

Strategic directions:

## 5. Access and movement

Montague will be easy to get around and will offer convenient connections to neighbouring areas. Walking, bike riding and public transport will be the preferred modes for local trips for both residents and workers.

# 5. Access and Movement

## OVERVIEW

Given the Precinct's strategic location, there is a real opportunity to embed sustainable transport as a fundamental element of its renewal.

The Precinct provides a unique opportunity to:

- Make sustainable and efficient travel options convenient, viable, attractive and desirable.
- Promote walking, bike riding and public transport as the preferred modes for local trips and public transport for longer trips (making motor vehicle use the least attractive alternative).
- Provide high levels of accessibility (primarily by walking and bike riding) to important destinations in neighbouring areas (eg the CBD, Docklands, Southbank, South Melbourne and Bay Street).

Promoting sustainable transport modes such as walking, bike riding and public transport has well known environmental and social benefits – including reducing greenhouse gas emissions, reducing the need for parking infrastructure, social interaction and health and fitness.

## Building on Montague's grid layout and wide streets

The original streetscape and subdivision pattern of Montague was designed for a pre-automobile, residential neighbourhood.

This layout from the 1880's, including wide roads and wide footpaths, nature strips and intimate lanes has left a legacy that will be further enhanced for a new community.

Few roads in the Precinct include on-road bike riding facilities and the walking environment is poor. Road network design must prioritise walking and facilitate safe on-road bike riding – making the streets navigable and active places for people.

## Improving existing public transport services

The Precinct is generally well serviced by trams and buses. 95 per cent of the Precinct is within a 400 metre walking catchment of a light rail stop or bus stop.

However stops could be made more accessible. Public transport services will need to be upgraded to accommodate a growing residential and worker population.

## Managing cars and traffic

Montague Street, Normanby Road and City Road are arterial routes (managed by VicRoads) which fulfil key traffic roles.

Maintaining the traffic function of these routes is considered paramount by VicRoads, however these roads can act as a barrier especially to pedestrians.

These roads also play a key pedestrian and bike riding role.

