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MAKING EXISTING ROADS OPERATE BETTER

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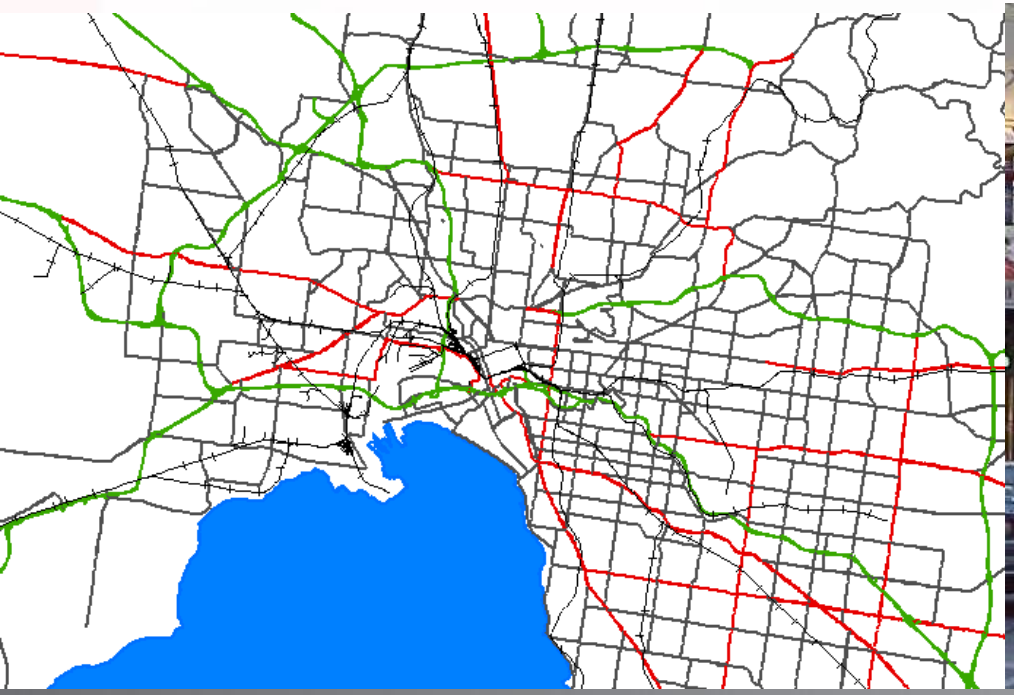
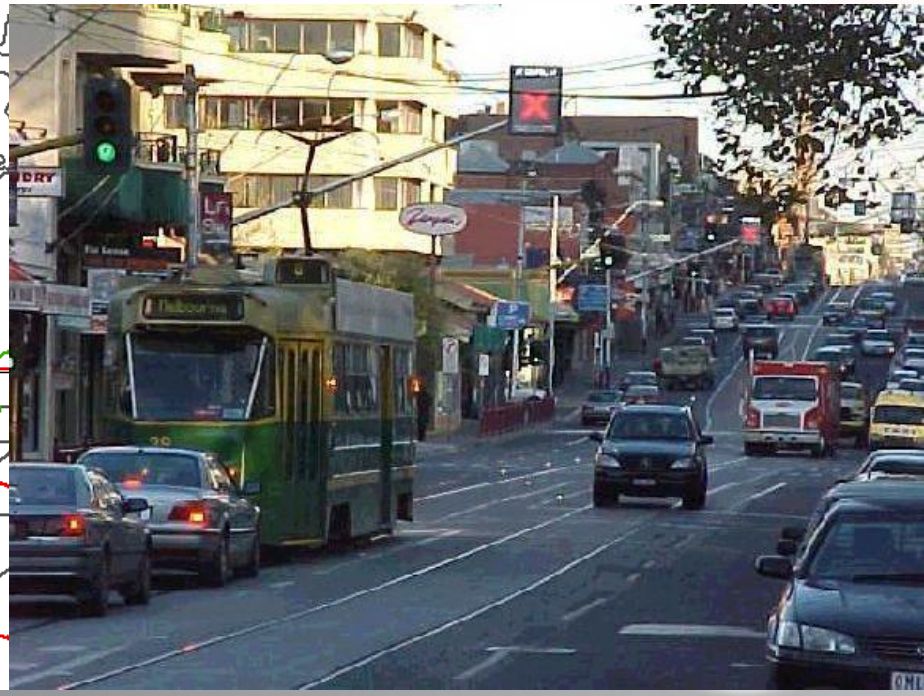
vic roads

