

ACCESS DOCKLANDS

A STRATEGY FOR THE DOCKLANDS
TRANSPORT NETWORK

Places Victoria



IN COLLABORATION WITH





Produced by Places Victoria and City of Melbourne
710 Collins Street, Docklands, Victoria 3008

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ACCESS DOCKLANDS PRESENTS A VISION
OF DOCKLANDS AS AN INTEGRATED,
ACCESSIBLE AND VIBRANT WATERFRONT
PRECINCT AT THE HEART OF MELBOURNE'S
NEW CENTRAL CITY AREA.

EXECUTIVE SUMMARY

EXECUTIVE SUMMARY

PURPOSE OF ACCESS DOCKLANDS

Access Docklands has been prepared by Places Victoria and the City of Melbourne, in conjunction with UrbanTrans. Key contributors to the project include Docklands residents, workers, business owners and a range of government agencies.

Access Docklands examines transport issues and opportunities in and around the Melbourne Docklands precinct. The study provides recommendations for improving access and mobility at Docklands, as well as between Docklands and surrounding central city areas.

Access Docklands will be used by government agencies and community stakeholders to prioritise and coordinate the delivery of transport infrastructure and programs to support the ongoing growth and development of Docklands and the central city more generally.



STUDY METHOD

Access Docklands has been developed through an extensive program of consultation and analysis, including:

- The deployment of travel needs and behaviour surveys to more than 19,000 Docklands workers, Docklands residents and over 3,000 Docklands visitors;
- The development of a detailed transport model to estimate likely future travel demands in and around Docklands over the next decade and beyond; and
- Assessment of the capacity of infrastructure networks to accommodate the forecast demand and the determination of high priority infrastructure and program requirements.

KEY FINDINGS OF ACCESS DOCKLANDS

Docklands travel patterns

Melbourne Docklands is performing as a successful transit oriented development, with very high proportions of walking, cycling and public transport use and low levels of car dependency. In many ways, Docklands exemplifies the sustainable transport benefits that can be derived from urban consolidation around major infrastructure, activity and employment nodes.

Future transport demands

Very significant residential and worker growth is expected in and around Docklands over the next decade and beyond. Existing and planned central city growth areas around Docklands could accommodate up to 400,000 new workers and residents, representing potential travel demands equivalent to the entire population of Canberra.

Central city growth of this magnitude has the potential to deliver significant economic, social and environmental benefits for Melbourne and Victoria. There is an opportunity to boost Melbourne's competitive advantages and economic productivity, by bringing people and jobs closer together spatially and through the provision of high quality transport links.

For Docklands specifically, the significant growth still to occur in and around the precinct represents an enormous opportunity to further activate spaces and enhance the precinct's social and economic vitality.

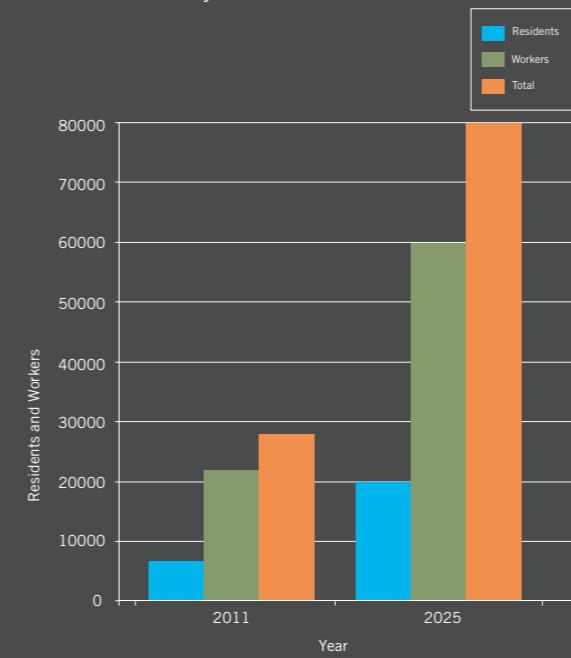


Figure 1: Docklands Resident and Worker Growth, 2011-2025

Docklands as a demonstration of transit oriented development

The transport challenge in Docklands and central Melbourne more generally is to improve livability, accessibility and productivity in the context of limited road space, congested public transport services and rapidly increasing travel demands.

The challenge is particularly pronounced in Docklands, as vehicle access to the precinct is unusually limited by structural barriers including the water, Port of Melbourne land uses, rail infrastructure and congestion on the surrounding arterial network.

Access Docklands responds to this challenge by embracing the opportunity to confirm and strengthen Docklands' position as a world class transit oriented development. For government and the community, a commitment to this approach means:

- Delivering the highest quality walking, cycling and public transport infrastructure to and through the Melbourne Docklands precinct, even whilst parts of the precinct are still being developed;
- Managing the road network better to reduce travel times, particularly peak hour travel times between Docklands and surrounding arterial roads;
- Working with the strong residential and corporate community in Docklands to deliver innovative travel policies and programs which foster reduced vehicle dependence; and
- Over the longer term, delivering regional transport projects which facilitate Melbourne's growth as a true transit city.

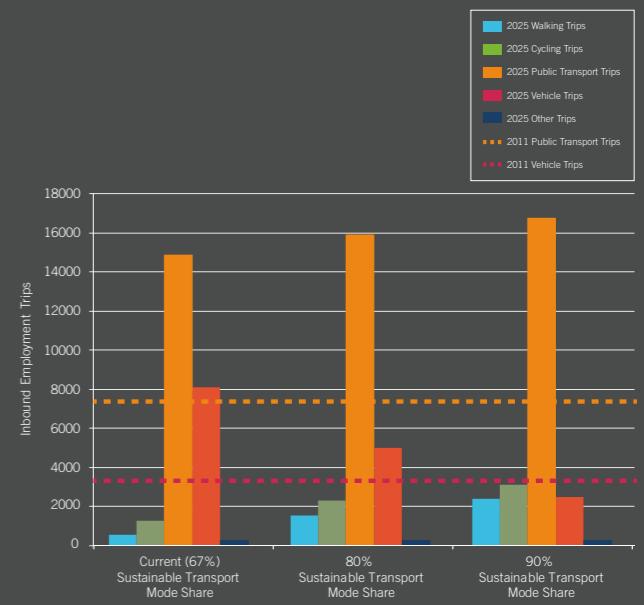


Figure 2: Docklands Travel Demand Forecasts, 2025

VISION AND RECOMMENDATIONS

Access Docklands presents four strategic objectives to guide the completion of Docklands as a world class transit oriented development. The strategic objectives address Docklands' transport challenges and opportunities at a precinct scale, as well as considering the vital role and function of the precinct within a broader central city and metropolitan context.

STRATEGIC OBJECTIVE 1 - ENHANCE ACCESSIBILITY AND ACTIVATION

Further activate Docklands and integrate the precinct with key surrounding areas and major transport hubs, including the CBD, North Melbourne, Port Melbourne, South Melbourne and major surrounding urban renewal precincts such as E-gate, Fishermans Bend and Arden / Macaulay.

KEY RECOMMENDATIONS:

Medium term

- New public transport connection between North Melbourne Station, E-gate, Docklands and the CBD
- High quality ferry service along the Yarra River, connecting Federation Square with Victoria Harbour
- Continued development over Wurundjeri Way to integrate Docklands with the CBD via continuous street frontages
- Development of new urban Boulevards which bring Melbourne's established street and boulevard character to the west

Longer term

- New public transport connection between the CBD, Docklands and the Fishermans Bend urban growth area
- Continuous pedestrian and cycling connection between North Melbourne Station, E-gate, Docklands and Northbank.

STRATEGIC OBJECTIVE 2 - ENHANCE MOBILITY AND CIRCULATION

Improve key walking, cycling, road and public transport routes within the Docklands precinct, address gaps and conflicts in infrastructure provision and develop a finer grain grid structure.

KEY RECOMMENDATIONS:

Short term

- High capacity public transport services between Southern Cross Station and Victoria Harbour (Collins Street)
- Ongoing improvements to the Docklands road network, including additional vehicle capacity on Bourke Street and Batmans Hill Drive
- Improved signage and wayfinding systems which better promote Docklands destinations and highlight important pathways between Docklands precincts and the CBD

Medium term

- Ongoing activation and redevelopment of Harbour Esplanade, to link Docklands precincts and provide a new civic spine for Melbourne
- Ongoing improvements to Collins Street and the Bourke Street pedestrian overpass and stadium concourse as active public spaces and high quality gateways to Docklands.

Importantly, the strategic objectives aim to deliver the shared vision for Docklands, developed through recent community consultation: *In 2020, Melbourne Docklands will be an integral part of a creative, well connected 21st century city. It will continue to be a key driver of Melbourne's economy and offer a unique urban waterfront which reflects Melbourne's elegance, diversity and culture.*

STRATEGIC OBJECTIVE 3 - CREATE A PLACE FOR PEOPLE

Improve the travel experience in Docklands, particularly through active and interesting pedestrian routes, better signage and wayfinding systems and enhanced comfort and protection along key movement corridors.

KEY RECOMMENDATIONS:

Short term

- Formation of a joint Docklands Travel Management Association representing Docklands employers, residents and government agencies, to pool resources and deliver best practice travel programs and transport initiatives
- Development of a digital Docklands travel application which provides real time information on Docklands public transport services, car parking availability, destinations, events and attractions

Medium term

- Development of a Stadium Event Plan which promotes Docklands destinations to event patrons and spreads demand on the transport network during events
- Electric vehicle trial in Docklands to promote the precinct as a sustainable transport hub.

STRATEGIC OBJECTIVE 4 - FOSTER SUSTAINABLE TRAVEL

Bring key corporate, community and government stakeholders together to participate in delivery of behaviour change programs and pilot projects which strengthen Docklands' position as a world best practice, transit oriented development.

KEY RECOMMENDATIONS:

Short term

- Weather protection on key pedestrian routes between Docklands and major transport interchanges, particularly Collins Street, Latrobe Street and the Bourke Street overpass
- Improved signage and wayfinding systems which better promote Docklands destinations and highlight important pathways between Docklands precincts and the CBD

Medium term

- Ongoing activation and redevelopment of Harbour Esplanade, to link Docklands precincts and provide a new civic spine for Melbourne
- Ongoing improvements to Collins Street and the Bourke Street pedestrian overpass and stadium concourse as active public spaces and high quality gateways to Docklands.

SHORT TERM ACTION PLAN

NO.	ACTION	RESPONSIBILITY	ESTIMATED CAPITAL COST
1	Extend the Collins Street tram service to Dock Square, Victoria Harbour	Places Victoria / DoT / PTV / Yarra Trams / Lend Lease	\$20,000,000
2	Add traffic capacity on Bourke Street and Batmans Hill Drive, to improve traffic movements from Docklands to Wurundjeri Way	Places Victoria / CoM / VicRoads	\$150,000
3	Reconfigure Docklands and Wurundjeri Way intersections, to improve travel times from Docklands to the surrounding arterial road network	Places Victoria / CoM / VicRoads	\$100,000
4	Investigate options to increase the capacity and frequency of the Collins Street and Latrobe Street tram services	PTV / Yarra Trams	To be confirmed
5	Improve pedestrian weather protection on Collins Street, between Southern Cross Station and Victoria Harbour	Places Victoria / CoM	\$200,000
6	Complete the delivery of the Jim Stynes Bridge	DPCD / CoM	\$12,200,000
7	Improve the pedestrian and cycling connection between the Jim Stynes Bridge and Docklands Park	CoM / Places Victoria	\$1,500,000
8	Construct a new pedestrian and cycling underpass at Footscray Road / Citylink, to improve pedestrian and cycling safety and amenity on the Capital City Trail	Places Victoria / CoM / VicRoads	\$1,000,000
9	Deliver new signage and wayfinding improvements across Docklands, to make the precinct easier to navigate	CoM	\$400,000
10	Widen the Footscray Road bike path and improve safety at key intersections	VicRoads	\$400,000
11	Deliver temporary activation projects on Harbour Esplanade	Places Victoria	\$200,000
12	Improve the safety of the Harbour Esplanade / Bourke Street pedestrian and cycling intersection	Places Victoria / CoM	\$40,000
13	Establish an Access Docklands Travel Management Association with Docklands employers, community representatives and government agencies	Places Victoria / DoT / CoM	\$500,000
14	Construct small bike ramps on Etihad stadium staircases	Places Victoria / CoM	\$40,000
15	Amend the City of Melbourne Planning Scheme to implement Access Docklands and introduce revised car parking provision rates for Docklands	Places Victoria / CoM	No capital cost
16	Commence design and feasibility studies for Docklands water transport systems, including the proposed Yarra River Ferry and Docklands Water Shuttles	Places Victoria / DoT	No capital cost
17	Prepare transport strategies for the Fishermans Bend and E-gate urban renewal precincts	Places Victoria / CoM / VicRoads / DoT	No capital cost
18	Commence design and feasibility studies for a pedestrian and cycling link between North Melbourne Station, E-gate and Docklands, as well as a Lonsdale Street extension to the stadium	Places Victoria / CoM / VicRoads / DoT	No capital cost
TOTAL			\$36,730,000

 Funding and implementation confirmed

 Project scoping underway

CONCEPT PLAN

Expanding the city grid



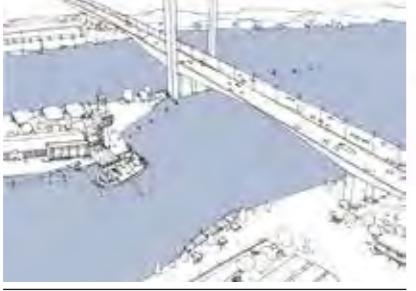
Central city strategic linkages

Building over road and rail



Media House and Collins Street Bridge, Docklands

Linking over water



Concept Docklands land ferry

Affordable public transport innovation



Transalon concept eco bus by Xiao-Fang Shen, China



Urban boulevard integrates Docklands with E-gate

Development over road and rail connects Docklands with North Melbourne

Potential deck over Wurundjeri Way creates a new pedestrian and cycling path, connecting Northbank through to North Melbourne

Lonsdale Street extension and Bourke Street overpass bring Docklands, the stadium and CBD together

Water shuttles provide pedestrian and cycling links between the north and south sides of Victoria Harbour and the Yarra River

Longer term bridges create walkable spacings between Yarra River crossings and a Victoria Harbour circuit whilst maintaining boat access

New public transport link extends Collins Street through to Fishermans Bend

Iconic ferry service connects Docklands, the Yarra and the CBD

**DOCKLANDS IS A PLACE PEOPLE
EMBRACE TO WORK, LIVE AND VISIT AND
HAS ATTRACTED AROUND 8,000 RESIDENTS
AND 30,000 WORKERS TO DATE.**



ACCESS DOCKLANDS

A STRATEGY FOR THE DOCKLANDS
TRANSPORT NETWORK

INTRODUCTION

ACCESS DOCKLANDS HAS BEEN PREPARED BY PLACES VICTORIA AND THE CITY OF MELBOURNE, IN COLLABORATION WITH URBANTRANS. KEY STAKEHOLDERS CONSULTED DURING DEVELOPMENT OF THE PROJECT INCLUDE DOCKLANDS RESIDENTS, WORKERS, BUSINESS OWNERS, PRECINCT DEVELOPERS AND THE WIDER COMMUNITY.