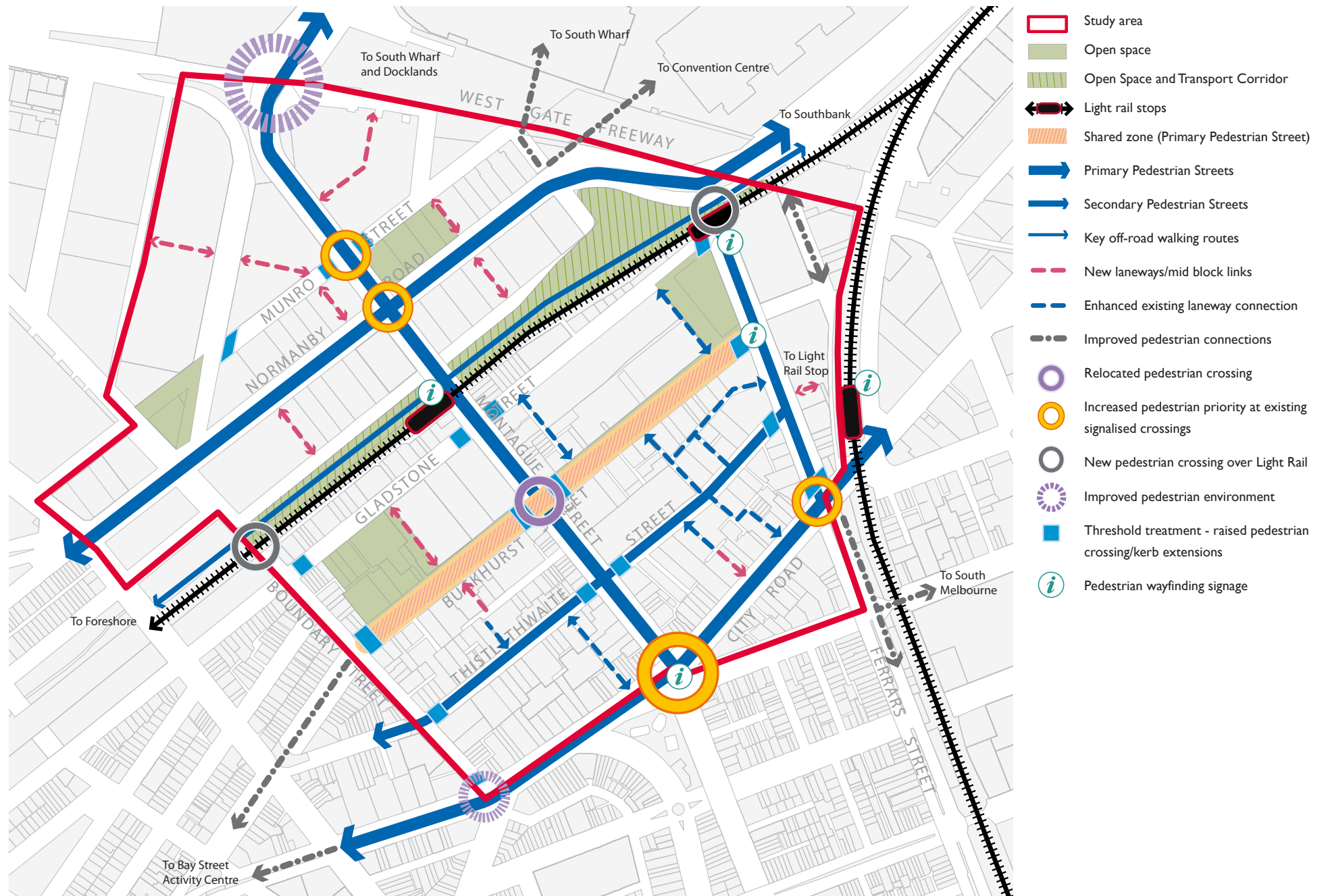


# Create a highly walkable environment

### ACTIONS

- Develop an integrated transport network that supports :
  - 80 per cent of all short trips and 11 per cent of commuter trips can be taken on foot.
- Develop Montague Street, Normanby Road, Buckhurst Street and City Road as *Primary Pedestrian Streets*.
- Develop Buckhurst Street as a primary pedestrian and bike route by reclaiming road space, creating a shared zone, developing a linear park along its length and applying a 10 kph speed limit (see Strategic Direction 4 – Streets, Lanes and Open Space, Strategy 4.2).
- Develop Thistlethwaite and Ferrars Streets as *Secondary Pedestrian Streets*.
- Enhance the walking environment of primary and secondary pedestrian streets by:
  - Providing well designed and conveniently located street furniture including seating.
  - Ensuring legibility of the walking routes through signage and consistent surface treatments.
  - Ensuring street lighting provides a sufficient level of lighting to footpaths.
  - Removing redundant furniture, signs and minimising vehicle crossovers.
  - Relocating street furniture towards the kerb line.
  - Removing uneven surfaces.
  - Improving drainage to eliminate puddles.(See Strategic Direction 4 – Streets, lanes and Open Space – Strategy 4.1 for detailed public realm improvements).
- Enhance the Port Melbourne Light Rail Corridor as a key off-road walking route linking the Port Melbourne Foreshore with Southbank (see Strategy 4 – Streets, Lanes and Open Space.)
- In Munro, Woodgate, Gladstone, Meaden, Boundary, Doran, Ford and Johnson Streets, create pedestrian priority by applying a 40 kph (or lower) speed limit, and landscaping and tree planting.
- In partnership with VicRoads, use 'Greenlight' interventions to give pedestrians priority at the following signalised crossings:
  - Montague Street and City Road
  - City Road and Ferrars Street
  - Montague Street and Normanby Road
  - Montague Street and Munro Street.
- Relocate the existing pedestrian crossing outside the Montague Continuing Education School to the intersection of Buckhurst and Montague Streets. Upgrade the crossing to provide for a 'Greenlight' crossing for pedestrians and bike riders.
- Install a new pedestrian and bike crossing across the Port Melbourne Light Rail Route at Boundary Street to connect the Southern and Northern Neighbourhoods.
- Provide priority to pedestrian movement over vehicles by installing 'threshold treatments' (raise side-road crossings to footpath level) at the intersections of:
  - Montague Street (with Gladstone, Buckhurst and Thistlethwaite and Munro Streets).
  - City Road (with Boundary Street and Ferrars Street).
  - Ferrars Street (with Thistlethwaite, Buckhurst, Gladstone and Streets).
  - Boundary Street (with Thistlethwaite, Buckhurst, Gladstone and Munro Streets).
- Enhance pedestrian connections to:
  - South Wharf and the Convention Centre by improving the pedestrian environment at the intersection of Montague Street and the M1 Undercroft / off ramps (including providing signage and landscaping) and improving the legibility of the walking route from the eastern end of Munro Street through the Undercroft to South Wharf.
  - Bay Street Activity Centre by enhancing City Road and Buckhurst Street as primary pedestrian streets.
  - South Melbourne Central Activity Centre by enhancing Ferrars Street and City Road as primary pedestrian streets.
- Install wayfinding signage to direct pedestrians to key destinations within Montague and beyond (eg public transport stops, South Melbourne Market, South Wharf, Bay Street and the foreshore.)

