission	Topic	Action	Response	Change
			<p>does not appear to be proposed here. It is therefore unclear whether Flinders Lane would be completely closed to traffic and to what extent vehicle access would be possible. Strategies for services, deliveries and car park access are not discussed within the document.</p> <p>271 Collins St Pty Ltd considers the Draft Walking Plan must provide for continued access for tenants and loading bay access, crucial for operations.</p> <p>4.2 COLLINS STREET ACCESS</p> <p>Collins Street is also proposed to be a "High Mobility Walking Street", which incorporates pedestrians, bicycles and public transport, again with "low or no" traffic function. Strategies for services and deliveries access which might occur from the Collins Street frontage are not explored within the document.</p> <p>The implications for 271 Collins St Pty Ltd and its tenants remain unclear.</p>				
5	9	Urbis on behalf of 271 Collins St Pty Ltd	<p>4 3 SURROUNDING STREETS</p> <p>The nearby southernmost section of Elizabeth Street is proposed to become a "New Walking Street" or piazza. This is also proposed for the section of Flinders Lane one block to the west of the subject site, between Elizabeth and Queen Streets. Areas of Flinders Street (between Russell and Elizabeth) and Elizabeth Street (north of Flinders Lane) are also proposed to become "High Mobility Walking Streets".</p> <p>The extent of traffic function changes and how vehicle accessibility to the area would be accommodated is not explained.</p> <p>The implications for 271 Collins St Pty Ltd and its tenants by the possible lack of access in these key surrounding streets is concerning. Decreased accessibility from surrounding streets would impact the viability of tenancies for deliveries and services should traffic not be able to readily access this part of the city. This is not adequately explored within</p>	Property Access	Include	The Walking Plan will include consideration of local access requirements during the implementation of the pedestrian street hierarchy. This is now reflected in section 2.3 (Pedestrian street hierarchy)	1

No.	Part	From	Submission	Topic	Action	Response	Change
			the document.				
5	10	Urbis on behalf of 271 Collins St Pty Ltd	<p>4.4 DATA USED TO DEVELOP DRAFT WALKING PLAN</p> <p>271 Collins St Pty Ltd requests access to the data used to develop the Draft Walking Plan, including pedestrian and traffic counts and projections, and an explanation of how these have informed the recommendations of the Draft Walking Strategy.</p>	Research	Include	<p>The full economic report is available online at http://participate.melbourne.vic.gov.au/draft-walking-plan/documents/13754/download</p> <p>The calculation method is described on page 15. EJD is a measure of connectivity of a location and can be used to understand the strength of agglomeration economies in a particular location. The term agglomeration is used in spatial economics to describe the benefits which flow to firms from locating in areas which have a higher density of economic activity.</p> <p>The travel time matrix above was combined with travel zone industry employment data to estimate a walk EJD value for each travel zone in the CBD grid using the formula below. Travel zones are defined as:</p> <p>Buildings (within the CBD grid) Blocks (for the rest of the City of Melbourne), and Australian Bureau of Statistics Statistical Area Level 1 (SA1) for areas outside of the City of Melbourne.</p> <p>That is, the effective job density for a particular travel zone (i) is a cumulative measure of the accessibility to all other jobs, determined by the sum of the number of jobs in each other travel zone scaled by travel time.</p> <p>The number of jobs in each travel zone (denoted above) is the total number of jobs across all industries (including professional services, retail and so on).</p>	
5	11	Urbis on behalf of 271 Collins St Pty Ltd	<p>4.5 FURTHER CONSIDERATIONS REGARDING VEHICULAR ACCESS</p> <p>271 Collins St Pty Ltd requests Council to provide information on its proposed strategies to provide vehicular access to its site in the context of its proposed Walking Plan. There is a right of access to 271 Collins Street at present via the existing</p>	Property Access	Include	<p>The Walking Plan will include consideration of local access requirements during the implementation of the pedestrian street hierarchy. This is now reflected in section 2.3 (Pedestrian street hierarchy)</p>	1

No.	Part	From	Submission	Topic	Action	Response	Change
			street network and if Council proposes to change this it is incumbent on Council to provide an alternative. Have variations on the concept of full closure of Flinders Lane been considered that could provide for Council's objectives whilst also accommodating existing operational needs?				
5	12	Urbis on behalf of 271 Collins St Pty Ltd	5 Conclusion 271 Collins St Pty Ltd requests a meeting with Council to discuss a new pedestrian strategy which considers the operational requirements of existing buildings, including No. 271 Collins Street. In the Future Melbourne Committee meeting of 3 June it was recommended that the results of public consultation would lead to consequent revisions of the Draft Walking Plan. We request changes to address the above issues. We look forward to meeting with you on this matter.	Consultation	Include	For any of the streets where changes are proposed, appropriate consultation on designs would be conducted prior to any work commencing.	1
6	1	TFE Hotels	We refer to the draft Walking Plan outlined on the City of Melbourne website, and respond as follows: • We strongly oppose the Walking Plan as it will have a serious influence on the financial viability and continued operation of the building at the above mentioned property; and • We foresee the propose Walking Plan will have the following consequence and adverse effect upon the above property:	Property Access	Include	The Walking Plan will include consideration of local access requirements during the implementation of the pedestrian street hierarchy. This is now reflected in section 2.3 (Pedestrian street hierarchy)	1
6	2	TFE Hotels	i) The part of the property presently let as a car park to Secure Parking will not be able to continue to operate, thereby terminating the lessee's business and depriving the company of the business income	Car Park Access	Include	The Walking Plan will include consideration of local access requirements during the implementation of the pedestrian street hierarchy. This is now reflected in section 2.3 (Pedestrian street hierarchy)	1
6	3	TFE Hotels	ii) It will be extremely difficult or impossible to re-let the carpark area thereafter	Car Park Access	Include	The Walking Plan will include consideration of local access requirements during the implementation of the pedestrian street hierarchy. This is now reflected in section 2.3 (Pedestrian street hierarchy)	1
6	4	TFE Hotels	iii) Customers of Adina Hotel currently utilise the	Car Park	Include	The Walking Plan will include consideration of	1

No.	Part	From	Submission	Topic	Action	Response	Change
			car park and we are unaware of the arrangement for vehicles to access the car park via any other access except Little Bourke St.	Access		local access requirements during the implementation of the pedestrian street hierarchy. This is now reflected in section 2.3 (Pedestrian street hierarchy)	
6	5	TFE Hotels	iv) Taxis, especially those taking disabled or those requiring wheelchair access will also be restricted	Accessibility	Include	Text changed to ensure access to car parks is maintained when undertaking master planning and detailed implementation of the walking plan. "Any proposals that change the layout or operation of a street in the City of Melbourne would require thorough consultation with appropriate stakeholders, including building owners, businesses and residents, to understand their access requirements. Maintaining access for deliveries and service vehicles and to off -street car parks is important for city commerce. The Walking Plan does not propose to remove motor vehicle access to off –street car parks or to remove delivery or service to properties."	1
6	6	TFE Hotels	v) Secure Parking not only services the CBD commuters/ workers, the car park also serves the hotel guests of Adina Apartment Hotel Melbourne.	Car Park Access	Include	The Walking Plan will include consideration of local access requirements during the implementation of the pedestrian street hierarchy. This is now reflected in section 2.3 (Pedestrian street hierarchy)	1
7	1	Toga Group	We refer to the draft Walking Plan outlined on the City of Melbourne website, and respond as follows: <ul style="list-style-type: none"> • We strongly oppose the Walking Plan as it will have a serious influence on the financial viability and continued operation of the building at the above mentioned property; and • We foresee the propose Walking Plan will have the following consequence and adverse effect upon the above property: 	Property Access	Include	Text changed to ensure access to car parks is maintained when undertaking master planning and detailed implementation of the walking plan. "Any proposals that change the layout or operation of a street in the City of Melbourne would require thorough consultation with appropriate stakeholders, including building owners, businesses and residents, to understand their access requirements. Maintaining access for deliveries and service vehicles and to off -street car parks is important for city commerce. The Walking Plan does not propose to remove motor vehicle access to off –street car parks or to remove delivery or service to properties."	1

No.	Part	From	Submission	Topic	Action	Response	Change
7	2	Toga Group	i) The part of the property presently let as a car park to Secure Parking will not be able to continue to operate, thereby terminating the lessee's business and depriving the company of the business income	Car Park Access	Include	The Walking Plan will include consideration of local access requirements during the implementation of the pedestrian street hierarchy. This is now reflected in section 2.3 (Pedestrian street hierarchy)	1
7	3	Toga Group	ii) It will be extremely difficult or impossible to re-let the carpark area thereafter	Car Park Access	Include	The Walking Plan will include consideration of local access requirements during the implementation of the pedestrian street hierarchy. This is now reflected in section 2.3 (Pedestrian street hierarchy)	1
7	4	Toga Group	iii) Customers of Adina Hotel currently utilise the car park and we are unaware of the arrangement for vehicles to access the car park via any other access except Little Bourke St.	Car Park Access	Include	The Walking Plan will include consideration of local access requirements during the implementation of the pedestrian street hierarchy. This is now reflected in section 2.3 (Pedestrian street hierarchy)	1
7	5	Toga Group	iv) Taxis, especially those taking disabled or those requiring wheelchair access will also be restricted	Accessibility	Include	The Walking Plan will include consideration of local access requirements during the implementation of the pedestrian street hierarchy. This is now reflected in section 2.3 (Pedestrian street hierarchy)	1
7	6	Toga Group	v) Secure Parking not only services the CBD commuters/ workers, the car park also serves the hotel guests of Adina Apartment Hotel Melbourne.	Car Park Access	Include	The Walking Plan will include consideration of local access requirements during the implementation of the pedestrian street hierarchy. This is now reflected in section 2.3 (Pedestrian street hierarchy)	1
8	1	Adam Trumble	The Safety section of the draft fails to acknowledge that pedestrians should be more responsible for their own safety. The astoundingly high number of pedestrians who endanger themselves crossing against red lights or otherwise unsafely (often deafened by in-ear audio) needs to be addressed, and removing vehicles isn't the only way to to this (you'd have to remove bikes to make it fully effective).	Pedestrian Behaviour	Include	Include in rationale of Action 2.11 Travel behaviour change, greater emphasis for a pedestrian to take greater responsibility for their own safety and the safety of others.	14
9	1	Renato Ravenna	Please, have a look at what Singapore has done to improve crossing time for the elderly. http://www.onemotoring.com.sg/publish/onemotoring/en/on_the_roads/traffic_management/green_man_plus.html	Pedestrian Crossings	Support	This submission related to ensuring that pedestrians of all abilities have enough time to cross the street, VicRoads method for achieving this is through microwave sensors (whereas Singapore uses smart cards). The Walking Plan	

No.	Part	From	Submission	Topic	Action	Response	Change
						proposes to extend the application of microwave sensors and general timing adjustments to extend the pedestrian walk time where possible.	
10	1	John Handley	Please find below my response to the Walking City proposal. I think this is an excellent idea, and fully support it – as far as I am concerned it does not go far enough! Do more! Think BIG! On page 73 the photo fortuitously shows a banner reading “Fortune favours the bold”. Be bold with this plan!	Vision	Support		
10	2	John Handley	You will see from my comments and questions I am viewing this from a cyclist perspective. I see cycling and pedestrian activity as very closely linked. CoM has done and is doing excellent work for cyclists, but more from the perspective of cyclists as commuters. The Walking Plan also has the opportunity to encourage more shorter and more local cycling trips – less than 5 km by City residents and by those in East Melbourne, Nth Melbourne etc. Providing bike parking near the proposed CBD piazzas would be one example of this, another would be to make clearer and safer links like Courtney St (already well used by cyclists) better connected to Victoria Market and Swanston and LaTrobe Sts.	Bicycles	Refer		
10	3	John Handley	As for the public transport side, there is a glaring gap in the network in the missing link on Victoria Pde/St. Trams should be running between North and West Melbourne and Richmond and beyond. This one could be fixed really easily, and quickly!	Public Transport	Refer	This comment will be referred to PTV.	
10	4	John Handley	And (I know it is a bridge too far at the moment) removing mandatory helmet laws, which I see as a major impediment to short casual informal local bike trips. Removal of MHLs will also improve the use of the bike share system.	Bicycles	Refer		
10	5	John Handley	Reducing delay for pedestrians – Tokyo, I believe has all automatic pedestrian crossings. There IS a	Pedestrian Crossings	Support	The Walking Plan proposes to extend the application of microwave sensors and general	

No.	Part	From	Submission	Topic	Action	Response	Change
			button – that is for elderly people who can request a longer crossing time!			timing adjustments to extend the pedestrian walk time where possible.	
10	6	John Handley	Maximising pedestrian flow especially on streets like Swanston is clearly a priority, but I wonder how does this affect tram flow? How does this affect bicycle flow? Is there a “perfect” speed for all three modes? As a cyclist I am not too concerned, I view Swanston as a kind of slow zone anyway, but if there is an ideal speed for all three modes, let’s find it.	Traffic Signals	Include	Slower speeds generally promote and allow sharing of space by all modes whereas faster speeds marginalise walking, cycling and public transport both directly but also in the way that traffic signals are programmed with either shorter or longer cycle times. The Walking Plan proposes slower speed limits, a review of existing lower speed limits with a view to apply them more broadly. Swanston Street is highly saturated with slower more efficient modes of transport and as more streets in the CBD are developed in accordance with the Pedestrian Street Hierarchy, particularly Elizabeth Street, the pressure on Swanston street should reduce. Traffic signal optimisation initiatives such as the green wave have worked overseas on the approach to central areas along corridors however they are not necessarily possible in the CBD grid due to the importance of travel in all directions. Nonetheless, traffic signal optimisation for all modes will be investigated further in Action 2.2	
10	7	John Handley	Re page 8 diagrams on modes to work – is cycling included as “vehicle”? I see you are using ABS figures – is it possible to request ABS to break down cycling as a data set in future?	Research	Include	add missing label to figure 1 method of travel to work	
10	8	John Handley	Action 2.4.3 Investigate closing Dodds Street to through traffic between Grant Street and Southbank Boulevard for an open space plaza. This is an interesting idea for extending the pedestrian area of the CBD into Southbank, although I am not sure how much demand there would be, even though it links up VCA, Malthouse Theatre and ACCA. Converting a road to a linear park? I like it. But if the project is to go ahead, then converting Princes Bridge to a non-car zone should also be considered (see below).	Open Space	Support		

No.	Part	From	Submission	Topic	Action	Response	Change
10	9	John Handley	Southbank area – needs a stronger walking (and cycling) connection to the CBD. City Road is a major barrier and blocks residents from moving freely between these areas. It should be reduced and limited as a through route, adding in priority pedestrian crossings, and separated bike lanes along its length to improve though traffic and reduce conflicts on the Southbank tourist/recreation area next to the river.	Urban Renewal	Refer		
10	10	John Handley	Speed limit across the City of Melbourne should be dropped to a consistent 30 kph. Paris has had a number of areas with this limit, and is just about to limit the whole of the Metro area to 30. http://streetsblog.net/2014/05/21/paris-to-set-default-citywide-speed-limit-below-20-mph/	Speed Limits	Include	<p>2.8 Making roads safer for pedestrians</p> <p>Speed limit reductions in some locations may be more or less achievable than 40km/h depending on a range of factors. Safety is also not the only benefit of reduced speed limits. Similarly, high pedestrian volumes may not be the only reason speed limits could be reduced. Support from local residents is a key factor in neighbourhood precinct based speed limit reductions. Swanston Street is already 30 km/h and other lower speed limits already exist throughout the municipality.</p> <p>Change the following action:</p> <p>"Action 2.8.2 Investigate speed limit reductions to 40 km/h on local streets throughout the City of Melbourne where pedestrian volumes are high." to: "Implementation: Investigate speed limit reductions to 40km/h on local streets throughout the City of Melbourne where appropriate."</p>	2
10	11	John Handley	Converting the Southern end of Elizabeth St to a pedestrian zone makes good sense, there's too much pedestrian and tram traffic there to allow space for cars. If implemented alongside converting Princes Bridge to a non-car zone, that will also markedly improve car traffic flow along Flinders St in the most crowded section and therefore safer for everyone.	Pedestrian Street Hierarchy	Support		

No.	Part	From	Submission	Topic	Action	Response	Change
10	12	John Handley	<p>Princes Bridge! Pedestrian crowding at Flinders St Fed Square derives from train and tram movements as well as tourist and Arts precinct visitors. This is the logical extension of the Swanston St pedestrian/bike/tram zone from RMIT right through to The National Gallery. It is a very busy space, with people moving around between Fed Square, Flinders St and the Arts/Southbank Precinct. There's really no room for individuals in motor vehicles taking up 20-30 sq mtrs of space each just to get into town. I doubt this would make much difference to overall traffic in the area, and would definitely improve traffic flow on Flinders St. Then you are left with the two main Northbound entries to the City. Since almost all the Princes Bridge traffic is moving either to Russell and Exhibition to the East or Queen and William in the West, it makes more sense for that traffic to utilise the more direct City entrances, being Batman Ave – Exhibition St to the East, and Queensbridge to the West. Much simpler, and given that car volumes to town are decreasing steadily we do not need the luxury of three Northbound car access points. Removing cars from Princes Bridge, at least as far back as the turnaround outside Hamer Hall will free up a great deal of pedestrian space, make the tram and train passengers safer, improve the cycling connection to St Kilda Rd and also improve traffic flows along Flinders St, and at the same time making the Swanston Flinders crossing safer for everyone. If the Dodds St proposal is to go ahead, then the non-car zone should also be extended back to Linlithgow and Southbank Boulevard.</p>	Pedestrian Street Hierarchy	Include	This feedback will be considered as part of future master planning for the area.	

No.	Part	From	Submission	Topic	Action	Response	Change
10	13	John Handley	Collins St. As your Draft states, Collins has little function for motor traffic, but carries a large number of trams, pedestrians and cyclists. LaTrobe St is the logical cycling route in City North. Collins is the logical cycling route for City South. The new wider tram stops (also in Elizabeth St) block cyclist movements and force cyclists to "claim the lane" – especially in Elizabeth St this causes problems because on the one hand, it has parts which have designated cycle lanes and then quite difficult conflict zones. What about removing motor traffic from Collins and making it similar to Swanston? That also frees up road space, as you could (maybe) half the width of the car lane for cyclists and use the rest for extra tram stop space.	Pedestrian Street Hierarchy	Support	Collins Street is currently under investigation for a High Mobility Walking Street.	
10	14	John Handley	Shared Space Zones. Yes. Do this. https://www.youtube.com/watch?v=-vzDDMzq7d0 Poynton Regenerated. If you haven't seen this one, you should. I note in your Draft a recommended speed of 10 kph in shared space zones. If done properly speed limits are not required, because the space itself defines the speeds. With Melbourne drivers, good luck. 10kph is too slow for cyclists, it is not safe to ride at that speed. 15 is good for a shared zone, that's about what I do along Southbank Promenade and it feels very safe.	Shared Zones	Include	Text changed in Walking Plan to extend investigation of speed limit reductions to appropriate areas.	2
10	15	John Handley	Action 2.8.2 Investigate speed limit reductions to 40 km/h... sorry, no good. Make it 30 (see above).	Speed Limits	Include	Text changed in Walking Plan to extend investigation of speed limit reductions to appropriate areas.	2
10	16	John Handley	Action 2.10.1 Progressively install stop lines on laneways at the building line,... God yes, should have been done YEARS ago.	Stop Lines	Support	Submitter is in favour of stop lines at building line.	
10	17	John Handley	Also kerb extensions are really good, both at intersections and mid-block crossings. Do them.	Pedestrian Crossings	Support	This comments is consistent with action stream 3.2 pedestrian crossing at intersections of the walking plan	
10	18	John Handley	Melbourne University Tram turnaround. What a mess. This should be shifted to Lygon St up near	Public Transport	Refer	This comment will be considered when further master planning is done at this location.	

No.	Part	From	Submission	Topic	Action	Response	Change
			Princes St.				
10	19	John Handley	"Barnes Dance" I'm willing to accept your negative research on this. But I find pedestrian/bike "ahead" signals are a very good idea, and improve safety when I am walking and cycling. I would consider keeping them in the plan, or at least doing a bit more work on them.	Traffic Signals	Refer	This comment will be referred to the 2014-15 project on Traffic Signals.	
10	20	John Handley	<p>Conclusion</p> <p>The Draft has so many great ideas and really it looks very good, it's actually hard to find anything to criticize at all. The suggestions I have made are more like tweaking the details of what is an excellent application of human space philosophy into real planning. I look forward to attending the consulting meeting on the 26th June.</p> <p>If I were limited to just one suggestion it would be this: "Get cars off Princes Bridge"!</p> <p>This video from Streetfilms shows what happens if we go in the opposite direction: http://vimeo.com/97196446</p> <p>Thank you for taking the time to read my submission.</p> <p>Sincerely, John Handley</p>	Streets As Places	Support		
11	1	Bryan Burdett	Wherever you walk in the city on any footpath people are waking towards you. Simple solution is to have a stenciled yellow arrow and a walker with keep left . This could be on every street corner within the city block and then the custom will gravitate to the outer city precincts,escalators etc etc. Would take 4 men to do it overnight and become a habit throughout Victoria within 2 weeks and other cities within 6 months.Even get some graffiti vandals to do it as a community work sentence.	Keep Left	Include	"Keep left" has been included in action 2.11 (Travel behaviour change). Furthermore, separated paths has been included for consideration in action 3.1 (Addressing pedestrian crowding) and 2.7 (Create new shared zones)	12, 16

No.	Part	From	Submission	Topic	Action	Response	Change
12	1	Adam Davey	1. Please close all roads to cars at lunch time (like with Lt Collins St currently) on all blocks between Flinders St station and La Trobe St between Elizabeth St and Swanston St. Allow only trams, bikes, Lonsdales St buses and pedestrians to share the roads. Lunch time crowds need more space.	Pedestrian Street Hierarchy	Include	The Pedestrian street Hierarchy outlines a range of measures to improve the pedestrian environment including the possibility of lunchtime traffic closures.	
12	2	Adam Davey	2. Please add pedestrian crossings in the following places where people informally cross: - on Flinders St between Hosier Lane and Fed Sq atrium - link the various laneways from Hardware St across Lonsdale St to Hardware Ln, a zebra crossing across Lt Bourke St from Hardware Lane, and then a zebra crossing over Bourke St - across Alexandra Ave on the north side of Swan St	Pedestrian Crossings	Include	Of these crossings, some are already in the draft Walking Plan (Alexandra Ave, Lonsdale Street and Little Bourke). A signalised crossing exists on Bourke Street and the Hosier Lane site will be assessed during master planning for Princes Bridge/Flinders Street (p60)	
12	3	Adam Davey	3. Do not permit police to give fines to pedestrians for jay walking. It's a disgusting waste of police resources.	Enforcement	Include	This has been included in the Walking Plan. City of Melbourne will work with Victoria Police to direct enforcement activities in line with Melbourne Transport Strategy 2012, Road Safety Plan 2013-17 and the Walking Plan.	18
12	4	Adam Davey	4. Ban taxis, horse and buggies, police cars and other vehicles from parking on Swanston St 24/7.	Car Parking	Refer	Council has an ongoing management role in Swanston Street and this comment will be referred to the relevant area.	
12	5	Adam Davey	6. Widen footpaths wherever possible eg Swanston St opposite RMIT where there are several car parks wasting space while pedestrians are cramped on a narrow footpath.	Crowding	Include	Possibility of footpath widening would be investigated as part of local area improvement proposals in accordance with the Pedestrian street hierarchy. This location will be assessed as part of Action Stream 3.1	10
13	1	Gillian Baker	Why are there not more underpass pedestrian crossings especially near stations.	Underpasses	Include	Where opportunities for underpasses exist, particularly in busy areas, they will be investigated as part of master planning.	13
14	1	Atelier E3	As a Melbourne resident and urban design professional I am very interested in pedestrian domain improvements in the City of Melbourne and am pleased to see the wide range of strategies being proposed in the draft Walking Plan 2014-	General	Support		

No.	Part	From	Submission	Topic	Action	Response	Change
			17. In particular I commend the proposal to increase the diversity of pedestrian spaces in the CBD by creating new small places that allow static activities (2.4), pedestrian priority streets (2.5) and shared zones (2.7). It is also great to see wide-spread improvements to the pedestrian domain through the implementation of auto-on pedestrian signals (2.2), speed limit reductions (2.8), stop lines (2.10) and enhanced street crossing opportunities (3.7).				
14	2	Atelier E3	A key concern I wish to raise is that the negative effect of very long fenced tram stops hasn't been well recognised, as apparent from the section on overcrowding of stops (3.5). In the past years several ca. 100m long tram stops have been built along Swanston St and Elizabeth St. These stops have continuous fences that impede accessing and leaving platforms as well as crossing the street, leading to pedestrian crowding on platforms and at street corners. The problem is particularly acute where at the end of the platforms double fences further narrow down access (i.e. Collins St/ Swanston St) and where street crossing is further impeded by chicanes (i.e. Swanston St/ Lincoln Sq). Such design details increase crowding and frustration, and may also increase accident risk. Older tram stops in Melbourne, as well as many new elevated stops in other cities seem to perform better by allowing more freedom of movement to pedestrians.	Public Transport	Include	These comments will be taken into account when developing new tram stop designs and master planning streets.	

No.	Part	From	Submission	Topic	Action	Response	Change
14	3	Atelier E3	Improvement proposals to the pedestrian domain around railway stations (3.4) also need to consider the overall impact of tram stops on pedestrian flows. For example the proposed footpath widening at Southern Cross (pg.65) will not solve the current issue of pedestrian congestion at the intersection of Spencer St and Collins St, while the completion of two large developments on Collins St in the near future will make the problem more acute. Please see a video excerpt that shows the situation during a weekday morning peak: http://vimeo.com/elekpafka/southerncrossintersecti on Note how access to platforms is at times completely blocked forcing pedestrians that exit trams to find alternative routes. In the meanwhile crossing the street is also impeded by the same fences.	Crowding	Include	These comments will be taken into account when developing new tram stop designs and master planning streets.	
14	4	Atelier E3	Crowding at street corners (3.1) is also linked to the design of tram stops that impede midblock crossing even when it would be safe to do so. For example the situation at the corner of La Trobe and Elizabeth Street has deteriorated since direct informal access from Melbourne Central to the tram stop has been blocked.	Crowding	Include	These comments will be taken into account when developing new tram stop designs and mater planning streets.	
14	5	Atelier E3	Pedestrian crowding can be addressed both by providing more space to pedestrians and more choices for selecting alternative routes. In this regard I note that some of the proposed actions such as increasing the number of formal mid-block crossings (3.6) risk reducing choice where currently informal crossing is legal and safe (Little Bourke St).	Pedestrian Network	No Change	This trade-off between legal informal crossings, and more formalised crossings. Formalised crossings will be considered more appropriate where pedestrian volumes are high, accessibility is an issue or the pedestrian network may benefit more broadly. This also emphasises the importance of reducing delay for pedestrians at traffic signals and putting pedestrian crossings on pedestrian dersire lines.	

No.	Part	From	Submission	Topic	Action	Response	Change
14	6	Atelier E3	I also would like to suggest that scramble crossing (aka Barnes crossing) shouldn't be dismissed as a potential solution for individual intersections (Appendix 1), given that such configurations can perform well in intersections that are wide, have large volumes of pedestrians and large number of vehicle-turns. In this regard the two intersections where the unpublished studies have been carried out in the past cannot be defined as typical and might have not been the best potential candidates.	Traffic Signals	Include	Include a consideration of scramble crossings in further work on traffic signals for pedestrians in the implementation of the Walking Plan. Note however that scramble crossings have been investigated as part of the development of the walking plan. It was found that they have adverse impacts on pedestrian delay by extending the minimum walk time required in the traffic signal cycle. They also increase delays to public transport, bicycles and other vehicles on the road. There are limited opportunities where these impacts can be reduced, such as at t-intersections and there may be some locations where they could be implemented.	
14	7	Atelier E3	A final issue I would like to raise is that while the draft plan focuses almost entirely on the CBD, there are also other areas in need of urgent improvement. While it is very good to see that a master plan is proposed for Grattan Street, I would like to suggest that the area around the University of Melbourne needs to be prioritized. For example the intersection of Bouverie St/Grattan St is problematic as currently crossing is only possible on the western side of the intersection, although it is adjacent to a key access point to the university campus. Crowding at the corner of Swanston St/Grattan St already occurs and could be shown on fig.23.	Urban Renewal	Include	This is included in figure 36 page 69 Tram Stops Likely to be Overcrowded by 2030	4, 10
14	8	Atelier E3	Also note on this figure (23) that Bourke St/Spencer St is not an X- but a T intersection.	Crowding	Include	This intersection is a T-intersection for cars but pedestrians can walk and continue west to Docklands	
15	1	Chinatown Investments Pty Ltd	Dear Sir/Madam Re: Draft Walking Plan On behalf of Chinatown Investments I comment as follows in respect of Council's Draft Walking Plan: 1. The company is the owner of a shopping centre, Midcity Centre, at 200 Bourke Street, Melbourne extending to Little Bourke Street. 2. The company strongly opposes the	Property Access	Include	Text changed to ensure access to car parks is maintained when undertaking master planning and detailed implementation of the walking plan. "Any proposals that change the layout or operation of a street in the City of Melbourne would require thorough consultation with appropriate stakeholders, including building	1

No.	Part	From	Submission	Topic	Action	Response	Change
			implementation of the Walking Plan to the extent that it will have a serious and ruinous effect on the financial viability and continued operation of the buildings on the above properties.			owners, businesses and residents, to understand their access requirements. Maintaining access for deliveries and service vehicles and to off -street car parks is important for city commerce. The Walking Plan does not propose to remove motor vehicle access to off –street car parks or to remove delivery or service to properties."	
15	2	Chinatown Investments Pty Ltd	3. The proposed Walking Plan will have the following consequences and adverse effects upon the above shopping centre: a. That part of the property presently let as a car park operation will not be able to continue to operate, thereby destroying the lessee's business and depriving the company of the business income. It will be extremely difficult to let that site thereafter.	Car Park Access	Include	Text changed to ensure access to car parks is maintained when undertaking master planning and detailed implementation of the walking plan.	1
15	3	Chinatown Investments Pty Ltd	b. We are unaware of the arrangements for vehicles to access the building for parking, separate to the commercial car park mentioned above, which was previously done via Little Bourke Street. At the very least the flow of traffic will be impeded. c. There will also be a significant impact upon the ability of delivery vehicles to access sites. Such vehicles are the lifeblood of the retail shops. d. Likewise vehicles of tradespersons, service contractors, inspectors, certifiers, shopfitters and cleaners will be adversely affected.	Delivery And Service Access	Include	Text changed to ensure access to car parks and loading bays and zones is maintained when undertaking master planning and detailed implementation of the walking plan. There are significant opportunities beyond the walking plan to further improve and understand the delivery and service functions and the role they play in supporting commerce in the city. The City of Melbourne is undertaking a project in 2014/15 to develop an approach to last kilometre freight by working with local businesses. Stakeholders who submitted to the Walking Plan in relation to this matter will be informed of this project.	1
15	4	Chinatown Investments Pty Ltd	e. Quick kerbside drop offs and collections will no longer be possible. f. Taxis, especially those taking disabled people, the elderly and those needing wheelchair access etc will be restricted.	Accessibility	Include	The Walking Plan has been changed to ensure accessibility is maintained when undertaking master planning and detailed implementation of the walking plan.	1, 3
15	5	Chinatown	4. Current planning opinion is against shopping	Retail	No	The article provided summarises the decline of	

No.	Part	From	Submission	Topic	Action	Response	Change
		Investments Pty Ltd	malls and walking precincts where cars are banned. See, for example, http://www.businessinsider.com.au/shopping-malls-are-going-extinct-2014-1		Change	certain outer suburban shopping malls in North America. These are geographically more similar to locations like Chadstone or Southland shopping centre albeit in a declining retail economy, (and are supported by large amounts of car parking and little other transport options).	
15	6	Chinatown Investments Pty Ltd	5. The 1980's desire for malls and precincts closed to traffic were implemented in many shopping centre and CBD locations. Unfortunately the reality did not match the expected pleasant pedestrian friendly environment. Instead, businesses declined and were replaced by lower rental, less attractive businesses, including \$2 shops and R rated establishments. Malls attracted teenagers hanging around, homeless persons, vagrants and undesirables. Graffiti was often a problem, as was vandalism. Ultimately many sites brought vehicles back into the area to revitalise the financial and economic returns and lift the quality. We cannot emphasize too strongly our opposition to the proposed Walking Plan.	Urban Renewal	No Change	This example is not consistent with the experience of the City of Melbourne in the time period specified.	
16	1	Heart Foundation	Thank-you for the opportunity to provide comment on the Draft Walking Plan 2014-17. Our response builds on the Heart Foundation's discussion with the City of Melbourne held on 24 June 2014. We congratulate the City of Melbourne on developing a comprehensive and progressive Walking Plan that considers all aspects of the built environment along with the manner in which pedestrians move through the city.	Health	Support	The walking plan aims to capitalise on the mental and physical health benefits provided by walking.	
16	2	Heart Foundation	The National Heart Foundation has long been an advocate for built environments that promote walking and other forms of active travel. With physical activity being critical to promoting health and reducing the risk of Cardiovascular Disease, the Heart Foundation recognises walking as a promising means of increasing population levels of physical activity. The manner in which our cities and towns are built and managed can either	Health	Support	The walking plan aims to capitalise on the mental and physical health benefits provided by walking.	

No.	Part	From	Submission	Topic	Action	Response	Change
			facilitate or discourage walking. In light of this we particularly support the following actions in the City of Melbourne Draft Walking Plan 2014-2017:				
16	3	Heart Foundation	Section 2.2 Signal Operation - Reducing delay to pedestrians at crossings and auto- on pedestrian phase signals as well as working with VicRoads to improve knowledge of pedestrian volumes and movements.	Traffic Signals	Support	Auto-on traffic signal phases are being considered as part of the walking plan.	
16	4	Heart Foundation	Section 2.3 Pedestrian Street Hierarchy - to identify streets that should increase in function as pedestrian streets.	Pedestrian Street Hierarchy	Support		
16	5	Heart Foundation	Section 2.4 Convert Streets to Places - particularly those areas which are to be closed to cars to create public open space.	Streets As Places	Support		
16	6	Heart Foundation	Section 2. 7 Create new shared zones - for vehicles, pedestrians and cyclists to travel at low speeds.	Shared Zones	Support		
16	7	Heart Foundation	Section 2.8 Making roads safer for pedestrians - Broadening the areas where 40km/h are proposed.	Speed Limits	Support		
16	8	Heart Foundation	The Heart Foundation would also like to note that The World Health Organisation (WHO) reports that the human tolerance to injury by car is exceeded if the vehicle is travelling at more than 30km/hr	Speed Limits	Include	Text changed in Walking Plan to extend investigation of speed limit reductions to appropriate areas.	2
16	9	Heart Foundation	We are supportive of the work the City of Melbourne has done to date around reducing the speed limits across the CBD to 40km/hr and encourage this network to be expanded as discussed in the Walking Plan. However, we do support the City of Melbourne to continue to work towards reducing vehicle speeds to 30km/hr where other approaches such as shared zones are not applied. On this point we do acknowledge that a number of initiatives within the Walking Plan will have the effect of reducing vehicle speed to lower than 30km/hr and will create pedestrian priority which is very much supported and encouraged by the Heart Foundation.	Speed Limits	Include	Text changed in Walking Plan to extend investigation of speed limit reductions to appropriate areas.	2

No.	Part	From	Submission	Topic	Action	Response	Change
16	10	Heart Foundation	Section 2.12 Promoting Health - Investigate the potential for encouraging walking to deliver health benefits in Melbourne including through the new Active Melbourne Strategy. It is encouraging to see a section within the Walking Plan dedicated to the health benefits which can be derived from walking. However, many of the initiatives within the plan will be implemented through the Planning Act and the Planning Scheme. Whilst the City of Melbourne can improve how their Planning Scheme addresses the health and wellbeing of the community within their municipality, at a state level there is significant misalignment when looking at the legislative requirements of the Planning and Environment Act 1987. The objectives of Planning do not include the consideration of health and wellbeing explicitly, and hence such considerations are often not given weight in decision making, both at a policy and application level. To assist in addressing this, the Heart Foundation has for sometime, advocated for changes to the Planning Act to include health and wellbeing as an objective of planning. We will be pleased to forward on our election platform in the next month or so and encourage the City of Melbourne to also consider advocating for changes to the Planning and Environment Act 1987.	Health	Include	<p>The Active Melbourne Strategy is a City of Melbourne initiative making it easy to get active. Offering a broad range of physical and wellness activities, services, events and programs to the community, there's something for everyone.</p> <p>Include in Implementation: Consider advocating for changes to the Planning and Environment Act 1987 to include health and wellbeing as an objective of planning.</p>	
16	11	Heart Foundation	Section 3.1 Addressing pedestrian crowding- Developing tools to measure pedestrian congestion and to work towards this being used in the consideration of planning applications around resulting pedestrian crowding.	Crowding	Support		
16	12	Heart Foundation	Section 3.4 Access around stations - The connections of walking and public transport use - the need for partnership working with public transport providers and the focus on routes that will be at capacity from a pedestrian movement perspective.	Public Transport	Support		

No.	Part	From	Submission	Topic	Action	Response	Change
16	13	Heart Foundation	We look forward to the opportunity to continue working with the City of Melbourne to improve the pedestrian environment for people to walk safely and easily.	General	Support		
17	1	Bicycle Network	Bicycle Network believes that physical activity is vital for a healthy life so we strive to make bike riding part of everyday by making bike riding easy for everyone. Walking every day is hugely important to people's health and strongly support walking as Metropolitan Melbourne's priority transport mode.	Health	Support	The walking plan aims to capitalise on the mental and physical health benefits provided by walking as a priority transport mode.	
17	2	Bicycle Network	Bicycle Network congratulates the City of Melbourne (CoM) on an ambitious Draft Walking Plan that rightly sets out clear actions to prioritise pedestrians across the heart of Melbourne. The overwhelming majority of actions outlined will benefit bike riders; however, at this early stage of planning there are some actions that could threaten the connectivity of the bicycle network. Obviously, the design detail for those actions is yet to be established, but Bicycle Network firmly believes that there can be design outcomes that will hugely benefit pedestrians while still preserving or enhancing the connectivity of the bicycle network.	Bicycle Network	Include	The Walking Plan will be implemented along with the City of Melbourne Bicycle Plan 2012-16 where any changes to the street are proposed.	12
17	3	Bicycle Network	As it has been done in the past, the CoM has consulted Bicycle Network on projects that impact bike riders. We look forward to being included in the design process for pedestrian projects that will impact the bicycle network.	Bicycle Network	Include	Any works proposed will require extensive consultation with stakeholders. City of Melbourne welcomes the opportunity to work with Bicycle Network.	12
17	4	Bicycle Network	Due to the certain overlap of the PPN and the PBN Bicycle Network requests that it is part of the consultation process regarding the development of the PPN.	Pedestrian Network	Include	Bicycle Network is a relevant stakeholder and will be consulted in the development of the PPN	
17	5	Bicycle Network	The pedestrianisation of little streets (Draft Walking Plan: 37, 39) could conflict or complement the CoM's strategic direction to make little streets more bicycle-friendly (CoM Bicycle Plan 2012--16:	Streets As Places	Support		

No.	Part	From	Submission	Topic	Action	Response	Change
			18). The navigation of the street space by bike riders and pedestrians during the current lunch--time pedestrianisation of Lt Collins Street is currently an acceptable bicycle outcome and could form the basis of a model for future pedestrianisations of little streets.				
17	6	Bicycle Network	Dodds Street's pedestrianisation (Draft Walking Plan: 37) should include a delineated travel space for bikes due to the enormous current and future demand for cycling by students and staff of the VCA.	Bicycle Network	Refer		
17	7	Bicycle Network	Action 2.4.4: "Investigate Market Street (at Collins St) and Spring St outside the Princes Theatre as shared zones" (Draft Walking Plan: 78). These shared zones will require delineated bicycle routes as they are situated on highly important links of the bicycle network: Queensbridge Street/Northbank to William Street, and Spring Street to Latrobe Street. These routes are on the CoM's Bicycle Plan 2012--16 (p. 14) and the PBN.	Bicycle Network	Include	Separated bike paths will be considered in action 2.3 (Pedestrian street hierarchy) and 2.7 (Create new shared zones).	12
17	8	Bicycle Network	Currently there are almost 400 riders entering the Market Street/Flinders intersection from Queensbridge Street between 7am and 9am in the morning peak. Given current rider numbers and anticipated increased numbers following Williams Street's bike lane upgrade, delineated bike space should be provided through the Market Street pedestrianised area.	Bicycle Network	Include	Separated bike paths will be considered in action 2.3 (Pedestrian street hierarchy) and 2.7 (Create new shared zones where pedestrian volumes are high).	12
17	9	Bicycle Network	Action 3.6.4:" Design and reconstruct the pedestrian bridge at the existing railway overpass at Arden Street" (Draft Walking Plan: 80). Bicycle Network strongly supports the construction of a DDA compliant shared user (not just pedestrian) bridge over the railway tracks at Arden Street.	Bicycle Network	Support		

No.	Part	From	Submission	Topic	Action	Response	Change
17	10	Bicycle Network	Bicycle Network applauds CoM use of the SmartRoads hierarchy; however, at page 40 (Draft Walking Plan), cyclists are not mentioned as a priority mode despite trams, buses and pedestrians being mentioned as such. We trust that this is just an accidental omission because all roads indicated as future high mobility walking streets (Collins, Flinders and Elizabeth Streets) are also on the PBN with bicycle priority under SmartRoads. Bicycle Network supports high mobility streets if they mimic the form of Swanston Street and not Bourke Street, so that the footpath starts at the back of curb. This ensures the delineation between road space and pedestrian space. This means that bicycle traffic must be one way (easier for pedestrians to negotiate) and road rules are in place to govern use.	High Mobility Streets	Include	Add text to include bicycles as a priority mode in High Mobility Streets.	
17	11	Bicycle Network	Bicycle Network strongly supports the introduction of 40km/hr speeds limits in local streets across the CoM. We also encourage the CoM to expand 30km/hr speed limits across the city on streets with high pedestrian and bike rider numbers.	Speed Limits	Include	Text changed in Walking Plan to extend investigation of speed limit reductions to appropriate areas.	2
18	1	Denis Leviny	<p>One of the issues facing pedestrians in Melbourne is the lack of continuity of shelter over the footpaths, meaning you get wet in winter and have to tolerate the burning sun in summer. This discomfort factor could be removed in order to encourage people to move around the city on foot, all year round.</p> <p>One way of doing this is to require all new buildings fronting a defined footpath/walkway to provide a veranda or awning over the footpath. The city's engineers will be in the best position to draft the building standard/code but it may contain provisions such as:</p> <ul style="list-style-type: none"> - the veranda shall be a minimum of 4m in width, or to within a point 1m of the kerb line (to limit strike from high vehicles), whichever is the less. - where the street/lane is less than 4m wide then 	Amenity	Refer	Weather protection in the Hoddle Grid has been mapped in the past and controls currently exist but it presents a trade-off between daylight and weather protection. Mapping of weather protected routes to the pedestrian network could help to prioritise where protection should be provided and would be of most benefit. This comment will also be referred to the Places for People project.	8

No.	Part	From	Submission	Topic	Action	Response	Change
			full coverage shall be provided - a consistent height of veranda is to be nominated for a street to provide visual continuity - perhaps special consideration could be made for pedestrian storage areas at traffic signals, but this may be a council responsibility to provide				
19	1	John Lees	Please encourage provision of verandahs to provide cover in wet weather	Amenity	Refer	Weather protection in the Hoddle Grid has been mapped in the past and controls currently exist but it presents a trade-off between daylight and weather protection. Mapping of weather protected routes to the pedestrian network could help to prioritise where protection should be provided and would be of most benefit. This comment will also be referred to the Places for People project.	8
20	1	Department of Health	Please note the recommendations of the Senior Victorians and walking report completed by Victoria Walks - 16 recommendations made on page 23 http://www.victoriawalks.org.au/Assets/Files/FINAL_SeniorsSummary.pdf	Ageing	Include	Providing a walking network for people of all abilities and ages is a key component of developing the walking network in Melbourne. City of Melbourne is current working on the Melbourne for all People Strategy 2014-2017	3
20	2	Department of Health	Based on the combined findings from the four components of this study, the following recommendations are proposed to assist more senior Victorians to walk more often. It is recommended that:	Ageing	No Change	Providing access for people of all abilities and ages is a key component of developing the walking network in Melbourne. The Walking Plan will be implemented along with the Melbourne for all People Strategy 2014-2017	3
20	3	Department of Health	1. The Government of Victoria develop a cross-sectoral Victorian walking strategy that: a. acknowledges that walking is an important and legitimate form of personal mobility, especially for older adults; b. sets targets for increased walking among all population groups, including older adults; c. includes macro-level measures associated with urban form and transport planning, and microlevel measures such as the consistent provision of well-designed and maintained footpaths and road crossings; and d. includes a range of measures (as described	General	Include	Providing access for people of all abilities and ages is a key component of developing the walking network in Melbourne. The Walking Plan will be implemented along with the Melbourne for all People Strategy 2014-2017	3

No.	Part	From	Submission	Topic	Action	Response	Change
			above in Section 8) that address the needs of senior Victorians who walk for recreation and transport.				
20	4	Department of Health	2. Planning for walkability recognises that the majority of seniors are prepared to walk up to 1km to reach destinations. Land use planning policies and agencies ensure that housing intended for seniors is located within 1km of activity centres.	Land Use	Include	Providing access for people of all abilities and ages is a key component of developing the walking network in Melbourne. The Walking Plan will be implemented along with the Melbourne for all People Strategy 2014-2017	3
20	5	Department of Health	3. The Government of Victoria develop a road safety strategy aimed at increasing the safety and perceived safety of walking for older adults that includes safety from traffic and safety from falls, based on creating a Safe System for older pedestrians that includes: a. safer roads and road environments, including separated walking and cycling facilities, particularly in high pedestrian or cycling areas; b. safer vehicles, including adopting the stricter Euro NCAP criteria for pedestrian safety in order to achieve a 5-star vehicle safety rating; c. safer speeds, including lowering speed limits in residential and high-pedestrian areas; and d. safer road/path users, including regulation, road rule enforcement and education of drivers, cyclists, and dog-walkers.	Road Safety	Refer	Separated bike paths will be considered in action 2.3 (Pedestrian street hierarchy) and 2.7 (Create new shared zones where pedestrian volumes are high. City of Melbourne will work with Victoria Police to direct enforcement activities in line with Melbourne Transport Strategy 2012, Road Safety Plan 2013-17 and the Walking Plan.	12, 18
20	6	Department of Health	4. The Government of Victoria establish a walking infrastructure funding program to provide for ongoing investment in walking infrastructure at state and local government levels.	Implementation	Refer		
20	7	Department of Health	5. Separated walking and cycling paths are provided where high volumes of pedestrians, particularly seniors, or high numbers of cyclists, are present or anticipated	Bicycles	Include	Separated bike paths will be considered in action 2.3 (Pedestrian street hierarchy) and 2.7 (Create new shared zones where pedestrian volumes are high.	12
20	8	Department of Health	6. Federal, state and local government policies and programs aimed at increasing active and sustainable transport include senior pedestrians as a specific target group.	Ageing	Refer	Providing access for people of all abilities and ages is a key component of developing the walking network in Melbourne. (ref: submission 21 part 1/96 part 12)	

No.	Part	From	Submission	Topic	Action	Response	Change
20	9	Department of Health	7. Support for advocacy for older pedestrians is provided at state and local levels, in recognition of the fact that pedestrians, especially older pedestrians, have specific requirements that need to be represented in urban and transport planning decisions that impact on their health, wellbeing, independence and mobility.	Ageing	Include	Providing a walking network for people of all abilities and ages is a key component of developing the walking network in Melbourne. City of Melbourne is current working on the Melbourne for all People Strategy 2014-2017	3
20	10	Department of Health	8. Local councils establish a rolling program of auditing the walkability of key areas such as activity centres, retirement villages, aged care facilities and their surrounds and provide follow up maintenance and/or infrastructure improvement.	Ageing	Refer	Providing access for people of all abilities and ages is a key component of developing the walking network in Melbourne. (ref: submission 21 part 1/96 part 12)	
20	11	Department of Health	9. The council audit program includes assessment of the surface quality of footpaths and road crossing points (formal and informal), and adequacy of lighting, to avoid trip hazards for pedestrians.	Pedestrian Network	Include	The walking plan will be implemented along with the City of Melbourne accessibility plan, Melbourne for all people 2014-17. This includes actions for safety and mobility.	
20	12	Department of Health	10. Regular formal crossing opportunities are provided on roads with high traffic volumes or speeds, and areas where seniors are likely to be walking for transport.	Pedestrian Crossings	Support	When implementing these actions, consider how they relate to the development of a Principal Pedestrian Network, Pedestrian Crossings and Traffic Signals.	
20	13	Department of Health	11. Longer crossing times are provided at signalised intersections, either generally at intersections that are likely to be used by high numbers of seniors, or with pedestrian responsive signals (eg PUFFIN signals).	Traffic Signals	Support	Change text for action 2.2 to: "Implementation: Assess traffic signal operation and pedestrian delay at intersections across the city and develop a prioritised list of projects to reduce it, with a priority on the intersections with the most users overall."	6
20	14	Department of Health	12. Council animal control officers are aware of the high importance for senior pedestrians of dog control on footpaths and shared paths.	Animal Control	Refer		
20	15	Department of Health	13. Authorities responsible for shared paths raise awareness among dog walkers of the importance of dog control, particularly for older pedestrians.	Animal Control	Refer		
20	16	Department of Health	14. Relevant government agencies explore options for managing cyclist speed on shared paths, including education and adaption of 'traffic calming' measures.	Bicycles	Refer		

No.	Part	From	Submission	Topic	Action	Response	Change
20	17	Department of Health	15. Responsible authorities place greater emphasis on policing issues impacting on older pedestrians such as car drivers who block pedestrian crossings and footpaths; and bicycle riders who ride on footpaths.	Enforcement	Include	This has been included in the Walking Plan. City of Melbourne will work with Victoria Police to direct enforcement activities in line with Melbourne Transport Strategy 2012, Road Safety Plan 2013-17 and the Walking Plan.	18
20	18	Department of Health	16. Road management authorities avoid installing slip-lanes and roundabouts in residential and pedestrian areas unless they include pedestrian crossings.	Pedestrian Crossings	Include	New Implementation item in action 3.6 "Review existing roundabouts on local streets and investigate the possibility of installing zebra crossings, on pedestrian desire lines, at these intersections."	
21	1	Department of Health	Hello. I would like to draw your attention to a recent UK report "Making our Communities Ready for Ageing. A call to action" (July 2014). In particular the sections on "Getting out and about" and "Ensuring communities offer what older people want" are relevant to Melbourne's walking plan. The recommendations in "Getting out and about" are mostly generic and common sensed. Here is the website of the document: http://www.ilcuk.org.uk/images/uploads/publication_pdfs/Making_our_communities_ready_for_ageing_V3_(2).pdf Thank you, Diane Calleja (Victorian Department of Health, Ageing and Aged Care Branch)	Ageing	No Change	The walking plan will be implemented along with the Active Melbourne Strategy. Active Melbourne is a City of Melbourne initiative making it easy to get active. Offering a broad range of physical and wellness activities, services, events and programs to the community, there's something for all ages and abilities.	
22	1	Kensington Association	Kensington Association Submission to City of Melbourne draft Walking Plan 11 July 2014 At its 7 July 2014 meeting the Kensington Association passed a motion proposing that, in the context of its Walking Plan, the City of Melbourne investigate a 40 km/h speed limit in the non-arterial streets of Kensington, and pursue an investigation of possible shared zones. The request to the City of Melbourne via the 'Draft Walking Plan' is for the City of Melbourne to investigate the idea of an overall speed limit of 40	Speed Limits	Include	Text changed in Walking Plan to extend investigations of speed limit reductions (incl. shared zones) to appropriate areas (incl. beyond the CBD such as Kensington).	2

No.	Part	From	Submission	Topic	Action	Response	Change
			km/h on non- arterial roads for Kensington, and its potential impact on amenity for residents and visitors; along with evaluating the possibility of shared zones.				
22	2	Kensington Association	<p>1. Minutes - Kensington Association 7 July 2014 meeting This submission elaborates the rationale and the contexts of this proposal.</p> <p>A. Kensington within the City of Melbourne Kensington is a suburb which already has both traffic calming devices (to lower speeds and discourage rat runners) and patterns of local walking to the local shopping centres, the primary schools, the river and the Holland Park recreation facilities.</p> <p>It is a suburb with a strong sense of community and has both a rising population of young families and a significant ageing population.</p> <p>Unusually, it is also a suburb with very few through roads except on its margins (eg Racecourse Road, Stubbs Street, Smithfield Road, Kensington Road) due to being surrounded by a creek, a river, a racecourse and railway lines. Its distinct internal sections (eg west of Craigieburn line and south of Macaulay Road or, Kensington Banks) will facilitate a fixed lower speed limit more easily than areas with multiple and significant through streets and roads.</p>	Speed Limits	Support	City of Melbourne is working with the Kensington community to assess the appropriateness of a 40 kph speed limit.	
22	3	Kensington Association	<p>B. Aim. This submission by the Kensington Association seeks, under the draft Walking Plan, an investigation into a general speed limit on non-arterial roads in Kensington of 40 km/h. It notes the relevance to walking of the CoM's aspirations under other plans, the Share Our Streets plan and the Active Melbourne Strategy. See Appendix: Action Plan 2.8, 2.11, 2.12 below.</p> <p>It notes, with approval, the observation of the Walking Plan that ' Melbourne is truly a walking</p>	Speed Limits	Support	City of Melbourne is working with the Kensington community to assess the appropriateness of a 40 kph speed limit.	

No.	Part	From	Submission	Topic	Action	Response	Change
			city with almost all trips to, from and within the city starting or ending with a walk and 66% of all trips within the city being purely on foot.'				
22	4	Kensington Association	<p>C. Proposed 40 km/h speed limit. Therefore, it proposes investigating a reduced speed limit of 40 km/h as an enhancement to walking which will strengthen the 'connected suburb' of Kensington and its links with the 'connected city'.</p> <p>A 40 km/h speed limit will benefit all citizens, including Kensington's many pedestrians and cyclists, to create an urban environment less impacted by traffic, particularly speeding traffic.</p> <p>Already, there are significant rat runs between Arden Street, Macaulay Road and the arterial roads to the west and north west (Racecourse, Smithfield and Epsom Roads), despite the useful work of council engineers in discouraging them.</p> <p>These rat runs are likely to increase if the East-West Link, with the Bent Street off ramp, is developed.</p> <p>While the City of Melbourne has done valuable things through specific interventions eg traffic calming humps in Bellair Street, Eastwood Street and Smith Street and road closures (in a southern direction in Elizabeth Street, closure of Pridham Street connection with Racecourse Road, Robertson Street street barrier, etc), improvement in the overall environment will enhance walking opportunities and the amenity of all citizens.</p>	Speed Limits	Support	City of Melbourne is working with the Kensington community to assess the appropriateness of a 40 kph speed limit.	

No.	Part	From	Submission	Topic	Action	Response	Change
22	5	Kensington Association	<p>D. Creating Walking Melbourne through 40 km/h Speed Limits</p> <p>Research has demonstrated that slower speeds and harmonised speeds</p> <ul style="list-style-type: none"> • reduce pollution emissions and their negative health impact for the resident and working population, particularly significant for children, • reduce noise, • reduce the degree of injury and the prospect of death for pedestrians hit by cars (several Kensington pedestrians have been killed or seriously maimed in recent years), • and make pleasant walking more possible. <p>A 40 km/h speed limit will also bring benefits for drivers. The evidence is</p> <ul style="list-style-type: none"> • that traffic lights and some slower cars make it difficult for cars to maintain consistent higher speeds, • or to reach their destination faster, • and that more harmonious driving at less than 40 km/h increases fuel economy. <p>Therefore, a reduced speed limit benefits drivers as well as reducing the danger of higher speed for pedestrians.</p> <p>An harmonious or streamlined speed limit is also more pleasant for drivers, as well as producing more predictable and safer driving behaviour, making cars less dangerous for pedestrians.</p> <p>While some Kensington streets are areas of high volume pedestrian usage, busy roads ensure that there are large numbers of discouraged walkers who do not choose to walk them due to their danger, pollution and unpleasantness. Therefore the Walking Plan point,</p>	Speed Limits	Include	Text changed in Walking Plan to extend investigation of speed limit reductions to appropriate areas.	2

No.	Part	From	Submission	Topic	Action	Response	Change
			<p>Action 2.8.2, to 'Investigate speed limit reductions to 40 km/h on local streets throughout the City of Melbourne where pedestrian volumes are high', needs to take account of the pedestrian deterrence effect of busy streets.</p> <p>The draft Walking Plan recognises many of these aspects and others are confirmed by research by the National Heart Foundation, the Monash Accident Research Centre, and individual researchers.</p>				
22	6	Kensington Association	<p>E. The Social and Health Context.</p> <p>The National Heart Foundation evidence on the majority of Australians becoming overweight or obese and undertaking very little exercise, with consequent risks of heart disease, cancer and diabetes is significant. Walking is, however, one of the major active leisure activities of most people. Busy and fast roads have been shown to discourage walking.</p> <p>There is also clear evidence on reduced speed and reduced impact on pedestrian injuries in collisions – impacts on the body at 40 km/h or less are significantly reduced from impacts at 50 km/h. Survival and the absence of major impairment is more likely. At 40 km/h the chance of survival is 75%, at 50 km/h it is 15%, a significant difference.</p> <p>Similarly, in terms of the psychological health of the community, converting 'streets into places' is an important aim of the draft Walking Plan. Such a change engenders more social interaction, which in turn reduces loneliness, depression and other psychological problems, of which there is a high incidence in Australia.</p>	Speed Limits	Include	<p>Include comments on chance of survival in 2.8 "making roads safer for pedestrians"</p> <p>2.12 Promoting Health</p> <p>Change Objective from "To capitalise on the mental and physical health benefits provided by walking" to "To capitalise on the mental and physical health and community benefits provided by walking"</p>	17
22	7	Kensington Association	<p>F. Connected Communities.</p> <p>In Kensington, a suburb with an historical and continuing sense of community, a reduced speed</p>	Speed Limits	Refer		

No.	Part	From	Submission	Topic	Action	Response	Change
			<p>limit will enhance that community and the liveability of the suburb and its connections with North Melbourne, with Docklands and with the city. The Kensington Association believes that investigations under the draft Walking Plan should look beyond the CBD and beyond areas of pedestrian concentration through recognising that traffic speed and danger reduces walking activity. General changes, not just desirable specific interventions (eg useful crossings like the Bellair Street railway station pedestrian crossing) are essential to begin to change the behaviour of drivers, of pedestrians and of cyclists. Similarly, and more specifically, possible shared zones in Kensington should also be investigated during the development of the draft Walking Plan, for example Bellair Street.</p>				
22	8	Kensington Association	<p>G. Conclusion The Kensington Association seeks these investigations into speed limits and shared zones, investigations which look beyond the CBD and place the draft Walking Plan in the larger context of the City of Melbourne's aspirations for the health of the citizens in a liveable city.</p>	Speed Limits	Include	Expand investigations of speed limit reductions and shared zones to beyond the CBD including Kensington.	2
22	9	Kensington Association	<p>APPENDIX Relevant items from the City of Melbourne's draft Walking Plan are below (italics have been added). Actions 2.11 Travel behaviour change 2.11.1 Continue to deliver the Share Our Streets multimodal behaviour change program to improve safety and harmony amongst all road users. 2.12 Promoting health 2.12.1 Investigate the potential for encouraging walking to deliver health benefits in Melbourne including through the new Active Melbourne Strategy to be developed by the City of Melbourne. * * *</p>	General	No Change		

No.	Part	From	Submission	Topic	Action	Response	Change
			<p># 2.8 Making roads safer for pedestrians</p> <p>Objective To achieve motor vehicle speeds in the City of Melbourne which are compatible with high levels of walking and a city for people and which are logical and easy for drivers to comply with.</p> <p>Issues Higher motor vehicle speeds can save time for motorists driving longer distances. However they can also lead to greater road trauma, separation of land uses, reduced permeability (ability to cross streets) and reduced opportunities for streetscaping.</p> <p>Rationale The pedestrian street hierarchy defined above recognises that pedestrians share many streets with private vehicles. Speed limits have a significant impact on how pedestrian- friendly a street is.</p> <p>Lower speed limits increase the likelihood of surviving being hit by a vehicle and reduce the severity of injuries due to collision. Lower speeds also mean less need for expensive traffic controls, road safety barriers and expensive and disruptive traffic management for temporary works. Also, when speeds are lowered, more roadside furniture and trees can be installed. Lower speeds also allow a more permeable city where pedestrians and drivers can make eye contact and allow safe road crossing without delaying drivers or pedestrians. Drivers travelling more slowly have greater opportunities to observe the city and see things that they might want to visit either at the time or later. In some countries, lower speed limits have been introduced in urban areas along with changes to traffic signals which increase traffic throughput.</p>				
23	1	Jenny	The Draft Walking Strategy is an important and	Vision	Support		

No.	Part	From	Submission	Topic	Action	Response	Change
		Eltham	<p>valuable document that has the opportunity to enrich Melbourne. It is clear and constructive and its implementation will be very well received by a wide audience. My only comment....did it go far enough?</p> <p>If the City of Melbourne wants to become a 'walking city' then walking needs to be a safe and pleasurable experience.</p> <p>The following points need to be included in the strategy and implemented accordingly:</p>				
23	2	Jenny Eltham	<p>Green Spaces</p> <ul style="list-style-type: none"> • There needs to be new green spaces to improve the visual aspect of the city. <p>In the past, buildings have been set back from property boundary and landscaping at street level encouraged. Now developments cover the whole property often with balconies impacting on public space. This practice needs to be reconsidered by CoM Planning Department</p> <ul style="list-style-type: none"> • Areas of space and greenery, particularly those with seating, should not become parking areas for bikes and motor cycles. Rather these areas should be for walkers to pause and rest before continuing their journey. • A re-energised 'Love Your Lane' team and encourage greening of the lanes. 	Open Space	Include	This comment will be considered when further master planning is done in future urban renewal areas.	
23	3	Jenny Eltham	<p>City Lighting</p> <ul style="list-style-type: none"> • A 'walking' city needs to be a safe city. Streets and lanes need to be well lit at all times. • An audit process by CoM to ascertain and set performance targets for Citipower to ensure lighting infrastructure is maintained to the highest level. • The development of an improved 'faulty lighting' reporting system. Perhaps an app? • Citipower should be encouraged to update and improve their street light identification system 	Amenity	Include	Possibility of improved city lighting, quality footpaths and streetscapes would be investigated as part of local area improvement proposals in accordance with the Pedestrian street hierarchy to enhance the amenity, safety, attractiveness and functionality of the pedestrian environment, street life and key public spaces.	5, 9

No.	Part	From	Submission	Topic	Action	Response	Change
23	4	Jenny Eltham	<p>Waste Management - No one wants to walk around a dirty city.</p> <ul style="list-style-type: none"> • An increase in CoM education programs with regard to waste management disposal for businesses • An increase in the issuing of infringement notices for non compliant behaviour. • Not enough compliance officers to ensure CBD businesses heed bylaws for waste management • CoM/EPA to audit condition, efficiency and cleanliness of waste management vehicles • All CBD bins must be locked, including those serviced by City Wide • Address the issues associated with loose cardboard collection. Boxes must be flattened and securely bundled. 	Amenity	Refer		
23	5	Jenny Eltham	<p>Street Cleaning</p> <ul style="list-style-type: none"> • An audit of the cleanliness of the streets and lane ways and problem areas identified, solutions found. • A regular steam clean of laneways if there are issues. • Businesses need to be educated to be responsible for the area outside their business and non compliant behaviour treated accordingly • Cigarette butts detract from the walking experience. They are every where. Positive action is needed. 	Amenity	Include	Possibility of improved city lighting, quality footpaths and streetscapes would be investigated as part of local area improvement proposals in accordance with the Pedestrian street hierarchy to enhance the amenity, safety, attractiveness and functionality of the pedestrian environment, street life and key public spaces.	5, 9
23	6	Jenny Eltham	<p>Bicycles impact on pedestrians</p> <ul style="list-style-type: none"> • CoM Planning should not allow developers to waiver bicycle parking facilities when issuing building permits. • Official street bicycle parking facilities inadequate in number and of poor design. • Space efficient and improved design needs to be considered. Possible competition for engineering students/cyclists 	Bicycles	Refer	The City of Melbourne, Strategic Planning Branch is currently (2014/15) undertaking a review of off street bicycle and motorcycle parking requirements for new developments. On street bicycle parking will be addressed on a precinct basis during the development of Master Plans.	
23	7	Jenny Eltham	<p>Developers/CoM Planning Department</p> <ul style="list-style-type: none"> • Developments on congested intersections should 	Crowding	Refer		

No.	Part	From	Submission	Topic	Action	Response	Change
			be stepped back to allow space for pedestrians at peak times.				
23	8	Jenny Eltham	Others • An audit process to identify and action roadway and path maintenance.	Amenity	Include	Possibility of improved city lighting, quality footpaths and streetscapes would be investigated as part of local area improvement proposals in accordance with the Pedestrian street hierarchy to enhance the amenity, safety, attractiveness and functionality of the pedestrian environment, street life and key public spaces.	5, 9
23	9	Jenny Eltham	More money available for graffiti removal and poster removal. Infringement notices issued to companies encouraging advertising to be posted illegally.	Amenity	Refer		
23	10	Jenny Eltham	An education program to encourage pedestrians to walk on the left hand side. We have increasing numbers of pedestrians from countries that drive on the right hand side of the road; they therefore walk on the right hand side of the footpath.	Keep Left	Include	"Keep left" has been included in action 2.11 (Travel behaviour change).	16
23	11	Jenny Eltham	From a local perspective – I live in Punch Lane • Closing Spring St outside the Princess Theatre is essential and will dramatically improve safety for drivers and pedestrians.	Streets As Places	Support		
23	12	Jenny Eltham	The intersection of Spring and Lonsdale Sts is heavily congested and certainly needs considerable thought.	Crowding	Support		
23	13	Jenny Eltham	1. If Little Bourke St is closed to traffic how will Residents enter Punch Lane? Liverpool and Crossley Sts are already carrying considerable volume of traffic	Property Access	Include	This section of Little Bourke Street is not under investigation for a pedestrian street hierarchy. However, it may or may not be affected by the conversion of Little Bourke Street between Russel Street and Elizabeth Street. Text changed in Walking Plan to include consideration of local access requirements during the implementation of the pedestrian street hierarchy.	
23	14	Jenny Eltham	2. The large trucks carrying sets for Her Majesty's unload	Delivery And Service Access	No Change		

No.	Part	From	Submission	Topic	Action	Response	Change
23	15	Jenny Eltham	3. I suggest a traffic survey of local streets	Traffic	No Change	Traffic surveys are regularly undertaken for local streets in the City of Melbourne as projects are planned and implemented in local areas. A traffic cordon count is also routinely conducted for the central city	
23	16	Jenny Eltham	Passing building sites can detract from the walking experience.	Amenity	No Change		
23	17	Jenny Eltham	1. Art work screens covering safety gantries and associated scaffolding are essential to lessen the visual impact of construction	Amenity	Refer		
23	18	Jenny Eltham	2. Developers must be made responsible for immediate removal of all graffiti and bills posted on hoardings.	Amenity	Refer		
23	19	Jenny Eltham	3. Developers/builders must keep all sites clean and minimize the impact of noise on pedestrians.	Amenity	Refer		
23	20	Jenny Eltham	4. Wheel washers for trucks should be mandatory on all CBD sites, in an effort to keep the roads clean.	Amenity	Refer		
24	1	Glenn King	To make the Walk Plan to be successful it will need the co-operation and integration of the Roads and Public Transport Infrastructure and other City Liveability Plans (eg. http://www.melbourne.vic.gov.au/AboutCouncil/PlansandPublications/strategies/Pages/transportstrategy.aspx). These plans need more of a Long Term Regeneration and Focus and maybe (a little..) outside the scope of just this one Plan.	Implementation	Support		
24	2	Glenn King	I have attached three images to support my thoughts for Melbourne to be heading in the next 100 years (2120). CityWalkSubmission.tif 3 pages CityPlan Changes to Road, Rail, Trams & Walk trails. CityRail New & Existing Rail Alignments. UrbanRoadRail Current, Proposed, & Possibilities Urban Melbourne towards 2120 including an	General	No Change		

