Walking Plan 2014-17
IPENZ TG Conference, March 2016

Alison Lee, GHD Auckland, for City of Melbourne

CITY OF MELBOURNE

Walking Plan overview

1. **A compelling case for Walking**

2. **The walking economy**

3. **Actions**, specific and deliverable within the next four years

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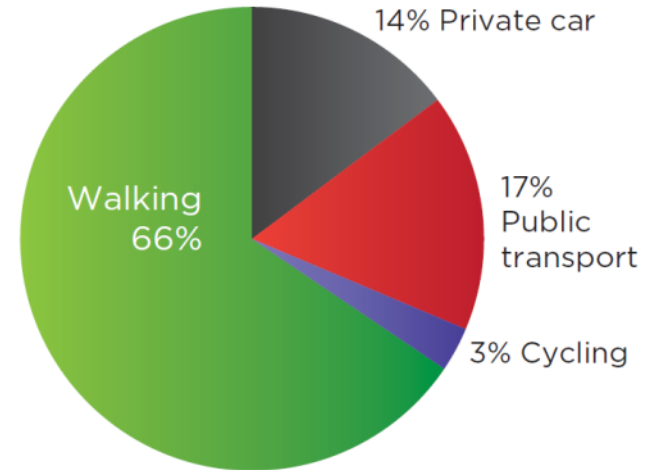
CITY OF MELBOURNE

City of Melbourne- A quick introduction

Kensington

Carlton

East Melbourne

Fishermans Bend and the Port

Trips within the City of Melbourne

Trips within the City of Melbourne, by mode, average weekday

14% Private car
Walking 66%
17% Public transport
3% Cycling

Trips within the Central City, by mode, average weekday

5% Private car
Walking 86%
8% Public transport
1% Cycling

Municipal Boundary
Local Centres
Public Open Space
Approximate Location of Central City
Train Network
CityLink