Figure 13 – Walking framework



## RATIONALE

A key element of making Montague a walkable environment is enhancing permeability and ensuring that convenient and direct routes are provided to key destinations (both within and outside the Precinct).

Improving the legibility of walking routes and removing barriers (such the lack of pedestrian priority at major roads) will also improve the walkability of the Precinct.

### Key walking routes

The plan identifies key walking routes:

- PRIMARY PEDESTRIAN STREETS – Primary Pedestrian Streets will receive improvements to the public realm to improve their walkability. These routes, while traffic corridors, will carry high levels of pedestrian traffic and play an important visual role in the renewal of the Precinct.

These streets provide direct north-south and east-west links in the Precinct and to destinations outside.

- SECONDARY PEDESTRIAN STREETS – A high quality local walking environment will be established in the Precinct's secondary streets. These streets provide key links in the Precinct.
- LANES – Montague's lanes provide fine grained connections through the Precinct (see Strategic Direction 4 - Streets, Lanes and Open Space - Strategy 4.2).

All streets within the Precinct will be walkable. However along the key walking routes, specific attention will be given to providing:

- New and improved pedestrian crossings at key intersections
- Large canopy trees for shading and cooling
- Appropriate street furniture
- Traffic calming treatments and lower speed limits
- Signage and enhanced connections to key destinations and attractions.

Connections outside of the Precinct such as South Wharf and the Convention Centre are confusing and unattractive from a pedestrian perspective and dominated by vehicles.

Improving links to key destinations such as the neighbouring activity centres are also crucial to the success of the Precinct and integrating it into its surrounds.

Key linkages to be enhanced include:

- South Wharf, Southbank and CBD - The Southbank Structure Plan identifies City Road and light rail walking routes as key east-west pedestrian spines and also seeks to enhance a connection through the Convention Centre to the Yarra River.
- South Melbourne – The *South Melbourne Central Structure Plan* proposes key walking spines along City Road, Market and York Streets.
- Bay Street – Initial proposals for the *Bay Street Structure Plan* (in preparation) identify Bay Street and Crockford Street as key pedestrian routes.

## Strategy 5.2

# Develop safe, legible, continuous and convenient bike connections

### ACTIONS

- Partner with VicRoads to develop fast, direct, on-road *Commuter routes* along Montague Street, Normanby Road and City Road (shared with buses).
- Develop safe and convenient marked, on-road, *Local bike routes* along Buckhurst, Thistlethwaite, Ferrars, Boundary and Johnson Streets that link local destinations.

(NB - The route along Buckhurst Street will be developed as the priority east-west route linking Bay Street to the Precinct (see Strategic Direction 4 – Streets, Lanes and Open Space, Strategy 4.3.)