No.	Part	From	Submission	Topic	Action	Response	Change
			Island!! in Port Phillip Bay.				
24	3	Glenn King	Moving forward. The suggestions I have below would enable an improved the city interface to enable it occur, particularly financial constraints to enable budgets to adapt to long term development than a quick overnight fix. The 'can't do' attitude needs to change to a more of 'just do it' as the mayor has expressed in the media during his tenure.	Implementat ion	No Change		
24	4	Glenn King	The city both in city living and offices seemingly to continue to grow as is commuter traffic. Remove High use Pedestrian Road interface crossings and develop long term strategies to do so. A bit of City decentralisation centralisation is needed and move the non-social, non-essential aspects away from the city like freight, I will cover many issues and changes below not only improve the city walkability but the city liveability in general. This would make this part of the city more attractive and more walkable. Continue to develop the Walking Action Plan P.78-80. More parks and recreation corridors will be required long term with urban consolidation with Health & Wellbeing being amongst great valued added outcomes (also refer to Open Space Strategy http://www.melbourne.vic.gov.au/ParksandActivities/Parks/Pages/OpenSpaceStrategy.aspx & http://www.melbourne.vic.gov.au/ParksandActivities/Parks/Documents/open_space_strategy.pdf (Note:P.3 & 10)).	Land Use	Support		

No.	Part	From	Submission	Topic	Action	Response	Change
24	5	Glenn King	<p>Many of the "World's Cities' have efficient roadways that have or are being develop to take the clogged major arterials from the city centres. Remove the Dudley St & Wurundjeri Way Intersection & continue the later under the rail tracks & connect to Hawke Street & Victoria Street. This would create a Northern City Bypass and free up capacity along Dudley & Peel Street outside the Queen Victoria Market.</p> <p>King Street is increasing being used as a through route. To improve liveability, would it be possible to underground the through traffic in the city area and reduce the surface road to two lanes!</p> <p>Being a bit of a hazard to negotiate, re-align the Queens Bridge (Market Street) bridge to William Street (as per the 1920's city plans!).</p> <p>A major problem with the Burnley & Domain Tunnels is the original design Burnley Tunnel should of comprised of two tunnels (East & West) and the Domain Tunnel being Four Lanes (Two each way) for access to Richmond & Melbourne Park Precinct. Traffic along City Road & Power Street seems to be increasing.</p> <p>Increase off road parking multi-level facilities on the city fringes as these areas in the north and west develop.</p> <p>I would also consider making Collins & Lonsdale Street's as one way streets and have these as key Cycling & Bus Routes & remove Trams from Collins Street (re: Consolidated Trams lines and Stops:).</p>	Traffic	Refer		
24	6	Glenn King	<p>Flinders Street redevelopment.</p> <p>Melbourne along Flinders Street to the Yarra River seems to be back to front with the rail lines placed on the ground and lowered adjacent Flinders Street with all river bridges to Spencer Street could be over the rail tracks and Flinders Street. This would stop stray trucks from hitting the overpasses at the city western end.</p>	Urban Renewal	Refer		

No.	Part	From	Submission	Topic	Action	Response	Change
			<p>Flinders Street (Elizabeth Street side) Station should have a wide footbridge to connect the Sandridge & Clem's Island Bridge . Close the rail underpass to through traffic and keep it open to enable platform changes. The toilets at Flinders Street station are substandard, heavily used and require a major upgrade and expanded to cater for growth.</p> <p>Both the north & south banks would become seamless from road traffic from Spencers Street to the Swan Street bridge & beyond. This also reduces river traffic in regards to boat clearances & restrictions.</p>				
24	7	Glenn King	<p>Yarra and Melbourne Park Rail Development. Not only some redevelopment of the Flinders Street Station is needed but the whole corridor needs to be reviewed to improve the city liveability. Continue in covering the existing rail corridor area of the former Jolimont rail yards. Add a station adjacent the MCG & Melbourne Park as it becoming a major entertainment & (sporting) recreational area. Platforms could all tracks (with some redesign of the Caulfield Loop portal) from the recently built bridge and can become a major rail passenger interchange. The current Richmond Station could be moved over Swan Street towards the current East Richmond Station on the Burnley alignment.</p>	Urban Renewal	Support		

No.	Part	From	Submission	Topic	Action	Response	Change
24	8	Glenn King	<p>Further City Public Transport development.</p> <p>Flinders Street Station: Poor exits onto Traffic Lights from Flinders Street (North & East) and Southern Cross (South & East) Rail Stations. Flinders Street Station platforms be increase for Long Term planning in mind to twelve carriages (Outer Suburban/Regional services) in length. This would enable additional entrances to be developed at and under Federation Square.</p> <p>Southern Cross Station: Spencer Street & Bourke Street: acquire the former 'pub' site and continue the Bourke Street Bridge across Spencer Street and reopen that area for more food & retail.</p> <p>I see the current City Rail Loop being adjusted to fit future demand. The proposed Ringwood-Dandenong High Capacity Metro being one of these. The previous proposed North South Metro corridor, suggest a Spencer Street-Fisherman's Bend-Newport alignment. Suggest and Develop and re-align the South Morang (Whittlesea) to Hurstbridge line from the current path to include a Clifton Hill City Circle from Spencer Street to Clifton Hill through the University, Carlton & Fitzroy precincts. These alignments would assist in reducing tram overcrowding and reduce the importance for the 401 & 402 buses, and bring Melbourne online with the other cities around the world.</p> <p>Regular Outer Suburban Rail express services, radial rail lines and limited express smartbuses are lacking in Melbourne's transport framework. Ten Minutes off peak and weekend services are a major improvement, with the need of a timetable for reference not as essential. I see the proposed airport rail link while positive is as an interim solution, a little more development & connectivity is required. The transport system in general, while it is buckling at the seams has approved greatly since I have started using it several decades ago.</p>	Public Transport	Refer		

No.	Part	From	Submission	Topic	Action	Response	Change
24	9	Glenn King	<p>The Fun & Games (Lack off) User Friendliness of the Transport Ticketing System!!</p> <p>While some ways trying to improve; the developers, custodians & rulers of Public Transport seem far from understanding the system they should administer..! Too much past design and management by the so-called cost recovery book and making (treating..) all users as criminals, many users including myself do accept and pay as we go.. This has turned some people I know away including issues of personal safety, but some others have embraced and use the MYKI system. The Myki system is still not truly user friendly (some headache!!) sometimes slow and awkward (several swipes needed) with no option to rectify the balance to be positive before leaving Rail Stations, no Myki Top-up Machines inside City & 'Transit City' Stations. The small number of touchpads (queuing..) to sign off at suburban & regional cities needs to be reviewed and improved on. The proposed two hours restriction cut's out any chance to relax with some food & retail therapy, thus reducing retail revenue potential and creating added stress for users. More user friendly options are desperately needed! Extend Three Hours (and to take in various 'inconvenient truth' delays & the imperfectness off the system), Daily and for those who rarely use the system the choice of 24, 28..,168 (7 Day) hour 'short-term' Disposable metro tickets from vending machines, like the Amsterdam's Chipkaart system (http://en.wikipedia.org/wiki/OV-chipkaart).</p>	Public Transport	Refer		

No.	Part	From	Submission	Topic	Action	Response	Change
24	10	Glenn King	<p>City Freight Services (including Southern & Eastern Distributors)</p> <p>Rail Freight Services to Gippsland and the expanded Hastings port need to find another rail corridor (together with a High Capacity Road Distributor) would need a bold foresight but have great beneficial outcomes either via the north of the city or across the bay (eg. Double deck Cable Stayed Bridge! North Road to Werribee/proposed Outer Ring Road & Rail alignment). Both corridors would be of benefit and reduce the need to travel through centre Melbourne. This would take the demand off Westgate and maybe downsize this corridor in time. An area between Hobson's & Port Phillip Bay could be 'reclaimed' for both residential & remove the (any) remainder of the port facilities from the Yarra River area. I see the East-East (Road) link as a bypass to the Westgate Corridor to and across the city. The current docks could be open for further residential, commercial & recreational development as being discussed in this and other plans.</p>	Vision	Refer		
24	11	Glenn King	<p>Consolidated Trams lines and Stops:</p> <p>The conversion of tram to larger "light rail" vehicles together with the reduction but creation of 'superstops' is already underway.</p> <p>Collins Street trams could be diverted to the three roads: Bourke, Flinders, and Latrobe Street.</p> <p>Medium term: Elizabeth Street Trams re-routed along Swanston and Victoria Street's. The tramline then be put underground (cut & cover) from Swanston Street to pass the Elizabeth and Victoria Street intersection. A tram 'superstop' then place under the roadway, this would improve pedestrian safety in the Victorian Square area. The option would reverse the idea with traffic lowered which free up the Victoria Square area to be a more friendly mega plaza area, almost like the underpasses in London & Paris.</p>	Public Transport	Refer		

No.	Part	From	Submission	Topic	Action	Response	Change
24	12	Glenn King	Safety & Security (including Charities, Buskers, Homeless & Beggars). While generally I feel Safe & Secure walking around the city and walking trails, etc. While I may at times sympathize with these people, this seems to be a growing visible trend and for me creates inconvenience, displeasure & a distracting turn off when visiting the city, particularly when being approached. In recent times it has felt more being placed in a 'game' than really for genuine need. I have no issue with charities & buskers as it is my choice to listen and maybe partake, this takes away income from these people, as I once contributed via some loose change, less likely today. New solutions are very needing to address this issue.	Safety	No Change		
24	13	Glenn King	As person born in the Melbourne CBD and as a weekly visitor (minor stakeholder) both work and recreation and a walks activity leader in a community group (VNPA). Instead of a dream (nightmare!), I would like to see Melbourne to have a kind of 'serious' but a fun loving facelift focus and too modernize and to re-establish the city to be called a 'True & Great' World City', as it was over hundred years ago in the past. I commend the chance to submit my ideas to the on-going development of Melbourne.	Vision	Support		
25	1	Moonee Valley City Council	Moonee Valley commends the City of Melbourne on the Draft Walking Plan and thanks its officers for making the valuable research that has gone into it available for other councils to use. Please find below some comments on the Draft.	Research	Support		
25	2	Moonee Valley City Council	Page 15 Moonee Valley notes that the area around and between the Flemington Racecourse and Showgrounds stations has been identified as potential urban renewal area. Moonee Valley Council has asked that the Victoria Racing Club and Greenland Development Group consider	Urban Renewal	Support		

No.	Part	From	Submission	Topic	Action	Response	Change
			developing a walking and cycling path adjacent to the Flemington Racecourse rail line and invite Melbourne City Council to include this path for investigation in the walking plan. It would align with Melbourne's intention to increase walking permeability in areas of development and with Moonee Valley's Walking and Cycling Strategy.				
25	3	Moonee Valley City Council	Page 28 Moonee Valley City Council supports Action 2.1.1 "Work with VicRoads and State Government agencies to expand SmartRoads pedestrian priority areas in the City of Melbourne ... It would be helpful to have a mechanism to do this.	Smartroads	Include	The Development of a Principal Pedestrian Network with the Department of Transport Planning and Local Infrastructure is the mechanism to achieve this.	
25	4	Moonee Valley City Council	Page 30 Moonee Valley City Council supports Action 2.2.3 "Expand the implementation of auto-introduction of Walk signals at intersections in the area shown, where compatible with prevailing signal timings." On page 31 Figure 11 Shows Racecourse Road which is the boundary between Moonee Valley and City of Melbourne. This action aligns with Moonee Valley's Walking and Cycling Strategy and its aim to improve pedestrian levels of service at signalised crossings.	Traffic Signals	Support		
25	5	Moonee Valley City Council	Page 46 Action 2.82 "Review the performance of 40 km/h" consider adding "and existing 30 km/h" "zone in the central city"	Speed Limits	Include	A 40km/h speed limit applies to the Hoddle Grid unless it is a shared zone.	2
25	6	Moonee Valley City Council	Page 48 Action 2.9.2 "Investigate the potential for the system to be applied across the Central Subregion as proposed in Plan Melbourne " Consider providing guidelines to other Councils. This will be relevant to the design of wayfinding signage on Racecourse Road which has been initiated by Moonee Valley.	Wayfinding	Refer		

No.	Part	From	Submission	Topic	Action	Response	Change
25	7	Moonee Valley City Council	Page 52 Action 2.11.1 "Continue to deliver the Share Our Streets multi-modal behaviour change program to improve safety and harmony amongst all road users." Consider adding Share Our Paths to the campaign which would align with Moonee Valley's Walking and Cycling Strategy. Also consider adding "working with adjacent Councils to increase the effectiveness" of the campaign.	Share Our Streets	Include	2.11 Travel behaviour change Change objective from "To encourage everyone to use the roads collaboratively and respectfully to improve safety and create a more enjoyable road environment in the City of Melbourne." To "To encourage everyone to use the roads collaboratively and respectfully to improve safety and create a more enjoyable road environment in the City of Melbourne and adjacent councils."	
25	8	Moonee Valley City Council	Page 59 Figure 26 Walking Network Improvements in Urban Renewal Areas. Moonee Valley City Council supports "Arden-Macaulay • Potential to upgrade intersection may result from East West Link project. • Poor pedestrian amenity (5 lanes of traffic in each direction on Flemington Road • Two tram routes and connections to Flemington Bridge Station	Urban Renewal	Support		
25	9	Moonee Valley City Council	Moonee Ponds Creek • Upgrade of open space	Open Space	Support		
25	10	Moonee Valley City Council	Key north-south pedestrian and cycling link between Flemington Bridge and Macaulay train stations. " This aligns with Moonee Valley's Walking and Cycling Strategy Action 1.1.	Shared Paths	Support		
25	11	Moonee Valley City Council	Consider adding "East-West Link and CityLink under croft • Improve east-west pedestrian and cycling connections between Melbourne and Moonee Valley at Flemington Bridge Station and along the length of the East West Link and CityLink.	Shared Paths	Include	East west link cycling and pedestrian connections will be included during the detailed implementation of individual projects.	

No.	Part	From	Submission	Topic	Action	Response	Change
25	12	Moonee Valley City Council	Page 72 Rationale paragraph 4 "Connections across the Yarra " consider adding "Moonee Ponds Creek, and other rivers" and connections across rail lines (such as the Upfield Line).	Pedestrian Network	Include	The Walking Plan states "connections across the Yarra and other rivers..." Connections across rail lines to enhance the pedestrian network and connections will be added to 3.6 Increasing the number of formal crossings	
25	13	Moonee Valley City Council	Consider adding the following action: • Review the configuration of Racecourse Road/Ascot Vale Road/Epsom Road Roundabout and design and construct safe pedestrian crossing facilities with Moonee Valley City Council, VicRoads, Public Transport Victoria and Yarra Trams.	Pedestrian Crossings	Include	New implementation item in 3.6 (Increasing the number of crossings): "Review existing roundabouts on local streets and investigate the possibility of installing zebra crossings, on pedestrian desire lines, at these intersections."	
25	14	Moonee Valley City Council	Page 82 Appendix 1 Are there any locations where late introduction of green man would be useful or have all signals been optimised for maximum green time with with "Walk for Green"?	Traffic Signals	Include	Yes. Under Action Stream 2.2, late introduction is one of the tools that will be considered as part of reducing delay and improving the efficiency of movement in the city.	
26	1	VicHealth	Response from the Victorian Health Promotion Foundation (VicHealth) to the City of Melbourne draft Walking Plan. To whom it may concern, Thank you for the opportunity to provide input into the City of Melbourne's draft Walking Plan, and to inform the finalisation of this plan to encourage more Melbournians and visitors to walk. VicHealth has developed the following submission in the context of the VicHealth Action Agenda for Health Promotion, which outlines the work to be undertaken over the next ten years. Case studies or further information on VicHealth's action in this area are available on request.	Health	No Change		
26	2	VicHealth	VicHealth welcomes the release of the City of Melbourne draft Walking Plan (the draft plan) and the opportunity to provide input to the final plan. VicHealth's work in promoting physical activity and walking provides insight and expertise in this area, and our submission aims to support the City of Melbourne's activity and strengthen focus on improving the health and wellbeing of Melbourne's residents and visitors.	Health	Support	The walking plan aims to capitalise on the mental and physical health benefits provided by walking as a priority transport mode.	

No.	Part	From	Submission	Topic	Action	Response	Change
26	3	VicHealth	VicHealth has shaped this submission in the context of the VicHealth Action Agenda for Health Promotion, a strategic document that outlines the work to be undertaken over the next ten years, including encouraging regular physical activity. Our three-year priority in this area is for more people to be physically active, participating in sport and walking.	Health	Support	The walking plan aims to capitalise on the mental and physical health benefits provided by walking as a priority transport mode.	
26	4	VicHealth	VicHealth was established by the Victorian Parliament in accordance with the Tobacco Act 1987 with a mandate to promote good health for all. VicHealth is a pioneer in health promotion – the process of enabling people to increase control over and improve their health. Our primary focus is promoting good health and preventing chronic disease. We create and fund world- class interventions. We conduct vital research to advance Victoria’s population health. We produce and support public campaigns to promote a healthier Victoria. We provide transformational expertise and insights to government. Of all the things we do, above all we seek to make health gains among Victorians by pre-empting and targeting improvements in health across our population, fostered within the day-to-day spaces where people spend their time, and with benefits to be enjoyed by all.	Health	Support		
26	5	VicHealth	Summary of recommendations VicHealth commends the City of Melbourne for developing the draft Walking Plan (the draft plan) and articulating its commitment to increasing walking as a mode of transport, particularly in the Hoddle Grid. VicHealth makes the following recommendations to further strengthen the final plan:	General	Support		

No.	Part	From	Submission	Topic	Action	Response	Change
26	6	VicHealth	1. Further emphasise the health benefits of walking as a core component of daily physical activity, particularly through the prioritisation of walking as the default and preferred mode of transport for short trips in the City of Melbourne's transport planning and urban design decision-making.	Health	Support	The walking plan aims to capitalise on the mental and physical health benefits provided by walking as a priority transport mode.	
26	7	VicHealth	2. Ensure the plan contains actions to encourage children and young people to walk, not just workers and adults. This should include the promotion of walking to school and action to address barriers to this behaviour, including parental perceptions of risk.	Safety Perception	Include	Engaging in walking is important for the health of children and young people. The walking plan will investigate solutions to address parents perception of risk in Action 2.12 (Promoting health). The Active Melbourne Strategy is City of Melbourne's initiative to make it easier for all ages to engage in physical activity including walking.	17
26	8	VicHealth	3. Prioritise walking as a form of active recreation, not just as transport, across the whole municipality.	Recreation	Include	Action 2.12 (Promoting health), recognises the mental and physical health and community benefits of walking.	17
26	9	VicHealth	4. Ensure the plan contains actions to engage with workplaces to promote walking, not just individual workers.	Promotion	Include	The City of Melbourne will engage with workers and workplaces to promote walking as part of action 2.12 (Promoting health).	11
26	10	VicHealth	5. VicHealth also recommends that the current focus on connectivity is maintained and strengthened, with priority given to encouraging planning decisions that link transport hubs and key destinations, and creation of environments that are as safe, accessible and attractive as possible.	Pedestrian Network	Include	The Walking Plan will be implemented in conjunction with other council strategies, including Melbourne for all People 2014-17 and Places for people 2004.	3
26	11	VicHealth	1. The health benefits of walking VicHealth notes that the draft plan has a focus on accessibility, amenity and safety. While these are essential factors when encouraging more people to walk, we strongly recommend that the final plan includes an increased focus on health, as walking is a simple way to be active every day. Health is currently included in the draft plan as action stream 2.12, but considering the significant opportunities for health gains from walking, an increased focus has the potential to make improvements to the health of Melbourne's residents and visitors.	Health	Include	The Walking Plan has included the health and community benefits that walking provides in Action 2.12 (Promoting Health).	17

No.	Part	From	Submission	Topic	Action	Response	Change
			<p>VicHealth recognises the City of Melbourne's existing and emerging links with VicHealth, the Department of Health, the Active Cities project and Victoria Walks, as well as the Active Melbourne Strategy and other work in promoting health through physical activity.</p> <p>The development of the City of Melbourne Walking Plan is a great opportunity to consolidate and strengthen this work by identifying health as a primary goal of the plan, whereby health benefits are considered and prioritised in Council's planning and decision-making.</p>				
26	12	VicHealth	<p>What are the health benefits of walking? Regular physical activity is one of the most important factors in promoting good health and preventing chronic disease.¹ Yet only around 40 per cent of Australian adults are getting enough physical activity to benefit their health.² In addition, some groups in Victoria experience greater barriers to participation in physical activity than others and consequently tend to participate less.³</p> <p>There are major opportunities for achieving large health gains for the ... population by increasing levels of routine physical activity. Walking and cycling as means of daily transport can be a most effective strategy to achieve these gains. World Health Organization 2002⁴</p> <p>This can lead to increased risks of chronic disease, including mental ill health,³ and has been estimated to cost the Australian economy a total of \$13.8 billion each year.⁵ Globally, physical inactivity accounts for 22 per cent of heart disease, 11 per cent of stroke and 14 per cent of diabetes³ and in Australia results in over 16,000 premature deaths per year.⁵</p> <p>The promotion of 'lifestyle' physical activity such as walking and cycling is more cost-effective than structured exercise programs,⁶ and the regular</p>	Health	Include	The walking plan has included in Action 2.12 (Promoting Health) the mental and physical health and community benefits that walking provides.	17

No.	Part	From	Submission	Topic	Action	Response	Change
			<p>short trips most people take to get around in their communities are ideal for accumulating the recommended amount of physical activity. Research has found that walking has the potential to reduce the risk of cardiovascular disease by over 30 per cent.⁷ Currently, walking for exercise is the most popular form of physical activity in Victoria, with nearly one in four Victorians participating in 2011.⁸</p> <p>It's important to note that sedentary behaviour – such as sitting at a desk or watching TV – can have harmful effects on health irrespective of how physically active a person is throughout the day.⁹ VicHealth advocates for action in the places where we live, learn and work to reduce sedentary behaviour by encouraging people to stand up, sit less and move more.</p> <p>As well as improving health, increasing participation in walking and reducing time spent sitting can:</p> <ul style="list-style-type: none"> • improve individuals' self-confidence and their number of social connections^{10,11} • improve the wellbeing of local workforces and their productivity through less absenteeism and increased job satisfaction^{3,12,13} • contribute to safer communities (e.g. more pedestrians on the streets at night).¹⁴ 				
26	13	VicHealth	What are the current and future barriers and enablers to walking?	General	No Change		
26	14	VicHealth	Health as a motivation Walking's association with recreation can be both a barrier and an enabler. The high level of trust within City of Melbourne communities could provide a platform to increase walking for recreation and to change social norms about the perception of walking as only for recreation or transport.	Recreation	Include	Action 2.12 Promoting health, recognises the mental and physical health and community benefits of walking.	17
26	15	VicHealth	The built environment and supportive policy and guidelines The spatial and built form of towns and cities can be either a barrier to walking (where	Land Use	Support		

No.	Part	From	Submission	Topic	Action	Response	Change
			areas are low density, single land-use with poor access to public transport) or an enabler (such as areas that are higher density,				
26	16	VicHealth	mixed-use with good access to public transport). The design of a supportive built environment, the development of supportive policies and the availability of best practice guidelines can encourage walking participation.	Land Use	Support		
26	17	VicHealth	Social cohesion and community trust People's sense of community and perceptions of risk can influence walking participation.	Safety Perception	Include	Perceptions of risk is a barrier to walking participation. The walking plan will investigate solutions to address perceptions of risk in Action 2.12 (Promoting health). Furthermore, the Walking Plan will be implemented along with Melbourne for All People 2014-17 and Beyond the Safe City Strategy 2014-17.	3, 15
26	18	VicHealth	Parental perception of risk Parents' perceptions of stranger danger and traffic concerns are barriers to children moving around independently in their community, including walking or riding to school.	Safety Perception	Include	Being active is important for the health of children and young people. The walking plan will investigate solutions to address parents perception of risk in Action 2.12 (Promoting health). Furthermore, the Walking Plan will be implemented along with Melbourne for All People 2014-17.	3, 15
26	19	VicHealth	Social influence among adults Parents are influenced by other parents' attitudes when deciding whether to allow their children to walk to school.	Pedestrian Behaviour	Include	Parents perception of safety preventing their children to participate in walking is detrimental to their health. The walking plan will include this in Action 2.12 Promoting health	
26	20	VicHealth	The personal safety and security of adults The perception of a lack of safety and security can be a significant barrier for adults, particularly for walking trips that include public transport use.	Safety	Include	The walking plan recognises the perception of risk on our streets creating a barrier for walking participation for all ages. The plan will be implemented along with City of Melbourne's accessibility plan, Melbourne for All People 2014-2017 and Beyond the Safe City Strategy 2014-17.	3, 5, 15
26	21	VicHealth	Moving beyond engineering There is benefit to integrating the focus on both infrastructure and behaviour change in walking strategies or plans, so that the infrastructure is part of an enabling environment.	Integrated Planning	Include	This comment will be taken into consideration when developing future master plans and strategies. Action 1.2 (Use the planning scheme to improve the walking network) involves establishing a policy framework for future developments in Melbourne to ensure a fine grain pedestrian network.	

No.	Part	From	Submission	Topic	Action	Response	Change
26	22	VicHealth	Socially disadvantaged communities People from diverse cultural and linguistic backgrounds can perceive walking as inferior to driving, as owning and driving a car is seen as aspirational.	Accessibility	Include	The Walking Plan will be implemented along with the City of Melbourne, Melbourne for all People 2014-17 plan.	3
26	23	VicHealth	In addition, while participation in sport and active recreation has a strong social gradient, this is absent for walking for transport.	Recreation	Include	Action 2.12 (Promoting health), recognises the mental and physical health and community benefits of walking.	17
26	24	VicHealth	The needs of seniors Seniors have a high perception of risk associated with their diminished capacity to respond to issues that arise unexpectedly, including potential slips and trips, or interactions with dogs and bicycles on shared paths. See Victoria Walks' research on the barriers and enablers to seniors' walking at www.victoriawalks.org.au/seniors .	Ageing	Include	Providing a walking network for people of all abilities and ages is a key component of developing the walking network in Melbourne. City of Melbourne is current working on the Melbourne for all People Strategy 2014-17.	3
26	25	VicHealth	Connection and amenity Amenity includes an environment that makes people feel safe, secure and comfortable from crime, traffic hazards and inclement weather. The adoption of a 'complete streets' approach to the design of walking infrastructure and facilities can increase walking participation.	Amenity	Include	Improved city lighting, quality footpaths and streetscapes would be investigated during local area improvement proposals in accordance with Action 2.3 (Pedestrian street hierarchy) to enhance the amenity, safety, attractiveness and functionality of the pedestrian environment, street life and key public spaces.	5, 9
26	26	VicHealth	The public transport relationship Integrated land-use and transport planning can enable walking by addressing the poor connection with existing services and providing good access within new developments.	Integrated Planning	Support		
26	27	VicHealth	Children and young people VicHealth notes that the draft plan aims to increase walking as transport primarily for adults working in the Hoddle Grid. While focus on adult commuters is essential, VicHealth strongly recommends that the plan is broadened to include children and young people, particularly for those walking to and from school. This should include approaches to reduce parental fear and promote children's independent mobility. National guidelines recommend that children aged 5 to 17 engage in at least one hour of moderate to	Safety Perception	Include	Engaging in walking is important for the health of children and young people. The walking plan will investigate solutions to address parent's perception of risk in Action 2.12 (Promoting health). Furthermore the Walking Plan will be implemented along with the Melbourne for All People 2014-17 plan and Active Melbourne Strategy.	3, 15

No.	Part	From	Submission	Topic	Action	Response	Change
			<p>vigorous intensity physical activity every day.¹⁵ This is important not only for children's health, but also their future levels of activity, as participation when young is correlated with participation as an adult.¹⁶</p> <p>However, currently only around one in five children aged 5 to 17 get the recommended amount of physical activity every day.² The proportion of Victorian children walking to school has fallen by around 30 per cent in the last 20 years, to around 20 per cent.¹⁷ Perceptions of stranger danger, traffic concerns and neighbourhood crime are the most common parental barriers to allowing children to walk to school.</p> <p>Considering that the City of Melbourne has 12 primary schools and 10 secondary schools within its municipality, the Walking Plan presents a significant opportunity to increase walking and promote health.</p> <p>VicHealth has a long history of working with councils to promote walking to school (see the case study on Walk to School below), and has worked with a range of partners to investigate and address parental fear that prevents children's participation. We are currently conducting Australia's largest research project into parental fear and barriers to children's independent mobility in Victoria. The results of the project will be released in September 2014, which we look forward to sharing with councils.</p> <p>We would welcome the opportunity to work with the City of Melbourne to ensure that children and young people's walking is a key priority in the final plan.</p>				

No.	Part	From	Submission	Topic	Action	Response	Change
26	28	VicHealth	<p>CASE STUDY: VICHEALTH WALK TO SCHOOL</p> <p>Walk to School is an annual event that has been funded by VicHealth since 2006. The event is designed to raise awareness of the physical, environmental and social benefits of active transport, and encourage school children to walk to and from school more often. In previous years, event activity has taken place on a single day in October.</p> <p>In 2012, VicHealth broadened the program scope from a focus on a single day to encouraging walking every school day in the month of October (moved to November in 2013). This shift was to increase the amount of exposure the project receives in the community, and create a stronger foundation from which lasting behaviour change can be achieved. In 2013, more than 32,000 students from 303 primary schools in 51 local government areas took part in Walk to School. The students walked the equivalent of the circumference of the globe ten times.</p> <p>In 2013, the highest participating school in each of Victoria's nine education regions received sporting equipment valued at \$1,000. Students got involved in weekly competitions during November via the Walk to School website (www.walktoschool.vic.gov.au), with prizes awarded each week.</p> <p>A free Walk to School app is also available for participants to keep track of how far, and how often, they have walked. The app features a game where students can create their own imaginative Walk to School world, earning more characters to add to their world each time they walk.</p> <p>More information on the program is available at www.vichealth.vic.gov.au/walktoschool</p>	Safety Perception	Include	<p>Engaging in walking is important for the health of children and young people. The walking plan will investigate solutions to address parents perception of risk in Action 2.12 (Promoting health). The City of Melbourne accessibility plan, Melbourne for All People 2014-17, Active Melbourne Strategy and Beyond the Safe City Strategy 2014-17 also addresses young children's walking participation and safety barriers.</p>	15

No.	Part	From	Submission	Topic	Action	Response	Change
26	29	VicHealth	<p>Currently, the draft plan focuses primarily on walking for transport, where infrastructure aims to improve amenity and directness. However, it doesn't include focus on walking for recreation, which instead requires safe and accessible places, as well as interesting and attractive places to walk.</p> <p>Increasing walking for recreation has the potential to create vibrant communities, encourage people to explore urban environments, and build people's cultural knowledge of the area. VicHealth notes that action stream 2.3 in the draft plan looks at converting streets to places in the Hoddle Grid. VicHealth supports this action, as in an urban environment these conversions have the potential to increase walking among residents and visitors to the city, similar to the successes seen in New York City with sections of Times Square going car-free.</p> <p>Outside of the Hoddle Grid, the City of Melbourne has a wide variety of parks and playgrounds. It also enjoys a relatively higher level of resident perception of safety when walking alone, with nearly all residents reporting feeling safe during the day and more than three quarters at night.¹⁸</p> <p>There is the opportunity to build on these strengths by including walking for recreation as a key focus of the Walking Plan, both within the inner-city and in the broader municipality, and developing approaches to promote recreational walking to locals and visitors. VicHealth encourages the City of Melbourne to consider its existing assets and potential opportunities in terms of its parks, paths and trails when finalising the Walking Plan. Tools such as Victoria Walks' walking maps could be utilised to promote these.</p>	Recreation	Include	Action 2.12 (Promoting health), recognises the mental and physical health and community benefits of walking.	17
26	30	VicHealth	4. Workplace engagement	Promotion	Include	There are opportunities for City of Melbourne to	

No.	Part	From	Submission	Topic	Action	Response	Change
			<p>VicHealth commends the City of Melbourne for including a strong focus on walking to work, and the inclusion of reference to Victoria Walks' programs.</p> <p>We reiterate the importance of workplaces as a setting to promote walking. As well as the potential to engage with a broad range of organisations and employees, successful approaches can have the benefit of building capacity within that organisation and embedding walking programs in workplaces. This is of particular relevance considering the potential health risks of sedentary behaviour at work, where employees spend prolonged, unbroken periods of time sitting or reclining, with little or no energy expenditure. Australian research has found that the average office-based employee spends 75 per cent of work hours in sedentary time, significantly more than during non-work time. This is a risk factor for poor health and early death, even among those who meet, or exceed, national physical activity guidelines.⁹</p> <p>Reducing prolonged sitting in the workplace will potentially have significant long-term health and economic benefits. As the draft plan notes, strategies to address this include promoting walking to work, workplace walking groups, walking meetings and 'exercise snacks'.</p> <p>VicHealth commends the City of Melbourne for including these strategies in the draft plan, and encourages the inclusion of actions to engage workplaces as a setting for action, not just the workers themselves. For example, Victoria Walks has programs such as Walk the Block and Smart Steps for Business that are aimed at workplaces. VicHealth has experience in this area through the Creating Healthy Workplaces program and in the establishment of Victoria Walks, and we welcome the opportunity to share this knowledge with the City of Melbourne.</p>			<p>engage with organisations and workplaces that have a large number of employees to promote walking within them as part of Action 2.12 (Promoting health).</p>	

No.	Part	From	Submission	Topic	Action	Response	Change
26	31	VicHealth	<p>References</p> <p>1 Australian Institute of Health and Welfare 2008, Australia's health: The eleventh biennial health report of the Australian Institute of Health and Welfare, AIHW, Canberra.</p> <p>2 Australian Bureau of Statistics 2013, Australian Health Survey: Physical Activity, 2011–12, cat. no. 4364.0.55.004, ABS, Canberra.</p> <p>3 VicHealth 2010, Participation in physical activity: Research summary, Victorian Health Promotion Foundation, Melbourne.</p> <p>4 World Health Organization 2002, Physical activity through transport as part of daily activities, WHO Regional Office for Europe, Copenhagen.</p> <p>5 Medibank 2008, The cost of physical inactivity, Medibank Private, Sydney.</p> <p>6 Sevick, MA, Dunn, AL, Morrow, MS, Marcus, BH, Chen, GJ & Blair, SN 2000, 'Cost-effectiveness of lifestyle and structured exercise interventions in sedentary adults: Results of project ACTIVE', American Journal of Preventive Medicine, vol. 19, no. 1, pp. 1–8.</p> <p>7 Hamer, M & Chida, Y 2008, 'Walking and primary prevention: a meta-analysis of prospective cohort studies', British Journal of Sports Medicine, vol. 42, no. 4, pp. 238–43.</p> <p>8 Australian Bureau of Statistics 2012, Sports and physical recreation: A statistical overview, Australia, 2012, cat. no.4156.0, ABS, Canberra.</p> <p>9 VicHealth 2012, Reducing prolonged sitting in the workplace: An evidence review (summary report), Victorian Health Promotion Foundation, Melbourne.</p> <p>10 Chau, J 2007, Physical activity and building stronger communities, NSW Centre for Physical Activity and Health, Sydney</p> <p>11 VicHealth 2010, Community attitudes survey: Healthy community sporting environments,</p>	Health	No Change		

No.	Part	From	Submission	Topic	Action	Response	Change
			<p>Victorian Health Promotion Foundation, Melbourne.</p> <p>12 Owen, N, Healy, GN, Matthews, CE & Dunstan, DW 2010, 'Too much sitting: The population health science of sedentary behaviour,' Exercise and Sport Sciences Reviews, vol. 38, no. 3, p. 105.</p> <p>13 Parks, KM & Steelman, LA 2008, 'Organizational wellness programs: A meta-analysis', Journal of Occupational Health Psychology, vol. 13, no. 1, pp. 58–68.</p> <p>14 Department of Sport & Recreation 2008, Benefits of physical activity, Government of Western Australia, Perth.</p> <p>15 Department of Health 2014, Australia's Physical Activity and Sedentary Behaviour Guidelines, Australian Government, Canberra.</p> <p>16 VicHealth 2014, Active for life: Challenging the status quo to get our children moving more and living active, healthy lives, Victorian Health Promotion Foundation, Melbourne.</p> <p>17 Garrard, J 2011, Active travel to school literature review, ACT Department of Health, Canberra.</p> <p>18 Community Indicators Victoria 2014, Melbourne Wellbeing Report, McCaughey VicHealth Centre for Community Wellbeing, http://www.communityindicators.net.au/wellbeing_reports/melbourne</p>				

No.	Part	From	Submission	Topic	Action	Response	Change
27	1	Readers Feast	<p>As a Melbourne business owner and city user, I have several concerns regarding the Draft Walking Plan.</p> <p>I start from a premise of loving Melbourne and having spent my entire working career of thirty--nine years in the CBD. I also come from an informed stance, at the 'coalface' as it were, having been in customer service all my career and talking with city visitors across my counter every single day.</p> <p>I believe Melbourne has been a most liveable city and has, over the years, garnered a reputation for ease of access, friendliness, interest, cultural activity, retail diversity and significant sporting events.</p> <p>A key component, personally and professionally, has been the lovely wide streets, the interesting arcades, and straight--forward navigation of the city. Indeed, Mr. Hoddle's plan has served our city particularly well in this regard.</p> <p>I recently attended a business breakfast (July 2014) at which the Lord Mayor stated that retail, along with hospitality, are vital to the city's economic well-- being and future. This walking plan has the potential to threaten retail viability in the CBD and makes the suburban shopping centre seem that much more attractive for customers and business owners.</p> <p>Below are my comments on the Draft Walking Plan. They are both general and specific to sections of the plan.</p> <p>I am more than happy to discuss these with anyone from Council at any time if required.</p>	Retail	No Change		

No.	Part	From	Submission	Topic	Action	Response	Change
27	2	Readers Feast	<p>Walking Plan for the able-bodied Inherent in the arguments presented in the plan is the notion of all pedestrians being able-bodied and physically fit. This raises questions: How are infirm or disabled people travelling by taxi, which might be their only accessible transport, going to get directly to their destination if the roads are inaccessible to cars? How is an elderly person, or a person with restrictions in their movement, going to navigate their way to the nearest mode of transport – if, for example, Little Collins Street is closed off completely to traffic, the nearest tram stop is a considerable distance. No taxis or private cars will be accessible without considerable walking, sometimes up hill. Page 8: pie charts showing growth in walking activity: “Virtually all public transport trips begin and end with a walking trip. “ It is arguable that this claimed growth in walking activity is only because of the imposed walking from super tram stops that means you have no choice but to walk further. Page 18: “providing access for all people of all abilities and ages is a key component of developing the walking network around Melbourne” I point to the comments above.</p>	Accessibility	Include	<p>The Walking Plan does not propose to ban cars from the City. Increased Public Transport is a key aspect of the City of Melbourne Transport Strategy 2012. Local access will be maintained wherever works are proposed within the Pedestrian Street Hierarchy (2.3).</p>	1, 3

No.	Part	From	Submission	Topic	Action	Response	Change
27	3	Readers Feast	<p>City Visitors and Shoppers How are visitors to the city with luggage meant to have quick and easy access to their hotel? An imposition of this nature only leads to a negative impression.</p> <p>If you were, for instance, coming to the city for Christmas shopping to the independent and unique shops that are not replicated in the suburbs, you would need to understand that you would have to walk a distance to get back to your car or to public transport. When people are busy, and have a lot of shopping to do, they will opt for the easy option of the suburban shopping centre and sacrifice the chance to see different and unusual shops.</p> <p>+L2It is inferred throughout that this plan is going to enhance the attractiveness of the city to shoppers and visitors. Yet, as a trader on Bourke & Swanston Streets for twenty--one years, I saw no evidence that the council took any interest or action in terms of businesses populating the city. That is, how attractive do you think it is for the visitor to Melbourne to walk along the main artery (Swanston Street) and see mostly 7/11, \$2 shops, dark and dank old cafes?</p> <p>There is no holistic plan – streetscape, business mix, varied modes of transport accessibility.</p>	Retail	Include	The walking plan does not plan on banning cars in the city. As the population increases, demand for space at street level also increases. Access to off street multi-level car parking will be even more important. The plan aims to make the pedestrian environment of various laneways more pedestrian focused. Businesses are important to keeping our streets active and lively and consultation will be conducted prior to any works done to ensure businesses can operate as normal.	1
27	4	Readers Feast	<p>Car Use Page 14: the graph on this page intimates that no jobs growth and car access priority in the 1980s were linked. What supports this? And, by inference, that to ensure jobs growth means a better 'transport system' leaving out the word 'car'. The two things – jobs growth and cars – are not mutually exclusive. Ie you can have jobs growth and car usage. How is this suggestion in the graph justified?</p> <p>Page 22: "Action 1.1.2: work with metropolitan planning authority to integrate the highest levels of walking,</p>	Traffic	No Change		

No.	Part	From	Submission	Topic	Action	Response	Change
			<p>cycling and public transport use.....”</p> <p>It is noticeable that no mention is made of cars as a component.</p> <p>Page 48: “drivers travelling more slowly have greater opportunities to observe the city and see things that they might want to visit” This seems a ridiculous statement and of no value to be included in this plan. Should not the driver be concentrating on what they are doing?</p> <p>Page 50: suggestion of creating more “stop lines” that effectively push the traffic back down a small street so pedestrians can cross as a priority. With all the road barriers, this is a further cause of build-up of traffic.</p>				
27	5	Readers Feast	<p>Business deliveries /emergency services/general services</p> <p>This walking plan provides no explanation as to how businesses are going to receive deliveries; how service companies are going to access businesses (this can, at times, be emergency situations); nor how emergency services will get through a restricted road access plan – that is, as the wide streets have been carved up to become single lane thereby creating traffic bottlenecks, and if more smaller streets are closed to traffic, how exactly will an emergency vehicle get through quickly?</p> <p>I do not receive stock deliveries only once a day – they are throughout the day. If it is made more difficult for transport companies to get to our business, we will be at a serious commercial disadvantage. As an example, many special books are embargoed around the world – what if I had been unable to put Harry Potter books on sale at the same time as every other bookseller? At Christmas time especially, we are reliant on the speedy and easy delivery of stock to ensure our sales. With our particular merchandise, there is also a weight issue – books are heavy and</p>	Delivery And Service Access	Include	<p>Access to car parks and loading bays and zones is maintained when undertaking master planning and detailed implementation of the walking plan. This consideration has been added to action 2.3 (Pedestrian street hierarchy).</p> <p>The City of Melbourne is undertaking a project in 2014/15 to develop an approach to last kilometre freight by working with local businesses. Stakeholders who submitted to the Walking Plan in relation to this matter will be informed of this project.</p>	1

No.	Part	From	Submission	Topic	Action	Response	Change
			deliveries must be made in a manner that reduces the travel distance for those unloading stock.				
27	6	Readers Feast	<p>Pedestrian Responsibility</p> <p>There is a lot made of pedestrian safety and personal safety, but only scant mention of pedestrian responsibility to share the space. Throughout the document, there is a distinct lack of accountability on the pedestrian to use the city with others in mind.</p>	Share Our Streets	Include	Pedestrians have a responsibility for their own road safety and the safety of others in a shared environment. This has been added to Action 2.11 (Travel behaviour change).	14
27	7	Readers Feast	<p>Economic Statement</p> <p>There is repeated reference to an increase of "\$21.1 billion to the economy or 6.6% per annum" by the introduction of the walking plan. How is this figure arrived at? No explanation is given.</p>	Economy	No Change	<p>The full economic report is available online at http://participate.melbourne.vic.gov.au/draft-walking-plan/documents/13754/download</p> <p>The calculation method is described on page 15. EJD is a measure of connectivity of a location and can be used to understand the strength of agglomeration economies in a particular location. The term agglomeration is used in spatial economics to describe the benefits which flow to firms from locating in areas which have a higher density of economic activity. The travel time matrix above was combined with travel zone industry employment data to estimate a walk EJD value for each travel zone in the CBD grid using the formula below. Travel zones are defined as: Buildings (within the CBD grid) Blocks (for the rest of the City of Melbourne), and Australian Bureau of Statistics Statistical Area Level 1 (SA1) for areas outside of the City of Melbourne. That is, the effective job density for a particular travel zone (i) is a cumulative measure of the accessibility to all other jobs, determined by the sum of the number of jobs in each other travel zone scaled by travel time. The number of jobs in each travel zone (denoted above) is the total number of jobs across all industries (including professional services, retail and so on).</p>	

No.	Part	From	Submission	Topic	Action	Response	Change
27	8	Readers Feast	<p>Final comment</p> <p>Every city needs to evolve and needs to take into account future predictions. This does not mean, however, that the reality of the past and present can be ignored nor the good things in the existing situation discarded. We have had a city to be proud of; we have had a city that, to visitors, is easily traversed and accessible</p> <p>We have a city that is welcoming to all. And, importantly, we have a city that has obviously been used extensively by 'walkers' without a so-called 'walking plan'.</p> <p>I would rather see council attention and resources put to improving the city for all; to genuinely promoting the diversity of businesses and trying to influence the calibre of business offerings in the city; and focusing on promoting the city to suburban Melburnians and Victorians as well as the existing focus on interstate and overseas markets.</p>	General	Refer		
28	1	Victoria Walks	<p>Thank you for consulting Victoria Walks in the development of the Draft Walking Plan 2014- 2017 (the Plan).</p> <p>Victoria Walks applauds the City of Melbourne for developing a comprehensive plan for improving walkability in the city. Particularly important elements include:</p> <ul style="list-style-type: none"> • Addressing pedestrian crowding around key public transport nodes. • Conversion of numerous streets to various forms of pedestrian or shared space • Expansion of auto-on (auto green) for walkers into Carlton and Southbank <p>We would particularly like to commend the Council for the intensive background work that underpins the strategy. We believe some aspects, such as the research into the economic value of walking connections and business use of street space, are world leading.</p>	Research	Support		

No.	Part	From	Submission	Topic	Action	Response	Change
			There is always room for improvement and we have identified a range of recommended changes to further improve the walkability of the city, as set out in later sections of this submission.				
28	2	Victoria Walks	<p>Background – Victoria Walks</p> <p>Victoria Walks is a walking health promotion body working to get more Victorians walking every day. Our vision is for vibrant, supportive and strong neighbourhoods and communities where people can and do choose to walk wherever possible.</p> <p>Our cities, towns, neighbourhoods and urban areas have become largely automobile dependent and less walkable. This has contributed to the emergence of more sedentary lifestyles in which Victorians do not engage in the recommended levels of physical activity. Physical inactivity is a significant factor in the dramatic rise in the levels of obesity and preventable diseases such as Type II diabetes and cardiovascular disease.</p> <p>Walking-friendly neighbourhoods and urban spaces are essential to encourage and enable people to walk. Walking is associated with positive health outcomes, improved fitness and better physical, social and mental health. Making towns, cities and suburbs more walkable has many health, environmental and economic benefits.</p>	Health	No Change	the walking plan aims to capitalise on the mental and physical health benefits provided by walking	
28	3	Victoria Walks	<p>Challenges for walking in Melbourne</p> <p>On page 16, the discussion says: “Traffic congestion in Melbourne costs the city’s economy \$3 billion a year. This is projected to rise to \$6 billion by 2020 (BTRE, 2007, p. 13). A significant amount of the traffic congestion experienced in Melbourne is suffered by people walking, especially through delays at traffic lights or other crossings.” Pedestrian congestion is a significant issue, but it</p>	Crowding	Include	The report states on page 116, "costs to non-car travellers (related to so-called 'barrier effects', where vehicle traffic and traffic congestion impose delays and discomfort on non-motorised modes (pedestrians and cyclists) and public transit (especially for trips involving a non-motorised component). Heavy traffic levels tend to reduce the viability of non-motorised travel, possibly leading to less than optimal modal choices, with associated external costs."	

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			<p>is not a subset of vehicular traffic congestion, as the paragraph implies. The BTRE report quoted did not consider the cost of pedestrian congestion. These are two different issues and it would be better to discuss them separately, or delete the reference to traffic congestion.</p> <p>Recommendations</p> <p>1. Review discussion of traffic congestion on page 16.</p>				
28	4	Victoria Walks	<p>1.1 A central city subregion walking plan Victoria Walks supports this section as far as it goes, but there is potential for collaboration between councils and agencies within the central subregion to identify and foster priority walking connections. This is important to facilitate walking as a mode of transport into the inner city (as opposed to within it).</p> <p>We note that Plan Melbourne includes an action under Initiative 3.1.5:</p> <p>“Identify key pedestrian routes in and to the Central Subregion and improve pedestrian crossing times and footpaths and general amenity.”</p> <p>The Department of Transport, Planning and Local Infrastructure (DTPLI) is the agency nominated as responsible. There is a similar action under Initiative 4.3.1, with the Metropolitan Planning Authority as the responsible agency.</p> <p>Recommendations</p> <p>2. Add a new Action 1.1.4:</p> <p>Work with the Department of Transport, Planning and Local Infrastructure, the Metropolitan Planning Authority and relevant councils to identify key pedestrian routes into the City of Melbourne from other parts of the Central Subregion.</p>	Pedestrian Network	Include	<p>Implementation item in 1.1 already states "Work with the MPA, DTPLI and IMAP councils to deliver improvements to walking in Melbourne including capital works and planning scheme amendments to support the goal of Plan Melbourne to support a more productive central city."</p> <p>This involves works to enhance pedestrian routes into the City.</p>	
28	5	Victoria Walks	<p>1.2 Using the Planning Scheme to improve the walking network</p> <p>The second paragraph under 'issues' refers to 'Developer Contributions Plans.' We believe it</p>	Pedestrian Network	Include	<p>1.2 Using the Planning Scheme to improve the walking network</p> <p>Change "developer contribution plans" to "development contribution plan overlays" in</p>	

No.	Part	From	Submission	Topic	Action	Response	Change
			<p>would be more correct and consistent with the rest of the sentence to refer to 'Development Contributions Plan Overlays.' Alternatively, the phrase 'Development Contributions Plans' could be used.</p> <p>1.3 Principal Pedestrian Networks Victoria Walks supports this section, but the action suggests that a Principal Pedestrian Network (PPN) should be defined in the State Planning Policy Framework. This would be an unusual mechanism for implementing a PPN. A PPN should be adopted by the City of Melbourne and implemented through Council actions and by VicRoads through Smart Roads.</p> <p>Recommendations 3. Reconsider Action 1.3.1 in relation to mechanisms for implementing the PPN.</p>			<p>second paragraph of "Issues"</p> <p>Implementation item in 1.3 has been reworded from "...State Planning Policy Framework" to "...Planning Policy Framework"</p>	
28	6	Victoria Walks	<p>2.1 Smart Roads Victoria Walks strongly supports Action 2.1.4 – developing a place based approach for Smart Roads. Such a model would be very helpful in broader road management across Victoria.</p>	Smartroads	Support		
28	7	Victoria Walks	<p>2.2 Signal operation Victoria Walks appreciates that the City of Melbourne has put significant effort into considering how signal operation could be improved for pedestrians. However, in our view more could and should be done in this area. Victoria Walks supports the expansion of auto-on, but the discussion does not acknowledge the issue of pedestrian confusion about where and when it applies. How does a pedestrian know whether they need to push the button or not? They can only learn through their experience of walking in particularly areas. Therefore the application of auto-on needs to be extremely simple – in areas where it is used it should apply at all signals, at all times. The City should investigate audio-tactile volume options that allow operation at night.</p>	Traffic Signals	Include	<p>When automatic introduction is activated, the red 'wait' light on the push button assembly is illuminated at all times that the pedestrian signals are not showing a green man. This is a helpful indicator that the pedestrian does not need to push the button as a 'call' is already recorded. However, not all push buttons in the CBD have a 'wait light'. 'Wait' lights and late introduction will be investigated as part of Action stream 2.2 (Signal operation).</p>	

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			In areas where auto-on is not in operation or proposed, late introduction (or late call-up) should be available. If not the walker (who may not be aware that they need to push the button) may well be forced to wait for a full cycle, even though the signals could allow them to cross without any inconvenience to other road users. This situation invites, almost requires, non-compliance.				
28	8	Victoria Walks	<p>Victoria Walks is not entirely convinced by some elements of the discussion of options that were discounted, in Appendix 1. In particular:</p> <ul style="list-style-type: none"> • The benefit of pedestrian countdowns is not pedestrian safety, it is convenience. Countdowns enable people to cross with greater confidence, knowing how long they have to cross. If more people cross after the end of the green walk phase this means fewer people are delayed. There is only a risk to pedestrian safety if it increases the number of people who are still on the crossing after the clearance time. Other parts of Melbourne are starting to progress pedestrian countdowns – a trial should be conducted at a minimum, as recommended by the Traffinity report (Nash 2014). • We accept the City's rationale for not utilising pedestrian early starts in the CBD. However they should be implemented in areas outside the CBD where drivers may not be expecting pedestrians. • Victoria Walks accepts the reasons for not utilising Barnes walks. 	Traffic Signals	Support		
28	9	Victoria Walks	<p>Finally, signal operation should be reconsidered in locations where pedestrians have to wait through two cycles to cross the road – usually on very wide streets with multiple traffic streams and/or large central medians. Signals should allow walkers to cross the road in one movement.</p> <p>Victoria Walks supports Action 2.2.1: "Assess pedestrian delay at intersections across</p>	Traffic Signals	Include	<p>Pedestrian countdowns have been considered in the traffic signal background research and have not been proven to offer any efficiency benefit. They do however offer a psychological benefit and are quite popular where they have been installed. A further trial will be considered in further traffic signal work in 2014-15.</p> <p>Action 2.2 has been changed to give priority to</p>	6

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			<p>the city and develop a prioritised list of projects to reduce it, focusing on the busiest intersections first.”</p> <p>The issues identified above should be addressed in that review. Recommendations</p> <p>4. Add the following actions: “Conduct a trial of pedestrian countdowns.” “Introduce pedestrian early starts at locations outside the Hoddle Grid, where they will not add delay for trams, or cyclists on primary cycling routes.” “Provide late-introduction for pedestrians at signals that do not provide auto-on.” “Review signal operation in locations where pedestrians may have to wait through two cycles to cross the road.” “Investigate options to allow 24 hour operation of auto-on.”</p>			<p>intersections that have the most users and longest delay.</p> <p>Auto-on pedestrian phases operate between 5.30am and 12.30am (when trams operate). Pedestrian early starts can be seen as a penalty for motorists. And will cause unnecessary delay for cyclists and public transport as they utilise the same traffic signals as road traffic. Unless there is clear evidence of a safety benefit, it could be difficult to get community support.</p>	
28	10	Victoria Walks	<p>2.3 Pedestrian street hierarchy</p> <p>This section and the sections that follow essentially relate to the need to reprioritise space in the city, to give more space to walkers and less space to vehicles. This is necessary because of:</p> <ul style="list-style-type: none"> • The rapidly increasing number and proportion of walking trips, as opposed to the diminishing significance of vehicle access • The limited space available in the central city, with increased pedestrian numbers and crowding • The fact that pedestrians use the limited space much more efficiently than vehicles. Re-orienting space will improve pedestrian comfort, reduce pedestrian crowding and create more interesting and commercially successful streetscapes. As proposed in the Plan, it will not have any significant impact on vehicle traffic. Genuine ‘World Cities’ have been or are re-orienting their road space towards people and away from vehicles. <p>There does not seem to be any general discussion</p>	Pedestrian Street Hierarchy	Include	<p>The first two Challenges for Walking illustrated are growth and crowding and delay. The following text also appears on page 20 of the plan.</p> <p>Actions in this plan have been framed within the existing structure of the operations of the City of Melbourne and its stakeholders. This will ensure the effective implementation of these actions to achieve the vision of the strategy.</p> <p>All the actions in this plan to improve walking conditions in Melbourne can be expressed in terms of space, time and links (or connections). Space is about providing the right amount of space for current and future pedestrian numbers to avoid overcrowding and to create attractive places.</p> <p>Time is about reducing delays to people walking so they can travel further within a given walking time. In Melbourne, where most of the trips are on foot, this will mean a more efficient transport</p>	

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			<p>of this fundamental issue of allocation of space in the Plan. This section would perhaps be the best place to include such a discussion, although the 'challenges for walking in Melbourne' section at the start of the Plan would also be appropriate.</p> <p>Victoria Walks supports the hierarchy, but suggests that Lygon Street is not a good example to use for the lowest level of pedestrian function. Intuitively, Lygon Street should have high pedestrian function.</p> <p>Recommendations</p> <p>5. Include a general discussion of allocation of street space in the Plan.</p> <p>6. Use a different example to illustrate 'other streets used by pedestrians' in the table on page 35.</p>			<p>network, greater economic benefits from city agglomeration and make the central city more attractive to businesses which value links to other businesses.</p> <p>Links (connections) are walking routes. Providing more connections or links in the walking network (for example, links through private property, short-cuts, road crossings, bridges and other connections) provides more choice and reduces walking distances. Jobs are created on high quality walking links because they attract foot traffic and passing trade.</p> <p>Examples of "Other streets used by pedestrians" include shopping strips, local residential streets or arterial roads. Streets of this type still have a pedestrian function that varies, must cater to traffic and provide for deliveries etc.</p>	
28	11	Victoria Walks	<p>2.4 Convert streets to places</p> <p>Victoria Walks supports this section. If the City has ambitions to be a genuine World City we need more exclusively pedestrian spaces.</p> <p>We support the current model such as Degraeves Street for Streets as Places, but other options need to be considered. Current models tend to be very small, narrow streets dominated by on-street dining – they are adult spaces. There is virtually nowhere in the Hoddle Grid where small children can walk, run or play freely without a risk from vehicles. Even spaces without cars, such as Swanston Street and Bourke St Mall, still have vehicles. There are playgrounds on the fringe of the CBD such as at Birrarung Marr, but children should not be marginalised.</p> <p>There should be family friendly streets in the heart of the city where children are free to play without risk from vehicles. This is critical if we want a truly inclusive city. The absence of such a space in the CBD is a notable contrast to other cities, such as</p>	Streets As Places	Include	<p>The Streetscape Framework Plan outlines the full and formal process that council must undertake in order to undertake capital works and other alterations to the streetscape. A detailed reference and commitment to follow the SFP (2011) has been added to the Pedestrian Street Hierarchy section of the Walking Plan.</p> <p>Also Added</p> <p>There is an opportunity to provide safe and enjoyable places for children and families in the central city as the pedestrian street hierarchy is implemented in the Hoddle Grid.</p> <p>This comment will also be referred to Active Melbourne and the Open Space Strategy</p>	

No.	Part	From	Submission	Topic	Action	Response	Change
			<p>Bendigo.</p> <p>The wording of action 2.4.1 – “investigate the suitability of the proposed Streets as Places” – is quite weak. There is no firm commitment to implementation. This section is also somewhat confusing for the reader as some initiatives have their own specific actions, whereas others are only referred to on the map.</p> <p>Recommendations</p> <p>7. Amend Action 2.4.1 to read: “Develop Streets as Places as indicated on the Proposed Streets as Places map.”</p> <p>8. Include a new action: “Identify a location within the Hoddle Grid for a Street as Place incorporating a playground and/or other family friendly features.”</p>				
28	12	Victoria Walks	<p>2.5 Create new walking streets</p> <p>Once again, the wording of the action is weak.</p> <p>Recommendations</p> <p>9. Amend Action 2.5.1 to read: “Develop Walking Streets as indicated on the Proposed Walking Streets map.”</p>	Walking Streets	Include	Reword all actions that are under consideration of a pedestrian street hierarchy to reference their specific locations as indicated on the maps.	
28	13	Victoria Walks	<p>2.6 High mobility walking streets</p> <p>We support the proposed conversion of Elizabeth Street and part of Collins Street to High Mobility Walking Streets. Where an ongoing traffic function needs to be retained during the day, the street should be a shared space based on the European (e.g. German) model, with maximum 20km/h speed limits (or ‘Pedestrian Priority Zones’). This would also lessen the need for fencing along tram super stops that funnel patrons onto crossings to access the stops.</p> <p>Once again, however, the wording of the action is weak and should be strengthened. There are also various references to Melbourne Metro. Given the change of government policy on this project, it may be necessary to consider alternate scenarios.</p>	High Mobility Streets	Include	Implementation item in 2.6 changed to read: “Develop High Mobility Walking Streets as indicated on the Proposed High Mobility Walking Streets map.”	

No.	Part	From	Submission	Topic	Action	Response	Change
			<p>Recommendations</p> <p>10. Amend Action 2.6.1 to read: "Develop High Mobility Walking Streets as indicated on the Proposed High Mobility Walking Streets map."</p>				
28	14	Victoria Walks	<p>2.7 Create new shared zones</p> <p>Victoria Walks supports the substantive policy of this section, as far as it goes. We see a substantially greater long term role for shared zones, discussed later in this submission under 'long term vision.'</p> <p>It seems unusual that shared zones are not encompassed in the pedestrian street hierarchy of section 2.3.</p> <p>Recommendations</p> <p>11. Review the structure of the Plan and Pedestrian Street Hierarchy in relation to shared zones.</p>	Shared Zones	Include	Shared zones are included under Streets as Places and Walking Streets of the Pedestrian street hierarchy.	
28	16	Victoria Walks	<p>2.8 Making roads safer for pedestrians</p> <p>The City should adopt a Safe System approach and establish a 'forgiving' road transport system. As set out in the National Road Safety Strategy 2010-2020:</p> <p>"The road system must allow for human error [including pedestrian error] and provide forgiving environments that prevent serious injury or death when crashes occur... Speeds must be managed so that humans are not exposed to impact forces beyond their physical tolerance. System designers and operators need to take into account the limits of the human body in designing and maintaining roads, vehicles and speeds." (ATC 2011, p.34)</p> <p>While the move to 40km/h speed limits is a step in the right direction, it is questionable whether it establishes a genuinely safe system. While exact estimates of average human tolerance vary, the</p>	Speed Limits	No Change	The City of Melbourne's Road Safety Plan is based on the "Safe System Approach." The Walking Plan includes an action to review the performance of the 40 kph speed zone in the central city. There are areas of the city where speed limits are lower including Swanston Street (30 kph) and shared zones (10 kph).	

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			<p>diagram below indicates that a pedestrian hit by a car at 40 km/h still has a 20% chance of fatality, compared to a 5% chance at 30km/h. As a result, international best practice on safe speed is 30km/h speed limits for the majority of roads (WHO 2013).</p> <p>The International Transport Forum (OECD) states: "The implementation of 30 km/h zones in city centres and in all residential areas has proven to be highly effective.</p> <p>"In urban areas, 30 km/h zones should be incorporated in to the majority of streets, with only a few main roads remaining at a posted speed limit of 50 km/h." (ITF 2012)</p> <p>Victoria Walks strongly recommends that the City seek to establish 30 km/h speed limits in at least some streets. The question needs to be asked – if we are not prepared to consider 30km/h vehicle speed limits in the CBD, where walking is the dominant transport mode, where will it be considered?</p>				
28	17	Victoria Walks	<p>Victoria Walks is concerned that Action 2.8.1 could be interpreted as a review of the 40km/h speed limit in order to consider a return to higher speed limits. This would be a backward step for pedestrian safety and we assume this is not the intent of the action.</p> <p>Victoria Walks supports the apparent concept of Action 2.8.2, to extend 40km/h speed limits outside the CBD. However, we are concerned by the wording "where pedestrian volumes are high." This implies a highly localised or perhaps street by street approach, which is not desirable. Contrast this with the Cities of Yarra and Port Phillip, where the majority of streets are already 40km/h. Existing pedestrian volumes are one issue to consider, but should not be a prerequisite for lower speed limits. The</p>	Speed Limits	Include	Action 2.8 has been changed to extend the application of speed limit reductions to appropriate areas. Furthermore, the Walking Plan will be supplemented with other Council plans, including the City of Melbourne Transport Strategy 2012 , Road Safety Plan 2013-17 and Melbourne for all People 2014-17.	2

No.	Part	From	Submission	Topic	Action	Response	Change
			<p>introductory wording to the action – “investigate” – is also quite weak. The City should at least commit to introduction in some areas. Kensington may be an appropriate location, given the higher concentration of vision impaired pedestrians around the Vision Australia office.</p> <p>The City's Road Safety Plan 2013-2017 contains directions to not only expand 40km/h areas but also to design streets for lower speeds. This is an important element and should be included in the Walk Plan also.</p> <p>Despite the heading, this section of the Walking Plan is entirely focused on vehicle speed. Vehicle speed is a very important pedestrian safety issue, but it is not the only pedestrian safety issue.</p> <p>We urge the City to take a holistic view to pedestrian safety, including recognition of the extent to which pedestrians suffer trauma from falls in public space. Studies in OECD countries show that up to one third of pedestrian fatalities and three quarters of injuries are due to falls in public spaces (ITF 2011). Details of street design, construction and maintenance are important. Victoria Walks' seniors research (Garrard 2013) surveyed 1,128 Victorian seniors. When asked about barriers to walking, poorly maintained footpaths were the second highest rating concern for seniors (after dogs that are off-leash or not under control).</p> <p>Recommendations</p> <p>12. Revise the section to take a broader approach to pedestrian safety.</p> <p>13. Revise Action 2.8.1 to read: “Evaluate the performance of 40 km/h speed limits in the central city, including road safety and other costs and</p>				

No.	Part	From	Submission	Topic	Action	Response	Change
			<p>benefits, to inform the next steps towards the implementation of a safe system.”</p> <p>14. Revise Action 2.8.2 to read: “Implement area wide speed limit reductions to 40 km/h on local streets throughout the City of Melbourne.”</p> <p>15. Include new actions as follows, or similar: “Design streets for lower speeds when planning road upgrades.” “Establish 30 km/h speed limits in appropriate areas of the central city.”</p>				
28	18	Victoria Walks	<p>2.10 Stop lines</p> <p>Victoria Walks supports the proposed approach to stop lines. It should be noted that this is most importantly a safety issue. If vehicles do not stop, there is a real risk that they will hit a pedestrian, who are likely to consider themselves ‘on the footpath’ and will not be looking for vehicles.</p> <p>Recommendations</p> <p>16. Add discussion of safety aspects to rationale for stop lines.</p>	Stop Lines	Include	As indicated in the plan, stop lines allow pedestrians and motorists to make eye contact and negotiate. Include in the rationale of 2.10 (Stop lines), City of Melbourne will work with VicRoads to implement stop lines, ensuring pedestrian safety is a priority	
28	19	Victoria Walks	<p>2.12 Promoting health</p> <p>Victoria Walks supports this section. It is important to recognise that while walking is a practical necessity in a city with such high numbers of people and limited space, it also has significant health benefits for residents, workers and visitors.</p>	Health	Support	the walking plan aims to capitalise on the mental and physical health benefits provided by walking	
28	20	Victoria Walks	<p>3.1 Addressing pedestrian crowding</p> <p>The discussion of issues in this section should be reconsidered. Local guidance on pedestrian crowding may not be available, but the Transport for London standards are well recognised. While the wording “In general higher crowding levels can be tolerated in the approach to busy transport interchanges...” is, strictly speaking, correct, this could be seen as inconsistent with later actions to address crowding in those areas.</p> <p>The actions in this section are not very specific, they should link with the more specific initiatives in other parts of the Plan that address crowding, such as sections 2.3-2.7 and 3.4.</p>	Crowding	Include	<p>Limits to the tolerable level of crowding has been added to Issues in Action 3.1 (Addressing pedestrian crowding)</p> <p>Reference to locations under investigation for a pedestrian street hierarchy has been included in Action 3.1 (Addressing pedestrian crowding)</p>	

No.	Part	From	Submission	Topic	Action	Response	Change
			<p>Recommendations</p> <p>17. Revise the discussion of issues to acknowledge Transport for London guidance and note that there is a limit to the tolerable level of crowding around transport interchanges.</p> <p>18. Add cross-referencing to other sections that address crowding.</p>				
28	21	Victoria Walks	<p>3.2 Pedestrian crossings at intersections</p> <p>Victoria Walks supports this section, especially Action 3.2.4 to work with Victoria Police, VicRoads and PTV to prevent vehicles from blocking crossings. However there are additional issues such as red light running, exceeding the speed limit, failing to give way to pedestrians and issuing infringements to drivers of vehicles that block intersections (that is, the issue is more than 'preventing' as described in the action). A much stronger emphasis on enforcement is required.</p> <p>Recommendations</p> <p>19. Add a new action: "Advocate for greater enforcement action in response to vehicles blocking intersections, running red lights, exceeding the speed limit and failing to give way to pedestrians."</p>	Pedestrian Crossings	Include	Greater enforcement has been included in Action 3.2 (Pedestrian crossings at intersections).	18
28	22	Victoria Walks	<p>3.3 Master plans</p> <p>In this section there seems to be an inconsistency between the title of the maps and the content. They appear to show issues in these areas more than improvements, particularly the map of future master plan areas.</p>	Urban Renewal	Include	The title of the map is "Walking Network Improvements in Urban Renewal Areas/Future Master Plan Areas". The contents of the map indicate the issues and opportunities of the various precincts. Replace the word "improvements" with "issues and opportunities" in the titles.	

