Proposed auto-on pedestrian phase area

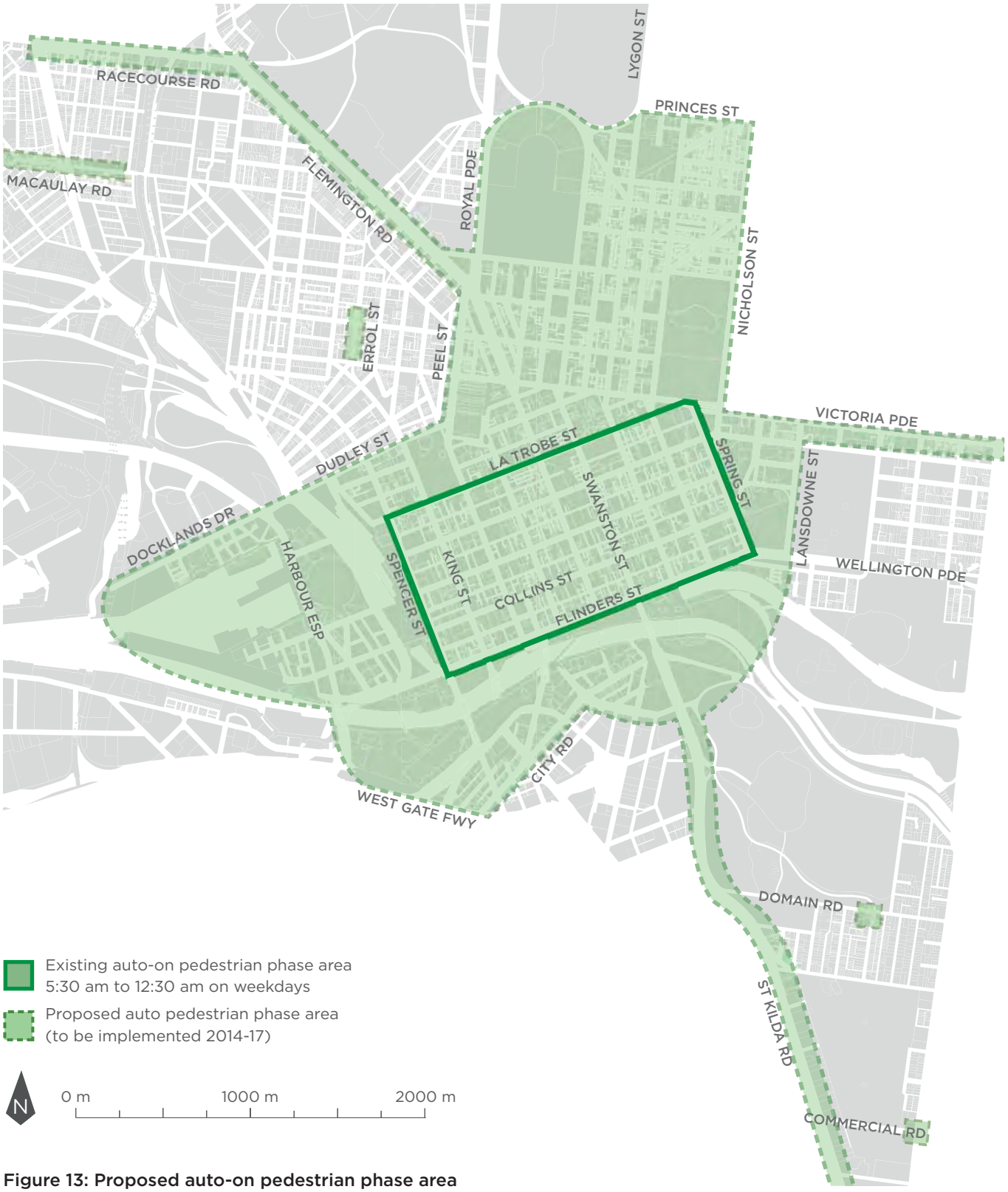


Figure 13: Proposed auto-on pedestrian phase area

2. STREET MANAGEMENT AND OPERATION

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 between the major streets, such as Flinders Lane or Little Collins Street, do not have full pedestrian signals. This is a historical legacy reflecting when they were installed in the 1940s. However, this means that people with disabilities face significant difficulty when crossing these streets 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.

Scramble crossings

Pedestrian signals that allow crossing in all directions simultaneously are popular and do have some benefits. However, they also have adverse impacts on pedestrian delay, 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 for pedestrians 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, though, 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 intersection with no pedestrian lantern at Little Collins and Elizabeth streets

Example of pedestrian lantern at Little Collins and Swanston streets

Pedestrian lanterns

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

2. STREET MANAGEMENT AND OPERATION

2.3 Pedestrian street hierarchy

Adopt a pedestrian street hierarchy to provide direction for the operation of streets.