- Upgrade the existing off-road bike route along the Port Melbourne Light Rail Corridor by demarcating space for bike riding, improving sightlines and improving the surface.
- Ensure bike routes connect and integrate seamlessly with routes within and outside the City of Port Phillip.

Key linkages include connecting:

- with routes along Crockford/Bay Street and City Road, Southbank
  - to the Freeway Undercroft and South Wharf
  - to the off-road route along Normanby Road/Whiteman Street in the City of Melbourne and the Convention Centre
  - with '*Commuter*' routes along Williamstown Road and Ferrars Street (south of City Road)
  - with '*Local*' bike routes on Montague Street, south of City Road and Pickles Street.
- Facilitate continuous bike routes by introducing signalised bike crossings at the intersections of:
    - Montague Street and City Road.
    - Montague Street and Normanby Road.
    - City Road and Ferrars Street.

- New pedestrian / bike crossings across the Port Melbourne Light Rail Route at:
  - Boundary Street
  - Ferrars Street.
- Improved refuges for bikes on Crockford Street at the intersection of Pickles Street.

- Require bicycle parking and end-of-trip facilities:
  - in all residential and commercial developments
  - at appropriate locations in the public realm (including, the Montague School and community hub)
  - at light rail stops.
- Encourage the provision of a minimum of one bicycle parking space per dwelling for all new residential development, an increase from the current one space per five.

### RATIONALE

Montague's street network will be safe and attractive for bike riders of all ages and abilities. There will be designated on-street bike lanes on busy streets, where possible separated from traffic, as well as quiet routes linking destinations.

New bike riding routes will enhance the connectivity of Montague with adjoining areas.

To support the use of bikes, on-street bicycle parking facilities will be provided throughout the Precinct to meet demand.

End-of-trip facilities and bike parking above the requirements in the Planning Scheme will be required in residential and commercial development to offset a reduction in vehicle parking and in-line with Council's *Bike Plan*.

## Bike routes in Montague

Council's *Bike Plan* identifies several commuter and local routes in the Precinct:

### ■ COMMUTER ROUTES

The *Bike Plan* seeks to develop a network of fast, direct routes which serve commuters. City Road, Normanby Road and Montague Street are identified as commuter routes<sup>7</sup>.

### ■ LOCAL ROUTES

The *Bike Plan* also identifies a network of local bike routes which link to local destinations such as shopping strips, schools and libraries.

Buckhurst Street provides a key off-road route running through the green spine. It connects Bay Street with Ferrars Street.

### ■ OFF-ROAD ROUTES

The Light Rail Corridor is identified as an off-road bike path. It is heavily utilised by both bike riders and pedestrians. This route will be greatly enhanced. The area available to pedestrians and bike riders is proposed to be widened and redeveloped as a green open space and transport corridor (see Strategy 4.4 – Streets, Lanes and Open Space).

## Connections to outside of the Precinct

Connections outside the Precinct are vital to ensuring the ease and success of bike riding in Montague.

The *Southbank Structure Plan* identifies an on-road bike route along City Road.

Opportunities exist to link this route via City Road in Montague to Crockford and Bay Streets in Port Melbourne.

This would provide a seamless on-road route from Port Melbourne to Southbank. Connections along the Light Rail bike route are also identified in the *Southbank Structure Plan* as a bike route under the M1 Freeway Undercroft.

The green corridor along the Port Melbourne Light Rail Route and other connections from Montague will link into both these routes.

<sup>7</sup> (Currently Montague Street and Normanby Road are not identified in the State bike network – the Principal Bicycle Network (PBN).

City Road is identified as a proposed on-road lane. The PBN is under review.)





# Maximise the use of public transport in the Precinct

## ACTIONS

- Advocate to Yarra Trams, the Victorian Department of Transport and Public Transport Victoria to improve the capacity of tram services on light rail routes 109 (Port Melbourne) and 96 (St Kilda).
- Advocate to the Department of Transport, Public Transport Victoria, bus providers and VicRoads to improve the frequency, speed and convenience of the bus services along City Road and Normanby Road.