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28	23	Victoria Walks	<p>3.5 Tram and bus stops Victoria Walks strongly supports this section. Current tram stop design appears to give no consideration to pedestrian crowding or impact on the potential for mid-block crossing. For example the new tram stop on Elizabeth Street, south of Bourke Street, creates a substantial obstacle to mid-block crossing. This blockage impact of tram stops is becoming more pronounced as trams and tram superstops get longer.</p> <p>Tram stops such as the Bourke Street stop approaching Spencer Street funnel large numbers of passengers into very small entry and exit points, creating artificial 'choke points' that generate pedestrian delay. This in turn encourages unsafe behaviour, as people look to find ways around the choke point.</p> <p>This section addresses the choke point issue in tram stop design, but does not specifically address the obstacle to mid-block crossing.</p> <p>The map of tram stops likely to be overcrowded by 2030 appears conservative. For example the Bourke Street stop adjacent to Spencer Street already appears to be at capacity at peak times. Passengers are sometimes unable to fully exit the southern side of the stop during the crossing phase of the traffic lights in the evening peak and in the morning peak the northern side is often uncomfortably crowded.</p> <p>If the Melbourne Rail Link project proceeds as currently planned, this will significantly alter the distribution of passenger growth and associated pedestrian crowding at public transport stops around the CBD. Our understanding is that pedestrian volumes at and around Southern Cross would increase significantly. In that scenario, the role of Spencer Street would probably need to be reconsidered, as it would need to function primarily as a pedestrian street, at least between Collins</p>	Crowding	Include	Implementation item in 3.5. Includes working with PTV to improve the permeability of public transport stops. Bourke Street adjacent to Spencer Street has been included in Figure 36: Tram Stops likely to be over capacity by 2030.	

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			<p>and Bourke Streets.</p> <p>Recommendations</p> <p>20. Add discussion of the potential barrier effect of tram superstops in preventing mid- block crossing and the need to avoid tram stop design that blocks pedestrian movement.</p> <p>21. Review map of tram stops likely to be over capacity by 2030, with a view to adding stops, including Bourke Street adjacent to Spencer Street.</p>				
28	24	Victoria Walks	<p>3.6 Increasing the number of formal crossings Victoria Walks supports this section. In considering where new crossings might be installed, Victoria Walks recommends prioritising and retrofitting existing roundabouts with zebra crossings (such as the intersection of Pelham and Drummond Streets). We are pleased that the City no longer installs roundabouts, which are dangerous and/or inconvenient to pedestrians (who have no right of way at roundabouts and must yield to all other traffic). Zebra crossings at roundabouts should be installed in the style of the Faraday and Cardigan Streets roundabout. Victoria Walks supports Action 3.6.1: "Develop a prioritised list of locations for new pedestrian crossings and work with VicRoads to install them." In developing such a list it would be appropriate to reconsider the location of some existing crossings. For example the pedestrian operated signals across Lygon Street just south of Pelham Street are problematic. Drivers come around the corner from Pelham Street and may fail to see the lights at the crossing, which they enter almost immediately after turning. Recommendations 22. Add new action: "Progressively install zebra crossings, on pedestrian desire lines, at</p>	Pedestrian Crossings	Include	Action added in section 3.6 (Increasing the number of formal crossings), "Review existing roundabouts on local streets and investigate the possibility of installing zebra crossings, on pedestrian desire lines, at these intersections."	

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			intersections with roundabouts.”				
28	25	Victoria Walks	<p>3.7 Making streets easier to cross</p> <p>Victoria Walks supports this section, but the right to cross without a formal crossing should be more strongly asserted. The right to cross is not necessarily understood and even amongst road management authorities there is often a view that pedestrians should seek out formal crossings rather than crossing the road on the most direct route.</p> <p>In addition to painted medians, raised thresholds assist crossing of side streets along arterial roads (at non-signalised intersections) and are already utilised by a number of Victorian councils including Darebin and Boroondara. Other initiatives currently or potentially in the Plan such as using various forms of shared space and reducing speed limits would also assist in facilitating crossing at uncontrolled locations and this should be noted in the discussion.</p> <p>The current wording of the action could give the impression that it is not legal to cross without a formal crossing.</p> <p>Recommendations</p> <p>23. Replace the first sentence under ‘issues’ with the following: “Pedestrians are not legally required to use formal crossings to cross the road (unless one is available within 20 metres). Mid-block crossing allows convenient, direct journeys and reduces crowding at formal crossing points.</p> <p>24. Amend Action 3.7.1 to read: “Investigate techniques to assist pedestrians to cross city streets safely at ‘non-crossing’ locations, including medians, pedestrian refuges and raised</p>	Pedestrian Crossings	Include	<p>3.7 Making streets easier to cross</p> <p>The rationale already states, "under the road rules, pedestrians wishing to cross the road may do so anywhere except within 20 metres of a pedestrian crossing."</p> <p>Action 3.7.1 has been changed from "Investigate techniques to assist pedestrians to cross streets legally and safely at ‘non-crossing’ locations."</p> <p>to "Implementation: Investigate techniques such as, medians, pedestrian refuges and raised thresholds to assist pedestrians to cross streets legally and safely at ‘non-crossing’ locations."</p>	

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			thresholds.”				
28	26	Victoria Walks	<p>Long term vision The plan has a short timeframe, encompassing the period 2014 to 2017. The actions in the Plan are generally good short term steps, but the Plan does not establish a long term vision for walking in the city.</p> <p>A key element of the long term vision for the city should include all ‘little streets’ (streets generally less than a 20 metre wide road reserve) within the Hoddle Grid as pedestrian spaces or shared spaces. It is unreasonable to continue to dedicate the majority of space in these narrow streets to exclusive use by vehicles, when the dominant mode of transport is walking. Any vehicle use of these streets should be oriented to property access – they should not have a through-traffic function and they should not have a parking function beyond loading or providing access to existing off-street car parking. On those streets where an ongoing traffic function needs to be retained during the day, the street should be a shared space based on the German model, with maximum 20km/h speed limits and vehicles (including bikes) required to give way to walkers. This is not only a walking for transport issue – this model will improve the liveability, tourism and economic potential of the city, as demonstrated by the Tivendale Transport Consulting report CBD Shared Zones.</p> <p>Recommendations 25. Introduce a long term vision, including all narrow streets within the Hoddle Grid as shared space, with 20km/h speed limits and pedestrian right of way.</p>	Vision	Include	The walking plan has timeframe of 3 years. Any future works or plans can be incorporated into a new document released after the expiration of the current plan. All works discussed in the walking plan must be consulted upon with designs or master plans. A shorter term will allow for more ideas to be incorporated as they arise in the future. Furthermore, many of the Little streets within the Hoddle grid are under investigation for a pedestrian street hierarchy which will involve techniques to improve pedestrian amenity, this includes further speed limit reductions.	

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28	27	Victoria Walks	<p>Cycling Victoria Walks supports the Council's efforts to encouraging cycling in the City and believes that more bicycles on the roads generally makes for a safer walking environment. Victoria Walks believes that as bicycles are vehicles they belong on the road, or on dedicated cycling paths. Footpath space should not be given over to bicycles as has occurred with the creation of the Nicholson Street shared path, which is highly disadvantageous for pedestrians and not ideal for cyclists. It has also created the situation where many bike riders continue to ride on the footpath, and across signalised crossings, beyond the end of the shared path (e.g. crossing Victoria St and along Nicholson St). This is in part due to the mixed and confusing message the shared path sends to bicycle riders (where the path starts and ends and what riders legal obligations are). Clearly, in being vehicles, bicycles belong on the road; the issue is the roads need to be made safer for bike riders. There needs to be better policing of illegal bike riding on footpaths and on crossings. Victoria Walks supports strongly the position taken by the City not to allow bicycles to be ridden in parks such as Carlton Gardens. Parks and gardens are not only pedestrian walking routes, they are spaces to sit, play, talk, relax, learn, play and have fun. Melbourne's world standard parks should not be turned into vehicle transport routes.</p> <p>Recommendations 26. Include actions to: a) Dedicate footpaths to walkers and provide separate cycling facilities b) Advocate for enforcement action in response to illegal cycling on footpaths.</p>	Shared Paths	Include	Separated bike paths will be considered in action 2.3 (Pedestrian street hierarchy) and 2.7 (Create new shared zones)	12
28	28	Victoria Walks	Motorbike parking Between 2005 and 2010, in Victoria the	Motorcycle Parking	Include	The City of Melbourne, Strategic Planning Branch is currently (2014/15) undertaking a review of off	7

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			<p>registrations of motor bikes grew by 45% (ABS 2011). Similarly, there has been an obvious growth in the number of motorbikes coming into the CBD. This has resulted in a marked increase in the number of motorbikes parking on footpaths in inner Melbourne.</p> <p>In expanding footpaths it appears that the City is spending significant sums of money, under the guise of increasing walkability, to build what in some cases are free motorbike parking lots. Victoria Walks acknowledge (but do not support) Victoria Road Rules that generally allow the parking of motorcycles on footpaths. This raises two key issues:</p> <ul style="list-style-type: none"> • Motorbikes occupy valuable public space and may be parked in ways that obstruct pedestrians, delivery vehicles and public transport users. • The vast majority of motorbike riders who park on footpaths ride their motorbikes on the footpath to park (illegally in our view). <p>The Victorian Motorcycle Advisory Council have produced guidelines for parking motorcycles on footpaths (VMAC 2008), but these guidelines are not enforceable.</p> <p>Councils are able to limit motorbike parking on footpaths in defined areas. Victoria Walks believes motorbikes should not be parked on any footpaths, but a compromise option is set out below.</p> <p>Recommendations</p> <p>27. Include an action to prohibit motorbike parking:</p> <ol style="list-style-type: none"> a) On congested footpaths (eg Bourke St near Southern Cross) b) Where motorbikes need to be or are typically ridden on the footpath to access them, such as where there is no trafficable road adjacent to the parking location (eg tram superstop on south side of Bourke St, east of Swanston St) c) Next to the building line, where they may 			<p>street bicycle and motorcycle parking requirements for new developments. On street bicycle parking will be addressed on a precinct basis during the development of Master Plans.</p>	

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			<p>impede pedestrians, particularly those with vision impairment.</p> <p>28. Include a new action: "Investigate options to promote, implement and enforce the Victorian Motorcycle Advisory Council Guidelines for Parking Motorcycles and Scooters on Footpaths."</p>				
28	29	Victoria Walks	<p>Conclusions Victoria Walks strongly supports the Draft Walking Plan 2014-2017. Our submission has set out a range of opportunities to further strengthen the Plan. Key elements include:</p> <ul style="list-style-type: none"> • Providing a long term vision beyond 2017, including all narrow streets in the CBD as pedestrian or shared spaces • Changes to traffic signal operation including late introduction, use of pedestrian early starts in some locations and trialling pedestrian countdowns • Developing a child friendly pedestrian street in the CBD • A broader approach to pedestrian safety and a commitment to further exploring safe speed • Stronger commitment to facilitating informal road crossing • Appropriate control of motorcycle parking on footpaths. <p>Victoria Walks would be happy to be heard in support of this submission.</p>	General	Support		
29	1	Stephen Alomes	<p>Dear City of Melbourne (Strategic Planning) I wish to make the following submission on the draft Walking Plan. I make it as a social researcher and as a resident of the City of Melbourne.</p>	General	No Change		
29	2	Stephen Alomes	<p>Focus: Walking and the need for a 40 kmh residential speed limit in Kensington Argument: That local and general factors make this a desirable, essential, and amenable to implementation. It will enhance the liveability and</p>	Speed Limits	Include	Action 2.8 (Making roads safer for pedestrians) has been changed to extend investigation of speed limit reductions to appropriate areas.	2

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			amenity of the suburb and the way of life of its residents and workers, as citizens living within the City of Melbourne. It provides a local expression of a fully realised walking plan for the City of Melbourne and its configuration makes it an excellent area for a 40 kmh limit.				
29	3	Stephen Alomes	<p>General Walking is the most important form of social participation leading to interaction between citizens in the areas in which they live. It is the key to creating a liveable city for residents and workers, for the young, the adult and the aged. It will enhance connections within Kensington and between Kensington and the city. It will provide 'interesting transport choices' for the residents and workers of Melbourne in Kensington and adjacent suburbs.</p> <p>This analysis acknowledges the Melbourne Walking Plan draft consultation document's observation on the 'Role of walking':</p> <p>Walking is our most fundamental mode of transport – almost everyone walks and walking makes up part of every journey in the city.</p> <p>Walking accounts for 66 per cent of all trips within the municipality</p> <p>http://www.melbourne.vic.gov.au/BuildingandPlanning/FutureGrowth/Pages/DraftWalkingPlan.aspx and http://participate.melbourne.vic.gov.au/draft-walking-plan</p> <p>In general, regarding walking, it notes that Melbourne City Council has signed the Walk 21 International Charter for Walking, which, in the words of the Walking Plan document, requires the city to "work with others to create a culture where people choose to walk" (Walk21, 2006) through the following strategic principles:</p> <ul style="list-style-type: none"> • Increased inclusive mobility; • Well designed and managed spaces and places for people • Improved integration of networks; 	General	Support		

No.	Part	From	Submission	Topic	Action	Response	Change
			<ul style="list-style-type: none"> • Supportive land-use and spatial planning; • Reduced road danger; • Less crime and fear of crime; • More supportive authorities; • A culture of walking. 				
29	4	Stephen Alomes	<p>The draft document Walking Plan significantly and progressively raises the questions regarding the sometimes forgotten Melbourne which is beyond the CBD:</p> <p>2.8 Making roads safer for pedestrians</p> <p>2.8.1 Review the performance of 40 km/h zone in the central city including road safety and other costs and benefits.</p> <p>2.8.2 Investigate speed limit reductions to 40 km/h on local streets throughout the City of Melbourne where pedestrian volumes are high.</p> <p>2.8.3 Investigate speed limit reductions on arterial roads in the City of Melbourne where significant numbers of pedestrians and vulnerable road users use the road now or are expected to in the future. It might be noted that the draft plan embraces under Actions</p> <p>2.11 Travel behaviour change</p> <p>2.11.1 Continue to deliver the Share Our Streets multimodal behaviour change program to improve safety and harmony amongst all road users.</p> <p>2.12 Promoting health</p> <p>2.12.1 Investigate the potential for encouraging walking to deliver health benefits in Melbourne including through the new Active Melbourne Strategy to be developed by the City of Melbourne. However, the Council needs to address the realities of the current Catch 22 situation regarding walking, especially as it anticipates increased population density.</p> <p>This analysis recognises that the Melbourne Walking Plan's consultation document notes that 'high quality pedestrian environments' enhance the appeal of walking.</p>	Speed Limits	Include	<p>Investigate speed limit reductions to 40 km/h on local streets throughout the City of Melbourne where pedestrian volumes are high.</p> <p>Has been changed to:</p> <p>Investigate speed limit reductions to 40 km/h on local streets throughout the City of Melbourne where appropriate.</p> <p>and</p> <p>Investigate speed limit reductions on arterial roads in the City of Melbourne where significant numbers of pedestrians and vulnerable road users use the road now or are expected to in the future.</p>	

No.	Part	From	Submission	Topic	Action	Response	Change
			<p>This is the Catch 22 of the current situation. Streets with too much traffic, fast traffic, pollution, danger, noise and a lack of trees simply reduce the number of pedestrians. This happens in the same way that overcrowded trains discouraged many other potential commuters and dangerous roads without bicycle lanes or separations discouraged cyclists, sometimes after accidents and injuries.</p> <p>The Positive Aspect. Only through the creation of streets with enhanced pedestrian amenity, a more pleasant environment for walking with increased safety, can walking be developed in terms of the City of Melbourne's obligations under the Walk 21 International Charter for Walking, to which the City is a signatory.</p> <p>The necessary change is summarised in the Heart Foundation (SA) study's title: Slow Motion: Why reducing speed will promote walking and cycling. (2013) (</p> <p>The Negative Reality: 'Drivers are twice as likely to kill a pedestrian if they are travelling at 50 km/h than if they are travelling at 40 km/h.' (Source: Speeding did you know? Fact Sheet 4, NSW RTA, point 7: http://www.rms.nsw.gov.au/saferroadsnsw/speeding_and_crashes.pdf); see also Heart Foundation, Safe Speed: promoting safe walking and cycling by reducing traffic speed (2008), http://www.heartfoundation.org.au/active-living/Documents/Safe-Speed-Evidence-Report.pdf)</p>				
29	6	Stephen Alomes	<p>Walking and the Community and Culture of Kensington</p> <p>A large proportion of Kensington residential streets (and some through streets, Epsom Rd near the school, Macaulay Rd in the shopping centre) already have either a 40 kmh speed limit or have</p>	Traffic	Include	Action 2.8 (Making roads safer for pedestrians) has been changed to extend investigation of speed limit reductions to appropriate areas.	2

No.	Part	From	Submission	Topic	Action	Response	Change
			<p>traffic calming devices (humps- eg Bellair, Eastwood) with a recommended speed of 20 kmh or are short streets which lead nowhere (eg Percy St, Hardiman St, Pridham St). Some useful work has already been done by the MCC in traffic calming, in closing several streets and in restricting rat run traffic in peak hours.</p> <p>As noted in my Flemington Kensington News article, 'Kensington a Walking Cycling Village', (Winter 2012) due to railway lines, major roads, the Moonee Ponds Creek and the Maribyrnong River and the Flemington Racecourse, Kensington consists of a number of islands or peninsula sections which do not lead to other suburbs, except via some arterial roads.</p> <p>Therefore, it is an excellent area for local traffic management designated areas with reduced speed limits throughout the residential streets of the suburb and even the mixed residential/business streets of the suburb between the Craigieburn Line and Stubbs St.</p> <p>Facilitating walking will reflect the traditions of Kensington and increase the amenity, safety and health of residents: as a hidden suburb with strong patterns of local employment Kensington had a village character even before this became a fashionable term.</p> <p>Community and connections: A more congenial walking environment will also help create a walking link between Kensington and North and West Melbourne and Docklands, and through those connections, Kensington and the city – an aspect of the ideal of the 'connected city'.</p> <p>As noted in the FKN article, Kensington is an ideal suburb for a trial of 40 kmh speed limits given the peninsula or even island character of its major sections.</p>				

No.	Part	From	Submission	Topic	Action	Response	Change
29	7	Stephen Alomes	<p>The social, cultural, health and safety benefits of walking within Australian life</p> <ol style="list-style-type: none"> 1. Walking is the major form of exercise of most Australians 2. Walking is discouraged by the speed, noise, pollution and danger of fast traffic – they make the overall atmosphere or environment less comfortable for a walk or a stroll; contrast tree lined streets, less through traffic, less fast traffic 3. Walking helps reduce weight with all its health gains – improved lungs and circulation, reduced diabetes risk, reduced heart attack and cancer risk <p>See: Safe Speed: promoting safe walking and cycling by reducing traffic speed http://www.heartfoundation.org.au/active-living/Documents/Safe-Speed-Evidence-Report.pdf An even more valuable Heart Foundation document is the South Australian branch document pdf Reduce Speed Snapshot: Slow Motion: Why reducing speed will promote walking and cycling (2012) which is available on the web.</p> <p>Nearly four decades after the Life Be In It fitness campaign, and earlier campaigns by the National Fitness Council, Australia has amongst the highest percentages of overweight and obese people in the developed world. While this is partly nutritional the energy expenditure side refers significantly to walking as the major form of exercise of most people – which they would do more of given more pleasant walking environments. Note: The National Health and Medical Research Council has reported on obesity and overweight Australians:</p> <p>Obesity and Overweight The prevalence of overweight and obesity among Australians has been steadily increasing for the past 30 years. In 2011–12, around 60% of</p>	Health	Support	the walking plan aims to capitalise on the mental and physical health benefits provided by walking	

No.	Part	From	Submission	Topic	Action	Response	Change
			<p>Australian adults were classified as overweight or obese, and more than 25% of these fell into the obese category (ABS 2012). In 2007, around 25% of children aged 2–16 were overweight or obese, with 6% classified as obese (DoHA 2008). NHMRC: https://www.nhmrc.gov.au/your-health/obesity-and-overweight</p> <p>4. Health and a healthy weight are encouraged by the opportunity for safe walking. The Melbourne walking plan document notes that ‘In the City of Melbourne, a pedestrian is killed or sustains a serious or other injury every two days.’ It also notes that ‘Higher motor vehicle speeds’ are usually not compatible with increased safety for pedestrians.</p> <p>5. Walking needs to become a habit for the young (starting with, but not finishing with, the walking bus to school) and for people of all ages including the elderly</p> <p>6. Walking in pleasant environment increases sociability between walkers, front garden people, people getting their mail etc. As the Melbourne walking plan document notes ‘Walking offers significant mental and physical health benefits’. This is significant given the stresses of urban life first noted by Simmel and the contemporary evidence of high levels of socio-psychological problems in contemporary Australia.</p> <p>7. Shared tracks between pedestrians and cyclists (sometimes known erroneously as bicycle paths); many walkers will not use them when peak hour cycle commuters travel at excessive speed.</p> <p>8. Many of the dangers identified by the Melbourne Walking Plan document (access to stations, crossing roads etc) are often attenuated by lower speed limits in the larger surrounding area. A general approach is more important than many of the specific interventions, which will often</p>				

No.	Part	From	Submission	Topic	Action	Response	Change
			<p>complement it.</p> <p>9. Demand for walking opportunities is reduced by speed, noise, pollution, and danger of fast traffic, and by fast cyclists – the demand for walking opportunities is effectively diminished by these factors. Therefore the underlying demand is in fact not apparent by counts and other devices.</p> <p>* A transport mode. In this respect walking needs to be recognised as a major mode of transport from the inner suburbs to the city as has now been recognised within the Melbourne CBD. Support for walking opportunities, through increased amenity, will increase 'patronage' in the same way as improved public transport services increase utilisation. Walking is also important for access to train stations, bus stops and tram stops – therefore it interacts with other transport modes.</p>				
29	8	Stephen Alomes	<p>The dangers of greater speeds</p> <p>1. As noted above, reduced speed reduces the degree of human damage inflicted on pedestrians by accidents- death, disabling injury, serious injury, minor injury (bruises etc):</p> <p>See: http://www.rms.nsw.gov.au/saferroadsnsw/speeding_and_crashes.pdf World Health Organisation (WHO) (2008), Speed management: a road safety manual for decision-makers and practitioners, Geneva, Global Road Safety Partnership.</p> <p>Woolley J, Recent advantages of lower speed limits in Australia, Journal of the Eastern Asia Society for Transportation Studies, Vol. 6, pp. 3562 - 3573, 2005.</p> <p>Monash Accident Research Centre (2008) The Impact of Lowered Speed Limits in Urban and Metropolitan Areas http://www.monash.edu.au/miri/research/reports/m</p>	Speed Limits	Include	<p>This comment refers to varying speed limits creating erratic driving behaviour. Speed limits in the Central City are already 40km/h. There is further scope to expand this as per the Walking Plan to achieve consistency.</p>	

No.	Part	From	Submission	Topic	Action	Response	Change
			<p>uarc276.pdf</p> <p>2. My own observations as a driver support the research. They suggest that variable speed limits produce erratic driving behaviour, involving sudden increases in speed (eg the short distance after the 40 kmh school section of Epsom Rd and Smithfield Rd lights where the speed increases to 50 kmh. However, it should be noted that my submission focuses only on non-arterial roads.)</p> <p>a. This pattern of mixed speeds produces more dangerous driving, speeding and braking</p> <p>b. Such speed variation is not good for the psyche of the driver</p> <p>c. It rarely 'speeds up' a journey due to delays imposed by lights and traffic, as has been demonstrated by research.</p> <p>Similarly, rat runs through local residential streets are another cause of dangerous speeding.</p> <p>Therefore a 40 kmh speed limit will reduce the danger of accidents, increase the appeal of walking and also benefit the driving amenity of drivers.</p> <p>Specific measures to prevent deaths or serious injury (eg cameras at the Macaulay Rd/Stubbs St lights after the Vision Australia staffer had a broken femur on the pedestrian crossing, the Epsom Rd school crossing, the Macaulay Rd pedestrian lights where cars habitually go through red lights to try to beat the closing of the rail crossing) will not alone prevent dangerous accidents.</p> <p>A harmonised speed limit within the residential streets and in some other arterial roads (eg Epsom Rd) will benefit residents, workers and drivers. It will lead to the gradual emergence of behavioural change in driving.</p>				
29	9	Stephen Alomes	Links between the Kensington 40 kmh speed limit and the Walking Plan document	Speed Limits	Support		

No.	Part	From	Submission	Topic	Action	Response	Change
			A 40 kmh speed limit and increased walking amenity in Kensington will support the Melbourne aspirations for creating 'an excellent and safe walking environment for residents, workers and visitors', and expanding the pedestrian network. In Kensington many local streets are already 'streets as places'. A 40 kmh speed limit will create more pleasant environments in other streets and also reduce the frequency of rat runs. Therefore more streets will be converted to 'places' and walking and street socialising will increase.				
29	10	Stephen Alomes	Recent developments and walking: Arden Macaulay and East-West Link Ideally enhancing Kensington as a walking suburb will enhance the liveability ideally sought by the Arden Macaulay Plan. However, the East-West Link connection with the unnecessary Bent St off-road (which will send trucks onto Macaulay Rd when they cannot go under the Dynon Rd and Racecourse Rd rail bridges) may limit the Arden Macaulay ideal. The East-West Link impact may also lead to more 'rat running' traffic in Kensington, which a 40 kmh speed will discourage. The proposed loss of the shared pedestrian/bicycle path by the Moonee Ponds Creek as a path of acceptable amenity (due to the impact of the Citylink roads above it) will also require the enhancement of residential streets as acceptable alternatives as well as new connections to Docklands.	East West Link	Include	Walking network improvements mentioned in this comment will be investigated within the Arden Macaulay Structure Plan area.	
29	11	Stephen Alomes	The introduction of 40 kmh or 30 kmh speed limits in other areas and places 1. Speed limit reduced to 40 kmh in Melbourne CBD (2012-13) 2. Speed limit reduced to 40 kmh in pedestrian streets in City of Yarra in 2013 (leading to a commendation in the TAC Safe Speeds/Towards Zero awards.)	Speed Limits	Include	Text changed in Walking Plan to extend investigation of speed limit reductions to appropriate areas.	2

No.	Part	From	Submission	Topic	Action	Response	Change
			<p>3. Paris has reduced numerous roads to 30 kmh, with further reductions proposed by new Mayor Anne Hidalgo (Le Parisien, 20.5.2014) as has also happened in parts of other European cities, including London (20 mph), Stockholm, Munich, Dublin, and Barcelona.</p> <p>(http://www.fastcodesign.com/3031134/terminal-velocity/the-case-for-a-19-mph-speed-limit) while Sweden has a Vision Zero policy aiming to reduce pedestrian casualties to zero.</p>				
29	12	Stephen Alomes	<p>Support for Reduced Speed Limits</p> <p>1. The TAC and Victoria Police support reduced speed limits to reduce fatalities and major injuries. See: http://www.vicpolicenews.com.au/blogs/93-oursay/1447-ac-robert-hill-on-why-victoria-police-will-target-speeding-drivers-in-october.html</p> <p>2. Pedestrian and bicycle groups (Victoria Walks and Melbourne Bicycle User Group) support reductions in speed limits.</p> <p>3. Motoring organisations (RACV) recognise that streamlined speed limits are better for drivers (Royalauto, March 2013).</p>	Speed Limits	Support		
29	13	Stephen Alomes	<p>Conclusion: Actions</p> <p>Big Picture and Local Implementation – 40 kmh in Kensington</p> <p>While the City of Melbourne (and for a time Moonee Valley) have done many useful things to encourage traffic calming in Melbourne a 40 kmh speed limit in non-arterial streets will be an even more fundamental advance.</p> <p>A big picture (and local suburb with island or peninsula subsections) will integrate the aspirations of the City of Melbourne under its several progressive commitments and programs (the Walk 21 International Charter for Walking, the Active Living and Share Our Streets strategies) as well as the Walking Melbourne plan itself.</p>	Speed Limits	Support		

No.	Part	From	Submission	Topic	Action	Response	Change
29	14	Stephen Alomes	<p>Comparative Notes</p> <p>a. Australian urban speed limits are generally higher than in other developed countries. See the general European comparisons at http://www.theaa.ie/AA/Motoring-advice/Driving-in-Europe/Speed-Limits.aspx</p> <p>b. Urban speed limits and speed limits in general are lower in some areas in several countries, including Austria, Denmark, France, Netherlands, Norway. Many urban speed limits are 30 kmh. Here I cite the Wikipedia website, even though, as always, the information needs to be checked elsewhere: http://en.wikipedia.org/wiki/Speed_limits_by_country</p> <p>c. On experience in London see the British Medical Journal study: C. Grundy et al, Effect of 20 mph traffic speed zones on road injuries in London, 1986-2006, BMJ, 2009 (http://www.bmj.com/content/339/bmj.b4469)</p>	Speed Limits	Include	<p>2.8 Making roads safer for pedestrians</p> <p>Speed limit reductions in some locations may be more or less achievable than 40km/h depending on a range of factors. Safety is also not the only benefit of reduced speed limits. Similarly, high pedestrian volumes may not be the only reason speed limits could be reduced. Support from local residents is a key factor in neighbourhood precinct based speed limit reductions. Swanston Street is already 30 km/h and other lower speed limits already exist throughout the municipality.</p> <p>2.8 Making roads safer for pedestrians Change action 2.8.2 from: "Action 2.8.2 Investigate speed limit reductions to 40 km/h on local streets throughout the City of Melbourne where pedestrian volumes are high." to: "Implementation: Investigate speed limit reductions to 40km/h on local streets throughout the City of Melbourne where appropriate."</p>	2
30	1	Alzheimer's Australia Vic	<p>Alzheimer's Australia Vic, is the Peak body for Dementia in Victoria.</p> <p>As an organisation we provide information, advice, and recommendations on both environmental design and planning which is evidence based and incorporates the principles of a person centred approach. We provide our information and consultancy to a broad range of government departments at both state and national levels as well as industry and community organisations across Australia. Our support and knowledge draws upon local and international expertise whilst incorporating a holistic approach to provide environmentally sustainable design that is inclusive of dementia friendly design principles.</p>	Accessibility	No Change		
30	2	Alzheimer's	We endorse an inclusive community consultative	Accessibility	Include	Text changed to ensure accessibility is maintained	1, 3

No.	Part	From	Submission	Topic	Action	Response	Change
		Australia Vic	approach to dementia friendly community design and recommend this to the City of Melbourne when considering recommendations for the Walking Plan.			when undertaking master planning and detailed implementation of the walking plan.	
30	3	Alzheimer's Australia Vic	When designing outdoor environments the principles that are adopted should meet the needs of the broader community and take into account the latest in research and findings both in Australia as well as internationally.	Accessibility	Include	Text changed to ensure accessibility is maintained when undertaking master planning and detailed implementation of the walking plan.	1, 3
30	4	Alzheimer's Australia Vic	We have enclosed a list of websites that offer a wide and extensive list of information to inform the Strategic Planning process is informed and presented with the latest and most current evidence available.	Accessibility	Refer	The City of Melbourne has a growing and diverse population across all ages and abilities. This strategy aims to ensure specific needs are considered and addressed such as equity of access for people with a disability, culturally responsive services for Aboriginal and cultural and linguistically diverse communities, and support and services for people experiencing domestic violence and those who are homeless.	1, 3
30	5	Alzheimer's Australia Vic	Alzheimer's Australia Vic would also like to offer the assistance of our Consultancy team to participate and assist with the Strategic planning process to ensure it is well informed and supported.	Accessibility	Refer		
30	6	Alzheimer's Australia Vic	<p>Dementia Friendly Societies - Information resources</p> <p>Dementia Friendly Societies: The Way Forward. A report for Alzheimer's Australia, Paper 31, May 2013 http://www.fightdementia.org.au/common/files/NAT/20130604_NAT_PUB_Paper31DementiaFriendlySocieties.pdf</p> <p>Dementia Enabling Environment Project (DEEP) http://enablingenvironments.com.au/</p> <p>Building Dementia and Age-Friendly Neighbourhoods (Alzheimer's Australia publication)</p>	Accessibility	Refer		

No.	Part	From	Submission	Topic	Action	Response	Change
			<p>http://www.fightdementia.org.au/common/files/NSW/20110803-NSW-PUBDementiaFriendlyNeighbourhoods.pdf</p> <p>Is it Dementia? National Community Workers Training Resource www.isitdementia.com.au</p> <p>Dementia Training Study Centre http://dtsc.com.au/</p> <p>Caregiving and Dementia Wiki Project http://en.wikiversity.org/wiki/Caregiving_and_dementia</p> <p>Dementia Friendly Environments – A guide for residential care http://www.health.vic.gov.au/dementia/index.htm</p> <p>Innovations in Dementia: Checklists for dementia-friendly environments http://www.innovationsindementia.org.uk/DementiaFriendlyCommunities/Dementia-friendly%20Environmental%20checklists.pdf</p> <p>At a Glance: a checklist for Developing Dementia Friendly Communities http://www.housinglin.org.uk/_library/Resources/Housing/Support_materials/Viewpoints/Viewpoint25_AtAGlance.pdf</p> <p>World Health Organisation: Age Friendly Cities Checklist http://www.who.int/ageing/publications/Age_friendly_cities_checklist.pdf</p> <p>Innovations in Dementia: Finding out what a dementia friendly community means to people with dementia and carers</p>				

No.	Part	From	Submission	Topic	Action	Response	Change
			<p>http://www.innovationsindementia.org.uk/DementiaFriendlyCommunities/DementiaFriendlyCommunities_engagement.pdf</p> <p>Innovations in Dementia http://www.innovationsindementia.org.uk/</p> <p>Dementia Challenge – Department of Health (UK) http://dementiachallenge.dh.gov.uk/</p> <p>Alzheimer's Society UK http://www.alzheimers.org.uk/</p> <p>Dementia UK http://www.dementiauk.org/</p> <p>The Dementia Services Development Centre, University of Sterling, Scotland, UK http://dementia.stir.ac.uk/</p> <p>The Dementia Centre, Hammond Care, Sydney, NSW http://www.dementiacentre.com.au/</p> <p>Alzheimer's Research UK http://www.alzheimersresearchuk.org/dementia-statistics.aspx</p> <p>Dementia – Alzheimer Europe http://www.alzheimer-europe.org/Dementia</p> <p>Independent Transportation Network (United States) http://itnamerica.org/</p>				
31	1	Carolyn Fyfe	<p>I strongly disagree with 2.5 and 2.6. Elizabeth/Flinders Street intersection is already a "key transport link". The Draft Plan reduces access. It does not "improve" it as stated. The constant removal of transport interchanges over</p>	Walking Streets	Include	<p>The Walking Plan suggest improvements to the walking network. Sites including the intersection of Elizabeth and Flinders Street are under investigation for a pedestrian street hierarchy. Extensive consultation and master planning will</p>	1

No.	Part	From	Submission	Topic	Action	Response	Change
			the past years has considerably reduced the safety and amenity of public transport using pedestrians.			be conducted prior to any works done.	
31	2	Carolyn Fyfe	Similarly 2.6 is based on erroneous assumptions. Removing traffic from a street reduces pedestrian usage because it makes the area feel unsafe.	Pedestrian Street Hierarchy	No Change		
31	3	Carolyn Fyfe	Page 8 - I would think that one of the reasons for an increase in walking alongside an increase in public transport use is the removal of so many tram stops.	Public Transport	No Change		
31	4	Carolyn Fyfe	Some suggestions are: increase pedestrian crossing times, for example, Peel and Victoria Streets where elderly shoppers often get caught in the middle and the tram stop and safety zone have been removed.	Traffic Signals	support		
31	5	Carolyn Fyfe	do something about cyclists not stopping for stationary trams in Swanston Street.	Bicycles	Include	Share our streets campaign promotes harmony amongst all road users. Benefits can be gained from all parties by observing road rules. City of Melbourne will work with Victoria Police to enforce road rules in line with the Road Safety Plan as part of action 2.11 (Travel behaviour change)	
31	6	Carolyn Fyfe	do something about cyclists riding on footpaths when there is a bike lane.	Bicycles	Include	Share our streets campaign promotes harmony amongst all road users. Benefits can be gained from all parties by observing road rules. City of Melbourne will work with Victoria Police to enforce road rules in line with the Road Safety Plan as part of action 2.11 (Travel behaviour change)	
31	7	Carolyn Fyfe	marked crossings at both ends of platform tram stops.	Pedestrian Crossings	Include	Change implementation item in 3.5 to "Improve the design of tram stops to account for better streetscape integration, pedestrian access to and from the footpath and assess existing and future pedestrian volumes "	
31	8	Carolyn Fyfe	always include footpaths along roadways e.g. Wurundjeri Way or King Street to Kingsway	Pedestrian Network	Include	This comment will be considered as part of Action 1.3 Principal Pedestrian Networks	
32	1	The Little Bookroom	My family and I own The Little Bookroom - a small independent bookshop located in the southern end of Degraeves Street Melbourne. We are grateful for	Streets As Places	Refer	Refer comment to engineering Services	

No.	Part	From	Submission	Topic	Action	Response	Change
			<p>the opportunity to make a submission to the Draft Walking plan. Since taking up our lease in 2010 we have become concerned about the safety of pedestrians entering Degraves St from Flinders St, this includes large numbers of tourists, walking tours, school groups as well as daily commuters. I wish to submit a proposal to:</p> <ul style="list-style-type: none"> • Remove the Loading Zone on the west side of Degraves St (Elizabeth St side) • Widen the pavement on the west side of Degraves St to match existing bollards, to 2.4 wide • Install bollards on the east side of Degraves St to match existing bollards to 1.6 metres wide(Swantson St side) <p>This will increase pedestrian safety and access to the entrance of Melbourne's Premier Laneway District. Furthermore, the installation of bollards will encourage business to install awnings, which provide shelter to pedestrians during inclement weather. Unfortunately I lack the expertise to provide a scaled drawing for your consideration, but I have included some photographs that clearly demonstrate our concerns. We very warmly invite you to join us in a walk down to Degraves St so that we may discuss our proposed solution.</p>				
33	1	Luke Poland	<p>Very important to consider that increasing walking will only work with an increase in Public Transport services, accesibility and routes. People walking in the CBD have to get here somehow, and cars driving into the city is a ridiculous method of getting them there, and just asking for congestion and traffic clashes.</p>	Public Transport	Refer		
34	1	G R Browne	<p>Enforce traffic rules that give pedestrians right of way, i.e. at give way signs, stops signs, and when a pedestrian is crossing a street that a car is turning into.</p>	Enforcement	Include	<p>This has been included in action 3.2 (Pedestrian crossing at intersections). City of Melbourne will work with Victoria Police to direct enforcement activities in line with Melbourne Transport Strategy 2012, Road Safety Plan 2013-17 and the Walking Plan.</p>	18
35	1	Thami	<p>I love it, but I was hoping you might look to turn</p>	Open Space	Refer		

No.	Part	From	Submission	Topic	Action	Response	Change
			Pelham St into a linear park linking three parks to the Carlton Gardens (and possibly onwards to Atherton Gardens if Yarra wants to play ball?)				
35	2	Thami	Bravo - don't back down.	Vision	Support		
36	1	CM	Lowering the speed limit simply encourages people to wander onto roads and cross where they feel like. Walkers should obey the road laws as much as anyone else and take more responsibility for their own safety.	Safety	No Change		
36	2	0	Banning cars from the city will discourage the elderly and families with young children who often cannot walk far and don't like using public transport at night from visiting the city. Additionally the train system is unreliable, over crowded and doesn't run often enough.	Accessibility	No Change	The draft walking plan does not propose to ban cars from the City. Increased Public Transport is a key aspect of the City of Melbourne Transport Strategy.	
37	1	Lachie	Not enough focus on docklands where there should be some quick wins given how bad pedestrian activity is there.	Urban Renewal	Include	The Central City focus is purely a factor of the high pedestrian numbers there, but improvements in other areas of the municipality are also within scope	
37	2	Lachie	Just get on with the Elizabeth street and spring street pedestrianisations - should have been done years ago. Learn from New York and do things simply and cheaply to get more done (eg. Spike down kerb to block off a space to cars, deckchairs instead of sculptural over the top fixed ones etc, pot plants instead of planter boxes - look at trial traffic closures at Times Square) can come back later to install bluestone footpaths if it's deemed necessary. Be careful with road capacity on east west streets. If Collins street tram stops do become overcapacity in future a Collins street closure may be necessary (same of flinders street between Swanston and Elizabeth) but that would be difficult if you close little Bourke and flinders lane in the meantime.	Streets As Places	Support		
38	1	Karyn	Improve public transportation so that we can encourage more people to exercise for thier own	Public Transport	Refer		

No.	Part	From	Submission	Topic	Action	Response	Change
			health and the health of our environment. Educate driver's so that they realise that they are the not the most important road user's. Look at other countries that have encouraged pedestrians as opposed to motor traffic.				
38	2	Karyn	Education for motor car drivers...pedestrians have right of way and it's rightly so.	Shared Zones	Include	Share our streets campaign educates all road users to use our streets respectfully	
39	1	Sue Williams	the crossing at Flinders and Swanston streets is a nightmare - not only the cars getting caught in the intersection when the light change to red, but technically unless you run across the intersection no one has time to cross even half-way before the green pedestrian lights go red. You have more time crossing Flinders Lane!	Traffic Signals	Include	This will be investigated as part of Action 2.2 (Signal Operation). Furthermore, the intersection of Flinders and Swanston Street is under investigation for conversion to a High mobility walking street (Action 2.6) which will give greater priority to trams, buses, cyclists and pedestrians under SmartRoads.	
40	1	Residents 3000	This is a good plan with good attention to detail.	General	Support		
40	2	Residents 3000	<p>Remove left turn slip roads which are a hazard to pedestrians. Poor visibility of the cars for pedestrians and by the pedestrians of the cars (if they are going in the same direction) and encouragement of high speed left turns are the faults with these slip roads. Examples of such left turn lanes in City of Melbourne are Victoria St west bound to Mackenzie St, Swan St bridge east bound to Batman Ave west bound.</p> <p>The arrangements of the four left turn slip road along the Wurundjeri Way East bound into Docklands needs to be reviewed. Why are there 4 exits from Wurundjeri Way? The slip road on Grimes bridge should be pedestrian/cycle only. The one to Georgeiana St can be removed.</p> <p>Slip road College Crescent to Royal Parade is a hazard to pedestrians and cyclists. Does this need to be a through road?</p>	Pedestrian Crossings	Refer	Refer this comment to Engineering Services for further investigation.	

No.	Part	From	Submission	Topic	Action	Response	Change
41	1	Zoe Ennis	I've been to Boston recently. We walked everywhere as we were tourist but the are stopped for us even if the light was green. Very much a CBD for walkers and seemed to be not a lot of traffic (main thorough fare is underground now) but still the cars that were in the city were slow, polite and few. Great for shopping, fitness and gander-ring. And Boston is beautiful and old like Melbs.	Share Our Streets	Support		
42	1	CC	Great plan and very inspiring to see City of Melbourne take a bold step forward. Hope this inspires other councils.	Vision	Support		
43	1	Michael Bell	Provide more under-road pedestrian connections for major city train stations. For example, at Flinders St and Elizabeth St, just about everybody wants to get across Flinders St. Instead of going up the stairs and crossing the road, just extend the tunnel under Flinders St, and provide exit stairs near the tram terminus. Another example: at Parliament Station (North), large numbers of people want to get to the north side of Lonsdale St. Extending the station concourse underneath Lonsdale St would make it easier and safer for pedestrians to get to where they want to go, and avoid busy road crossings. Another example is Melbourne Central at Elizabeth St, where large numbers want to get to the north and west sides of Elizabeth and Latrobe Streets. Extend the station concourse under these busy streets and help pedestrians get where they want to go. This is a very common approach used in Tokyo. It makes is safer for pedestrians to get to and from stations, and it extends the effective catchment areas of the stations. Tokyo pedestrian subways	Underpasses	Include	Where opportunities for underpasses exist, particularly in busy areas, they will be investigated as part of master planning.	13

No.	Part	From	Submission	Topic	Action	Response	Change
			often extend for several hundred meters from each station, and they also include useful commuter services like cafés, ticketing (ticket machine/top up) and customer assistance services.				
44	1	succubi	Maybe more underpasses or overpasses in extremely busy areas?	Underpasses	Include	Where opportunities for underpasses exist, particularly in busy areas, they will be investigated as part of master planning.	13
45	1	LeanneA	Much as it would restrict vehicle access thru the CBD, more pedestrian only areas are needed. Very little attention has been paid to cyclists. In Perth, cyclists are a major problem - failing to adhere to road rules - particularly speed, aggressive behaviour towards pedestrians and vehicle, and no licencing so no way of policing their behaviour - perhaps cyclists in the CBD could have mandatory licencing.	Bicycles	No Change	Share our Streets is a behaviour change campaign that aims to encourage everyone to use the roads collaboratively and respectfully to improve safety and create a more enjoyable road environment in the City of Melbourne. This includes engaging with cyclists and encouraging adherence to the road rules. Bicycles are governed by the Road Rules (Victoria)	
45	2	LeanneA	During a recent visit to Melbourne (we stayed in Southbank), I travelled with my 83 year old mother and my 75 year old aunt, and we walked most of the time to do our sightseeing. We went at a slower pace than many but still had no problems getting around. I love how easy it is to walk along the Southbank side of the river with almost no interaction with vehicles. With four bridges over the Yarra getting to the CBD was easy, except for the overcrowding in some areas, particularly the Finder St underpass - the proposed widening of this would be a great improvement. The tourist trams were a bonus, altho the stops and the trams were often very crowded. We were very pleased at how easy it was for us to get around and see all the places on our itinerary, even if we did it all at a slower pace which did not seem to be a problem.	General	Support		

No.	Part	From	Submission	Topic	Action	Response	Change
46	1	georgedi	yes im a sub contractor owner driver courier for a big company named toll ive been in the cbd for 18 years.my run is in the c.b.d 10 hours of the day and have deliveries to many buildings and shops banks . this stupid idea from your councilperson. is going to kill my my business.... ever since the bike lanes and super tram stops you have slowed down my business ..productivity it takes an extra 45 - minutes to 60 to finish my morning run. it is very stressful trying to work in the cbd. this is going to kill business as it makes it harder to get around the cbd to make deliveries. i would to like invite lord mayor Robert Doyle to come out with me one day to see what its really like drive in the cbd allday	Delivery And Service Access	Include	The Walking Plan has no intention of restricting access to service and delivery vehicles. This has been emphasised in action 2.3 (Pedestrian street hierarchy). There are significant opportunities beyond the walking plan to further improve and understand the delivery and service functions and the role they play in supporting commerce in the city. The City of Melbourne is undertaking a project in 2014/15 to develop an approach to last kilometre freight by working with local businesses. Stakeholders who submitted to the Walking Plan in relation to this matter will be informed of this project.	1
47	1	Worker	This proposal is ill-considered. There are plenty of opportunities for people to walk around Melbourne including an abundance of parkland on all sides of the CBD. The issue of pedestrian safety is about user behaviour not the infrastructure - so many pedestrians in a hurry and SO MANY texting or wearing ear plugs while walking. A behaviour change campaign that also encourages people to walk on the left side of the footpath in whichever direction they're walking would also improve the pedestrian flow.	Pedestrian Behaviour	Include	Pedestrians 'contributing to their own safety and the safety of others' has been included in Action 2.11 (Travel behaviour change).	14
47	2	Worker	There are reasons why people bring cars into the city and it's certainly not for the joy of driving through Melbourne. Has anyone surveyed those who drive into the city to understand why they do drive into the city?	Research	No Change	The Victorian Integrated Survey of Travel and Activity provides data on trip purpose for all modes. More information is available from the Department of Transport Plannind and Local Infrastructure. This data has been used in the preparation of the Transport Strategy 2012.	
48	1	Axt	Not ambitious enough	Vision	Support		
49	1	John Handley	I think it is really good. The main thing missing is to look at Princes Bridge. This should be converted to a non-car area, linking Flinders St Station, Fed Square and Swanston St pedestrian areas to Southbank and the Arts Precinct.	Streets As Places	Include	Princes Bridge is under investigation to be converted to a High Mobility Walking Street which has a low traffic function.	
49	2	John	Yes. I have made a written submission which I will	General	No		

No.	Part	From	Submission	Topic	Action	Response	Change
		Handley	send in via the link.		Change		
50	1	Whatthe	Fix public transport instead of wasting time on side walks, seems like a waste of money	Public Transport	Refer		
50	2	Whatthe	People walk as public transport is too expensive that's why people walk, thats what cost is costing the economy \$3billion	Public Transport	Refer		
51	1	Mark Smithwick	dropping speed limits will NOT help easy congestion in the city. In fact it is coursing congestion as traffic moves to slow for it to get any where.	Speed Limits	No Change		
51	2	Mark Smithwick	Why don't we get the traffic lights to work in sync to allow more traffic to follow. But at the moment you lights at A, B, C and D. C turns Green but A and B stay Red, then A goes Green then B, and then D but then C turns Red again. To seems like common sense that the lights should turn Green A then B then C and then D and then turn Red in reverse so D, C, B, then A to allow more traffic to follow. Much like it does in New York City.	Traffic Signals	Refer	Yes. Under Action Stream 2.2, delinking signals is one of the tools that will be considered as part of reducing delay and improving the efficiency of movement in the city.	
51	3	Mark Smithwick	Last time I checked but roads were built for automobiles. NOT bikes and people to walk on. Stop making it harder for cars to do what they for. Our roads seem to be getting improved more and more for everybody that is NOT in a car.	General	No Change	The Transport Strategy (2012) outlines the strategic framework for the future mode share in Melbourne which includes a mix of car use, public transport, walking and cycling.	
51	4	Mark Smithwick	I visit the city of Melbourne a lot at all times of day and of the week. And yes one of my favorite things to do is walk around our beautiful city. But sadly see people throw out common sense when it comes to crossing the street. Road safety needs to be pushed. It seems that some people need to be reminded that if you step or ride in front of a moving car it's going to end badly. We need to STOP blaming drivers and cars for stupid people doing stupid things.	Pedestrian Behaviour	Support	The Share our Streets campaign is aimed at increasing awareness and responsibility of all road users.	
51	5	Mark Smithwick	Some lights have a turn left green arrow, but their useless because by the time everyone crosses the street the arrow goes red and if your lucky maybe	Traffic Signals	Include	SCATS traffic signal programming and Austroads guidelines does not allow for green traffic arrows to operate in conflict with green pedestrian walk	

No.	Part	From	Submission	Topic	Action	Response	Change
			two cars will get trough. Don't have the green arrow go at the same time as the green man, traffic will follow better. Traffic lights are red way to long, introduce shorter sprats to let traffic though and move faster.			signals.	
51	6	Mark Smithwick	STOP dropping the speed limit.	Speed Limits	No Change	<p>Driving speed is a key factor in the death and serious injury of vulnerable road users, with the evidence showing that injury severity increases significantly when collisions occur at greater than 30kph.</p> <p>On roads where there is pedestrian and cycling activity, slower driving improves overall city mobility, creates a safer city and improves the amenity of the public realm. Reducing speed limits on these roads will have little effect on driving travel times.</p> <p>This approach is consistent with the National Road Safety Strategy 2011-2020 and was highlighted in Moving People and Freight 2006-2020. A business case compiled by the City of Melbourne in 2007 for a 40kph limit in the Central City demonstrated a benefit/cost ratio of 60:1 for the proposal.</p>	
51	7	Mark Smithwick	I think it's time that we lost the buses in the city, why do we even have them?	Public Transport	No Change	<p>Melbourne's bus network is experiencing similar growth to other public transport modes, and this growth is forecast to continue.</p> <p>In inner Melbourne buses are a complementary component of the public transport network, in many cases filling gaps in the train and tram networks and feeding or extending these rail routes.</p>	
51	8	Mark Smithwick	And it is way past time that laws are introduced for cyclists.	Bicycles	No Change	Bicycles are governed by the Road Rules (Victoria)	
51	9	Mark Smithwick	And last but not least we need a new Mayor. Robert Doyle is the worst thing to happen to the city of Melbourne since the 1972 floods.	Lord Mayor	No Change	Since 2008, all Victorian councillors serve a four year term. The next general election is in October 2016.	
51	10	Mark Smithwick	We all just need to remember that roads are for cars NOT people.	Pedestrian Street Hierarchy	No Change	The Transport Strategy (2012) outlines the strategic framework for the future mode share in Melbourne which includes a mix of car use, public	

No.	Part	From	Submission	Topic	Action	Response	Change
						transport, walking and cycling.	
52	1	The Meeper	yes - a lot. Why is the council trying to create a user unfriendly city. Why is the council trying to create something that was never intended to be and to try to get around doping business now is almost impossible, and to access even further by vehicles will kill it further. How can i deliver heavy and large goods to businesses if you cant drive, how can i undertake repairs etc., if i cannot bring my vehicle into town ???	Delivery And Service Access	Include	<p>The Walking Plan has no intention of restricting access to service and delivery vehicles. This has been emphasised in action 2.3 (Pedestrian street hierarchy).</p> <p>There are significant opportunities beyond the walking plan to further improve and understand the delivery and service functions and the role they play in supporting commerce in the city. The City of Melbourne is undertaking a project in 2014/15 to develop an approach to last kilometre freight by working with local businesses. Stakeholders who submitted to the Walking Plan in relation to this matter will be informed of this project.</p>	1
52	2	The Meeper	<p>why is the council attempting to send the city back to 18th Century Copenhagen ??? this city was planned by architects in the 1800's to grow for the future, to avoid the narrow, congested streets like Europe, and yet in the 21st century the council have systematically pushed the city to the crowded narrow streets it was intended to avoid. it took foresight to design 3 traffic lanes eachway with 2 tra lines in the middle, and yet now it has been reduced to 1 lane each way. have a look at what you have done to La Trobe Street. there is only 1 street you can actually go from west to east and reverse with any mobility and that is Victoria st. i can say it took well over 90 minutes to go 3 city blocks on a saturday afternoon recently - and you think that is a modern city.</p> <p>Why is council trying to make Melb like 1950' asia reliant on bicycles?? Why why why you are ruining the city</p>	Traffic	No Change		
53	1	Esquire1960	As a delivery driver for a large company who delivers to all hospitality venues within the CBD. it's hard enough now doing deliveries, without more streets being closed off to traffic.Let's take	Delivery And Service Access	Include	The Walking Plan has been changed to include local access requirements for service and deliveries. Any proposed works will have extensive consultation with stakeholders and	1

No.	Part	From	Submission	Topic	Action	Response	Change
			china town for example, with some restaurants opening from 8am and others not opening until after 4pm we run a morning and afternoon truck into this area.We need to park in this street as we can move up to 4 pallets of stock everyday. This is just one example , look I could go on for ages about what's wrong with the planning you have for the city, but I also think I can give you an answer to the problem that would benefit all. Having spoken to other delivery drivers , who have the same answers as I do, it might pay Mr Doyle to speak to the people who use the city roads. Thank you			master planning done. Working with City Businesses and the delivery industry is the core component of the last kilometre delivery project to be undertaken by the City of Melbourne in 2014-15.	
54	1	Bikram	Need to create more open and nature friendly pedestrian areas. Is possible try to create zig-zag pedestrain walk ways even along road side to encourgae walking. Also need to create enclsoure for rest designed with flowers.	Amenity	Refer	refer to City Design and Places for People	
55	1	Petersanfran	There seems to be too much focus on the problems that exist between cars and pedestrians. As a pedestrian, I find the bigger risks as a pedestrian are faced from cyclists. The problem of cyclists using footpaths in the Hoddle grid needs to be addressed. This, and cyclists riding in the wrong direction up one-way streets/lanes, causes immense dangers to pedestrians. It is recommended that greater attention to these infringements are addressed by Council.	Bicycles	Include	The leading cause of death and serious injuries to pedestrians in the City of Melbourne is due to being struck by motor vehicles. The most effective way to reduce this has been identified as lowering speed limits where appropriate. More information can be found in the City of Melbourne Road Safety Plan. Share our Streets is a behaviour change campaign that aims to encourage everyone to use the roads collaboratively and respectfully to improve safety and create a more enjoyable road environment in the City of Melbourne. This includes engaging with cyclists and encouraging adherence to the road rules. To support this, City of Melbourne will work with Victoria Police to enforce road rules for all users as part of action 2.11 (Travel behaviour change).	
56	1	madam	Do not close streets.	Streets As Places	Support	The walking plan does not propose to close any streets.	

No.	Part	From	Submission	Topic	Action	Response	Change
56	2	madam	Do not reduce speed limits.	Speed Limits	No Change	<p>Driving speed is a key factor in the death and serious injury of vulnerable road users, with the evidence showing that injury severity increases significantly when collisions occur at greater than 30kph.</p> <p>On roads where there is pedestrian and cycling activity, slower driving improves overall city mobility, creates a safer city and improves the amenity of the public realm. Reducing speed limits on these roads will have little effect on driving travel times.</p> <p>This approach is consistent with the National Road Safety Strategy 2011-2020 and was highlighted in Moving People and Freight 2006-2020. A business case compiled by the City of Melbourne in 2007 for a 40kph limit in the Central City demonstrated a benefit/cost ratio of 60:1 for the proposal.</p>	
56	3	madam	Time traffic signals better.	Traffic Signals	Include	Pedestrian delay will be assessed at intersections across Melbourne as part of Action 2.2 (Signal operation). This may involve timing signals better.	
56	4	madam	Widen streets. This all will reduce frustration with drivers with better traffic flow, therefore less accidents. The city is now grinding to a halt due all the changes of last few years!!	Traffic	No Change		
57	1	Newbie7	I think it's quite comprehensive and hope it all gets implemented.	Implementation	Support		
57	2	Newbie7	My only comment would be to make it so pedestrian crossing lights change along with automobile lights. It's not only frustrating when you arrive at a busy crosswalk (i.e. Kings Way) 0.5 seconds too late to press the crosswalk light, and it doesn't change for a whole cycle; most pedestrians in this case would just walk across, as it should be green for them. But often turning drivers would see this and honk or curse or purposely speed around the crossing pedestrian, not realising the pedestrian does in fact have the	Traffic Signals	Include	Auto-on pedestrian phase signals make it so that pedestrian crossing lights change along with automobile lights.	

No.	Part	From	Submission	Topic	Action	Response	Change
			right of way, it is just the pedestrian light didn't happen to change. It causes aggetation and more danger, and I believe is actually counter effective - for safer intersections for both cars and people, all pedestrian crossings in the city limits should change lights with the traffic lights regardless of whether someone is waiting and has pressed the button.				
58	1	Lorna Hannan	Not enough identification of actual areas where foot traffic has priority	Shared Zones	Include	More detail has been added to the pedestrian street hierarchy maps and more information has been added to how it will be implemented in accordance with the Streetscape Framework Plan (2011)	
58	2	Lorna Hannan	When permits are considered for developments in the Clty (eg near 1 Shiel Street N Melb) pedestrian life should be a principal factor,	Amenity	Include	Action 1.2 states "Establish a future fine grain pedestrian network for the City of Melbourne, particularly in urban renewal areas, for implementation in the Melbourne Planning Scheme."	
58	3	Lorna Hannan	Access to open space by pedestrians also needs urgent attention eg to N Melb Recreation Reserve and Royal PArk over Flemington Road. Priorities are all very well but actions need to follow and are taking far too long.	Open Space	Include	Walking network improvements mentioned in this comment will be investigated within the Arden Macaulay Structure Plan area.	
59	1	westbrookd	Just a general comment that although physcial infrastructure expenditure and changes are extremely important, equally important is the social (or educational) change required which acknowledges and communicates the importance (and reasons why such as economics, health, liveability and environmental sustainability) to the community as to why the physical changes are so important and the value of patience and consideration of pedestrians as essential to Melbourne truly being a place for people.... and not just those in cars. Cheers :)	Pedestrian Behaviour	Include	The Walking Plan itself is an educational tool that can inform the community on the benefits of walking and the benefits of improvements in our walking network - environmentally, socially and economically.	
60	1	Hendo	The promotion of pedestrians keeping to the left of pathways needs to be done whether by way of advertising and/or signage (this is needed everywhere, not just in the City of Melbourne).	Keep Left	Include	"Keep left" has been included in action 2.11 (Travel behaviour change).	16

No.	Part	From	Submission	Topic	Action	Response	Change
61	1	Bill Dawson	It is an excellent plan and I hope you are able to commence implementation soon.	Implementat ion	Support		
62	1	MUSHARRA F	I THINK THIER MUST BE LIKE OTHER CITY IN THE WORLD IN CBD SHOULD HAVE SUBWAY OR BRIDGES WITH ESCLETERS , PEOPLES WILL GET QUICKER TO ANY WHERE LIKE TRAINS,BUSES ,OFFICES ,SHOPPING ,ECT , NO NEED TO WAITE FOR GREEN LIGHT TO CROSS THE ROADS / & CAN SAVE TIME ,SOME LIFE ALSO / CBD ROADS GETTING SMALLER & SMALLER ALL THE TIME ,I THINK THEY SHUOLD FOLLOW LIKE JAPAN / CHINA /PARIS/UK SYSTEM , OR MUMBAI MAKE MORE OVER THE BRIDGSES , I SEEN MELBORNE TRAFFICE GET WROSE & WORSE EVERY WHERE ?	Underpasse s	Include	Where opportunities for underpasses exist, particularly in busy areas, they will be investigated as part of master planning.	13
63	1	aparr	Existing laneways should have mandatory protections in the Planning Scheme to ensure they retain human scale ie mandatory set backs and retain fine grain so the legibility is retained and also are they enjoyable for pedestrians to use. Greater enforcement of keeping bins tidy and laneways clean is needed. Also I fully support more laneways being created.	Pedestrian Network	Include	Laneways are protected in Clause 22.20 (CBD Lanes) of the Melbourne Planning Scheme.	
63	2	aparr	I suggest speed bumps are installed at all CBD car park crossovers to prevent drivers crossing footpaths at speed. Also prohibit and remove the ability of drivers to drive from the middle of a street (for example where there is a gap between the parking in the middle of the street for example Lonsdale St) across the traffic lane and straight into a car park cross over - as these drivers do not look for pedestrians and pedestrians are not looking for cars coming in that direction. Remove the ability of drivers to turn right out of Lt Lonsdale into Russell St (by QV) whilst pedestrians are crossing - the sign saying give way does not stop them driving straight through endangering	Pedestrian Crossings	Refer	Refer this comment to Engineering Services.	