A number of government agencies have also provided input to the project, including the Victorian Department of Transport, Public Transport Victoria, VicRoads, the Victorian Department of Planning and Community Development and the Port of Melbourne.

Access Docklands examines transport opportunities and challenges in Docklands and the surrounding central city area. The study provides a suite of recommendations for improving access and mobility to and within the Docklands and the surrounding area over the short, medium and longer term.

Access Docklands will be used by government agencies and community stakeholders to prioritise and coordinate the delivery of transport infrastructure and programs, to support the ongoing growth and development of Docklands and the central city more generally.

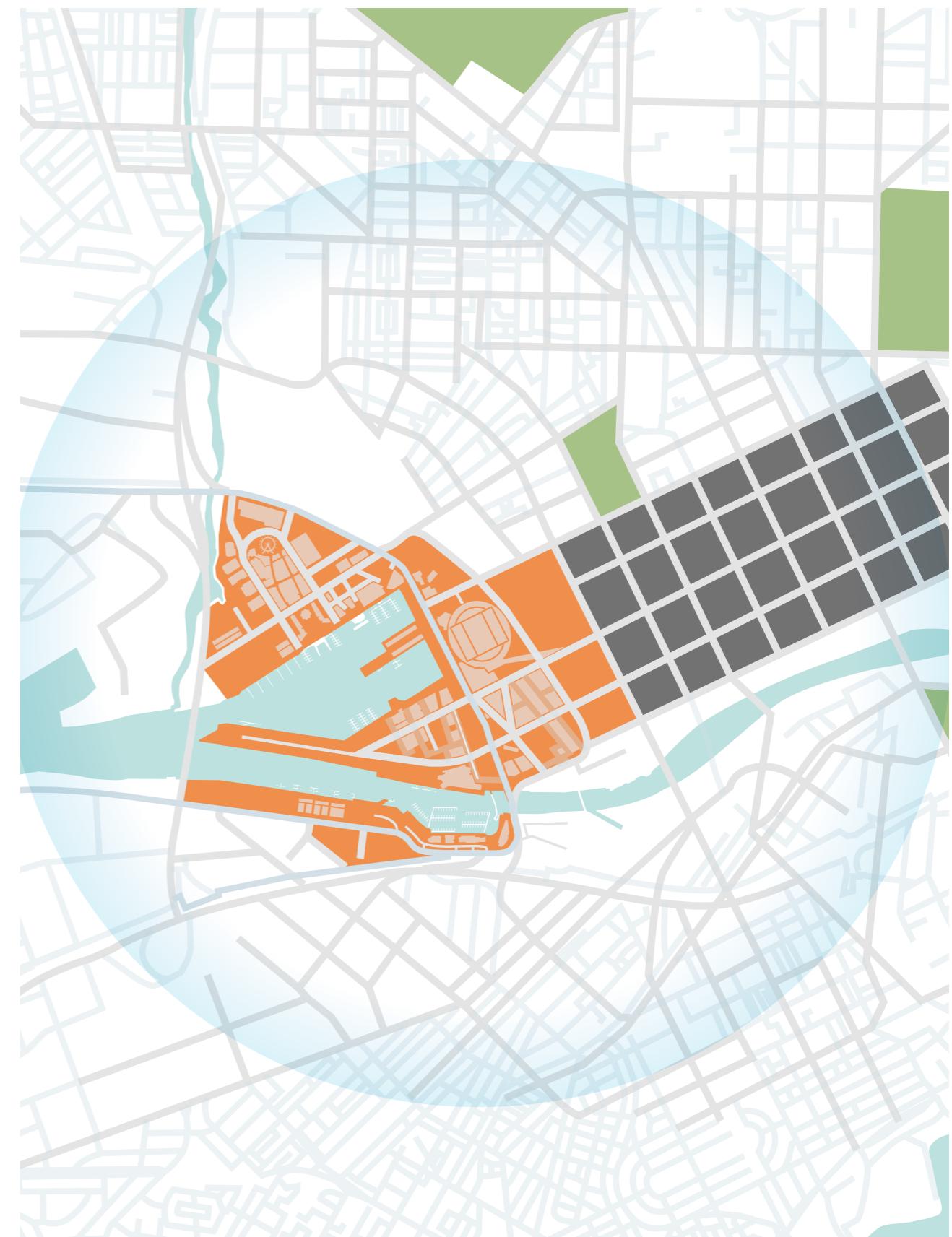


Figure 3: Docklands regional context

AIM OF ACCESS DOCKLANDS

The overarching aim of Access Docklands is to confirm and strengthen Docklands' position as a world class transit oriented development (TOD).

The aim builds on the early vision of Docklands as a demonstration of sustainable urban development, which paved the way for very significant investment in transport infrastructure early in the life of the project. This included the provision of new tram services into NewQuay and Victoria Harbour, new road connections into the CBD via Collins Street, Latrobe Street and Bourke Street, and the creation of a new waterfront civic spine along Harbour Esplanade. In total, by 1993 approximately \$250 million had been invested into road, public transport and trunk infrastructure to support Docklands' early development.

Today, Docklands benefits from a comprehensive public transport network that is being continually extended and augmented as development progresses (see Figure 4). In the past 5 years alone, a further \$7 million has been invested in public transport improvements to service Docklands' growing population.

Whilst Docklands has experienced some challenges as it has developed over time, the early provision of transport infrastructure to service the precinct remains a model for other urban renewal projects to follow.

Confirming the commitment to TOD means that Access Docklands has a strong emphasis on delivering:

- High quality walking and cycling networks that become people's preferred and logical way of moving around;
- Seamless access to public transport to ensure an attractive and competitive alternative to the car;
- Land use and development policies that reduce vehicle dependence and maximise accessibility to key activity, employment and service nodes;
- Targeted road system enhancements that address congestion hot spots, improve travel times on key routes and utilise existing infrastructure in the most efficient manner possible;
- A diverse range of land uses and choices, including residential, commercial, retail, community and educational development, high quality public open space and a variety of mobility options;
- Net social, environmental and economic savings and benefits to residents, workers and the wider community; and
- Financial returns to investors and government to ensure Docklands continued growth and success.

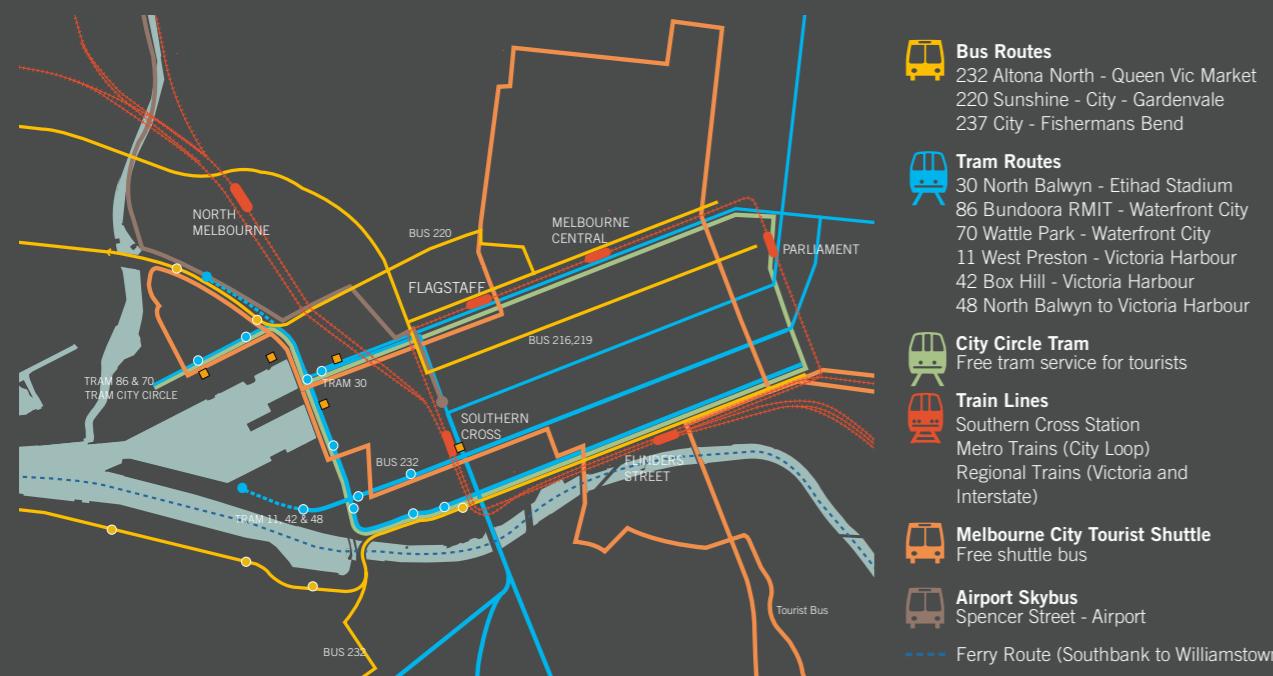


Figure 4: Docklands Public Transport Options. Source: Draft Docklands Public Realm Plan, City of Melbourne, 2012

DEVELOPMENT OF ACCESS DOCKLANDS

Access Docklands has been developed through an extensive research program including consultation, strategic analysis and transport modelling. The research program included:

- Consultation with Docklands residents, workers, businesses, visitors and community stakeholders regarding Docklands access and mobility issues, opportunities and needs;
- Deployment of travel behaviour surveys to more than 19,000 Docklands workers, Docklands residents and over 3,000 Docklands visitors, to understand Docklands travel patterns and likely infrastructure requirements from the perspective of users;
- Preparation of a Docklands Transport Model to quantify future travel demands, including future walking, cycling, public transport and vehicle trips through and within the Docklands precinct;
- Integrated land use and transport planning to identify the highest priority access and mobility initiatives and policy directions required in Docklands and surrounding areas over the next decade and beyond.

This report presents the key findings and recommendations of the Access Docklands study. The report builds on the following background reports, which may be read separately:

- Docklands Precinct Traffic Analysis at Key Intersections, UrbanTrans, January 2011
- Docklands Transport Model Technical Report, UrbanTrans, August 2011
- Docklands Transport Plan Background Report, UrbanTrans, December 2011
- Docklands Travel Time Comparisons, UrbanTrans, 2011

The remaining sections of this report include:

- An overview of the strategic and policy context influencing access and mobility within and around Docklands;
- Presentation of Docklands travel behaviour findings, including surveys results from Docklands residents, workers and visitors;
- Estimates of likely future travel demands at Docklands, including future public transport, vehicle, pedestrian and cycling trips at full precinct build out;
- Discussion of the Docklands transport network, focussing on key challenges and opportunities; and
- Strategic recommendations for access and mobility at Docklands, including infrastructure priorities, policies and programs.

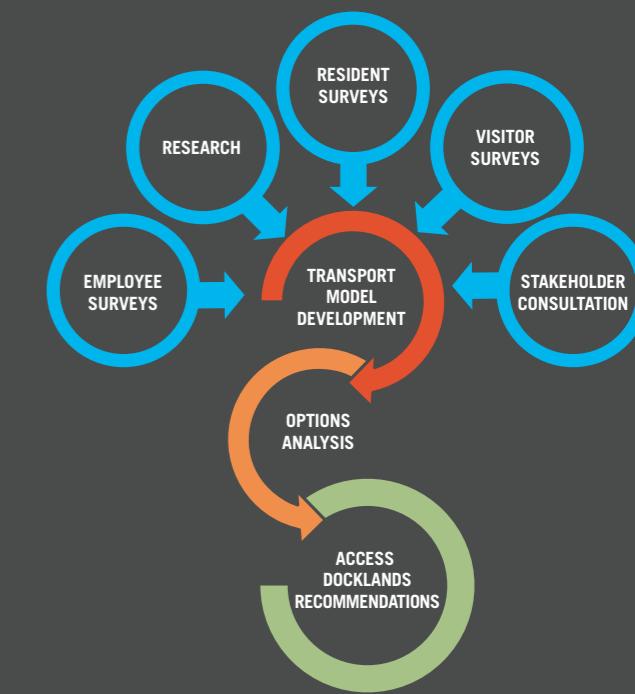


Figure 5: Development of Access Docklands

FROM ONE OF VICTORIA'S FIRST PORTS TO
AN INDUSTRIAL PRECINCT IN THE 1990s,
DOCKLANDS IS BEING TRANSFORMED INTO A
MODERN RESIDENTIAL, COMMERCIAL AND VISITOR
DESTINATION IN THE HEART OF MELBOURNE.



STRATEGIC CONTEXT

From one of Victoria's first ports to an industrial precinct in the 1990s, Docklands is rapidly being transformed into a modern residential, commercial and visitor destination in the heart of Melbourne.