Specific improvements include:

- Designating a bus priority lane along City Road between Crockford Street and Southbank and along Normanby Road (in both directions).
  - Providing DDA compliant stops and real time bus information.
- Work with the Department of Transport, Public Transport Victoria, Places Victoria, Yarra Trams and the City of Melbourne to facilitate a new tram route linking Montague with the CBD (via Docklands).
- A route connecting the proposed Park Street extension through Montague via Montague Street to Docklands should be investigated as a priority.
- Improve the amenity of and access to the Montague Light Rail stop on Route 109 (Port Melbourne), including the installation of way finding signage and real time travel signage.
  - Improve the amenity of the light rail underpass on Montague Street by resurfacing the footpath and installing new lighting.
  - Relocate the tram stop located at the northern end of Meaden Street to the northern end of Ferrars Street and provide direct access to it from Ferrars Street and Normanby Road.
  - Develop a pedestrian link from Railway Place to the City Road Light Rail Stop on the St Kilda Light Rail Route 96 and enhance the amenity of the stop (such as through real time signage).
  - Provide way finding signage on approach and departure points to all public transport stops.

## RATIONALE

The attractiveness and efficiency of the public transport network is paramount to actively encouraging residents and workers to use sustainable modes of transport.

To help make public transport a viable alternative to the private car, improvements to the timetable and other public transport associated infrastructure including shelters, seating, improved lighting and real time passenger information are essential.

The Precinct is generally well serviced by light rail and buses routes – 95 per cent of the Precinct is located within 400 metres of a public transport stop.

### Improving the capacity of public transport

Improving the overall attractiveness of public transport services, as an alternative to the car, will require current capacity issues to be addressed. Currently the 109 Light Rail Route is at capacity during peak hours.

To improve the attractiveness of buses, bus priority lanes are needed to reduce travel times through Southbank and into the CBD. More frequent bus services, bus priority (integrated with bike riding), accessible DDA stops and real time bus information will assist in making bus trips a more viable transport option.

