

Keeping Melbourne Moving

The Victorian Government's plan aimed at *Keeping Melbourne Moving* comes out of consultation with community and industry leaders at the Premier's Congestion Roundtable held in early 2008. Funding of \$112.7 million over 4 years will be allocated to initiatives that focus on relieving peak period congestion within a 10-kilometre radius around the CBD. This includes:

\$12.6 million to extend and standardise clearway times on all arterial roads and key public transport routes to improve traffic flow during peak times. Currently, times for clearways vary significantly, causing confusion for road users. Over 150 clearways around Melbourne will be standardised to operate from 6.30am to 10am and from 3pm to 7pm. This initiative will be progressively rolled out, starting with morning peak clearways on arterial routes including High Street, Malvern; Nicholson Street, Brunswick; and Punt Road and Hoddle Street. Clearways will be strictly enforced and parked cars that are blocking traffic will be towed away.

\$37.8 million will be injected into the targeted tram and bus priority program to improve the flow of road based public transport. Under the current program, platform tram stops to improve tram efficiency are to be installed on Flinders Street at the corner of Spring Street and on Nicholson Street at the corner of Albert Street. Bus priority lanes will be progressively rolled out on a number of routes including from Sunshine/Burnside to the CBD, from the CBD to Clifton Hill, from Clifton Hill to La Trobe University and from Kew to the CBD. Buses will also be given greater priority on the six-lane sections of Springvale, Stud and Cheltenham roads. Earlier tram priority works on Sydney Road, Brunswick, have proven successful, reducing variability in tram arrival times by 20 percent and overall travel times by 4 per cent. Bus priority lanes are improving traffic flow efficiency on Lonsdale Street in the CBD and Victoria Parade in Collingwood.

\$28.2 million to encourage walking and cycling to work by further developing the bicycle and pedestrian network. Up to 12,000 commuters could be encouraged to walk or cycle to work or study in the inner Melbourne area with the right support – this is equivalent to 10,000 cars, 86 trams or 15 trains. Works

to improve the bicycle network and pedestrian facilities include a shared user path along Hyde Street and Whitehall Street in Yarraville; a new bicycle lane on Fitzroy Street, St Kilda; improved crossing opportunities at the intersections of Napier Street and Johnson Street, Fitzroy; Sackville Street and Burke Road, Denmark Street and Stevenson Street in Kew.

\$11.7 million to expand VicRoads' Rapid Response Service to arterial roads to clear broken-down vehicles and other lane blockages. VicRoads patrols on metropolitan freeways will now be extended to arterial roads during peak times to keep traffic flowing. Five additional CCTV cameras will also be installed at critical locations to help improve monitoring and management of the network.

\$3.4 million to reduce the impact of roadworks and events on traffic. Avoidable disruptions to traffic due to roadworks and events, especially during peak times, will be minimised through improved planning and management. Activities will be monitored by a centralised register and on-road patrols. Roadworks or other activities that block traffic and do not meet traffic management requirements could be shut down. A 50 per cent reduction in the current level of non-compliant roadworks could result in increased travel time savings of up to \$3 million per annum.

\$2.2 million to continue the aggressive priority program for trams. Route 6 on High Street, Malvern, and Route 96 from East Brunswick to St Kilda are two of Melbourne's busiest routes and improvements including changes to traffic operations will further reduce delays on these routes.

\$16.8 million to provide more information to motorists to help them make informed travel choices. Commuters will have easy access to travel information with more roadside variable message signs, more information on websites and more immediate traffic reports via the media; as well as a new education campaign to help motorists understand how their own driving can reduce congestion. This could include demonstrating to motorists that blocking an intersection could hold up thousands of cars, trams and buses.

NB: Please note all figures have been rounded to one decimal point.