Jobs growth 1980 - 2020

Continuing jobs growth requires efficient high capacity transport system

Strong jobs growth and increased use of public transport, and cycling

No jobs growth, Council policies support car access

City of Melbourne

Central City

Pedestrian Flows

Pedestrian volumes full day

500   10,000   100,000   250,000

0 m   200 m   400 m

N

Little Lonsdale Street

Little Bourke Street

Bourke Street

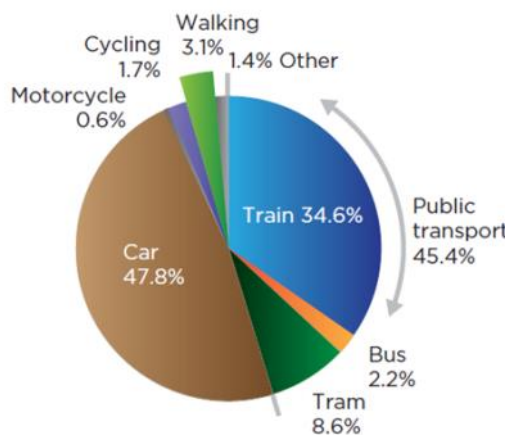Little Collins Street

Collins Street
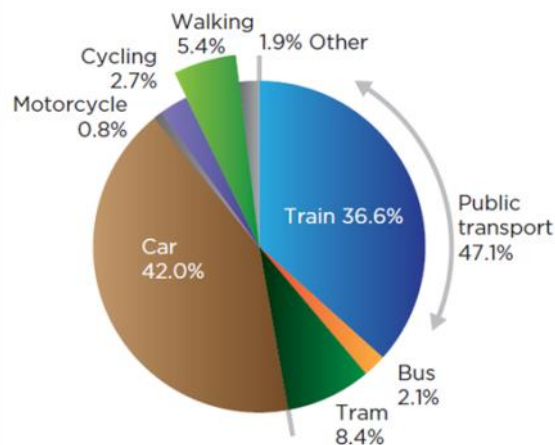
Flinders Lane

Swanston Street

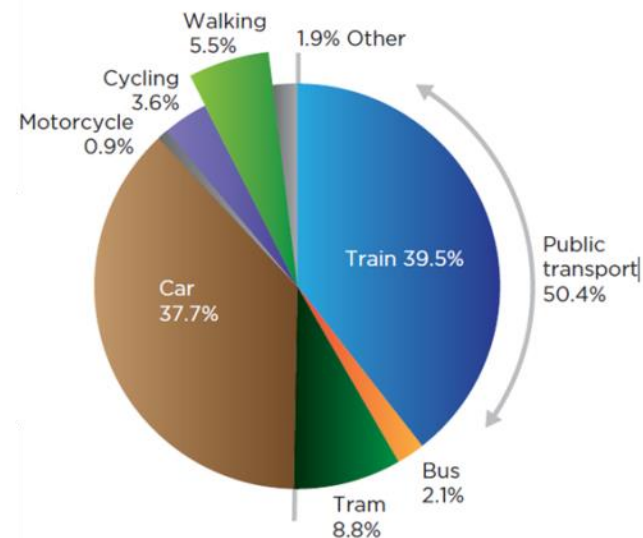Little Collins Street

Flinders Lane

Walking growth 2001-11

2001
240,970 journeys to work

2006
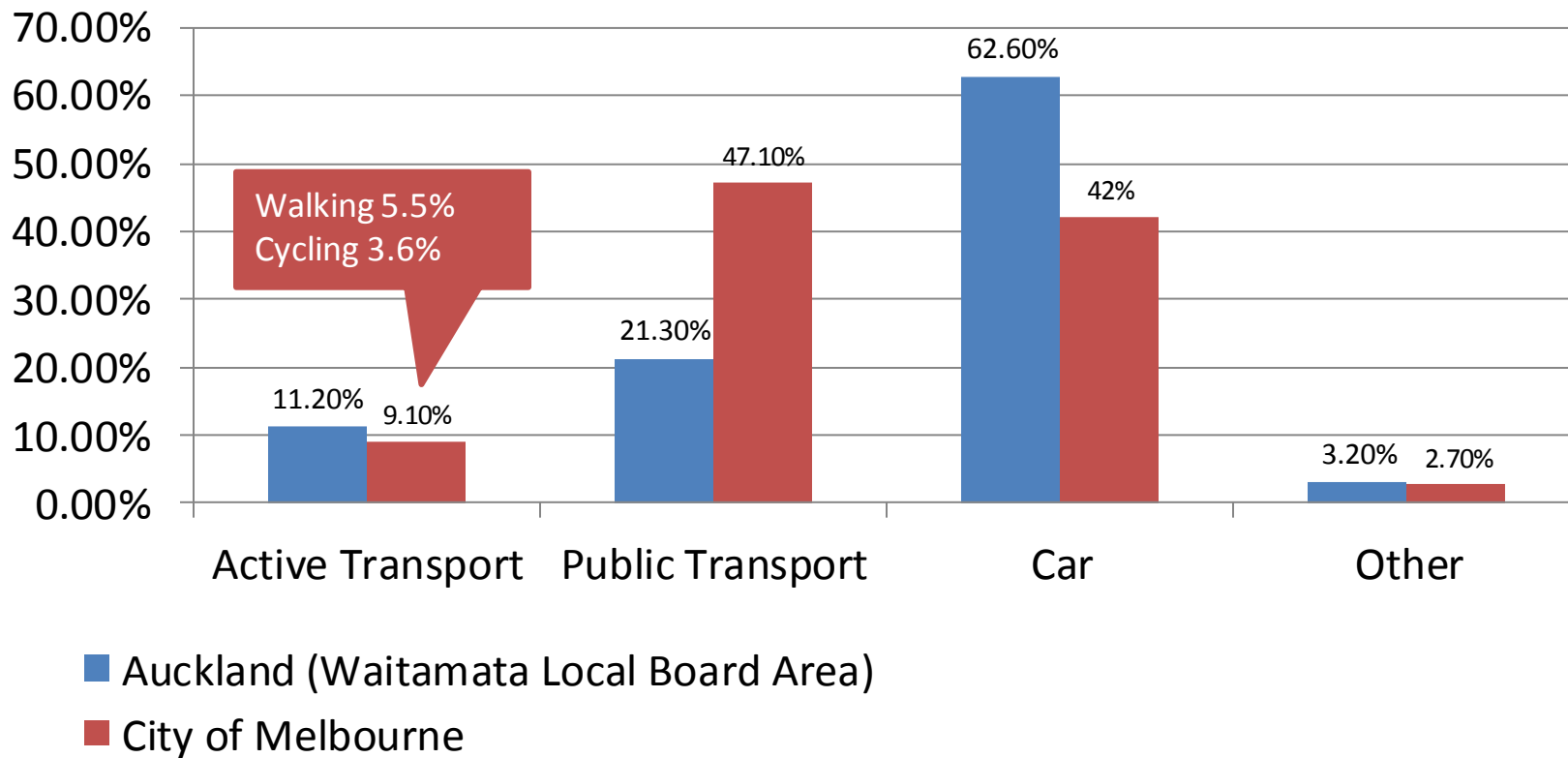262,910 journeys to work

2011
320,257 journeys to work

Source: Method of travel to work in the City of Melbourne, 2001, 2006, 2011 (Source: ABS, 2011a; 2006; 2001)