No.	Part	From	Submission	Topic	Action	Response	Change
			pedestrians.				
63	3	aparr	Also the phasing of that crossing and the one on the opposite side of the intersection are far too short for pedestrians. There are a number of pedestrian crossings where the drivers do not have good visibility of pedestrians and turn left without looking cutting pedestrians legally crossing off - this issue is exacerbated when there is a construction site (for example until recently at Russell and Lonsdale (Greek Association building development)).	Traffic Signals	Include	City of Melbourne will work with VicRoads to ensure pedestrian safety and visibility are not compromised at pedestrian crossings.	
63	4	aparr	Constructions sites need to be designed better to prevent this type of issue. Also construction sites built over footpaths should be required to maintain the footpath underneath to be safe and easy to use for disabled walkers and wheel chairs etc. The overhead platforms etc should be waterproof - pedestrians should not be subject to water dripping onto them . Construction sites should not be able to close the footpath for the convenience of their vehicles entering and exiting the site but should be required by law to give way to pedestrians. Any construction site wishing to close of a footpath - for example the long term closure in relation to the Emporium construction should be required to pay a significant amount into a fund to be used for improvements to footpaths etc in compensation for the inconvenience caused.	Construction	Include	Insert text in Issues: As pedestrian numbers have grown, pedestrians have increasingly been affected by a range of footpath obstructions - including infrastructure, construction sites, street furniture, motorcycle and bicycle parking. Both motorcycle and bicycle use is growing and parking for these modes needs to be addressed.	4
63	5	aparr	Motorcycle should be prohibited from driving on footpath (for example to get to a parking spot) and a review of allowing motorcycle to park on footpaths should be undertaken. Many of these motorcycles are very large and take up too much room on the footpath and in many places now block pedestrians from crossing the road. Also the very loud noise and fumes from the large motorcycles (for example when they start the motorcycle and rev the engine) is very unpleasant for pedestrians trying to walk on the footpath. I	Motorcycle Parking	Include	The City of Melbourne's' Strategic Planning Branch is currently (2014/15) undertaking a review of off street bicycle and motorcycle parking requirements for new developments. On street bicycle parking will be addressed on a precinct basis during the development of Master Plans.	7

No.	Part	From	Submission	Topic	Action	Response	Change
			suggest only scooters and small (low cc) motorcycles are permitted to park on footpaths and the rest can pay for parking like other motor vehicles as large motorcycles are not an environmentally friendly form of transport.				
64	1	justinomeara	The focus of key actions appears to be concentrated in the CBD grid area. It is disappointing there are no key actions to address key pedestrian linkages in other key areas such as the RMIT area to the north. The geographic spread of RMIT buildings across main roads results in substantial pedestrian traffic and there are no actions to improve this on key road linkages such as Cardigan St (unlike action for Melb Uni and improvements to Grattan St).	Urban Renewal	Include	Overcrowded areas surrounding RMIT University will be included in the investigation in action 3.1 (Addressing pedestrian crowding)	
64	2	justinomeara	There needs to be cross referencing with other key City of Melbourne projects such as the Queen Victoria Market redevelopment. Neither this draft Walking Plan nor the recent Queen Victoria Market draft concept plan appear to address the significant traffic issues that will be created by realigning Franklin Street with Dudley Street. If the proposed realignment proceeds as part of the Queen Victoria Market redevelopment, without associated physical changes to other existing sections of Frankin Street to either remove or reduce traffic flow, key pedestrain areas of this street (e.g. between RMIT and Melb City Baths) will suffer from significant increases of traffic flow. The proposed realignment of Franklin Street with Dudlet Street will create a 'ring road' effect and encourage increased traffic on Franklin and in turn Cardigan Street. This is a signifcant issue that needs to be addressed.	Urban Renewal	Refer	Refer this comment to the Queen Victoria Market Redevelopment Project and engineering Services	
65	1	Tania	Needs to have more funding allocated - perhaps directly from the Car Parking Levy.	Implementat ion	Include	There is no specific funding included as part of the Walking Plan however the development of the Walking Plan will improve the strategic basis and business case and will therefore increase the likelihood of implementation for all the projects	

No.	Part	From	Submission	Topic	Action	Response	Change
						proposed or suggested in the Walking Plan	
65	2	Tania	Around railway stations is critical as I see pedestrians forced to use the traffic lanes at Parliament and Southern Cross every day.	Crowding	Support		
66	1	elliottbax	It is fantastic to see such a detailed and comprehensive report on an issue typically taken for granted in large urban environments. The plan is distinctly Melbourne - simple, clever and humble yet delightfully surprising.	General	Support		
67	1	HansG	<p>Building design needs to better consider the needs of pedestrians especially in terms at the ground level such that they are attractive to walk past. It also needs to reduce the wind tunnel effect which makes being on the street uncomfortable and dangerous. Letting more light in down to street level is also important.</p> <p>Less cars and more walking, cycling and public transport focus will aid increasing the number of people walking. Too much public space is turned over to cars in terms of roads and parking. Move more parking off street and discourage car use. Cleaner streets, more trees make it a nicer place to walk.</p> <p>Creating a reason to spend time outside will encourage people to walk and hang around this encouraging more people to do the same.</p>	Amenity	Include	Possibility of improved city lighting, quality footpaths and streetscapes would be investigated as part of local area improvement proposals in accordance with the Pedestrian street hierarchy to enhance the amenity, safety, attractiveness and functionality of the pedestrian environment, street life and key public spaces.	5, 9
68	1	MW	<p>There is a need to improve moveability not 'just' walkability. This would support those in pushing prams, and individuals in wheelchairs and scooters.</p> <p>The title 'Walking' Plan is discriminatory of pedestrians in wheelchairs and scooters who are unable to walk but require safe and accesible footpaths to navigate the city. In particular safe ramps (steepness, width etc.) when crossing at streets and traffic lights.</p>	Accessibility	Include	The Walking Plan proposes improvements to benefit all users of the pedestrian environment and will be implemented along with the City of Melbourne accessibility plan, Melbourne for all People 2014-2017 and the Active Melbourne Strategy. Action 2.3 (Pedestrian street hierarchy) has been changed to ensure local access will be maintained when undertaking master planning and detailed implementation of the walking plan.	1, 3
69	1		Duplicate submission was deleted				

No.	Part	From	Submission	Topic	Action	Response	Change
70	1	penguin_brian	Vehicles queuing and blocking intersections is not only inconvenient, but a huge safety issue. Cars are likely to charge forward if/when they see a gap on the road in front, and not notice the pedestrians crossing. Sometimes trams do this to, and this is also very dangerous (pedestrians have to work around the tram on the road and then the tram moves exposing pedestrians to traffic). Both happen Swanston Street/Victoria street intersections.	Pedestrian Crossings	include	<p>City of Melbourne with work with Victoria Police to enforce road rules particularly cars blocking intersections.</p> <p>3.5 Trams and bus stop Change Action 3.5.4 from "Improve the design of tram stops to account for better streetscape integration, pedestrian volumes in locations that are or will be busy over the long term."</p> <p>to Implementation: "Improve the design of tram stops to account for better streetscape integration, pedestrian access to and from the footpath and assess existing and future pedestrian volumes"</p>	18
70	2	penguin_brian	<p>Traffic lights on Swanston street at Victoria streets and Franklin streets are timed so that pedestrians will always have to wait a full cycle at the second intersection.</p> <p>Traffic lights on Elizabeth street, north of Victoria street, don't allow pedestrians enough time to cross, unless pedestrians run across road.</p>	Traffic Signals	Include	Traffic signals at these locations will be investigated as part of Action 2.2 (Traffic signals)	6
70	3	penguin_brian	Reverse the year 2003 changes to Melbourne Central station, blocking off convenient entrances and making it harder to get to the station.	Public Transport	Support	New implementation item in 2.2 (Signal operation): " Assess traffic signal operation and pedestrian delay at intersections across the city and develop a prioritised list of projects to reduce it, with a priority on the intersections with the most users overall."	
70	4	penguin_brian	Road works, footpath works, need to consider pedestrians more and not block off footpaths so often, or place signs across footpath blocking it off.	Construction	Include	Although an inconvenience, oftentimes it is necessary to close of sections of the footpath for maintenance work, road works or works overhead for the safety of pedestrians. When parts of the footpath are closed, pedestrians will be redirected (with signs and barriers) to use another footpath usually on the other side of the road.	4

No.	Part	From	Submission	Topic	Action	Response	Change
71	1	Sar	Should be dropping speeds to 30km/h across Hoddle Grid. Too much 'Investigate the suitability' not enough will do...	Speed Limits	Include	Speed limit reductions in some locations may be more or less achievable than 40km/h depending on a range of factors. Safety is also not the only benefit of reduced speed limits. Similarly, high pedestrian volumes may not be the only reason speed limits could be reduced. Support from local residents is a key factor in neighbourhood precinct based speed limit reductions. Swanston Street is already 30 km/h and other lower speed limits already exist throughout the municipality.	2
71	2	Sar	Its a great start!	General	Support		
72	1	Patsy	I am just pleased that you have one.	General	Support		
73	1	Lilith	Increasing opportunities and safety to encourage more people to walk rather than drive has many benefits, both for the individual and the community.	General	Support		
74	1	Gerardine	I would like it to be completely implemented not just sections here and there because often with these type of plans its ends up suiting nobody.	Implementation	Support		
75	1	Daniel Bowen	<p>There doesn't appear to be any mention of motorcycle parking on CBD footpaths. This is increasingly an issue, with even small numbers of additional motorcycles affecting walkability. The guidelines for this appear to be little known, and unenforcable, resulting in regular contravention of them. Motorcyclists are only a tiny proportion of CBD users, but take an inordinate amount of space on footpaths, including in areas such as the Bourke Street Mall.</p> <p>One way of dealing with the problem would be to authorise motorcycle parking only in specific footpath areas where it genuinely does not disrupt pedestrian movements, accompanied by an increase in designated on-street motorcycle parking.</p> <p>If this is not possible, then at the very least the current guidelines should be made clearer and better communicated with motorcyclists, and some</p>	Motorcycle Parking	Include	The City of Melbourne, Strategic Planning Branch is currently (2014/15) undertaking a review of off street bicycle and motorcycle parking requirements for new developments. On street bicycle parking will be addressed on a precinct basis during the development of Master Plans.	7

No.	Part	From	Submission	Topic	Action	Response	Change
			<p>form of enforcement made possible.</p> <p>I have written more extensively on some of these issues on my blog, which you may find of assistance: http://www.danielbowen.com/2013/10/15/motorcycle-scooter-parking/</p>				
75	2	Daniel Bowen	Overall the Plan is terrific. It's great to see such positive planning for such an important (but often overlooked) transport mode, and particularly in regard to priority routes around public transport nodes such as stations.	General	Support		
75	3	Daniel Bowen	<p>Some years ago I wrote about issues with the City of Melbourne policy of allowing motorbikes and scooters to park on footpaths, except in a few locations where it's specifically banned. The problem is, most of the guidelines seem to be ignored. The guidelines</p> <p>Here are the guidelines (see also: PDF version): DO dismount and walk your motorcycle while you are on the footpath DO ensure your motorcycle is at least one motorcycle length out from the building line to allow free passage of pedestrians (this is important as people with a visual and/or physical impairment may use the building line for navigation) [photo] Motorbikes parked along the building line DO park at least one motorcycle wheel diameter back from the road kerb, to allow pedestrians free access to and from the road and to parked vehicles (You can leave less space between your motorcycle and the kerb if you park next to a "no stopping" zone). [photo] Parked about half a wheel diameter away from the kerb DO NOT PARK where signs indicate that motorcycles are not allowed to park – the signs seem to be well observed — Update Friday: Last night I spotted this: [photo] Parking where you shouldn't, Flinders Lane</p>	Footpath Obstructions	Include	<p>The City of Melbourne, Strategic Planning Branch is currently (2014/15) undertaking a review of off street bicycle and motorcycle parking requirements for new developments. On street bicycle parking will be addressed on a precinct basis during the development of Master Plans.</p>	7

No.	Part	From	Submission	Topic	Action	Response	Change
			<p>DO NOT PARK opposite any parking bay reserved for people with disabilities (marked with a wheelchair sign and symbol) [photo] Parking adjacent to a disabled car parking space</p> <p>DO NOT PARK where space is reserved for footpath activities such as street cafés – it's a bit hard to tell, as most such areas seem not to be well-defined. [photo] Parking in what appears to be a designated outdoor cafe area</p> <p>DO NOT PARK on narrow footpaths – this is far too vague, but based on the second and third points, one could conclude that it means don't park on footpaths so narrow you can't leave a motorcycle wheel diameter from the kerb, and a motorcycle length from the building line. This should automatically make any footpath narrower than a motorcycle length (plus a wheel length) out of bounds. [photo] Parking on a narrow footpath</p> <p>DO NOT PARK on or near service access points, such as manhole covers, post boxes or rubbish bins [photo] Parking over a manhole cover</p> <p>DO NOT PARK near taxi ranks or bus and tram stops [photo] Parking in a bus stop [photo] Parking in a taxi rank</p> <p>DO NOT PARK on private property without permission from the property owner – some areas can be identified as private property, but it's not possible to tell if permission has been given.</p> <p>DO NOT PARK where your vehicle could damage the footpath, pedestrian facilities or landscaping – I didn't find any evidence of this.</p> <p>DO NOT PARK within 1 metre of fire hydrants [photo] Parking closer than 1m from a fire hydrant</p> <p>There are just three locations where motorcycle parking is specifically banned: Collins Street, south side footpath, between Exhibition Street and George Parade — I'm not even sure why this spot was excluded; the footpaths are wide, and it's not particularly busy</p>				

No.	Part	From	Submission	Topic	Action	Response	Change
			<p>Flinders Lane, south side footpath, between Port Phillip Arcade and Elizabeth Street Exhibition Street, west side footpath, adjacent to Her Majesty's Theatre. Everywhere else, it's permitted:</p> <p>In Victoria you can legally park your motorcycle/scooter on the footpath (unless otherwise signed), as long as you do not obstruct pedestrians, doorways, delivery vehicles, public transport users or access to parked cars.</p> <p>– Motorcycle parking brochure</p> <p>Common sense Of course, common sense would suggest a few others points, such as...</p> <p>Don't block ramps to pedestrian crossings, particularly tactile guidance paths for the blind [photo] Motorbike blocking tactile guidance path ...or block the footpath opposite a tram stop exit [photo] Parked opposite a tram superstop exit</p> <p>...or park in pedestrian malls [photo] Is it permitted to park motorbikes in tram stops in the Mall? Not legal to drive it into Mall. Rego 1C9PW.</p> <p>...or in the middle of a civic amenity such as public rotunda [photo] Parked in the middle of a rotunda</p>				

No.	Part	From	Submission	Topic	Action	Response	Change
75	4	Daniel Bowen	<p>Firstly, I have a philosophical disagreement with the idea of motor vehicles being parked (and driven) on footpaths.</p> <p>Many CBD footpaths are already congested. As the CBD continues to get busier, it's going to get worse. In the past ten years, total daily city numbers have grown from 679,000 to about 830,000 — about 22%.</p> <p>While the number of CBD visitors using motorbikes remains proportionately low (less than 1% — a comment on the previous post said about 1200 per day), obviously as the CBD gets busier, the numbers are likely to increase.</p> <p>Efficient movement of people around the city means encouraging the most efficient mode: that means pedestrians. But their space is being encroached upon by a relatively small number of other users.</p> <p>Note that cyclists in general don't cause these problems because they need to be left chained to something, such as a pole, restricting where they end up parked. Pushbikes are also physically smaller.</p>	Motorcycle Parking	Include	The City of Melbourne, Strategic Planning Branch is currently (2014/15) undertaking a review of off street bicycle and motorcycle parking requirements for new developments. On street bicycle parking will be addressed on a precinct basis during the development of Master Plans.	7
75	5	Daniel Bowen	<p>There are several problems here, I think:</p> <p>Firstly, the rules as they stand don't seem to be enforced, and are widely ignored, or perhaps not even common knowledge among motorbike and scooter riders.</p> <p>Are they even enforceable rules? Or are they just guidelines? I'm guessing the latter.</p> <p>Either way, whatever the rules are, riders need to be made aware of them, educated, and then the rules enforced — even if it's just issuing notices advising of what not to do.</p>	Motorcycle Parking	Include	Motorcycle use is also on the rise and there is opportunity to raise awareness and enforcement whilst providing more formalised motorcycle parking. This will be addressed in action 3.1 (Addressing pedestrian crowding)	4
75	6	Daniel Bowen	<p>Secondly, the free-for-all just doesn't make sense in a busy city centre. With pedestrian numbers continuing to increase, and motorbike riders accounting for less than 1% of the total daily CBD population, this is simply not efficient use of</p>	Motorcycle Parking	Include	The City of Melbourne, Strategic Planning Branch is currently (2014/15) undertaking a review of off street bicycle and motorcycle parking requirements for new developments. On street bicycle parking will be addressed on a	7

No.	Part	From	Submission	Topic	Action	Response	Change
			<p>footpath space to have them sitting there all day. It probably explains why other capital city CBDs don't allow it.</p> <p>In comparison, many local councils have cracked down on footpath trading in recent years because of concerns about pedestrian flows and the vision impaired, and have provided clear rules about where traders can place displays, signs, tables, and so on. There doesn't seem to have been any such clarity around motorbikes, and formalising the current guidelines and enforcing them would help a lot.</p>			precinct basis during the development of Master Plans.	
75	7	Daniel Bowen	<p>Where motorbike parking makes sense I'd much prefer the policy was changed to allow motorbikes on the footpaths only in defined areas — opt-in rather than opt-out.</p> <p>There are "motorcycle precincts" such as parts of Elizabeth Street where their presence is to be expected, and there are spots where it works fine, for instance opposite some tram superstops where there are wide footpaths with plenty of spare capacity, and barriers mean nobody needs to park cars or cross the road at that point.</p> <p>[photo] Motorbike parking, out of the way, opposite a tram superstop</p>	Motorcycle Parking	Include	Pedestrian numbers have grown and obstructions such as parked motorcycles on the footpath can have detrimental effects on pedestrian flow. This will be addressed in action 3.1 (Addressing pedestrian crowding)	4, 7
75	8	Daniel Bowen	<p>The other thing that should happen is the replacement of more on-street car parking with motorbike parking. It makes sense because motorbike/scooter parking on the street is more efficient use of space than car parking. Plus there's lots of off-street car-parking, and in any case car traffic needs to be discouraged.</p> <p>[photo] Motorbike parking, Queen Street (I'm less sure that motorcycles/scooters are more efficient in traffic... it might be that they take up about as much space as cars when moving. Motorbikes are also, in the main, much noisier.)</p> <p>If there isn't a switch to opt-in footpath parking rules, then there should at least be a blanket ban</p>	Motorcycle Parking	Include	The City of Melbourne, Strategic Planning Branch is currently (2014/15) undertaking a review of off street bicycle and motorcycle parking requirements for new developments. On street bicycle parking will be addressed on a precinct basis during the development of Master Plans.	4, 7

No.	Part	From	Submission	Topic	Action	Response	Change
			<p>on parking on narrow footpaths (going by the points in the existing guidelines) and bans placed on areas of high pedestrian traffic, such as around the railway stations.</p> <p>Ultimately though, the City of Melbourne should be prioritising pedestrians on footpaths. They account for the majority of footpath users, with numbers increasing every year, and are the most efficient use of available the space.</p>				
75	9	Daniel Bowen	<p>Protests</p> <p>When I've raised the prospect of a change on Twitter, people cite a motorbike protest some years ago which was probably how the current policy came about. Motorcyclists parked (quite legally) one motorbike per car spot in protest, and the council surrendered. They imply this could happen again.</p> <p>You know what? The threat of protest doesn't make it a good policy.</p> <p>And I think you could predict my attitude to this specific protest — a protest inconveniencing CBD motorists (another minority mode)? Let them. I don't care one bit.</p>	Motorcycle Parking	No Change	The City of Melbourne, Strategic Planning Branch is currently (2014/15) undertaking a review of off street bicycle and motorcycle parking requirements for new developments. On street bicycle parking will be addressed on a precinct basis during the development of Master Plans.	7
75	10	Daniel Bowen	<p>One more thing</p> <p>It's very much in the eye of the beholder, but what about the heritage and character of our streets? Beyond problems of efficiency, of footpath capacity... do we actually want every street in Melbourne to be overrun with parked motorcycles and scooters?</p> <p>[photo] Motorbikes on Bourke Street</p>	Motorcycle Parking	Include	The City of Melbourne, Strategic Planning Branch is currently (2014/15) undertaking a review of off street bicycle and motorcycle parking requirements for new developments.	7
75	11	Daniel Bowen	Looks like in the inner-north, cargo bikes are starting to cause similar problems blocking footpaths	Footpath Obstructions	Include	As pedestrian numbers grow, footpath space has become more competitive. It is even more important to relocate bicycle parking from on street to off street. This will be investigated as part of Action 3.1 Addressing pedestrian crowding	4
75	12	Daniel Bowen	Update Friday, Last night I spotted a violation of parking where specifically signed that you shouldn't. Picture inserted above.	Motorcycle Parking	Include	Pedestrian numbers have grown and obstructions on the footpath can have detrimental effects on pedestrian flow. Motorcycle use is also on the rise	4

No.	Part	From	Submission	Topic	Action	Response	Change
						and there is opportunity to raise awareness and enforcement whilst providing more formalised motorcycle parking.	
75	13	Daniel Bowen	And City of Melbourne Lord Mayor Robert Doyle has advised me that, as I suspected, they are unenforceable guidelines, not rules.	Motorcycle Parking	Include	Pedestrian numbers have grown and obstructions on the footpath can have detrimental effects on pedestrian flow. Motorcycle use is also on the rise and there is opportunity to raise awareness and enforcement whilst providing more formalised motorcycle parking.	4
76	1	kris	* Major pedestrian intersections and crossings should have pedestrian priority, with elevated crossing pavement for pedestrian/wheelchair use, (raised with slip-resistant surfaces and improved lighting); this improves visibility and helps slow traffic to 40-50kmh	Pedestrian Crossings	Include	Include in review of Tech Notes for street design	
76	2	kris	* Many parts of the city could use more street trees for shade/shelter/environment -- widened footpaths should incorporate plenty of soft landscaping.	Amenity	Refer	Possibility of improved city lighting, quality footpaths and streetscapes would be investigated as part of local area improvement proposals in accordance with the Pedestrian street hierarchy to enhance the amenity, safety, attractiveness and functionality of the pedestrian environment, street life and key public spaces.	5, 9
77	1	Joe Garbutt	A newspaper article is critical of an absence of action about speeding cyclists on Southbank Boulevard. If its not there, I agree. The number of speeding cyclists has grown exponentially in the last two years, and before 9 am it seems to me a large number of the many cyclists exceed the 10km speed limit, and significantly exceed it. A related problem is cyclists on pavements etc. where they should not be. Melbourne is the greatest of cities and holds world class events but its a major flaw is to have what I view literally as a death trap in the middle of it. How does a tourist crossing the coathanger bridge from flinders street know to look left or right for cyclists, some of whom may be speeding? Please do something about urgently before somebody gets killed.	Bicycles	Refer	Refer this comment to Engineering Services to have a closer look at the intersection of the Southbank pedestrian bridge and the North Bank of the Yarra.	

No.	Part	From	Submission	Topic	Action	Response	Change
78	1	JoH	There is too many very narrow footpaths in the CBD. Near impossible to walk on footpaths of most of Little Streets (Little Lonsdale, Little Collins, Little Bourke, ...). Same applies to A'Beckett Street, in which many multi storey apartments building are being constructed. How will all those new residents be able to walk? On the street itself? Would be best to make A'Beckett Street one way only for the cars and enlarge the footpaths.	Crowding	Include	<p>Many of the Little streets within the Hoddle grid are under investigation for a pedestrian street hierarchy which will address pedestrian crowding specifically including the level of service the footpath provides.</p> <p>While pedestrian volumes are increasing at the RMIT end of A'Beckett street and a number of large towers are being constructed along the street, there needs to be greater pedestrian activity before a pedestrian street hierarchy can be proposed. Furthermore, A'Beckett Street's role in traffic movement is also compromised by Swanston Street's closure to south of La Trobe Street and to the north of A'Beckett Street, so it will always be needed to provide access for local traffic and large service vehicles, with a large turning radius.</p>	
79	1	peterb	High mobility walking streets- The mixing of pedestrians and cyclists is extremely dangerous opening the council to litigation for accidents. The amount of near misses that i have witnessed is startling. Cyclists are now travelling faster than motored vehicles. The danger points are Swanston street and Princess Bridge. I have also been nearly knocked over a few times while walking on the footpath. I believe that cyclists should have training or a permit to ride in the city to prevent dangerous behaviour. I also would suggest that footpaths be clear pedestrian zones with fines for cyclists on footpaths.Cyclist also should be registered with clear identifiers to encourage safe riding habits.	Bicycles	Include	<p>The Share our Streets Campaign is aimed at increasing awareness and responsibility of all road users. The bicycle plan will be considered when investigating proposals that change the layout of the street. Where there are high volumes, separation will be considered,</p>	12
80	1	Annabel Drynan	Are their considerations for Accessible pathways? Wheelchairs,Mobility Aids,Prams etc	Accessibility	Include	<p>The Walking Plan proposes improvements to benefit all users of the pedestrian environment and will be implemented along with the City of Melbourne accessibility plan, Melbourne for all People 2014-17. Local access requirements will be maintained wherever works are proposed</p>	1,3

No.	Part	From	Submission	Topic	Action	Response	Change
						under the Pedestrian street hierarchy (Action 2.3)	
81	1	ChristophHewett	On the whole I delighted with this plan. The research & planning is fantastic and it represents a very clear way forward.	Research	Support		
81	2	ChristophHewett	I little to no mention of footpath impediment that are becoming more of a nuisance as the for traffic increases. Street furniture, street vendor stalls, street promotions/canvassers, buskers & beggars that (with crowd) can block the entire footpath.	Footpath Obstructions	Include	As pedestrian numbers grow, footpath space has become more competitive. It is even more important to relocate bicycle and motorcycle parking from on street to off street. Other obstructions such as street furniture and clutter will be investigated as well as part of Action 3.1 Addressing pedestrian crowding	4
82	1	Janep	Congratulations on such a comprehensive strategy that priorities walking in our liveable city	General	Support		
83	1	barry	The priority of pedestrians along Southbank along the river seems not to have been included. For example where pedestrians cross Queensbridge St, a lot of pedestrians wait a very long time while not many cars pass and seem to have the majority of the signal phase.	Pedestrian Crossings	Include	Pedestrian network improvements along Southbank will be investigated in the Southbank Master Plan. Signal phases on Queensbridge Street will be investigated in accordance with action 2.2 (Signal operation).	
83	2	barry	Great initiatives - the upgrade to the pedestrian phasing should be across the whole city of Melbourne. There are many areas where the "green man" is not as long as it should or could be. I think an analysis should be done for each intersection, and where there are more pedestrians using it than people in cars, then it should be re-looked at with pedestrians in mind.	Traffic Signals	Support		
84	1	mh	I think pedestrian lights should change automatically so that pedestrian movement is given the same privilege of vehicles - ie an automatic assumption that we will be there and crossing the road.	Traffic Signals	Support	Auto-on traffic signal phases are being considered as part of the walking plan.	
84	2	mh	Some crossing just change to quickly to be easily passable - eg Flemington Road lights. The area around intersection of Elzabeth St and Flemington is particularly dangerous and impossible to pass in required timeframe. Flemington road is a big barrier for pedestrian's in general - needs to be addressed.	Traffic Signals	Include	Traffic signals at these locations will be investigated as part of Action 2.2 (Signal operation).	6

No.	Part	From	Submission	Topic	Action	Response	Change
85	1	PortPlaces	Whereas it is mentioned in the Plan, I would like even stronger emphasis on retrofitting SouthBank for walkability as a high priority action. I would also like to see the CoM exert full influence on the development of walking policy for the urban renewal areas, especially Fishermans Bend. As the maps included in the Plan demonstrate, the large industrial size blocks need breaking up for walkability.	Urban Renewal	Include	The Walking Plan includes action 1.2 using the planning scheme to improve the walking network. This involves establishing a fine grain network and through block links for urban renewal areas to be incorporated into the planning scheme. Improvements to the walking network along city road will be implemented within the Southbank Structure Plan	
85	2	PortPlaces	I feel there is insufficient attention to the entry points to the City of Melbourne from the south: for example there is very severe crowding of mixed cycle and pedestrian traffic at Normanby St/Clarendon St. This needs resolution for both pedestrians and cyclists. Mixed crowding of cyclists and pedestrians also occurs at the crossing between the Exhibition Centre and the SouthBank Promenade.	Bicycle Network	Refer		
85	2	PortPlaces	I welcome the draft Walking Plan for its recognition that pedestrians are the number one road user in the City of Melbourne. This obvious and yet startling fact has not been sufficiently acknowledged until now. Appreciate the recognition that is given to the economic value pedestrians contribute to Melbourne. This information should be more widely promoted.	General	Support		
85	3	PortPlaces	There is scant mention of the plan of the connections with other Council departments that make a walkable Melbourne - and relationships with other key Council policies such as the Urban Forest Strategy.	Integrated Planning	Include	The Walking Plan will be implemented along with other council strategies. Including Melbourne For All, Road Safety Plan, Streetscape Framework, Beyond the Safe City and other relevant council policies.	
85	4	PortPlaces	It would also be valuable to include some reference to the cultural dimensions of walking - the popularity of walking tours, Open House Melbourne, Jane's Walk (promoting the legacy of Jane Jacobs)	Recreation	Include	Action 2.12 Promoting health, recognises the mental and physical health and community benefits of walking.	17
85	5	PortPlaces	Support the statements in the plan regarding	Speed	Support		

No.	Part	From	Submission	Topic	Action	Response	Change
			speed reduction to protect the safety of pedestrians.	Limits			
86	1	Will_Fooks	the goals should be based on outcomes. 2. plan for future growth, is weak and should state what you are trying to achieve? To achieve more walking and more space for pedestrians some people will need to get out of their cars, which in most cases is fine as it is generally faster to walk.	Vision	Support		
86	2	Will_Fooks	it should be extended beyond the central area, many people walk into the city and often major roads are significant barriers (to walking and urban development).	Vision	Include	Yes. Action Stream 1.2 will address all areas where the pedestrian network can be improved including outside of the central city.	
87	1		Comment consolidated with another submission				
88	1	Disability Advisory Committee Working Group	People with a disability have varying and diverse needs when it comes to transport and moving around the City. Often these align with the needs of other vulnerable road users, such as pedestrians and cyclists; however, this is not always the case. Factors such as a not yet fully accessible public transport system, the increasing cost and decreasing availability of parking, a growing population using the footpaths and streets as well as increasing bicycle traffic can contribute to people with a disability facing barriers to accessing the City of Melbourne.	Accessibility	Include	The draft walking plan does not propose to ban cars from the City. Increased Public Transport is a key aspect of the City of Melbourne Transport Strategy. Local access will be considered and consultation with stakeholders will be conducted prior to any works done.	1, 3
88	2	Disability Advisory Committee Working Group	The below information is from various discussions held in the Disability Advisory Committee (DAC) and the Committee's Working Group. These discussions included various stakeholders such as Victoria Police, City of Melbourne City Safety and Engineering teams and Bicycle Network Victoria. This submission also considers input from a forum on safety issues for people who are deafblind, held by City of Melbourne and Deafblind Victorians in March 2014. In planning for the future of Melbourne to be a safe and easy place to walk and move around, it is important to ensure the needs of	Accessibility	Include	The Walking Plan proposes improvements to benefit all users of the pedestrian environment and will be implemented along with the City of Melbourne accessibility plan, Melbourne for all People 2014-2017. Local access requirements will be maintained when adopting a pedestrian street hierarchy (Action 2.3)	1, 3

No.	Part	From	Submission	Topic	Action	Response	Change
			people with a disability are considered.				
88	3	Disability Advisory Committee Working Group	Improving awareness and mindfulness amongst cyclists and road users specifically of people with a disability using the streets, such as: people with sensory impairments who cannot hear or see cyclists and other road users; people who are in wheelchairs who may be lower in a crowd; people with other mobility impairments	Share Our Streets	Include	Included in rationale of Action 2.11 "being mindful of pedestrians with physical and sensory impairments".	
88	4	Disability Advisory Committee Working Group	The importance of maintaining accessible parking options and access to taxis for people with a disability, many of whom cannot use public transport or walk or travel long distances	Accessibility	Include	The walking plan does not propose to ban cars from the City. Increased Public Transport is a key aspect of the City of Melbourne Transport Strategy. Accessibility will be maintained when undertaking master planning and detailed implementation of the walking plan in accordance with the Pedestrian street hierarchy (Action 2.3).	1
88	5	Disability Advisory Committee Working Group	The importance of considering clear, level access to footpaths for accessible parking (i.e. without curb, or access barriers such as the La Trobe St style bike lane)	Accessibility	Include	The Walking Plan proposes improvements to benefit all users of the pedestrian environment and will be implemented along with the City of Melbourne accessibility plan, Melbourne for all People 2014-2017. Text changed to ensure accessibility is maintained when undertaking master planning and detailed implementation of the walking plan.	1, 3
88	6	Disability Advisory Committee Working Group	The effect of "clutter" including parked bicycles, motorbikes, street furniture, merchandise, and buskers. These can impede paths of travel, especially in narrow laneways like Flinders Lane or where it is near to disability parking.	Footpath Obstructions	Include	As pedestrian numbers grow, footpath space has become more competitive. It is even more important to relocate bicycle and motorcycle parking from on street to off street. Other obstructions such as street furniture and clutter will be investigated as well as part of Action 3.1 Addressing pedestrian crowding	4
88	7	Disability Advisory Committee Working Group	The importance of appropriately designed cycle and pedestrian infrastructure to encourage travelling mindfully.	Shared Paths	Include	Separated bike paths will be considered in action 2.3 (Pedestrian street hierarchy) and 2.7 (Create new shared zones) where volumes are high.	12
88	8	Disability Advisory Committee	The importance of recording data on road incidents, including the 'near-misses' in any collection of information about experiences of	Road Safety	Refer	Refer to the Road Safety Plan	

No.	Part	From	Submission	Topic	Action	Response	Change
		Working Group	people with a disability and other road users.				
88	9	Disability Advisory Committee Working Group	The importance of level surfaces on footpaths and clear and continuous paths of travel, particularly for transitions between modes of transport such as parking bays and footpaths and public transport	Accessibility	support		
88	10	Disability Advisory Committee Working Group	The need to have captions as well as voice announcements at public transport stops and stations for people with vision or hearing impairments	Accessibility	Include	The Walking Plan proposes improvements to benefit all users of the pedestrian environment and will be implemented along with the City of Melbourne accessibility plan, Melbourne for all People 2014-2017. Action Stream 3.5 includes working with PTV to improve the permeability of public transport stops.	3
88	11	Disability Advisory Committee Working Group	The extension of green man crossing times is important and fully supported. Particularly for people with limited mobility and vision and/or hearing impairments	Traffic Signals	Support		
88	12	Disability Advisory Committee Working Group	The importance of road crossing signals to be operational with both sound and vibration signals on crossing buttons. This is essential for people who are deafblind.	Traffic Signals	Include	Currently only certain intersections are fitted with audio tactile buttons by VicRoads when requested by Vision Australia. The Walking Plan includes in Action 2.2: Work with VicRoads to install pedestrian crossing lights, push buttons and audible devices at Hoddle Grid signalised intersections to create consistency across the Hoddle Grid and provide vision impaired pedestrians with better guidance when walking around the city.	
88	13	Disability Advisory Committee Working Group	The importance of free 'non-commercialised' shade, seating and water in public spaces. Often this is only available in commercial eateries and cafes.	Amenity	Include	The Walking Plan will be implemented along with recommendations from the Places for People 2004 study.	
89	1	DTPLI	Thank you for providing the opportunity for the Department of Transport, Planning and Local Infrastructure (DTPLI) to comment regarding the Council's Draft Walking Plan. The comments provided are those of the Department, Public	General	No Change		

No.	Part	From	Submission	Topic	Action	Response	Change
			Transport Victoria and VicRoads, and do not represent the views of the Government or the Minister for Public Transport and Roads.				
89	2	DTPLI	DTPLI Transport, PTV and VicRoads support Council's Draft Walking Plan and acknowledge the consultation that council has undertaken across the state transport portfolio to develop this document. The main suggested changes are that:	General	Support		
89	3	DTPLI	References to two State government commitments, the Melbourne Rail Link and the East West Link, are incorporated into the Walking Plan to better reflect future improvements to the wider transport network.	Public Transport	No Change	The City of Melbourne will reassess major state government transport projects and their impact on our plans and strategies after the 2014 state election.	
89	4	DTPLI	The reference to developing City Road to have a 'High Street' function is amended to reflect its ongoing important role in Melbourne's road network as a key strategic arterial road.	Urban Renewal	Refer	Refer this comment to the City Road Master plan project	
89	5	DTPLI	The Walking Plan includes more detail on the integration of walking with public transport, cyclists and pedestrians. Minimising conflicts of movements with on-road public transport (bus and tram) in particular and not introducing delays to public transport are critical outcomes in supporting the movement of people through central Melbourne.	Share Our Streets	Include		
89	6	DTPLI	Planning and balancing the needs of all modes and service and delivery functions can present challenges. DTPLI Transport, PTV and VicRoads welcome the opportunity to work with Council to apply the SmartRoads Network Fit Assessment and Principle Pedestrian Network methodologies across central Melbourne for the complete 24 hour period. These tools will assist Council in planning for walking, cycling, on-road public transport and freight routes.	Smartroads	Support		
89	7	DTPLI	Walking is a significant transport mode which accounts for the majority of movements in the city. The Department thanks the City of Melbourne for the opportunity to comment on this important piece	General	Support		

No.	Part	From	Submission	Topic	Action	Response	Change
			of work.				
90	1	Collins Street Precinct Group – Executive Committee	Walking and Last Kilometre freight, Both subjects should be combined into one	Delivery And Service Access	Include	There are significant opportunities beyond the walking plan to further improve and understand the delivery and service functions and the role they play in supporting commerce in the city. Comments from the draft walking plan has informed our approach to Last Kilometre Freight. The City of Melbourne is undertaking a project in 2014/15 to develop an approach to last kilometre freight by working with local businesses. Stakeholders who submitted to the Walking Plan in relation to this matter will be informed of this project.	1
90	2	Collins Street Precinct Group – Executive Committee	We acknowledge major centres have own individual delivery arrangements eg Melbourne Central, QV, Emporium, Collins Place & Australia on Collins	Delivery And Service Access	No Change		
90	3	Collins Street Precinct Group – Executive Committee	Our concern is the specialty shops that are members of the Collins Street Precinct Group (CSPG) – no individual delivery arrangements	Delivery And Service Access	Include	Text changed to ensure access to car parks is maintained when undertaking master planning and detailed implementation of the walking plan. "Any proposals that change the layout or operation of a street in the City of Melbourne would require thorough consultation with appropriate stakeholders, including building owners, businesses and residents, to understand their access requirements. Maintaining access for deliveries and service vehicles and to off -street car parks is important for city commerce. The Walking Plan does not propose to remove motor vehicle access to off –street car parks or to remove delivery or service to properties."	1
90	4	Collins Street Precinct Group – Executive Committee	Biggest single reason for visiting city is to shop	Retail	No Change		
90	5	Collins Street	Walking Plan will be a threat to economic	Economy	No	A key focus of the walking plan is the walking	

No.	Part	From	Submission	Topic	Action	Response	Change
		Precinct Group – Executive Committee	wellbeing of the city		Change	economy	
90	6	Collins Street Precinct Group – Executive Committee	Retail must have efficient deliveries in & out	Delivery And Service Access	Include	Efficient deliveries support the commerce of retailers. The Walking Plan does not intend to remove access for service and deliveries. Any works proposed to a street layout will be consulted on prior to any works done. Local access will be maintained when adopting the Pedestrian street hierarchy (Action 2.3).	1
90	7	Collins Street Precinct Group – Executive Committee	Retail needs service contractors to keep equipment operational	Delivery And Service Access	Include	Text in Action 2.3 has been changed to ensure access to car parks and loading bays and zones is maintained when undertaking master planning and detailed implementation of the walking plan.	1
90	8	Collins Street Precinct Group – Executive Committee	Melbourne is one of the world's most liveable cities – we won an award for disabled facilities	Accessibility	Include	The Walking Plan proposes improvements to benefit all users of the pedestrian environment and will be implemented along with the City of Melbourne accessibility plan, Melbourne for all People 2014-2017.	3
90	9	Collins Street Precinct Group – Executive Committee	This Walking Plan will severely restrict vehicles access for disable people!!!	Accessibility	Include	Accessibility will be maintained when undertaking master planning and detailed implementation of the walking plan.	1
90	10	Collins Street Precinct Group – Executive Committee	CSPG has many objections to reject the Walking Plan – here's just a four.	General	No Change		
90	11	Collins Street Precinct Group – Executive Committee	1. How will Coles Supermarket get access to Rothsay Avenue?	Delivery And Service Access	No Change	Current access via Flinders Lane will be maintained for deliveries.	
90	12	Collins Street Precinct Group –	2. Haighs Chocolates – needs 3 deliveries per day in peak trading	Delivery And Service Access	Include	Access to car parks and loading bays and zones will be maintained when undertaking master planning and detailed implementation of the	1

No.	Part	From	Submission	Topic	Action	Response	Change
		Executive Committee				walking plan. The City of Melbourne is undertaking a project in 2014/15 to develop an approach to last kilometre freight by working with local businesses. Stakeholders who submitted to the Walking Plan in relation to this matter will be informed of this project.	
90	13	Collins Street Precinct Group – Executive Committee	The draft Walking Plan and the City of Melbourne's Last Kilometre Freight work should be linked	Delivery And Service Access	Include	The City of Melbourne is undertaking a project in 2014/15 to develop an approach to last kilometre freight by working with local businesses. Stakeholders who submitted to the Walking Plan in relation to this matter will be informed and consulted on this project.	
90	14	Collins Street Precinct Group – Executive Committee	The draft Walking Plan is a threat to the economy because it restricts access (deliveries, service contractors, disabled access).	Delivery And Service Access	No Change		
91	1	Collins Street Precinct	3. Scots Church – Staging of a State Funeral – 900 attendees – some with cars	Car Parking	Include	Text changed to ensure access to car parks is maintained when undertaking master planning and detailed implementation of the walking plan. "Any proposals that change the layout or operation of a street in the City of Melbourne would require thorough consultation with appropriate stakeholders, including building owners, businesses and residents, to understand their access requirements. Maintaining access for deliveries and service vehicles and to off -street car parks is important for city commerce. The Walking Plan does not propose to remove motor vehicle access to off –street car parks or to remove delivery or service to properties."	1
91	2	Collins Street Precinct	4. Have the three emergency services signed off on the Walking Plan???	Consultation	Include	Where works are proposed in the pedestrian street hierarchy, traffic function will be low. The street will still have capacity to allow access for emergency vehicles. Where there are no road traffic functions such as on Swanston Street, emergency vehicles can utilise the tram thoroughfares.	

No.	Part	From	Submission	Topic	Action	Response	Change
						Extensive consultation and design will occur prior to any works done to ensure appropriate space to allow for emergency vehicles and building evacuation purposes.	
91	3	Collins Street Precinct	NB Many more examples exist	General	No Change		
91	4	Collins Street Precinct	Pedestrian counts – can be orchestrated - Refer historic Melbourne city photographs of crowded footpath and very busy roads in city	Crowding	No Change		
91	5	Collins Street Precinct	CSPG and others reject the entire draft and will notify the relevant Minister.	General	No Change		
91	6	Collins Street Precinct	The draft if implemented will seriously negate the Robert Hoddle concept of the purpose for the “little streets” of Marvellous Melbourne,’	Vision	No Change		
91	7	Collins Street Precinct	This plan also conflicts with the written agreement covering deliveries which was reached between the government stake holders, retailers and businesses at the time of developing the Bourke Street Mall.	Delivery And Service Access	No Change		
92	1	Stephen Alomes	I would like to develop several specific points of significance in supplementation to my submission in support of a 40 kmh speed limit in non-arterial streets in Kensington.	Speed Limits	Include	Text changed in Walking Plan to extend investigation of speed limit reductions to appropriate areas.	2
92	2	Stephen Alomes	1. That there is a contiguous area of Newmarket north of Racecourse Rd, from Pin Oak Cres east and south of Kent St which is 40 kmh. There, the speed limit is signed by painted speed limits on the road surface. This contiguity will assist in the working of such a limit.	Speed Limits	Include	Signage of speed limits will be consulted with VicRoads in accordance with the Road Safety Plan.	
92	3	Stephen Alomes	2. That within the MCC area, there is already a precedent. The streets between University High and Royal Park are all 40 kmh, using street signs to specify the speed limit.	Speed Limits	Support		
92	4	Stephen Alomes	3. The presence of Vision Australia in Kensington means that the suburb has more unsighted people in it than many other suburbs.	Speed Limits	No Change		
92	5	Stephen Alomes	4. The benefits of slower car traffic speed limits to cyclists as well as pedestrians, which I treated as	Speed Limits	Support		

No.	Part	From	Submission	Topic	Action	Response	Change
			implicit, might well be noted..				
92	6	Stephen Alomes	I am aware that your electorate is Melbourne rather than a ward, but am appreciative of your willingness to consider this proposal, and of your knowledge of Kensington.	Speed Limits	No Change		
93	1	City of Melbourne, Community Safety and Wellbeing branch	P14 – Crowding and delay Crowding is particularly an issue for people with a disability, parents with prams and people with mental health issues. It would be great if these groups are considered when planning and designing new walking paths.	Accessibility	Include	The walking plan aims to provide access for all people of all abilities and ages is a key component of developing the walking network around Melbourne.	4
93	2	City of Melbourne, Community Safety and Wellbeing branch	P18 – Safety Re: Last sentence in the third paragraph – re: passive surveillance According to our latest perceptions of safety survey – activity / people on the streets and lighting play a significant part in making people feel safe on our streets. I have attached a copy of the Perceptions of Safety survey summary report for your reference. From a crime prevention through environmental design (CPTED) perspective, to make public spaces and places (including walking paths) as safe as possible you need to consider the following: clear sightlines, adequate lighting, natural surveillance, movement predictors, activity support and image.	Road Safety	Include	Safety (page 18) has been changed to include the following: "People walking in Melbourne need to feel personally secure. A high level of real and perceived personal security will encourage more people to walk more including at night and in places with which they are not familiar. This encourages more economic activity. Time of day, gender and age are also key factors to be considered. Many other factors are important in creating a feeling of personal security including clear sightlines, adequate lighting, natural surveillance, movement predictors, activity support and image."	5
93	3	City of Melbourne, Community Safety and Wellbeing branch	P18 Access for All Should also include "gender" – as we know from our research men and women differ in their perceptions of safety and use of the city. Women feel significantly less safe on our streets than men especially late at night. The different population groups need to be reflected in your actions or else this statement becomes meaningless.	Accessibility	Include	The walking plan aims to provide access for all people of all abilities and ages and is a key component of developing the walking network around Melbourne. Furthermore, City of Melbourne's accessibility plan, Melbourne for all People 2014-17 and Beyond the Safe City 2014-17 will be consulted when implementing the Walking Plan.	5
93	4	City of Melbourne, Community	P19 4. Improve safety Should also consider public order crime - Most assaults and anti-social behaviour occur on our	Safety	Include	The walking plan recognises the perception of risk on our streets creating a barrier for walking participation for all ages. The plan will be	3, 5, 15

No.	Part	From	Submission	Topic	Action	Response	Change
		Safety and Wellbeing branch	city streets and public spaces.			implemented along with City of Melbourne's accessibility plan, Melbourne for All People 2014-2017 and Beyond the Safe City Strategy 2014-17.	
93	5	City of Melbourne, Community Safety and Wellbeing branch	P20 dot point Time Time of days is also an important factor. We know from our research (i.e. perceptions of safety survey ; dusk til dawn research) that day and night present different safety issues and concerns. Walking paths need to be designed with this in mind.	Safety	Include	The walking plan recognises the perception of risk on our streets creating a barrier for walking participation for all ages. The plan will be implemented along with City of Melbourne's accessibility plan, Melbourne for All People 2014-2017 and Beyond the Safe City Strategy 2014-17 which addresses the risk associated with a 24 hour city.	3, 5, 15
93	6	City of Melbourne, Community Safety and Wellbeing branch	P35 Within the Characteristic and Street management boxes – ensure lighting, activity support and natural surveillance are considered as part of increasing pedestrian function.	Amenity	Include	Improved lighting will be investigated as part of local area improvements during master planning for a Pedestrian street hierarchy.	5, 9
93	7	City of Melbourne, Community Safety and Wellbeing branch	P38 2.5 Create new walking streets Third dot point “Amenity and safety is increased by reducing crowding” should include in this statement – improving lighting and providing clear sightlines.	Amenity	Include	Improved lighting will be investigated as part of local area improvements during master planning for a Pedestrian street hierarchy.	5, 9
93	8	City of Melbourne, Community Safety and Wellbeing branch	P53 2.12 Promoting health As part of Action 2.12.1 – would be good to consider the promotion and or development of walking groups for families with young children, older people, city workers, international students, people with disability.	Health	Include	The walking plan discusses initiatives to promote walking amongst young children. The walking plan will also be implemented along with the City of Melbourne's accessibility plan, Melbourne for All People 2014-2017 and the Active Melbourne Strategy.	3, 15, 17
93	9	City of Melbourne, Community Safety and Wellbeing branch	It would be good to acknowledge somewhere within your plan that a number of our city streets (walkways) are used as sleeping areas for people experiencing homelessness. And that many young people under the age of 18 use our city streets as a meeting space because it is safe, accessible and free.	Accessibility	Include	Our streets are used by a range of different people as it is public and free. The Walking Plan aims to deliver improvements to the walking environment to facilitate movement throughout the city for a variety of users. Although the Walking Plan doesn't discuss homelessness on our streets directly, there are council plans that do: Pathways: City of Melbourne Homelessness Strategy 2014–17.	1

No.	Part	From	Submission	Topic	Action	Response	Change
93	10	City of Melbourne, Community Safety and Wellbeing branch	The Walking Plan will be most effective if social and behavioural elements are considered and included in the action plan. This could include understanding and responding to the safety and access needs of different population groups	Pedestrian Behaviour	Include	Action 2.11 (Travel behaviour change), has included emphasis for pedestrians to take greater responsibility for their own safety and the safety of others. Furthermore, the Walking Plan will be implemented alongside City of Melbourne's accessibility plan: Melbourne for all People 2014-17	14
94	1	July Business Breakfast	Access to the city Parking, congestion, deliveries, public transport and bikes	Share Our Streets	Support		
94	2	July Business Breakfast	Cost of parking/not enough parking Super tram-stops taking away parking spots on main streets (Collins Street/Elizabeth Street)	Car Parking	No Change		
94	3	July Business Breakfast	Need for free CBD public transport and 24/7 public transport	Public Transport	Refer		
94	4	July Business Breakfast	more bike lanes/too many bike lanes	Bicycle Network	No Change		
94	5	July Business Breakfast	Deliveries – not enough loading bays, challenge to deliver stock	Delivery And Service Access	Include	As space becomes more competitive at street level, access to off street parking and loading bays is even more important. The Walking Plan does not intend to remove access to services and deliveries. Access to loading zones will be maintained when undertaking master planning and detailed implementation of the walking plan. Furthermore, The City of Melbourne is undertaking a project in 2014/15 to develop an approach to last kilometre freight by working with local businesses. Stakeholders who submitted to the Walking Plan in relation to this matter will be informed of this project.	1
94	6	July Business Breakfast	Myki - visitor experience and use of Myki needs to be improved	Public Transport	Refer		
94	7	July Business Breakfast	Way finding signage – specifically to highlight shopping and dining	Wayfinding	Support		
94	8	July	Public space	Shared	No		

No.	Part	From	Submission	Topic	Action	Response	Change
		Business Breakfast	Walking Plan - closure of retail core streets a concern	Paths	Change		
94	9	July Business Breakfast	Dirty laneways – responsibility of businesses to clean up	Amenity	Refer		
94	10	July Business Breakfast	Consultation prior to implementation of infrastructure works – closure of streets/construction that can affect business	Consultation	Include	Consultation will be held with stakeholders prior to any works done that proposes changes to the layout of a street in the Pedestrian street hierarchy (Action 2.3).	1
94	11	July Business Breakfast	Swanston Street still some work to go – mix of businesses, perception of dirty and not the gateway of the city	High Mobility Streets	Refer		
95	1	Carlton Residents Association	CRA is an enthusiastic supporter of the Council's Draft Walking Plan which is an important component of the City of Melbourne's, <i>Transport Strategy, 2012</i> , to which we have contributed over the past decade. Current emphasis of the Walking Plan appears to be on the ever more congested CBD pedestrian areas. Melbourne's population explosion is now very evident on the streetscapes.	General	Support		
95	2	Carlton Residents Association	Walking, cycling and public transport (particularly trams) are the primary movements modes for 85% of people around the CBD. However private motorists and motor cyclists still enjoy priority treatment within the streetscape and at intersections. The Draft Plan considers these matters but should take a more pro-active stance to prioritise pedestrians across the city. To progressively remove private motoring entirely from the central city area should be the long-term goal eg. extend the existing Swanston St and Bourke St Mall treatments across the area.	High Mobility Streets	Include	As walking participation grows and reliance on the private motor vehicle reduces over time, there will be opportunity to expand the application of the Walking Plan further in the future.	
95	3	Carlton Residents Association	The State Government's <i>Plan Melbourne</i> policy document, with its centrepiece East West Link tollroad, encourages a continued growth in private motoring at a time when more sustainable transport modes should be mandated. The Council has a leadership role to proclaim its commendable <i>Transport Strategy</i> which is in stark	East West Link	Support		

No.	Part	From	Submission	Topic	Action	Response	Change
			contrast to backward thinking Government transport policies. The current State Government has no discernable transport plan for Melbourne other than a grab-bag of randomly selected major projects, largely road based.				
95	4	Carlton Residents Association	The pedestrian experience is enhanced by attractive streetscapes. Green spaces, shade, seating etc. are important to encourage pedestrians onto the streets. Street closures and the development of attractive small parks are important factors eg. the closure of Franklin St (Victoria to Swanston Sts.), between RMIT and the City Baths, would greatly add to the ambience and tranquility of this high pedestrian area. This is the site of the planned aboriginal memorial associated with the popular Goal Tourist Precinct. The recent proposal to designate Franklin St. for arterial road purposes should be reconsidered in this light.	Streets As Places	Include	Franklin Street will be connected to meet with Dudley Street in accordance with the Queen Victoria Market Renewal Plan. Two roundabouts will be removed in the process. Connecting Franklin and Dudley streets will link the market with the central city and surrounding neighbourhood.	
95	5	Carlton Residents Association	Carlton residents are concerned about their pedestrian experience within the 'Golden Mile' but also their regular walking excursions on the streets of the Carlton Precinct, around Lygon Street. This response to the Walking Plan details several of these specific matters below.	Pedestrian Street Hierarchy	No Change		
95	6	Carlton Residents Association	Walking in Carlton	Pedestrian Street Hierarchy	No Change		
95	7	Carlton Residents Association	In our response to the <i>Melbourne Transport Strategy</i> in 2011 we called for due emphasis on walking and cycling, and the need for pedestrian and cycle friendly streets, particularly in the busy Lygon Street Precinct:	Walking Streets	Include	The Central City focus is purely a factor of the high pedestrian numbers there, but improvements in other areas of the municipality are also within scope.	
95	8	Carlton Residents Association	The congestion of busy footpaths by restaurant operations, advertising boards and cycle and motor cycle parking requires regular monitoring and pro-active regulations. The conversion of two car spaces to bike parking outside Lygon Court, originally proposed by CRA, has proved very popular, and has removed substantial cycle	Footpath Obstructions	Include	As pedestrian numbers grow, footpath space has become more competitive. It is even more important to relocate bicycle and motorcycle parking from on street to off street. Other obstructions such as street furniture and clutter will be investigated as well as part of Action 3.1 Addressing pedestrian crowding	4

No.	Part	From	Submission	Topic	Action	Response	Change
			parking from the footpaths. Although initially opposed by traders, similar facilities would be welcome elsewhere in Carlton. Formal motor bike parking facilities are also required in selected car parking spaces. These actions would decongest busy footpaths and should be explored.				
95	9	Carlton Residents Association	Pedestrians should enjoy as-of-right priority at light controlled intersections, as do road users. Manual activation of pedestrian lights should not be necessary. We note this long-argued 'auto-on' issue is included in the Plan. It should be a priority in Carlton.	Pedestrian Crossings	Include	Pedestrian delay will be assessed at intersections across the City of Melbourne. Auto-on traffic signals will be investigated in Carlton as part of action 2.2 (Signal operation).	6
95	10	Carlton Residents Association	For the busy Lygon Street Precinct (Elgin to Queensberry Sts.), pedestrian crossings or lights should be provided midway between major light controlled intersections, to minimise dangerous jay walking, to improve street safety in these pedestrian rich areas and to further 'traffic calm' Lygon St.	Pedestrian Crossings	Include	Formal crossings in the Lygon Street Precinct will be investigated as part of Action 3.6 Increasing the number of formal crossings	
95	11	Carlton Residents Association	The lowering of general road speed to 40kph in the Lygon Street Precinct some years ago, as lobbied for by CRA, has been very welcome. It is important for pedestrian and cycle safety. The feasibility of further lowering road speed to 30kph should be considered for the busiest pedestrian areas.	Speed Limits	Include	Speed limit reductions to lower than 40 km/h may be more or less achievable depending on a range of factors. Safety is also not the only benefit of reduced speed limits. Similarly, high pedestrian volumes may not be the only reason speed limits could be reduced. Support from local residents is a key factor in neighbourhood precinct based speed limit reductions. Swanston Street is already 30 km/h and other lower speed limits already exist throughout the municipality.	2

No.	Part	From	Submission	Topic	Action	Response	Change
95	12	Carlton Residents Association	The major pedestrian entry to the Lygon Street Precinct from the Tram Terminus opposite the University of Melbourne in Swanston Street, along Faraday Street, is a disgrace. We have raised this issue regularly in the past. Pedestrians to the popular Precinct are confronted with a bleak unattractive streetscape dominated by parked cars. The new Kathleen Syme Library and Community Centre (KSLCC) on Faraday Street, provides an opportunity to close at least the southern street lanes and central parking strip on Faraday Street and turn it over to secure parkland, playground, shade, seating etc. in front of KSLCC. The northern lanes of Faraday Street could be retained as 'one way' motor access to service College Square and nearby terrace houses. This action would dramatically enhance the streetscape experience for pedestrians and provide additional valuable external facilities associated with KSLCC. Its feasibility should be examined.	Urban Renewal	Refer	Refer this comment to Urban Design for further investigation	
95	13	Carlton Residents Association	Further east along Faraday Street, opposite La Mama Theatre and CoAslt, a similar partial street closure and parkland piazza option exists (Lygon to Drummond Sts) in this pedestrian rich area.	Pedestrian Street Hierarchy	Refer	Refer this comment to Engineering Services for further investigation.	
96	1	National Council for Women, Victoria	The recent experience of National Council of Women of Victoria is that online system of consultation now used regularly by Council for 'user' input is not a good fit for our organisation, since the survey design is predicated on the respondent being an individual.	Consultation	Refer	Comment referred to Community Engagement team.	
96	2	National Council for Women, Victoria	In relation the current consultation on 'Making Melbourne a better place for walking' we decided to provide to you NCWV's responses to your on-line survey instrument, as expressed by representatives of our affiliated organisations, and individual members, in attendance at the July 3 Council meeting , held at Ross House Flinders Lane, when the program included a focus group segment There were 43 participants ranging in age	Consultation	No Change		

No.	Part	From	Submission	Topic	Action	Response	Change
			from 20 and 90 years of age, including women with all of the following connections to the City of Melbourne:				
96	3	National Council for Women, Victoria	We were pleased to be assisted in this process by your willingness to provide paper copies of the Walking Plan purse maps, since we had difficulty in downloading the map provided on the Council's website.	Consultation	Support		
96	4	National Council for Women, Victoria	NCWV's registered office is near Flagstaff Station, at corner of A'Beckett and William Sts, in the Royal Historical Society of Victoria. Our monthly meetings are held at Ross House, Flinders Lane. Our affiliates include organisations with registered offices in City of Melbourne, across the Greater Melbourne, and the Regional areas, and the individuals participating in our work represent and important demographic for the businesses of the Central City. Our members in employment and as students also regularly travel between the central city and the peripheral areas including the knowledge precinct. Some members live with the municipality including Docklands and Southbank. We see our membership as representing a key group of regular pedestrians in the Central City, coming regularly by public transport, or taxi, including the full spectrum from users of mobility aides and those who see the need for more bike lockers e.g. at Flinders St Station.	Consultation	Support		
96	5	National Council for Women, Victoria	1.While the City of Melbourne may have limited say about the re-location and reconfiguration of the tram stops members noted that some of the new stops coming South from the University of Melbourne are so long that it is difficult to find the end of the stop, and access may involve walking more than a city half block.	Accessibility	Support	Action Stream 3.5 includes working with PTV to improve the permeability of public transport stops.	
96	6	National Council for Women, Victoria	2. Given the high level of construction activity, both 'new build' and refurbishment, footpaths in the City and adjacent areas are often in poor condition.	Construction	Refer		

No.	Part	From	Submission	Topic	Action	Response	Change
96	7	National Council for Women, Victoria	3. Reassertion of the 'Keep to the Left' rule has to be high priority, especially in areas where crowding occurs at different times of the day. Those following the 'Keep Left' principle are often jostled by other pedestrians, including overseas students and visitors. Education and better signage could help.	Keep Left	Include	"Keep left" has been included in action 2.11 (Travel behaviour change).	16
96	8	National Council for Women, Victoria	4. Congestion of key pedestrian routes was a concern including blocking of laneways with café tables and chairs, and also the impact on pedestrians of non-compliance with smoking bans in lanes that have existing food service.	Footpath Obstructions	Include	Footpath allocation has become more competitive with the growing number of pedestrians. There needs to be a balance between outdoor restaurant operation and pedestrian space. This will be investigated as part of Action 3.1 Addressing pedestrian crowding.	4
96	9	National Council for Women, Victoria	5. There was a suggestion that Flinders Lane between Swanston and Elizabeth Streets might be closed to vehicles: given the need for disabled persons coming and going to Ross House, the City of Melbourne Library Service, and a range of other service functions in the area, this would be retrograde step.	Accessibility	Include	The Walking Plan does not propose to restrict access in the city. Text in the plan has been changed to ensure accessibility is maintained when undertaking master planning and detailed implementation of the walking plan (2.3 Pedestrian street hierarchy).	1
96	10	National Council for Women, Victoria	6. Traffic speed is not an issue as for the most part vehicles don't exceed the current speed limits for most of the day and night.	Speed Limits	No Change		
96	11	National Council for Women, Victoria	7. On the question of the need for stop lines where cars exit parking stations, it was suggested that improved design of exit areas could address the problem drivers being unable to see approaching pedestrians without nosing out across the footpath	Stop Lines	Include	Where stop lines are being considered in Action 2.10 Stop lines, appropriate design of exits will be discussed to ensure safety and visibility of all road users. As it states in the rationale, this treatment allows drivers and pedestrians to make eye contact and negotiate.	
96	12	National Council for Women, Victoria	8. Disability and frailty: More bench seating is needed for the elderly. Existing disability parking spots do not always permit ease of egress from the car with a walking aide, walking frame or collapsible wheelchair etc. Has prior work with 'Travellers Aid' and been referenced in this plan?	Ageing	Include	Providing a walking network for people of all abilities and ages is a key component of developing the walking network in Melbourne. City of Melbourne is currently working on the Melbourne for all People Strategy 2014-2017	3

No.	Part	From	Submission	Topic	Action	Response	Change
96	13	National Council for Women, Victoria	9. Timing of traffic lights is an issue – many lights change too quickly and the high numbers of person caught mid-crossing when the lights change promotes a cultural of walking when the red figure is already showing a dangerous development.	Pedestrian Crossings	Include	Pedestrian delay will be assessed as part of Action 2.2 (Signal operation). Extending the time for when the walk signal is displayed is one of the methods discussed.	6
96	14	National Council for Women, Victoria	10. Consider additional uses of the Elizabeth and Flinders X intersection model – where 'walk in any direction' is possible e.g. corner of Lonsdale and Swanston Streets.	Traffic Signals	Include	The Walking Plan will include a consideration of scramble crossings in further work on traffic signals for pedestrians in the implementation of the Walking Plan. Note however that scramble crossings have been investigated as part of the development of the draft walking plan. It was found that they have adverse impacts on pedestrian delay by extending the minimum walk time required in the traffic signal cycle. They also increase delays to public transport, bicycles and other vehicles on the road. There are limited opportunities where these impacts can be reduced, such as at t-intersections and there may be some locations where they could be implemented.	
96	15	National Council for Women, Victoria	11. The purse map is useful – however it doesn't show Melbourne Central. Are there other such maps of different part of the City of Melbourne?	Wayfinding	Include	The purse map was developed to highlight some of the actions in the Walking Plan. More broadly the Walking Plan outlines a more comprehensive wayfinding and mapping system for the City of Melbourne which will include Melbourne Central and many other parts of Melbourne.	
97	1	RACV	RACV has over 2 million members, which means that on average three out of four Victorian households contains a RACV member. This provides RACV with a broad cross section of community views through our member market research which we rely on to formulate and promote policies in the areas of transport mobility and safety.	General	No Change		
97	2	RACV	RACV welcomes the opportunity to provide the attached comments in relation to the City of Melbourne Draft Walking Plan 2014-17.	General	Support		

No.	Part	From	Submission	Topic	Action	Response	Change
97	3	RACV	RACV has long promoted that an integrated and balanced approach is essential to transport planning to ensure that the travel needs of all Victorians are properly addressed. Walking is part of this integrated approach and is particularly important for high density municipalities like the City of Melbourne. More people choosing to replace private vehicle trips by walking reduces vehicle travel in the CBD, which is particularly important given congested road conditions and competing demands for road space. No matter how someone arrives in the CBD, they become a pedestrian. Consequently RACV supports the overall intent of the draft plan.	General	Support		
97	4	RACV	We do have comments on a number of the issues in the plan, which are included in the attachment. It is important that the plan recognises that the city area still needs to be served by vehicle traffic and road-based public transport, and on-street parking is an inefficient use of scarce road space.	Car Parking	Include	The Walking Plan includes actions to address pedestrian crowding which, in some cases, may include widening footpaths and relocating or removing on-street parking. This is recognised in the City of Melbourne Transport Strategy 2012.	10
97	5	RACV	RACV welcomes the opportunity to provide comment on the City of Melbourne Draft Walking Plan 2014-17. RACV acknowledges the importance of walking in the City of Melbourne and we support actions and strategies to encourage walking trips.	General	Support		
97	6	RACV	2.1 Elizabeth Street Elizabeth Street needs to be made into a transit mall that is safer for pedestrians, bicycle riders, cars and trams. The street has a limited traffic function. To achieve this Elizabeth Street should be closed off to motor vehicles between Flinders Street and Bourke Street. As Bourke Street and Swanston Street are already closed to traffic, closing off Elizabeth Street will create a U-shape central pedestrian precinct encompassing the retail core of Melbourne. There would also be the added benefit of improving traffic flow along Flinders Street as there would be no cars turning to and from	High Mobility Streets	Refer		

No.	Part	From	Submission	Topic	Action	Response	Change
			Elizabeth Street.				
97	7	RACV	2.2 Flinders Lane Figure 13 of the Walking Plan proposes 'streets' to be converted to 'places' which will have low (or no) traffic. While RACV is supportive of this concept, some of those streets are still required for access.	Property Access	Include	The walking plan will include consideration of local access requirements when implementing the Pedestrian street hierarchy	1
97	8	RACV	An example where traffic flow is negatively disrupted from changing a 'street' to a 'place' is closing Flinders Lane to traffic between Swanston Street and Elizabeth Street (as outlined in Figure 13). As Swanston Street is already closed to traffic, for the many cars parked off-street along Flinders Lane between Russell Street and Swanston Street, travelling straight through Flinders Lane is the only possible traffic movement when exiting the car parks (including Council's City Square car park). Off-street car parks must remain accessible for vehicles to reduce demand for on-street car parks by drivers requiring vehicle access to the city.	Car Parking	Include	As streets become more pedestrian focused, access to off-street car parking is vital. Local access to off street car parking will be maintained wherever works are proposed in the Pedestrian street hierarchy (Action 2.3).	1
97	9	RACV	2.3 Flinders Street station pedestrian connections An additional pedestrian foot bridge should be provided between the eastern end of Flinders Street Station directly to Southgate to reduce pedestrian demand on Princes Bridge and improve accessibility to and from Southbank. This would facilitate the restoration of a separate bicycle path on Princes Bridge, and two traffic lanes in each direction for vehicles. RACV again contends that Council should remove the obstructions that previously prevented riders from using the former bicycle path and restore the two northbound lanes. St Kilda Road must remain a primary route for vehicle access to the CBD, with the only direct alternative being the heavily congested Kings Way.	Pedestrian Network	No Change	Council resolved to install a bicycle lane on road and provide a wider footpath for pedestrians on the east side of the bridge.	
97	10	RACV	The Plan should also recommend investigations into grade separating pedestrian access under Swanston Street to Federation Square, the tram stops outside the station and under Flinders Street, to cater for future growth in pedestrian volumes.	Underpasses	Include	Where opportunities for underpasses exist, particularly in busy areas, they will be investigated as part of master planning.	13

No.	Part	From	Submission	Topic	Action	Response	Change
			St Kilda Road and Flinders Street are important routes for vehicles access to and within the CBD.				
97	11	RACV	3.1 Auto-on pedestrian phase signals Section 2.2 of the Walking Plan proposes that, "at crowded intersections, or intersections throughout which many pedestrians move, the pedestrian phase should be automatically activated rather than pedestrians being required to press buttons to activate crossings." Routine implementation may have implications for traffic flow, with additional signal phases required, or right turn arrows removed and replaced with filter turns that increase risks for other road users (e.g. oncoming cyclists and motorcyclists).	Pedestrian Crossings	Include	Work with VicRoads to ensure pedestrian safety and traffic flows are not compromised with the implementation of auto on signal phases in the proposed areas.	
97	12	RACV	RACV also does not support auto-on pedestrian phase signals being routinely applied at mid-block signalised pedestrian crossings.	Pedestrian Crossings	Include	Agreed, auto-on at midblock crossings would be applied on a case by case basis in accordance with times of peak pedestrian demand.	
97	13	RACV	Pedestrians may become confused at which locations they need to activate the pedestrian signal and which locations are automatic near the edges of the implementation zones.	Traffic Signals	No Change		
97	14	RACV	3.2 <i>Pedestrian lanterns at all CBD signalised intersections</i>	Traffic Signals	Support		
97	15	RACV	RACV supports pedestrian displays at all directions for signalised intersections as this would have safety benefits, particularly for the vision impaired. Implementation at the locations in Figure 12 is supported.	Pedestrian Crossings	Support		
97	16	RACV	3.3 Increasing the number of formal crossings Increasing the number of formal crossings will result in pedestrians walking less for their journey (as signalised intersections are closer together) and will decrease the number of people crossing the road without a signal. However, more pedestrian crossings will cause delays for car drivers and tram and bus commuters. Extra signalised formal crossings should only be installed when there is a clear pedestrian demand and proven measures such as pedestrian refuges	Traffic Signals	Include	Increasing the number of formal crossings and reducing pedestrian delay may or may not increase delay for drivers. The Walking Plan will access overcrowded areas and intersections to determine appropriate locations for formal crossings. Change text for action 2.2 (Signal operation) to: Implementation: "Assess traffic signal operation and pedestrian delay at intersections across the city and develop a prioritised list of projects to	6