Objective

To define a pedestrian street hierarchy and 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 allow 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; as we create a city for people and as the numbers of people walking increase we must 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 can move freely across the full width of the street and vehicles – if present – travel slowly, through to arterial roads where pedestrians use sidewalks while trams, buses, bicycles and other 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 or requirements for other modes (such as deliveries, providing access to car parks, etc.). 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, as well as 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 nor 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 of cyclists as well as pedestrians, 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 streets and laneways through road and footpath-works, landscaping and other improvements.

INCREASING PEDESTRIAN FUNCTION

	CHARACTERISTICS	STREET MANAGEMENT
Street as Place (local street)		
Hardware Lane	• Pedestrians move freely across 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.	• Can be used as a place permanently or during specific times (such as lunchtimes 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.
Walking Street (local street)		
Little Collins Street	• Pedestrians move freely across the street. • Key transport link for pedestrians. • Amenity and safety increased by reducing crowding. • Low through-traffic function.	• Can be used as a walking street permanently or during specific times (such as lunchtimes 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.
High Mobility Walking Street (public transport corridor)		
Swanston Street	• Streets shared by trams, buses, bikes and pedestrians. • High-frequency public transport corridor. • Low traffic function. • Significant interchange between public transport and walking network.	• Provide for deliveries, property servicing, cycling and access to off-street car parking.
High Mobility Street (public transport corridor)		
Victoria Parade	• Streets shared by trams, buses, private vehicles (including bikes) and pedestrians. • High frequency public transport corridor. • Traffic function.	• Trams, buses and pedestrians have priority under SmartRoads. • Provide for deliveries, property servicing, cycling and access to off-street car parking.
Other streets used by pedestrians		
Lygon Street	• Streets shared by private vehicles (including bikes) and pedestrians. • Traffic function. • Examples include shopping strips, local residential streets or arterial roads.	• Varies depending on use. • Provide for deliveries, property servicing, cycling and access to off-street car parking.

2. STREET MANAGEMENT AND OPERATION

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;
- there is low traffic function; and
- amenity is increased as more space is provided for people to be in.

Street management

Streets as Places are managed to:

- be used as a place permanently or during specific times (such as during lunch times or in evenings);
- possibly operate as a shared zone to provide traffic access; and
- 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 to create an open-space plaza.

