# Submission form: Victoria's draft 30-year infrastructure strategy

## About you

Please tell us which best describes you:

- ☒ Victorian resident
- ☐ Victorian business owner/operator
- ☒ Industry professional
- ☒ Community organisation representative
- ☐ Local government representative
- ☐ State government representative
- ☐ Researcher
- ☐ Other (please specify): Click or tap here to enter text.

# Your focus areas

Select the topics or regions you are providing feedback on (select all that apply):

| Topics | Regions |
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| ☐ Across sectors | ☐ Regional Victoria |
| ☐ Circular economy | ☐ Urban growth areas |
| ☒ Cities | ☒ Melbourne |
| ☐ Climate change | |
| ☒ Community infrastructure | |
| ☐ Education | |
| ☐ Energy | |
| ☐ Freight | |
| ☐ Health | |
| ☐ Housing | |
| ☐ Infrastructure for Victoria's First Peoples | |
| ☒ Transport | |
| ☐ Water | |

# Your feedback

Add as many sections as you need to provide all your feedback in this submission.

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| **Topic/area:** | Framework Agreement for Design and Building this work |
| **Recommendation name:** | Make government infrastructure more accessible |
| **Recommendation number:** | Draft recommendation 6 |
| 1. Do you support this topic or recommendation? | ☒ Yes<br>☐ No<br>☐ In part |
| 2. Tell us why | I would like to comment on how the government should confront this. Right now, Melbourne's construction boom is waning so there is a lot of excess talent in the engineering and in the supervisory fields who are looking for jobs or being forced to move to other states where their booms are occurring. Now is the perfect time to start a level crossing like programme but for accessibility programmes being Tram Stop Upgrades, Intersection Junctions safety upgrades for pedestrians and active travel projects. London has undertaken a similar civil engineering scheme as the end of their major civil projects came to an end in London. In 2020, there were many civil engineering projects being worked on including Thames Tideway, Crossrail, Northern Line Extension and Silvertown Tunnel. Now there is only a few major projects (HS2 and Heathrow Terminal Upgrade) and many smaller projects being conducted around London. This has been a perfect opportunity to complete these smaller schemes under the Surface Transport Infrastructure Construction (STIC) Framework which is a six-year initiative launched by Transport for London (TfL) in April 2021 to enhance the safety and sustainability of London's road network. The framework focuses on delivering high-quality walking and cycling projects, maintaining critical infrastructure, and supporting the capital's economic recovery. What is interesting about these schemes is they can be set up to be cut and paste type of schemes. |
| 3. Share any supporting evidence or examples | What I find the most interesting about the STIC scheme, is that it utilises the NEC4 suite to manage and deliver its infrastructure projects. The NEC4 Framework Contract is designed to appoint one or more suppliers over a set term to carry out work or provide services or goods on an 'as instructed' basis. The contract laid out are split into 3 Levels. Level 0 is concept design only where the contractor develops a concept design based on the clients specification and will go out and do surveys to support the design. Level 1 is design and build and is the detailed design phase and when designed the contract will be moved into the build phase after a Build Price has been accepted by the client based on the detailed design. Level 2 is used for higher value and |