No.	Part	From	Submission	Topic	Action	Response	Change
			and medians are inadequate for the demand. When these new crossing are introduced the signal phasing must be linked to the phasing at the adjoining intersections to reduce delay for road users.			reduce it, with a priority on the intersections with the most users overall.”	
97	17	RACV	4 Speeds The Plan suggests broadening the application of 40km/h zones across the Council area. RACV supports time-based speed limits in areas of high pedestrian activity, not permanent reductions that apply when there is no need. Key routes through the CBD, such as King Street and La Trobe Street, should have time-based speed limits.	Speed Limits	Include	Time-based speed limits may be appropriate at locations where pedestrian activity is high only during a certain time of day. This will be investigated during local area improvements as part of action 2.3 (Pedestrian street hierarchy)	
97	18	RACV	5.1 Footpath clutter Many of Melbourne’s footpaths are currently cluttered with benches, bins, signs and service infrastructure. While some of this ‘clutter’ is necessary, there should be a better process to manage the infrastructure on footpaths. In particular, for high pedestrian volume areas, the non-necessary infrastructure should be minimal. A good example is access to the former northbound bicycle path on Princes Bridge being blocked by a Council information totem erected in the centre of the path so that riders couldn’t access the path. Riders had no choice other than to ride on the road between the lane edge line and kerb. The Walking Plan should outline strategies to reduce and manage clutter on footpaths, starting with Council owned infrastructure.	Footpath Obstructions	Include	As pedestrian numbers grow, footpath space has become more competitive. It is even more important to relocate bicycle and motorcycle parking from on street to off street. Other obstructions such as street furniture and clutter will be investigated as well as part of Action 3.1 Addressing pedestrian crowding	4
97	19	RACV	5.2 Stop lines RACV agrees that the installation of stop lines can have safety benefits for pedestrians, as drivers are required to stop for pedestrians crossing footpaths. However, drivers still need to stop at the kerb line to give way to approaching vehicles on the road, and the footpath will be obstructed when this happens.	Stop Lines	Support		
97	20	RACV	6.1 <i>On-street car parking</i>	Car Parking	Support		
97	21	RACV	The City of Melbourne Walking Plan lists two locations where on-street car parking will be	Car Parking	Support		

No.	Part	From	Submission	Topic	Action	Response	Change
			changed to accommodate wider footpaths including:				
97	22	RACV	Spring Street - investigate relocating parking bays to Collins Street, east side of Spring Street or Ulster Lane.	Car Parking	Support		
97	23	RACV	Flinders Street - widen footpath on northern side into parking lane.	Pedestrian Network	Support		
97	24	RACV	RACV supports the reduction of on street car space and greater use of clearways, where competing transport demands for space coexist with on-street parking. On-street parking is an inefficient use of road space and there should be a much greater emphasis on off-street parking and the use of clearways. The Walking Plan should consider other locations where the on-street car parking could be removed and the footpath widened to improve flow and safety for pedestrians. Indented disabled parking and loading bays may still be required.	Pedestrian Network	Include	<p>There is a good opportunity to increase the utilisation of private and commercial off street parking through partnerships with local business precincts and developers. The consideration of on and off street parking in the context of overall transport and urban design objectives for the precinct will be included as part of the implementation of the Pedestrian Street Hierarchy. This will occur within the processes outlined in the Streetscape Framework (2011)</p> <p>Changed action 3.3 Master Plans to: Implementation: Ensure master plans and precinct plans deliver an enhanced pedestrian network consistent with the principles of the Walking Plan and the Pedestrian Street Hierarchy. These plans will direct advanced streetscape designs and will lead to capital works.</p>	1
97	25	RACV	6.2 Motorcycle and bicycle parking RACV believes that insufficient priority is being given to ensuring motorcycles and bicycles that are parked on footpaths aren't obstructing pedestrians. For example, in February RACV reported to Council a location on Bourke Street where motorcycles are routinely obstructing pedestrian access to a tram stop, and six months later the situation remains unchanged.	Motorcycle Parking	Include	<p>Pedestrian numbers have grown and obstructions on the footpath can have detrimental effects on pedestrian flow. Motorcycle use is also on the rise and there is opportunity to raise awareness and enforcement whilst providing more formalised motorcycle parking. The City of Melbourne, Strategic Planning Branch is currently (2014/15) undertaking a review of off street bicycle and motorcycle parking requirements for new developments.</p>	4

No.	Part	From	Submission	Topic	Action	Response	Change
97	26	RACV	6.3 Access for people with a disability There have been recent instances where disabled parking has been removed to cater for cycling facilities, with disabled parking relocated to less convenient locations for people with severe mobility issues. Separated on-road bicycle facilities are difficult for mobility impaired pedestrians to cross. Designs must allow for better access; for example using gaps in raised separators near disabled parking for mobility impaired pedestrians to cross through, and treatments to slow approaching riders in high conflict zones. Proposals to remove disabled car parking should carefully consider the effects this will have on access for people with a disability. Disabled parking bays may need to be retained in widened footpaths at key locations.	Accessibility	Include	Text changed to ensure accessibility is maintained when undertaking master planning and detailed implementation of the walking plan.	1
97	27	RACV	7.1 Shared paths The Walking Plan should have greater emphasis on infrastructure and education for shared paths. Currently, there is a lack of understanding about the use of shared paths; pedestrians can obstruct bicycle riders and riders can ride unsafely near walkers. The presence of high volumes of riders, or high speed riders, can discourage walking. The lack of understanding and lack of appreciation of each other's needs contributes to frustration and conflict on shared paths. Where possible dedicated, separated, facilities should be provided.	Shared Paths	Include	Separated bike paths will be considered in action 2.3 (Pedestrian street hierarchy) and 2.7 (Create new shared zones)	12
97	28	RACV	RACV is supportive of the 'sharing the road' campaigns. In addition to this, shared paths with high bicycle and pedestrian volumes should have better engineering controls to manage speed, show priority and to minimise conflict. When a shared path ends it is important that clear guidance is given where the cyclists should ride or dismount, and pedestrians should walk. The Plan should identify the need for enforcement.	Shared Paths	Include	Appropriate distinction between cycling paths and pedestrians paths will improve safety, obstruction and overcrowding on shared paths. Investigated as part of action 3.1 Addressing pedestrian crowding. Enforcement has been included in action 3.2 (Pedestrian crossing at intersections)	4, 18

No.	Part	From	Submission	Topic	Action	Response	Change
97	29	RACV	7.2 Bike Share The City of Melbourne Transport Strategy states, "Growing pedestrian volumes on the city's streets will mean that some existing or new bike share stations may need to be located on the road rather than on footpaths." BikeShare stations need safe places where riders can prepare for their ride. The Walking Plan should incorporate this idea with the stations being provided on footpaths or on kerb extensions, and detail where this is proposed.	Footpath Obstructions	Include	Appropriate location of bike share stations is important in maintaining pedestrian comfort and safety. Safe and accessible bike share locations will be considered when assessing crowding under Action stream 3.1.	4
97	30	RACV	8 Summary RACV is pleased to provide comment on the City of Melbourne Walking Plan 2014-2017, and RACV supports efforts to improve pedestrian accessibility within the CBD. However we believe there is a need for greater emphasis on the following points:	General	Support		
97	31	RACV	Closing off Elizabeth Street to traffic between Flinders Street and Bourke Street to improve safety for pedestrians and cyclists and open up the street for redevelopment.	High Mobility Streets	Include	Elizabeth Street is recommended for conversion to a High mobility walking street which has a low traffic function and provides priority to trams, buses, cyclists and pedestrians under SmartRoads.	
97	32	RACV	Determining the impact of changes in the role of particular streets and lanes on vehicle access.	Property Access	Include	The Walking Plan will include consideration of local access requirements during the implementation of the pedestrian street hierarchy.	
97	33	RACV	Planning for better pedestrian connections between Flinders Street Station and surrounding attractions like Southbank and Federation Square.	Pedestrian Network	Include	Local area improvements in Southbank will be investigated according to the Southbank structure plan. Princes bridge is also under investigation for a High mobility street, which will improve connections to Federation square and Flinders Street station and tram stops.	
97	34	RACV	Reducing on-street car parking to provide better facilities for road traffic, public transport and wider footpaths, and restricting and enforcing motorcycle and bicycle parking at locations with high pedestrian volumes.	Car Parking	Include	The City of Melbourne, Strategic Planning Branch is currently (2014/15) undertaking a review of off street bicycle and motorcycle parking requirements for new developments. On street bicycle parking will be addressed on a precinct basis during the development of Master Plans.	7
97	35	RACV	Better education and engineering measures to improve safety and flow on shared paths, for all types of users.	Shared Paths	Include	Separated bike paths will be considered in action 2.3 (Pedestrian street hierarchy) and 2.7 (Create new shared zones)	12

No.	Part	From	Submission	Topic	Action	Response	Change
98	1	Chris Koch	concerned that market street would be closed to traffic and access to underground carpark would be blocked	Car Park Access	Include	Text changed to ensure access to car parks is maintained when undertaking master planning and detailed implementation of the walking plan. "Any proposals that change the layout or operation of a street in the City of Melbourne would require thorough consultation with appropriate stakeholders, including building owners, businesses and residents, to understand their access requirements. Maintaining access for deliveries and service vehicles and to off -street car parks is important for city commerce. The Walking Plan does not propose to remove motor vehicle access to off –street car parks or to remove delivery or service to properties."	1
99	1	Peter Davies	concerned that market street would be closed to traffic and access to underground carpark would be blocked	Car Park Access	Include	Text changed to ensure access to car parks is maintained when undertaking master planning and detailed implementation of the walking plan. "Any proposals that change the layout or operation of a street in the City of Melbourne would require thorough consultation with appropriate stakeholders, including building owners, businesses and residents, to understand their access requirements. Maintaining access for deliveries and service vehicles and to off -street car parks is important for city commerce. The Walking Plan does not propose to remove motor vehicle access to off –street car parks or to remove delivery or service to properties."	1
100	1	Irene Gosney	concerned that flinders lane would be closed to traffic and unavailable	Property Access	Include	The Walking Plan has been changed to include consideration of local access requirements during the implementation of the pedestrian street hierarchy.	1
101	1	Jeremy Jolson	wants more information on the detailed process for flinders lane closure, has 3,000 tenants, has underground car parking, would encourage part closure if car park access is retained, happy to reduce mainstream traffic, sees the benefit of the	Property Access	Include	The Walking Plan has been changed to include consideration of local access requirements during the implementation of the pedestrian street hierarchy. Flinders Lane will maintain access for service and deliveries and have a low traffic	1

No.	Part	From	Submission	Topic	Action	Response	Change
			improved pedestrian environment., car parking and vehicle access is a major benefit for the building and its tenants and need to protect the value of the building.			function. The City of Melbourne is undertaking a project in 2014/15 to develop an approach to last kilometre freight by working with local businesses. Stakeholders who submitted to the Walking Plan in relation to this matter will be informed of this project.	
102	1	Don Parsons	concerned about increasing amount of obstructions in the city for commercial traffic, understands that private cars should be in parking stations, believes that flinders lane and little bourke street lunchtime closure would lock up the city when you consider that bourke street mall and little collins street are also closed at the same time. has a problem with commercial vehicles, both delivery but also service vehicles accessing the block arcade.	Delivery And Service Access	Include	Access to car parks and loading bays and zones will be maintained when undertaking master planning and detailed implementation of the walking plan. There are significant opportunities beyond the walking plan to further improve and understand the delivery and service functions and the role they play in supporting commerce in the city. The City of Melbourne is undertaking a project in 2014/15 to develop an approach to last kilometre freight by working with local businesses. Stakeholders who submitted to the Walking Plan in relation to this matter will be informed of this project.	1
103	1	Marlen Carp	wants to see bourke street mall extension to russell street or at least russell place. Owner of building between Swanston and Royal Lane, has proposed it many years ago, would be minimal loss of parking if only extended to russell place, minimal amount of work required, could add seating, not too many trees though because we have problems with leaves and drains, the tivoli arcade owner would also probably support this his agent is gary lou from knight frank, there is however the problem of buskers and Marlen has had to double glaze the upper floors due to amplified noise from bourke street mall and this would be even more of an issue east of swanston street due to the number of office tenants in 9 floors of the building. perhaps this needs to be addressed in the busking guidelines rather than the walking plan. is happy to do a site visit of the area with council staff..	Streets As Places	Refer		

No.	Part	From	Submission	Topic	Action	Response	Change
104	1	Ian Lambert	wanted to discuss pedestrianisation, the consultation process, confirm that it was a draft, will make a submission, wants to see a balance between pedestrianisation and access for business. Was wondering if there was a more detailed study about loading zones that was a background report to the walking plan, I advised him that there was not but that we are going to do more detailed work next year about this issue. noted that there are some places that have no delivery problems because they are in new buildings, but other businesses in heritage or pedestrian precincts have much more difficulty. I also mentioned that the LM may be on the news this evening talking about Flinders Lane. Send an invite to DTPLI freight forum	Delivery And Service Access	Include	Access to car parks and loading bays and zones will be maintained when undertaking master planning and detailed implementation of the walking plan. There are significant opportunities beyond the walking plan to further improve and understand the delivery and service functions and the role they play in supporting commerce in the city. The City of Melbourne is undertaking a project in 2014/15 to develop an approach to last kilometre freight by working with local businesses. Stakeholders who submitted to the Walking Plan in relation to this matter will be informed of this project.	1
105	1	Johnny Vakalis	Would like to have more cafe seating on flinders lane but large amount of Bicycle parking racks in flinders lane that mean he cannot apply for a footpath permit. Supports more pedestrianisation of flinders lane and more space but not a full complete closure to cars, but something that gives everyone more space he would support.	Streets As Places	Include	Footpath allocation has become more competitive with the growing number of pedestrians. There needs to be a balance between outdoor restaurant operation and pedestrian space. This will be investigated as part of Action 3.1 Addressing pedestrian crowding.	4
106	1	Antony Cameron	Wants to ensure that any change to Therry Street will still allow access to 352 Franklin Street for vehicles. Noted that better conditions for pedestrians would be positive for the area including through the market.	Property Access	Include	Local access requirements will be maintained during the implementation of the pedestrian street hierarchy.	1
107	1	Internal	Insert text saying we will consider removing roundabouts in busy urban environments, especially where they present a barrier to pedestrian movement and where they are inefficient users of space.	Pedestrian Crossings	Include	New implementation item in 3.6 (Increasing the number of crossings) has been added to the plan: "Review existing roundabouts on local streets and investigate the possibility of installing zebra crossings, on pedestrian desire lines, at these intersections."	
108	1	Wendy Taylor	Requested a printed copy of the plan for the Inner Melbourne Community road Safety Group	Road Safety	No Change		

No.	Part	From	Submission	Topic	Action	Response	Change
109	1	Phillip Garrett	Phillip Garrett, State Manager Is concerned about access to their 419 space commercial car park. 333 Collins Street is obliged to run a public car park under a S173 agreement. Was advised that walking street could be shared zone or part time closure. Phillip argued that area is not a retail precinct (compared to Flinders Lane further east) and not appropriate for restricted access. Was unhappy that Fulham Lane was approved for intermittent closure 11am-4pm Mon-Sun in 2012. Was encouraged to make written submission.	Property Access	Include	The Walking Plan will include consideration of local access requirements during the implementation of the pedestrian street hierarchy.	1
110	1	Tim Bracher	I have just read it quickly and have already made an online submission back about its lack of reference to the <u>major</u> pedestrian problem on Southbank - the possibility of being seriously injured or killed by a high speed commuting cyclist.	Shared Paths	Include	Action Stream 2.11 will include a continued focus on effective sharing between modes on Southbank Promenade via the Share our Streets campaign. City of Melbourne is also investigating alternative cycle routes to provide direct routes for commuting cyclists.	
111	1		Duplicate submission was deleted				
112	1		Duplicate submission was deleted				
113	1		Duplicate submission was deleted				
114	1		Duplicate submission was deleted				
115	1	Comment recorded at public event held June 26	No shared laneway for Little La Trobe between Swanston and Elizabeth?	Pedestrian Street Hierarchy	Include	Extend investigation of a Pedestrian street hierarchy to Little La Trobe Street between Swanston and Elizabeth Street.	
116	1	Comment recorded at public event held June 26	Is there an "ideal" timing for traffic lights that will expedite pedestrians, cyclists and trams? How to match those 3 modes most effectively?	Traffic Signals	Include	Change text for action 2.2 (Signal operation) "Assess traffic signal operation and pedestrian delay at intersections across the city and develop a prioritised list of projects to reduce it, with a priority on the intersections with the most users overall."	6
116	2	Comment recorded at public event held June 26	Draft has not addressed Princes Bridge! Princes Bridge is a major commuting area with trams and Flinders Street Station, major tourist and events area, Fed Sq and Southbank, major arts area. It is the logical extension of Swanston walking precinct down to Arts Centre. Time to get cars off it. They	Pedestrian Street Hierarchy	Include	Princes Bridge is under investigation to be converted to a High Mobility Walking Street which has a low traffic function. Priority will be given to pedestrians, cyclists and trams here.	

No.	Part	From	Submission	Topic	Action	Response	Change
			can use Queensbridge and Batman/Exhibition				
116	3	Comment recorded at public event held June 26	Generally excellent! Get on with it!	General	Support		
116	4	Comment recorded at public event held June 26	Initial reaction: Fantastic! Great technical and thorough analysis forming the basis of an actual plan of actions	Research	Support		
117	1	Comment recorded at public event held June 26	How do you quantify the value of firms being able to walk to each other?	Walking Economy	Include	<p>The full economic report is available online at http://participate.melbourne.vic.gov.au/draft-walking-plan/documents/13754/download</p> <p>The calculation method is described on page 15. EJD is a measure of connectivity of a location and can be used to understand the strength of agglomeration economies in a particular location. The term agglomeration is used in spatial economics to describe the benefits which flow to firms from locating in areas which have a higher density of economic activity.</p> <p>The travel time matrix above was combined with travel zone industry employment data to estimate a walk EJD value for each travel zone in the CBD grid using the formula below. Travel zones are defined as:</p> <p>Buildings (within the CBD grid) Blocks (for the rest of the City of Melbourne), and Australian Bureau of Statistics Statistical Area Level 1 (SA1) for areas outside of the City of Melbourne.</p> <p>That is, the effective job density for a particular travel zone (i) is a cumulative measure of the accessibility to all other jobs, determined by the sum of the number of jobs in each other travel zone scaled by travel time.</p> <p>The number of jobs in each travel zone (denoted above) is the total number of jobs across all industries (including professional services, retail</p>	

No.	Part	From	Submission	Topic	Action	Response	Change
						and so on).	
117	2	Comment recorded at public event held June 26	Consider PT future development and ped access for future ferry services on the Southbank Yarra to Docklands. Design for Yarra access	Public Transport	Refer		
117	3	Comment recorded at public event held June 26	More bike/motorcycle parking by reclaiming car park spaces, and moving them off the pavements	Motorcycle Parking	Include	Pedestrian numbers have grown and obstructions on the footpath can have detrimental effects on pedestrian flow. Motorcycle use is also on the rise and there is opportunity to raise awareness and enforcement whilst providing more formalised motorcycle parking.	4
117	4	Comment recorded at public event held June 26	Crossing widths - are crossings wide enough	Pedestrian Crossings	Support		
117	5	Comment recorded at public event held June 26	Consider making some footpaths as shared zones so bicyclists can use the footpath legally	Shared Paths	Support		
117	6	Comment recorded at public event held June 26	Consider slowing traffic to 20 km/h to calm CBD environment further, where traffic is going to be allowed	Speed Limits	Include	Some parts of the CBD are already 10kph, 30kph and 40kph. This aspect could be considered in the context of the review of the CBD 40kph speed zones review but would need to also consider the VicRoads Speed Limit guidelines and other factors.	
118	1	Comment recorded at public event held June 26	If Degraives St generates \$40M in revenue when closed how much is generated when open to cars	Walking Economy	Include	Consideration of the economic impact of changes to streets will be included in planning those streets. When Degraives Street is open to vehicle traffic, essential functions occur that support its operation when closed. These include cleaning and the movement of freight and rubbish.	
118	2	Comment recorded at public event held June 26	For developing the laneways into shared spaces, there will be closures in certain places. Would this cause frustration to citizens? How will traffic be redirected from these busy areas when being developed?	Shared Zones	Include	Possible redirection of traffic will be considered as part of the process of assessing streets or lanes that may be converted into shared zones.	
118	3	Comment recorded at public event	Is MCC considering display times for pedestrians crossing ie in seconds	Traffic Signals	No Change	These have been considered in the traffic signal background research and have not been proven to offer any efficiency benefit. They do however	

No.	Part	From	Submission	Topic	Action	Response	Change
		held June 26				offer a psychological benefit and are quite popular where they have been installed. A further trial will be considered in further traffic signal work in 2014-15.	
118	4	Comment recorded at public event held June 26	Should left turn vehicles have lights to turn before pedestrian cycle starts rather than at end of cycle?	Traffic Signals	Include	This feature has been installed at some locations to clear left turning vehicles out of bus lanes in Queen Street. It requires additional traffic left turn green arrows to be installed and will be considered as an option in future traffic signal reviews.	
118	5	Comment recorded at public event held June 26	Problem - Skateboarders in CBD++ Taking over certain corners of the city (outside of State Library, Swanston / Latrobe street, Parliament Station / crn Spring / Lonsdale streets) Sessioning plus jumps on and off kerbs, x raised public seating. The latter includes vandalism, ie removing metal rods	Share Our Streets	Refer		
119	1	Comment recorded at public event held June 26	164 laneways in CBD!	Pedestrian Street Hierarchy	No Change		
119	2	Comment recorded at public event held June 26	Why hasn't anyone used the equation? [EJD equation] Looks scientific though!	Walking Economy	Support		
119	3	Comment recorded at public event held June 26	So diplomatic on the 2 rail plans that we didn't understand what he really said. Did he really mean Metro (2012 version) is much better than Metro (2014 version)?	Public Transport	Refer		
119	4	Comment recorded at public event held June 26	Very good at highlighting the real congestion problems but Fruin is really relevant to these situations?	Crowding	Include	Fruin is a good start; however there is more than can be done to develop appropriate guidelines for the City of Melbourne. This is why the action is to develop a tool rather than to simply adopt Fruin.	
119	5	Comment recorded at public event held June 26	Is anyone planning for Melbourne at 7 million by 2050?	Vision	Refer		
119	6	Comment recorded at	4 to 5 sec is worth getting (ie more green time) [re traffic lights]	Traffic Signals	Support		

No.	Part	From	Submission	Topic	Action	Response	Change
		public event held June 26					
119	7	Comment recorded at public event held June 26	Is anybody developing new concepts to have signals cater for the wide range of pedestrian abilities? Seems such a clunky system out of step with human behaviour. Why did everybody laugh when the issue of walking against the red was raised? We would have laughed if the issue of driving through red lights was raised!	Traffic Signals	Include	Action Stream 2.2 will include investigation of signals to assist people with a variety of abilities. City of Melbourne's Road Safety Plan also contains objectives to assist these people.	3
119	8	Comment recorded at public event held June 26	did this include walking to PT? [re walking section of Mode share pie chart]	Research	Include	The pie chart uses Victorian Integrated Survey of Travel and Activity data. The walking section of a journey using public transport is counted as a walking trip.	
120	1	Comment recorded at public event held June 26	How does this affect car parking and the Sebel Hotel? [Diagram of Flinders Lane, Walking Street proposed between Queen and Elizabeth, Street as Place proposed between Elizabeth and Swasnton]	Car Park Access	Include	Access to car parks will be maintained when undertaking master planning and detailed implementation of the walking plan. This has been noted in the plan in Action 2.3 (Pedestrian street hierarchy)	1
121	1	Comment recorded at public event held June 26	Do jobs refer to people on the pavement?	Walking Economy	No Change	The jobs referred to in the Effective Job Density study relate to all people employed in the City of Melbourne.	
121	2	Comment recorded at public event held June 26	Is there a thought on reducing vehicles in the CBD	Traffic	No Change		
121	3	Comment recorded at public event held June 26	was the emph. on ped traffic or vehicle? [re Traffic lights]	Traffic Signals	No Change	The traffic signal study was undertaken to consider the relationship between pedestrians and traffic signals, in the context of traffic overall.	
121	4	Comment recorded at public event held June 26	Hoddle Grid - How many residents now? 2014, 19,000	Research	No Change		
121	5	Comment recorded at public event held June 26	How much did study cost? Cost to implement plan?	Implementat ion	No Change	Numerous studies were undertaken to inform the plan, all of which have been published online; they range in cost from Student project time to \$40,000 whereas most were between \$10,000 - \$25,000. The cost to implement the Walking Plan has not	

No.	Part	From	Submission	Topic	Action	Response	Change
						been determined as it will come out of future budgets from across the organisation, much of which would have been spent on future projects, the Walking Plan simply directs and coordinates the way this will be spent so that it is consistent with the overall objectives of a Walking City.	
122	1	Comment recorded at public event held June 26	There are not many lanes in the west of the CBD. Is this an opportunity to improve?	Pedestrian Street Hierarchy	Include	Yes. Action Stream 1.2 will address all areas where the pedestrian network can be improved including the west of the CBD.	
123	1	Comment recorded at public event held June 26	Can traffic signals be unlinked in some areas of the CBD - might slow cars and bikes but -pre-start for peds/cyclists? -late introduction of ped signals?	Traffic Signals	Include	Yes. Under Action Stream 2.2, delinking signals and late introduction are tools that will be considered as part of reducing delay and improving the efficiency of movement in the city.	
124	1	Comment recorded at public event held June 26	What's the economic value of having passenger car access to the CBD? (ie not freight and servicing vehicles)	Walking Economy	No Change	The economic benefit of having people in the city is high, the amount of people that you can move around and to the city varies according by the mode of transport. Generally metropolitan Effective Job Density studies are undertaken using car and public transport based accessibility. The EJD walking study undertaken for the City of Melbourne is the finest grained EJD study that has been undertaken and was commissioned as cars are the least space efficient mode of moving large numbers of people into the central city and the traditional car based analysis was not appropriate for the central city. Capital City Economics is examined in more detail in the following report: Productivity and Agglomeration Benefits in Australian Capital Cities Final report - COAG Reform Council - June 2012 https://www.coagreformcouncil.gov.au/sites/default/files/files/excellence/improvement/productivity_and_agglomeration_benefits.pdf	
124	2	Comment recorded at public event held June 26	How do you accommodate people who don't make money	Walking Economy	No Change	The Walking Plan emphasises the economic value of walking. Everyone walking in the city is treated equally.	

No.	Part	From	Submission	Topic	Action	Response	Change
124	3	Comment recorded at public event held June 26	Why wouldn't you always just have "auto" on? This annoys me	Traffic Signals	No Change	Activating the pedestrian signal when no pedestrians are present may in some circumstances mean a longer signal which might delay other road users, especially trams, unnecessarily.	
124	4	Comment recorded at public event held June 26	Doesn't more signage and lighting often make pedestrian / shared spaces more dangerous because people assume right of way and therefore don't just negotiate with other users? - Encourage using judgement rather than assuming safety.	Shared Zones	No Change	Shared zones in the City of Melbourne have generally been successful in encouraging sharing between modes. Some signage is required under Road Rules Victoria.	
124	5	Comment recorded at public event held June 26	What about the opposite, slowing down people? It's all about the journey, man. [re comment by David Mayes on draft Walking Plan]	Amenity	No Change	Pedestrian research was undertaken for the Walking plan in relation to crowding and delay. It suggested the key indicator of walking speed, delay and crowding is that pedestrians should be able to choose to travel at their desired speed. Rather than being forced to travel slower or faster than they would otherwise choose to.	5, 9
124	6	Comment recorded at public event held June 26	What about review of speed limits on city roads? Is this part of the pedestrian plan? (Should be)	Speed Limits	Support	The Walking Plan includes actions to reduce traffic speeds.	
124	7	U Comment recorded at public event held June 26	Ensuring Melbourne Bike Share stations can be easily and safely accessed while not disrupting the flow of walkers at high pedestrian volume locations.	Footpath Obstructions	Include	Appropriate location of bike share stations is important in maintaining pedestrian comfort and safety. Safe and accessible bike share locations will be considered when assessing crowding under Action 3.1 (Addressing pedestrian crowding).	4
125	1	Chinatown Precinct Association	Research Numerous researches have been done, dating back to the mid 1980s. Key findings on recent research carried out like in 1996, 1999 and 2000 shows: 20% - visitors from interstate and overseas 80% - students, locals and community at large High % of people that comes into the City of Melbourne/Chinatown on foot. This could be perhaps because they are students studying in the vicinity or office workers in the area or passing through the Precinct.	Research	Support		

No.	Part	From	Submission	Topic	Action	Response	Change
125	2	Chinatown Precinct Association	<p>Objective 1 Reinforce and enhance the Central City as a primary place of business in the State and a place that can facilitate the growth of innovative business activity.</p> <p>The CPA encourages the development of business in the Chinatown Precinct, e.g. to provide widening of the footpath more lighting better and cleaner environment more point of sales from businesses and traders.</p>	Economy	Include	Footpath widening and improved lighting will be investigated during local area improvements in the adoption of a Pedestrian street hierarchy.	9, 10
125	3	Chinatown Precinct Association	<p>Objective 6 Enhance the amenity, safety, attractiveness and functionality of the pedestrian environment, street life and key public spaces</p> <p>The CPA wishes to improve the pedestrian environment, and provide a clean and safe precinct that can be enjoyed by patrons and visitors to the area. The following have been requested to the State and Local Government: Footpath widening Lighting Rubbish Corals/Waste disposals Security as in mobile patrols by guards and police</p>	Amenity	Include	A pedestrian street hierarchy for Little Bourke Street will improve the amenity of the area through a range of interventions, footpath widening being one of them, to reduce pedestrian delay and provide a level of service for crowding.	9, 10
125	4	Chinatown Precinct Association	<p>Transport Strategy Action: In conjunction with the car park operators, offer discount parking rates.</p>	Car Parking	Include	Maintaining access to off-street car parks will become increasingly important as demand for space increases at the street level. There is opportunity to engage with secure car parking operators to provide cheaper rates for local business owners. Consultation and master planning will be conducted prior to any works being done.	1

No.	Part	From	Submission	Topic	Action	Response	Change
125	5	Chinatown Precinct Association	<p>6. Opportunities Commercial/Retail development This will be at the discretion of individual property owners. Most property owners are waiting for the implementation by the State Government on improving the infrastructure of the Precinct, after which they may approach CPA for further assistance or support.</p> <p>Improvements to physical surrounds Through the Cultural Precinct Enhancement Funding, New Lighting – canary lighting - to replace the festoon lighting on the light poles New Lighting – as in “down light” Widening of Footpath Refurbishment of the Archways Rubbish Corrals Light Poles</p>	Amenity	Include	Possibility of footpath widening and other works to enhance the amenity of Little Bourke Street will be investigated as part of local area improvement proposals in accordance with the Pedestrian street hierarchy. Balancing the needs of local access, delivery and service access would need to be accounted for. Working with private off street car park operators and local business precincts would provide good opportunities to reallocate space on street to enhance the amenity, safety, attractiveness and functionality of the pedestrian environment, street life and key public spaces.	9, 10
126	1	Anthony – Question raised at public event held June 26	What is effective job density? How does that measure directly relate to or benefit business or people that visit City of Melbourne	Economy	No Change	The EJD measures the number of jobs that can be reached within 30 minutes by walking. The higher the concentration of jobs, the higher the EJD. Businesses mutually benefit from having other business nearby, through collaboration, increased productivity, increased clientele etc	
127	1	Question raised at public event held June 26	Who do I contact if I have further questions?		No Change	The Participate Melbourne website.	
128	1	Question raised at public event held June 26	Is there a plan to phase in a system that shows the duration of the walk time remaining in place of the flashing red man?	Pedestrian Crossings	No Change	The current walking plan has no intention of implementing countdown timers in Melbourne. Countdown timers do not remedy pedestrian delay as they still have the same amount of time to cross. Studies have shown that it encourages pedestrians to start crossing later and the problem is, are they still on the road at the end of the clearance time, when it's starting to go green for the competing traffic? (see appendix 1)	

No.	Part	From	Submission	Topic	Action	Response	Change
129	1	Question raised at public event held June 26	Is there a plan for reducing vehicle traffic in the CBD?	Traffic	No Change	The Transport Strategy (2012) outlines a future mode share scenario for the City of Melbourne, it identifies public transport as being the dominant mode for access to the city and walking as the dominant mode for transport within the city.. VicRoads data indicates that car traffic has been decreasing in central Melbourne since 2004.	
130	1	Kim - Question raised at public event held June 26	How do you propose to manage shared spaces between cyclists and pedestrians? What is the plan for dividing the areas?	Shared Zones	No Change	Share our streets.	
131	1	Question raised at public event held June 26	What is the value in closing a street for pedestrians vs. cars?	Streets As Places	No Change	Walking increases the EJD. By closing a street to traffic, you make it quicker for a pedestrian to access more businesses within the 30 minute walk, increasing the EJD and economic return for businesses.	
132	1	Question raised at public event held June 26	What are the implications for congestion in the CBD in terms of the car versus pedestrian and a growing population?	Shared Zones	No Change	The City of Melbourne Municipal Strategic statement outlines the areas of urban renewal where most population growth will occur. Increasing inner city populations will reduce the need to travel long distances for work in the city. The Transport Strategy 2012 identified that car use in the central city has been declining since 2004 and that Public Transport overcrowding is the most crucial type of congestion for trips to the city. Pedestrian congestion is the most pressing type of congestion for trips within the City of Melbourne.	
133	1	Question raised at public event held June 26	With an increase of pedestrians using the footpath, how will bicycles and motorcycles be accommodated in the shared space?	Footpath Obstructions	Include	The City of Melbourne, Strategic Planning Branch is currently (2014/15) undertaking a review of off street bicycle and motorcycle parking requirements for new developments. On street bicycle parking will be addressed on a precinct basis during the development of Master Plans.	7

No.	Part	From	Submission	Topic	Action	Response	Change
134	1	Question raised at public event held June 26	What tension will be caused between different zonings, different volumes of traffic, trams?	Shared Zones	Include	Prior to the start of any capital works that would change the layout and operation of a street in the city, City of Melbourne would conduct a thorough consultation process with appropriate stakeholders. This would include anyone who lives and works on the street or owns property on the street. The views of stakeholders would be taken into account and given a high priority when designs for the street are being developed. Stakeholder feedback would be reported to councillors to ensure they are aware of the views of the community.	1
135	1	Question raised at public event held June 26	Will a congestion charge be implemented to reduce traffic in the city?	Traffic	No Change	A congestion charge is not being considered in the walking plan. However there are other actions in the walking plan to address traffic and pedestrian congestion on street level, and surrounding public transport nodes.	

Additional responses ¹

Ref	Response/Change	Property Access	Speed Limits	Accessibility	Car Park Access	Traffic Signals	Pedestrian Crossings Delivery And Service Access	Motorcycle Parking	Amenity	Pedestrian Network	Footpath Obstructions	Crowding	Urban Renewal	Shared Paths	Pedestrian Street Hierarchy	Shared Zones	Streets As Places	Underpasses	Pedestrian Behaviour	Keep Left	Bicycles	Ageing	Safety Perception	Car Parking	Recreation	Share Our Streets	High Mobility Streets	Health	Bicycle Network	Consultation	Enforcement	Walking Streets	Safety	
1	<p>2.3 Pedestrian Street Hierarchy</p> <p>Text changed to ensure access to car parks is maintained when undertaking master planning and detailed implementation of the walking plan"</p> <p>"Any proposals that change the layout or operation of a street in the City of Melbourne would require thorough consultation with appropriate stakeholders, including building owners, businesses and residents, to understand their access requirements. Maintaining access for deliveries and service vehicles and to off -street car parks is important for city commerce. The Walking Plan does not propose to remove motor vehicle access to off –street car parks or to remove delivery or service to properties."</p> <p>Maintaining access for deliveries and service vehicles and to off-street car parks will become increasingly important as demand for space increases at the street level. The</p>	✓		✓	✓		✓			✓														✓										

¹ These represent the responses that were repeated frequently for the most popular topics. They correspond to the main submissions and response table with the reference number provided. This allowed the main table to be condensed.

		Property Access	Speed Limits	Accessibility	Car Park Access	Traffic Signals	Pedestrian Crossings	Delivery And Service Access	Motorcycle Parking	Amenity	Pedestrian Network	Footpath Obstructions	Crowding	Urban Renewal	Shared Paths	Pedestrian Street Hierarchy	Shared Zones	Streets As Places	Underpasses	Pedestrian Behaviour	Keep Left	Bicycles	Ageing	Safety Perception	Car Parking	Recreation	Share Our Streets	High Mobility Streets	Health	Bicycle Network	Consultation	Enforcement	Walking Streets	Safety
	walking plan suggests streets as candidates for improvements based on high levels of pedestrian use now or in the future. For any of the streets where changes are proposed, appropriate consultation on designs would be conducted prior to any work commencing.																																	
2	<p>2.8 Making roads safer for pedestrians</p> <p>Speed limit reductions in some locations may be more or less achievable than 40km/h depending on a range of factors. Safety is also not the only benefit of reduced speed limits. Similarly, high pedestrian volumes may not be the only reason speed limits could be reduced. Support from local residents is a key factor in neighbourhood precinct based speed limit reductions. Swanston Street is already 30 km/h and other lower speed limits already exist throughout the municipality.</p> <p>Change the following action from: "Action 2.8.2 Investigate speed limit reductions to 40 km/h on local streets throughout the City of Melbourne where pedestrian volumes are high."</p> <p>to: Implementation: "Investigate speed limit reductions to 40km/h on local streets throughout the City of Melbourne where appropriate."</p>		✓												✓		✓																	

		Property Access	Speed Limits	Accessibility	Car Park Access	Traffic Signals	Pedestrian Crossings	Delivery And Service Access	Motorcycle Parking	Amenity	Pedestrian Network	Footpath Obstructions	Crowding	Urban Renewal	Shared Paths	Pedestrian Street Hierarchy	Shared Zones	Streets As Places	Underpasses	Pedestrian Behaviour	Keep Left	Bicycles	Ageing	Safety Perception	Car Parking	Recreation	Share Our Streets	High Mobility Streets	Health	Bicycle Network	Consultation	Enforcement	Walking Streets	Safety		
3	<p>Accessibility Plan The Walking Plan will be implemented along with the City of Melbourne accessibility plan, Melbourne for all people 2014-17. It sets out the ways in which the City of Melbourne will connect, support and engage people throughout their lives from 0 to 100+.It consolidates and progresses four previous strategic plans: Our Disability Action Plan 2010-13, The Children's Plan: Children's Rights, Children's Voices 2010-13, Empowering Young People: Young People's Policy 2010-13 and Life Long Melbourne 2006-2016. By making the shift to a life course approach the City of Melbourne aims to develop more resilient, healthier and better connected individuals and communities.The City of Melbourne has a growing and diverse population across all ages and abilities. This strategy aims to ensure specific needs are considered and addressed such as equity of access for people with a disability, culturally responsive services for Aboriginal and cultural and linguistically diverse communities, and support and services for people experiencing domestic violence and those who are homeless.Text added to ensure disabled access to property is maintained when undertaking master planning and detailed implementation of the walking plan in 2.3 Pedestrian street hierarchy."Maintaining access for deliveries and service vehicles and to off -street car parks is important for city commerce. The Walking Plan does not propose to remove motor vehicle access to off -street car parks or to remove delivery, service or disabled access to properties."</p>			✓																			✓													✓

		Property Access	Speed Limits	Accessibility	Car Park Access	Traffic Signals	Pedestrian Crossings Delivery And Service Access	Motorcycle Parking	Amenity	Pedestrian Network	Footpath Obstructions	Crowding	Urban Renewal	Shared Paths	Pedestrian Street Hierarchy	Shared Zones	Streets As Places	Underpasses	Pedestrian Behaviour	Keep Left	Bicycles	Ageing	Safety Perception	Car Parking	Recreation	Share Our Streets	High Mobility Streets	Health	Bicycle Network	Consultation	Enforcement	Walking Streets	Safety
4	<p>3.1 Addressing pedestrian crowding.</p> <p>Create new Implementation item: "Identify current and future locations where footpath obstructions reduce the pedestrian comfort level below acceptable levels and take action to address this including relocation, education, regulation or enforcement."</p> <p>Insert text in Issues: "As pedestrian numbers have grown pedestrians have increasingly been affected by a range of footpath obstructions - including infrastructure, street furniture, motorcycle and bicycle parking. Both motorcycle and bicycle use is growing and parking for these modes needs to be addressed."</p> <p>Guidelines for footpath dining, bicycle parking installation and motorcycle parking already exist.</p>			✓			✓				✓						✓						✓										

		Property Access	Speed Limits	Accessibility	Car Park Access	Traffic Signals	Pedestrian Crossings Delivery And Service Access	Motorcycle Parking	Amenity	Pedestrian Network	Footpath Obstructions	Crowding	Urban Renewal	Shared Paths	Pedestrian Street Hierarchy	Shared Zones	Streets As Places	Underpasses	Pedestrian Behaviour	Keep Left	Bicycles	Ageing	Safety Perception	Car Parking	Recreation	Share Our Streets	High Mobility Streets	Health	Bicycle Network	Consultation	Enforcement	Walking Streets	Safety	
5	<p>Safety, pg 18</p> <p>Change text to:</p> <p>"People walking in Melbourne need to feel personally secure. A high level of real and perceived personal security will encourage more people to walk more including at night and in places with which they are not familiar. This encourages more economic activity. Time of day, gender and age are also key factors to be considered. Many other factors are important in creating a feeling of personal security including clear sightlines, adequate lighting, natural surveillance, movement predictors, activity support and image."</p>			✓				✓															✓											✓
6	<p>2.2 Signal operation</p> <p>Change the following action from:</p> <p>"Action 2.2.1 Assess pedestrian delay at intersections across the City of Melbourne and develop a prioritised list of projects to reduce pedestrian delay, focusing on the intersections with the most pedestrians first."</p> <p>to</p> <p>Implementation: "Assess traffic signal operation and pedestrian delay at intersections across the city and develop a prioritised list of projects to reduce it, with a priority on the intersections with the most</p>					✓	✓																											

		Property Access	Speed Limits	Accessibility	Car Park Access	Traffic Signals	Pedestrian Crossings Delivery And Service Access	Motorcycle Parking	Amenity	Pedestrian Network	Footpath Obstructions	Crowding	Urban Renewal	Shared Paths	Pedestrian Street Hierarchy	Shared Zones	Streets As Places	Underpasses	Pedestrian Behaviour	Keep Left	Bicycles	Ageing	Safety Perception	Car Parking	Recreation	Share Our Streets	High Mobility Streets	Health	Bicycle Network	Consultation	Enforcement	Walking Streets	Safety	
	users overall."																																	
7	The City of Melbourne, Strategic Planning Branch is currently (2014/15) undertaking a review of off street bicycle and motorcycle parking requirements for new developments. On street bicycle parking will be addressed on a precinct basis during the development of Master Plans.							✓			✓													✓										
8	Awnings and verandahs Weather protection in the Hoddle Grid has been mapped in the past and controls currently exist but it presents a trade-off between daylight and weather protection. Weather protection is already required in various planning regulations and design and development overlays. Sometimes the requirements are waived in favour of access to daylight which has been seen as a higher priority. It also raises urban design issues and constraints on new building design. Adding a consideration of weather protected routes to the pedestrian network could help to prioritise where protection should be provided and would be of most benefit. This comment will also be referred to the Places for People project.								✓																									

		Property Access	Speed Limits	Accessibility	Car Park Access	Traffic Signals	Pedestrian Crossings Delivery And Service Access	Motorcycle Parking	Amenity	Pedestrian Network	Footpath Obstructions	Crowding	Urban Renewal	Shared Paths	Pedestrian Street Hierarchy	Shared Zones	Streets As Places	Underpasses	Pedestrian Behaviour	Keep Left	Bicycles	Ageing	Safety Perception	Car Parking	Recreation	Share Our Streets	High Mobility Streets	Health	Bicycle Network	Consultation	Enforcement	Walking Streets	Safety
9	Lighting Possibility of improved city lighting, quality footpaths and streetscapes would be investigated as part of local area improvement proposals in accordance with the Pedestrian street hierarchy to enhance the amenity, safety, attractiveness and functionality of the pedestrian environment, street life and key public spaces.			✓					✓																								
10	Wider footpaths Possibility of footpath widening would be investigated as part of local area improvement proposals in accordance with the Pedestrian street hierarchy. Balancing the needs of local access, delivery and service access would need to be accounted for. Working with private off street car park operators and local business precincts would provide good opportunities to reallocate space on street to enhance the amenity, safety, attractiveness and functionality of the pedestrian environment, street life and key public spaces.	✓		✓	✓				✓		✓													✓									
11	2.12 Promoting Health Change text in Rationale from "There are opportunities for the City of Melbourne to promote walking as a way to help the community to be healthier, potentially with a focus on the large number of employees who travel to the city each day."																											✓					

		Property Access	Speed Limits	Accessibility	Car Park Access	Traffic Signals	Pedestrian Crossings	Delivery And Service Access	Motorcycle Parking	Amenity	Pedestrian Network	Footpath Obstructions	Crowding	Urban Renewal	Shared Paths	Pedestrian Street Hierarchy	Shared Zones	Streets As Places	Underpasses	Pedestrian Behaviour	Keep Left	Bicycles	Ageing	Safety Perception	Car Parking	Recreation	Share Our Streets	High Mobility Streets	Health	Bicycle Network	Consultation	Enforcement	Walking Streets	Safety
	to "There are opportunities for the City of Melbourne to promote walking as a way to help the community to be healthier, potentially with a focus on workers as well as organisations and workplaces that house a large number of employees who travel to the city each day."																																	
12	<p>2.3 Pedestrian street hierarchy and 2.7 Create new shared zones</p> <p>Include in Consultation: The bicycle network identified in the City of Melbourne Bicycle Plan will also be considered when investigating proposals that change the layout or operation of a street in the City of Melbourne. Where there are high volumes, separation will be considered.</p>										✓	✓			✓							✓												
13	<p>Underpasses</p> <p>Underpasses are expensive to construct and can be challenging to make attractive. Constructing underpasses depends on having space for access at both ends of the underpass. They require pedestrians to descend from street level which is often not preferred. Where opportunities for underpasses exist, particularly in busy areas, they will be investigated as part of master planning.</p>										✓							✓																

		Property Access	Speed Limits	Accessibility	Car Park Access	Traffic Signals	Pedestrian Crossings	Delivery And Service Access	Motorcycle Parking	Amenity	Pedestrian Network	Footpath Obstructions	Crowding	Urban Renewal	Shared Paths	Pedestrian Street Hierarchy	Shared Zones	Streets As Places	Underpasses	Pedestrian Behaviour	Keep Left	Bicycles	Ageing	Safety Perception	Car Parking	Recreation	Share Our Streets	High Mobility Streets	Health	Bicycle Network	Consultation	Enforcement	Walking Streets	Safety		
14	<p>2.11 Travel behaviour change</p> <p>The importance of pedestrians and other road users playing an active role in creating safety for themselves and others by taking responsibility for their actions and the decisions they make whilst walking.</p> <p>The Draft Plan already includes the following text: "Pedestrians can also contribute to road harmony by observing road rules, not walking in bicycle lanes and paying attention when walking on footpaths or crossing roads.</p> <p>Change text to: "Pedestrians can also contribute to their own road safety and the safety of others. Share our Streets will promote being considerate, observing road rules, not walking in bicycle lanes and paying attention when walking, particularly when using mobile devices."</p>																			✓																

		Property Access	Speed Limits	Accessibility	Car Park Access	Traffic Signals	Pedestrian Crossings	Delivery And Service Access	Motorcycle Parking	Amenity	Pedestrian Network	Footpath Obstructions	Crowding	Urban Renewal	Shared Paths	Pedestrian Street Hierarchy	Shared Zones	Streets As Places	Underpasses	Pedestrian Behaviour	Keep Left	Bicycles	Ageing	Safety Perception	Car Parking	Recreation	Share Our Streets	High Mobility Streets	Health	Bicycle Network	Consultation	Enforcement	Walking Streets	Safety		
15	<p>2.12 Promoting Health The safety of all pedestrians is important when navigating the streets. This includes an individual's sense of security and safety. Particularly the safety of children and their parent's perception of safety creating a barrier for young children participating in walking.</p> <p>Add to Rationale "The perception of a lack of safety and security can be a significant barrier to walking, particularly in relation to children walking to school or for trips that include public transport use. Initiatives should include the promotion of walking to school and address barriers to this behaviour, including parental perceptions of risk"</p>																			✓																✓

		Property Access	Speed Limits	Accessibility	Car Park Access	Traffic Signals	Pedestrian Crossings	Delivery And Service Access	Motorcycle Parking	Amenity	Pedestrian Network	Footpath Obstructions	Crowding	Urban Renewal	Shared Paths	Pedestrian Street Hierarchy	Shared Zones	Streets As Places	Underpasses	Pedestrian Behaviour	Keep Left	Bicycles	Ageing	Safety Perception	Car Parking	Recreation	Share Our Streets	High Mobility Streets	Health	Bicycle Network	Consultation	Enforcement	Walking Streets	Safety		
16	<p>2.11 Travel behaviour change Last paragraph in Rationale has been changed from "Pedestrians can also contribute to road harmony by observing road rules, not walking in bicycle lanes and paying attention when walking on footpaths or crossing roads."</p> <p>to "Pedestrians also contribute to their own road safety and the safety of others. Share Our Streets promotes being considerate, observing road rules, not walking in bicycle lanes and paying attention when walking, particularly when using mobile devices. Keeping to the left on footpaths and crossings, especially in crowded areas, will also make the city easier to walk around."</p>															✓					✓															
17	<p>2.12 Promoting Health Walking provides more than just mental and physical health benefits. It also provides a sense of community.</p> <p>Change Objective from: "To capitalise on the mental and physical health benefits provided by walking"</p> <p>to "To capitalise on the mental and physical health and community benefits provided by walking"</p>																							✓		✓			✓							

		Property Access	Speed Limits	Accessibility	Car Park Access	Traffic Signals	Pedestrian Crossings	Delivery And Service Access	Motorcycle Parking	Amenity	Pedestrian Network	Footpath Obstructions	Crowding	Urban Renewal	Shared Paths	Pedestrian Street Hierarchy	Shared Zones	Streets As Places	Underpasses	Pedestrian Behaviour	Keep Left	Bicycles	Ageing	Safety Perception	Car Parking	Recreation	Share Our Streets	High Mobility Streets	Health	Bicycle Network	Consultation	Enforcement	Walking Streets	Safety
18	<p>3.2 Pedestrian crossings at intersections Existing actions of 3.2.4 and 3.2.5 will be combined to form a new implementation item to direct and inform enforcement: "Work with Victoria Police to direct and inform enforcement activities in the City of Melbourne to achieve the transport and safety objectives of the City of Melbourne Transport Strategy 2012, Road Safety Plan 2013-17 and the Walking Plan."</p> <p>New implementation item: "Work with Victoria Police, VicRoads and PTV to prevent vehicles from blocking intersections and crossings. This will include investigation of potential use of vehicle detector loops connected to traffic signals at certain intersections to prevent vehicles from blocking intersections."</p>						✓																									✓		

Change made - original text in black with changes shown in red	Reason for change (Submission no. and part no.)	Page No.
Changes made in front section (p. 1 to p. 20)		
<i>Pie chart showing mode share of trips within Hoddle Grid and Docklands added, figure 2 moved to p. 4</i>	Shows importance of walking in central city core	4
<i>Figure 1 amended to include labels for mode share for bicycles, trams and buses</i>	To improve clarity of graphic	8
<p>Safety</p> <p>In the City of Melbourne, a pedestrian is killed or sustains a serious or other injury every two days. There were 956 pedestrians injured or killed in the five years to 2011 (VicRoads, 2011, p. 7). The City of Melbourne has the highest rates of pedestrian death and injury in the state.</p> <p>The road safety approach in a people city is to reduce death and injury by addressing the road danger posed by vehicles while supporting the growth of walking and the expansion of the walking network. City of Melbourne's Road Safety Plan 2013-2017, approved in July 2013, seeks to deliver an environment in which pedestrians are prioritised and supported by a safe, attractive and engaging urban environment.</p> <p>People walking in Melbourne need to feel personally secure. A high level of real and perceived personal security will encourage more people to walk more including at night and in places with which they are not familiar. This encourages more economic activity. Time of day, gender and age are also key factors to be considered. Many other factors are important in creating a feeling of personal security including clear sightlines, adequate lighting, natural surveillance, movement predictors, activity support and image. The Walking Plan will be implemented along with City of Melbourne's accessibility plan, Melbourne for All People 2014-2017.</p>	To include perception of safety as a barrier to walking	16
<p>Added map:</p> <p><i>Pedestrian network volumes</i></p> <p><i>Figure 8: Approximate CBD pedestrian network volumes. Generated by the Pedestrian Network Model, using ABS, VISTA, CLUE and Pedestrian Counting Program information.</i></p>		17

Change made - original text in black with changes shown in red	Reason for change (Submission no. and part no.)	Page No.
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Changes made to Planning Actions (p. 21 to p. 27)		
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<i>In section 1.2 Using the Planning Scheme to improve the walking network</i>		24
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Issues

A fine-grained walking network reduces walking distances and travel times. It increases accessibility and boosts the city's economy in a similar way to other transport infrastructure. A fine-grained walking network has been a goal of the City of Melbourne for many years. Support for the concept is in the Municipal Strategic Statement, structure plans for Southbank, Arden Macaulay and City North. However the fine-grained walking network is not clearly established in the Melbourne Planning Scheme. The planning scheme is the tool for managing the development of private land. Creating a fine-grained network will require many new walking links on private land. It will also identify midblock road crossing points.

~~A range of statutory mechanisms~~ Provisions already exist in the planning scheme ~~(including Design and Development Overlays, Public Acquisition Overlays and Developer Contribution Plan Overlays)~~ to ~~require~~ encourage developers to provide through block links but these are not always effective ~~or desirable~~. Developers ~~often may~~ provide fine-grain pedestrian links in commercial developments (for example QV at the corner of Lonsdale and Swanston Streets), but are reluctant to do so for other land uses, particularly residential developments. ~~These mechanisms~~ Current provisions do not operate within the broader strategic context of an overall plan for Melbourne's walking network.

Also, previous attempts to ~~establish~~ specify a fine grain pedestrian network in urban renewal areas through the planning scheme have not been ~~justified to the satisfaction of~~ rejected by planning panels.

Another issue is specifying the quality of through-block links including factors such as whether they are open to the air, levels of sunlight, whether they are attractive to pedestrians, width and whether they should provide clear sight lines through the block.

In Southbank ~~precinct~~ (and similar is proposed for City North), controls in the planning scheme require pedestrian through-block links to be

Change made - original text in black with changes shown in red	Reason for change (Submission no. and part no.)	Page No.
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provided where the average length of a street block exceeds 100 metres (DTPLI, 2014: p. 2). Because these provisions do not specify the exact location of the link, planners are obliged to negotiate with developers as each land parcel is developed ~~to include a link~~. As a result, links may not be provided in the best location. Also, research shows that the optimum spacing for pedestrian connections in city centre retail core areas may be 50 to 70 metres (Siksna 1996).

Work that is needed to support changes to the planning scheme will include:

- Specifying a fine-grained pedestrian network that will be developed throughout the City of Melbourne including through-block links on private land;
- Assessing the economic contribution of a fine-grained walking network to the city's economy as well as ~~other benefits the net community benefit~~;
- Assessing the costs of developing the network including impact on land owners who would be required to provide the links.

This will involve expanding and proving the current pedestrian monitoring and counting program and pedestrian network modelling.

Rationale

The walking network in the City of Melbourne already has a ~~significant positive~~ impact on the city's economy. For example, increasing the level of walking connectivity by ten per cent - for example by adding through-block links- would increase the value of the overall Hoddle Grid economy by \$2.1 billion per annum or 6.6 per cent. This is because people are better connected especially to jobs and for work-related walking trips.

Through-block links add to the quality of the walking network by:

- shortening walking distances;
- Walking Plan 2014 25
- increasing the amount of street frontage leading to
- business and job opportunities;
- creating more intersections and offering more
- route choices;
- providing alternatives to crowded routes;
- ~~creating a more human scale~~;
- providing intimate and interesting spaces; and
- enhancing the city's reputation for laneway experiences.

Change made - original text in black with changes shown in red	Reason for change (Submission no. and part no.)	Page No.
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Implementation

~~Action 1.2.3~~ Continue to expand the pedestrian monitoring program to inform decisions about pedestrian planning.

Reordered actions reflecting the sequence in which they will be carried out.

~~Action 1.2.2~~ Develop a model of the walking network to test scenarios for improving the network such as the location of through-block links or predicting future crowding.

~~Action 1.2.1~~ Establish a future fine grain pedestrian network ~~and policy~~ for the City of Melbourne, particularly in urban renewal areas, for ~~inclusion as an incorporated document~~ implementation in the Melbourne Planning Scheme.

Change made - original text in black with changes shown in red	Reason for change (Submission no. and part no.)	Page No.
Changes made to Street Management and Operation Actions (p. 28 to p. 53)		
<i>In section 2.2 Signal operation</i>		
<p>Pedestrian signals that allow crossing in all directions simultaneously are popular and have some benefits. They have adverse impacts on pedestrian delay by extending the waiting time between walking phases. They also increase delays to public transport, bicycles and other vehicles on the road as it takes longer to cross diagonally and signal timing must account for this. There are limited opportunities (such as at t-intersections), where these impacts can be reduced, and there may be some locations where they could be implemented.</p> <p>Scramble crossings will be considered at appropriate intersections to reduce crowding and delay where the adverse impacts on timing and other modes can be minimised.</p>	14.6 96.14	32
<i>In section 2.3 Pedestrian Street Hierarchy</i>		
<p>Vehicle access</p> <p>Maintaining access for deliveries and service vehicles, and to off -street car parks is important for city commerce. The Walking Plan does not propose to remove motor vehicle access to off -street car parks or to remove delivery, service or disabled access to properties.</p> <p>The bicycle network identified in the City of Melbourne Bicycle Plan will also be considered when investigating proposals that change the layout or operation of a street in the City of Melbourne. Where there are high volumes, separation will be considered.</p> <p>Streetscape Framework</p> <p>The Pedestrian Street Hierarchy will be implemented in accordance with the Streetscape Framework Plan.</p> <p>Any proposals that change the layout or operation of a street in the City of Melbourne would require thorough consultation with appropriate stakeholders, including building owners, businesses and residents, to understand their access requirements.</p> <p>The City of Melbourne introduced the Streetscape Framework in 2011 to work with businesses and the community to effectively respond to the changing needs of our streets.</p> <p>The Streetscape Framework guides planning and implementation of new streetscapes, and involves</p>	<p>Response to concerns from submitters that streets would be closed to vehicular traffic</p> <p>2.4, 2.6, 2.7, 2.9, 2.10, 2.12, 4.1, 5.1, 5.2, 5.3, 5.3, 5.4, 5.4, 5.5, 5.6, 5.7, 5.9, 5.10, 6.1, 6.2, 6.3, 6.4, 6.5, 6.6, 7.1, 7.2, 7.3, 7.4, 7.5, 7.6, 15.1, 15.2, 15.3, 15.4, 17.2, 20.7, 27.2, 27.3, 27.5, 30.2, 30.3, 30.4, 46.1, 52.1, 68.1, 80.1, 87.1, 88.1, 88.2, 88.4, 88.5, 90.1, 90.3, 90.6, 90.7, 90.9, 90.12, 91.1, 93.9, 94.5, 94.10, 96.9, 97.7, 97.8, 97.24, 97.26, 98.1, 99.1, 100.1, 101.1, 102.1, 104.1, 106.1, 109.1, 111.1, 120.1, 125.4, 134.1</p>	34

Change made - original text in black with changes shown in red	Reason for change (Submission no. and part no.)	Page No.
<p>the community in deciding on streetscape design and improvements.</p> <p>The City of Melbourne is upgrading many of its streets as part of the Streetscape Improvements program, which aims to enhance our streets and laneways through road and footpath works, landscaping and other improvements.</p>		
<p><i>In section 2.4 (Convert streets to places)</i> <i>Characteristics of Streets as Places changed</i></p> <ul style="list-style-type: none"> • Pedestrians move freely over the street • People linger on the street at cafes, in legal graffiti areas on public seating or to play • Amenity increased by providing spaces for people to be in • Low traffic function 	Public art is a more common use, not all streets in this category may have legal graffiti areas.	35,36
<p><i>In sections 2.3 to 2.6 (Pedestrian Street Hierarchy, etc)</i> <i>Street management changed for Street as Place , Walking Street, High Mobility Walking Street, High Mobility Street, Other street</i></p> <ul style="list-style-type: none"> • Low (or no) traffic function • Provide for deliveries, property servicing, cycling and access to off -street car parking. 	To include consideration of local access requirements Response to concerns from submitters that streets would be closed to vehicular traffic	35, 36, 38, 40
<p><i>Figure 17: Elizabeth Street changed to investigation for conversion to high mobility walking street in short term.</i></p>		41
<p><i>In section 2.4 Convert streets to places</i> <i>Implementation</i></p> <p>Action 2.4.1 Investigate the suitability of the proposed Streets as Places as indicated in Figure 14: Proposed Streets as Places. This will include consideration of local access requirements.</p>	To include consideration of local access requirements as indicated on map for clarity Response to concerns from submitters that streets would be closed to vehicular traffic	36
<p><i>Figure 15 text changed</i> Queen St and Therry St</p> <ul style="list-style-type: none"> • Investigate ways to improve walking environment including through use of a pedestrianisation or conversion to shared zones • Would allow use of road space for public space • May be possible to remove Franklin St and Dudley St roundabouts and realign street to convert road space to pedestrian space 	Pedestrianisation is an undefined term	
<p>Flinders Ln</p> <ul style="list-style-type: none"> • Extremely high pedestrian activity area 		

Change made - original text in black with changes shown in red	Reason for change (Submission no. and part no.)	Page No.
<p>Full pedestrianisation will increase amenity</p> <ul style="list-style-type: none"> • Unique area which connects iconic laneways • Narrow footpaths • Need for deliveries and off-street car park access <p><i>Include Little LaTrobe Street (between Swanston and Elizabeth) in the investigation for Streets as place</i></p>	115.1	
<p><i>In section 2.5 Create new Walking Streets Characteristics of Walking streets changed</i></p> <ul style="list-style-type: none"> • Low through traffic function <p>Implementation</p> <p>Action 2.5.1 Investigate the suitability of the proposed Walking Streets as indicated in Figure 16: Proposed Walking Streets. This will include consideration of local access requirements.</p>	<p>To include consideration of local access requirements as indicated on map for clarity</p> <p>Response to concerns from submitters that streets would be closed to vehicular traffic</p> <p>Pedestrianisation is an undefined term</p>	39
<p><i>Figure 16 text changed</i></p> <p>Lt Bourke St</p> <ul style="list-style-type: none"> • High traffic pedestrian route between department stores • Pedestrianisation Improved walking environment would help activate street at ground level 		
<p>Lt Bourke St</p> <ul style="list-style-type: none"> • Part of east-west pedestrian route to Hardware Ln precinct • Pedestrianisation Improved walking environment would enhance function as a retail strip 		
<p>Lt Collins St</p> <ul style="list-style-type: none"> • Area growing in popularity • Narrow footpaths • Need for deliveries and off-street parking 		
<p>Flinders Ln</p> <ul style="list-style-type: none"> • Area growing in popularity • Narrow footpaths • Need for deliveries, taxis and car park access 		
<p>Lt Collins St</p> <p>Expansion of lunch time pedestrianisation would enhance this east-west link</p>		

Change made - original text in black with changes shown in red	Reason for change (Submission no. and part no.)	Page No.
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- Narrow footpaths
- Area growing in popularity
- Car park access **required**

Elizabeth St

- Opportunity to convert tram terminus area into a piazza
- Would create a well-used public space and improve access to Flinders Street station
- **Consider vehicle access to Flinders Ln**

In section 2.6 High mobility walking streets Characteristics of high mobility walking street changed

- **Have low traffic function**

To remove references to Melbourne Metro

40

To include consideration of local access requirements as indicated on map for clarity

Implementation

Action 2.6.4 Investigate the suitability of the proposed High Mobility Walking Streets as indicated in Figure 17: Proposed High Mobility Walking Streets. This will include consideration of local access requirements.

