

**NORTHERN CENTRAL CITY CORRIDOR STUDY
COMMUNITY REFERENCE GROUP**

Meeting 1

Wednesday 11 April & catch-up meeting Thursday 3 May 2001

Workshop Notes

The information in this paper contains the views expressed by the members of the Community Reference Group (CRG) and does not necessarily express the views of government agencies.

1. CURRENT PROBLEMS AND ISSUES WITH TRANSPORT AND AMENITY IN MELBOURNE'S INNER NORTH

Public transport

- Lack of encouragement to use
- Privatisation (of public transport) should help
- Buses hampered by other traffic
- Public preference for light over heavy rail
- No infrastructure in outer areas
- Public transport is set up in opposition to cars – need total package/funding
- The concentration of student populations into confined locations and times makes it hard to service with public transport
- The large amount of trucks that use Brunswick and Smith Streets hamper the trams

Cars

- Public dependence on cars – a mindset
- Outer residents' perception (that they need cars)
- Low occupancy of cars – most with only one person
- Tax incentives encourage the use of cars, e.g. by corporate executives – need disincentives
- Enormous demand for parking

Demographics/ growth

- Changes in demographics are changing transport needs – perpetuation of outer suburbs habits (re: car use)
- The concentration of student populations into confined locations and times makes it hard to service with public transport
- Community facilities, higher density development and weekend activities (e.g. shows) are all attracting more people to inner city areas

Amenity, health and environment

- We need better standards, e.g. air quality
- Locals like to walk – need safety, clean air and a ‘human scale’ built environment

Traffic movements

- Heavy vehicles between the Tullamarine and Eastern freeways
- Transport of hazardous goods on local roads
- CityLink has failed (to take traffic off local roads)
- Congestion in peaks – local and arterial roads
- Need to understand how many movements are local traffic and how many are through traffic
- Need an origin/destination study (for movements including freight etc)
- Commercial vehicles – move to smaller courier vans – small loads and more stops
- The congestion of roads at other times outside peak times, e.g. weekends, and between 7am and 8am travelling to the airport
- Lack of information on what is happening within the study area, e.g. need an origin and destination study within the local area to determine the number of short trips

Road Network

- Trucks avoiding tolls, using local roads
- New roads generate more demand for roads
- Eastern Freeway extension and Scoresby will have impacts at the city end of the Eastern Freeway.
- Majority of Eastern Freeway traffic is city-bound – only about 5 per cent goes to the Tullamarine Freeway?
- Major roads (e.g. Hoddle Street, Princes Street) divide local areas – make access difficult and lead to ‘rat runs’ through local streets
- The effects of the Ringwood/ Greensborough bypass on the study area

Bikes

- The difficulty for bicycle users to travel East/ West and the lack of designated bicycle lanes e.g. difficulty crossing Johnston Street
- Drivers’ lack of understanding of the laws relating to bicycle lanes
- North/ South bound bicycle travellers find it hard to get across major roads
- Traffic light changes are far too slow at major intersections for bicycle travellers
- Poor facilities for bicycles, e.g. Poor road/ track conditions and safety

- Need more information on how many people would ride to destinations given better facilities
- The need for better bicycle access to the CBD
- The discouragement of bike use in local parks and parkland

Parks and open spaces

- Pressure to use (for roads and development)

Needs (for change)

- Alternatives, e.g. Park-and-Rides further out. Need to be integrated across modes and public/private/commercial vehicles
- Disincentives for car use (cf Singapore)

2. FEATURES OF A GOOD OUTCOME

Improved environmental & social amenity – a healthier population	Integrated transport and land use system	Shift to public transport (culture change)	Revitalised neighbourhoods (live, work, play locally.)	Transparent pricing policies	Designated freight routes
Listen to a poet and drink Guinness outside Dan O'Connell	More intelligent use of the roads system	Public transport is preferred mode of transport	Think local – reside, work and shop	User pays for road system	Essential freight on few selected routes
Reduced pollution,- air, noise, residual, particle	Well managed arterial network with increased mobility	Reduced car ownership	Revitalised community links...shopping...business... networks	Know the cost of your trip	No commercial vehicles deliveries during peak hours
Healthier, less-stressed community	Less through traffic to local streets	Higher public transport use (especially CBD)	Less asphalt	\$100 for car to enter CAD cordon	
A healthier population	More efficient road system	Reduced traffic congestion	More of the same – lets not fix what's not broken.	Transparent transport funding (single "pool")	
Improved amenity standards	A seamless transport system	Faster, more efficient public transport network	Increase mixed land use	Reasonable public transport costs	
Positive environmental benefits	Less dependence on core CBD	Public transport more accessible e.g. less need for Park n Ride.		Lower registration and insurance costs	
	Metro Strategy and transport integrated positively			Increased petrol costs to discourage use of cars	
	Increased use of park & ride			No tolls	
	Less radial, more interconnected public transport system				