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Walking:
Auckland (2013) and Melbourne (2011)

Active Transport — Auckland 11.20%, Melbourne 9.10% (Walking 5.5%, Cycling 3.6%)
Public Transport — Auckland 21.30%, Melbourne 47.10%
Car — Auckland 62.60%, Melbourne 42%
Other — Auckland 3.20%, Melbourne 2.70%

■ Auckland (Waitamata Local Board Area)
■ City of Melbourne

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Pedestrian Density- managing crowding

pedestrian | public transport | bicycle | private car

2009/10
20% of trips are on foot

2009/10
401,000 walking trips
(1 figure represents 50,000 trips)

Pedestrian Density- managing crowding

pedestrian | public transport | bicycle | private car

2030
30% of trips will be on foot

2030
1,002,000 walking trips
(1 figure represents 50,000 trips)

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What is Effective Job Density?

$$EJD_i = \sum_j \left(\frac{Employment_j}{Walk\ Travel\ Time_{ij}} \right)$$

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EJD measures the economic benefit of walking network

Economic Benefits of major infrastructure

"Nearly every week we read about the economic benefit of a new freeway or railway- minutes saved equates to millions of dollars. At the same time hundreds of thousands of people in our Cities use another transport system but its value is not as widely understood."
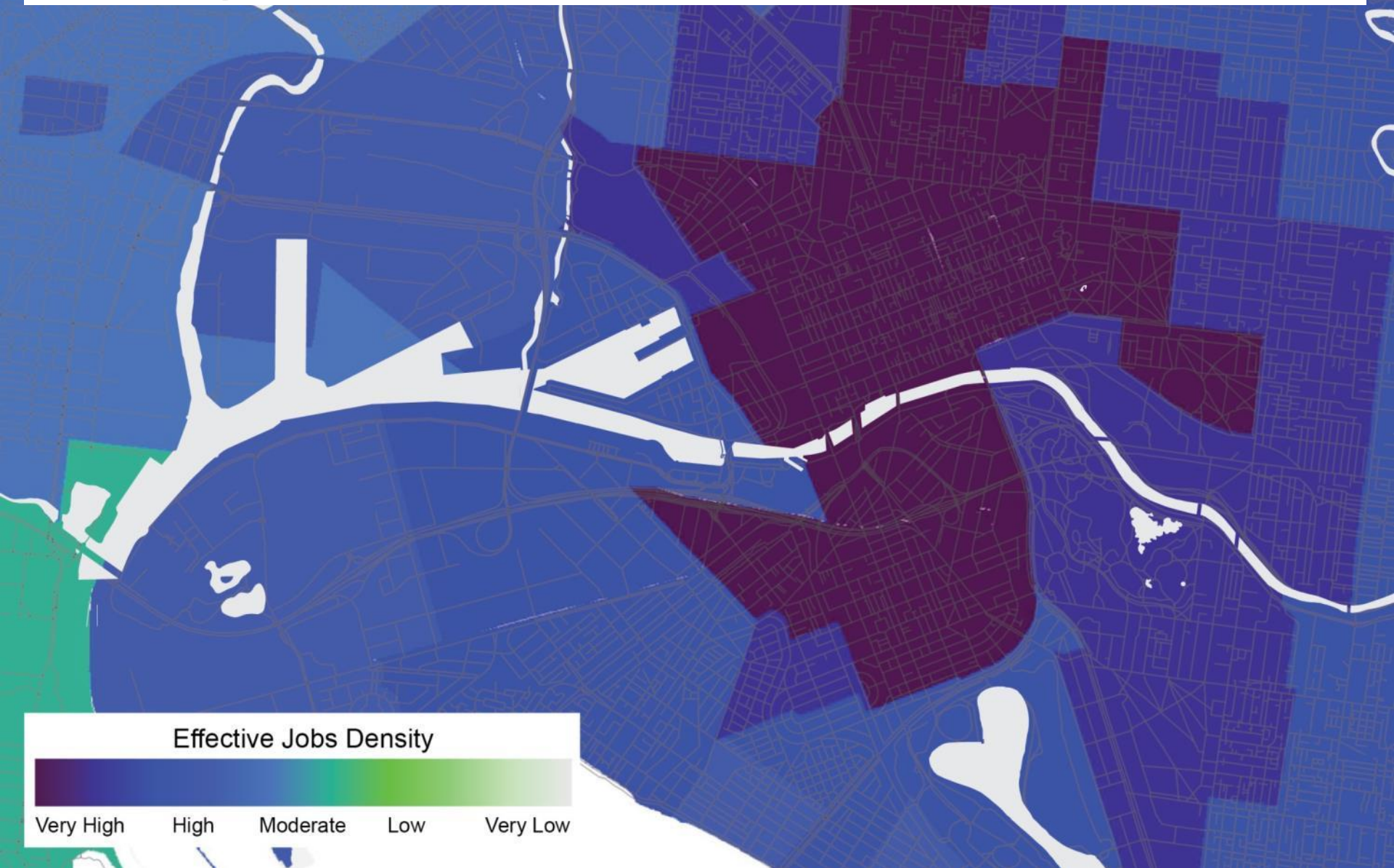*- Terry Rawnsley, Urban Economist, SGS Economics and Planning*