Response to concerns from submitters that streets would be closed to vehicular traffic

40

Include cycling as a priority transport mode on High mobility walking streets

41

Street management changed

Provide priority to trams, buses, cyclists and pedestrians under SmartRoads;

Figure 17 text changed

Elizabeth St

- Elizabeth St is a key pedestrian spine in Melbourne's retail core
- Relatively low traffic function
- Tram route ~~realignment during and after Melbourne Metro construction~~ enhancement will increase pedestrian activity
- ~~Closure would retain~~ Provide for delivery vehicles access

Collins St

- Most tram stops are or soon will be overcrowded
- Space for cyclists constricted by other users
- Collins St has limited traffic function
- Tram route ~~realignment during and after Melbourne Metro construction~~ enhancement will increase pedestrian activity

Grattan St

- ~~Grattan St will be upgraded to a High Mobility~~

Change made - original text in black with changes shown in red	Reason for change (Submission no. and part no.)	Page No.
<p>Street to Improve east-west bus connectivity</p> <ul style="list-style-type: none"> Will improve connectivity between Melbourne University buildings and University Square <p>Flinders St</p> <ul style="list-style-type: none"> Melbourne Metro construction may provide opportunity for pedestrianisation Would improve access to Flinders Street station and Federation Square, two of Melbourne's most important meeting places and public transport nodes <p>Princes Bridge</p> <ul style="list-style-type: none"> Main pedestrian link between Southbank and the Hoddle Grid Would improve access between Flinders Street Station and Federation Square tram stops Melbourne Metro construction may provide opportunity for temporary pedestrianisation Melbourne's busiest tram stop, around 48,000 passengers per day Priority cycle route 		
<p><i>In section 2.7 Create new shared zones</i></p> <p>In many cases this will Shared zones can make it easier to fit trees and landscaping, and other uses such as on street dining, while allowing people to walk comfortably – perhaps two or three abreast. They can have significant and have positive economic benefits, with outdoor dining generating up to \$25,000 in revenue per square metre per annum. The conversion of selected narrow streets into shared zones will make the city safer and legitimise pedestrians as users of narrow streets. Shared zones are a specific type of speed limit under Victoria's Road Safety Road Rules (2009) which provide for the sharing of spaces by vehicles, pedestrians and cyclists at low speeds. Under the Pedestrian Street Hierarchy, shared zones could be Streets as Places or Walking Streets.</p>	To show the monetary value of shared zones	42
<p><i>In section 2.8 Making roads safer for pedestrians</i></p> <p>Action 2.8.2 Investigate speed limit reductions to 40 km/h on local streets throughout the City of Melbourne where appropriate pedestrian volumes are high.</p> <p>Added photo example of speed limit reduction on local roads in Parkville in 2014.</p>		46

Change made - original text in black with changes shown in red	Reason for change (Submission no. and part no.)	Page No.
<p><i>In section 2.9 Walking navigation</i></p> <p>Objective</p> <p>To help people navigate the city, encourage more walking and make walking easier and more enjoyable, and make it easy to transition from walking to using public transport.</p> <p>Issue</p> <p>The City of Melbourne can be difficult to navigate for workers people not familiar with its layout, including visitors from other parts of Melbourne, out of town, interstate and overseas. There are currently many different way-finding signage systems carrying inconsistent messages, language and naming conventions.</p> <p>“Heads-up” mapping</p> <p>“Heads-up” mapping systems – which orient maps so the person reading them sees the view in front of them reflected in the map – make walking easier and more enjoyable and encourage more walking. “Heads-up” maps orient people based on the direction they are facing and what is in their field of view. and They have been successfully introduced in London, Bristol and New York City.</p> <p>The City of Melbourne is developing a “heads-up” mapping system to be deployed throughout the city beginning with the areas where the most walking occurs. These maps will assist way-finding by highlighting nearby destinations and public transport services that a person viewing a heads-up map can easily access. The system will be extensively tested and regularly reviewed to ensure it is up to date and delivering on its objectives.</p> <p>Action 2.9.1 Install a “heads-up” mapping system in high pedestrian areas.</p> <p>Action 2.9.2 Investigate the potential for the “heads-up” mapping system to be applied across the Central Subregion as proposed in Plan Melbourne including through collaboration with PTV, Yarra Trams and others. Investigate the potential for the system to be used at Melbourne Airport.</p> <p>Action 2.9.3 Investigate the potential for the system to be introduced at Melbourne’s visitor entry points (air, rail, roads and sea).</p> <p>Action 2.9.4 Work with inner Melbourne councils and the state’s roads, public transport and tourism</p>	<p>To improve the description of “Heads-up” mapping</p> <p>Updated to include latest version of example of heads up mapping with current PTV route information</p>	<p>49</p>

Change made - original text in black with changes shown in red	Reason for change (Submission no. and part no.)	Page No.
<p>authorities to improve the consistency of way-finding systems that visitors rely on.</p>		
<p><i>Figure 19 replaced</i> Figure 22: Indicative wall district map example of the "Heads-up" mapping system, facing south north near Webb Bridge from North Wharf, location marked in map to the left</p>		
<p><i>In section 2.10 Stop lines</i></p>		51
<p><i>Godfrey St removed from map</i></p>		
<p>Rationale</p>		
<p>On some streets in the city, stop lines have been installed so that drivers exiting minor laneways are required to give way to pedestrians on the footpath that the driver needs to cross. This reverses the usual convention where the stop line would be at the point where the two streets intersect which means that a stopped motor vehicle would block the passage of pedestrians. In the central city, many footpaths carry thousands of people per hour and it is appropriate that pedestrians have priority. The treatment allows pedestrians and motorists to make eye contact and negotiate to ensure drivers are not unreasonably delayed.</p>	28.18	50
<p>Pedestrians also need to be responsible for their own safety and ensure intersections are clear before proceeding. City of Melbourne will work VicRoads' to ensure stop lines at the building line will not compromise the safety of pedestrians.</p>		
<p><i>In section 2.11 Travel behaviour change</i></p>		52
<p>Objective</p>		
<p>To encourage everyone to use the roads collaboratively and respectfully to improve safety and create a more enjoyable road environment in the City of Melbourne and adjacent municipalities.</p>		
<p>Rationale</p>		
<p>The City of Melbourne has launched a travel behaviour change program called Share Our Streets as part of its Road Safety Plan. Many cities and jurisdictions around the world run behaviour change programs as a cost effective way to improve sharing of the way roadspace is shared.</p>		
<p>Pedestrians have much to gain from a program that delivers more considerate road behaviour. Benefits include drivers giving way appropriately, driving within the speed limit, allowing pedestrians to cross midblock without creating delays, not using mobile devices while driving or cyclists</p>	<p>To include ways pedestrians can contribute to safety</p>	

Change made - original text in black with changes shown in red	Reason for change (Submission no. and part no.)	Page No.
<p>slowing appropriately to allow pedestrians to get on trams and riding considerately in shared areas such as paths. Therefore, City of Melbourne will work with Victoria Police to enforce road rules in line with the Road Safety Plan to support the Share Our Streets Campaign.</p>		
<p>Pedestrians can also contribute to road harmony their own safety and the safety of others including being mindful of pedestrians with physical and sensory impairments. Share Our Streets promotes being considerate, by observing road rules, not walking in bicycle lanes and paying attention particularly when using mobile devices when walking on footpaths or crossing roads. Keeping to the left on footpaths and crossings, especially in crowded areas, will also make the city easier to walk around.</p>		
<p><i>In section 2.12 Promoting health</i> Objective To capitalise on the mental and physical health benefits and community benefits provided by walking.</p>		53
<p><i>Rationale</i> Victoria Walks promotes walking meetings, “exercise snacks”, workplace walks and local area mapping to encourage people to identify local walking destinations (www.victoriawalks.org.au). New York City has a campaign to “Make NYC Your Gym”. There are opportunities for the City of Melbourne to promote walking as a way to help the community to be healthier, potentially with a focus on individual workers as well as centres and workplaces that house a the large number of employees who travel to the city each day.</p>	26.9 26.30	
<p>The perception of a lack of safety and security can be a significant barrier to walking, particularly in relation to children walking to school or for trips that include public transport use. Initiatives should include the promotion of walking to school and address barriers to this behaviour, including parental perceptions of risk</p>	To reflect need to address barriers to walking. Ref: 20.3	
<p>New implementation item: Investigate advocating for changes to the Planning and Environment Act 1987 to include health and wellbeing as an objective of planning.</p>		

Change made - original text in black with changes shown in red	Reason for change (Submission no. and part no.)	Page No.
Changes made to Capital Works Actions (p. 54 to p. 76)		
<i>In section 3.1 Addressing pedestrian crowding</i>		54
Objective		
To reduce pedestrian crowding through targeted actions at intersections, and pedestrian crossings and footpaths including separated pedestrian and cycling paths on shared streets.	Separated paths will minimise obstruction on shared streets	
To develop and adopt appropriate crowding standards for Melbourne to ensure footpaths are not subject to overcrowding now and in the future, including those under investigation for a pedestrian street hierarchy.	63.4 70.4 75.5 75.11 75.12 75.13 81.2	
Issues		
No guidance is available on what level of crowding is optimal in different environments.	88.6 93.1 95.8 96.8	
In general higher crowding levels can be tolerated in the approach to busy public transport interchanges during peaks, however, there is a limit to this tolerable level of crowding. while lower Lower levels of crowding are appropriate in shopping areas, locations where people want to stand, be stationary or wander.	97.18 97.25 97.29 105.1 117.3 124.7 28.20	
As pedestrian numbers have grown, pedestrians have increasingly been affected by a range of footpath obstructions - including infrastructure, construction sites, street furniture, motorcycle and bicycle parking. Both motorcycle and bicycle use is growing and parking for these modes needs to be addressed.	63.4	
Guidelines for footpath dining, bicycle parking installation and motorcycle parking already exist. City of Melbourne has received complaints about the level of compliance with motorcycle parking on footpaths. The opportunity exists to work with user groups to promote their awareness as well as providing more formalised motorcycle parking.		
Create new implementation item:		
Action 3.1.4 Identify current and future locations where footpath obstructions reduce the pedestrian comfort level below acceptable levels and take action to address this including relocation, education, regulation or enforcement.		
<i>In section 3.2 Pedestrian crossings at intersections</i>		57
Action 3.2.4 Work with Victoria Police, VicRoads and PTV to prevent vehicles from blocking intersections and crossings.		
Action 3.2.5 Investigate using vehicle detector		

Change made - original text in black with changes shown in red	Reason for change (Submission no. and part no.)	Page No.
<p>loops connected to traffic signals at certain intersections to prevent vehicles from blocking intersections.</p> <p>Action 3.2.4 Work with Victoria Police to direct and inform enforcement activities in the City of Melbourne to achieve the transport and safety objectives of the City of Melbourne Transport Strategy 2012, Road Safety Plan 2013-17 and the Walking Plan.</p> <p>Action 3.2.5 Work with Victoria Police, VicRoads and PTV to prevent vehicles from blocking intersections and crossings. This will include investigation of potential use of vehicle detector loops connected to traffic signals at certain intersections to prevent vehicles from blocking intersections.</p>	<p>Combine existing actions 3.2.4 and 3.2.5 and new 3.2.4 to direct and inform enforcement</p> <p>12.3 20.5 20.17 20.21 31.1 34.1 97.28</p>	
<p><i>In section 3.3 Master plans</i></p> <p><i>Birrarung Mar potential walking and cycling link added to Figure 30: Walking Network</i></p> <p><i>Improvements in Future Master Plan Areas</i></p>		60
<p>Pedestrian Street Hierarchy</p> <p>The Walking Plan establishes a Pedestrian Street Hierarchy to provide direction for the design and operation of streets. The hierarchy will be used to identify streets for short term investigation but will also be used in future development of Master Plans to ensure an enhanced pedestrian network consistent with the principles of the Walking Plan.</p> <p>These plans will direct advanced streetscape designs and will lead to capital works delivery in accordance with the Streetscape Framework (2011).</p> <p>Implementation</p> <p>Ensure master plans and precinct plans deliver an enhanced pedestrian network consistent with the principles of the Walking Plan and the Pedestrian Street Hierarchy. These plans will direct advanced streetscape designs and will lead to capital works.</p>		58
<p><i>In section 3.5 Tram and bus stops</i></p> <p>Objective</p> <p>To develop designs for tram and bus stops which create a high level of amenity, reduce crowding and delays to passengers and integrate well with the walking network.</p> <p>Implementation</p>		68

Change made - original text in black with changes shown in red	Reason for change (Submission no. and part no.)	Page No.
Action 3.5.4 Improve the design of tram stops to account for better streetscape integration, pedestrian access to and from the footpath and assess existing and future pedestrian volumes in locations that are or will be busy over the long term.	31.7, 70.1	
<i>Figure 36: Tram stops likely to be over capacity by 2030</i>	28.23	
<i>Include tram stop on Bourke Street, perpendicular to Spencer Street</i>		
<i>In section 3.6 Increasing the number of formal crossings</i>		70
<i>Added new figure showing distances between formal crossings on City Road</i>		
Action 3.6.1 Develop a prioritised list of locations for new pedestrian crossings and work with VicRoads to install them.	Actions deleted refer to projects that have been completed.	
Action 3.6.2 Design and construct a zebra pedestrian crossing at Bellair Street, Kensington		
Action 3.6.3 Design and construct a pedestrian crossing at Waterfall Lane, Southbank		
Action 3.6.4 Design and reconstruct the pedestrian bridge at the existing railway overpass at Arden Street.		
Action 3.6.5 Construct a pedestrian refuge at Queensberry and Bouverie Streets.		
Action 3.6.6 Narrow the road to improve pedestrian safety at Queen and Therry Street.		
Action 3.6.7 Complete the Jim Stynes Bridge improving walking connections into Docklands.		
Action 3.6.8 Consider improved pedestrian connections across the Yarra River as part of the proposed Collins Street tram extension from Docklands to Fishermans Bend.		
Action 3.6.9 Continue to install crossing points prioritising locations where demand is high, crossing is difficult and distances between crossings are long.		
Action 3.6.6 Review existing roundabouts on local streets and investigate the possibility of installing zebra crossings, on pedestrian desire lines, at these intersections.	Added new implementation item 107.1	
<i>In section 3.7 Making streets easier to cross</i>		
<i>Implementation</i>		
Action 3.7.1 Investigate techniques such as, medians, pedestrian refuges and raised thresholds to assist pedestrians to cross streets legally and safely at 'non-crossing' locations	28.25	74

List of minor changes to Walking Plan following community engagement (4 June to 15 July 2014)

Change made - original text with changes shown in red	Page number
<i>In Foreword section</i>	4
<p>Melbourne is the heart of Victoria's prosperous economy and enjoys a vibrant social and cultural life. Around 840,000 people pass through our city daily. This is likely to rise to more than 1.2 million by 2030. The City of Melbourne is responding to the rapid growth rate with well-thought out strategies for transport, land use and community services. The City of Melbourne Draft Walking Plan is an important part of this.</p> <p>This draft strategy plan is part of an integrated approach to transport, outlined in the City of Melbourne Transport Strategy 2012. It links all modes and coordinating with city development and urban renewal.</p> <p>Melbourne is truly a walking city with almost all trips to, from and within the city starting or ending with a walk and 66 % per cent of all trips within the city being purely on foot.</p> <p>The proportion of trips involving walking will increase as the city grows. This highlights the need to continue to prioritise walking as a transport mode to keep the city running smoothly. The number of trips and people walking in the city will also grow, putting pressure on footpaths and public transport interchanges.</p> <p>Our vision for Melbourne as a connected city means a place for people, a city with great streets linked by a well-designed transport system.</p> <p>The Draft Walking Plan includes strategies and actions that will ensure we keep a strong focus on the vital role that walking plays in the city and continue to improve the environment for walking.</p>	
<i>"Challenges for walking in Melbourne" and "Goals" added to table of contents</i>	3
<i>Replaced "%" with "per cent"</i>	4, 12
Figure 1: Method of travel to work for workplaces in the City of Melbourne, 2011 , 2001 , 2006, 2011	8
<i>Replaced references to Metropolitan Planning Authority with MPA Department of Transport, Planning and Local Infrastructure with DTPLI Inner Melbourne Action Plan with IMAP</i>	22, 26
<i>Replaced references to CBD with Hoddle Grid</i>	24, 30, 32, 83, 84
Action 1.3.1 Work with the Department of Transport, Planning and Local Infrastructure to define a Principal Pedestrian Network in the State Planning Policy Framework. This would complement the fine grain pedestrian network and pedestrian priority areas defined in SmartRoads.	26
Action 2.1.4 Continue to work with VicRoads, DTPLI Department of Transport Planning and Local Infrastructure and others to develop a place-based assessment to be integrated into Smart Roads.	
<i>Confidential watermark removed</i>	32, 33
Action 2.2.1 Assess pedestrian delay at intersections across the city City of Melbourne and develop a prioritised list of projects to reduce it- reduce pedestrian delay, focusing on the busiest intersections with the most pedestrians first.	30
Action 2.2.3 Expand the implementation of auto-introduction of Walk-auto-on	

pedestrian phase -signals at intersections in the area shown, where compatible with prevailing signal timings.	
Corrected mapping error (Errol Street) in Figure 11: Proposed Auto-On Pedestrian Phase Area	31
<i>Replaced "s" with seconds</i>	83
Replaced "2" with "two"	83
<i>Corrected typo in caption for Figure 31 "toimprove"</i>	65
<i>Corrected typo in section 1.2 "It will also identify mid-block road crossing points"</i>	24
<i>Corrected typo for Figure 14 "Dodds Street Limited"</i>	37
<i>Action 2.4.2 replaced "St" with "Street"</i>	36
<i>Title and legend on Page 59 and 60</i>	59
Walking Network Improvements Issues and Opportunities in Urban Renewal Areas/Future Master Plan Areas. Ref: 28.22	60
All sub actions have been placed under "Implementation" in their respective headings to simplify the actions.	
Added to appendix 4:	94
Active Melbourne Strategy	
Streetscape Framework 2011	
Melbourne for All People Strategy 2014-2017	
Bicycle Plan 2012-2016	
Fixed figure 39: Proposed mid-block crossings to include study area boundary	71

WALKING PLAN 2014-17

Attachment 5
Agenda item 6.7
Future Melbourne Committee
18 November 2014





A CONNECTED CITY

We give our community easier ways to access opportunities – to trade, to meet and to participate in the community.

We will provide interesting transport choices that help people move with ease through a growing city.

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Disclaimer

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how you can participate in the decision-making process for some of City of Melbourne's current and future initiatives.
(link: www.participate.melbourne.vic.gov.au)

FOREWORD

Melbourne is the heart of Victoria's prosperous economy and enjoys a vibrant social and cultural life. Around 840,000 people pass through our city daily. This is likely to rise to more than 1.2 million by 2030. The City of Melbourne is responding to the rapid growth rate with well-thought out strategies for transport, land use and community services. The City of Melbourne Walking Plan is an important part of this.

This plan is part of an integrated approach to transport, outlined in the City of Melbourne Transport Strategy 2012. It links all modes and is coordinated with city development and urban renewal.

Melbourne is truly a walking city with almost all trips to, from and within the city starting or ending with a walk and 66 per cent of all trips within the city being purely on foot.

The proportion of trips involving walking will increase as the city grows. This highlights the need to continue to prioritise walking as a transport mode to keep the

city running smoothly. The number of trips and people walking in the city will also grow, putting pressure on footpaths and public transport interchanges.

Our vision for Melbourne as a connected city means a place for people, a city with great streets linked by a well-designed transport system.

The Walking Plan includes strategies and actions that will ensure we keep a strong focus on the vital role that walking plays in the city and continue to improve the environment for walking.

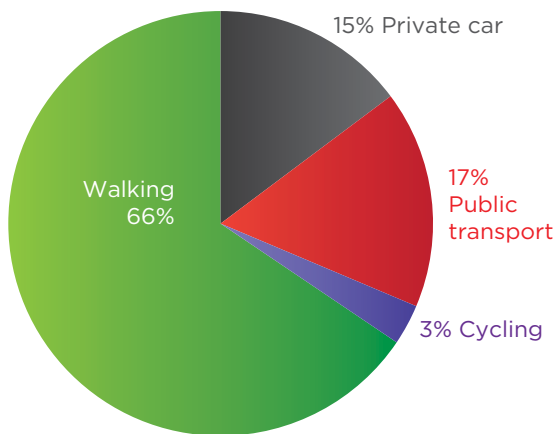


Figure 1: Trips within the City of Melbourne by mode, average weekday, 2009/10
Source: DOT, 2010

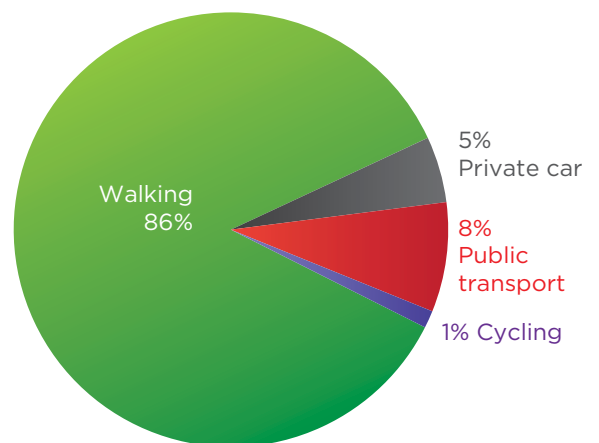


Figure 2: Trips within the Hoddle Grid and Docklands by mode, average weekday, 2009/10
Source: DOT, 2010

EXECUTIVE SUMMARY

Walking is the most important mode of transport for the City of Melbourne. It accounts for 66 per cent of all trips within the municipality and is part of trips by all other modes.

The purpose of the Walking Plan is to highlight the contribution that walking makes to the city and lay out a practical plan to improve the city's walking network and encourage more walking.

The walking plan aims to increase the number of walking trips in 2030 by 63 per cent from 2009 levels.

It establishes principles for planning walking in the city including priority access, safety, access for all abilities, planning for future growth, creating attractive walking environments, permeability and reducing delay to pedestrians.

The plan will help the City of Melbourne to work with the State Government to achieve the Plan Melbourne goal of transforming the transport system to support a more productive central city. In particular it supports improving pedestrian crossing times and reducing speed limits to improve pedestrian safety.

The actions in the plan are grouped in three streams.

Planning:

- amending the Melbourne Planning Scheme to improve the walking environment.

Street management:

- changing traffic signal operation to reduce delays to pedestrians;
- increasing the number of pedestrian streets and shared zones; and
- improving legibility and way finding.

Capital works:

- extensive master planning;
- access around tram and bus stops; and
- increasing the number of road crossings.





Flinders Street Station at Elizabeth Street



STREET STATION

THE WALKING CITY

The importance of walking in Melbourne

Role of walking

Walking is our most fundamental mode of transport – almost everyone walks and walking makes up part of every journey in the city.

Walking accounts for 66 per cent of all trips within the municipality. Council has a target for this to grow to 69 per cent by 2030 (CoM, 2012, p. 17). There will be many more people visiting and living in the City of Melbourne by 2030 – the number of daily weekday city users is predicted to increase from around 840,000 today to over 1,200,000 (CoM, 2013a, p 14). The number of walking trips is forecast to increase by 64 per cent over this period (CoM, 2012, p, 15).

2013, p. 4). Projections indicate that 2011 patronage will double by 2029. This means many more people walking to tram stops and train stations in Melbourne.

Commuting to work in Melbourne

The share of people coming to work in Melbourne by public transport has increased by 11 per cent since 2001 (ABS 2001; 2011a). Virtually all public transport trips begin and end with a walking trip. Over the same period walking to work has also increased by 76 per cent.

Melbourne’s public transport patronage grew at an average of 3.9 per cent a year from 2002 to 2012 and at 6.6 per cent a year between 2004 and 2008 (PTV,

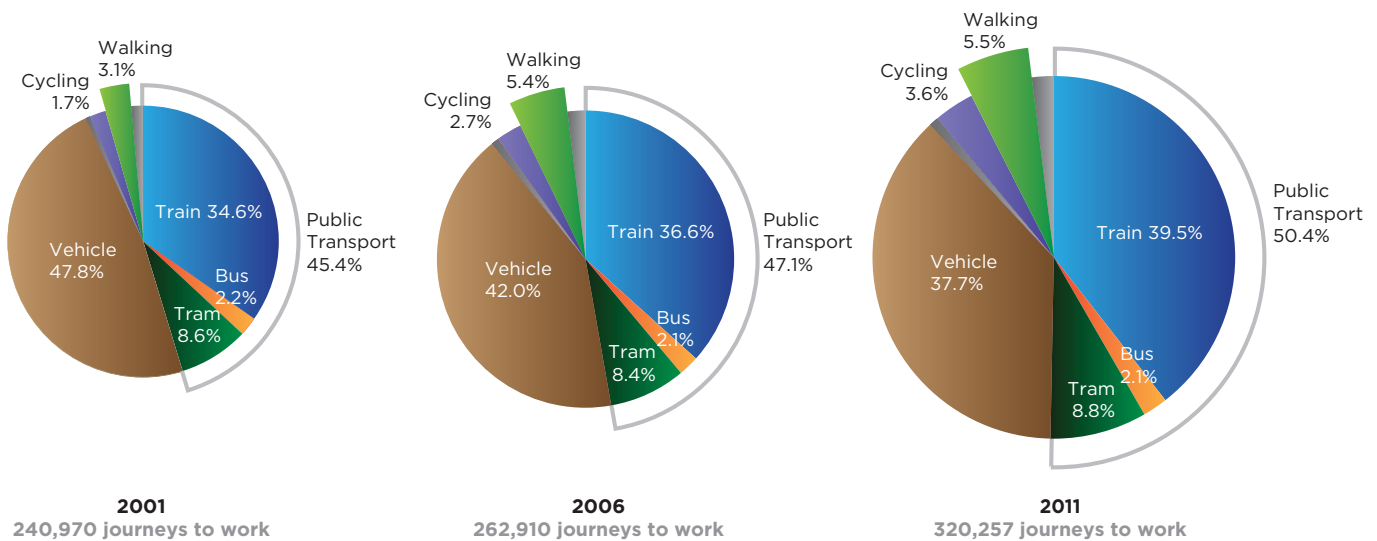


Figure 3: Method of travel to work for workplaces in the City of Melbourne, 2001, 2006, 2011

Source: ABS, 2011a; 2006; 2001

Pedestrian accessibility provided by the walking network

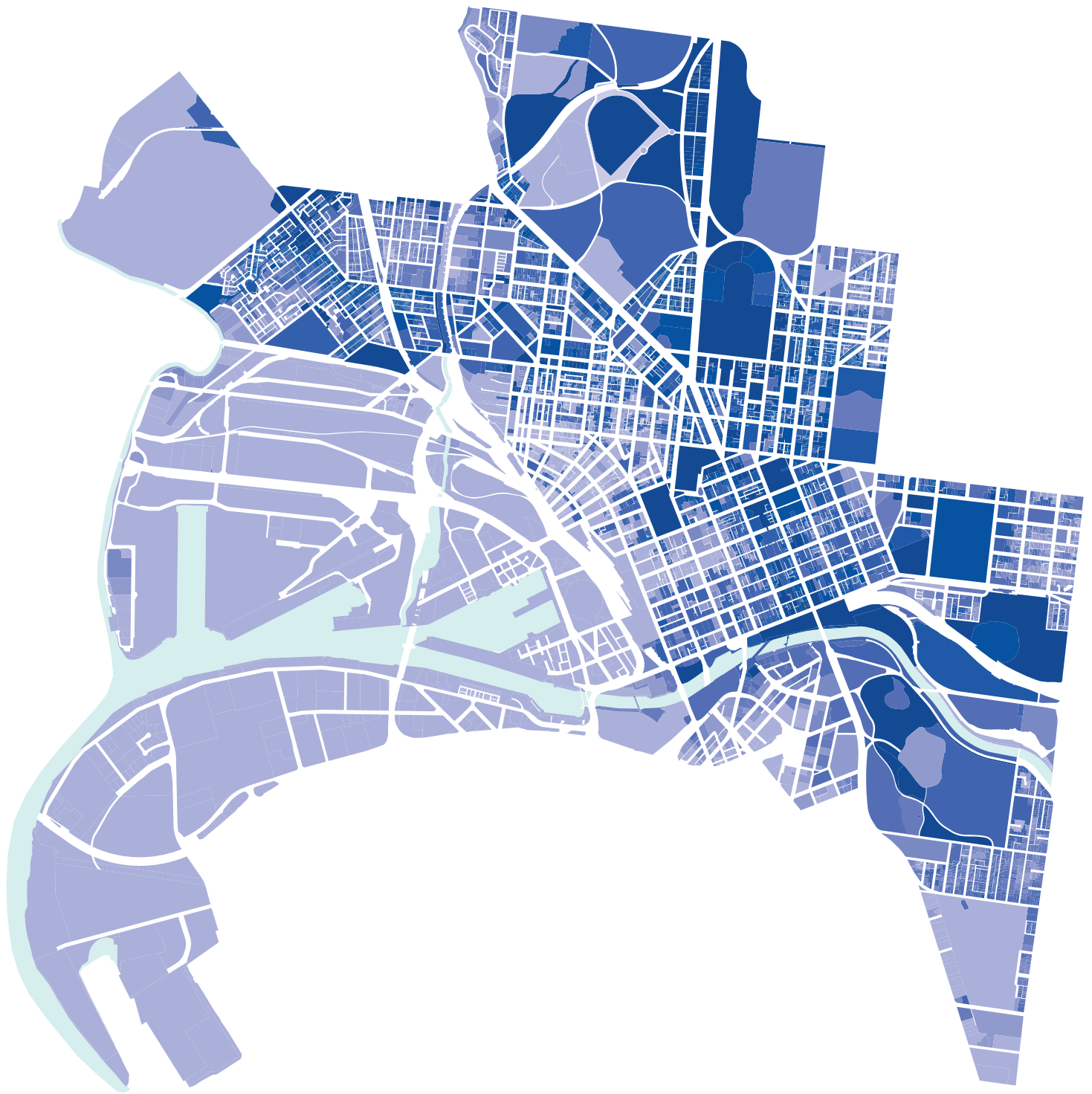
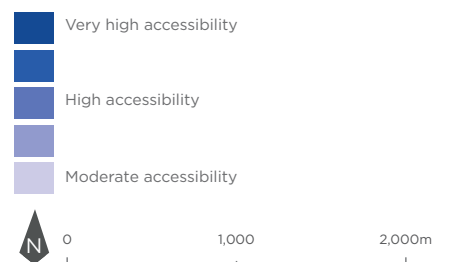


Figure 4: Pedestrian accessibility provided by the walking network

This map shows how well each land parcel is connected to other land parcels. It shows the amount of land that can be reached by a 30 minute walk divided by how long it takes to reach each of the land parcels within the 30 minute catchment.



The walking economy

Walking trips are important for the economy. About 63 per cent of trips made within the City of Melbourne for a work purpose are on foot (DoT, 2010). Walking is the primary mode for shopping, tourism and city visitors (DOT, 2010). Walking has also grown as more people have come to live in the municipality – 35 per cent of residents of the Hoddle Grid and 34 per cent of Southbank residents walk to work (ABS, 2011b).

Walking and agglomeration

Central business and retail precincts in large cities, such as in the Hoddle Grid and the expanded central city in Docklands and Southbank, foster connections within the central city community. These connections generate knowledge which circulates through both formal and informal links and from this knowledge income is generated. Much of this knowledge transfer takes place face to face and is often the result of a walking trip within the central city. This is why dense city centres are so important to the economic prosperity of cities and nations. The large number of people located in close proximity to each other allows ideas to be quickly generated, refined into knowledge and put to work solving complex problems. There is a strong relationship between connectivity and productivity. This relationship is referred to as agglomeration economies.

Analysis of the impact of walking on agglomeration has found that if the walking connectivity within the Hoddle Grid was increased by 10 per cent the value of the economy of the Hoddle Grid would be increased by up to \$2.1 billion. This represents a 6.6 per cent increase in the value of the economy (SGS, 2013, p. 2).

Agglomeration can be measured using Effective Job Density (EJD). Figure 5 shows the EJD provided by the walking network and that connectivity across the walking network contributes to the economy of the City of Melbourne. Areas with darker colours represent both a richer walking network and a higher concentration of employment and economic activity. This measure of EJD is based on the number of jobs (working people) that can be reached within 30 minutes by walking on the pedestrian network (scaled by the time it takes to reach them).

Walking connectivity contributes to EJD by supporting knowledge transfer. The connectivity of the walking network across the City of Melbourne is shown in Figure 4. It shows how well each land parcel is connected to other land parcels. It shows the amount

of land that can be reached by a 30 minute walk divided by how long it takes to reach each of the land parcels within the 30 minute catchment.

Attractive streetscapes enhance the city experience

A high quality walking environment is key to delivering on the vision of the city's retail and hospitality strategies. It is low cost, environmentally sustainable and promotes physical and mental health. As a mode of transport, walking is also the main mode of transport for tourists and visitors for events. One of the main problems reported by visitors to Melbourne is the difficulty of walking around the city including narrow footpaths and delays at signals (Destination Melbourne, 2010, p. 60).

Policy background

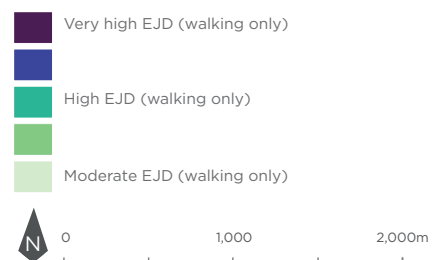
There is a significant policy background supporting the goals of this plan including documents from the Commonwealth and State governments and the City of Melbourne. Details of these documents are available at Appendix 1.

Economic impact of the walking network



Figure 5: Effective Job Density (EJD) provided by the walking network

This map shows the connectivity across the walking network and its contribution to the economy of the City of Melbourne. Areas with darker colours represent both a richer walking network and a higher concentration of employment and economic activity. This measure of EJD is based on the number of jobs (working people) that can be reached within 30 minutes by walking on the pedestrian network (scaled by the time it takes to reach them).



Achievements to date

Walking environment

For more than thirty years, the City of Melbourne has been transforming the municipality's walking environment. Melbourne's iconic Bourke Street Mall opened officially in 1983. The City of Melbourne has been guided by the Places for People studies in 1994 and 2005, and has widened footpaths, laid high quality pavements, encouraged outdoor dining, reduced traffic signal cycle times to support improvements to public transport and to make Melbourne a more attractive place to be.

The city has increased pedestrian safety and level of service with:

- Widened footpaths, especially in areas of high pedestrian use such as approaching train stations;
- Pedestrianisation of Bourke Street Mall and transformation of Swanston Street into a pre-eminent civic space;
- High quality pedestrian environments including bluestone paving, trees and street furniture;
- Level access trams stops;
- Signalised pedestrian and "zebra" crossings;
- Safe staging points for pedestrians to cross busy roads;
- Reductions in traffic signal waiting times especially in the central city;
- Extending the time walk signals are displayed so pedestrians have a longer window in which to cross at signals;
- Shared zones which allow pedestrians and drivers to share the road and make more efficient use of space and reduce speed limits to 10 km/h;
- 30 km/h and 40 km/h speed limits in key pedestrian streets;
- A speed limit in the central city of 40 km/h;
- Conversion of laneways to active uses including retail and hospitality;
- Negotiating laneways to be built in new developments;
- Conversion of underused road-space to pedestrian use such as removing slip lanes;
- Enhancement of existing public spaces such as City Square in 2000 and the creation of new spaces such as Queensbridge Square in 2006;
- Signal cycle time reductions at Spencer and King Streets to reduce pedestrian wait times and crowding;
- Painted pedestrian medians on Toorak Road, Errol Street and Victoria Street; and

City Square





Lygon Street

- Expanding the amount of footpath space by 160,000 or nearly 15 per cent since 2007 from 1,107,627 square metres to 1,270,793 square metres in 2012.

Walk 21 Charter

In 2008 the City of Melbourne became a signatory to the Walk 21 International Charter for Walking. This requires the city to “work with others to create a culture where people choose to walk” (Walk21, 2006) through the following strategic principles:

- Increased inclusive mobility;
- Well designed and managed spaces and places for people;
- Improved integration of networks;
- Supportive land-use and spatial planning;
- Reduced road danger;
- Less crime and fear of crime;
- More supportive authorities;
- A culture of walking.

Challenges for walking in Melbourne

Growth

The City of Melbourne will experience significant increases in residential and employment populations which will result in more people walking in the municipality.

Some key footpaths in the city are now routinely overcrowded with people forced to walk on the roadway. The volumes of pedestrian traffic in Melbourne will rise as the city grows from about 844,000 daily visitors in 2012 to 1.256 million per day in 2030 (CoM, 2013a, p. 14). The central city is expanding into urban renewal areas including Southbank, Docklands, Fishermans Bend, City North and Arden-Macaulay. Figure 7 shows

where growth will be concentrated. These areas will need to be designed to offer similar levels of walkability to that experienced in the central city.

Crowding and delay

Crowding is already a significant issue for the walking network in Melbourne and city growth will exacerbate this. Locations where crowding occurs include in and around public transport stops and stations and in areas of the retail core of the city such as Swanston Street.

Crowding discourages people from walking, creates delays which waste time and money and undermines Melbourne’s international reputation for liveability. It can “squeeze out” other normal functions of a footpath, such as socialising, window shopping or enjoying a space and it can undermine retail and hospitality experiences. Overcrowding and delays that result from waiting at intersections can cause annoyance and discourage people from returning to the city.

Traffic congestion in Melbourne costs the city’s economy \$3 billion a year. This is projected to rise to \$6 billion by 2020 (BTRE, 2007, p. 13). A significant

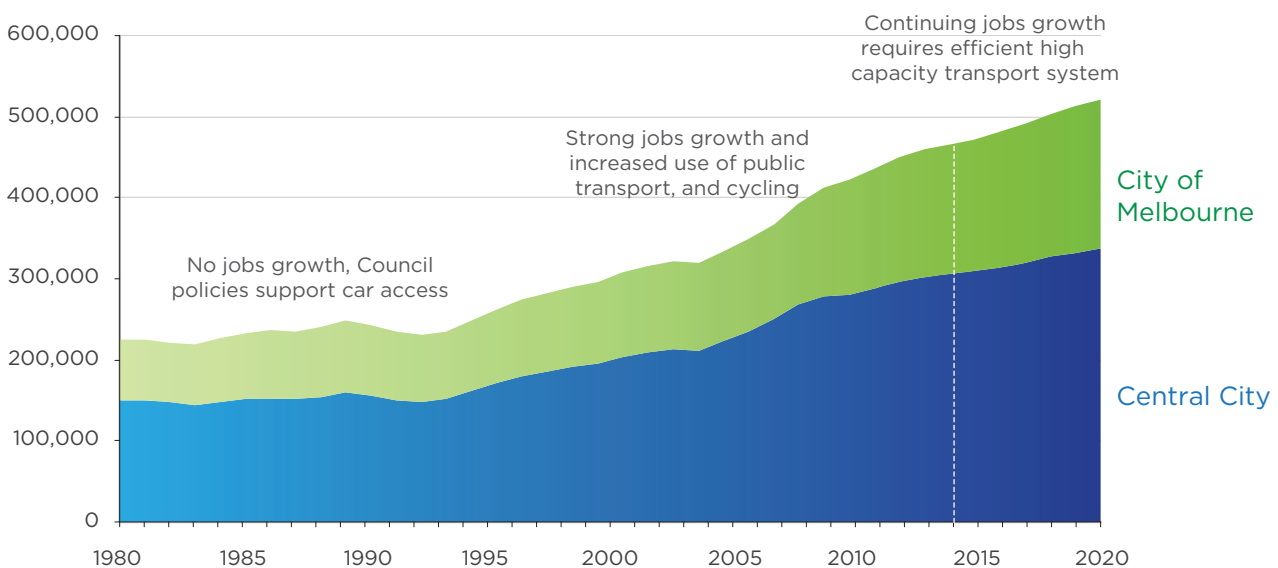


Figure 6: City of Melbourne jobs growth, 1980 to 2020

Growth in the City of Melbourne, 2012 - 2031

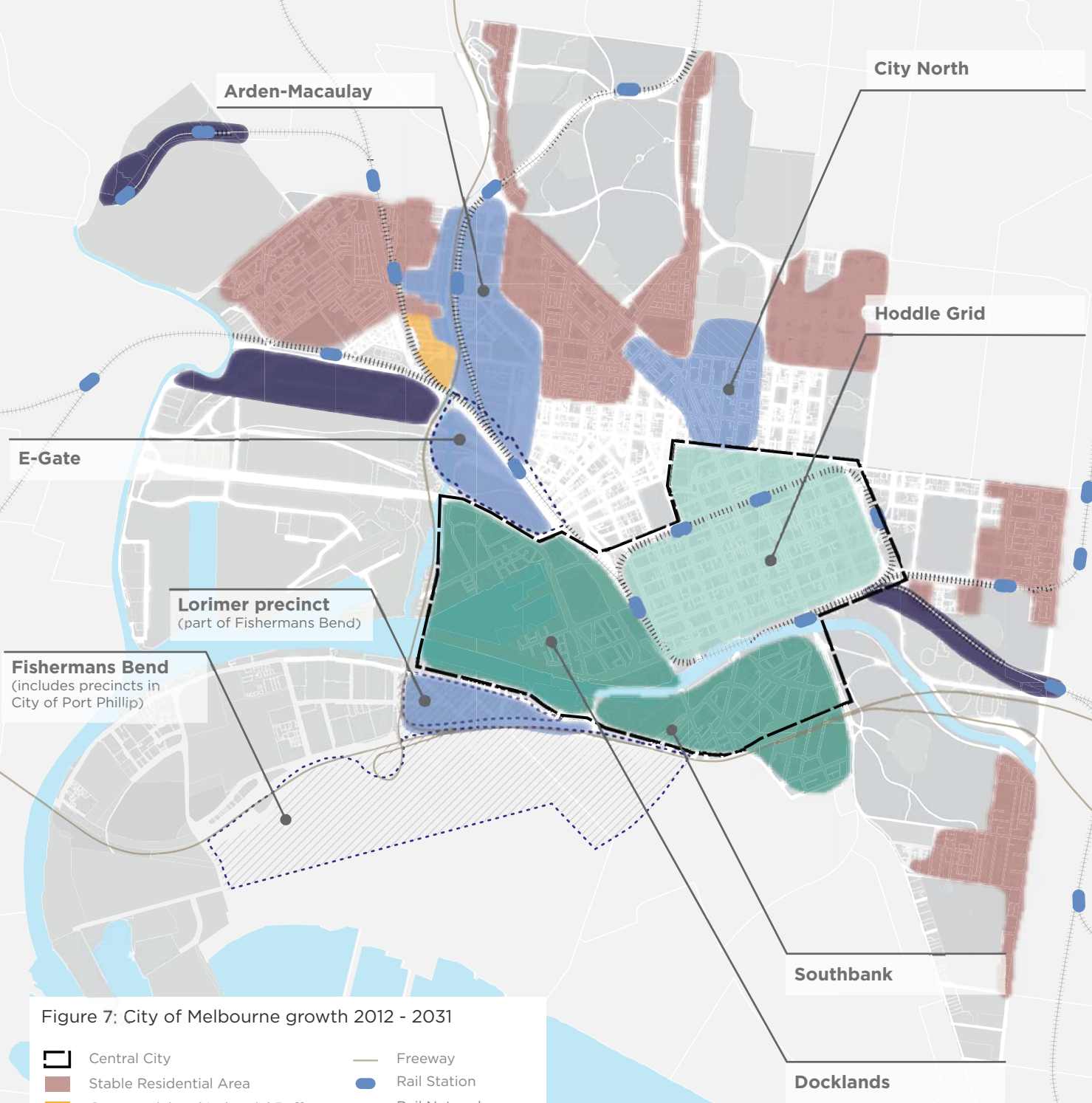


Figure 7: City of Melbourne growth 2012 - 2031

- Central City
- Stable Residential Area
- Commercial and Industrial Buffer
- Hoddle Grid
- Existing Urban Renewal Area
- Proposed Urban Renewal Area
- Potential Urban Renewal Area
- State Government Proposed Urban Renewal Area
- Freeway
- Rail Station
- Rail Network

0 500 1,000 2,500 m

Sources: SGS, 2013; id Consulting, 2013; Places Victoria, 2013

amount of the traffic congestion experienced in Melbourne is suffered by people walking, especially through delays at traffic lights or other crossings.

Connecting to public transport

Public transport nodes attract the largest and most concentrated walking activity in the city. For example, 171,160 people use Flinders Street Station each weekday, 111,290 use Spencer Street and 47,360 use the Federation Square tram stop (PTV, 2011a, 2011b).

Public transport use has grown strongly in recent years and is expected to continue to grow based on central city job growth and new infrastructure such as Regional Rail Link. Providing an efficient walking network supports public transport operation.

Increases in tram patronage and crowding at tram stops will also require the conversion of some high intensity tram stops to new designs that provide more space for people waiting, more permeable access from footpaths and potentially low-speed road space to increase opportunities for pedestrians to cross roads.

The walking network

Increasing the number of pedestrian connections and ensuring new developments are permeable is a challenge for the future.

A rich walking network with many routes, links, crossings and connections provides more walking choices, spreads the pedestrian load, stimulates more walking, reduces walking times, creates more economic activity by bringing people into new spaces and reduces walking distances.

New developments need to be able to provide new connections whilst remaining viable both in their own right and in order to deliver a net community benefit through the viability of the development yield and the pedestrian network overall.

Links may be footpaths, lanes, shared zones and formal or informal pedestrian crossings. They also include part-time links through arcades and other public connections through private property.

The walking network in the Hoddle Grid is relatively rich with many through-block connections, mid-block pedestrian crossings, laneways and little streets. There are still opportunities to add connections to this

network. In urban renewal areas, however, the walking network is relatively less rich and will require significant improvement to achieve its development goals.

Safety

In the City of Melbourne, a pedestrian is killed or sustains a serious or other injury every two days. There were 956 pedestrians injured or killed in the five years to 2011 (VicRoads, 2011, p. 7). The City of Melbourne has the highest rates of pedestrian death and injury in the state.

The road safety approach in a people city is to reduce death and injury by addressing the road danger posed by vehicles while supporting the growth of walking and the expansion of the walking network. City of Melbourne's Road Safety Plan 2013-2017, approved in July 2013, seeks to deliver an environment in which pedestrians are prioritised and supported by a safe, attractive and engaging urban environment.

People walking in Melbourne need to feel personally secure. A high level of real and perceived personal security will encourage more people to walk more including at night and in places with which they are not familiar. This encourages more economic activity. Time of day, gender and age are also key factors to be considered. Many other factors are important in creating a feeling of personal security including clear sightlines, adequate lighting, natural surveillance, movement predictors, activity support and image. The Walking Plan will be implemented along with City of Melbourne's accessibility plan, Melbourne for All People 2014-2017.

Balanced transport priority

Walking is the most fundamental mode of travel in the City of Melbourne and decisions about the transport network and land use should reflect this

Figure 8 (right). This map shows the overall walking dynamic across the city by approximating volumes across the pedestrian network. A range of data sources have been combined to approximate where people walk from car parks, train stations and other places in the city to shops, their jobs, classes, or other activities. Pedestrian counters across the city have been used to refine the results.

Data used includes ABS Census journey to work, Victorian Integrated Survey of Travel and Activity (VISTA), City of Melbourne Census of Land Use and employment (CLUE) and the City of Melbourne Pedestrian Counting Program information.

Pedestrian network volumes

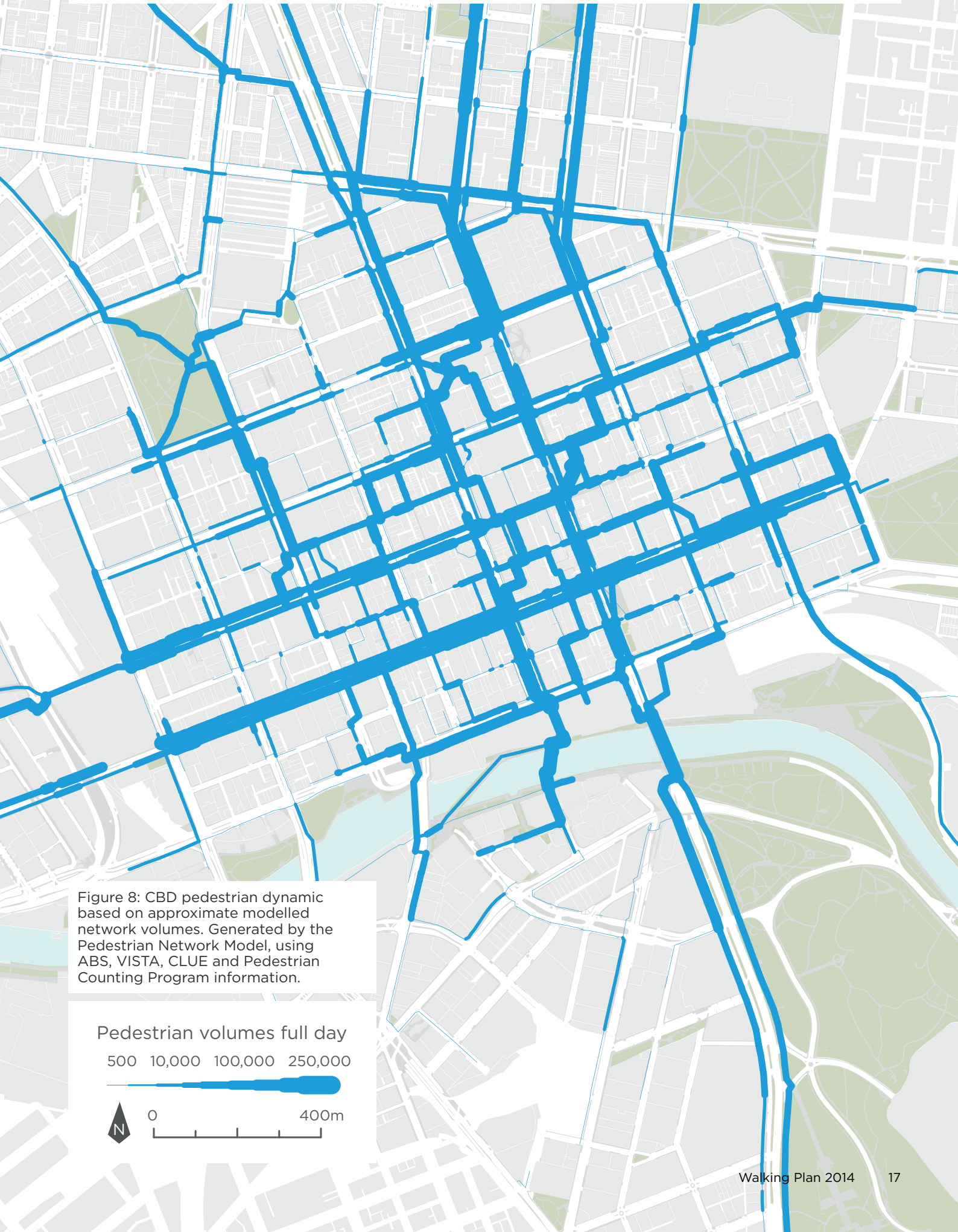


Figure 8: CBD pedestrian dynamic based on approximate modelled network volumes. Generated by the Pedestrian Network Model, using ABS, VISTA, CLUE and Pedestrian Counting Program information.

Pedestrian volumes full day

500 10,000 100,000 250,000



priority. The walking network in Melbourne should be planned and managed to increase the priority given to walking to reduce delay and avoid overcrowding.

Access for all

Providing access for people of all abilities and ages is a key component of developing the walking network in Melbourne.

Attractive walking environments

The City of Melbourne will continue to strive to create attractive walking environments. This includes creating walking environments that encourage a variety of uses, places to pause, window shop, space for kerbside dining, art, seating and expansion of the urban forest.



Figure 9: Example of pedestrian crowding at Collins and Swanston Streets.

GOALS

1. Expand the pedestrian network

The City of Melbourne Council Plan 2013-17 has a four-year priority of expanding and prioritising a connected, safe and easy to access pedestrian network.

The City of Melbourne will create an excellent and safe walking environment for residents, workers and visitors, with seamless high-priority links between the city's public spaces and the public transport system.

2. Plan for Future Growth

A key goal of this plan is to accommodate increasing amounts of walking in Melbourne. The city is experiencing significant growth. Figure 10 shows that walking will account for 30 per cent of all trips to, within and from the City of Melbourne in 2030 corresponding to over 1 million walking-only trips (on top of walking connections to public transport trips) on an average weekday. Decisions about the transport

network and land use that affect pedestrians should take into account the likely future growth in numbers of people walking in Melbourne and plan accordingly.

3. Reduce Delay

This plan will reduce delays to pedestrians through changes to the walking network, footpaths, intersections and traffic signals.

4. Improve Safety

The safety of people walking in the City of Melbourne is very important. This includes personal safety and road safety. The City of Melbourne faces a significant challenge addressing the high numbers of people injured by vehicles while walking.

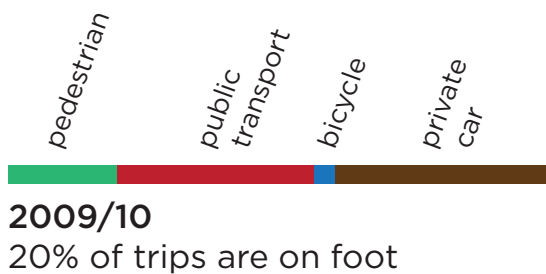


Figure 10: Walking mode share and trip growth in the City of Melbourne





ACTIONS

Actions in this plan have been framed within the existing structure of the operations of the City of Melbourne and its stakeholders. This will ensure the effective implementation of these actions to achieve the vision of the strategy.

1. Planning

- 1.1 A Central City Subregion Walking Plan
- 1.2 Using the Planning Scheme to improve the walking network
- 1.3 Principal Pedestrian Networks

2. Street Management and Operation

- 2.1 SmartRoads
- 2.2 Signal operation
- 2.3 Pedestrian Street Hierarchy
- 2.4 Investigate streets as places
- 2.5 Investigate new Walking Streets
- 2.6 High Mobility Streets
- 2.7 Create new shared zones
- 2.8 Making roads safer for pedestrians
- 2.9 Walking navigation
- 2.10 Stop lines
- 2.11 Travel behaviour change
- 2.12 Promoting health

3. Capital Works

- 3.1 Addressing pedestrian crowding
- 3.2 Pedestrian crossings at intersections
- 3.3 Master plans
- 3.4 Access around stations
- 3.5 Tram and bus stops
- 3.6 Increasing the number of formal crossings
- 3.7 Making streets easier to cross
- 3.8 Technical Notes



Parliament Station at Spring Street

1. PLANNING

1.1 A Central City Subregion Walking Plan

Work with the MPA, DTPLI and IMAP councils to deliver improvements to walking in Melbourne.

Objective

To ensure that planning for the Central Subregion of Melbourne provides for a high quality pedestrian network.

- Work with the MPA to integrate the highest levels of walking, cycling and public transport use into the planning of urban renewal precincts.
- Work with the MPA to integrate the City of Melbourne Walking Plan into master planning for urban renewal precincts.

Issue

Plan Melbourne identifies walking as a critical element in the economy of central Melbourne. It also proposes that the new Metropolitan Planning Authority (MPA) facilitate work with sub regional groups on shared priorities. At the same time the Inner Melbourne Action Plan, which covers the same councils as the central sub region will need to be reviewed and may be able to be incorporated. Planning for walking needs to be a high priority in planning for the Central Sub Region.

Rationale

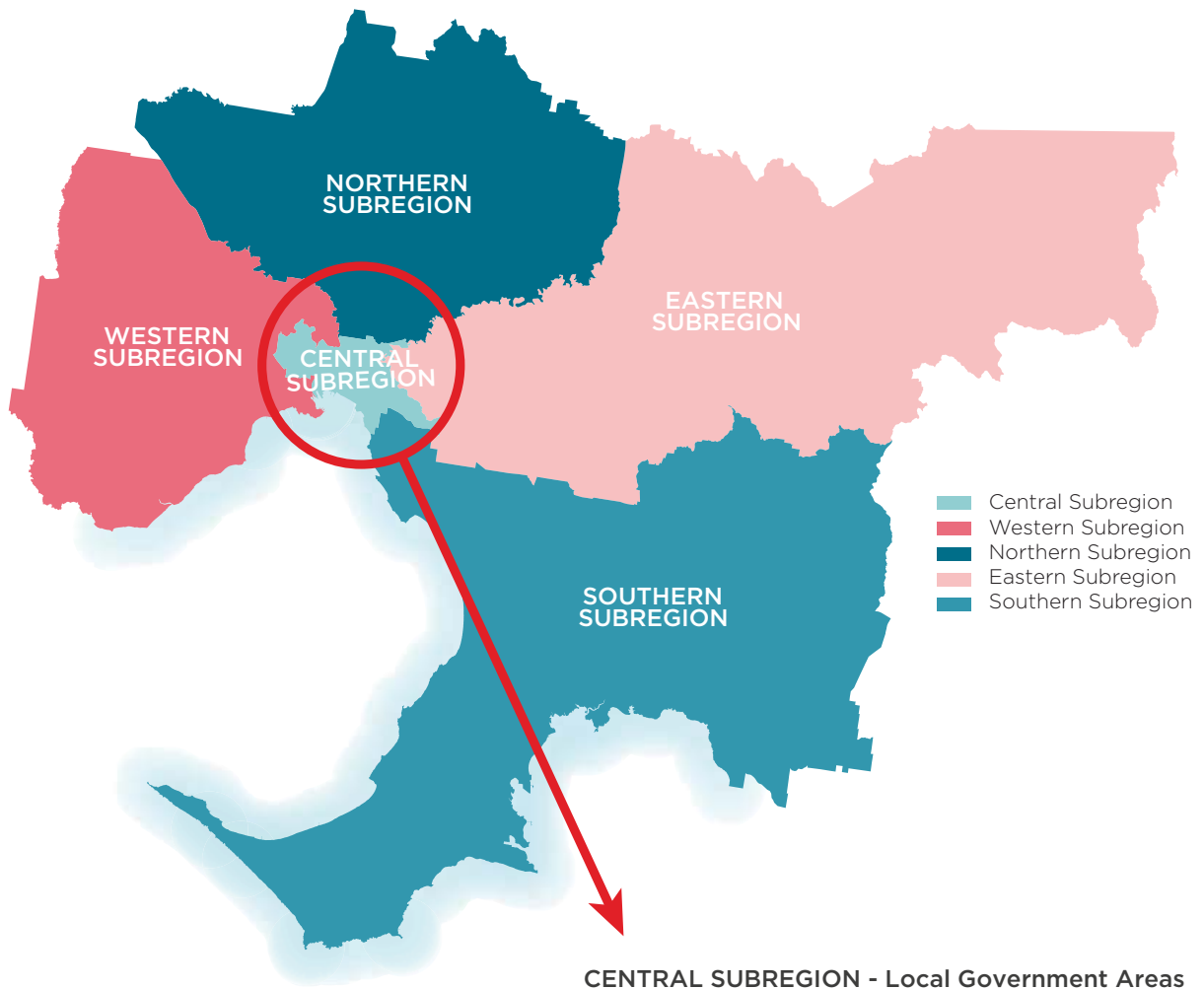
Plan Melbourne, the Metropolitan Planning Strategy, is a framework which articulates a whole-of-government policy direction to integrate transport and land use strategic planning for an expanded central city in 2050. The framework provides high level central city transport narrative and strategic transport network corridors for Melbourne.

The framework will also provide guidance to urban renewal precincts such as Arden-Macaulay, City North and Fishermans Bend on potential transport connections where people's preference for getting around is by walking, cycling and frequent public transport networks that connect destinations both across and within the expanded central city and Inner Melbourne neighbourhoods. This framework will assist short and medium term projects to incrementally contribute to the shared long-term vision for transport in the central city.

Implementation

- Work with the MPA, DTPLI and IMAP councils to deliver improvements to walking in Melbourne including capital works and planning scheme amendments to support the goal of Plan Melbourne to support a more productive central city.

The Central Subregion



CENTRAL SUBREGION - Local Government Areas



Figure 11: Local Government Areas in the Central Subregion
Source: Adapted from State of Victoria, 2013

1.2 Using the Planning Scheme to improve the walking network

Establish a future fine grain pedestrian network for the City of Melbourne for implementation in the Melbourne Planning Scheme.

Objective

To ensure that land is developed in Melbourne in a way that contributes to the development of a fine-grained walking network with short blocks and many routes, links and connections.

Issues

A fine-grained walking network reduces walking distances and travel times. It increases accessibility and boosts the city's economy in a similar way to other transport infrastructure. A fine grained walking network has been a goal of the City of Melbourne for many years. Support for the concept is in the Municipal Strategic Statement, structure plans for Southbank, Arden Macaulay and City North. However the fine-grained walking network is not clearly established in the Melbourne Planning Scheme. The planning scheme is the tool for managing the development of private land. Creating a fine-grained network will require many new walking links on private land. It will also identify mid-block road crossing points.

Provisions already exist in the planning scheme to encourage developers to provide through block links but these are not always effective. Developers may provide fine grain pedestrian links in commercial developments (for example QV at the corner of Lonsdale and Swanston Streets), but are reluctant to do so for other land uses, particularly residential developments. Current provisions do not operate within the broader strategic context of an overall plan for Melbourne's walking network.

Also, previous attempts to specify a fine grain pedestrian network in urban renewal areas through the planning scheme have not been rejected by planning panels.

Another issue is specifying the quality of through-block links including factors such as whether they are open to the air, levels of sunlight, whether they are attractive to pedestrians, width and whether they should provide clear sight lines through the block.

In Southbank (and similar is proposed for City North), controls in the planning scheme require pedestrian through-block links to be provided where the average

length of a street block exceeds 100 metres (DTPLI, 2014: p. 2). Because these provisions do not specify the exact location of the link, planners are obliged to negotiate with developers as each land parcel is developed. As a result, if provided, links may not be provided in the best location. Also, research shows that the optimum spacing for pedestrian connections in city centre retail core areas may be 50 to 70 metres (Siksna 1996).

Work that is needed to support changes to the planning scheme will include:

- Specifying a fine-grained pedestrian network that will be developed throughout the City of Melbourne including through-block links on private land;
- Assessing the economic contribution of a fine-grained walking network to the city's economy as well as the net community benefit;
- Assessing the costs of developing the network including impact on land owners who would be required to provide the links.

This will involve expanding and improving the current pedestrian monitoring and counting program and pedestrian network modelling.

Rationale

The walking network in the City of Melbourne already has a positive impact on the city's economy. For example, increasing the level of walking connectivity by ten per cent - for example by adding through-block links - would increase the value of the overall Hoddle Grid economy by \$2.1 billion per annum or 6.6 per cent. This is because people are better connected especially to jobs and for work-related walking trips. (CoM & SGS, 2013d)

Through-block links add to the quality of the walking network by:

- shortening walking distances;
- increasing the amount of street frontage leading to business and job opportunities;
- creating more intersections and offering more route choices;
- providing alternatives to crowded routes;

- providing intimate and interesting spaces; and
- enhancing the city's reputation for laneway experiences.

Implementation

- Continue to expand the pedestrian monitoring program to inform decisions about pedestrian planning.
- Develop a model of the walking network to test scenarios for improving the network such as the location of through-block links or predicting future crowding.
- Establish a future fine grain pedestrian network for the City of Melbourne, particularly in urban renewal areas, for implementation in the Melbourne Planning Scheme.

1.3 Principal Pedestrian Networks

Define a Principal Pedestrian Network in the Planning Policy Framework and SmartRoads to complement the fine grain pedestrian network.

Objective

To ensure that land is developed in Melbourne in a way that contributes to the development of a fine-grained walking network with short blocks and many routes, links and connections.

Rationale

The State Government has been reviewing the State Planning Policy Framework (SPPF). Part of this review has been to include in the planning system the principal networks for the main modes of travel including motor vehicles, trams, buses, bicycles and pedestrians. One of the aims is to ensure that the planning system provides appropriate protection for the operation and enhancement of these principal routes when land is developed. This is a specific objective of the Transport Integration Act to integrate transport and land use planning.

Principal Pedestrian Networks (PPN) are being trialled and evaluated in four metropolitan municipalities. When this work is complete, City of Melbourne will have more information about how the PPN would work in the central city. City of Melbourne's planning scheme already provides some of the protections for the pedestrian environment that PPNs would consider such as reducing the number of driveway crossovers in high-volume pedestrian areas.

The PPN would be included as the Pedestrian Priority Areas in VicRoads' Smart Roads system (see Section 2.1).

Implementation

- Work with DTPLI to define a Principal Pedestrian Network in the Planning Policy Framework. This would complement the fine grain pedestrian network and pedestrian priority areas defined in SmartRoads.



Flinders Street Station at Elizabeth Street

2. STREET MANAGEMENT AND OPERATION

2.1 Smart Roads

Use SmartRoads to assess road space allocation in the City of Melbourne.

Objective

To ensure that the SmartRoads Network Operating Plan gives appropriate priority to pedestrians.

Rationale

The SmartRoads Network Operating Plan is VicRoads' system for managing all modes of movement on the road network to deliver the greatest benefit to the community.

The Plan allocates priorities for different modes on all roads (for example tram priority, pedestrian priority). Often a road will have several priority modes, for example Swanston Street has priority for pedestrians, cyclists and trams).

Network Fit Assessments gauge to what extent proposals to change the operation of the network fit with the strategy of the Network Operating Plan (for example changing traffic signals to give more time to one road or another or removing a lane of traffic to add a bicycle lane or wider footpath). In areas identified as pedestrian priority, pedestrian movements are given greater weight in the Network Fit Assessment process.

The current Network Operating Plan allocates pedestrian priority to the Hoddle Grid, areas of Carlton, some roads in Southbank, and some shopping strips. Reflecting the role of walking in the capital city, pedestrian priority areas in the City of Melbourne need to be expanded to include many parts of Docklands and key streets in Southbank identified in the Southbank Structure Plan including City Road as well as parts of St Kilda Road. In the future, as the central city area expands pedestrian priority will need to be expanded to urban development areas, such as into Arden-Macaulay and the Lorimer precinct of Fishermans Bend.

As part of integrating transport land use and planning, the Principal Pedestrian Network, developed as part of the Planning Policy Framework, would become the Pedestrian Priority Area for the City of Melbourne in Smart Roads.

- Work with VicRoads and State Government agencies to expand SmartRoads pedestrian priority areas in the City of Melbourne including City Road and other parts of Southbank, Docklands and other areas.

- Use SmartRoads to assess road space allocation in the City of Melbourne.

Increasing accuracy in measuring pedestrian congestion

The Network Operating Plan uses estimates for the numbers of people walking across intersections rather than actual numbers. As a result, accurate assessments of delay to pedestrians at intersections cannot be made.

- Work with VicRoads to continue to improve the knowledge of pedestrian volumes and movements, particularly at intersections, to ensure high quality data is used in Network Fit Assessments. Explore the use of new technology, including de-identified mobile phone data, to reduce counting costs.

Develop a place-based approach in Smart Roads

Smart Roads provides a framework for making decisions about priority access on the road network, particularly at intersections. It assesses proposals on the basis of their contribution to the efficiency of the transport system. This may benefit pedestrians walking to destinations when travel time is important. However, it has been acknowledged that it does not take into account the concept of high quality places in the same way. For example, proposals to widen footpaths to improve urban design, plant trees or address pedestrian crowding could not be properly assessed by Smart Roads. The Department of Transport, Planning and Local Infrastructure has been working with VicRoads, City of Melbourne and others to develop a complementary place-based analysis to be incorporated in the Smart Roads framework. This would allow improvements to the quality of a place to be compared with or against improvements to the efficiency of the transport network.

- Continue to work with VicRoads, Department of Transport, Planning and Local Infrastructure and others to develop a place-based assessment to be integrated into Smart Roads.

Current pedestrian priority areas

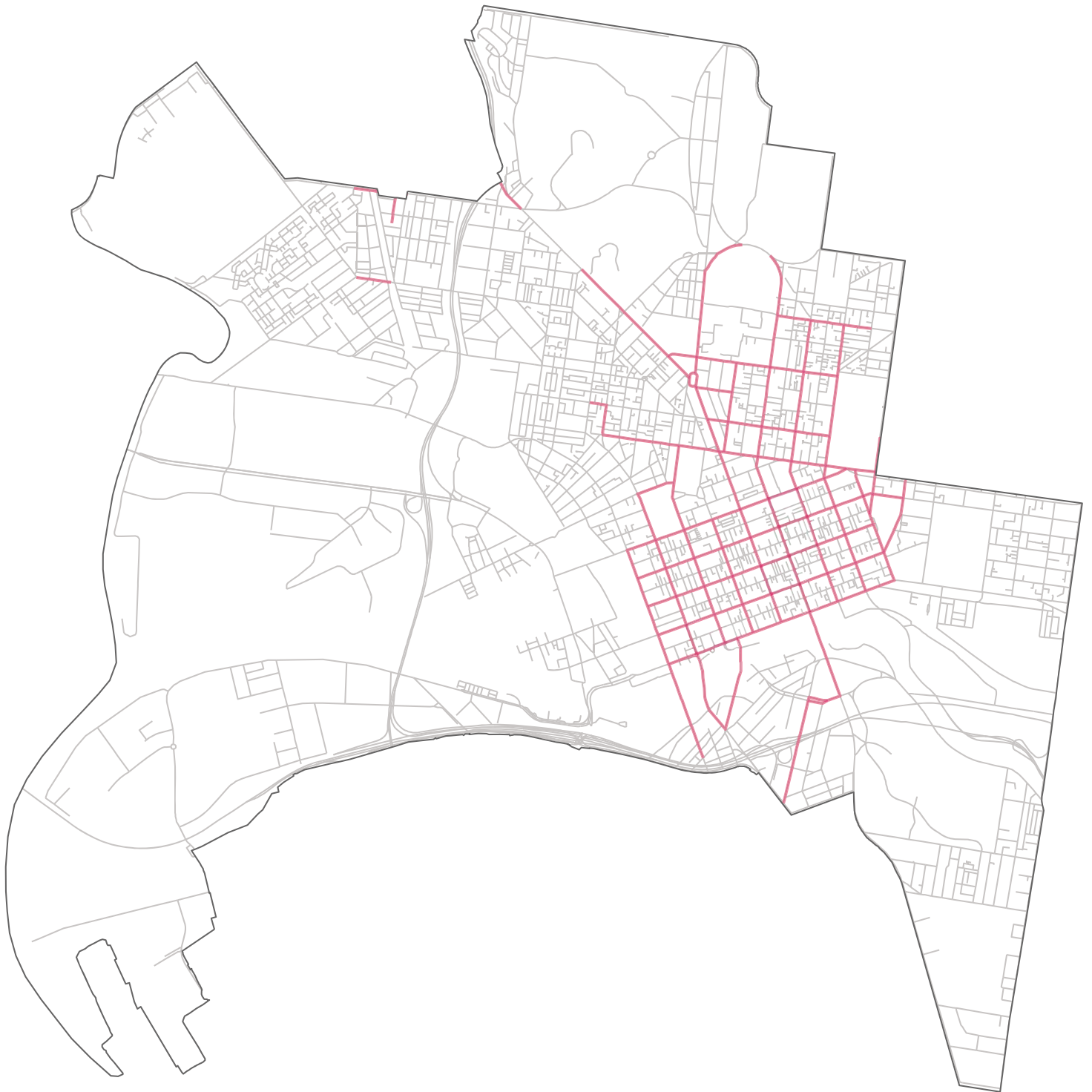


Figure 12: Current City of Melbourne pedestrian priority areas as designated in VicRoads' SmartRoads Network Operating Plan.