To date, Docklands has attracted more than \$8.5 billion worth of private investment, with the precinct now accommodating some Australia's biggest businesses including the NAB, ANZ, AMP, Myer, Channel 7, Channel 9 and Fairfax. The economic success of the precinct is underscored by the fact that, at project completion, more than \$100 of private sector investment will have been generated for every \$1 of public expenditure at Docklands.

Docklands has grown into a place people embrace to work, live and visit, attracting more than 8,000 residents and 30,000 workers to date.

By 2025, Docklands is expected to become:

- Home to 20,000 people
- Workplace to 60,000
- Destination for millions of visitors annually

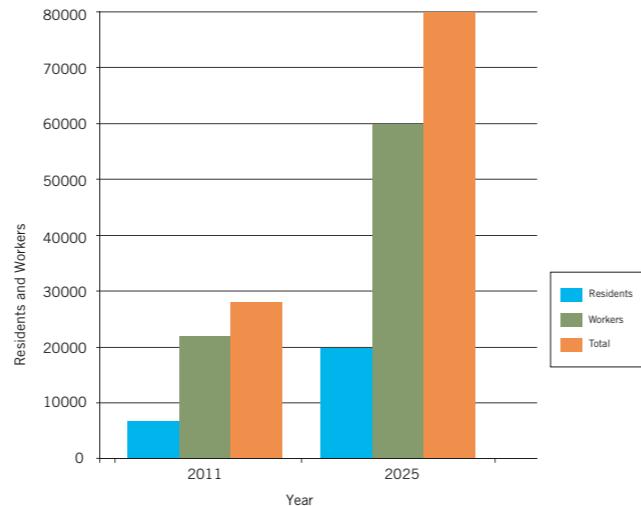


Figure 6: Docklands Resident and Worker Growth, 2011-2025

MELBOURNE'S EMERGING CENTRAL CITY AREA

In line with its role as a nationally significant employment precinct, Docklands has evolved into a westerly extension of Melbourne's Central Business District (CBD). The significance of the precinct as a major residential and employment hub is demonstrated by the fact that, with a site area of 190 hectares, Docklands is the same size as the traditional CBD and has effectively doubled the city's overall footprint.

While Docklands is part of the CBD, the precinct is also located at the centre of a large urban renewal corridor flanking the northern, western and southern parts of the CBD. In this way, Docklands will play a vital 'linking and connecting role' between some of central Melbourne's most significant urban growth areas. These include:

- To the north, potential urban renewal areas at E-gate, Arden – Macaulay and along the Dynon corridor
- To the north-east, the City North area, including the biomedical research and university precincts
- To the southeast, Southbank
- To the south, potential urban renewal areas at Fishermans Bend and South Melbourne
- To the west, the Dynon Road urban growth corridor to Footscray.

Ultimately, these urban renewal areas could accommodate up to 400,000 new residents and workers (see table and figure right) in an arc of central city growth around Melbourne CBD.

Area	New Residents	New Workers
Docklands	10,500	18,000
Fishermans Bend	70,000	15,000
Southbank	80,000	15,000
CBD	20,000	120,000
E-Gate	11,500	6,000
City North	10,000	8,000
Arden-Macaulay	18,000	20,000
Total	220,000	202,000

Figure 7: Potential central city growth, 2012-2040+. Source: Precinct Structure Plans and preliminary project estimates.

GATEWAY TO THE WEST

Looking beyond the central city area, Docklands forms part of a strategically significant urban corridor extending 6 kilometres west of Melbourne CBD to include the Port of Melbourne (including Webb Dock), E-gate, Footscray and land on either side of Dynon Road that is currently used for freight purposes.

This corridor represents a major gateway to Melbourne's west where a number of important land use and transport influences converge. These include:

- Port of Melbourne operations
- Port related freight and logistics activity
- The central city growth and activity aspirations noted above; and
- Major existing and planned transport links to connect Melbourne's east and west.

Each of these influences is vital to Melbourne's continued growth and prosperity. However, at times they have competing needs which must be appropriately balanced, including:

- Growth of the Port and freight movements to underpin Victoria's long term prosperity;
- Growth of Melbourne's productivity and knowledge economy through well integrated, central city employment and residential development; and
- The need for transport infrastructure to bring people and jobs closer together, connect the east and west and provide high quality development address.

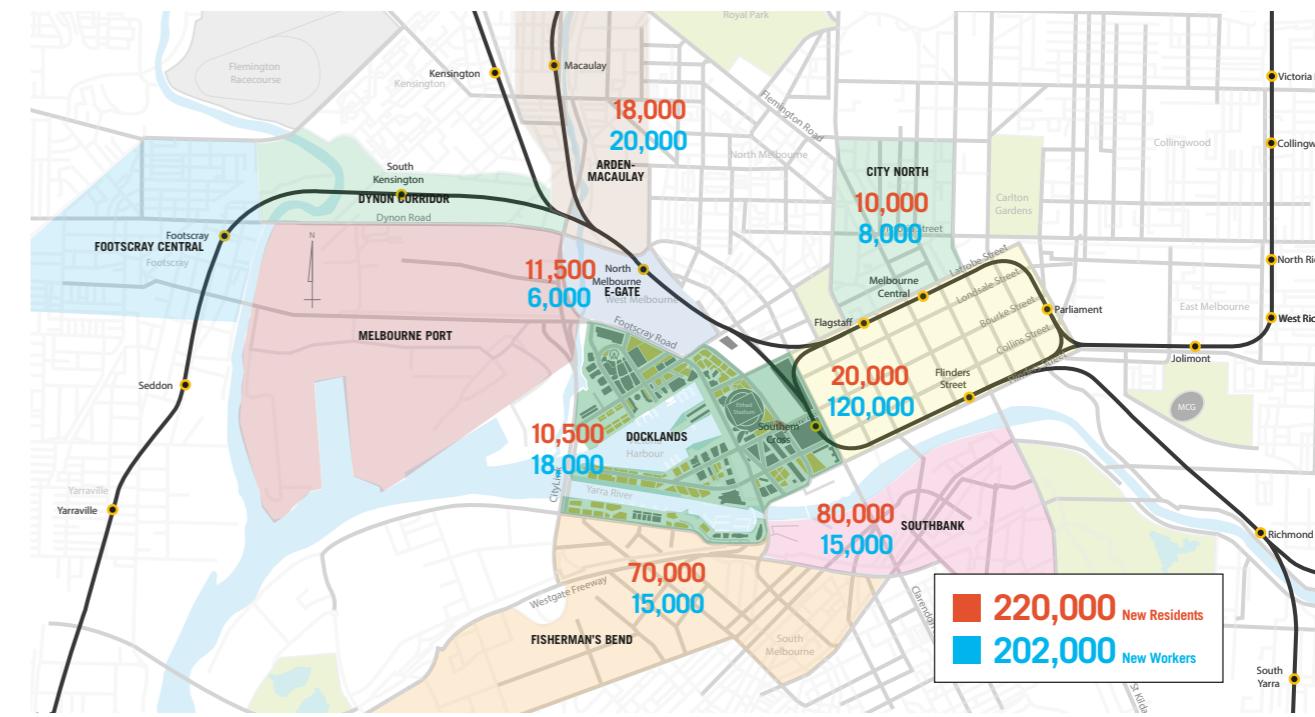


Figure 8: Potential central city growth, 2012-2040+. Source: Precinct Structure Plans and preliminary project estimates.

THE NEED FOR INFRASTRUCTURE

Melbourne's population and economic growth aspirations demand significant investment in new services and infrastructure – particularly transport infrastructure. The need for investment will be particularly acute in the west, where growth is rapid and where infrastructure delivery has traditionally lagged behind demand.

In recent years, a number of regionally significant transport projects have been proposed to address the access and mobility challenges and opportunities confronting metropolitan Melbourne. From a Docklands and inner west perspective, the most important of these include:

- **Additional east-west linkages** through inner urban Melbourne, principally to supplement the West Gate Freeway and relieve pressure on the West Gate Bridge;
- The potential for a **high speed underground rail line** linking Melbourne's inner west and eastern suburbs (Melbourne Metro), to facilitate higher frequency services on most rail lines and address Victoria's growing public transport demands;

- The delivery of the **Regional Rail Link** to separate suburban trains from regional trains servicing Geelong, Ballarat and Bendigo, to increase service capacity and reliability; and
- Various options to **remove freight traffic from suburban streets** in the inner west and metropolitan Melbourne more generally.

For Docklands specifically, it is critical that regional transport projects look to relieve traffic pressure on the Wurundjeri Way corridor, by maintaining the corridor as a central city distributor servicing Docklands, the CBD and E-gate, rather than as regional arterial with significant volumes of through traffic or freight traffic.

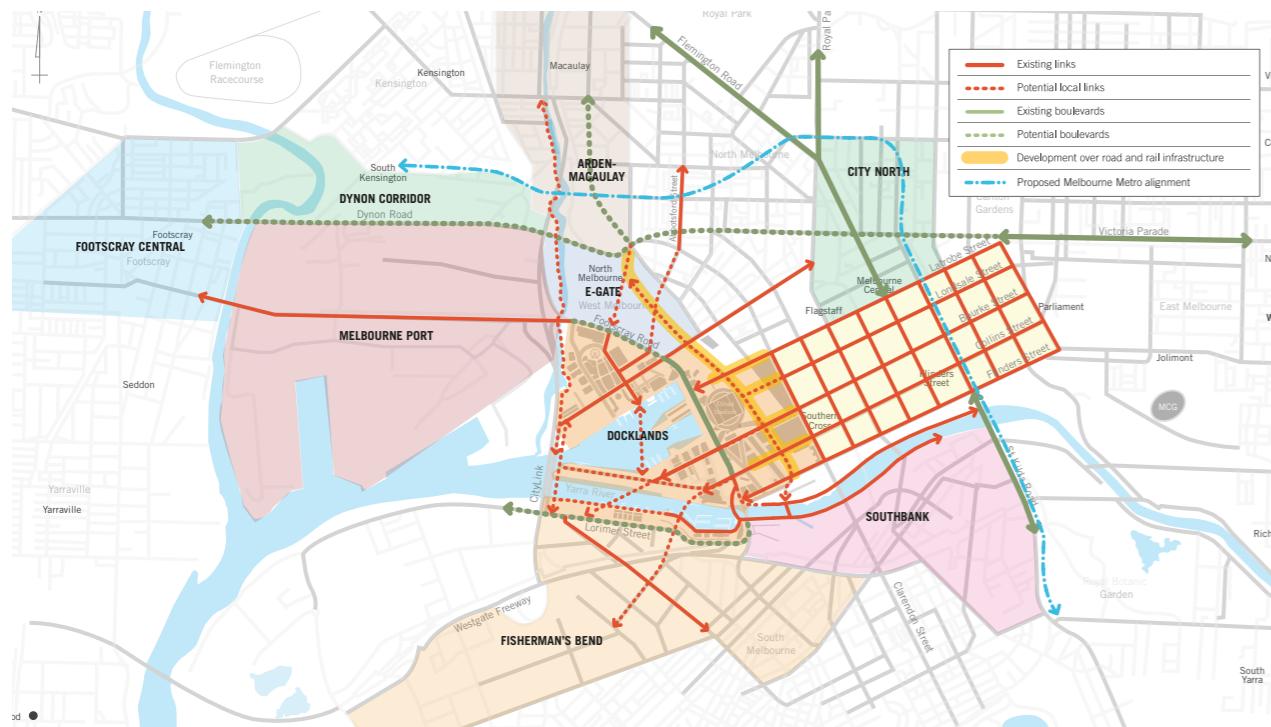


Figure 9: Central City Strategic Linkages

SUPPORTING POLICIES AND STRATEGIES

The delivery and management of Docklands public spaces and infrastructure is carried out through a partnership between private sector developers and four agencies: Places Victoria, the City of Melbourne, Parks Victoria and the Department of Planning and Community Development.

Transport and land use planning and development within and around Docklands is guided by the policies and strategies of these agencies. Importantly, a number of new strategies and policies have recently been developed to help guide the future development at Docklands.

These include:

- Melbourne, Let's Talk About The Future – Discussion Paper for the Metropolitan Planning Strategy, Ministerial Advisory Committee, 2012
- The City of Municipal Strategic Statement (MSS), City of Melbourne, 2011
- City of Melbourne Transport Strategy Update 2011, City of Melbourne 2011
- Places for People Study, Places Victoria and the City of Melbourne, 2010
- Docklands Public Realm Plan, Places Victoria and the City of Melbourne, 2012
- Docklands Community and Place Plan, Places Victoria and the City of Melbourne
- Masterplans, Structure Plans and Development plans for various Docklands precincts and surrounding areas.

Of particular importance to this study is the City of Melbourne Transport Strategy Update 2011, which defines transport directions and policy targets for the City of Melbourne. The key directions identified in the Transport Strategy Update are:

- Go anywhere, anytime public transport for inner Melbourne
- Support public transport, walking and cycling as the dominant modes of transport in inner Melbourne
- Develop high-mobility pedestrian and public transport streets in the central city
- Make Melbourne a true cycling city; and
- Foster innovative low-impact freight and delivery in central Melbourne.

Access Docklands builds on the directions identified in the City of Melbourne Transport Strategy Update to provide detailed access and mobility actions and recommendations for the Docklands precinct.