Melbourne’s transport demands are growing

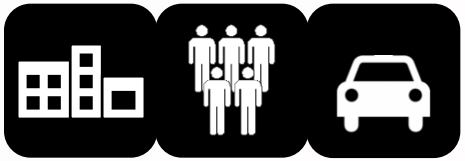
- 5m by 2030
- Doubling by 2030
- 10% annual growth
- •80% services use roads
  •6% annual growth





There is no single solution to managing congestion

- Integrate transport & land use



- Encourage more sustainable modes

- Better manage existing roads

- Traveller information

- Build new infrastructure

Prioritising modes on a road - Brussels

Melbourne – how to prioritise?

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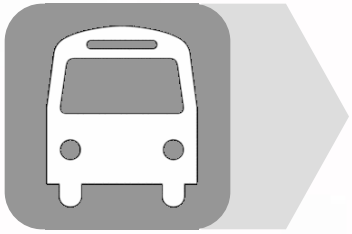
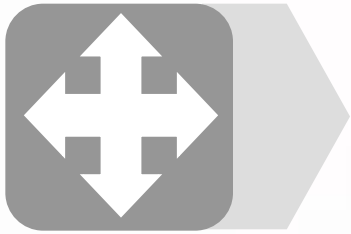
SmartRoads uses a simple 3 step framework