Economic Benefits of pedestrians in the City

Effective job density, public transport and driving

Effective Jobs Density

Very High   High   Moderate   Low   Very Low

Effective job density, public transport and driving

Effective Jobs Density

Very High   High   Moderate   Low   Very Low
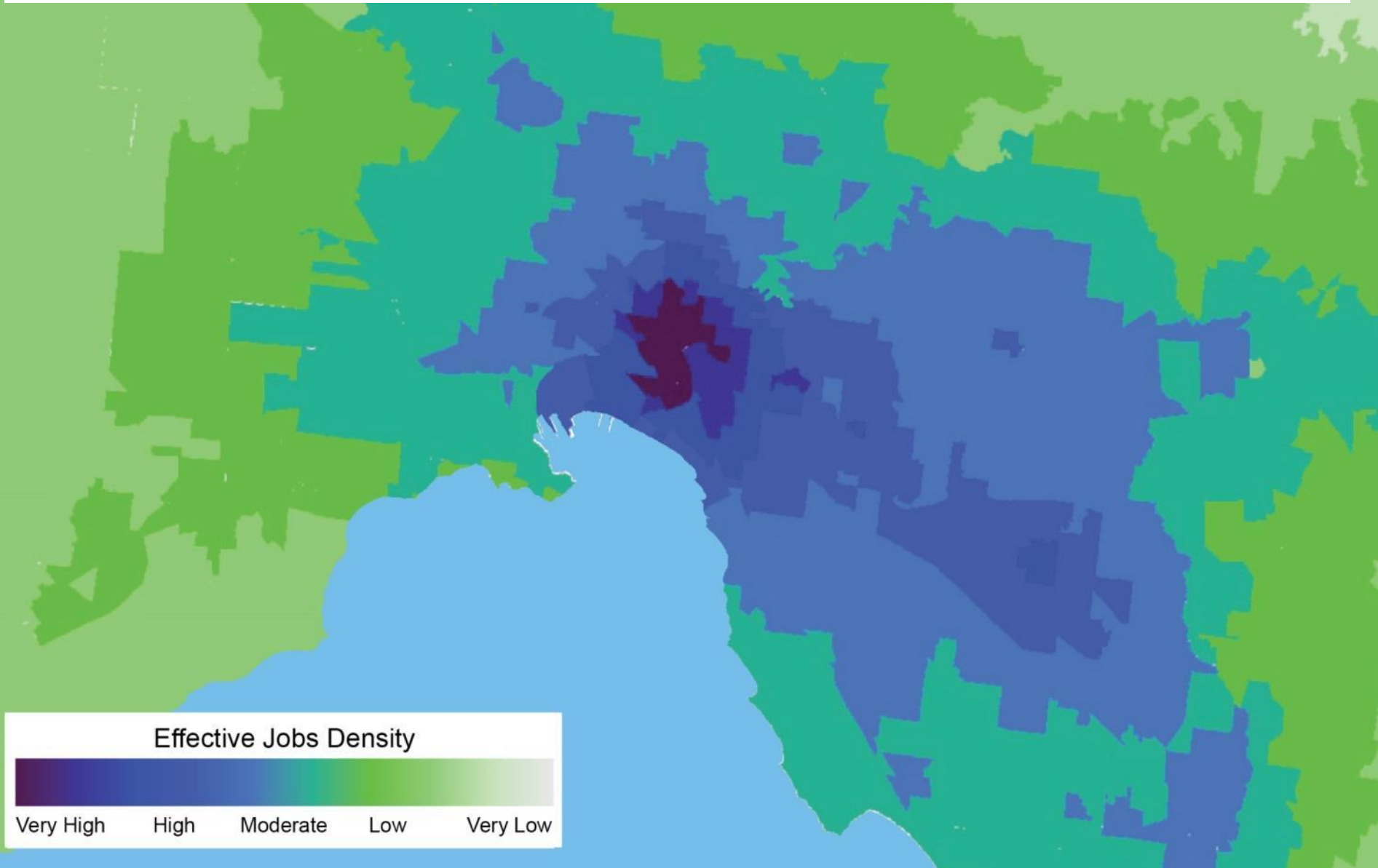
Job density