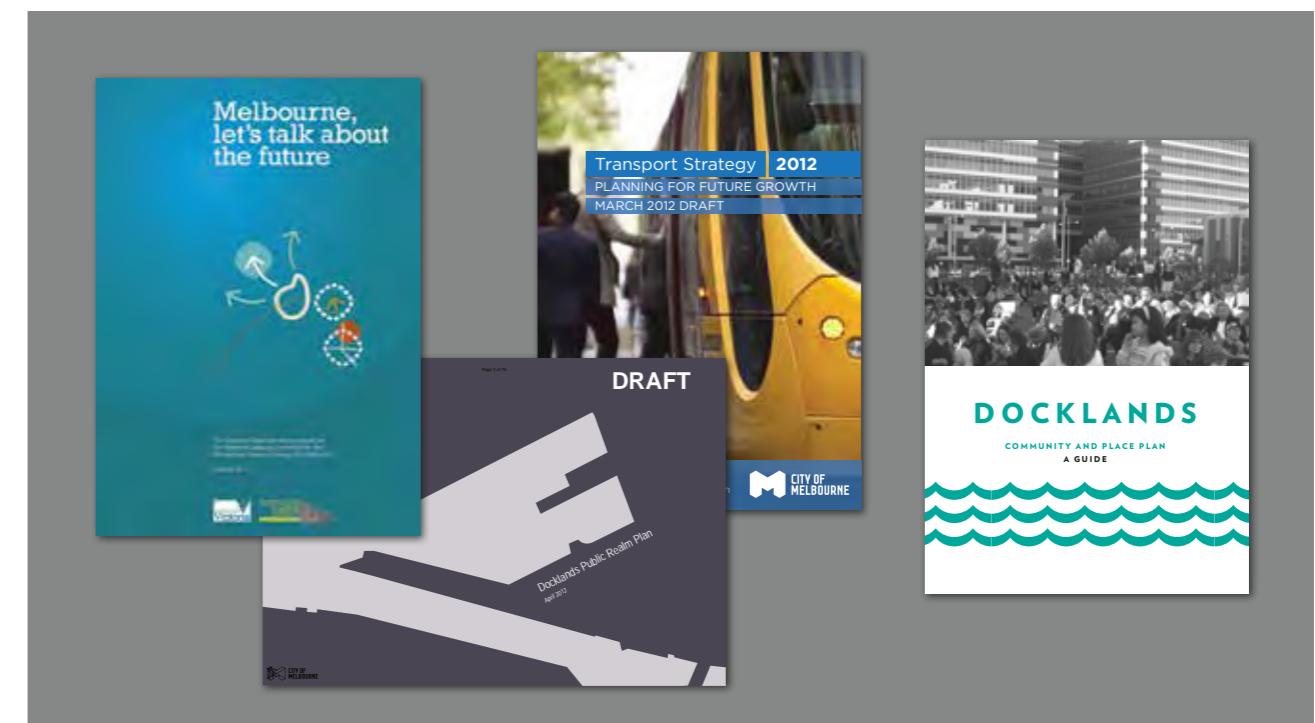


Figure 10: Supporting Docklands strategies

The background image shows a wide-angle sunset over a city skyline, likely Melbourne, Australia. The sky is filled with warm orange and yellow hues, with scattered clouds. The city's numerous skyscrapers are illuminated, their lights reflected in the calm water in the foreground. The overall atmosphere is vibrant and scenic.

**IN LINE WITH ITS ROLE AS A NATIONALLY
SIGNIFICANT EMPLOYMENT PRECINCT,
DOCKLANDS HAS ATTRACTED MORE THAN
40 MAJOR CORPORATIONS TO THE AREA,
BRINGING WITH THEM MORE THAN
30,000 WORKERS DAILY.**

DOCKLANDS TRAVEL PATTERNS

In July and August 2011, travel behaviour surveys were issued to more than 19,000 Docklands workers, 6,500 residents, 2,500 football spectators and 900 visitors in Docklands, representing one of the largest transport surveys to be ever undertaken in Melbourne.

The travel behaviour surveys were designed to help understand travelling habits to and from Docklands and to inform forecasts of future transport demands at key stages of Docklands development.

Based on the survey results, residents and workers in Docklands exhibit highly sustainable travel behaviour patterns, characterised by high levels of walking, cycling and public transport use, and low levels of car dependency. Visitors, on the other hand, rely heavily on the car as the preferred mode of travel to Docklands.

Key findings of the travel pattern analysis are highlighted in the following sections. More detailed data is provided in the background report – Docklands Transport Model Technical Report.

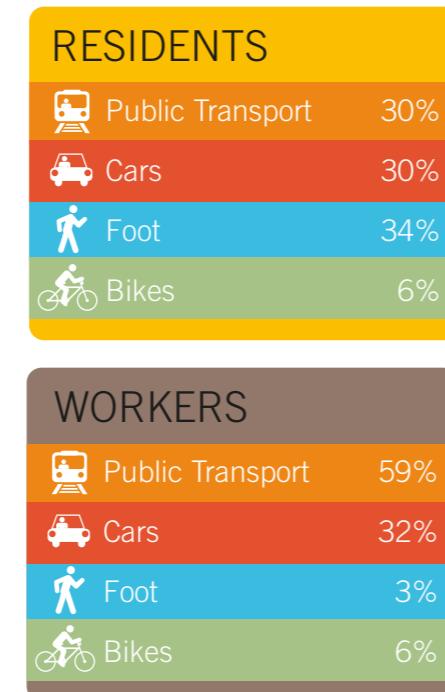


Figure 11: Docklands Travel Mode Split, 2011

RESIDENT TRAVEL PATTERNS

TRAVEL MODE SPLIT

Docklands residents use sustainable transport (including public transport, cycling or walking) nearly three times more than the average person in wider metropolitan Melbourne (VISTA 2007).

- 34% of residents walk to work – ten times more than the metropolitan average of 3% .
- 70% of residents use sustainable transport modes to travel to work – compared with 25% for metropolitan Melbourne and 59% for inner Melbourne.
- 30% of residents travel by car to work – compared with 75% for metropolitan Melbourne and 41% in inner Melbourne.

TRAVEL PATTERNS

- Most Docklands residents leave home in the morning and return home in the evening, for the purpose of going to work.
- Over 70% of residents leave home between 8 and 9 am. Of these, nearly all (82%) left home to go to work.
- Over 60% of residents return home between 5 and 6pm. Of these, nearly all (85%) returned home after work.
- 9% of Docklands residents work in Docklands
- 43% work in the CBD
- More than 40% work in destinations that are beyond the CBD, Southbank and Docklands.
- 30% of Docklands residents use the car for their journey to work. This demonstrates that even for longer distance trips, many Docklands residents are willing to use sustainable transport modes.

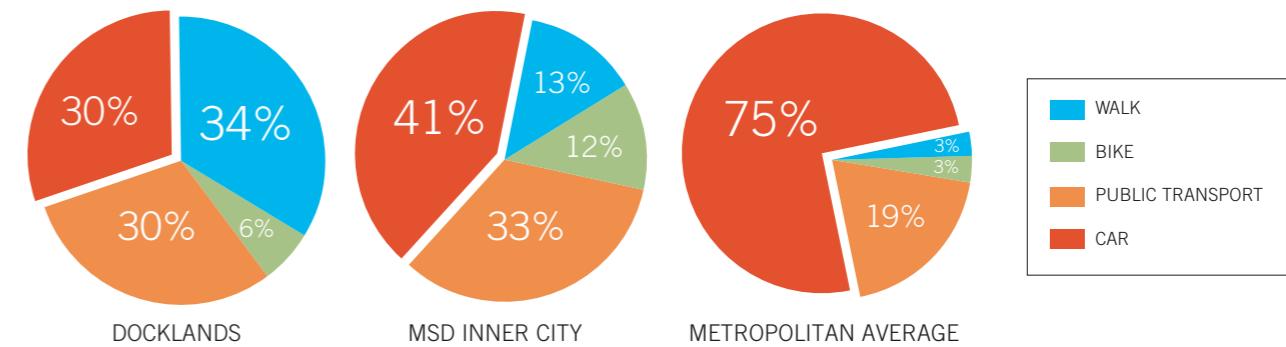


Figure 12: Docklands Resident Travel Mode Split 2011

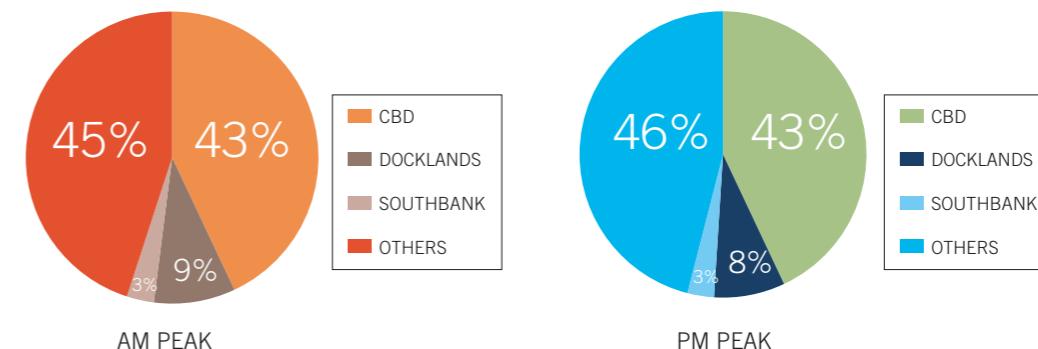


Figure 13: Docklands Resident Origins and Destinations

WORKER TRAVEL PATTERNS

TRAVEL MODE SPLIT

In comparing Docklands workers to their inner city counterparts (Melbourne, Port Phillip, Yarra and Stonnington, Vista 2007 / Census 2006):

- 59% of Docklands workers travel to work by public transport – compared with 33% across the inner four municipalities, and 62% of CBD workers
- 67% of Docklands workers use sustainable transport modes to travel to work – compared with 58% across the inner four municipalities and 72% of CBD workers
- 32% of Docklands workers travel to work by car – compared with 42% across the inner four municipalities and 27% of CBD workers.

TRAVEL PATTERNS

The peak hour travel periods in Docklands are highly concentrated and unusually short, representing an opportunity to relieve congestion by spreading demand over longer AM and PM time periods through workplace policy and travel behaviour initiatives:

- 58% of employees arrive within the AM peak hour (8-9am)
- 49% of employees depart work within the PM peak hour (5-6pm)
- During the day, the majority of Docklands workers travel to the retail heart of the CBD, presenting an opportunity to improve retail services within the Docklands precinct (see Figure 16).

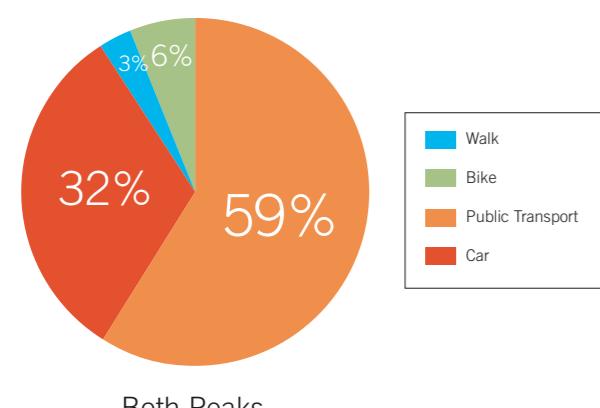


Figure 14: Worker Travel Mode Split 2011

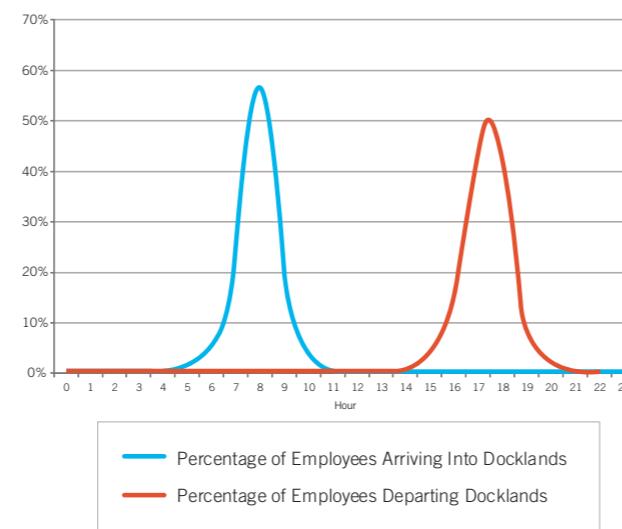


Figure 15: Worker Peak Travel Periods 2011



Figure 16: Docklands Worker Travel Destinations, daytime lunch hours 2011

VISITOR TRAVEL PATTERNS

Visitor travel patterns have been assessed in Waterfront City, Harbour Town, NewQuay and the retail sections of Victoria Harbour. The analysis reveals that most after hours and weekend visitors to the retail and entertainment areas in Docklands rely on access by private car (between 60 and 80%). In contrast, business hours weekday users of these same areas appear to be local workers and residents as car usage is only 8%.

Spectator travel patterns for three successive AFL games at Etihad stadium were also assessed. Irrespective of the teams playing, an overwhelming majority of spectators arrived at the stadium from the areas to the north and west of central Melbourne. This highlights the potential to capitalise on the presence of North Melbourne station immediately north of Docklands as a supplementary point of departure and arrival for many spectators and visitors.

Day of the week	Number of visitors surveyed	Mode Share			Docklands Origin
		Car	Public Transport	Walk	
Friday (5-8pm)	290	78%	14%	8%	20%
Saturday (2-6pm)	280	65%	20%	15%	15%
Tuesday (11am-3pm)	350	8%	10%	82%	87%

Figure 17: Visitor Survey Results

TRANSPORT USER NEEDS

Participants in the Docklands transport survey were asked to rank the relative importance of potential improvements to the transport network. The results of the analysis are presented in the graph below.

Key findings include:

- Nearly 100% of respondents nominated enhanced tram services as a high or very high priority transport need for Docklands;
- More car and bike share stations were considered a relatively low priority.