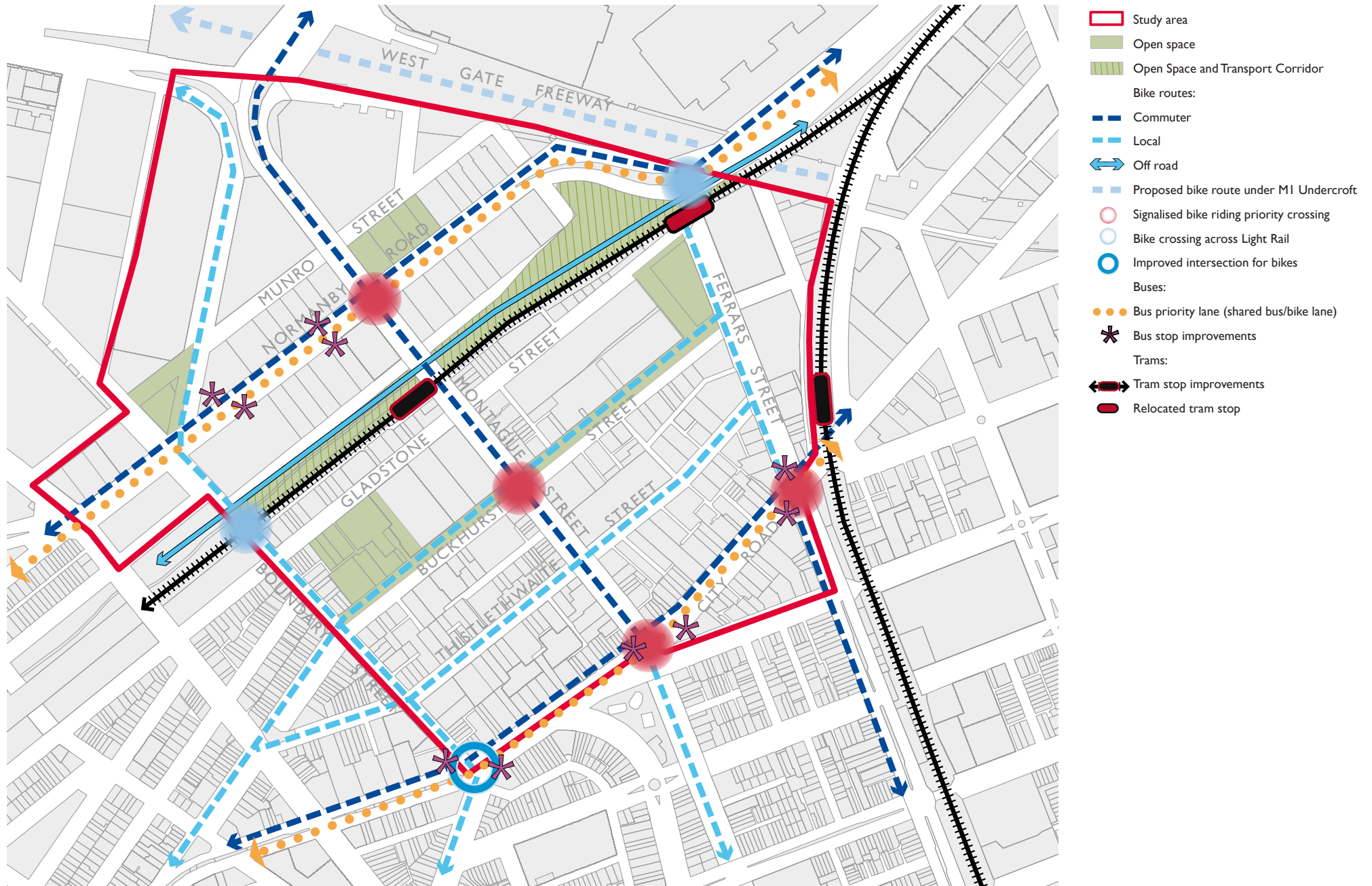
Routes are required that link Montague with adjoining inner areas (such as South Melbourne, Docklands, St Kilda Road) to cater for work and commuter travel and provide enhanced network flexibility.

### Developing a new tram route

The City of Melbourne, Places Victoria, Department of Transport and Public Transport Victoria have identified a potential new tram route crossing the Yarra River, linking Docklands with Fishermans Bend. A number of routes are being considered.

Council strongly supports a route that provides a convenient connection through Montague to Docklands and the CBD. As most public transport in the Precinct provides east-west connections with limited north-south connections, there is an opportunity to provide a tram link to the proposed Park Street extension in South Melbourne through Montague to Docklands.

Figure 14 – Access and movement framework



# Minimise car parking provision

## ACTIONS

- Develop a Car Parking Plan for Montague.
- Apply a reduced car parking rate to development recognising the Precinct's strategic location, proximity to services and access to public transport and to reduce the impact of car parking on the public realm.

The following rates will be applied:

- For residential development - a maximum parking rate of 0.5 per dwelling.
- For office developments – a maximum rate of between 1.0 - 2.0 spaces per 100 square metres of floor area.

(Further work will be undertaken to provide guidance on the application of office car parking rates within this range, to recognise commercial needs and the objective to maximise sustainable travel modes.)

- Support the sharing of parking spaces between multiple users in mixed use developments.
- Actively encourage car-sharing initiatives with the provision of well located on-street parking on each street or road and off-street parking within developments.
- Review the provision of on-street parking as part of streetscape / road space redesign plans to achieve:
  - A reduction in the overall provision of on-street car parking (and associated travel demand)
  - Orientation of car parking spaces that maximises road space for other uses
  - Priority of on-street parking for short- term access, visitor parking and delivery / servicing
  - Priority for pedestrian and cycle movement
  - Removal of car spaces to create opportunities for additional landscaping / open space.

## RATIONALE

In line with the development of a sustainable living and working environment, and by leveraging excellent public transport access in the Precinct, the use of cars will be moderated by giving priority to more efficient modes.