Employment
Total

1 Dot = 10 jobs

Effective job density, walking

Very high job density- but it's location on the perifery results in low EJD.
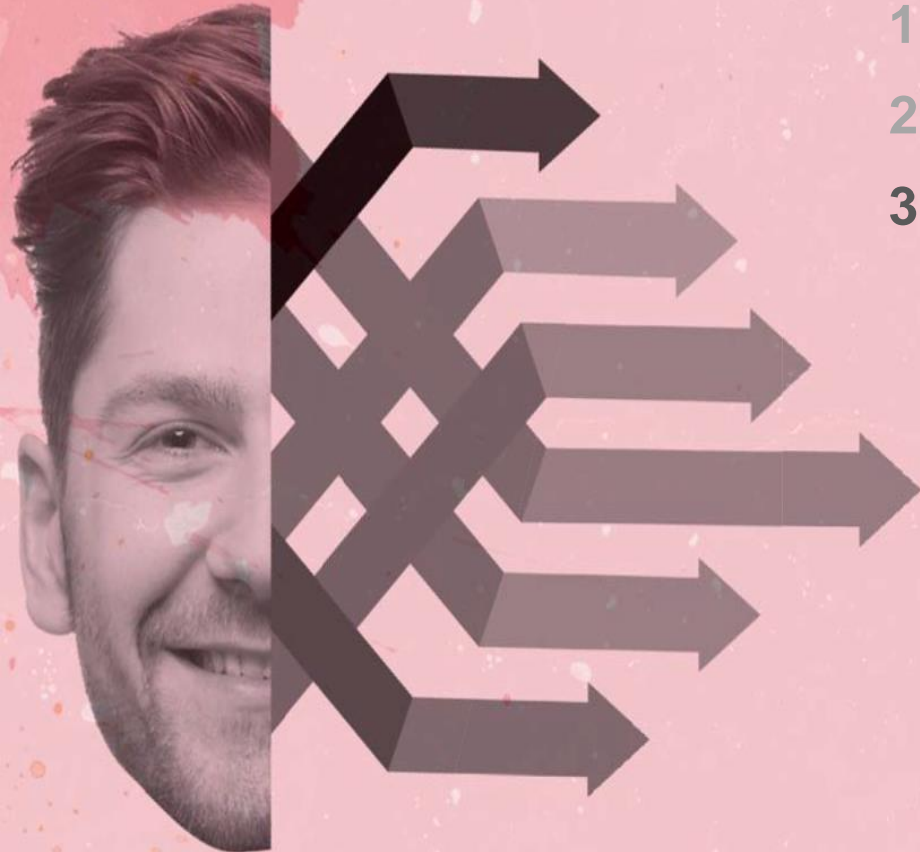
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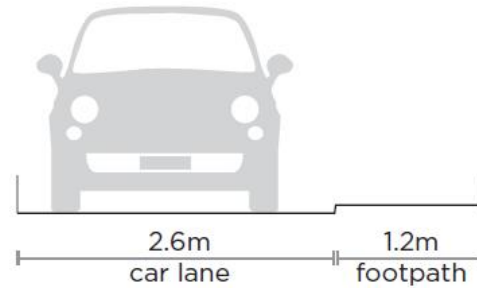**CITY OF MELBOURNE**

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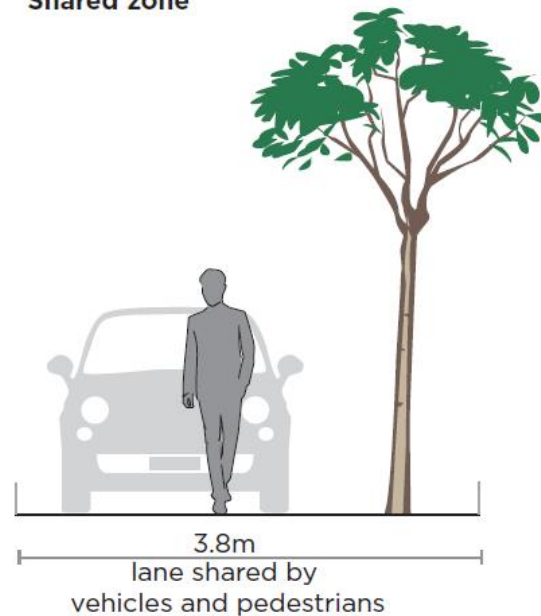
Shared zones