Road Use Hierarchy



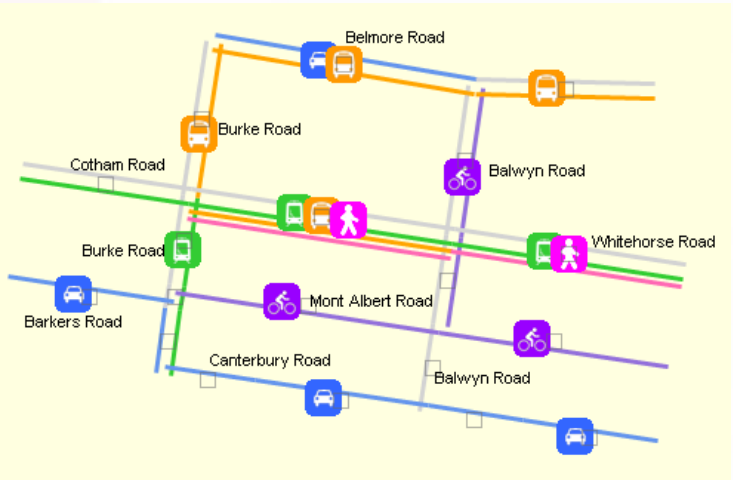
Network Operating Plan



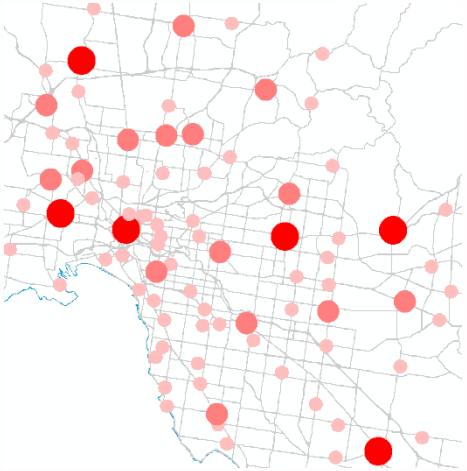
Network Operating Gaps

Road Use Hierarchy

By Mode