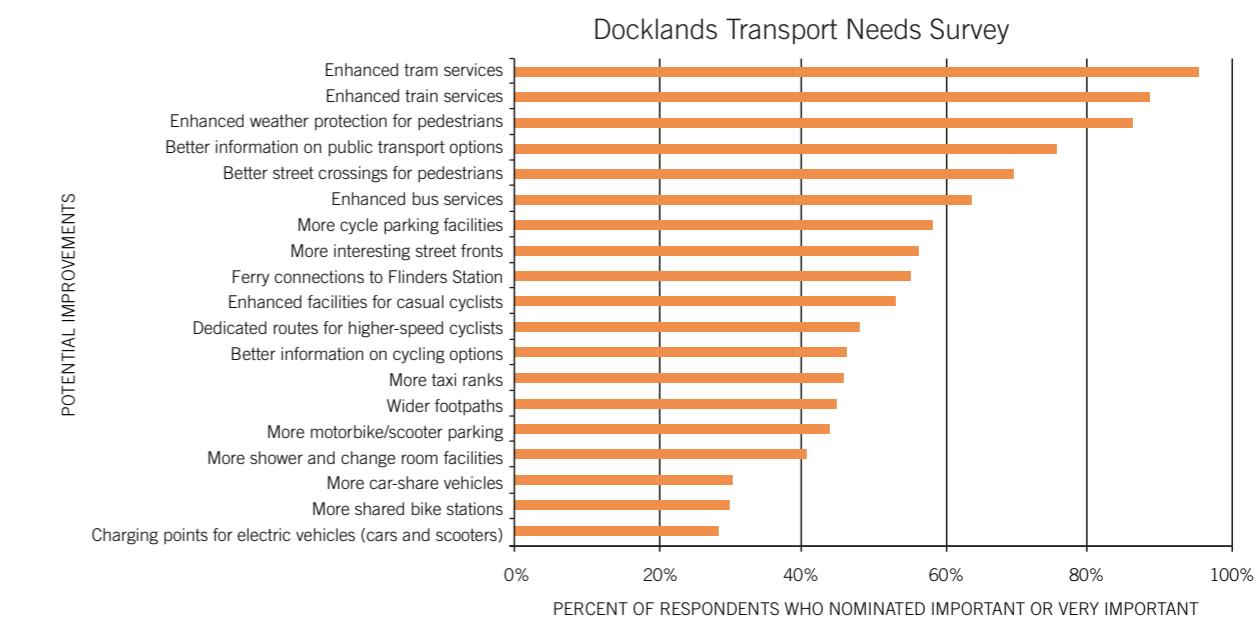


Figure 18: Docklands Transport Needs Survey

FUTURE TRAVEL DEMANDS

A multi-modal transport model has been developed for Docklands, as a highly detailed representation of the transport system with the ability to analyse current and future travel behaviour and demands in the precinct.

The model's ability to forecast likely future travel demands, particularly in the critical morning and evening peak periods, has been made possible by the detailed travel behaviour information collected through the survey of Docklands residents, workers and visitors.

The transport model takes into account existing and future development and infrastructure proposals in and around Docklands, to provide traffic predictions and forecasts of all modes of transport, including walking, cycling, public transport and vehicles.

The impact of increasing travel demands is best understood by considering worker trips during the AM peak period, as this is usually when demands on the transport system are at their highest.

The baseline forecasts assembled for Docklands assume that the precinct is built-out by 2025 and that today's commendable travel behaviours continue. Alternative scenarios have also been modelled, which consider the impact of changes in travel behaviour over time, particularly reductions in vehicle use and increases in public transport, walking and cycling trips. These are presented on page 38 of this report.

Assuming that Docklands workers continue to behave in the same manner as their 2011 counterparts, the overall number of trips into Docklands is likely to more than double – from around 11,500 trips to over 25,000 trips per hour in the AM peak.

The significance of this increase in AM peak hour trips can be summarised as follows:

- AM Car trips into Docklands are likely to increase by around 4,500 per hour. This represents car carrying capacity equivalent to around four additional arterial traffic lanes (not at a single location but as a combined demand spread across all the various access roads); and
- AM public transport trips into Docklands are likely to increase by around 8,000 per hour, of which around 80% will be by train and 20% by tram. This represents passenger carrying capacity equivalent to around seven additional trams per hour (spread across all tram routes leading into Docklands) and seven additional trains per hour (spread across all train lines arriving at Southern Cross Station and North Melbourne Station)
- 3,800 Docklands workers alight at Southern Cross Station in AM peak and travel down the Bourke Street overpass or Collins Street to employment areas in Docklands. In 2021, more than 8,100 workers will make this trip
- Accommodating these demands will require significant capacity upgrades to tram and light rail infrastructure in particular.

	2011 AM Peak Employment Inbound Trips	2021 AM Peak Employment Inbound Trips	Percentage increase, 2011-2021
Inbound – Car	3578	8117	126%
Inbound – Tram	1156	2526	118%
Inbound – Train	5643	12078	114%
Inbound – Bus	134	291	117%
Inbound – Pedestrian	243	532	118%
Inbound – Bike	645	1266	96%
Inbound – Other	123	274	122%
Total	11521	25084	117%

Figure 19: Docklands Travel Demands, 2011-2021, Current Mode Split. Source: Docklands Transport Model, 2011.

CAR TRIPS – DISTRIBUTION AND VOLUME

Increases in car trips are anticipated to be distributed among the main entry roads as shown in the image below.

The road carrying capacity associated with the increased car trips is equivalent to between one to two additional traffic lanes on key routes such as Footscray Road, Dudley Street and Jim Stynes Bridge, which may need to carry as much as 1,200, 700 and 1,500 car trips per hour towards Docklands in the AM peak, respectively.

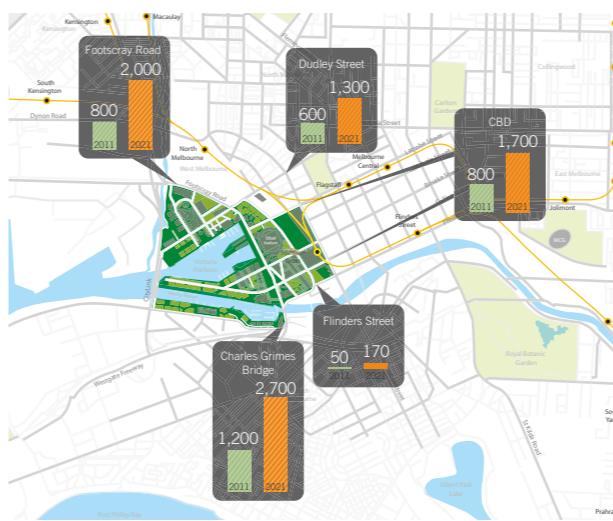


Figure 20: Vehicle Trip Distribution and Volume – 2011-2021. Source: Docklands Transport Model, 2011.

PUBLIC TRANSPORT TRIPS – DISTRIBUTION AND VOLUME

The anticipated increases in public transport trips are mainly reflected (over 80%) in increased train trips bound for Docklands in the AM peak. They are represented in the image below. The total is substantial – equivalent to around seven extra full train loads per hour – two of which would travel via North Melbourne Station (from train lines to the north and west) and five of which would arrive at Southern Cross Station from train lines to the south and east.



Figure 21: Public Transport Trip Distribution and Volume – 2011-2021. Source: Docklands Transport Model, 2011.

INNER WEST TRAVEL DEMANDS

In addition to growth in Docklands, significant urban renewal is expected in nearby precincts such as Fishermans Bend and E-gate – which will add further demand to inner city roads and public transport services.

The potential number of train trips generated by residential and commercial development in both E-gate and Fishermans Bend, by 2021, is equivalent to 12/13 extra peak hour trains (four to five trains servicing E-gate and seven to eight trains servicing Fishermans Bend). These represent significant demands in addition to the potential demand for an additional seven trains per hour identified for Docklands by 2021.

The extent to which these additional train services would be required, and on what lines, depends on where metropolitan population growth will occur and whether future workers may actually reside close or within the urban renewal areas they will work in (thus largely avoiding the need for car and train travel to work).

- Potentially, 5,000-6,000 trips (each way) could be attracted to a tram service from Collins Street to new development areas in Fishermans Bend
- Peak period pedestrian demand across Footscray Road between E-gate and Docklands could reach 10,000 pedestrians per hour

	Total train trips	Total train trips via North Melbourne	Total train trips via Southern Cross/Flinders Street
AM Peak	E-gate Inbound	4,399	1,273
	Fishermans Bend Inbound	7,718	2,233
	E-gate Outbound	1,087	324
	Fishermans Bend Outbound	2,767	854
PM Peak	E-gate Inbound	970	242
	Fishermans Bend Inbound	2,641	1,015
	E-gate Outbound	4,339	1,250
	Fishermans Bend Outbound	7,613	2,193

Figure 22: Potential E-gate and Fishermans Bend travel demands at full build out. Source: Docklands Transport Model, 2011.

DOCKLANDS TRAVEL TARGETS

The 2011 City of Melbourne Transport Strategy Update establishes a policy target of 90% of all CBD commuter trips to be via sustainable transport modes in 2025.

Sustainable transport modes are generally defined as walking, cycling and public transport. As an integral part of the expanded CBD, Docklands must also aim for this goal as a long-term aspiration or 'stretch' target.

Ultimately, if a 90% sustainable mode split for the Journey to Work (JTW) is achieved in Docklands by 2025, the total volume of incoming car trips in the morning peak would be reduced by approximately 1,000 relative to current levels, despite substantial growth in resident and worker population. If a more conservative 80% sustainable mode split is reached, incoming vehicle trips would remain equivalent to 2011 levels.

MODELLING HAS BEEN CARRIED OUT ON THE FOLLOWING MODE SPLIT TARGETS FOR DOCKLANDS:

Stretch target:

- By 2025, 90% of all Docklands commuter trips to be via sustainable transport modes

Achieving the stretch target of 90% and/or policy goal of 80% will require the delivery of world's best practice sustainable transport infrastructure and behaviour change programs at Docklands. In particular, if vehicle trips are to be reduced, public transport networks will have to cater for substantial increases in demand over and above the baseline forecasts.

Policy goal:

- By 2025, 80% of all Docklands commuter trips to be via sustainable transport modes

The impact of different model split outcomes on transport network demands are presented in the graph below. As shown, significant increases in demand on the tram and train network will need to be met through appropriate investment and capacity increases.

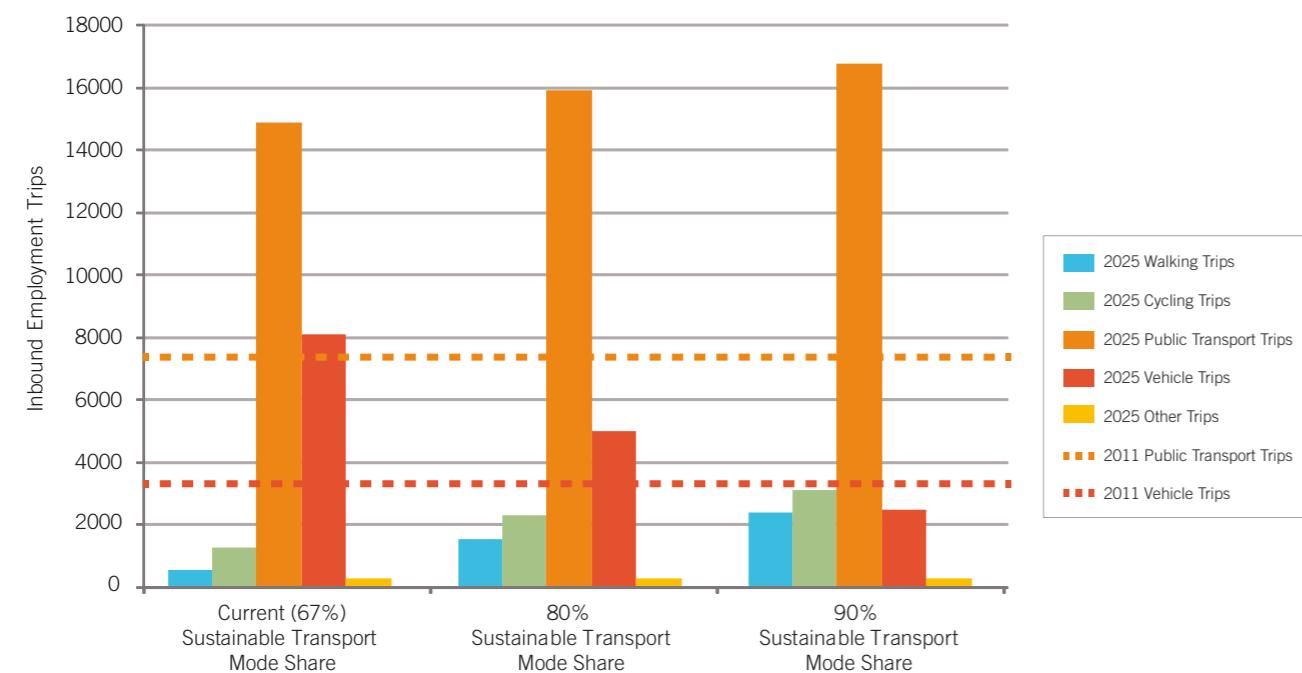
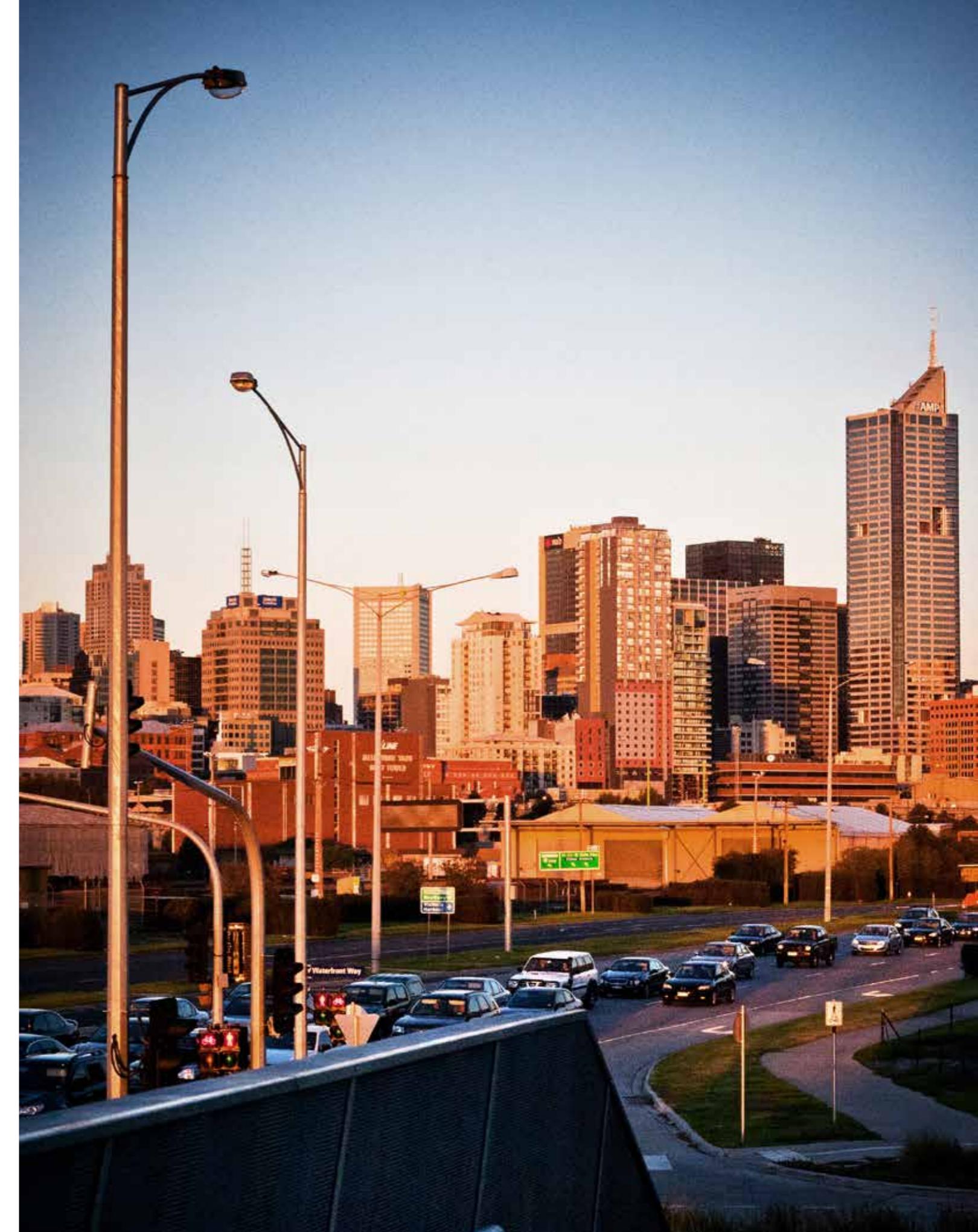