Separated road layout

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

2.6m
car lane

1.2m
footpath

Example of separated layout: Corrs Lane

Shared zone

3.8m
lane shared by
vehicles and pedestrians

Example of shared zone: Hardware Street

**Hardware St-
Shared Space, Melbourne Style**

Could Auckland be the next "Laneway capital"?

O'Connell Street
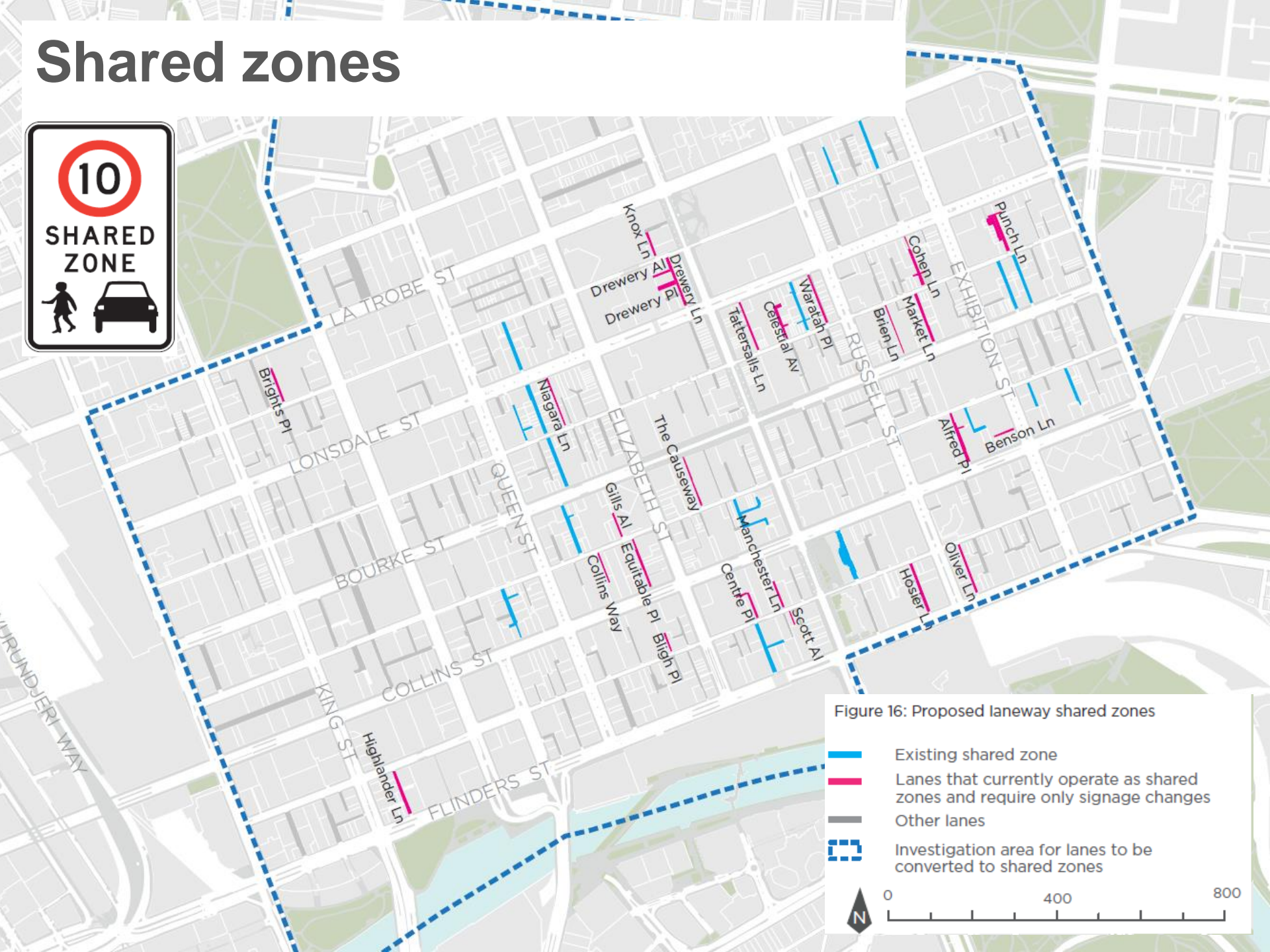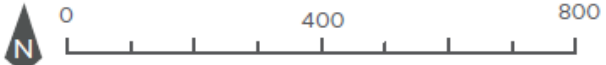
Elliott Street