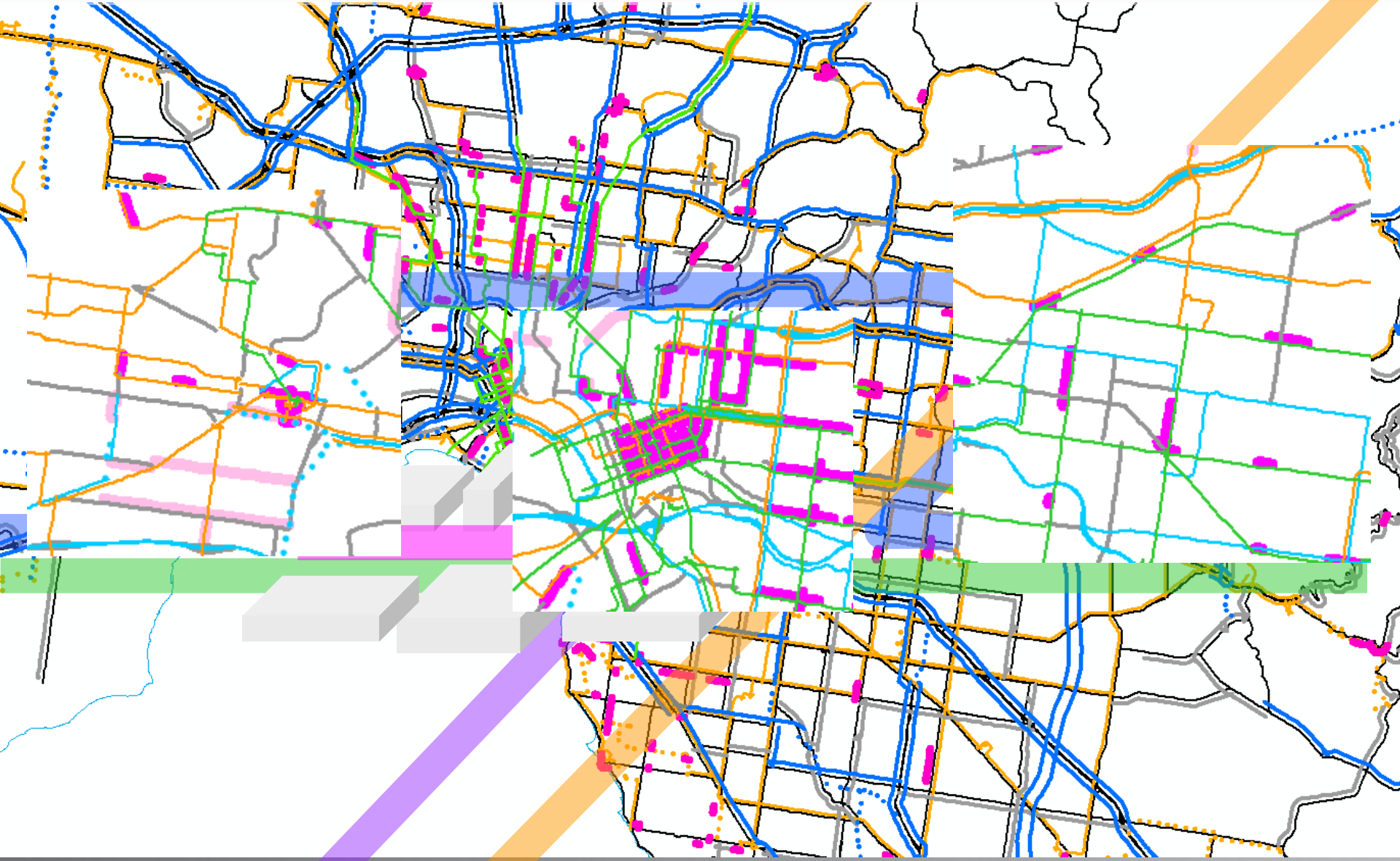


By Place

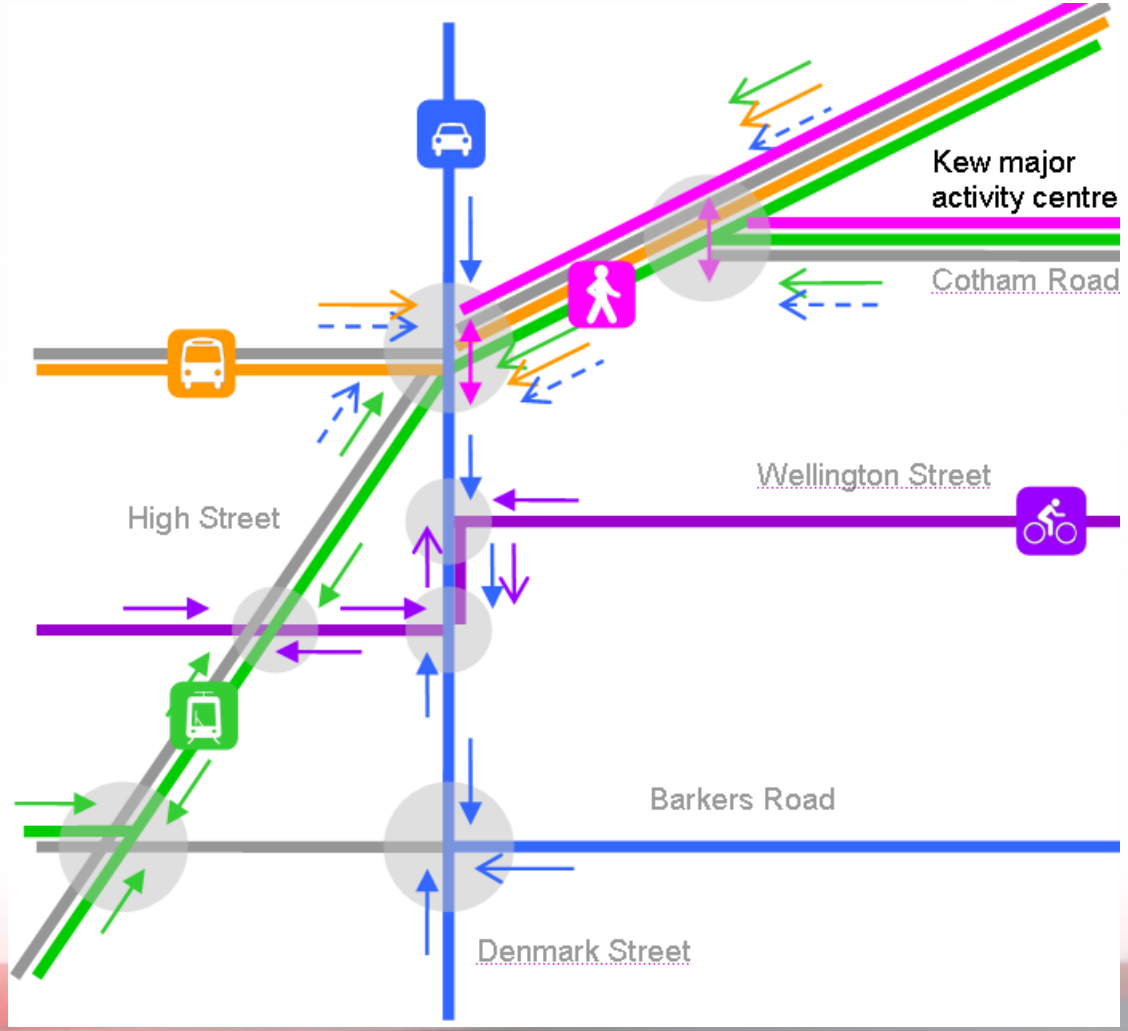


By Time of Day

A Road Use Hierarchy was developed in consultation with local government