Figure 23: Docklands Mode Split scenarios 2025



An aerial night photograph of the Docklands Central Business District in Melbourne, Australia. The image captures a dense cluster of modern skyscrapers and office buildings illuminated against the dark sky. A prominent feature is the Eureka Tower, its spire reaching towards the clouds. Below, a complex network of elevated roads and highways is visible, with streaks of light from moving vehicles creating dynamic lines across the frame. The surrounding urban environment includes smaller residential and commercial structures, all bathed in the warm glow of streetlights and building facades.

**ACCESS DOCKLANDS FOCUSES ON FOUR
STRATEGIC OBJECTIVES CONSIDERED VITAL
TO THE ONGOING SUCCESS OF DOCKLANDS
AS AN INTEGRATED, ACCESSIBLE AND
VIBRANT CBD PRECINCT LOCATED ON
MELBOURNE'S WATERFRONT.**

MAIN CHALLENGES AND OPPORTUNITIES

During the first decade of development, Docklands benefitted from very low levels of peak hour demands on the transport network. Significant road, public transport, walking and cycling infrastructure was delivered ahead of demand, meaning that users enjoyed relatively unconstrained access to the precinct. Even today, AM and PM peak hour travel times into and out of Docklands are better than for comparable routes in the traditional CBD.¹

As development in Docklands continues, the precinct is growing into a westerly extension of the Melbourne CBD. Some peak hour congestion on both the road and public transport network is therefore to be expected, as it is in the remainder of the CBD and other major employment precincts around the world.

The main challenge in Docklands is similar to that of most developing cities – to manage significant growth in transport demand without major increases in road capacity.

However, the task for Docklands is made more complex by the fact that access to Docklands is unusually constrained by the water, port land, regional rail infrastructure and congestion on the surrounding arterial network.

Against these challenges, Docklands remains only 50% developed, providing the ideal context to deliver public realm, infrastructure and buildings that reduce vehicle dependence and position Docklands as an exemplar transit oriented development.

The main challenges and opportunities for access and mobility at Docklands are summarised in the table below.

MAIN CHALLENGES

- Forecast growth in resident and worker populations in and around Docklands will place significant demands on transport infrastructure networks.** Early investment in public transport, walking and cycling infrastructure and programs is required to accommodate demand, facilitate the early adoption of sustainable travel behaviours and reduce vehicle dependence. This is particularly important in the context of constrained road capacity in Docklands and the central city area.
- Wurundjeri Way is the primary local access road for Docklands, yet it is also a major east-west arterial route carrying significant volumes of through traffic.** Peak hour traffic congestion at the major Wurundjeri Way intersections (Dudley Street / Footscray Road and Montague Street / Jim Stynes Bridge / Westgate Fwy) constrains vehicle access into and out of Docklands and the southern parts of the central city.
- Walking, cycling and public transport connections between Docklands and areas to the north, south and west are poor.** This constrains access to Docklands and, therefore, activation of the precinct.
- Rail infrastructure, arterial roads and the stadium represent barriers to movement between Docklands and surrounding areas.** These need to be permeated to enhance precinct connectivity and activation.

- The Docklands local road network has limited through connections, as much of the precinct is bound by water, Port of Melbourne land uses, rail infrastructure and arterial roads.** The local road network is predominantly a cul-de-sac, making traffic management more complex.
- Conditions in Docklands can be unfavourable for sustainable travel, with public transport services at capacity in peak periods, sometimes poor climatic conditions and streetscapes that can lack human comfort.** The quality of the travel experience between Southern Cross Station and the major employment areas at Victoria Harbour should be addressed as a priority.
- The Bourke Street pedestrian overpass is a poor gateway to Docklands.** This is due largely to confusing level changes, lack of shelter, poor signage and wayfinding, inadequate cycling infrastructure and inactive streetscapes.
- Wayfinding at Docklands can be confusing, with a need to better emphasise and promote major gateways, landmarks, destinations and pathways through appropriate urban design and signage.**

Major barriers to movement



Figure 24: Accessibility to Docklands is constrained by the Yarra River, Victoria Harbour, the stadium and major road and rail corridors. Docklands is about the same size as the Hoddle Grid, with significant walking distances between key destinations.

A sample of walking distances



MAIN OPPORTUNITIES

- Docklands remains only 50% developed, providing the ideal context to deliver public realm, infrastructure and buildings that reduce vehicle dependence and position Docklands as an exemplar sustainable transport precinct.
- Docklands has a spatially defined, closely connected corporate and residential community. There is an opportunity for the local community and government agencies to pool resources and work collaboratively to define and deliver innovative travel programs and transport initiatives.
- Docklands is challenged by a perception and expectation that it is one neighbourhood and therefore should be easily traversed by foot, yet the area of Docklands is about the same size as the Hoddle grid. **The significant walking distances in Docklands can be exacerbated by large staircases, a lack of shelter, passive ground floor uses and lack of interesting street life.**
- The travel behaviours of Docklands workers and residents are extremely commendable. **Docklands residents exhibit the most sustainable travel behaviours in the inner Melbourne area**, whilst Docklands workers exhibit travel behaviours similar to their CBD counterparts. There is an opportunity to consolidate and promote this strength.
- Docklands is strategically located at the centre of a large urban growth and renewal corridor flanking the northern, western and southern parts of the CBD.** Residential and employment growth in and around these areas has the potential to dramatically activate Docklands, enhance the vitality of the precinct and contribute to the Victorian economy.
- With the ongoing re-development of areas to the north, south and west of Docklands, there is a 'once off' opportunity to secure important walking, cycling and public transport connections that physically, socially and economically integrate Melbourne's emerging central city landscape.
- There is potential to build a finer grain grid structure in Docklands and better connect area by building over major road and rail infrastructure, introducing connections over the water and requiring public access through large block developments. Whilst the east-west elements of the traditional CBD grid already extend into Docklands, new connections will focus on extending the north-south elements.
- The Docklands waterfront provides a new public realm experience for Melbourne and helps to define Docklands as a place. The waterside promenades provide walking, jogging and cycling routes that extend for long distances without having to cross vehicular traffic routes, including a potential 2.5km circuit around Victoria Harbour. They provide a foundation for a pedestrian and cycle-friendly environment, as well as recreational opportunities that are rare elsewhere in the central city.
- Train services to Southern Cross Station support commuter and recreation demands at Docklands, including demands during events at Etihad stadium. The train provides convenient transport to the east end of Docklands with tram services and shuttle buses connecting people to the north and west. **North Melbourne train station is physically close to Docklands** and there is the potential to better link the precinct with this station through the development of E-gate.
- Tram services at Docklands provide a choice of routes and a high frequency timetable, including strong connections back into the central city.
- As the central city expands, there is an opportunity to extend Melbourne's iconic street amenity and boulevard character into new urban areas, particularly in the inner west.

¹Docklands Travel Time Comparisons, UrbanTrans, 2011

VISION AND OBJECTIVES

Access Docklands presents four strategic objectives to guide the completion of Docklands as an exemplar transit oriented development. The strategic objectives respond to Docklands' access and mobility requirements at a precinct scale, as well as considering the vital role and function of the precinct within a broader central city and metropolitan context.

Importantly, the strategic objectives will help to deliver the broader shared vision for Docklands:

In 2020, Melbourne Docklands will be an integral part of a creative, well connected 21st century city. It will continue to be a key driver of Melbourne's economy and offer a unique urban waterfront which reflects Melbourne's elegance, diversity and culture.

The remaining sections of Access Docklands present the key objectives and recommendations for access and mobility in and around the Docklands precinct, focussing on:

- Walking and cycling
- Public transport
- Roads; and
- Policies and programs.

The analysis includes:

- Definition of principles to guide the development of each transport mode
- Definition of high priority actions over the short, medium and longer term; and
- Definition of key success factors, which represent significant opportunities for Melbourne to develop innovative responses which add value to the city's livability and uniqueness.

Implementation is discussed in the last section of the report.

THE STRATEGIC OBJECTIVES OF ACCESS DOCKLANDS ARE:

Enhance Accessibility and Activation

Further activate Docklands and integrate the precinct with key surrounding areas and major transport hubs, including the CBD, North Melbourne, Port Melbourne, South Melbourne and major surrounding urban renewal precincts such as E-gate and Fishermans Bend.



Create a Place for People

Improve the travel experience in Docklands, particularly through active and interesting pedestrian routes, better signage and wayfinding systems and enhanced comfort and protection along key movement corridors.

Enhance Mobility and Circulation

Improve key walking, cycling and public transport routes within the Docklands precinct, address gaps and conflicts in infrastructure provision and develop a finer grain grid structure.

Foster Sustainable Travel

Bring key corporate, community and government stakeholders together to participate in delivery of behaviour change programs and pilot projects which strengthen Docklands' position as a world best practice transit oriented development.

Figure 25: Access Docklands Strategic Objectives

STRATEGIC APPROACH

OPTIONS ANALYSIS

A long-list of potential initiatives to achieve the objectives of Access Docklands have been assembled and assessed by the agencies involved in the development of Access Docklands. This includes initiatives to:

- **Reduce demands** on transport networks, e.g. through improved land use policy and travel programs;
- **Improve the efficiency** and productivity of the transport network, e.g. through better management of existing assets; and
- **Increase the supply** of transport infrastructure, e.g. through additional road space and public transport services.

The criteria used for prioritising the proposed actions are as follows:

Value for money

Government and the community would see the initiative as representing good value for money.

Feasibility of implementation

The initiative would be technically feasible to implement.

Community priority

The initiative would be seen as implementing a clear community priority.

BASED ON THE OPTIONS ANALYSIS, IN SUMMARY THE STRATEGY PROPOSED BY ACCESS DOCKLANDS IS:

SHORTER TERM (1-2 years)

DELIVER THE BASICS FOR COMFORTABLE TRAVEL

- Early delivery of safe, complete and activated walking and cycling networks, even whilst other aspects of the Docklands precinct are still being developed;
- Peak hour capacity increases on public transport routes between Docklands employment areas and major public transport interchanges;
- Optimisation of the local road network, including the addition of vehicle capacity on key Docklands entry and exit roads and improved construction management
- Engagement of the strong corporate community in Docklands to deliver shared travel behaviour initiatives which deliver real benefits and cost savings for employers and employees.

MEDIUM TERM (3-9 years)

EXPAND THE CITY GRID

- Incremental addition of new links over the Yarra River and Victoria Harbour, to build a finer grain network and complete harbour circuit;
- Continued staged development over Wurundjeri Way and the rail corridor, to stitch Docklands and Etihad stadium back into the traditional CBD and complete the extension of the Hoddle Grid into Docklands;
- The implementation of high quality water transport between Docklands and the CBD; and
- Complete the development and activation of key Docklands gateways and civic spaces, particularly the Bourke Street pedestrian overpass and Harbour Esplanade.

LONGER TERM (10+ years)

INTEGRATE CENTRAL CITY GROWTH AREAS

- Complete the delivery of regional road projects that relieve congestion in the inner west, particularly along major access roads and arterials which service Docklands and adjacent urban renewal precincts;
- Complete the delivery of new public transport links which connect and integrate Docklands and the expanding central city;
- Complete the development of urban boulevards to provide high quality addresses and interfaces for new development.
- Complete development over road and rail infrastructure to seamlessly integrate inner western urban growth areas, including Arden Macaulay, E-gate, Docklands and the CBD.