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| | complex projects (20 million pounds or more) but essentially is still design and build. The contractor will submit a price for each Level and the contract will either be an Option E (Cost reimbursable) or Option C (Target Cost, similar to how the Level Crossing Contracts are set up with pain share/gain share) during the design stage for both Level 0 and Level 1. Once the design has been completed, the Contractor will then price the job based on the detailed design using Option A (Lump Sum) or Option C (Target Cost). The next most interesting thing is that the Client has developed a schedule of rates based on the most common construction activities. The list is extensive and has a pound rate attached to it with bandings on each qty which reduce on the basis that it becomes more efficient in larger qtys. Each framework contractor developed their own price against these rates during the tender of the original framework agreement. These rates are then used for every activity during construction which makes the instruction by the client for each new job consistent to be checked and ensures the contractor is adhering to their rates and not over pricing jobs. The rates will include all overheads not related to the specific task. An example of a rate would be to "Supply and Lay 450x600x85mm Pavers" which would include the supply and lay of pavers including sand/cement and mortar between pavers but will also include the stringing out, supervision, traffic management and engineering overheads. The frameworks are set up similar to the programme alliances for the Level Crossing Project where each alliance is given a set of level crossing to price and programme so there is no competitive tender in each individual project but the rates keep the contractors liable. These projects can be given to a bunch of the tier 3 contractors to push them up into tier 2 status, just as was done with the MRPV Roads schemes.<br>Reference<br>https://content.tfl.gov.uk/pic-chairs-action-20210201-stic.pdf |
| 4. Include proposed changes and improvements | By adopting this sort of framework, we can get an efficient copy paste framework that can implemented under the different organisations in government. Building a tram stop scheme coming under Yarra Trams or VicRoads or maybe building a cycling scheme under VicRoads or Melbourne City Council. Same framework under different clients. There can also be design efficiency like what had been achieved with the Level Crossing Programme. |

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| **Topic/area:** | Creating Low Traffic Neighbourhoods (LTN) within the inner and middle suburbs of Melbourne |
| **Recommendation name:** | Make local streets safer for children and communities |

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| **Recommendation number:** | Draft recommendation 14 |
| 5. Do you support this topic or recommendation? | ☒ Yes<br>☐ No<br>☐ In part |
| 6. Tell us why | After living in London, where all major arterial roads within Zones 1 to 4 and beyond are 20mph commission by Transport for London (equivalent to VicRoads) and many of the London Councils are implementing Low Traffic Neighbourhoods (LTN) which prevent the majority of rat running through local streets, I finally see how this is a must for any city, and I come from a very car dependant lifestyle in Melbourne having grown up in the middle eastern suburbs. The quality of life in my neighbourhood in Hackney Council area is amazing due to these implementations. Cycling to work or to the local shops can be done safely and with ease. Even cycling on the major arterials where there are no bike lanes is doable but still not 100% safe but at least I can do it because I am travelling at 20 to 25kmph on my bike while the cars are travelling at 32kmph. The culture here of cycling has just changed where I see cycling occurring in droves throughout the coldest winter months to the warmest winter months. |
| 7. Share any supporting evidence or examples | Positives:<br>1. Enhanced Safety for Pedestrians and Cyclists: Reducing vehicle traffic on residential streets, LTNs create safer environments for walking and cycling. This decrease in traffic volume can lead to fewer accidents. It also promotes cycling and encourages children and women to embrace cycling and feel safe. There is a common misconception around the world but especially Australia that a cyclist is a Lycra cladded Male.<br>2. Improved Air Quality: Some studies have indicated that LTNs contribute to lower pollution levels. For instance, research in Islington Council showed a 5.7% reduction in nitrogen dioxide concentrations within LTNs and nearly a 9% decrease on surrounding boundary roads.<br>3. Encouragement of Healthier Lifestyles: LTNs have been associated with increased rates of walking and cycling. Data from the Centre for London revealed significant upticks in cycling both inside and outside LTNs between 2019 and 2021. I see cycling as my number 1 form of transport for 75% of my journeys around central London with the remaining 25 utilising the bus and tube network. I would usually use 20 to 30 minutes as my barrier for cycling to say a restaurant/entertainment venue I am going to on a night out.<br>4. Increase in Property Values: Properties within LTNs have experienced a rise in value. For example, homes |