There are network operating plans covering all of Melbourne over 4 time periods



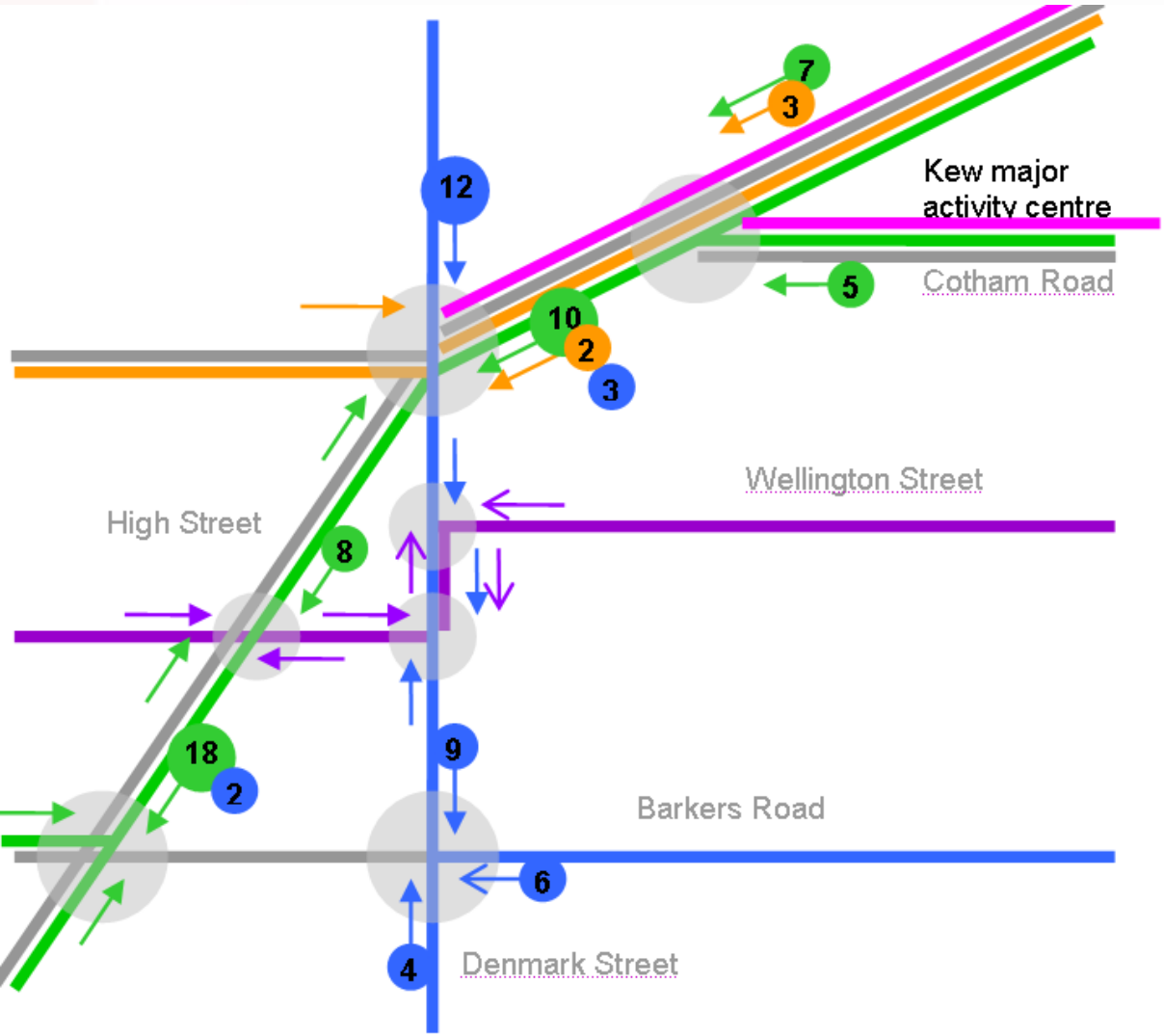
High Street, Kew - Network Operating Plan (high off-peak)