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Shared zones

Figure 16: Proposed laneway shared zones

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

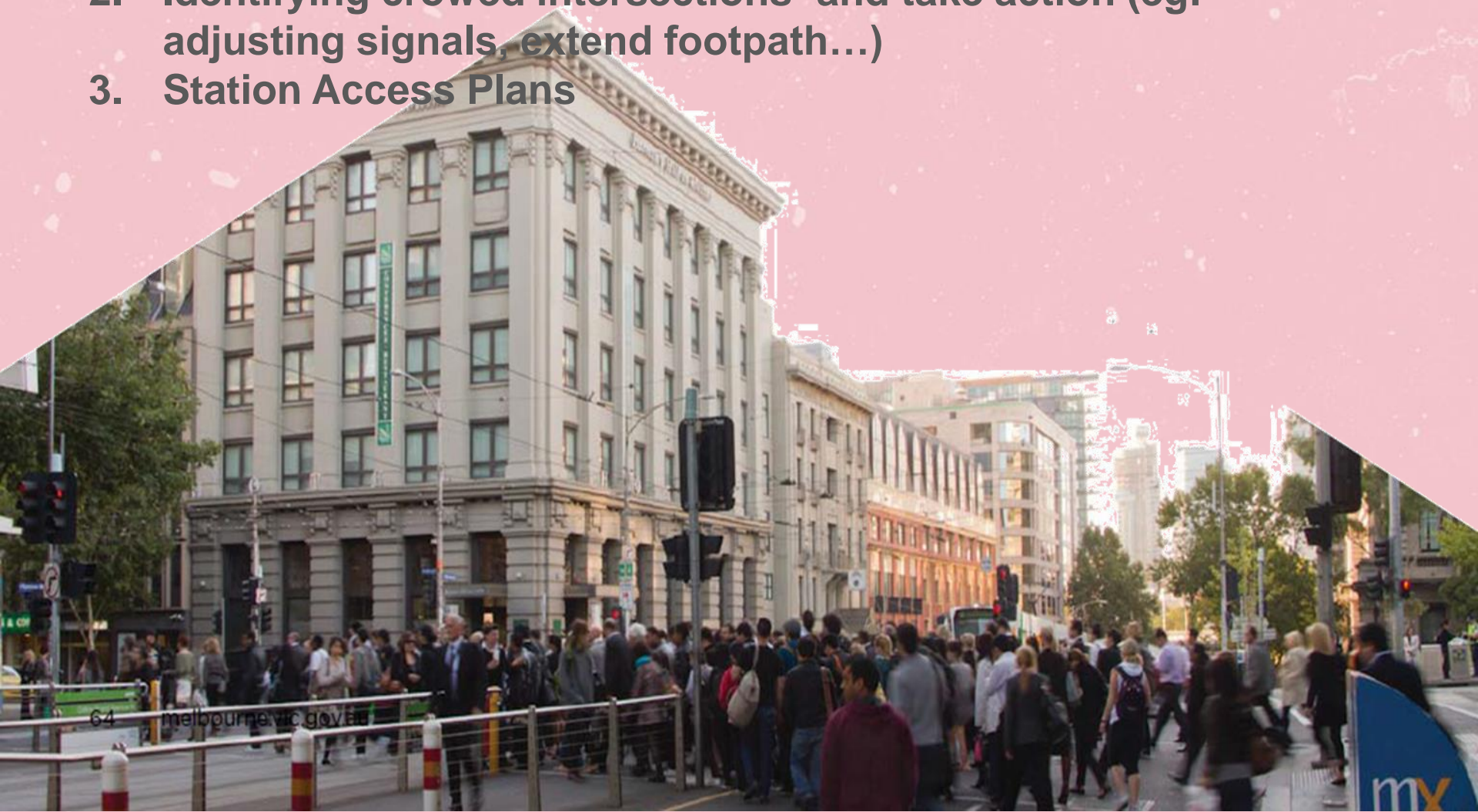# Select Other Actions

1. **Stop Lines- aligned with building lines**

painted stop line in
line with property
boundary

vehicles do not
block footpath while
waiting to turn

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Select Other Actions

1. **Stop Lines- aligned with building lines**
2. **Identifying crowed intersections- and take action (eg: adjusting signals, extend footpath…)**
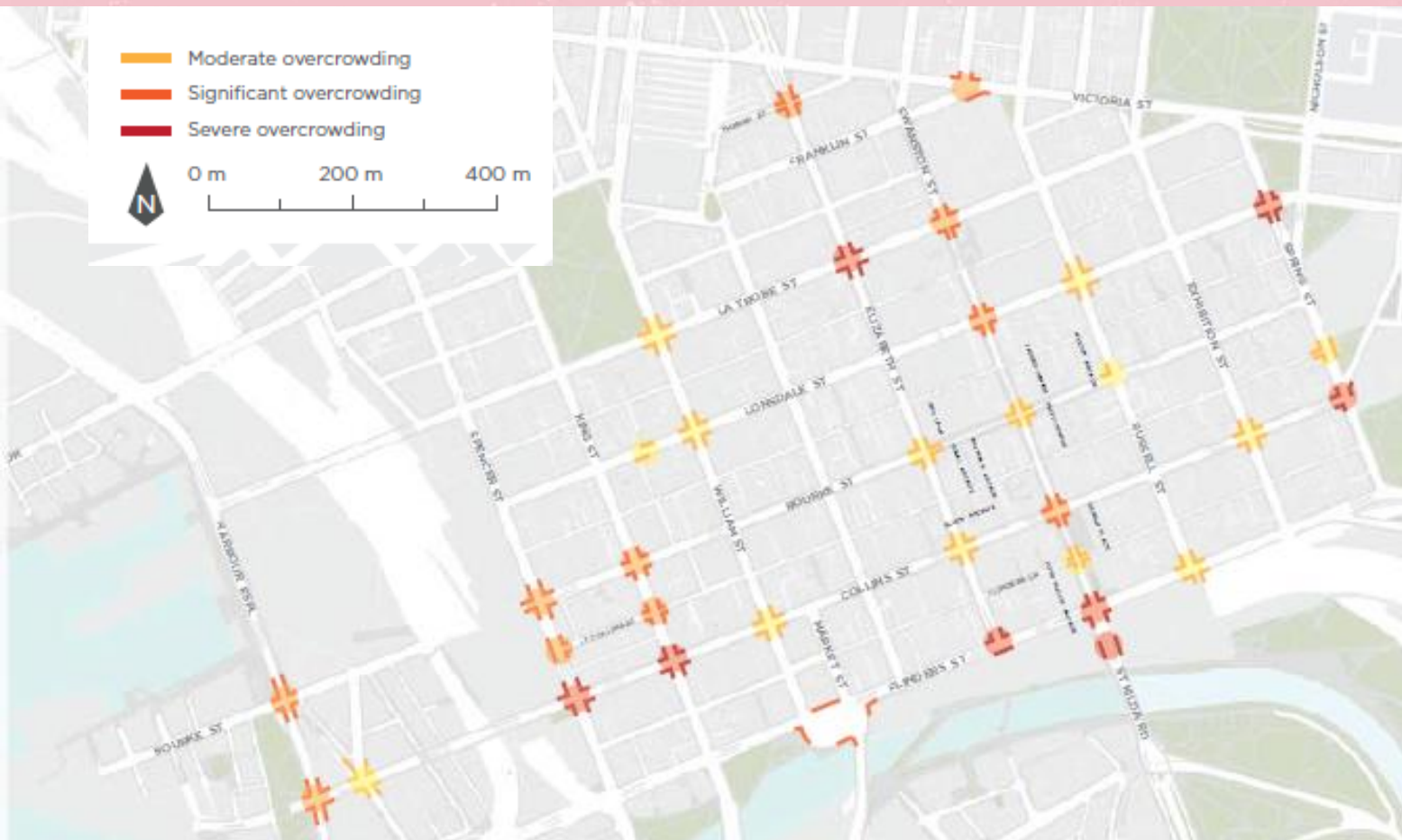
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3. **Station Access Plans**

Select Other Actions

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3. **Station Access Plans**
4. **More mid-block crossings**

Select Other Actions

1. **Stop Lines- aligned with building lines**
2. **Identifying crowed intersections- and take action (eg: adjusting signals, extend footpath…)**
3. **Station Access Plans**
4. **More mid-block crossings**

   … To name a few

Thank You and
Happy International Women's Day

Alison Lee, Principal, GHD, Auckland, for:

Damon Rao, City of Melbourne

www.melbourne.vic.gov.au

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