WALKING AND CYCLING

KEY PRINCIPLES

The key principles to guide future development of the walking and cycling network within and around Docklands are:

- Expand the Hoddle grid further into Docklands, through the provision of finer grain north-south and east-west connections
- Provide safe, continuous and comfortable pathways
- Create pedestrian gateways and nodes which provide a sense of place and connection to Melbourne's waterfront
- Ensure pedestrian and cycling links retain boat access to Victoria Harbour and the Yarra River

KEY RECOMMENDATIONS

The key walking and cycling recommendations of Access Docklands are:

SHORTER TERM

1. Weather protection on the key pedestrian routes to major transport interchanges, particularly Collins Street, Latrobe Street and the Bourke Street overpass
2. New signage infrastructure to better promote Docklands destinations and highlight important pathways between Docklands precincts and the CBD
3. The introduction of a Docklands Water Shuttle to provide a low cost pedestrian and cycling connection around Victoria Harbour and the Yarra River, ahead of any longer term bridge links (see opposite)
4. High priority upgrades to pedestrian and cycling links at the Jim Stynes Bridge, Footscray Road, Harbour Esplanade and around the stadium (see p56-57)
5. Optimisation of all intersections to improve east-west crossing times

KEY SUCCESS FACTORS

The ability to deliver pedestrian and cycling links over Victoria Harbour and the Yarra River whilst retaining boat access to key water assets and destinations, including:

- Water shuttles, land ferries and other low cost solutions which can be implemented over the shorter term to deliver innovative connectivity and activation for Docklands
- Larger scale opening and closing bridges which can be implemented over the longer term as attractions and icons for Melbourne.

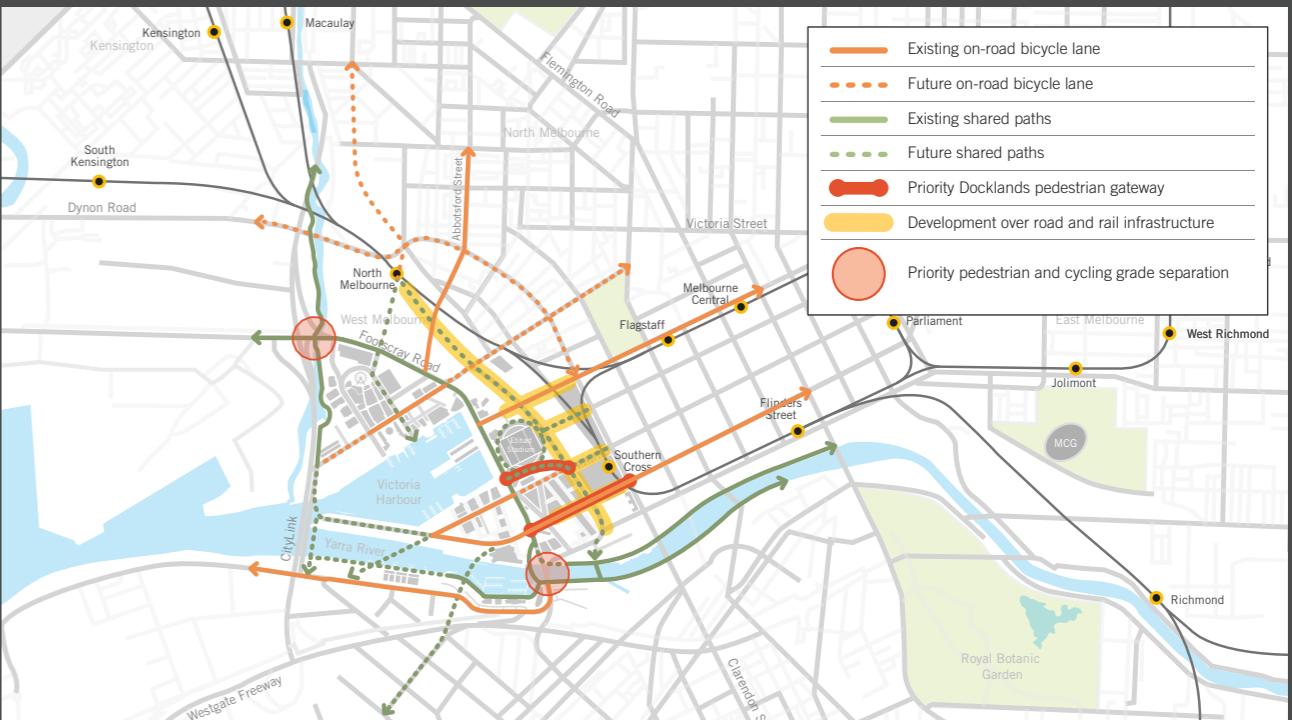


Iconic water link – Gateshead Millennium Bridge, UK



Innovative water link – concept Docklands land ferry

PROPOSED DOCKLANDS WALKING AND CYCLING NETWORK



A Docklands water shuttle or punt can provide pedestrian and cycling connections across Victoria Harbour and the Yarra River ahead of any longer term bridge links.
Artist impression only. Source: Studio Periscope for Places Victoria

PUBLIC TRANSPORT

KEY PRINCIPLES

The key principles to guide future development of the public transport network within and around Docklands are:

- Provide direct and intuitive routes that minimise travel time
- Create accessibility and address for central city growth areas through public transport provision
- Connect people with important employment and activity areas

KEY RECOMMENDATIONS

The key public transport recommendations of Access Docklands are:

SHORTER TERM

1. Extend the Collins Street tram service to Dock Square, Victoria Harbour
2. High capacity peak hour public transport services between Southern Cross Station and Victoria Harbour (Collins Street alignment)
3. Develop a Docklands travel application which provides real time information on Docklands public transport services, car parking availability, events and key destinations
4. Ensure Docklands public transport options are highlighted in all marketing and promotional campaigns

MEDIUM TERM

4. New tram connection between North Melbourne Station, E-gate, Docklands and the CBD, to position North Melbourne Station as a public transport interchange for Docklands
5. Provision of a Yarra River Ferry Service with the following key attributes:
 - Purpose designed low wake, low height vessel which fulfils Yarra River functionality requirements (see concept design opposite)
 - Full integration with Melbourne's wider public transport ticketing system
 - Ferry arrivals and departures every 30 minutes minimum, to provide an 'eye-ball' timetable; and
 - Arrival and departure points at key tourism destinations including Melbourne Park, Federation Square, Crown Casino, Southbank, World Trade Centre, Bourke Dock (Docklands) and Waterfront City (Docklands)

LONGER TERM

6. High capacity peak hour public transport services between Flagstaff Station and Docklands North (Latrobe Street to Docklands Drive)
7. New light rail connection between Footscray and the CBD, following a Dynon Road to Victoria Street alignment to directly connect Footscray into Melbourne's north-south tram network
8. New light rail connection between the CBD, Docklands and the Fishermans Bend urban growth area, following a Collins Street alignment to directly extend Collins Street into Fishermans Bend via an iconic Yarra River crossing and green transport link
9. Potential ferry service bringing commuters from the western suburbs into Docklands and the CBD
10. Investigate the potential to open Flagstaff Station on the weekends, to improve public transport services to key visitor and tourist attractions as Docklands approaches completion

KEY SUCCESS FACTORS

The ability to deliver innovative, cost effective public transport systems in the short term:

- Shorter term eco buses and shuttles which are well designed, innovatively branded and can potentially operate in tram reserves
- Longer term light rail links which catalyse and add amenity to new development at Docklands, Arden Macaulay, E-gate and Fishermans Bend.



2012 Melbourne tram



Transalon concept eco bus by Xiao-Fang Shen, China

DOCKLANDS PUBLIC TRANSPORT NETWORK



Concept Yarra River ferry (see key recommendation 5)

ROADS

KEY PRINCIPLES

The key principles to guide future development of the road network within and around Docklands are:

- Minimise peak hour travel times between Docklands and the surrounding arterial network
- Manage Wurundjeri Way and Footscray Road as primary Docklands access roads
- Extend Melbourne's iconic street amenity and boulevard character to the west.

KEY RECOMMENDATIONS

The key road recommendations of Access Docklands are:

SHORTER TERM

1. Promote Bourke Street, Batmans Hill Drive and Docklands Drive as the primary local access roads between Docklands and the Wurundjeri Way corridor
2. Add traffic capacity to Bourke Street and Batmans Hill Drive, to reduce travel times between Docklands and the Wurundjeri Way corridor
3. Configure key intersections across the Docklands precinct to:
 - Optimise traffic flows along Bourke Street, Batmans Hill Drive, Docklands Drive and Wurundjeri Way
 - Discourage any traffic, particularly CBD traffic, from using Docklands as a through route

4. Prohibit peak hour lane closures on Bourke Street, Batmans Hill Drive, Harbour Esplanade and the Jim Stynes Bridge, to minimise disruptions to Docklands commuter journey times;
5. Commence an arterial road strategy for the central city area, including for the urban renewal precincts at Docklands, E-gate, Arden Macaulay and Fishermans Bend

KEY SUCCESS FACTORS

The ability to construct transport links, public spaces and development over major road and rail infrastructure, including:

- Continued development of public spaces and streets over Wurundjeri Way and the Spencer Street rail corridor, to stitch Docklands back to the CBD whilst retaining freight and arterial functionality and capacity at grade
- Development over road and rail infrastructure around North Melbourne Station to seamlessly integrate the Arden Macaulay, E-gate and Docklands

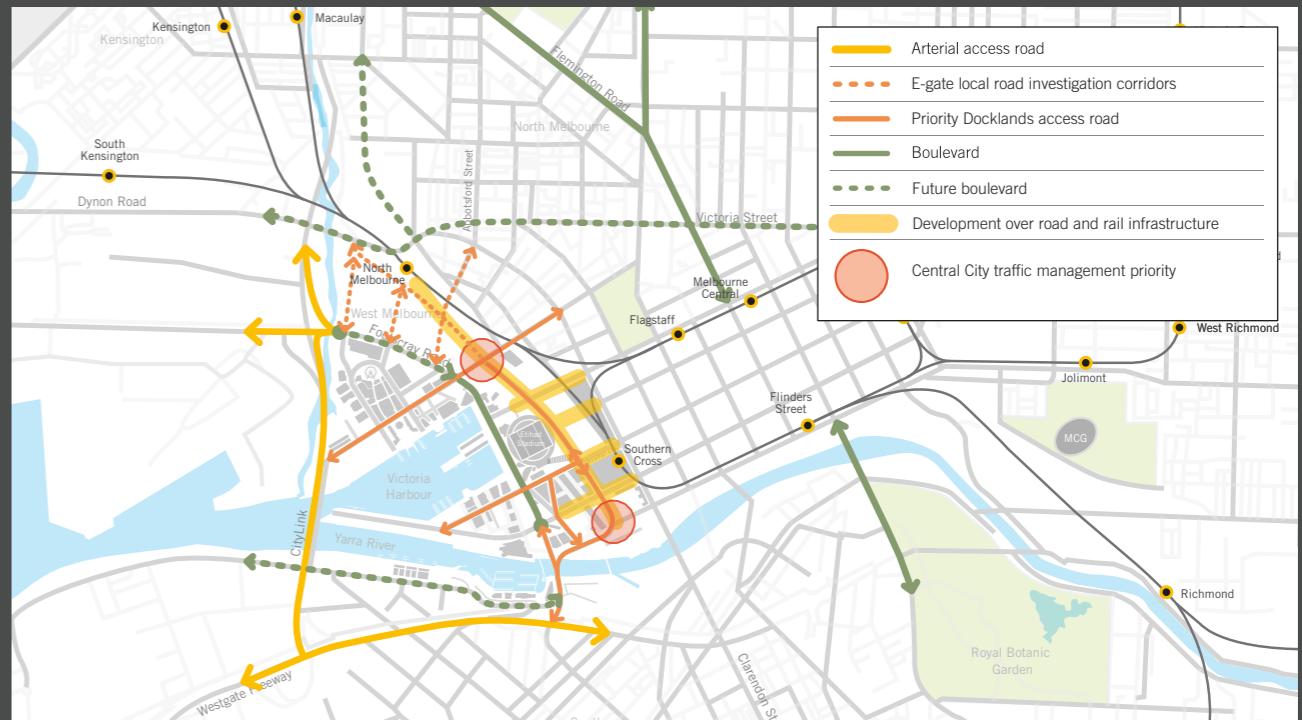
MEDIUM TERM

6. Integrate E-gate with Docklands, Arden Macaulay and City North via fine grain north-south and east-west connections
7. Redevelop Footscray Road, east of the Bolte Bridge, as a high quality urban Boulevard integrating Docklands and E-gate
8. Ensure that the ongoing development of Wurundjeri Way and the central city arterial road network maintains local vehicle access to Docklands

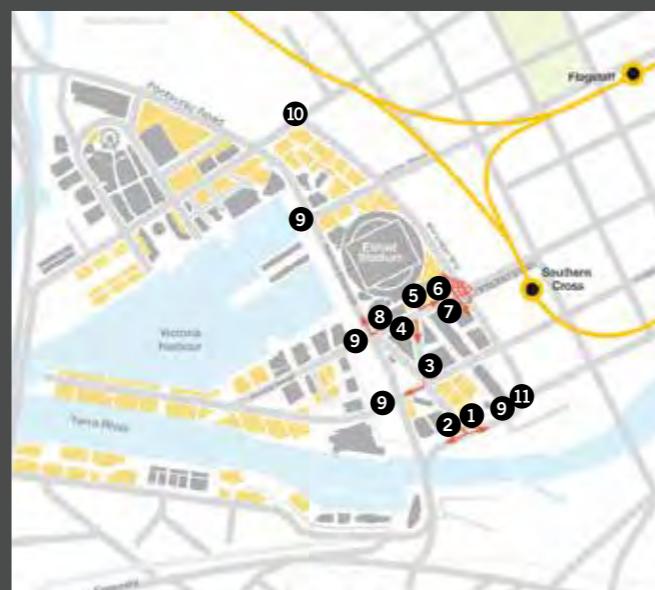
LONGER TERM

9. Complete the development of urban boulevards which create development address and amenity for central city growth areas, including:
 - Dynon Road – Victoria Street (linking Footscray to the CBD)
 - Footscray Road – Harbour Esplanade (linking Docklands and E-gate to the waterfront)
 - Boundary Road – Victoria Street (connecting Arden Urban Growth Area to the CBD)
 - Lorimer Street (integrating Fishermans Bend and Docklands)
10. Deliver regional transport projects which relieve vehicle congestion in the central city area and improve accessibility to public transport

PROPOSED DOCKLANDS ROADS NETWORK



DOCKLANDS LOCAL ROAD IMPROVEMENTS



Docklands intersection improvements (see key recommendation 3)

- 1 Restrict role of McCrae Street on east side of Batmans Hill Drive
- 2 Provide additional turning capacity from Batmans Hill Drive into Wurundjeri Way
- 3 Install new fully controlled right turn for north-to-west movement
- 4 Install new fully controlled right turn for west-to-south movement
- 5 Implement a staged prohibition of the right turn from Etihad stadium into Bourke Street
- 6 Provide a second left turn lane for the west-to-north movement from Bourke Street into Wurundjeri Way
- 7 Increase capacity of the west-to-south right turn movement in the PM peak
- 8 Limit right turn capacity in the PM peak. Discourage through movements along Harbour Esplanade across Bourke Street
- 9 Improved pedestrian crossing times
- 10 Promote Docklands vehicle movement at intersection of Dudley Street and Wurundjeri Way
- 11 Promote Docklands vehicle movement at intersection of Flinders Street and Wurundjeri Way



Development over road and rail infrastructure – Media House and Collins Street Bridge, Docklands

PROGRAMS AND POLICIES

KEY PRINCIPLES

The key principles to guide the development of transport policies and programs for Docklands are:

- Foster sustainable travel behaviour
- Deliver benefits for workers, residents and visitors
- Pool resources and work together.