Level of Service is used to measure how well we are going against the plan

reducing performance

Level of Service					
A	No route delay. Always runs to timetable.	Opportunities to cross within 50m. Minimal crossing delay.	High degree of separation. Minimal delay.	No delay. No variability.	No delay. No variability.
B					
C	Stop at every set of signals. Within 5 min of timetable.	Crossing within 200m. Average crossing delay is 45 sec.	On-road bicycle lane.	Stop at every set of signals.	Stop at every set of signals.
D					
E	Takes at least 3 signal cycles to clear intersection.	Crossing within 400m. Average crossing delay is 90 sec.	Bicycles share traffic lanes.	Takes at least 3 signal cycles to clear intersection.	Takes at least 3 signal cycles to clear intersection.
F					

Bottlenecks in operation can now be identified



1 Bus Operating Gap

1 Tram Operating Gap

1 General Traffic Operating Gap

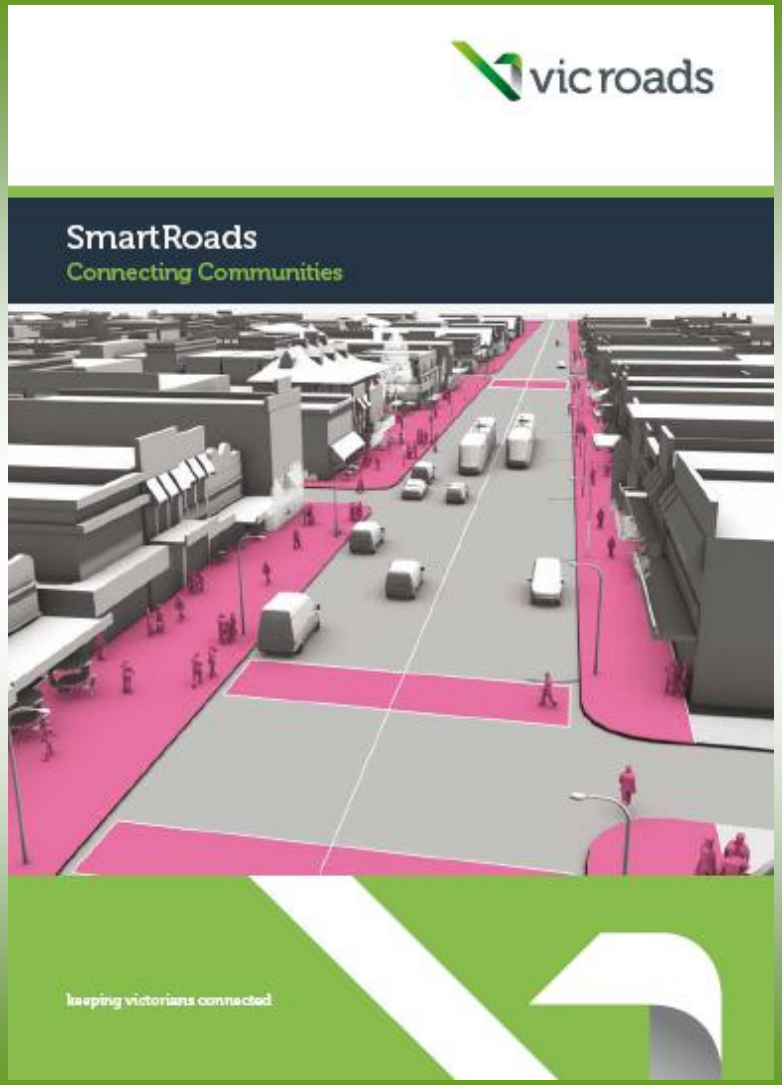
1 Pedestrian Operating Gap

1 Bicycle Operating Gap

SmartRoads

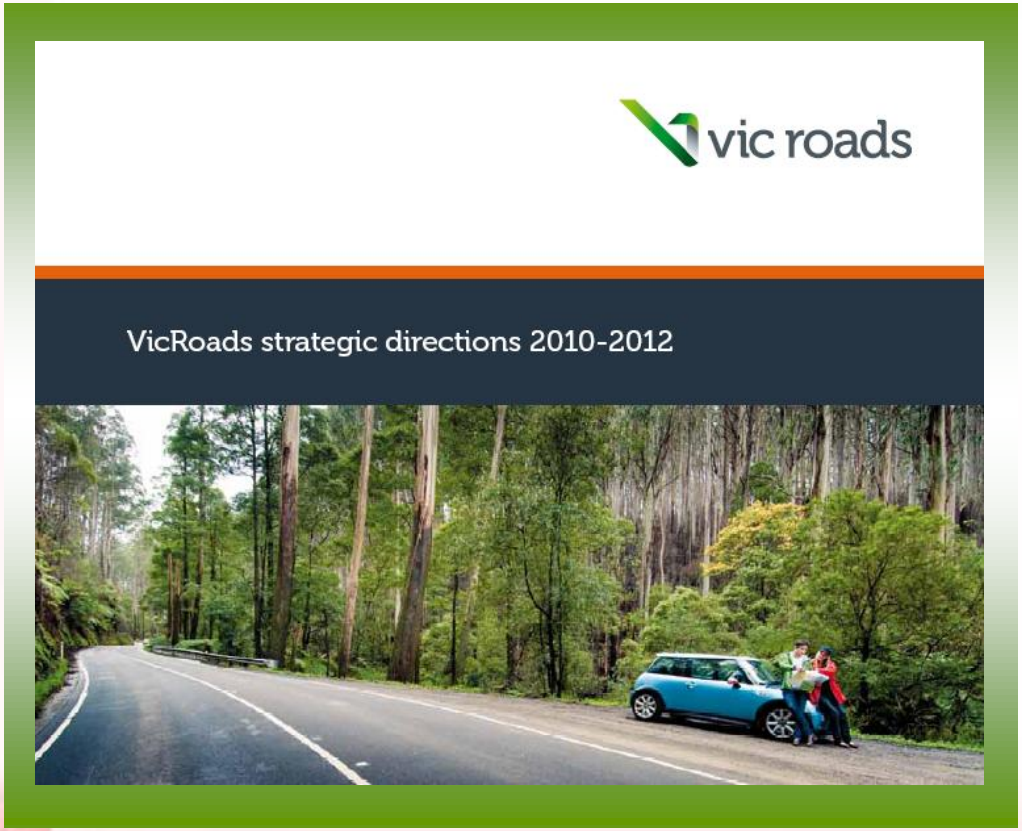
A plan for how the road network needs to operate

- Better manage use of roads
- Links transport to land use
- Encourages walking and cycling
- Emphasis on moving people and goods
- Balances competing demands for road space



An internal culture change

- Leadership and direction



"VicRoads will use the Network Operating Plan to inform all decisions that affect the way the arterial road network operates."

Where SmartRoads is being used

- Over 200 project proposals within VicRoads
- Major Projects
- Planning studies
- Activity centre planning
- Reviews of traffic signal operation
- Growth area planning
- Rural centres
- Local government planning

What SmartRoads is delivering

- A way to engage and consult with stakeholders
- A focus on moving people and goods NOT vehicles
- Encouragement for walking and cycling
- Integrated transport and land use decision-making
- A process that brings planners and operators together
- Triple bottom line approach to operational decisions
- Transparency in decision-making
- A change in how we think about transport