- Existing pedestrian priority area
- Road network

2.2 Signal operation

Assess pedestrian delay at intersections across the City of Melbourne and develop a prioritised list of projects to reduce pedestrian delay.

Objective

To improve traffic signal operation for pedestrians while balancing priority for all users.

Rationale

Delays to pedestrians contribute significantly to congestion and inefficiency in the City of Melbourne.

Reducing delay to pedestrians at crossings

Delays to pedestrians at traffic signals contribute significantly to traffic congestion costs. The cost of pedestrian congestion is growing as the numbers of pedestrians increases.

The City of Melbourne works with VicRoads to review signal timing to maximise their efficiency and to achieve the lowest overall delay across all types of road users. In September 2013, signal times on King and Spencer Streets were reduced to bring them closer to alignment with other intersections in the Hoddle Grid, where most signals operate with a 90 second cycle during peak periods. Previously, King and Spencer streets operated at longer cycle times (110 and 120 seconds) during peak periods and on King Street, north south movements received a disproportionately high level of priority (72 per cent in the am peak and 66 per cent in the pm peak). This created significant delay for people crossing King Street. Only one third of people using King Street are travelling north south. Two thirds are travelling east west, many walking to and from Southern Cross Station or travelling in trams and buses.

There are also other techniques for reducing delays including extending the time for which the walk signal is displayed without affecting other uses at the signal.

Implementation

- Assess pedestrian delay at intersections across the City of Melbourne and develop a prioritised list of projects to reduce pedestrian delay, focusing on the intersections with the most pedestrians first.
- Reduce traffic signal cycle times on Spencer Street at Collins Street and at Flinders Street.

Auto-on pedestrian phase signals

At crowded intersections, or intersections through which many pedestrians move, the pedestrian phase should be automatically activated rather than pedestrians being required to press buttons to activate crossings.

These signals are called auto-on pedestrian phase traffic signals which automatically activate the pedestrian signal when traffic lights turn green - without needing a pedestrian to press a button. They reduce waiting times for pedestrians (pedestrians do not miss an opportunity to cross if they get to the intersection after the time a walk phase could start). They give pedestrians a similar level of service to motorists, public transport vehicles and cyclists who do not need to manually activate lights.

The City of Melbourne will work with VicRoads within the current Council term (up to 2017) to convert signalised intersections located in the proposed auto-on pedestrian phase areas shown. Traffic signals will be set up to automatically activate the walk signal between 6am and 9pm. After 9pm the noise of pedestrian signals may have a negative impact on residential areas at night. Beyond 2017, auto-on pedestrian phase signals will be further expanded as the city grows.

Implementation

- Expand the implementation of auto-on pedestrian phase signals at intersections in the area shown, where compatible with prevailing signal timings.

Proposed auto-on pedestrian phase area

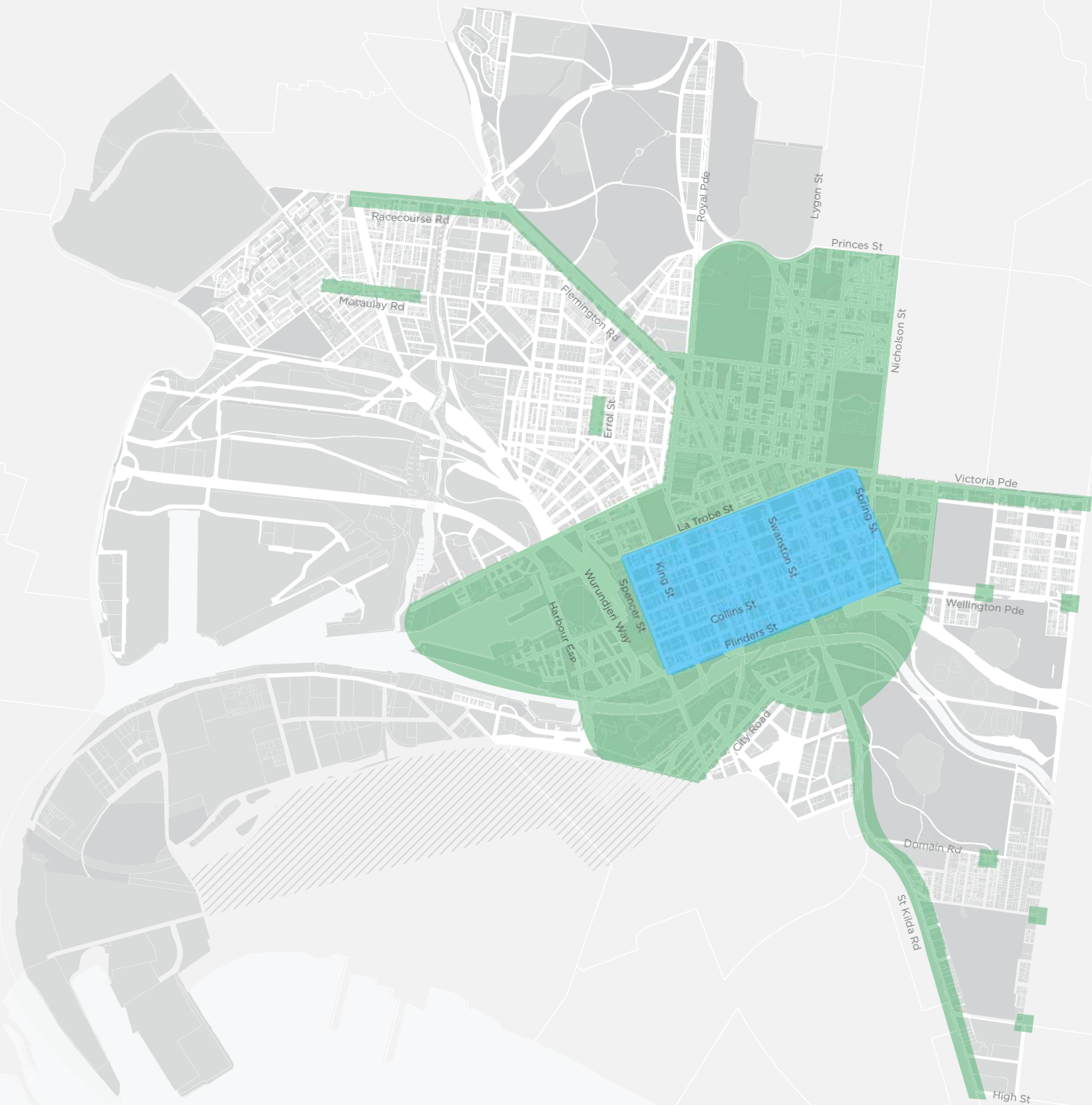


Figure 13: Proposed auto-on pedestrian phase area

- Existing auto-on pedestrian phase area 5:30 am to 12:30 am on weekdays
- Proposed auto pedestrian phase area (to be implemented 2014-17)



Pedestrian lanterns at all Hoddle grid signalised intersections

Some signals do not include pedestrian displays in all directions.

Many of the traffic signals on “little streets” (that run east-west in the Hoddle grid, such as Flinders Lane, Little Collins Street, between the major streets) do not have full pedestrian signals. This is an historical legacy reflecting when they were installed in the 1940s. This means people with disabilities face significant difficulty when crossing the street as they are not alerted when it is safe and appropriate to cross. The red traffic light for cars is often positioned such that pedestrians cannot see them clearly.

- Work with VicRoads to install pedestrian crossing lights, push buttons and audible devices at Hoddle Grid signalised intersections to create consistency across the Hoddle Grid and provide vision impaired pedestrians with better guidance when walking around the city.



Example of intersection with no pedestrian lantern, Little Collins at Elizabeth Street

Scramble crossings

Pedestrian signals that allow crossing in all directions simultaneously are popular and have some benefits. They have adverse impacts on pedestrian delay by extending the waiting time between walking phases. They also increase delays to public transport, bicycles and other vehicles on the road as it takes longer to cross diagonally and signal timing must account for this. There are limited opportunities (such as at t-intersections), where these impacts can be reduced, and there may be some locations where they could be implemented.

- Scramble crossings will be considered at appropriate intersections to reduce crowding and delay where the adverse impacts on timing and other modes can be minimised.



Example of pedestrian lantern at Little Collins and Swanston Streets.

Pedestrian lanterns

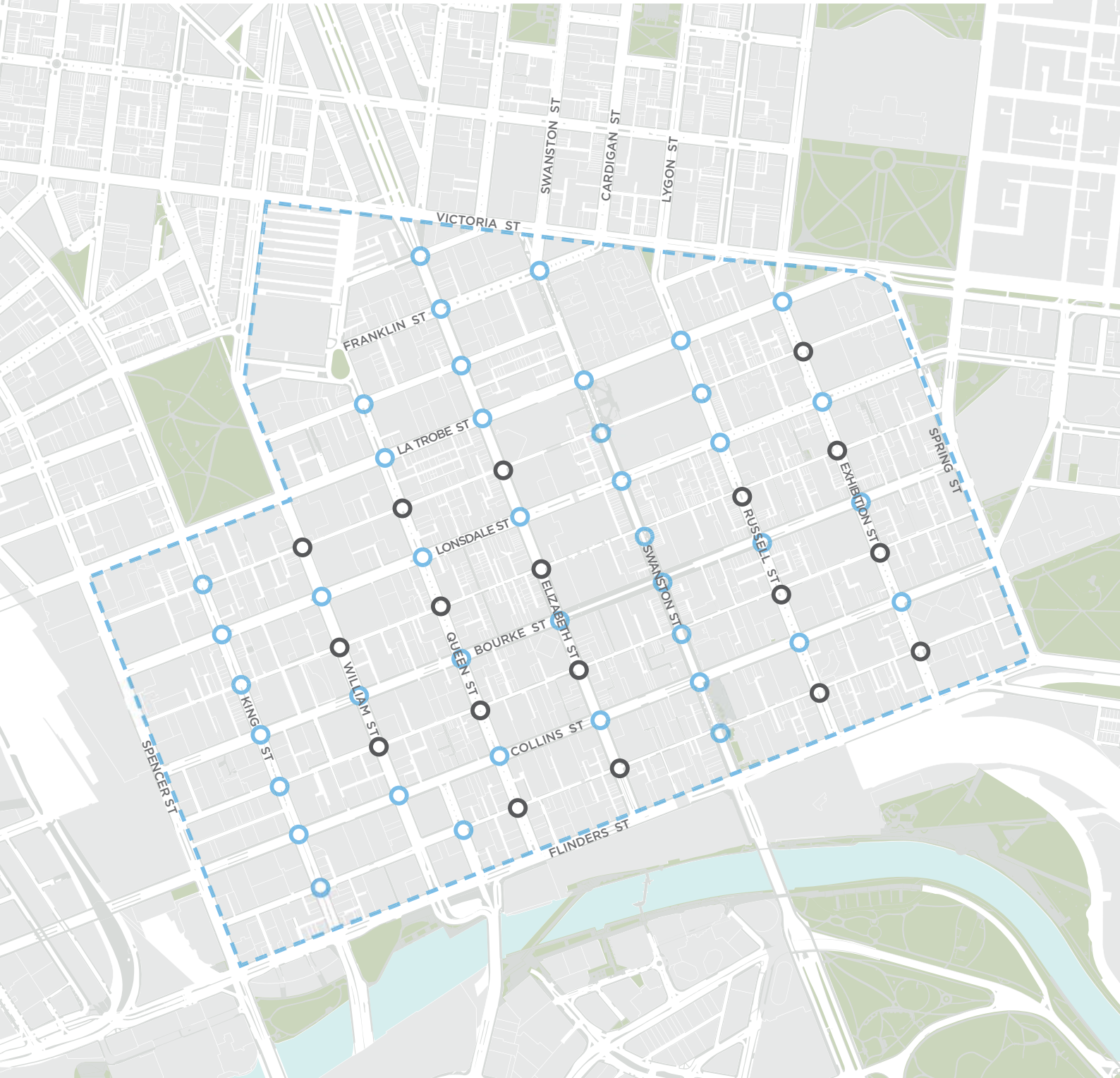





Figure 14: Locations which need pedestrian lanterns installed (only Hoddle Grid shown)

-  Existing complete pedestrian signal
-  Traffic signal that requires pedestrian lanterns
-  Area investigated to identify signals requiring lanterns



2.3 Pedestrian Street Hierarchy

Adopt a pedestrian street hierarchy and to provide direction for the operation of streets based on this hierarchy.

Objective

To define a pedestrian street hierarchy and to provide direction for the design and operation of streets based on this hierarchy. To identify streets that should increase in function as pedestrian streets.

Rationale

Melbourne's streets provide the connections between the places that people are and where they want to go and for the delivery of goods. They also play many other roles including providing a significant amount of the city's open space, meeting places and views. The streets provide for movement by a variety of modes and as we create a city for people and as the numbers of people walking increase, we will need to cater for that growth and be innovative in the way we use our streets.

There is an opportunity to provide safe and enjoyable places for children and families in the central city as the pedestrian street hierarchy is implemented.

One innovation is to develop a hierarchy of pedestrian streets ranging from those in which pedestrians move freely across the full width of the street and - if vehicles are present - they travel slowly, through to arterial roads where pedestrians use sidewalks while trams, buses, bicycles and vehicles use the street at higher speeds. This hierarchy allows each street or laneway to be assessed as to its position in the hierarchy based on factors such as current and future pedestrian demand, requirements for other modes

(such as deliveries or providing access to car parks). Streets may operate differently at different times of day depending on demand for different modes.

As pedestrian numbers grow, more streets will have an increasing pedestrian function. This plan proposes a number of locations, mostly in the central city, where the pedestrian function of streets could increase.

Vehicle access

Maintaining access for deliveries and service vehicles, and to off-street car parks is important for city commerce. The Walking Plan does not propose to remove motor vehicle access to off-street car parks or to remove delivery, service or disabled access to properties.

The bicycle network identified in the City of Melbourne Bicycle Plan will also be considered when investigating proposals that change the layout or operation of a street in the City of Melbourne. Where there are high volumes, separation will be considered.

Streetscape Framework

The Pedestrian Street Hierarchy will be implemented in accordance with the Streetscape Framework Plan.

Any proposals that change the layout or operation of a street in the City of Melbourne would require thorough consultation with appropriate stakeholders, including building owners, businesses and residents, to understand their access requirements.

The City of Melbourne introduced the Streetscape Framework in 2011 to work with businesses and the community to effectively respond to the changing needs of our streets.

The Streetscape Framework guides planning and implementation of new streetscapes, and involves the community in deciding on streetscape design and improvements.

The City of Melbourne is upgrading many of its streets as part of the Streetscape Improvements program, which aims to enhance our streets and laneways through road and footpath works, landscaping and other improvements.

Increasing pedestrian function

		Characteristics	Street management
Hardware Lane	 <p>Street as Place (Local street)</p>	<ul style="list-style-type: none"> • Pedestrians move freely over the street • People linger on the street, at cafes, on public seating or to play • Amenity increased by providing spaces for people to be in • Low traffic function 	<ul style="list-style-type: none"> • Can be used as a place permanently or during specific times (such as lunch times or in evenings) • Can operate as a shared zone to provide traffic access • Provide for deliveries, property servicing, cycling and access to off-street car parking.
Little Collins Street	 <p>Walking Street (Local street)</p>	<ul style="list-style-type: none"> • Pedestrians move freely over the street • Key transport link for pedestrians • Amenity and safety increased by reducing crowding • Low through traffic function 	<ul style="list-style-type: none"> • Can be used as a walking street permanently or during specific times (such as lunch times or in evenings) • Can operate as a shared zone to provide traffic access • Provide for deliveries, property servicing, cycling and access to off-street car parking.
Swanston Street	 <p>High Mobility Walking Street (Public transport corridor)</p>	<ul style="list-style-type: none"> • Streets shared by trams, buses, bikes and pedestrians • High frequency public transport corridor • Low traffic function • Significant interchange between public transport and walking network 	<ul style="list-style-type: none"> • Provide for deliveries, property servicing, cycling and access to off-street car parking.
Flemington Road	 <p>High Mobility Street (Public transport corridor)</p>	<ul style="list-style-type: none"> • Streets shared by trams, buses, private vehicles (including bikes) and pedestrians • High frequency public transport corridor • Traffic function 	<ul style="list-style-type: none"> • Trams, buses and pedestrians have priority under SmartRoads • Provide for deliveries, property servicing, cycling and access to off-street car parking.
Lygon Street	 <p>Other streets used by pedestrians</p>	<ul style="list-style-type: none"> • Streets shared by private vehicles (including bikes) and pedestrians • Examples include shopping strips, local residential streets or arterial roads • Traffic function 	<ul style="list-style-type: none"> • Varies depending on use • Provide for deliveries, property servicing, cycling and access to off-street car parking.

2.4 Investigate Streets as Places

Investigate the suitability of the proposed Streets as Places.

Characteristics

The characteristics of Streets as Places are that:

- Pedestrians move freely over the street;
- People linger on the street at cafes, on public seating or to play;
- Amenity increased by providing spaces for people to be in.
- Low traffic function;

Street management

Streets as Places are managed to:

- Be used as a place permanently or during specific times (such as lunch times or in evenings);
- May operate as a shared zone to provide traffic access;

- Provide for deliveries, property servicing, cycling and access to off-street car parking.

Implementation

- Investigate the suitability of the proposed Streets as Places as indicated in Figure 15 Proposed Streets as Places . This will include consideration of local access requirements.
- Investigate Market Street (at Collins Street) and Spring Street outside the Princes Theatre as shared zones.
- Investigate closing Dodds Street to through traffic between Grant Street and Southbank Boulevard for an open space plaza.



Proposed Streets as Places

Queen St and Therry St

- Investigate ways to improve walking environment including through use of a shared zone
- Would allow use of road space for public space
- May be possible to remove Franklin St and Dudley St roundabouts and realign street to convert road space to pedestrian space

Lt LaTrobe St

- High pedestrian numbers, low traffic and narrow footpaths
- Opportunity to enhance streets with the developing university precinct

Lt Bourke St

- This section of Lt Bourke St is the heart of Chinatown, one of Melbourne's busiest precincts
- Opportunity to enhance Lt Bourke St as a tourist and restaurant precinct

Market St

- This section of Market St has limited traffic function
- Opportunity to create new iconic public space
- Could help to vitalise semi public open space at corner of Suncorp site on Collins St
- Retain delivery, servicing and off-street car park access

Dodds St

- Limited traffic function
- Transformation into a linear park will provide additional open space in Southbank

Spring St

- Investigate Spring Street between Lonsdale and Lt Bourke Street
- Potential to reduce crowding at northern entrances to Parliament station

Spring St

- Investigate creation of a permanent piazza in front of Princes Theatre
- Existing road geometry leads to excessive vehicle speeds especially in AM peak

Flinders Ln

- High pedestrian activity area
- Unique area which connects iconic laneways
- Narrow footpaths
- Need for delivery, servicing and off-street car park access

Figure 15: Proposed Streets as Places

- Existing Street as Place, traffic restrictions part or all of the day
- Existing Street as Place, operates as shared zone
- Recommended for investigation for conversion to Street as Place in short term (2014-17)



2.5 Investigate new Walking Streets

Investigate the suitability of the proposed Walking Streets.

Characteristics

The characteristics of Walking Streets are that:

- Pedestrians move freely over the street;
- They provide a key transport link for pedestrians;
- Amenity and safety is increased by reducing crowding.
- Low through traffic function;

Street management

Walking Streets are managed to

- Be used as a walking street permanently or during specific times (such as lunch times or in evenings);
- May operate as a shared zone to provide traffic access;
- Provide for deliveries, property servicing, cycling and access to off-street car parking.

Implementation

- Investigate the suitability of the proposed Walking Streets as indicated in Figure 16 Proposed Walking Streets. This will include consideration of local access requirements.



Proposed Walking Streets

Lt Bourke St

- High traffic pedestrian route between department stores
- Improved walking environment would help activate street at ground level

Lt Bourke St

- Part of east-west pedestrian route to Hardware Ln precinct
- Improved walking environment would enhance function as a retail strip

Lt Collins St

- Area growing in popularity
- Narrow footpaths
- Need for deliveries and off-street parking

Lt Collins St

- Narrow footpaths
- Area growing in popularity
- Car park access required

Flinders Ln

- Area growing in popularity
- Narrow footpaths
- Need for deliveries, taxis and car park access

Elizabeth St

- Opportunity to enhance tram terminus area
- Would create a well-used public space and improve access to Flinders Street station
- Consider vehicle access to Flinders Ln

Figure 16: Proposed Walking Streets

- Existing Walking Street, traffic restrictions part or all of the day
- Existing Walking Street, operates as shared zone
- Recommended for investigation for conversion to Walking Street in short term (2014-17)



2.6 Investigate High Mobility Walking Streets

Investigate the suitability of the proposed High Mobility Walking Streets.

Characteristics

Characteristics of High Mobility Walking Streets are that:

- They are shared by trams, buses, bicycles and pedestrians;
- They provide a high frequency public transport corridor;
- There is significant interchange between public transport and the walking network.
- Have low traffic function;

Street Management

High Mobility Walking Streets are managed to

- Provide priority to trams, buses, cyclists and pedestrians under SmartRoads;
- Provide for deliveries, property servicing, cycling and access to off-street car parking.

Implementation

- Investigate the suitability of the proposed High Mobility Walking Streets as indicated in Figure 17 Proposed High Mobility Walking Streets. This will include consideration of local access requirements.



Grattan St

- Improve east-west bus connectivity
- Will improve connectivity between Melbourne University buildings and University Square

Proposed High Mobility Walking Streets

Elizabeth St

- Elizabeth St is a key pedestrian spine in Melbourne's retail core
- Relatively low traffic function
- Tram route enhancement will increase pedestrian activity
- Provide for delivery vehicles access

Collins St

- Most tram stops are or soon will be overcrowded
- Space for cyclists constricted by other users
- Collins St has limited through traffic function
- Tram route enhancement will increase pedestrian activity

Flinders St

- Would improve access to Flinders Street station and Federation Square, two of Melbourne's most important meeting places and public transport nodes

Princes Bridge

- Main pedestrian link between Southbank and the Hoddle Grid
- Would improve access between Flinders Street Station and Federation Square tram stops
- Melbourne's busiest tram stop, around 48,000 passengers per day
- Priority cycle route

Figure 17: Proposed High Mobility Walking Streets

- Existing High Mobility Walking Street
- Short term (2014-17) investigation for conversion to High Mobility Walking Street
- Long term (+2020) investigation for conversion to High Mobility Walking Street



2.7 Create new shared zones

Extend the program of converting laneways, roads and other spaces into shared zones in line with VicRoads' guidelines and the City of Melbourne Pedestrian Street Hierarchy.

Melbourne is renowned for its network of laneways. In the Hoddle Grid there are around 230 laneways. Laneways also increase connectivity in urban renewal areas and established suburbs. Most are through block links that allow pedestrians to take more direct routes to their destinations rather than having to walk "around the block".

In many lanes and narrow roads in the City of Melbourne, there is not enough space for vehicles, pedestrians and cyclists to have their own dedicated space. The default speed limit (40 km/h in the Hoddle Grid or 50 km/h in other areas) is not compatible with sharing space. In many cases, the most effective way to improve the walking network while still retaining access for vehicles is to convert the road into a shared zone with a speed limit of 10 km/h.

Shared zones can make it easier to fit trees, landscaping and other uses such as on-street dining, while allowing people to walk comfortably – perhaps two or three abreast. They can have significant economic benefit with outdoor dining generating up to \$25,000 in revenue per

square metre per annum. The conversion of selected narrow streets into shared zones will make the city safer and legitimise pedestrians as users of narrow streets.

Shared zones are a specific type of speed limit under Victoria's Road Safety Road Rules (2009) which provide for the sharing of spaces by vehicles, pedestrians and cyclists at low speeds. Under the Pedestrian Street Hierarchy, shared zones could be Streets as Places or Walking Streets.

Implementation

- Extend the program of converting laneways into shared zones. Laneways that currently operate as shared zones and require only signage changes are shown in Figure 18.
- Convert roads and other spaces into shared zones in line with VicRoads' guidelines and the City of Melbourne Pedestrian Street Hierarchy.

Manchester Lane, Hoddle Grid



Laneway Shared Zones

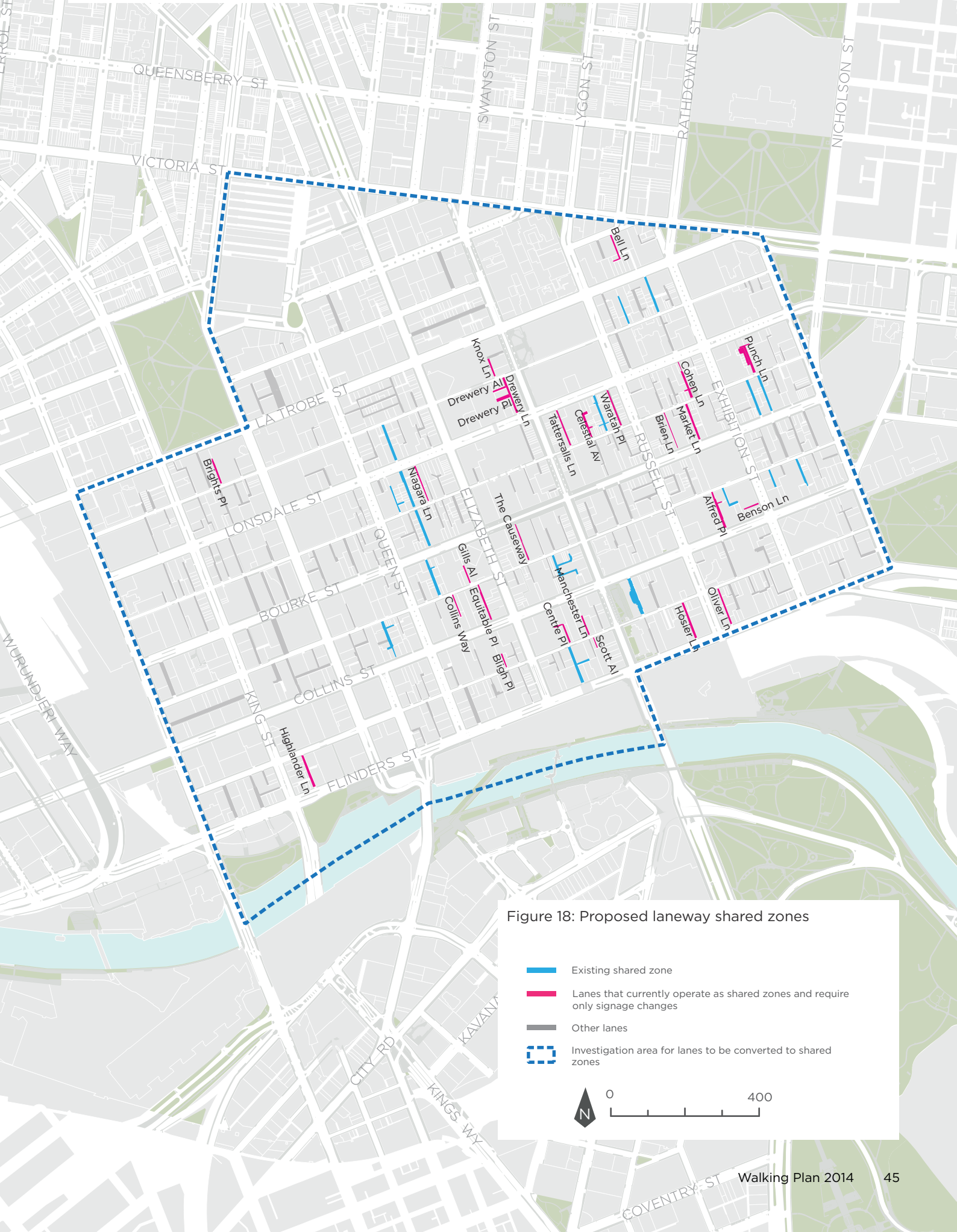


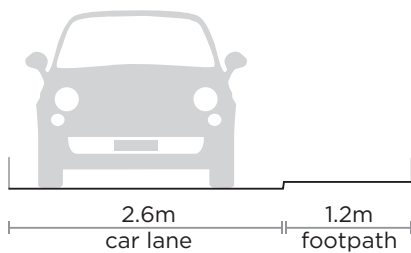
Figure 18: Proposed laneway shared zones

- Existing shared zone
- Lanes that currently operate as shared zones and require only signage changes
- Other lanes
- Investigation area for lanes to be converted to shared zones

0 400

Separated road layout

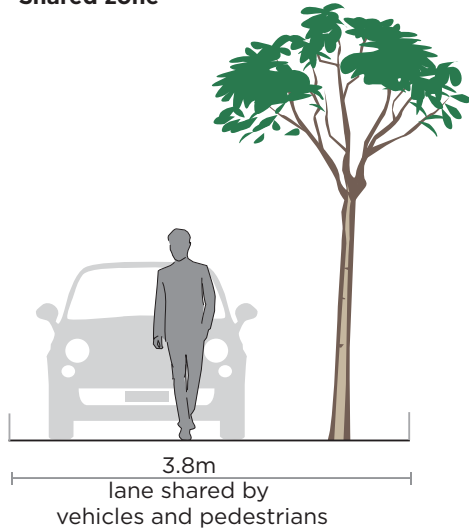
All users experience narrow spaces
No space for trees, cafe seating, art
or other street activity



Example of separated layout: Corrs Lane



Shared zone



Example of shared zone: Hardware Street



Figure 19: Shared zones improve the use of space by creating the conditions under which vehicles and pedestrians can share the same space rather than have separate areas. A key design criterion for shared zones is lower speeds, usually 10 km/h.





Hardware Street, Hoddle Grid

2.8 Making roads safer for pedestrians

Review existing lower speed limits and implement more on local and arterial roads where appropriate.

Objective

To achieve motor vehicle speeds in the City of Melbourne which are compatible with high levels of walking and a city for people and which are logical and easy for drivers to comply with.

Issues

Higher motor vehicle speeds can save time for motorists driving longer distances. However they can also lead to greater road trauma, separation of land uses, reduced permeability (ability to cross streets) and reduced opportunities for streetscaping.

Rationale

The pedestrian street hierarchy defined above recognises that pedestrians share many streets with private vehicles. Speed limits have a significant impact on how pedestrian-friendly a street is.

Lower speed limits increase the likelihood of surviving being hit by a vehicle and reduce the severity of injuries due to collision. Lower speeds also mean less need for expensive traffic controls, road safety barriers and expensive and disruptive traffic management for temporary works. Also, when speeds are lowered, more roadside furniture and trees can be installed. Lower speeds also allow a more permeable city where

pedestrians and drivers can make eye contact and allow safe road crossing without delaying drivers or pedestrians. Drivers travelling more slowly have greater opportunities to observe the city and see things that they might want to visit either at the time or later. In some countries, lower speed limits have been introduced in urban areas along with changes to traffic signals which increase traffic throughput.

In 2012 the City of Melbourne reduced the speed limit in the Hoddle Grid to 40 km/h following approval by VicRoads. This is expected to save one life, nine serious injuries and 25 other injuries every year in the city. Reducing motor vehicle speeds in areas of high pedestrian movement is a strategic objective of the City of Melbourne's Road Safety Plan 2013 - 2017.

Implementation

- Review the performance of the 40 km/h zone in the central city including road safety and other costs and benefits.
- Investigate speed limit reductions to 40 km/h on local streets throughout the City of Melbourne where appropriate.
- Investigate speed limit reductions on arterial roads in the City of Melbourne where significant numbers of pedestrians and vulnerable road users use the road now or are expected to in the future.



Figure 20: 40km/h speed limits were introduced to local streets in Parkville in early 2014



Southern Cross Station, Spencer Street

2.9 Walking navigation

Install a “heads-up” mapping system in high pedestrian areas and work to implement this system across Melbourne.

Objective

To help people navigate the city, make walking easier and more enjoyable, and make it easy to transition from walking to using public transport.

These maps will assist way-finding by highlighting nearby destinations and public transport services that a person viewing a heads-up map can easily access. The system will be extensively tested and regularly reviewed to ensure it is up to date and delivering on its objectives.

Issue

The City of Melbourne can be difficult to navigate for people not familiar with its layout, including visitors from other parts of Melbourne, out of town, interstate and overseas. There are currently many different way-finding signage systems carrying inconsistent messages, language and naming conventions.

Implementation

- Install a “heads-up” mapping system in high pedestrian areas.
- Investigate the potential for the “heads-up” mapping system to be applied across the Central Subregion as proposed in Plan Melbourne including with PTV, Yarra Trams and others.
- Investigate the potential for the system to be introduced at Melbourne’s visitor entry points (air, rail, roads and sea).
- Work with inner Melbourne councils and the state’s roads, public transport and tourism authorities to improve the consistency of way-finding systems that visitors rely on.

“Heads-up” mapping

“Heads-up” mapping systems – which orient maps so the person reading them sees the view in front of them reflected in the map – make walking easier and more enjoyable and encourage more walking. “Heads-up” maps orient people based on the direction they are facing and what is in their field of view. They have been successfully introduced in London, Bristol and New York City.

The City of Melbourne is developing a “heads-up” mapping system to be deployed throughout the city beginning with the areas where the most walking occurs.



Figure 21: Indicative location map for first stage of implementation of the “Heads-up” mapping system - Yarra’s Edge, WTC Wharf, South Wharf and the Melbourne Convention and Exhibition Centre precincts

2.10 Stop lines

Progressively install stop lines on laneways at the building line, rather than the intersection line, along Bourke Street, Collins Street, Elizabeth Street and Flinders Street.

Objective

To improve the walking network in Melbourne by giving pedestrians priority at minor intersections and lanes.

Issues

A single motor vehicle exiting a minor road or lane can delay and inconvenience many pedestrians on a well-used footpath.

Rationale

On some streets in the city, stop lines have been installed so that drivers exiting minor laneways are required to give way to pedestrians on the footpath that the driver needs to cross. This reverses the usual convention where the stop line would be at the point where the two streets intersect which means that a stopped motor vehicle would block the passage of pedestrians. In the central city, many footpaths carry thousands of people per hour and it is appropriate that pedestrians

have priority. The treatment allows pedestrians and motorists to make eye contact and negotiate to ensure drivers are not unreasonably delayed.

Pedestrians also need to be responsible for their own safety and ensure intersections are clear before proceeding. City of Melbourne will work VicRoads' to ensure stop lines at the building line will not compromise the safety of pedestrians.

Implementation

- Progressively install stop lines on laneways at the building line, rather than the intersection line, along Bourke Street, Collins Street, Elizabeth Street and Flinders Street.

Figure 23: Example of stop line on property line, Crossley Street facing Bourke Street



Painted stop line in line with property boundary

vehicles do not block footpath while waiting to turn

Stop Lines

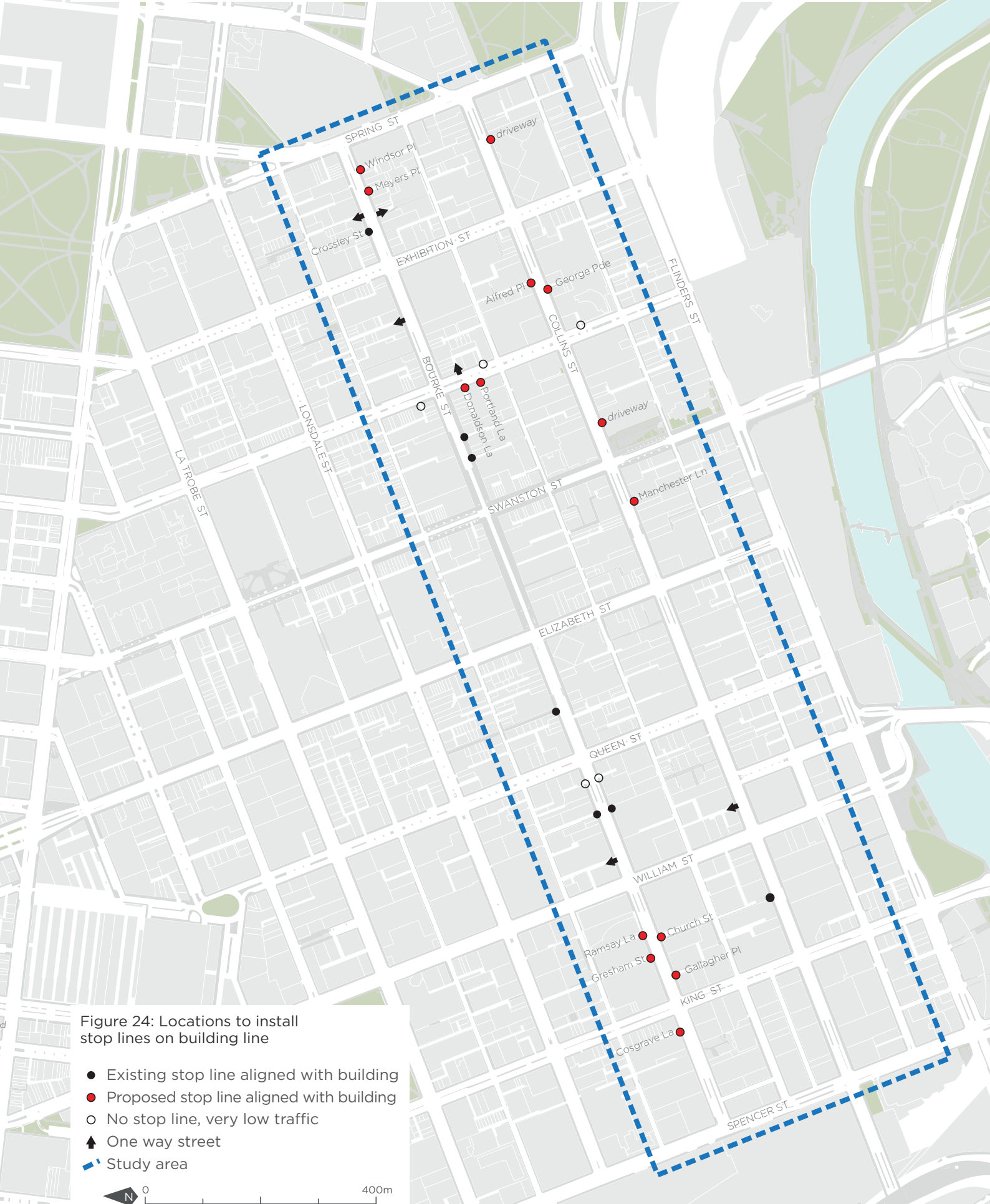


Figure 24: Locations to install stop lines on building line

- Existing stop line aligned with building
- Proposed stop line aligned with building
- No stop line, very low traffic
- ▲ One way street
- ▬ Study area

0 400m

2.11 Travel behaviour change

Continue to deliver the Share Our Streets multi modal behaviour change program to improve safety and harmony amongst all road users.

Objective

To encourage everyone to use the roads collaboratively and respectfully to improve safety and create a more enjoyable road environment in the City of Melbourne and adjacent municipalities.

Issues

Respectful and cooperative behaviour by all road users can make the city safer and more efficient and create an environment that will encourage walking.

Rationale

The City of Melbourne has launched a travel behaviour change program called Share Our Streets as part of its Road Safety Plan. Many cities and jurisdictions around the world run behaviour change programs as a cost effective way to improve the way roadspace is shared.

Pedestrians have much to gain from a program that delivers more considerate road behaviour. Benefits include drivers giving way appropriately, driving within the speed limit, allowing pedestrians to cross mid-block without creating delays, not using mobile devices while driving or cyclists slowing appropriately to allow pedestrians to get on trams and riding considerately in shared areas such as paths. Therefore, City of Melbourne will work with Victoria Police to enforce road rules in line with the Road Safety Plan to support the Share Our Streets Campaign.

Pedestrians also contribute to their own road safety and the safety of others. Share Our Streets promotes being considerate, observing road rules, not walking in bicycle lanes and paying attention when walking, particularly when using mobile devices. Keeping to the left on footpaths and crossings, especially in crowded areas, will also make the city easier to walk around.

Implementation

- Continue to deliver the Share Our Streets multi modal behaviour change program to improve safety and harmony amongst all road users.



Figure 25: Poster from the Share our Streets campaign, April 2014

2.12 Promoting health

Investigate the potential for encouraging walking to deliver health benefits in Melbourne including through the new Active Melbourne Strategy to be developed by the City of Melbourne.

Objective

To capitalise on the mental and physical health benefits and community benefits provided by walking.

Issues

Walking offers significant mental and physical health benefits. There is an opportunity to gain significant community benefit by promoting walking for health in the city, including getting exercise as part of everyday travel.

Rationale

Promoting walking can be a cheap and simple way to improve the health of the community. Walking has been shown to address obesity, heart disease, blood pressure, arthritis, diabetes, anxiety, depression and other health issues.

Walking can be done on its own or in conjunction with public transport. For example, people who use public transport on a particular day, also spend an average 41 minutes walking or cycling as part of their travel while those who did not use public transport spent just 8 minutes walking or cycling as part of their travel (Bus Solutions, 2010, p3).

Victoria Walks promotes walking meetings, "exercise snacks", workplace walks and local area mapping to encourage people to identify local walking destinations (www.victoriawalks.org.au). New York City has a campaign to "Make NYC Your Gym". There are opportunities for the City of Melbourne to promote walking as a way to help the community to be healthier,



Lygon Street, Carlton

potentially with a focus on individual workers as well as centres and workplaces that house a large number of employees who travel to the city each day.

The perception of a lack of safety and security can be a significant barrier to walking, particularly in relation to children walking to school. Initiatives should include the promotion of walking to school and address barriers to this behaviour, including parental perceptions of risk.

Implementation

- Investigate the potential for encouraging walking to deliver health benefits in Melbourne including through the new Active Melbourne Strategy to be developed by the City of Melbourne.
- Investigate advocating for changes to the Planning and Environment Act 1987 to include health and wellbeing as an objective of planning.

3. CAPITAL WORKS

3.1 Addressing pedestrian crowding

Develop a tool to assess and identify current and future crowding and develop measures to address these locations through a range of interventions.

Objective

To reduce pedestrian crowding through targeted actions at intersections, pedestrian crossings and footpaths.

To develop and adopt appropriate crowding standards for Melbourne to ensure footpaths are not subject to overcrowding now and in the future, including those under investigation for a pedestrian street hierarchy.

Issues

No guidance is available on what level of crowding is optimal in different environments.

In general higher crowding levels can be tolerated in the approach to busy public transport interchanges during peaks, however there is a limit to this tolerable level of crowding. Lower levels of crowding are appropriate in shopping areas, locations where people want to stand, be stationary or wander.

As pedestrian numbers have grown, pedestrians have increasingly been affected by a range of footpath obstructions - including infrastructure, construction sites, street furniture, motorcycle and bicycle parking. Both motorcycle and bicycle use is growing and parking for these modes needs to be addressed.

Crowding Standards and Guidelines

The City of Melbourne can specify maximum numbers of people using various types of spaces to ensure that people walking and waiting are comfortable and safe. Crowding standards and guidelines vary depending on locations. There are different crowding standards for places where people move along footpaths and where they wait at intersections.

Crowding standards are useful in maintaining pedestrian comfort when designing infrastructure, such as footpaths, and managing street operations such as signal timing, and the placement of street furniture.

London has a maximum pedestrian comfort level of 11 people per minute per metre of footpath width in mid-block locations (Atkins for TfL, 2010, p 13). As

an interim measure, the City of Melbourne will adopt Transport for London standards (which differ based on land use context and are shown in appendix 6).

Further research will assess if these are appropriate standards for Melbourne, develop crowding standards and pedestrian comfort levels for crossings and provide guidance on how to achieve these.

Crowding standards and guidelines can be used by City of Melbourne when designing infrastructure such as street upgrades and when reviewing proposals by developers that will have an impact on the pedestrian network in the public realm.

Implementation

- Develop a council tool to assess crowding in high pedestrian activity areas and develop measures to address overcrowding through a range of interventions.
- Identify current and future overcrowded areas and develop plans to address overcrowding in these locations.
- Plan future capital works to a crowding standard, taking into account likely future growth in pedestrian numbers.
- Identify current and future locations where footpath obstructions reduce the pedestrian comfort level below acceptable levels and take action to address this including relocation, education, regulation or enforcement.

Crowding at intersections



Figure 26: Estimated existing crowding on footpaths at intersections at peak times

- Moderate overcrowding
- Significant overcrowding
- Severe overcrowding

0 400m



Figure 27: Pedestrian volumes on central city footpaths (average Tuesday, September 2012)

3.2 Pedestrian crossings at intersections

Progressively widen, declutter, extend and protect pedestrian crossings through engineering, enforcement and design interventions.

Objective

Reduce crowding on and around pedestrians crossings.

Issues

Intersections can be crowded places where movement intensifies as people come together at safe crossing points. Crowding on corners making it difficult for pedestrians heading for one crossing to get through the crowd waiting for the perpendicular crossing.

Given central city growth projections, more space and other improvements to the pedestrian network will be needed to avoid overcrowding.

In the Hoddle Grid, most older crosswalks in the central area are about 3 metres wide.

Wider crosswalks can reduce the problem of pedestrian crowding at intersections. They also minimise the conflict between opposing pedestrians as they cross the road.

At some places where new tram stops have been constructed, crosswalks have been widened to cater for increased tram passenger volumes. The new pedestrian crossing at Elizabeth Street are more than eight metres wide. At other places the crosswalks are still quite narrow.

Generally, crosswalks could be made 4 metres wide across the central city and 8 metres wide at busy tram stops or where pedestrian crowding is a problem. To provide for future increases in pedestrian numbers, it is worthwhile implementing wider crosswalks whenever opportunities arise with installation of new tram stops, and when road works are carried out.

Building out kerbs at intersections can shorten crossing distances and increase walk time. This can lead to improved traffic signal timing. Additional footpath space is more comfortable for waiting pedestrians and will help to reduce crowding at busy intersections.

Where pedestrian crowding is a problem now or in the future, the area near the crosswalk should be as clear as possible. This is important so that pedestrians with a visual disability do not walk into furniture. It also provides more space to avoid crowding. The clear area should be the extension of the crosswalk lines, not just the area adjacent to the kerb ramp.

Implementation

- Progressively widen crosswalks within the Hoddle Grid that are less than 4m wide.

- Relocate footpath furniture and other infrastructure away from corners at busy intersections.
- Build kerb outstands at Hoddle Grid intersections where there is space to do so.

Blocked crossings and intersections

Vehicles blocking crossings and intersections because of queuing along a road adds to pedestrian crowding and frustration and also causes operational delays to the tram network in certain locations. This is more significant for eastbound traffic in the PM peak.

Placing signs warning drivers to 'Keep Intersection Clear' is not effective and merely adds to sign clutter. The Road Rules are quite clear that drivers must not block intersections or crossings.

Certain things can be done in terms of traffic engineering, signal timings and other techniques to minimise drivers blocking intersections or crossings depending on the location. Enforcement, media coverage and traffic signal adjustments can deliver improvements to pedestrian and public transport movement in the most affected locations.

Implementation

- Work with Victoria Police to direct and inform enforcement activities in the City of Melbourne to achieve the transport and safety objectives of the City of Melbourne Transport Strategy 2012, Road Safety Plan 2013-17 and the Walking Plan.
- Work with Victoria Police, VicRoads and PTV to prevent vehicles from blocking intersections and crossings. This will include investigation of potential use of vehicle detector loops connected to traffic signals at certain intersections to prevent vehicles from blocking intersections.
- Assess the feasibility of trialling departure side detector loops at Elizabeth and Flinders streets to prevent queuing of southbound traffic on Flinders Street from blocking the intersection.

3.3 Master plans

Ensure master plans and precinct plans deliver an enhanced pedestrian network consistent with the principles of the Walking Plan.

Objective

To focus master planning and precinct planning efforts in the City of Melbourne on areas which will experience significant future growth in walking and ensure designs cater for that growth.

Issues

Rapidly increasing numbers of pedestrians are putting stress on existing infrastructure.

Rationale

Master planning and precinct planning are the appropriate tools to ensure that the city is well adapted to changing demands such as significant growth in pedestrian numbers, major new public transport infrastructure and significant land use development especially in growth and urban renewal areas.

Changes to the tram network and planning for future patronage of these services provides the impetus for new master plans. Other reasons include the need to change the operation of streets, such as City Road Southbank, which were previously bypass routes but

now run through busy, central city areas. Figure 29 identifies future master plan projects, more detail about the context of these projects is included in Appendix 2.

Pedestrian Street Hierarchy

The Walking Plan establishes a Pedestrian Street Hierarchy to provide direction for the design and operation of streets. The hierarchy will be used to identify streets for short term investigation but will also be used in future development of Master Plans to ensure an enhanced pedestrian network consistent with the principles of the Walking Plan.

These plans will direct advanced streetscape designs and will lead to capital works delivery in accordance with the Streetscape Framework (2011).

Implementation

- Ensure master plans and precinct plans deliver an enhanced pedestrian network consistent with the principles of the Walking Plan.

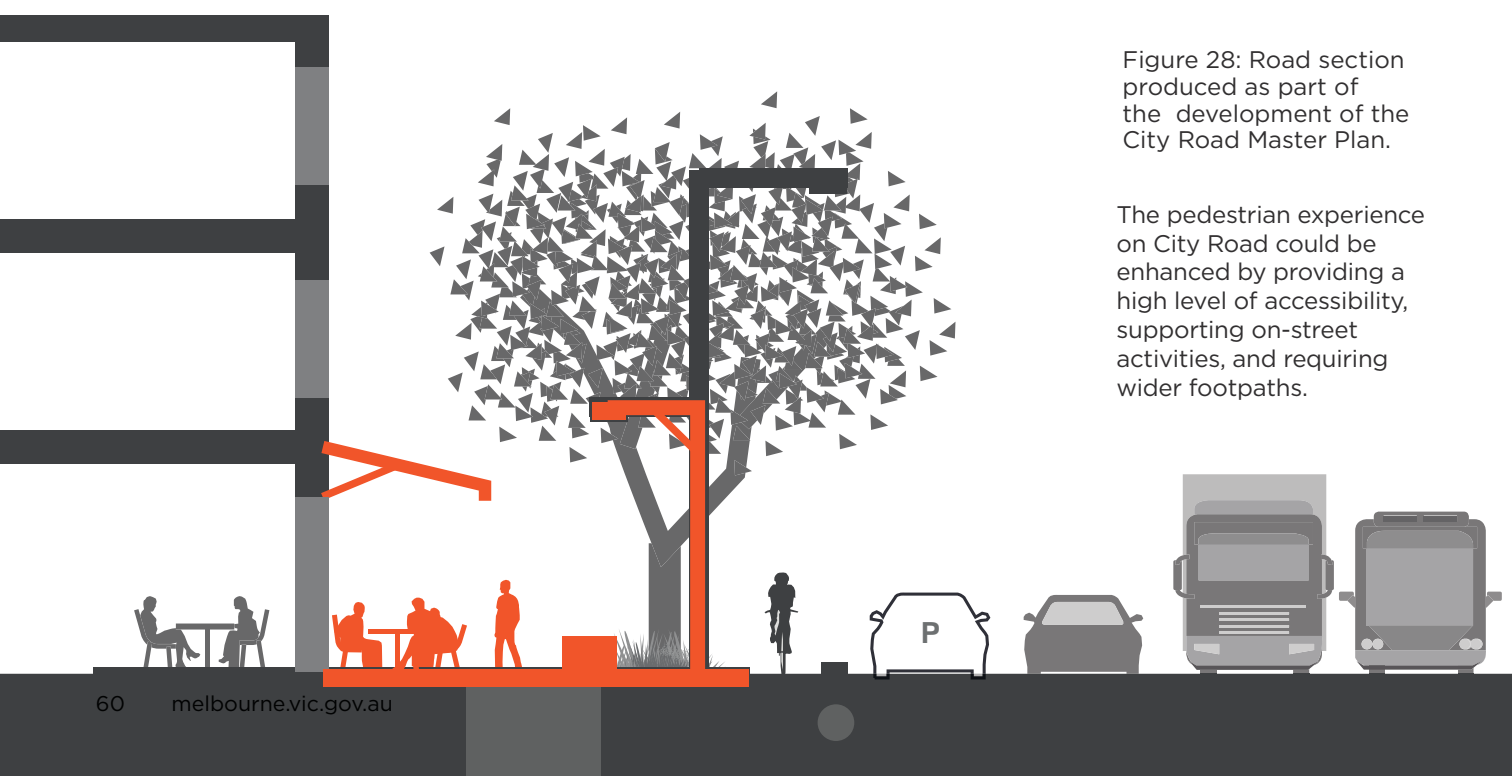


Figure 28: Road section produced as part of the development of the City Road Master Plan.

The pedestrian experience on City Road could be enhanced by providing a high level of accessibility, supporting on-street activities, and requiring wider footpaths.

Walking network issues and opportunities in urban renewal areas

Arden-Macaulay

- Potential to upgrade intersection may result from East West Link project
- Poor pedestrian amenity (5 lanes of traffic in each direction on Flemington Road)
- Two tram routes and connections to Flemington Bridge station

Moonee Ponds Creek

- Upgrade of open space
- Key north-south pedestrian and cycling link between Flemington Bridge and Macaulay train stations

North Melbourne Community Centre

- Upgrade of open space
- Poor existing permeability across Boundary Road

Macaulay Central

- One of three new activity centres in Arden Macaulay

Lorimer precinct

- part of Fishermans Bend, which will be Australia's largest urban renewal area

Fishermans Bend

Docklands

City North

Haymarket

- will be one of three new local activity centres
- existing roundabout uses significant amount of land and separates land uses and activity

Grattan Street

- poor permeability across Grattan St
- possible reduction in traffic function

Queen Victoria Market

- proposed market redevelopment to create new public space, remove roundabouts to improve pedestrian access, and pedestrianise Queen Street

Southbank

City Road

- City Road to have "high street" function for Southbank
- key pedestrian spine
- will address poor permeability across City Road

Melbourne Arts Precinct

- Will improve connectivity within arts precinct through new through-block links
- contains principal pedestrian spines Sturt Street, Grant Street and Southbank Boulevard

M1 Freeway undercroft

- new open space
- will improve pedestrian connection to Docklands and South Melbourne

Figure 29: Walking network issues and opportunities in urban renewal areas

- Rail station
- +++ Rail network
- ▭ Urban Renewal Area

All boundaries and dates are indicative only and need to be confirmed. This map shows high level master plan projects and does not include other pedestrian plans that will be carried out during the life of this plan.



0 500 1,000 2,000m

Walking network issues and opportunities in future master plan areas

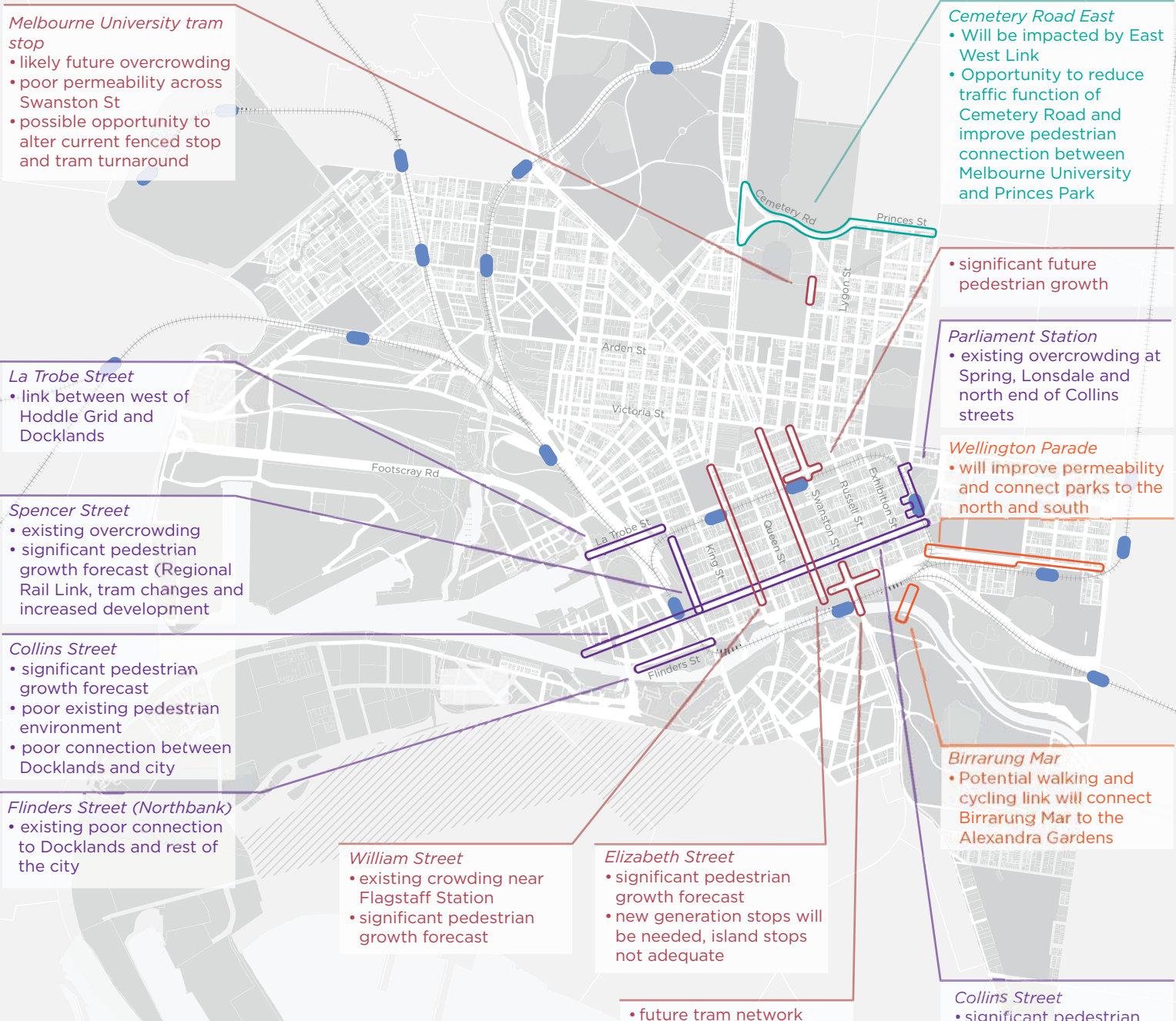
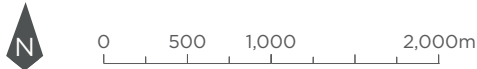
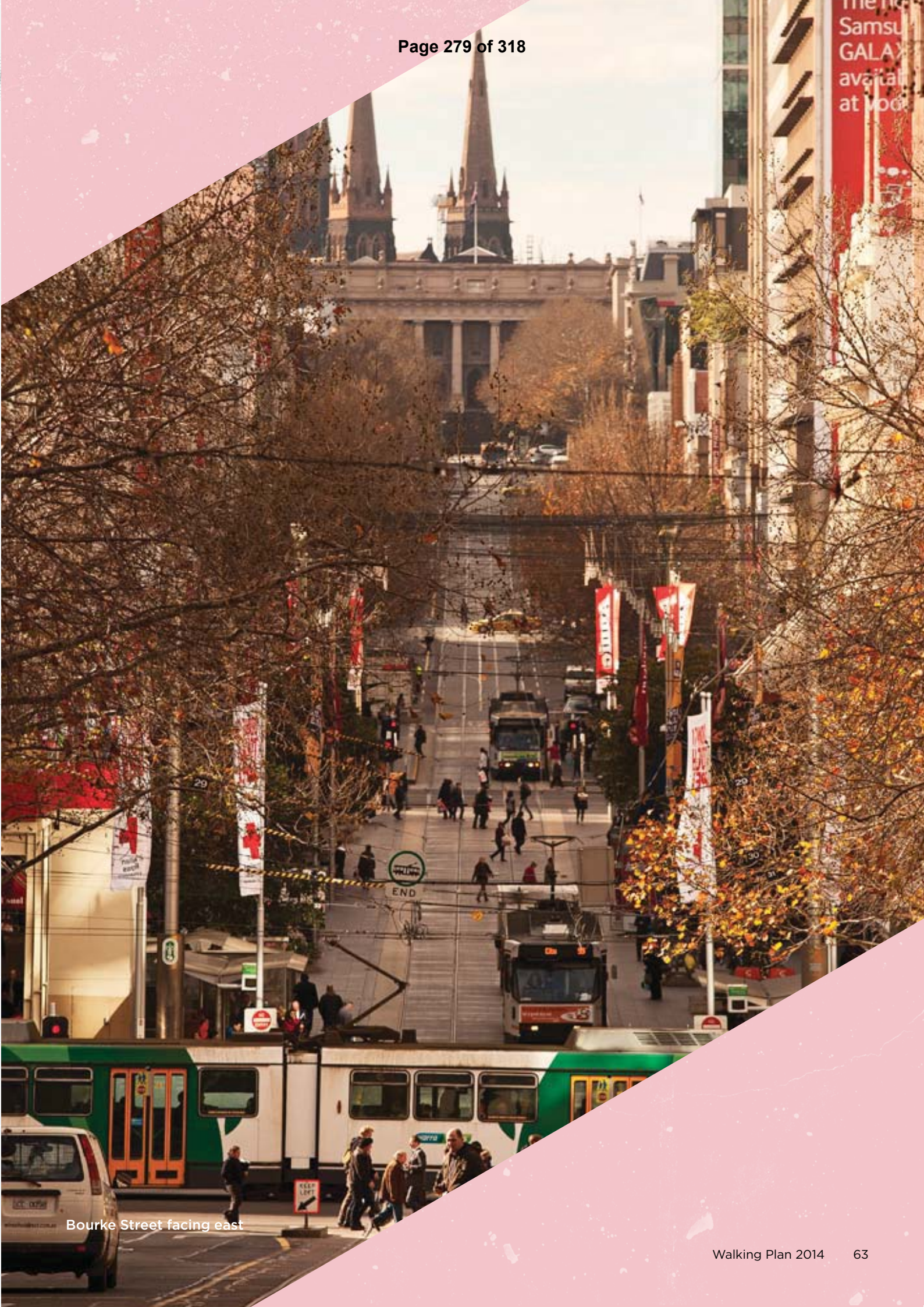


Figure 30: Walking network issues and opportunities in future master plan areas

- Rail station
- + Rail network
- Likely future master plan areas (to be planned 2015-20)
 - Master plan related to central city growth
 - Other
 - Master plan related to PTV's On Road PT Plan
 - Master plan related to East West Link

All boundaries and dates are indicative only and need to be confirmed. This map shows high level master plan projects and does not include other pedestrian plans that will be carried out during the life of this plan.





Bourke Street facing east

3.4 Access around stations

Ensure master plans and precinct plans deliver an enhanced pedestrian network consistent with the principles of the Walking Plan.

Objective

To increase safety and pedestrian level of service around Melbourne's public transport nodes by redesigning them to provide more links and improve amenity.

Issues

Footpaths around stations are frequently overcrowded and the problem is getting worse.

Rationale

Melbourne's major stations are experiencing significant patronage growth which is expected to continue.

PTV and Metro Trains are continuing to adjust services to provide more capacity into and out of the city. Adjustments include re-routing and timetable changes to make the system more efficient. Major projects such as Regional Rail Link are also expected to have a significant impact.

Footpaths outside city loop train stations are currently experiencing significant crowding. Issues include people spilling onto the road because footpaths are not large

enough for the number of people waiting, significant delays to pedestrians, crowded footpaths at midblock and crowded crossings. These problems are likely get worse given projected increases in patronage and nearby development which will attract more travellers.

Actions to address crowding around stations must allow for pedestrian permeability and not create barriers.

Implementation

- Ensure master plans and precinct plans deliver an enhanced pedestrian network consistent with the principles of the Walking Plan.
- Prepare pedestrian accessibility plans for Spring Street and Collins Street at Parliament Station.
- Prepare pedestrian accessibility plans for Little Collins Street and King Street at Southern Cross Station.
- Work with DTPLI, PTV and VicRoads to ensure high levels of pedestrian priority in planning for new train stations.