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| | in South Chiswick's LTN command prices 108% higher than the wider borough average, indicating that reduced traffic and improved environmental conditions can make areas more desirable. You can see the same for business foot traffic, evidence has consistently shown that customers are drawn to pedestrian environments and are put off by traffic.<br>**Negatives:**<br>1. **Displacement of Traffic:** Critics argue that while LTNs reduce traffic within their boundaries, they may inadvertently push congestion to surrounding areas, leading to increased traffic and pollution on main roads. A study by The Times found that traffic in London boroughs with LTNs rose by an average of 11.4% as traffic patterns adjusted post-lockdown. Although, areas where this has been implemented are well served by Public Transport and cycling routes and households don't necessarily need a car for 75% of their trips around London. So people would naturally then choose public transport or cycling for trips already.<br>2. **Impact on Emergency Services:** There have been concerns that LTNs can hinder the response times of emergency services due to road closures or alterations. Some councils have had to modify their schemes, replacing physical barriers with cameras, after consultations with fire and ambulance services.<br>3. **Resident Opposition and Social Division:** The introduction of LTNs has sometimes led to community tensions. In Lambeth, council officers faced hostility from residents during a meeting about a new LTN, leading to a legal challenge against its implementation. This is also true for councils like Kensington who oppose any sort of cycling infrastructure in their area. But for city wide transformation, these schemes need to be pushed forward. |
| 8. Include proposed changes and improvements | Starting from a local level. LTNs need to be implemented in most suburban areas in Melbourne especially in the middle suburbs and inner suburbs. It doesn't need to be as aggressive as London, because Melbourne already has large arterial roads which take the majority of the traffic, where London is lacking a lot of these roads due to being an old city.<br>Each council needs to set their principal biking network. I will use Whitehorse Council as an example as this is where I am based. They have created the Easy Ride Routes which is a great initiative. On the map it looks great, can use some improvements routes to fill in to make it a cycle network that can be used by all levels of riders.<br>The main problem with these routes is the lack of modal filters, so you are always going to be riding alongside cars |

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| | even on a local streets level. Melbourne do not really install modal filters anywhere. This is the basis of LTN in London. You may have a road you are sharing with a car but that car will only be allowed to drive down that road for 500m until it will have to turn off back on the arterial road. The next issue, is that there is a lack of signalised intersections for bikes. In Whitehorse, you are crossing major roads such as Riversdale Road, Station Street, Elgar Road, Middleborough Road, with no dedicated cycling infrastructure. Most of the time it looks like you have to dismount and use the pedestrian crossing which is ridiculous. There needs to be more safer and uninterrupted through routes that prioritise bicycle infrastructure.<br>There is also another push within London to make streets smaller and reduce intersection space to slow down cars. A feature called "daylighting" intersections. Up to 300k pounds is spent each intersection on these schemes depending the location and the complexity. This improves sightlines for cars and cyclists but also reduces crossing distances for pedestrians, making the overall intersection a lot safer. When the traffic is reduced, the local streets no longer needed to be wide and some of the road space can go back to the people. Things like planter boxes, rain gardens and even initiatives being championed in Melbourne such as the Woody Meadows Projects can be implemented making the roads smaller, reducing heat island effect and slowing down the infiltration of water in our drainage systems.<br>I also see the businesses within the LTNs flourishing, The bicycle rack outside my local grocery store, coffee shop, barber, op shop and many more are full. People are going to these places either by walking or by cycling and now that these areas are lower in traffic and easier to get to, they become a Third Space creating a place for social gathering within the community. |