KEY RECOMMENDATIONS

The key program and policy recommendations of Access Docklands are:

SHORTER TERM

1. Establish and fund a joint Docklands Travel Management Association representing Docklands employers, residents and government agencies, to pool resources and deliver innovative travel programs and transport initiatives at Docklands
2. Develop a digital Docklands travel application which provides real time information on Docklands public transport services, car parking availability, destinations events and attractions
3. Develop a Stadium Event Plan which promotes Docklands visitor attractions to event patrons and spreads peak demand on the transport network during events
4. Establish a shared electric vehicle trial in Docklands to further promote the precinct as a demonstration of sustainable transport outcomes
5. Amend car parking provision rates in Docklands to align with broader CBD rates
6. Complete road and public transport strategies for the central city area, including the E-gate and Fishermans Bend urban renewal precincts
7. Implement land use policy which spatially consolidates housing, employment and activity areas, to minimise travel times and vehicle dependence
8. Review Access Docklands every five years, with a specific focus on whether the strategy is achieving the travel behaviour targets which have been established for Docklands



There is an opportunity to enhance Docklands social and economic vitality by promoting Docklands events and attractions to stadium patrons

MEDIUM TERM

WHAT IS A TRAVEL MANAGEMENT ASSOCIATION?

At a basic level, TMAs are simply an organisational framework. They provide a platform for businesses and governments to work together in a collaborative effort to improve transport conditions in a defined geographic area.

TMAs bring together a variety of interested stakeholders, and provide a central coordinating entity to facilitate and implement programs outlined by the group.

Broadly, TMAs share the following characteristics:

- They provide an organisational framework for addressing transport issues
- They identify the specific transport-related challenges impacting their area, and develop tailored solutions uniquely suited to that area
- They focus on transport issues, primarily utilising transport "management" strategies, potentially encompassing both demand-side and supply-side management strategies
- They serve well-known and distinct geographic areas, such as a central business district (CBD), activity centre, business park, or major transport corridor
- They are often a formal, legally constituted organisation
- They are led by the private sector which can include major employers, business association representatives, property developers, retail centre/district representatives, institutional leaders (ie, schools, hospitals), privately-owned public transport operators, business park managers, and others
- They are a collaborative partnership between businesses and relevant public-sector transport agencies (transport planners and engineers, TDM planners, public transport providers, land planners, etc.)
- They exist to solve transport problems.

TMAs are not, in and of themselves, a strategy to improve access to and within a particular area, but instead simply represent the most efficient organisational framework for collaborative development and implementation of strategies to improve transport problems. The strength of the TMA as an organisational concept lies in the synergy between multiple organisations and individuals. Together, they often have a greater chance of addressing difficult transport challenges than any one government agency, employer, developer, or individual traveller could accomplish alone.

In addition, the local geographic knowledge of the key stakeholders of a TMA, and their commitment to the process, helps ensure that any transport strategies developed through the TMA have a greater chance of success than those developed by an external stakeholder less familiar with local conditions and priorities.

The motivation for business involvement in TMAs stems from the impact that transport problems have on business (congestion-related travel delays, employee or shopper access issues, parking shortages, etc.), and from the beneficial impact that business decisions can have on the transport system.

Every TMA focuses on the issues most relevant to their local context. TMAs are not typically constrained by political boundaries, which sometimes are not contiguous with activity centres, corridors, or other areas with transport issues or travel patterns in common.

Importantly, TMAs are not designed to replace or replicate services provided by government. Instead, TMAs seek to foster innovative new programs, enhanced coordination, and provide unique and valuable services to area organisations and area travellers.



Examples of innovative transport applications which could be developed by a Travel Management Association:

- 1) SF Park, by the San Francisco Municipal Transportation Agency, which provides real time car parking information to San Francisco drivers; and
- 2) Lets Go Together, by Access Melbourne, which allows users to post and accept car pooling opportunities.

Source: San Francisco Municipal Transportation Agency, Access Melbourne, Apple iTunes Store, 2012.

AS DOCKLANDS MOVES THROUGH ITS SECOND DECADE OF DEVELOPMENT, THE PRECINCT IS GROWING INTO A NATIONALLY SIGNIFICANT EMPLOYMENT AND RESIDENTIAL HUB AND AN INTEGRAL PART OF THE MELBOURNE CBD.



IMPLEMENTATION

Delivery of transport policies and infrastructure at Docklands occurs under a whole of government partnership between the City of Melbourne, Department of Transport, Public Transport Victoria, VicRoads and Places Victoria.

Other key stakeholders involved in transport at Docklands include Bicycle Network Victoria, the Department of Planning and Community Development and various community organisations.

Specific delivery responsibilities include:

- Local road management – City of Melbourne;
- Arterial road management – VicRoads;
- Public transport provision – Department of Transport and Public Transport Victoria;
- Facilitation and coordination – Places Victoria; and
- Public realm design and development, including walking and cycling networks – City of Melbourne and Places Victoria.

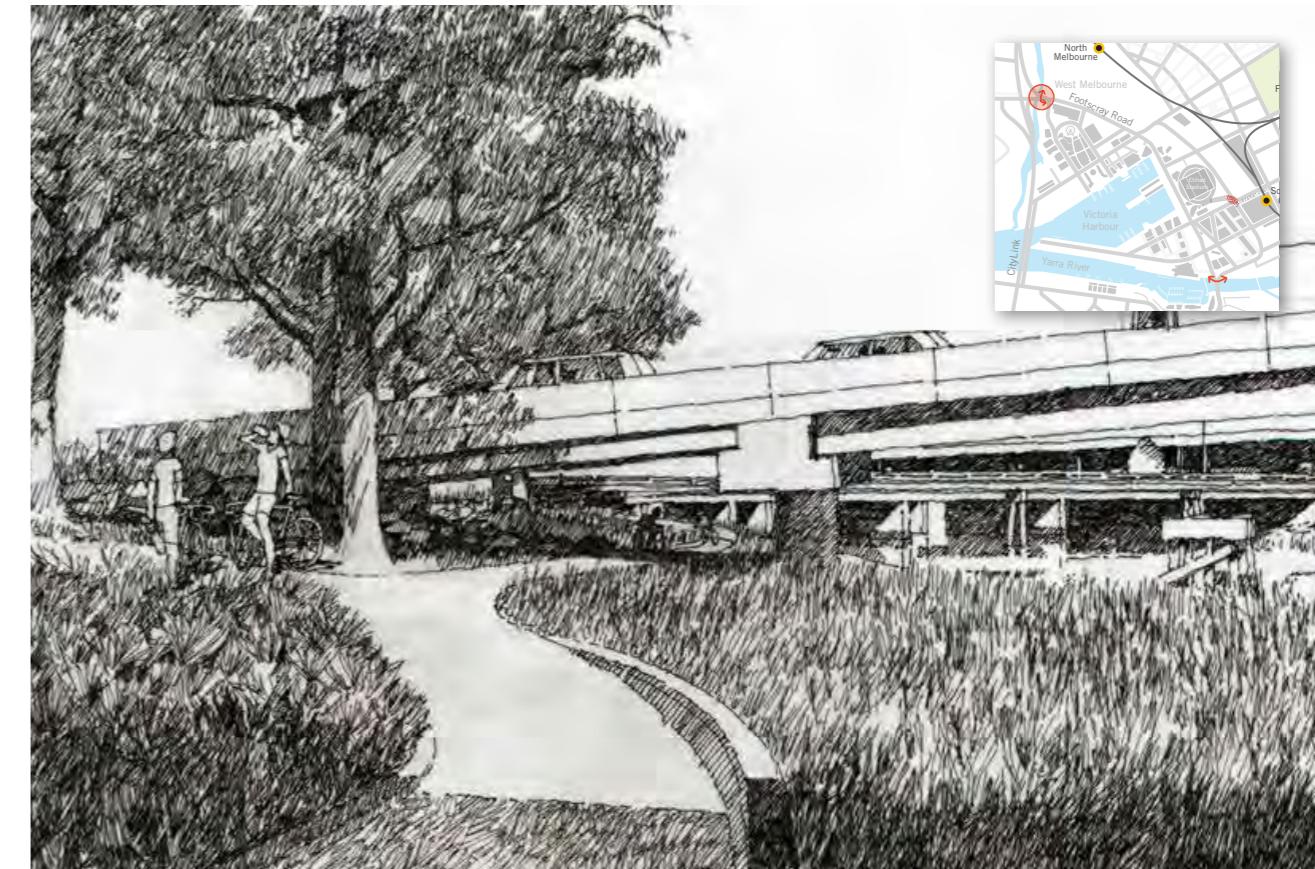
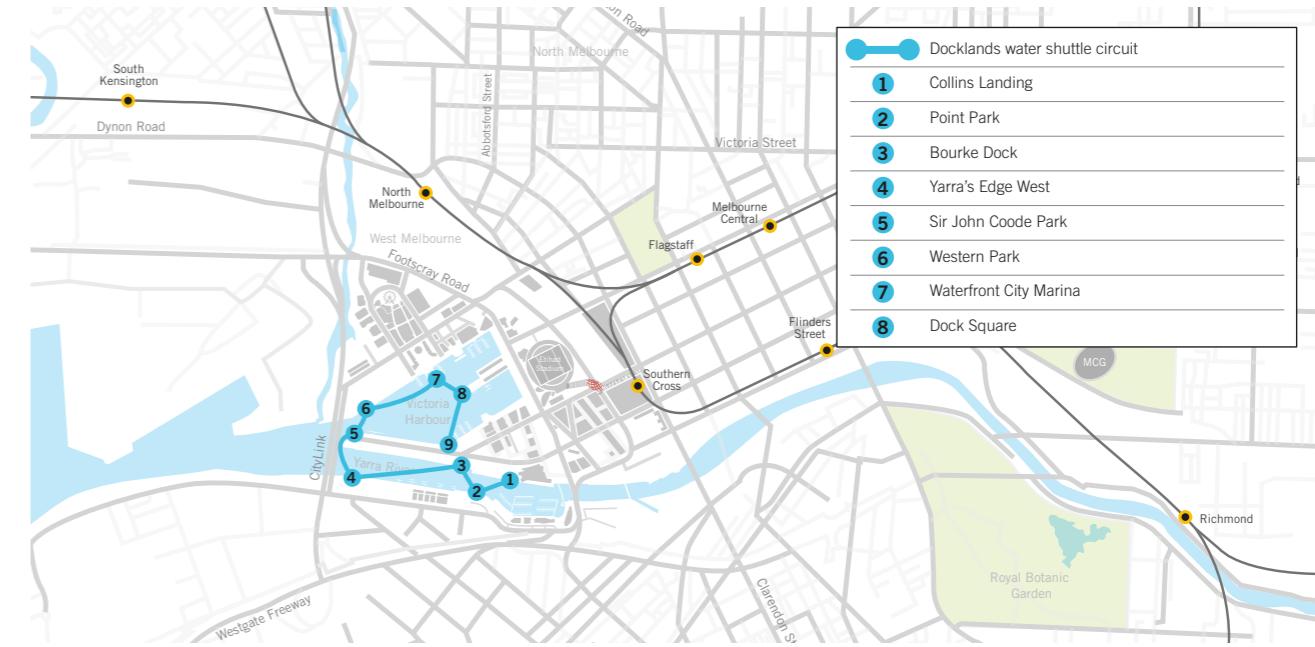
The local road, public realm, walking and cycling recommendations established by Access Docklands will be taken forward for delivery by Places Victoria and the City of Melbourne. Projects will be funded via budget allocations and development contributions over the short, medium and longer term.

Places Victoria and the City of Melbourne will work with the Department of Transport, Public Transport Victoria and VicRoads to ensure that recommendations relating to public transport and arterial roads are taken forward for further development and consideration by those agencies, particularly through relevant transport planning for the central city area and designated specific urban renewal precincts. In general, arterial road and public transport projects to service central city growth areas will be articulated in the relevant precinct Structure Plans, and funded by a mix of development contributions, negotiated agreements and government budget allocations.



Artistic impression – Jim Stynes Bridge (subject to change). Source: Aurecon Group / Cox Architects / Oculus Landscape Architects for the Department of Planning and Community Development.

POTENTIAL DOCKLANDS PEDESTRIAN AND CYCLIST WATER SHUTTLE CIRCUIT



Artistic impression – Capital City Trail Footscray Road underpass (subject to change). Source: Hyder Consulting for Places Victoria.



