Victoria is growing by an average of 110,000 people a year.

More than 40 per cent of Melbourne’s population growth in the next 15 years is expected in new residential developments in the north, west and south-east.

By 2051, Melbourne’s transport network will need to handle an extra 10.4 million trips a day – on top of the 13.4 million trips it already handles.
Our challenge and opportunity – Regional Victoria

Regional Victoria’s population is set to double to 2 million people within 20 years.

40 per cent of all regional population growth to 2031 will be in the cities of Greater Geelong, Bendigo and Ballarat.

V/Line runs around 2000 passenger services per week – 40 per cent more than in 2014.
Our strategic approach

People first

Outcomes focused

One system
Why movement and place?

- Tool to connect movement to place as a road management framework.
- Translates broad transport outcomes into shared transport aspirations
- Articulates how different modes integrate and how individual links functions
- Supports how DoT plans the road and transport network
- Offers a common language for coordinated transport planning between agencies and local and state governments
- Facilitates meaningful engagement with communities
Changing the way we plan

From planning for vehicles…

to planning for people movement (i.e. SmartRoads)…

to planning for living and prosperity (i.e. movement and place)
What is movement and place?

Roads and streets move people and goods from A to B.
What is movement and place?

They are also places people live and work along.
Movement and place vs SmartRoads

State-wide

Place

Safety and Environment

Key Users

All Modes - Rail Interchanges and Stations

Modal Classification Refinement
The Framework

Themes

- Movement
- Place
- Safety
- Environment

Modules

- Module 1
  Network classification
  The future strategic vision for the network.

- Module 2
  Network performance
  The gaps between the current performance and the future vision.

- Module 3
  Options development
  The tools and guides we need to meet the strategic vision.

- Module 4
  Options assessment
  A tool that compares options against themes and modes.
Module 1
Network classification

Movement and place matrix

<table>
<thead>
<tr>
<th>State</th>
<th>Regional</th>
<th>Municipal</th>
<th>Local</th>
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<td>M5</td>
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</table>

Movement classifications

- Rail
- Tram
- Bus
- Freight
- Tourist

Place classifications

- Places of street activity (PA)
- Places of landscape and culture (PL)
- Places of off-street activity (PO)

Indicative Only
Module 2
Network performance

Performance indicators

**Movement**
- Travel time
- Level of traffic stress
- Pedestrian delay

**Place**
- Access
- Amenity
- Walkability
- Crash history

**Safety**
- Emissions
- Noise

**Environment**

Current performance

Strategic vision

Typical central city street – before

Typical downtown street – after
Develop different options to close the gap between actual and aspirational performance.
Road and street types

Burke Road, Camberwell

Eastern Freeway

St Kilda Road

Little Collins Street
Module 3
Options development

Options toolbox
> Fitter assets for the future
> More efficient/flexible use of space
> Intelligent systems and management
> Changing behaviour/managing demand
> Substitute/improve/relocate capacity

Toolbox example: priority for boulevards
Assessing options to determine its impact on the existing transport network through rapid and detailed assessment approaches.
Case study: Carrum level crossing removal

Objectives

1. Strongly support changes that head towards a safe system
2. Support changes that enhance cycling
3. Support changes that enhance the ‘Place’ function for Carrum, including amenity, access and walkability
4. Mitigate impacts on the general traffic performance for Nepean Hwy and McLeod Rd
Case study: Carrum level crossing removal

Current view of Carrum level crossing. Image source: Google

Artist impression of Carrum level crossing once works complete.
Case study:
Maroondah Highway, Ringwood Station Upgrade

Before

After

Speed limit set at 40km/h to improve safety for all transport users.

Pedestrian plaza opens up to the pedestrian crossing, providing a direct connection from train to bus and the shopping centre.

Facilities for easy bus to train interchange for passengers.

Heritage building retained and repurposed.

Tree plantings to create a boulevard which reduces the heat island effect and calms traffic.

Wombat style crossing for pedestrian to connect to place at ground level.

Dedicated bike lanes to minimise conflict.
Where are we now?

> In February 2019, Melbourne metropolitan councils were briefed on Movement and Place, including its evolution from SmartRoads and piloting workshops with six councils.

> We have since:

> Released *Movement and Place in Victoria*—an overview document on our website

> Sought and received a strong response from metropolitan councils to participate in a Place Technical Reference Group.

> Reviewed the classifications for tram and bus links, with a review of tram and bus performance indicators currently underway.

> Reviewed the network of Strategic Cycling Corridors (SCCs).

> Briefed other jurisdictions on Movement and Place, including a delegation from Department of Transport in Western Australia.
Next steps

Underway
> Working with metropolitan councils to update a draft Strategic Cycling Corridor (SCC) network, with a view to finalising in the coming months.
> Working with regional Victorian councils to identify and map a draft Strategic Cycling Corridor (SCC) network, which we are now in the process of confirming.

Mid-year update
> Aiming to release updated network classification maps later in the year.
> Preparing more detailed guidance material to supplement the overview document after initial testing within DoT.
> Establishing the Place Technical Reference Group.

Ongoing
> Working with councils on network planning studies and refining classifications.
How to find out more

Contact our team

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Internet