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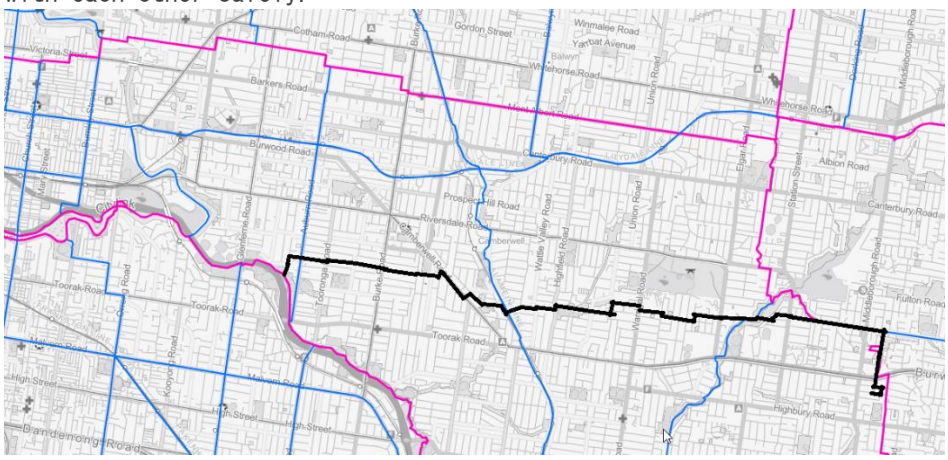
| **Topic/area:** | The Bike Network of Melbourne |
| **Recommendation name:** | Build safe cycling networks in Melbourne and regional cities |
| **Recommendation number:** | Draft recommendation 15 |
| 9. Do you support this topic or recommendation? | ☒ Yes<br>☐ No<br>☐ In part |
| 10. Tell us why | Above I spoke about specifically LTNs, which would make a large part of the local trips in the suburbs and the trips that would take you to the Cycling network. Melbourne is a favourable city for cycling. The topography is quite flat and the weather is quite mild so a lot of the trips can be done with ease. LTNs don't really affect many people and their travelling habits while building dedicated bicycle network and upgrading our existing network will require being forceful to motorists, taking more their lanes. Therefore, LTN's is an easy step to push forward. |
| 11. Share any supporting evidence or examples | I am going to show 2 examples of my route to the CBD whereas that is for work or for leisure. One is from where I live in Burwood East and another is where I lived previously in Richmond.<br>Example 1: Journey From Burwood East to the Gardiners Creek Trail to then get into the city.<br>This is my current way I have mapped that would be the shortest way, avoiding many major roads and utilising both City of Whitehorse and City of Boroondara Cycling Maps and my own route that would include quiet streets. This journey would take 1 hr on a fast day which is almost equivalent to door to door taking public transport into the city. The entire route in black could be delivered within the LTN scheme very easily. Make it well sign posted and separate it from cars on the busier sections such as Eley Road and Camberwell Road. Then create signalised bike intersections on major roads and you have a fairly low-cost route to take you from the middle suburbs into the city. For those that are more risk adverse can then use the alternative routes in purple and blue on this map which takes you the cycling lanes on major roads. Those roads still need major upgrading though. I would envision roads such as Mont Albert Road to be fully converted into a 30kmph speed restricted road with modal filters along its length to allow both cars and bikes to interact |

with each other safely.




Example 2: My previous house in Richmond to Balaklava shopping strip to visit some friends.

This route would be something typical I would do on a weekend to visit friends or to go for a casual ride somewhere. It involves more main roads rather streets because I do feel safer taking this route but there is many improvements that can still be made. Better separation between cars and cyclists, the risk of dooring is also high on these roads, the speed limits are still quite high and can be reduced the there is still some weird intersections that are not quite safe for bikes. You can also see how I have avoid Chapel Street (risk of dooring is very high) all together but I have also chosen to avoid Macrobertson Bridge which is completely unsafe for cyclists as you have to navigate a dangerous roundabout and a one lane road each way that is always busy with traffic. Cycling this route is mostly safe but is still out of reach of new cyclists including women and children. Yes, some LTNs can be implemented in between this route, but the arterial road space is there along this road for cyclists without affecting parking or lanes and can easily be retrofitted for cyclists.