Flinders Lane

Proposed Streets as Places

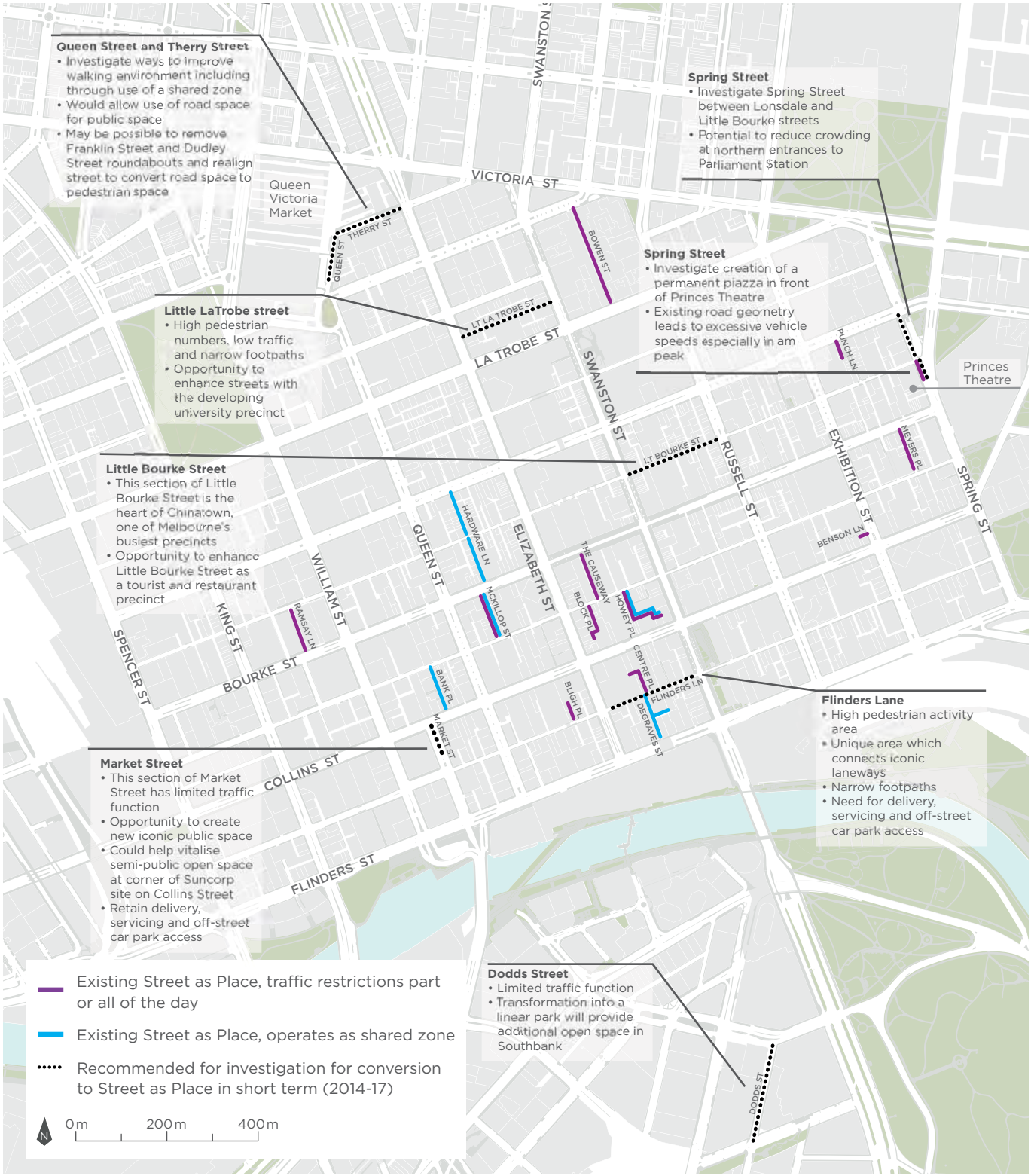


Figure 15: Proposed Streets as Places

2. STREET MANAGEMENT AND OPERATION

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; and
- amenity and safety are increased by reducing crowding.
- low through traffic function;

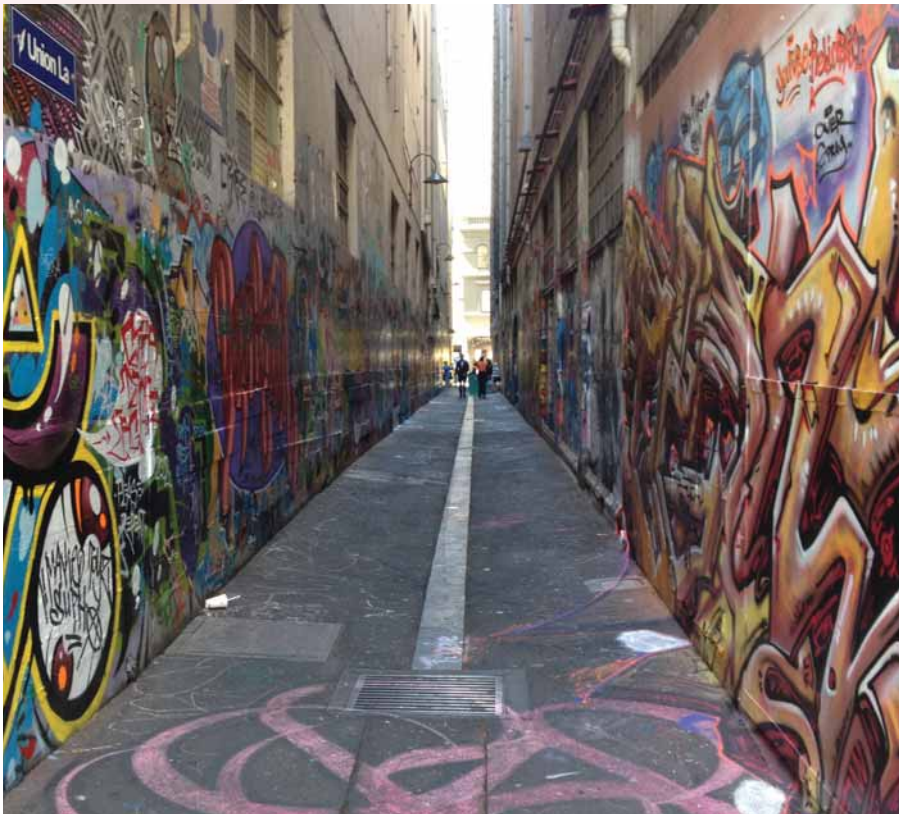
Street management

Walking Streets are managed to

- be used as a Walking Street permanently or during specific times (such as lunch times or evenings);
- operate as a shared zone if traffic access is needed;
- 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.



Union Lane