Car sharing will be encouraged and car parking provision in new developments will be limited to more sustainable parking rates.

Given the Precinct's proximity to the Melbourne CBD and other facilities, the mixed use nature of development and proximity to public transport, a reduced car parking rate should be applied to development in the Precinct.

This rate could be further reduced where green travel plans which include other sustainable transport options such as car sharing and public transport tickets are provided.

Managing and suppressing car parking can have a drastic impact on reducing car use. The numerous benefits of reducing car use include an overall reduction in carbon emissions, reduction in traffic congestion and associated cost to the economy whilst significantly improving the overall public realm and pedestrian environment.

### Residential parking rates

A reduced car parking rate will be applied to residential developments. Reduced parking provision for residential development has already been applied in some areas of Port Phillip and adjoining renewal areas such as Southbank.

### Office parking rates

A reduced parking rate will also be applied to offices. Reducing the amount of parking provided in office developments is considered a key way of promoting sustainable travel modes.

Travel between home and work is the dominant travel pattern in urban areas. As this kind of travel is typically repeated day after day, it offers the greatest potential to achieve sustained change in travel behaviour towards public transport and bike riding.

# Manage traffic to reduce car use and reduce impacts on neighbouring areas

### ACTIONS

- In partnership with VicRoads, the Victorian Department of Transport, Public Transport Victoria and Places Victoria, undertake a transport, traffic and parking impact assessment (of the Montague Precinct and surrounding area) on the local and arterial road network, and develop a detailed Transport and Parking Plan which shall include:
  - Local traffic management / interventions
  - Road space allocation for different modes (eg buses and bikes)
  - On-street parking configurations
  - Parking management in the surrounding streets in South Melbourne and Port Melbourne
  - Intersection capacity and design
  - Strategies informing the potential role of / masterplan for City Road.
- Work with the State Government to introduce traffic calming measures on the three arterial routes through the Precinct (including reducing speed limits) reflecting the level of pedestrian activity and destinations eg shops and schools.
- Work with VicRoads to review and upgrade key intersections (which are at capacity), including:
  - Normanby Road and Montague Street
  - City Road and Montague Street.
- In partnership with the State Government and VicRoads, investigate the option of tunnelling Montague Street between the M1 and City Road to improve traffic flows and improve local access and amenity.
- Restrict additional crossovers from Montague Street, Normanby Road and City Road and provide vehicular access from rear lanes or side streets, where possible.
- Introduce reduced speed limits to make streets safer and more conducive to walking and bike riding:
  - Investigate with VicRoads, the feasibility of reducing the speed limit on City Road, Normanby Road and Montague Street.
  - Introduce a 40 kph speed limit to all streets (except Montague Street, Normanby Road and City Road) to slow traffic.
  - Apply a 10 kph speed limit to Buckhurst Street.
- Maintain the existing traffic management measures along Boundary Street at the intersections of Garton, Bay, Heath and Station Streets to prevent traffic from entering neighbouring established residential areas.
- Maintain the traffic management measures at the intersection of Ferrars and City Road to limit through traffic and impacts on City Road.

### RATIONALE

The three arterial roads in the Precinct form major links in the metropolitan network. Maintaining their traffic function and limiting access which affects the traffic function are important. However, these roads also need to fulfil a local role. All three arterials form barriers to connectivity within the Precinct and destinations outside.

While Council is seeking to maximise the use of sustainable transport and suppress the availability of parking, the renewal of the Precinct will generate more car trips and traffic. This will need to be carefully managed as the major intersections in the Precinct are already at capacity.

Given the potential development of Fishermans Bend and current development of Southbank and Docklands, further investigations into traffic impacts are required for the Precinct and its surrounds.

Traffic in and around the Precinct will need to be managed at a local level as well as from a metropolitan perspective. A number of traffic management interventions are in place around the Precinct e.g. along side streets off Boundary Street. These will be maintained to ensure traffic generated in the Precinct is self-contained and not funnelled into established residential areas.