More open- and green- space	Improved safety	Heritage conservation	Sustainable solutions and outcomes	Open, enabling planning system	Bikes
Increased open space	Improved safety of all transport modes: pedestrian, cycling, car and public transport	All buildings and open spaces are preserved	Green fuels for public transport	Planning laws support public transport and reduce car dependency	An increase in the use of bikes
Parks are intact			Contribution to reducing the national green house gas output	Planning and decision-making is open and 'owned' by participants	Bike path on Eastern Freeway from Doncaster to University of Melbourne Lots of bike parking
More green/trees between buildings					Good east/west and north/south routes that are smooth safe and well connected

3. CRG VIEWS ON OPPORTUNITIES AND OPTIONS

The opportunities and options put forward by Community Reference Group members have been grouped into categories in the following list, to help illustrate and organise the breadth of ideas.

Roads Categories

R1 Road Pricing

- Increase charges on inner city parking spaces. i.e. charge every private CBD space \$10 per day
- Increase user pays, i.e. cars and trucks to “pay their way” of the infrastructure costs to reflect actual costs
- Enforcement: CityLink tolls, encourages use of public transport for commuters
- Increase price of petrol – double it!
- Toll on eastern freeway to fund construction of light rail systems in centre median strip

R2 Improved Networks

- Better outer transport links and networks to keep traffic out of the city area
- Creation of “serious” one-way road systems
- T2 lanes in the CBD grid
- Find traffic solutions to Elliott Avenue–Macarthur Road corridor through Royal Park – alternatives to freeway or road widening
- Discard old solutions of VicRoads and CRB to traffic problems – no underground tunnel link (Eastern freeway and Tullamarine tollway)
- Eliminate rail crossings to eliminate traffic hold ups (Clifton Hill, Parkville, Westgarth)
- Complete the outer ring road
- Review road hierarchy in study area with aim to downgrade
- Make the Haymarket roundabout at the junction of Royal Parade, Elizabeth Street and Flemington Road a ‘Y’ junction (i.e. remove roundabout)

R3 Traffic Calming/Management

- Narrow road widths and increased planting to slow traffic
- Back in angle parking as in country NSW
- Local traffic only in South Parkville – join up gap in the nature strip

R4 Manage Heavy Vehicle Traffic

- Load limits and curfews to encourage heavy vehicles to use defined routes
- Identify a primary truck route
- Discount tolls for freight on City Link

- Transport Distribution Logistics Strategic Review- draw on outputs from this review

R5 Reduce Car Dependency

- Require an analysis of public transport options for all new road projects
- Ban cars from new multi-unit developments (no car parks and no permits) like Port Phillip Council
- Run a TAC style campaign around the amenity impact of motor vehicles

Public Transport Categories

T1 Pricing/Fares

- Have a free public transport day
- Free public transport
- Target journey to work especially to study area
- Major events and other attractions (e.g. Zoo, Museum and Art Gallery) Public transport access combined with entrance ticket
- Special event tickets which include public transport entitlements
- Subsidised public transport services, current and future
- Better special event coordination and provision of public transport
- All new stadiums sporting facilities to have integrated traffic management plan before opening

T2 Route Management

- Require public transport system to be given priority by 're-signalising', design, transit lanes
- Improve service frequencies – current service frequencies have hardly improved since the 1920's!
- BIG fines for blocking trams – enforce fairways
- Priority at lights for trams and buses
- Prioritise traffic signals in favour of all public transport services, including walking and cycling
- Dedicated lanes for buses
- Measures to improve travel times on public transport – more service and more non-stop or limited-stop trains
- Priority for public transport over all other traffic
- Increase parking available at outer metro stations (increase park-and-ride opportunities)
- Improved priority for trams to reduce travel times
- Promote transit lanes for public transport services for longer periods of time and enforce this

- Build light rail on eastern freeway
- Traffic light priority for public transport
- River taxi services
- Traffic/Transit lanes for public transport and multiple passenger vehicles
- Park-and-ride to carry passengers from Eastern Freeway to CDB (parking at Clifton Hill end)
- Eliminate free kerbside parking

T3 Network Management/New Services

- Integration of light and heavy rail – wider use of light rail
- Let's learn from Sydney's experience in making public transport work for the Olympics
- Better integration of public transport modes and more park-and-ride
- Light rail on eastern freeway, integrated with park-and-ride
- Door-to-door transport services
- Connections between different modes of transport
- Engineering: Light rail network in North/North East/East – outer suburbs
- Taxis on low volume public transport routes at night and increase frequency
- Light rail along eastern freeway to and from Doncaster (as was originally intended)

T4 User Interface

- Maps of where public transport goes
- Sell day tickets on trams
- Improve perceived security of public transport
- Make public transport 'user friendly'
- Improve safety (lighting etc) at stations

T5 Additional Comments

(The following series of points in this section were received from Steve Watson, City of Yarra, after the meeting)