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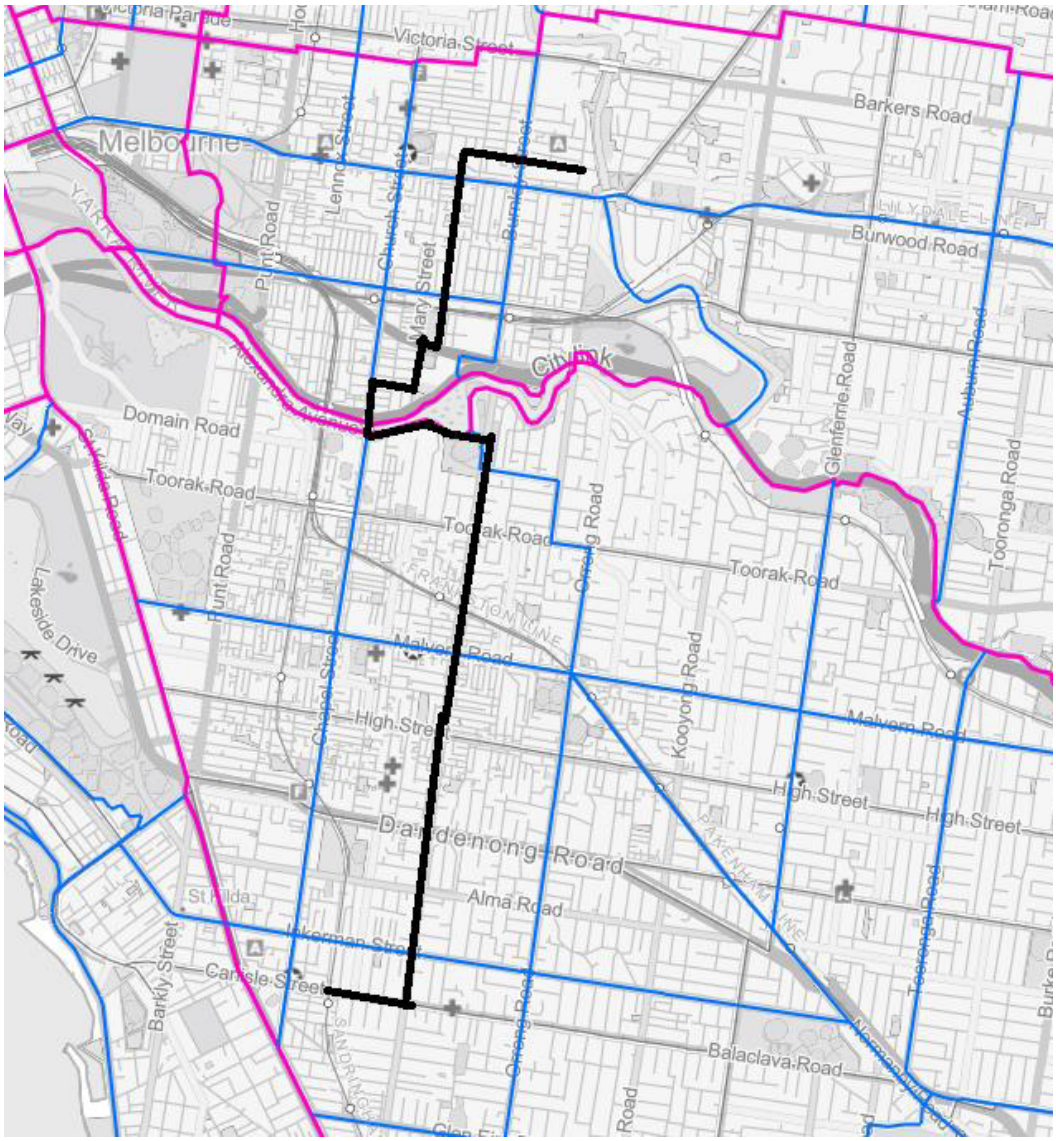
| |  |
| 12. Include proposed changes and improvements | I don't see a push in the middle suburbs for these cycling schemes. The Norm is to just drive the 5 minutes down the road to wherever you need to go because it's easier. But in places in the inner city, Driving is prohibitive with the limited parking and the higher traffic. So, it's easier to just take the bike. I think we need to support both but make cycling easier so that it becomes the easy 2nd choice over driving in the middle suburbs and 1st choice in the inner suburbs. To do this, the middle suburbs can utilise LTNs for cheap but need quality access into local shops, great parking for bikes and safe intersections crossing major roads. The middle suburbs also have some great third places that can be expanded on with cycling becoming more prominent. I can think of a few local shop precincts where old Milk Bars have been converted to bustling local cafes. The infrastructure is there for inner suburbs but just needs to push for improvement and people will come in droves.<br><br>One thing to learn from London is Lime Bike and equivalents (Forest and Santander) are one of the biggest modes of transport. It's quite hard to understand how easy it becomes to quickly jump on a lime bike and cycle from one part of London to another. You don't have to worry about locking up your bike, if your plans change you don't need to go home and to return your bike, and you don't need to worry about wearing sporting clothing for longer rides as you can wear your going out clothes on your Electric Hire Bike. |