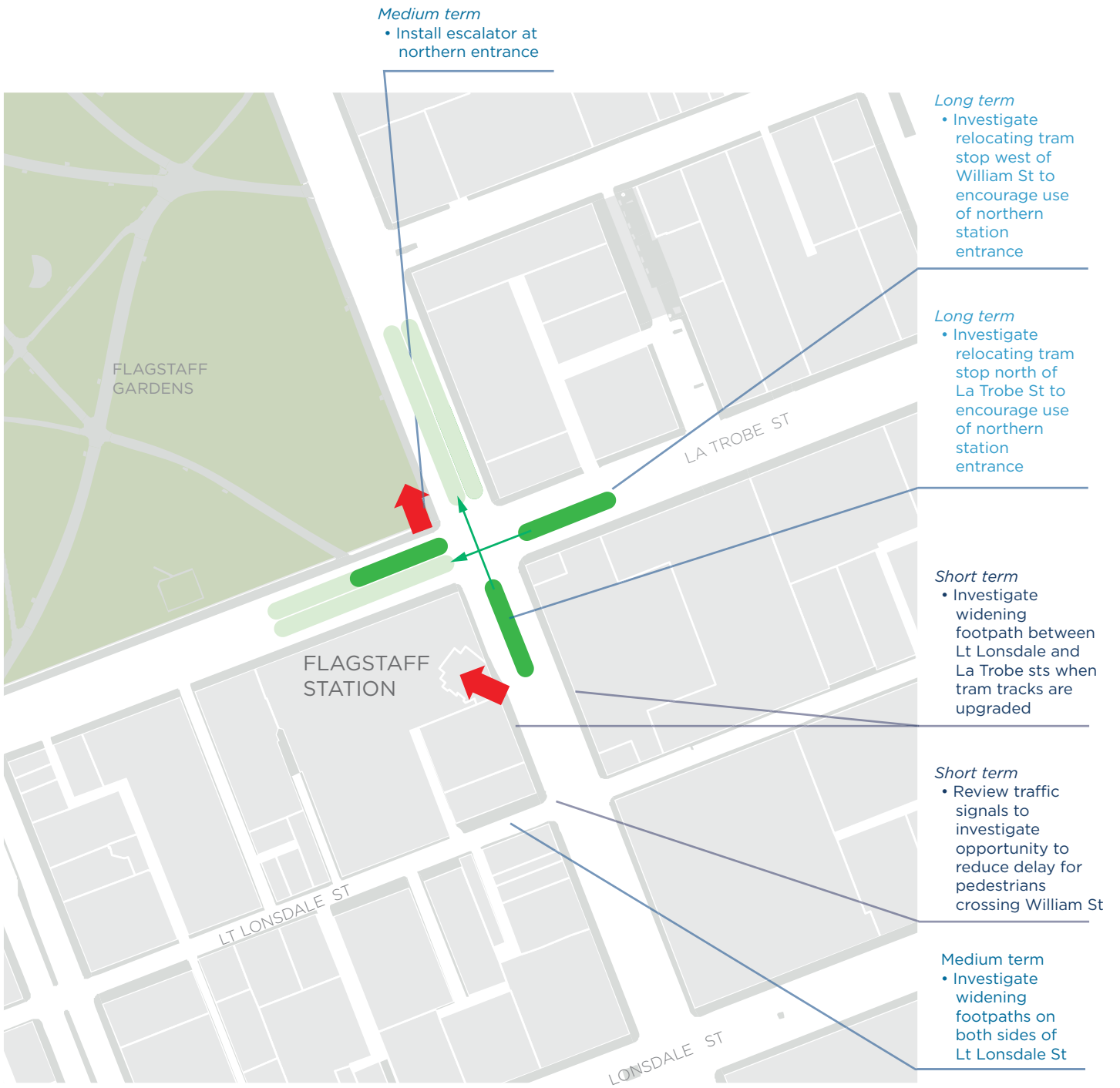
Figure 31: Pedestrian crowding on crossing outside Southern Cross station

Parliament Station



Figure 32: Potential improvements to improve pedestrian access at Parliament Station

Flagstaff Station







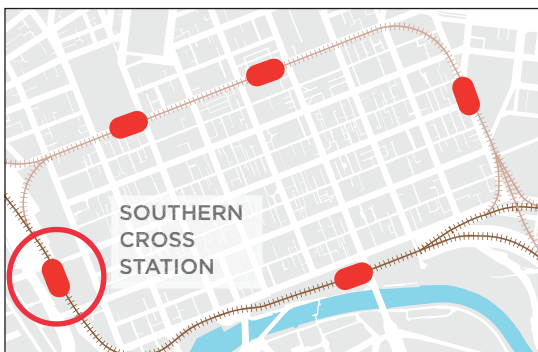
-  Existing station entrance
-  New station entrance
-  Existing tram stop
-  Relocated tram stop

Figure 33: Potential improvements to improve pedestrian access at Flagstaff Station

Southern Cross Station







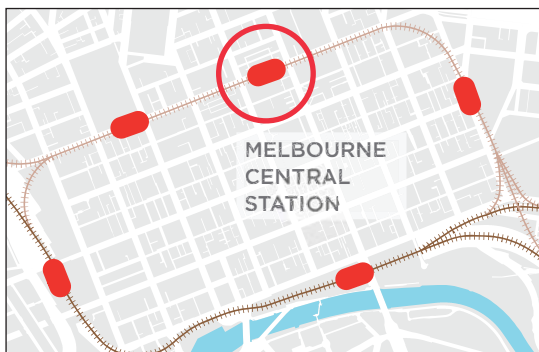
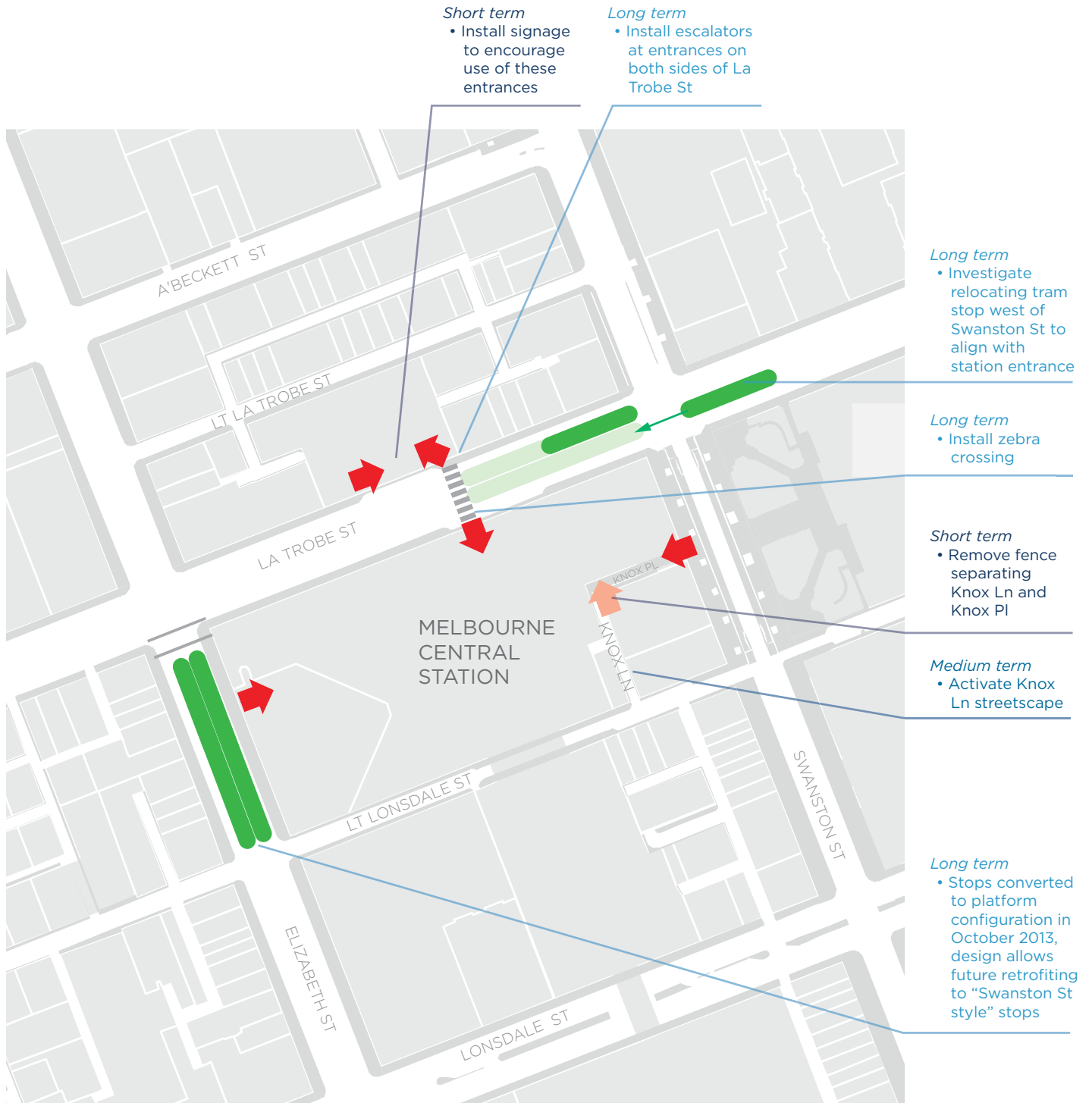
-  Existing station entrance
-  New station entrance
-  Existing tram stop
-  Relocated tram stop

Figure 34: Potential improvements to improve pedestrian access at Southern Cross Station

Melbourne Central Station







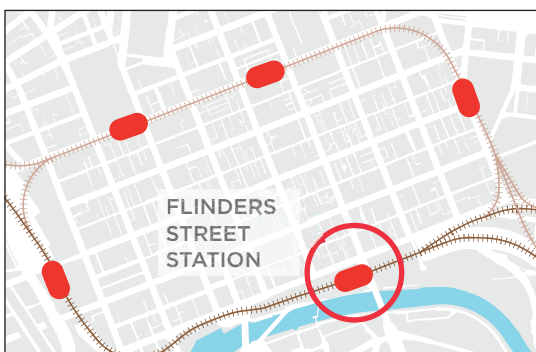
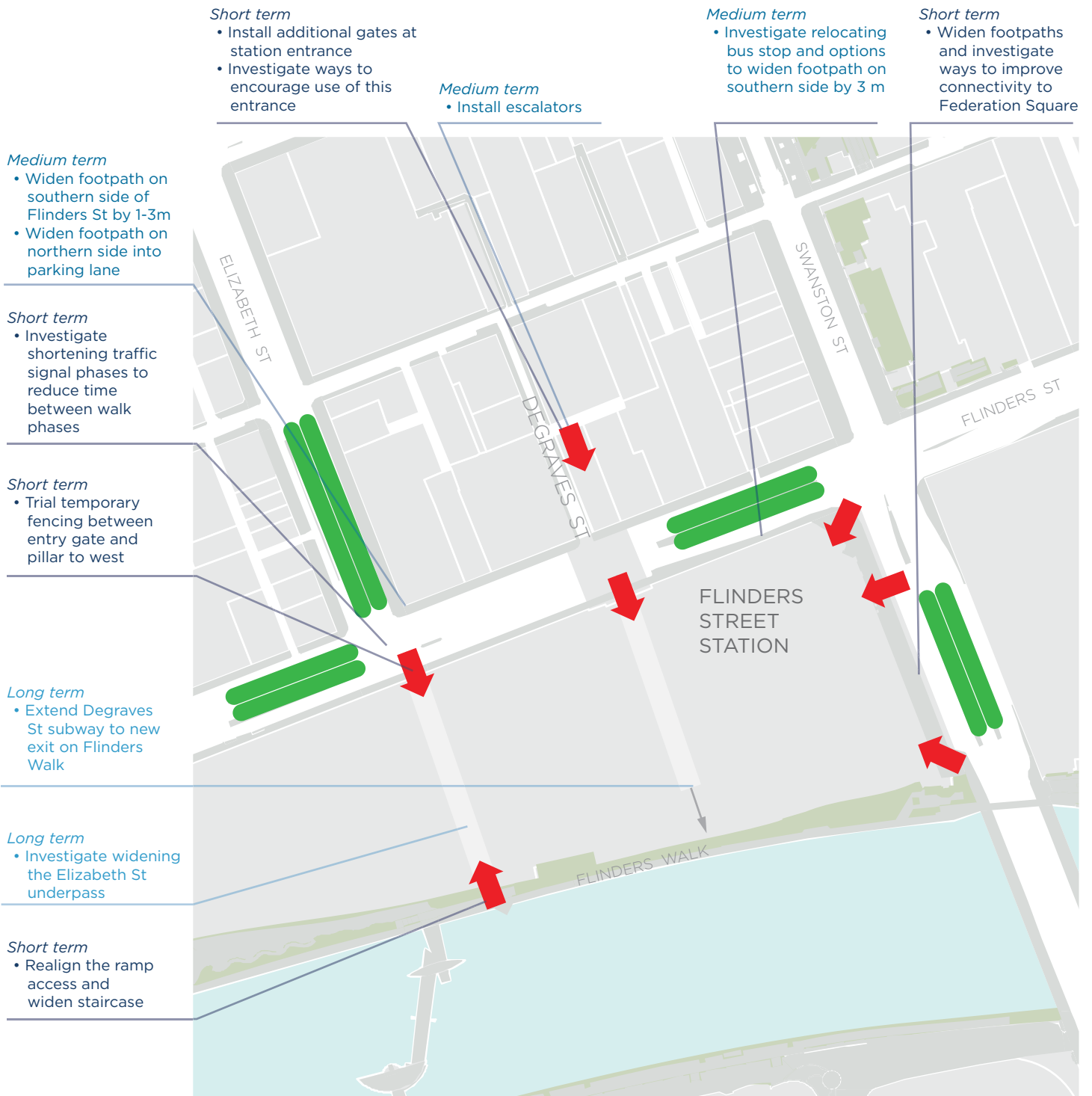
-  Existing station entrance
-  New station entrance
-  Existing tram stop
-  Relocated tram stop

Figure 35: Potential improvements to improve pedestrian access at Melbourne Central Station

Flinders Street Station







-  Existing station entrance
-  New station entrance
-  Existing tram stop
-  Relocated tram stop

Figure 36: Potential improvements to improve pedestrian access at Flinders Street Station



Overcrowding at Federation Square

3.5 Tram and bus stops

Work with DTPLI, PTV and Yarra Trams to review current loadings, forecasts and location changes for tram and bus stops to improve their design, account for better streetscape integration and future pedestrian volumes.

Objective

To develop designs for tram and bus stops which create a high level of amenity, reduce crowding and delays to passengers and integrate well with the walking network.

Issues

Some key tram stops are overcrowded and the problem is worsening as tram use rises. Access to some island tram stops is restricted by their width and limited access points.

Rationale

Tram stops are key access points to the public transport network in Melbourne. The city has many tram stops that are busier than most suburban train stations. Around 47,360 people get on and off trams at the Federation Square tram stop on an average weekday (PTV, 2011b). At the stop on Collins Street just west of Swanston more than 25,740 people get on and off trams on an average weekday (PTV, 2011b). Patronage on the tram network grew by 4.5 per cent in the year ending 30 June 2012 (DOT, 2012, p. 167). Overall growth across the public transport network is forecast to be 4.4 per cent per year to 2021 and 3.2 per cent between 2021 and 2031 (PTV, 2013; p. 4). If these growth rates

apply to these individual stops, around 96,900 people will use the Federation Square tram stop, and 53,630 will use the Collins Street stop each day by 2031.

Many stops are uncomfortably crowded during parts of the day this is expected to worsen. Crowding at tram stops is a critical safety issue.

The stops provide level access (no step up) to the tram network and in many cases are island stops separated from the footpath by a traffic lane. Most of the platform stops are fewer than ten years old but some have already reached capacity.

There are currently no crowding standards for the stops. Tram stops in urban renewal areas need to be designed to cater for future growth.

Significant changes are expected for central Melbourne's tram network. They include reducing overloading and tram congestion on Swanston Street by moving some routes to the west, increasing the number of trams and passengers on most routes including Elizabeth Street. Implementation

- Work with DTPLI, PTV and Yarra Trams to review the current loadings, forecasts and proposed location changes for tram and bus stops including the walking network around stops and prioritise tram stops which are currently over-crowded or forecast to experience excessive crowding.
- Work with DTPLI, PTV and Yarra Trams to adopt appropriate crowding and permeability standards for stops.
- Ensure masterplanning for Elizabeth Street takes into account future tram patronage growth and provides for highly accessible tram stops which are well integrated with the footpath network.
- Improve tram stop design to account for better streetscape integration, pedestrian access to and from the footpath and existing and future pedestrian volumes.

Tram Stops Likely to be Overcrowded by 2030

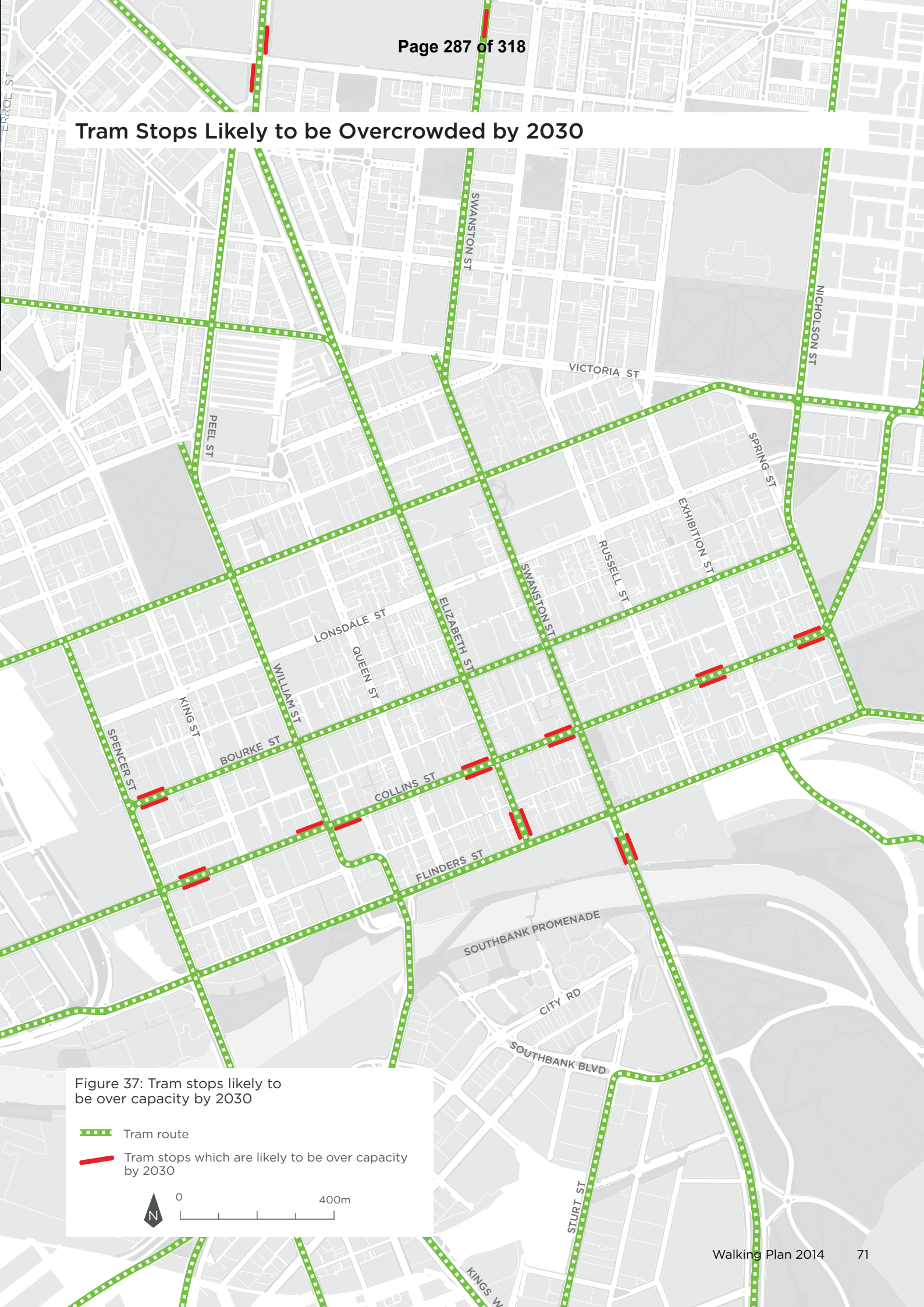


Figure 37: Tram stops likely to be over capacity by 2030

- Tram route
- Tram stops which are likely to be over capacity by 2030



3.6 Increasing the number of formal crossings

Develop a prioritised list of locations for new or improved pedestrian crossings where demand is high, crossing is difficult, including at roundabouts, and where distances between crossings are long.

Objective

Provide new pedestrian crossings to enable safe and easy pedestrian access.

Issues

A lack of pedestrian crossings or connections can make walking journeys unnecessarily long or create a road safety hazard.

Rationale

Pedestrian crossings provide a safe way for people to walk from one side of the road to another. They provide vital links in the walking network and reduce walking distances. There are locations in the City of Melbourne where new crossings are needed. In some cases these are needed to deal with significant flows from stations (such as on Lonsdale Street at Crombie Street). Others are needed to connect developing areas to centres of activity (such as across City Road

in Southbank) or to improve connections to key attractions such as the west side of the intersection of Flinders and Russell Streets near Federation Square.

Walking north or south in the Hoddle Grid, formal pedestrian crossings are provided at a maximum spacing of every 100 metres. Walking east-west, formal pedestrian crossings are only every 200 metres. If a mid-block crossing is present, this reduces to around 100 metres assuming the crossing is in the middle of the block.

In some parts of the city, the distance between crossing points is extremely long. The distance between crossing points on Alexandra Avenue between the Alexandra Gardens and the Queen Victoria Gardens is more than 630 metres (from the intersection at Linlithgow

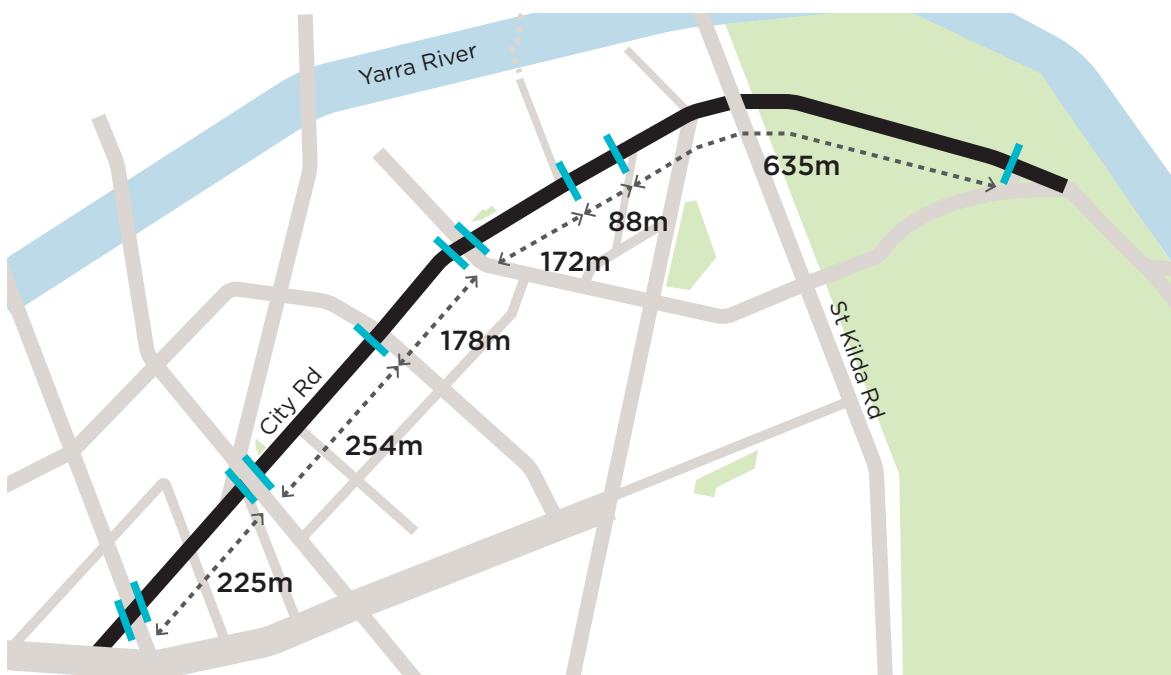


Figure 38: City Road, Southbank, is an example of a street with long distances between formal pedestrian crossings - 259 metres on average

Proposed CBD mid-block pedestrian crossings

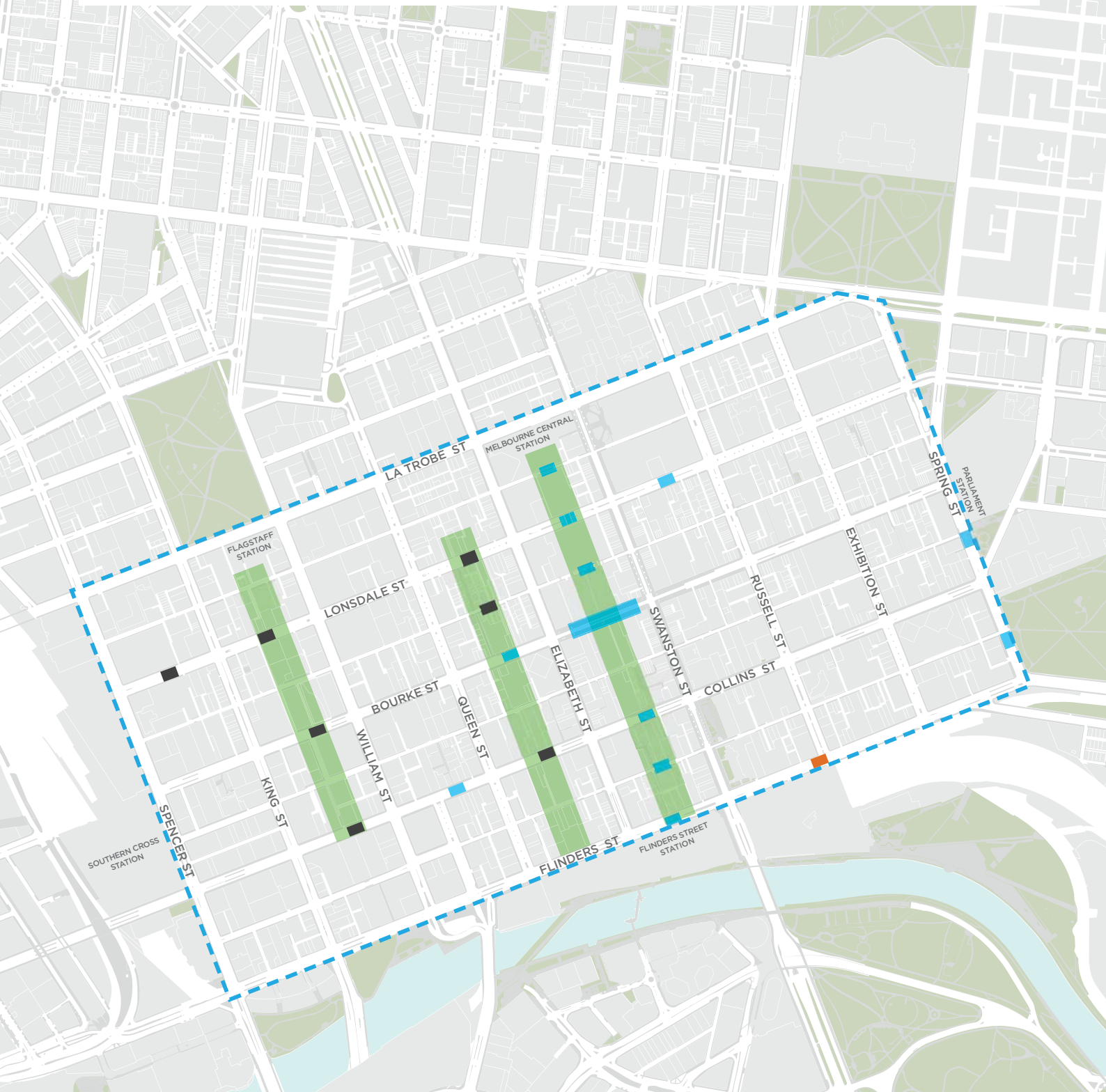


Figure 39: Proposed pedestrian mid-block crossings

- Proposed mid-block pedestrian crossing
- Existing mid-block pedestrian crossing
- Mid-block routes
- Study area
- Proposed pedestrian crossing (other)



Avenue west to the pedestrian signals at Fanning Street on City Road). As the city grows, larger numbers of people walking will mean a need for more crossings.

Connections across rail lines to enhance the pedestrian network and connections across the Yarra and other rivers must be frequent enough to prevent them being a barrier to pedestrian movement, especially in busy areas.

The City of Melbourne has been progressively installing mid-block signalised crossings on east-west streets in the Hoddle Grid similar to the well-used crossing on Collins Street between Swanston and Elizabeth Streets.

Zebra crossings, which can be used on single lane roads (in each direction) and work well in areas with lower vehicle speeds are significantly cheaper to install than signalised crossings. They give a higher level of priority to pedestrians who can cross them without having to wait for a signal.

- Consider improved pedestrian connections across the Yarra River as part of the proposed Collins Street tram extension from Docklands to Fishermans Bend.
- Continue to install crossing points prioritising locations where demand is high, crossing is difficult and distances between crossings are long and meet VicRoads guidelines.
- Review existing roundabouts on local streets and investigate the possibility of installing zebra crossings, on pedestrian desire lines, at these intersections.

Implementation

- Develop a prioritised list of locations for new pedestrian crossings and work with VicRoads to install them.
- Design and reconstruct the pedestrian bridge at the existing railway overpass at Arden Street
- Construct a pedestrian refuge at Queensberry and Bouverie streets.

Figure 40: Kerb extensions, like this example on Little Bourke Street, reduce the crossing distance for pedestrians





Bellair St, Kensington

3.7 Making streets easier to cross

Investigate techniques to assist pedestrians to cross streets legally and safely at 'non-crossing' locations.

Objective

Make streets easier to cross safely, particularly mid-block.

Issues

A lack of crossings can make walking journeys unnecessarily long or create a road safety hazard.

In addition to the installation of formalised crossings, there may be an opportunity to develop a program of low-cost painted medians and other techniques which will help people to cross the street safely and get to their destination more quickly.

Rationale

Pedestrian crossings create safe crossing points mostly at intersections by giving priority to people crossing the street. "Zebra" crossings require motorists to stop whenever a pedestrian wishes to cross. Signalised crossings require motorists to stop when signals turn red.

There are also many other places that pedestrians may wish to cross the street (where formal crossings are not provided). It would be too expensive and inefficient for the operation of the street to provide crossings in all these locations. Under the road rules, pedestrians wishing to cross the road may do so anywhere except within 20 metres of a pedestrian crossing. Painted median islands have been used to assist people to cross in places where no crossing is provided. Allowing people to cross the street safely where they want to often reduces delay and walking distances. In shopping streets it can promote business by allowing easier access between shops on different sides of the road.

Implementation

- Investigate techniques such as, medians, pedestrian refuges and raised thresholds to assist pedestrians to cross streets legally and safely at 'non-crossing' locations.

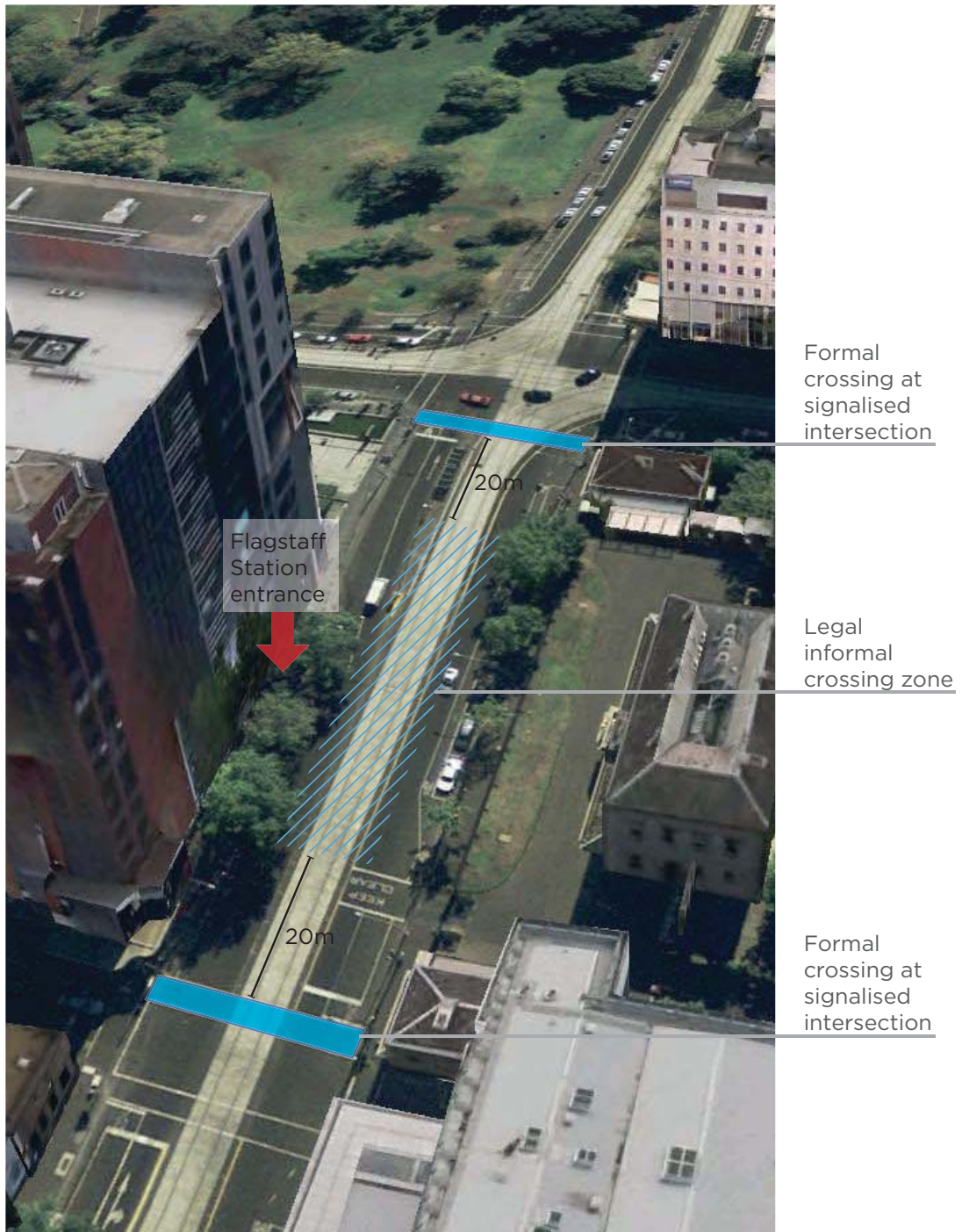


Figure 41: Example of legal informal crossing zone on William Street

3.8 Technical Notes

Review Technical Notes to ensure alignment with the Walking Plan.

Objective

To ensure that design and construction standards and standard drawings at City of Melbourne outline specifications that is aligned with Council's walking plan.

Issues

City of Melbourne Technical Notes and Design and Construction Standards will need to continue to adapt to provide designs that cater for growing numbers of pedestrians and new types of walking infrastructure.

Rationale

Technical Notes and Design and Construction standards are provided by the City of Melbourne to developers and contractors to ensure that works in the public realm are of an appropriate standard. Much of the content of the standard drawings is aimed at creating a high quality

pedestrian environment. Compliance with the Docklands Design and Construction Standards is a requirement under the City of Melbourne's Activities Local Law 2009.

The growing numbers of people walking in the city will require the standards to be updated to ensure designs are future proof, for example so that footpath widths are appropriate.

The City of Melbourne is planning to extend the current Docklands Design and Construction Standards to cover the entire municipality. This provides the opportunity to ensure specifications provide for pedestrian 'future proofing'.

Implementation

- Review Technical Notes to ensure alignment with the Walking Plan.

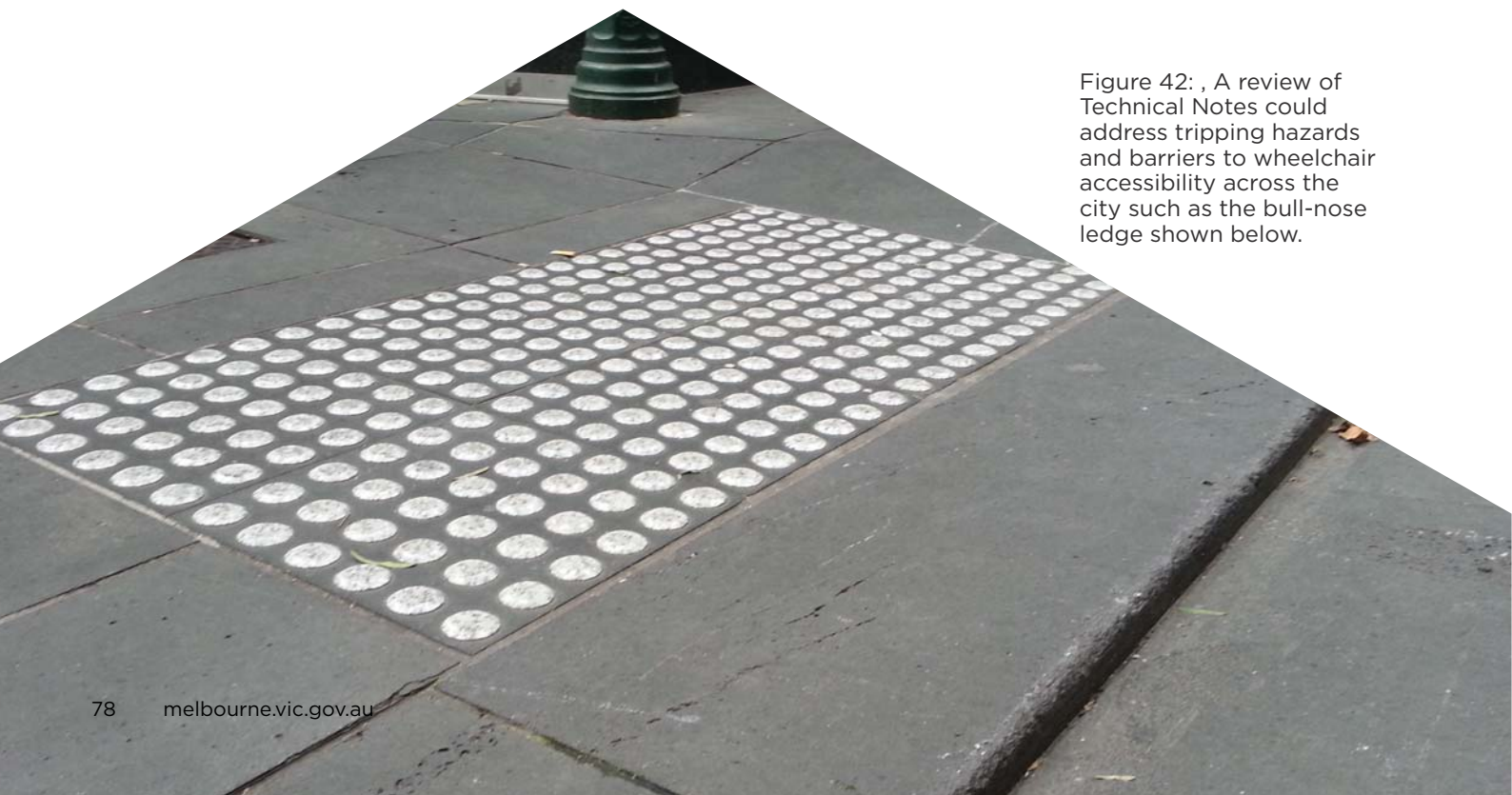


Figure 42: , A review of Technical Notes could address tripping hazards and barriers to wheelchair accessibility across the city such as the bull-nose ledge shown below.



WALKING PLAN ACTIONS

1 Planning

1.1 A Central City Subregion Walking Plan

Work with the MPA, DTPLI and IMAP councils to deliver improvements to walking in Melbourne

1.2 Using the Planning Scheme to improve the walking network

Establish a future fine grain pedestrian network for the City of Melbourne for implementation in the Melbourne Planning Scheme.

1.3 Principal Pedestrian Networks

Define a Principal Pedestrian Network in the Planning Policy Framework and SmartRoads to complement the fine grain pedestrian network.

2 Street Management and Operation

2.1 SmartRoads

Use SmartRoads to assess road space allocation in the City of Melbourne

2.2 Signal operation

Assess pedestrian delay at intersections across the City of Melbourne and develop a prioritised list of projects to reduce pedestrian delay

2.3 Pedestrian Street hierarchy

Adopt a pedestrian street hierarchy and to provide direction for the operation of streets based on this hierarchy.

2.4 Investigate Streets as Places

Investigate the suitability of the proposed Streets as Places

2.5 Investigate new Walking Streets

Investigate the suitability of the proposed Walking Streets.

2.6 Investigate High Mobility Streets





Investigate the suitability of the proposed High Mobility Walking Streets

2.7 Create new shared zones

Extend the program of converting laneways, roads and other spaces into shared zones in line with VicRoads' guidelines and the City of Melbourne Pedestrian Street Hierarchy

	2014/15	2015/16	2016/17
1.1 A Central City Subregion Walking Plan	[Hatched bar]		
1.2 Using the Planning Scheme to improve the walking network	[Hatched bar]		
1.3 Principal Pedestrian Networks		[Hatched bar]	
2.1 SmartRoads	[Hatched bar]		
2.2 Signal operation	[Hatched bar]		
2.3 Pedestrian Street hierarchy	[Hatched bar]		
2.4 Investigate Streets as Places	[Hatched bar]		
2.5 Investigate new Walking Streets	[Hatched bar]		
2.6 Investigate High Mobility Streets	[Hatched bar]		
2.7 Create new shared zones	[Hatched bar]		

WALKING PLAN ACTIONS

	2014/15	2015/16	2016/17
<p>3.5 Tram and bus stops Work with DTPLI, PTV and Yarra Trams to review current loadings, forecasts and location changes for tram and bus stops to improve their design, account for better streetscape integration and future pedestrian volumes.</p>			
<p>3.6 Increasing the number of formal crossings Develop a prioritised list of locations for new or improved pedestrian crossings where demand is high, crossing is difficult, including at roundabouts, and distances between crossings are long.</p>			
<p>3.7 Making streets easier to cross Investigate techniques to assist pedestrians to cross streets legally and safely at 'non-crossing' locations.</p>			
<p>3.8 Technical Notes Review Technical Notes to ensure alignment with the Walking Plan.</p>			



Sandridge Bridge, Southbank

APPENDICES

Appendix 1

Information on actions not adopted in this Plan

Pedestrian countdowns

Countdowns at traffic signals let road users know the amount of time remaining before a signal changes.

Most pedestrian countdowns begin at the end of the green walk phase and count down the time remaining during the flashing red walk phase telling pedestrians know how long they have to finish crossing. This type of pedestrian countdown was trialled in metropolitan Melbourne in 2010 and in Sydney in 2011. In both cities, the trial was not able to show improvement in pedestrian safety and at some locations in Sydney non-compliance increased, with more people crossing after the end of the green walk phase (ARRB, 2010, p 38; 2011, p 56). A review of signal operation in Melbourne concluded that the benefits of “red walk countdown are likely to be limited and technical challenges may make installation

costs high. It may be worth trialling them at a small number of sites where there are long crossing distances such as the intersection of Elizabeth and Flinders Streets.

An alternative pedestrian countdown which displays the time pedestrians have to wait before they can begin to cross has the potential to improve pedestrian safety and provide information to pedestrians about waiting times. Technology will need to be developed to implement this type of pedestrian countdown. Because traffic signals are linked as part of a coordinated system, the length of the “do not walk” phase is not the same every light cycle and existing pedestrian countdown technology cannot accommodate the corresponding change in count down length. It is possible this type



Figure 43: Existing Barnes Dance crossing at Flinders Street and Elizabeth Street



Figure 44: Existing pedestrian early start at Abbotsford Street and Haines Street, North Melbourne

of countdown may encourage pedestrians to pre-empt the signal (as occurred with the Marshalite traffic signal clocks which operated up to the 1960s).

It is likely to be confusing if two different types of countdown timers operate in the same city.

Given the high cost, complexity and limited benefits, at this stage, the City of Melbourne is not intending to pursue pedestrian countdown signals.

Barnes walks

Exclusive pedestrian phases are sometimes called a Barnes Dance or a scramble crossing. During this phase in the traffic signal cycle, pedestrians are allowed to walk diagonally across the intersection as well as parallel to the roads. An example is at the intersection of Flinders St and Elizabeth St.

Intuitively, it may seem that providing a scramble phase would improve pedestrian service but this is demonstrably not the case in the great majority of typical intersections. A study of two typical Hoddle Grid intersections, Collins St/Exhibition St and Spencer St/Little Collins St (Nash & Smith, 2010) (John Piper Traffic Pty Ltd, 2008), found that implementing a scramble phase at each intersection would:

- result in slight increases in overall average pedestrian delay
- markedly increase overall average vehicle delay
- increase average tram delays by at least double.

While the pedestrians get a very good go when the scramble phase runs, they have to wait for the whole of A and B phases while the vehicles get a go. Furthermore, within the scramble phase, the pedestrian clearance time needs to be sufficient for a pedestrian to clear diagonally rather than just straight across the intersection. For a typical Hoddle Grid intersection, the clearance interval would increase from about 16 seconds to 26 seconds, which is 10 seconds of additional lost time in the signal cycle. Running scramble phases would make it more difficult to achieve lower cycle times in light traffic conditions. The absolute minimum cycle time

would be 65 seconds, made up of 15 seconds for each of A and B phases plus 35 seconds for the scramble phase, assuming all three phases run each cycle.

Pedestrian early starts

Pedestrian early start provides an early introduction of the pedestrian Walk signal ahead of the parallel vehicle green at signalised intersections. This allows pedestrians to establish themselves on the crossing before left turning traffic has a chance to reach the point of conflict with the pedestrians. The early start is generally in the order of two seconds. This type of operation is also called Leading Pedestrian Interval (LPI) in New York.

This measure provides pedestrians with no improvement to their level of service, as the timing of the lights for pedestrians remains unchanged. However, it provides a perceived priority because the parallel vehicle movement is delayed. This can easily be perceived to be an unnecessary penalty for motorists – it is actually achieved through a ‘late start’ for the vehicle green.

Unless there is clear evidence of a safety benefit, it could be difficult to get community support. A trial would probably need several years of operation before a reliable road safety evaluation would be possible, as the road safety benefits, if any, would be marginal. A simple implementation of pedestrian early starts would adversely affect trams, buses and bicycles, as they are usually governed by the same green light as the general vehicular traffic. To overcome this, additional lanterns would have to be installed for the relevant

vehicle types. This would add a level of complexity, expense and visual clutter that is unlikely to justify the small benefits of a two second head start.

General vehicular traffic would be adversely affected by about one vehicle per lane per cycle. In congested conditions, this increases the likelihood of queues banking back to block an upstream intersection or crossing.

The main idea of pedestrian early starts is to overcome the situation where a left turn driver makes their manoeuvre without looking for pedestrians. The delay for the vehicle drivers should get the pedestrian on to the crossing where the left turn driver will see them. However, the benefit of this at intersections along Collins Street, for example, is questionable as drivers would have every expectation that they must give way to pedestrians and driver compliance is good in Melbourne compared to many other cities. The pedestrian early start concept is more likely to have safety benefits where pedestrian presence is unexpected. That is certainly not the case along Collins Street.

When there are many pedestrians waiting to cross, there is always someone who starts to Walk quickly when the green man is displayed. At most Hoddle Grid intersections in most cycles, the pedestrians are well established on the crosswalk before the first left turn vehicle has a chance to reach the crosswalk. This is even more so as more stop lines are being set back through the installation of bicycle head start boxes and wider crosswalks.

The effect of pedestrian early starts (vehicle late starts) on the operation and safety of hook turns would need to be examined carefully. According to Road Rule 34, a driver undertaking a hook turn needs to wait to complete the turn “until the traffic lights on the road that the driver is entering change to green”. However, many drivers would complete the turn from the propped position within the intersection as soon as the lights facing them turn to yellow. This disparity between expected behaviour and the legal requirements could cause legal problems if any cases went to court. The extra all-red time between vehicle movements is likely to encourage more drivers per cycle to try to complete a hook turn, running the risk of interlocking hook turners.

Although pedestrian early starts provide a symbolic action showing priority for pedestrians over vehicles, the implementation is not supported for the following reasons:

- They provide no reduction in pedestrian delay;
- They adversely impact vehicular traffic;

- There is no evidence of a safety advantage. Any such benefit is likely to be small in locations where turning drivers expect to have to give way to pedestrians;
- To alleviate extra delays to bicycles, trams and buses, additional lanterns would have to be installed at considerable cost, adding to visual clutter; and
- They would create legal and operational problems at intersections with hook turns.



Appendix 2

Walking Network Improvements in Urban Renewal Areas: Policy Context and Detailed Rationale

	Walking network improvement	Policy context	Rationale
1	Flemington Road, Racecourse Road, Boundary Road intersection	Within the Arden Macaulay Structure Plan area	<ul style="list-style-type: none"> • Increase in pedestrian activity associated with forecast growth in Arden-Macaulay (around 10,900 jobs and 10,000 residents between 2011 and 2031) • Intersection will be impacted by East West Link • Opportunity to reduce traffic function of Cemetery Road and improve pedestrian connection between Melbourne University and Princes Park
2	Moonee Ponds Creek	Arden Macaulay Structure Plan	<ul style="list-style-type: none"> • Increase in pedestrian activity associated with forecast growth in Arden Macaulay (around 10,900 jobs and 10,000 residents between 2011 and 2031) • Upgrade of open space • Key north-south pedestrian and cycling link between Flemington Bridge and Macaulay stations
3	North Melbourne Community Centre	Arden Macaulay Structure Plan	<ul style="list-style-type: none"> • Increase in pedestrian activity associated with forecast growth in Arden Macaulay (around 10,900 jobs and 10,100 residents between 2011 and 2031) • Upgrade of open space • Needs to improve permeability across Boundary Road
4	Macaulay Central	Arden Macaulay Structure Plan	<ul style="list-style-type: none"> • Increase in pedestrian activity associated with forecast growth in Arden Macaulay (around 10,900 jobs and 10,100 residents between 2011 and 2031) • One of three new local activity centres
5	Lorimer precinct	Fishermans Bend, identified as an urban renewal precinct in Plan Melbourne	
6	Haymarket	City North Structure Plan	<ul style="list-style-type: none"> • Melbourne Metro and development in City North will result in more pedestrian activity • Forecast growth in City North of around 6,700 jobs and 5,400 residents between 2011 and 2031 • Location of future Melbourne Metro station (Parkville) which will have around 16,000 morning peak commuters • Will be the centre of one of three local service hubs in City North • Existing roundabout uses significant amount of land and separates land uses, making walking less attractive

	Walking network improvement	Policy context	Rationale
7	Queen Victoria Market	City North Structure Plan	<ul style="list-style-type: none"> • Current overcrowding at Elizabeth Street tram stops • Strong growth forecast in City North and Hoddle Grid areas • City North forecast to grow by around 6,700 jobs and 5,400 residents between 2011 and 2031 • Hoddle Grid forecast to grow by around 120,340 jobs and 18,800 residents between 2011 and 2031 • Currently Queen Victoria Market has more than 10 million annual visitors • Upgrade needed to ensure long term market viability • Will improve walking access within and connections to the market
8	City Road	Southbank Structure Plan	<ul style="list-style-type: none"> • Increase in pedestrian activity associated with forecast growth in Southbank (around 16,700 jobs and 13,400 residents between 2011 and 2031) • City Road to be developed to have “High Street” function for Southbank • One of the principal pedestrian spines for Southbank • Will address poor permeability across City Road and poor existing pedestrian amenity
9	M1 Freeway undercroft	Southbank Structure Plan	<ul style="list-style-type: none"> • Increase in pedestrian activity associated with forecast growth in Southbank (around 16,700 jobs and 13,400 residents between 2011 and 2031) • Will improve pedestrian connection to South Melbourne and Docklands • New open space
10	Southbank Arts Precinct Blueprint	Arts Victoria project in partnership with the City of Melbourne and the University of Melbourne. Funded in the 2011-12 Victorian State Budget and through additional funding by the Commonwealth Liveable Cities program	<ul style="list-style-type: none"> • Arts Victoria project in partnership with the City of Melbourne and the University of Melbourne. • Funded in the 2011-12 Victorian State Budget and through additional funding by the Commonwealth Liveable Cities program. • Will service local residents and local, regional, interstate and international visitors • Needs to improve connectivity within the arts precinct through new pedestrian through block links • Area contains principal pedestrian spines Sturt Street, Grant Street and Southbank Boulevard as identified in Southbank Structure Plan

Appendix 2 continued...

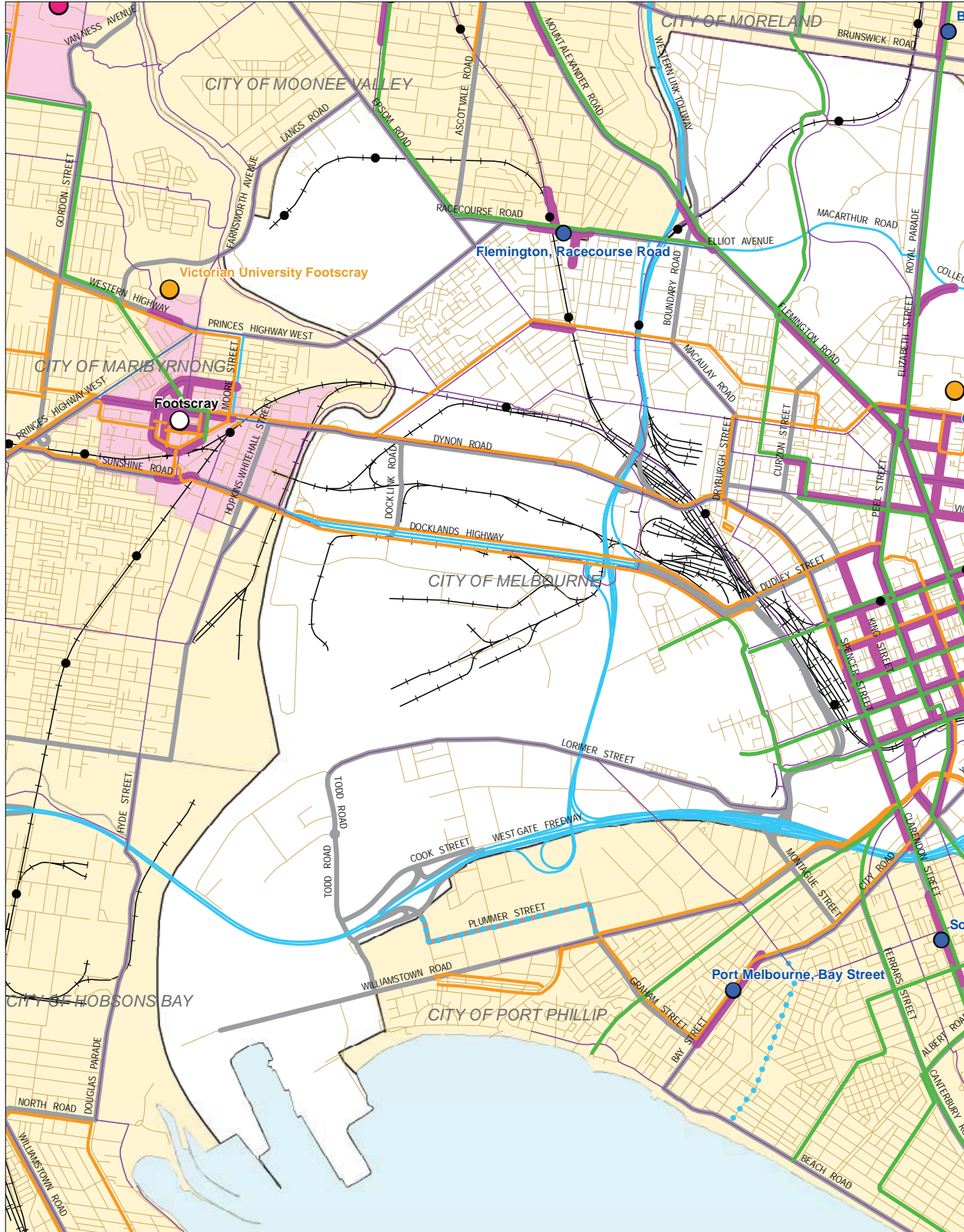
Walking Network Improvements in Future Master Plan Areas: Policy Context and Detailed Rationale

	Master plan project	Context	Rationale
11	Wellington Parade	Open Space connections	<ul style="list-style-type: none"> Need to increase permeability across Wellington Parade to connect parks
12	Cemetery Road	East West Link	
13	La Trobe Street	Central city growth	
14	Southern Cross Station	Central city growth	<ul style="list-style-type: none"> Current pedestrian overcrowding on footpaths (crowding has been alleviated in the short term by reducing signal cycle timing and pedestrian waiting period) Regional Rail Link (RRL) and development in the west of the Hoddle grid will result in more pedestrian activity RRL will increase capacity of Southern Cross station by 16 extra services (regional and metropolitan) in 2 hour peak period. Due for completion by early 2016. (State of Victoria, 2012, p. 15) Possible tram stop move on Collins Street to west of Spencer Street may alleviate some crowding Possible opportunity (depending on future development plans for former Savoy Tavern site at corner of Bourke and Spencer streets) for an air-bridge across Spencer Street
15	Parliament Station	Central city growth	<ul style="list-style-type: none"> Current pedestrian overcrowding on footpaths (Spring Street, Lonsdale Street and north end of Collins and Little Collins streets)
16	Flinders Street (Northbank)	Central city growth	<ul style="list-style-type: none"> Development in the west of the Hoddle grid, Northbank and surrounding urban renewal areas will result in more pedestrian journeys to trams and trains Forecast growth in Northbank of around 17,000 jobs between 2011 and 2020 (DPCD, 2012) Existing poor pedestrian environment and conflict between pedestrians and cyclists Existing poor connection to Docklands and the rest of the city
17	Flinders Street station / Federation Square tram stop	Central city growth	<ul style="list-style-type: none"> Federation Square and Flinders Street station are “Melbourne’s meeting place” Busiest train station and tram stop in Melbourne. Flinders Street station has around 171,000 people walking to and from the station each weekday (PTV, 2012). Federation Square tram stop has around 50,000.

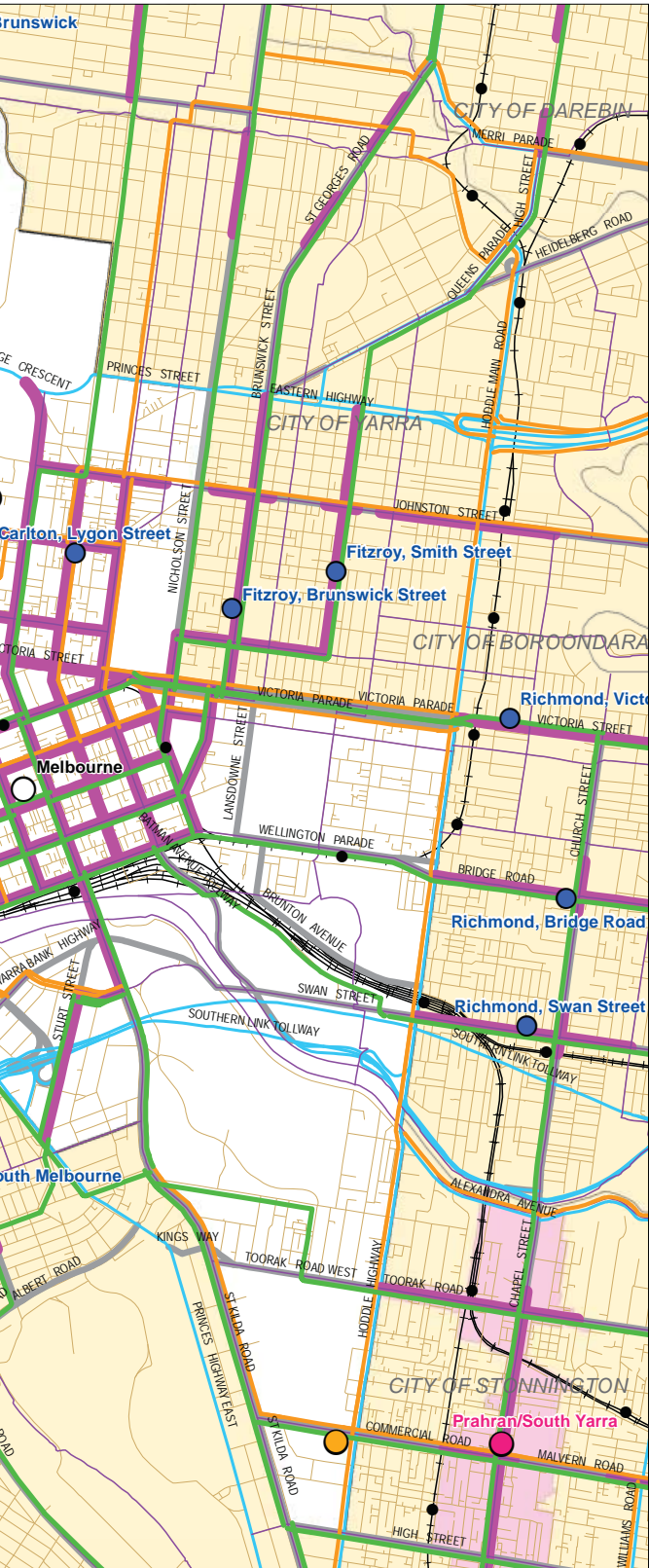
	Master plan project	Context	Rationale
18	Melbourne Central station	Central city growth	<ul style="list-style-type: none"> Significant future pedestrian growth and interchanging
19	Collins Street	Central city growth	<ul style="list-style-type: none"> Current overcrowding on most tram stops on Collins Street, most are or will be obsolete soon More pedestrians accessing Collins Street tram stops and footpaths Collins Street has limited traffic function Pedestrian growth likely to lead to overcrowding
20	Grattan Street	City North	<ul style="list-style-type: none"> Poor permeability across Grattan Street Growth of university buildings south of Grattan Street will result in more pedestrians on Grattan Street
21	Elizabeth Street	Realignment of tram routes (detailed in PTV's forthcoming On Road Network Development Plan)	<ul style="list-style-type: none"> Elizabeth street bookends the pedestrianised heart of Melbourne centred on the retail core Future volumes of pedestrians accessing Elizabeth Street from two train stations and several tram lines will grow significantly and more footpath space will be needed New generation tram stops will be needed as island platforms will not be adequate
22	William Street	Realignment of tram routes.	<ul style="list-style-type: none"> Current pedestrian crowding into and out of Flagstaff station Significantly more trams using William Street Development in the west of Hoddle Grid will result in the growth of use of Flagstaff station
23	Melbourne University tram stop at Swanston Street	Realignment of tram routes.	<ul style="list-style-type: none"> Poor permeability across Swanston Street Tram stop likely to be overloaded in future Current fenced arrangement and tram turnaround possibly able to be altered given realignment of tram routes

Appendix 3

Current VicRoads Network Operating Plan, 2012

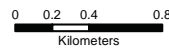


Issued by VicRoads Road User Services
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ROAD USE HIERARCHY

CITY OF MELBOURNE



LEGEND

Road Use Hierarchy

- Tram Priority Route
 - Bus Priority Route
 - Bicycle Priority Route
 - Pedestrian Priority Area
 - Preferred Traffic Route
 - Future Preferred Traffic Route
 - Traffic Route
 - ... Future Traffic Route
- Note: Some lines are offset to improve clarity.

Activity Area

- Central Activities Area
- Principal Activity Area
- Major Activity Area
- Specialised Activity Area

Other

- Railway Station
- + Railway Line
- Local Roads
- Activity Area Boundaries

KEY MAP



DISCLAIMER

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Appendix 4

Policy Background - list of Commonwealth, State and City of Melbourne policy documents

Plan Melbourne, 2014

Department of Transport, Planning & Local Infrastructure
<http://www.planmelbourne.vic.gov.au>

Smart Roads framework

VicRoads
<http://www.vicroads.vic.gov.au/Home/TrafficAndRoadConditions/HowWeManageTraffic/Smartroads/>

Transport Integration Act, 2010

<http://www.legislation.vic.gov.au>

The Transport Integration Act sets out a vision for Victoria's transport system that supports a city that is inclusive, prosperous, safe and green, using careful planning to maximise opportunities and reduce risks. The Act impacts on both the transport and place-making function of roads. All Victorian transport planning and management needs to have regard for the six key objectives of the Act, which are:

environmental sustainability, economic prosperity, safety, integration of land use and transport planning; and efficiency, coordination and reliability.

Transport Strategy, 2012

City of Melbourne
<https://www.melbourne.vic.gov.au/futuregrowth>

Council Plan, 2013-2017

City of Melbourne
<http://www.melbourne.vic.gov.au/aboutcouncil/plansandpublications/councilplan>

Road Safety Plan, 2013-2017

City of Melbourne
<http://www.melbourne.vic.gov.au/roads>

Active Melbourne Strategy, 2007

City of Melbourne
<http://www.melbourne.vic.gov.au/ParksandActivities/ActiveMelbourne>

Streetscapes Framework, 2011

City of Melbourne
<http://www.melbourne.vic.gov.au/ParkingTransportandRoads/Roads/>

Melbourne for All People Strategy, 2014-2017

City of Melbourne
<http://www.melbourne.vic.gov.au/ParkingTransportandRoads/Roads/communityservices/Pages/CommunityServices.aspx>


Bicycle Plan, 2012-2016

City of Melbourne
<http://www.melbourne.vic.gov.au/ParkingTransportandRoads/Roads/AboutCouncil/PlansandPublications/strategies/Pages/Bikeplan.aspx>

Appendix 5

Pedestrian Level of Service as defined in SmartRoads

From AITPM and VicRoads Seminar Training Manual: Application and Use of Network Fit Assessments, page 38

Transport type	LOS	Description
Pedestrian 	A	Crossing opportunities are within 25m of demand. Minimal delay in crossing.
	B	Crossing opportunities are within 50m of demand. Average delay before being able to safely cross is less than 30 sec.
	C	Crossing opportunities are within 100m of demand. Average delay before being able to safely cross is less than 45 sec.
	D	Crossing opportunities are within 200m of demand. Average delay before being able to safely cross is less than 60 sec. Significant numbers of pedestrians start crossing illegally.
	E	Crossing opportunities are within 400m of demand. Average delay before being able to safely cross is less than 90 sec.
	F	Crossing opportunities are more than 400m from demand. Average delay before being able to safely cross is more than 90 sec.

The table below shows a matrix of the time required to travel to the crossing points and the wait times for crossing opportunities, consistent with the above descriptors:

Pedestrian LOS

Wait time at Crossing (seconds)	151-180	D-	D-	E+	E	F	F-
	121-150	D	D	E+	E	F+	F-
	91-120	D+	D+	D-	E+	F+	F
	61-90	C-	D+	D	E+	E-	F
	46-60	C+	C	D+	D-	E-	F+
	31-45	B-	C+	C-	D-	E-	F+
	16-30	B	B-	C-	D-	E-	F+
	0-15	A-	B	C	D	E	F+
Spacing (m)	0-25	26-50	51-100	101-200	201-400	400+	

Use spacing of crossings as criterion only where there are shops both sides or other pedestrian desire lines

Spacing refers to the closest walking distance required for pedestrians to safely cross the road. Safe crossing areas can be signalised intersections/crossings, formalised unsignalised crossings (eg. pram ramps), zebra crossings, and school crossing areas when a school crossing supervisor is present.

Appendix 6

Pedestrian Comfort Level Guidance

(Atkins for TfL, 2010), page 13



Guidance on applying Pedestrian Comfort Levels in different area types

(Atkins for TfL, 2010), page 14

	HIGH STREET		OFFICE AND RETAIL		RESIDENTIAL		TOURIST ATTRACTION		TRANSPORT INTERCHANGE	
	Peak	Ave of Max	Peak	Ave of Max	Peak	Ave of Max	Peak	Ave of Max	Peak	Ave of Max
A	COMFORTABLE		COMFORTABLE		COMFORTABLE		COMFORTABLE		COMFORTABLE	
B+	COMFORTABLE		COMFORTABLE		COMFORTABLE		COMFORTABLE		COMFORTABLE	
B	ACCEPTABLE		ACCEPTABLE		ACCEPTABLE		ACCEPTABLE		ACCEPTABLE	
B-	AT RISK		ACCEPTABLE		ACCEPTABLE		AT RISK		ACCEPTABLE	
C+	UNACCEPTABLE/ UNCOMFORTABLE		ACCEPTABLE		AT RISK	AT RISK	UNACCEPTABLE/ UNCOMFORTABLE		ACCEPTABLE	
C-			AT RISK	AT RISK	AT RISK	AT RISK				
D	UNACCEPTABLE/ UNCOMFORTABLE		AT RISK		UNACCEPTABLE/ UNCOMFORTABLE		UNACCEPTABLE/ UNCOMFORTABLE		AT RISK	
E			UNACCEPTABLE/ UNCOMFORTABLE		UNACCEPTABLE/ UNCOMFORTABLE				UNACCEPTABLE/ UNCOMFORTABLE	
	Peak and Average of Maximum Activity levels have similar guidance as people visiting retail areas stated they were particularly sensitive to crowding.		The "at risk" level is set at a lower PCL during the Average of Maximum Activity than peak flows. This is because of the greater number of single travellers and the short duration of maximum activity.		The "at risk" level is set at a lower PCL than peak flows in Residential Areas to reflect the short time this is likely to occur. A site visit to Residential sites is particularly important to check if there is school activity or a bus stand in the area.		Peak and Average of Maximum Activity levels have similar guidance as people visiting tourist areas are likely to be particularly sensitive to crowding		The "at risk" level is set at a lower PCL during the Average of Maximum Activity than peak flows. This is because of the greater number of single travellers and the short duration of maximum activity.	

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City of Melbourne
GPO Box 1603
Melbourne VIC 3001
Australia

Fax: 03 9654 4854