- Reverse the #11 and #86 trams at Miller Street, Thornbury so that the Bundoora service travels down St Georges Road and the West Preston service uses High Street. Combined with the relocation of Thornbury railway station to Miller Street which serves as a multi modal interchange and hub for local bus services
- Set up real-time transport information so travellers can make on the spot decisions about which mode of transport to use. (e.g. today I will get off my #86 tram to the City, because in 3 minutes a City bound train will arrive that will get me to where I am going 'X' minutes earlier)
- Opportunity for commercial redevelopment of part of Preston workshops site to fund improvements and create a destination (i.e. increase demand for public transport)

- Shared tram and busway (Melbourne version of the O-bahn) to run down the centre median of the Eastern freeway and then along Alexandra Parade to Nicholson Street. Buses and trams to share highly successful fairway to Elgin Street (turn towards University of Melbourne) or continue into the CBD
- Express Doncaster trams to collect bus passengers at a regional hub at Doncaster Shopping town, sharing way with freeway tram and bus services to an interchange adjacent to existing Victoria Park station (need to acquire existing petrol station). Then use Johnston Street for journey to City/University of Melbourne
- Return trams to Johnston Street (cable service abandoned in April 1939 to revive it as a commercial centre).

All Public Transport Categories

- Education: 1st: Improve rolling stock; 2nd: Improve timetabling and public transport connections; 3rd: Public transport safer easier and quicker; 4th: Parking provision at transport nodes.

Land Use Categories

L1 Protect Open Space

- Any ‘usurpation’ of existing parkland to be replaced by three times the area
- No sacrifice of inner urban open space to create new roads

L2 Parking Limitation

- Amend planning to reduce/eliminate new car parking spaces
- Introduce parking limitation strategy in CBD, by fees and by the number of spaces
- Review planning/parking rations of local planning schemes

L3 Link Land Use and Transport

- Resurrect suburban hubs/transport nodes in metropolitan strategic planning
- Link major residential developments to public transport provisions and access. Stiff penalties otherwise (planning, financial etc)
- Get a better understanding of what influences the location choices of industry and commerce in the study area

L4 Environmental Issues

- Introduce urban design improvements to public transport routes – grass over tram tracks
- Renew brownfield sites to attractive urban spaces
- Require an environmental impact statement for all road/ transport developments
- Any new road lighting be subject to audit for energy efficiency and obtrusive lighting controls
- Draconian limits on building heights

Amenity

A1 Parking Facilities Control

- All planning and development schemes to be required to provide better off- Street parking facilities for residents and visitors
- Reduce parking in the CBD
- Park-and-ride at main roads on freeways

A2 Traffic Calming/Local Greening

- Traffic calming measures that reduce road space and increase greening opportunities
- Better urban design solutions to car/bike/person interface
- Bring back the boulevard aesthetics of Princes Street, Queens Parade etc.
- Inner city streets need to be ‘greened’ to make streets look narrower and discourage through traffic and to relieve heat reflected from asphalt

A3 Environment (noise, air)

- Enforce world’s best standards for noise and air emissions and vehicle operation
- Noise and pollution emission enforcement
- A transport corridor can also be a green corridor, e.g. for birds, native grasses and insects
- Convert trams and trains to renewable energy fuels

Cycling Categories

C1 Delineate/Protect Cycling Facilities

- Do not mix buses and bikes
- Bicycle lane between kerb and parked cars as in Montreal
- Close some roads to cars to create full bike path networks

C2 Further Develop Bicycle Network

- Close some bike paths to give cars greater access etc
- Identify “off road” routes for bicycles and pedestrians
- Review and fully implement principal bike network in the study area

Walking Categories

W1 Develop/Improve Pedestrian Links

- Complete and carry out the linking of walking and bicycle tracks and corridors

- Traffic lights set to assist pedestrians crossing roads, (i.e sufficient time to cross) and reduced waiting time
- Improve pedestrian safety and networks

Other Categories

01 Review Taxation Incentives

- Remove salary packaging for private vehicles and add public transport
- Remove tax advantages for cars compared to public transport (tax deductible fares to work)
- Staff support for public transport usage – fares

02 Attitudinal Change

- Better use of time for people – so as not to have everyone travelling at peak times
- Review origin and destination of travellers
- Education campaign to change public and government attitudes from pro-roads and anti-public transport

03 Review Transport Funding

- Amalgamate transport funding
- Federal government does not traditionally fund public transport projects but does fund road projects
- Question of resources: How can you spend \$1billion? One freeway or road improvements and public transport?

04 Institutional Change

- Make all Councillors use only public transport
- Integrate VicRoads into Department of Infrastructure
- Government to take a lead role in cleaner fuels, e.g. gas conversion (of Govt fleet)
- Government to encourage staff use of public transport (e.g. salary sacrificing of fares, location of offices etc)