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| | Scooters, in my opinion should be reduced and the push should be promote the bike share systems. Proper parking areas can be set up on street corners to stop the bikes being parked randomly.<br>The electric bike hire scheme also needs to be expanded, there would good traction if expanded up to Fawkner/Resevoir in the North, Camberwell in the East, Sunshine in the west and Brighton in the South. In comparison, London Lime bikes are available up to the end of Zone 5 which is Melbourne equivalent to extents of the Northern Ring Road, Eastlink and Western Ring Road, that is a massive area to what is currently offered in Melbourne.<br>Last point I want to make is navigation, working with Google/Apple to sort out the correct navigation for bikes that will always opt for the safest and correct route for cycling. I think RACV does a great job with their app called Arevo in this regard. It is probably the best app for bike riding and needs to promote more. But Google Maps can be terrible for cycling. |

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| **Topic/area:** | Efficiency of the current Tram Network |
| **Recommendation name:** | Extend Melbourne's trams to encourage more new homes nearby |
| **Recommendation number:** | Draft recommendation 8 |
| 13. Do you support this topic or recommendation? | ☒ Yes<br>☐ No<br>☐ In part |
| 14. Tell us why | Melbourne has long neglected its Tram Network and can be so much more efficient than how it currently functions. New tram routes and extensions would be great but they need to be alongside tram efficiency projects that would provide a greater cost benefit ratio, increasing patronage and decreasing trip times. |
| 15. Share any supporting evidence or examples | I look at where I lived in London and my extensive travels through Europe as case studies, comparing similar activity centres to the ones in Melbourne. An example, I could think of is Malvern. It's a popular spot to shop, eat and drink in the Eastern Suburbs, well connected by a few different tram routes. Yet, the tram system in the evenings have less than desirable frequencies especially when transferring between modes of transport and a journey by car will always be preferred. An example of this would be from Glenferrie Road, Malvern to catch public transportation to my former home in Richmond on an late evening after dinner, would involve a 40 minute tram ride taking Route 16 and Route 75 and having to wait at eat tram stop for up to 10 minutes each. Another option is take to the train to Richmond Station, transfer to the Route 70 Tram and then walk the remaining 15mins but that would take 55 minutes in total. |
| 16. Include proposed changes and | I would like to see a report to be commissioned within government to upgrade our tram system to be faster and more efficient. This would include reviewing |

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| improvements | each route, by reviewing timetables, in cab footage and intersection analysis to determine a list of inefficiencies for journeys throughout the day and in peak time. For example, Route 75 I know very well, and I know that at the junction where Bridge Road and Hawthorn Road meet. In the morning peak, trams can be delayed a minute or two waiting for traffic to clear off the bridge for the tram to then rejoin its dedicated right of way past River Street heading toward the city. An intersection like this can be analysed and then a plan can be made where say, the bridge becomes a dedicated tramway with traffic lanes reduced to 1 lane each way over the bridge. Then from the tram junction, all the way to Church Street, the tram has dedicated right of way. The assessments can be made line by line and a list can be produced for time saving vs cost to complete. This would hopefully bring our on street legacy tram network into the 21st century. There has been so much money been pushed to big infrastructure projects that a lot of the smaller easier projects are being neglected and with these two ideas being put into fruition, we can have a multi-modal functional public transport.<br>  |

# More feedback (optional)

Tell us about infrastructure challenges, gaps or opportunities not covered by the draft strategy. This can include things you think we should add to an existing recommendation, or suggestions for a new recommendation.

Please provide evidence for your suggestions. This can include data, specific examples, cost benefit analyses, surveys, or program evaluations. Also, explain how your suggestions align with the objectives of our draft strategy (see page 11 of the draft strategy).

Suggestions for new recommendations should point towards infrastructure opportunities that can deliver long-term benefits for Victorians. They should also be areas where the Victorian Government has a leading role.

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