

# Route 96 Project



# Modernising Melbourne's Tram Network

With Melbourne's tram patronage the highest since the 1950's, the Victorian Government is investigating options to modernise the network to move more people by tram, more effectively.

As part of the \$800m Tram Procurement Program, the Route 96 Project provides an opportunity to explore how a light rail could work to suit Melbourne conditions.

This brochure outlines the key components of modernising the network, and explains how the Route 96 Project will explore these as part of critical development and planning work currently underway.

The Route 96 Project, being delivered by Public Transport Victoria (PTV) in partnership with Yarra Trams and VicRoads, will explore a full route of enhancements to demonstrate the benefits of a modern light rail network.



# Route 96 Project principles

The Route 96 Project is currently undertaking a detailed planning and development phase to:

- > Examine where tram priority can be given at key intersections along the route;
- > Identify locations where tram stops can be relocated or consolidated to better connect to nearby services;
- > Consider options to increase the separation of trams from road traffic;
- > Identify tram stops which require upgrading to meet accessibility standards;
- > Investigate how connectivity with other modal interchanges can be improved along the route; and
- > Identify locations where a reduction of on-street parking, median openings and tram stops may be required.

An important part of the development process will be working with key stakeholders to understand their views about delivering improved tram priority and reliability, which may result in a reduction in on-street parking, road median openings and greater spacing between stops. The Route 96 Project will work closely with local councils, business groups and residents along the route to seek their views, ideas and feedback on potential designs and options for the route.

Concept designs will be prepared over the coming months and will be finalised in the first half of 2013.

## What is the Route 96 Project?

The Route 96 Project is part of the State Government's \$800m tram upgrade program that will deliver 50 new low-floor trams, associated upgrades and new infrastructure. Route 96 has been selected as the first route to receive the new low-floor trams as it is one of Melbourne's busiest tram routes. With bigger trams that can carry more people, the Route 96 Project aims to provide faster and more reliable tram services and new tram stops that can be used by everyone.

## Moving people

An efficient tram network requires frequent services and high capacity trams. These principles will help Melbourne's tram network to continue to contribute significantly to the overall transport system, by reliably moving large numbers of passengers more efficiently. With the tram network serving the most densely developed areas of inner Melbourne, maximising this capacity and efficiency potential is critical to the city's continued success.

The proposed upgrades to Route 96 will help demonstrate a "whole of route" approach to modernising the tram network. By concentrating upgrades along a single route, the project will provide a measurable example of how prioritising the movement of people on trams can improve the capacity, reliability and efficiency of the transport network.



# Improving reliability and efficiency

## Tram priority

Almost 80 per cent of Melbourne's tram network shares road space with other traffic, significantly higher than other cities around the world. Tram passengers experience their slowest journey times on congested roads during peak hours, at times when passenger numbers are also at their highest.

As a result, it is becoming more difficult to maintain the reliability and efficiency of Melbourne's tram network. This reduces the attractiveness of trams as an alternative to private vehicle travel and increases the cost of operating the tram network as more trams are required to meet frequency levels.

In a shared road environment, true tram priority can only be achieved by clearing tram tracks of vehicles and altering traffic signal phasing to prioritise approaching trams.

Tram priority can be achieved by:

- > Implementing traffic signal changes which respond specifically to the approach of trams and prioritising their movement through intersections; and
- > Separating trams from road traffic through the use of kerbing, raised tracks or providing a dedicated tram reservation.



## **Separating trams from traffic**

Separating trams from traffic will help improve journey times and reliability. It can also help maximise the benefits of traffic signal priority by allowing for more consistent tram speeds, improving tram detection accuracy and minimising disruption to other traffic.

In some cases, separation may impact on road median openings and on-street parking depending on the road width and the type of separation required. While this may result in some changes for road users, improved priority for trams will help ensure local communities continue to have access to efficient and reliable tram services into the future.

## **Tram stops**

Making tram stops safer and accessible to all people is critical to encouraging increased use of public transport and reducing reliance on private vehicles for transport. A variety of level access stop designs have been developed and are currently being rolled out to improve accessibility across the network. Additionally, level access tram stops can also help manage road traffic, better integrate transport into the street-scape, and create a safer, more comfortable environment for tram passengers and pedestrians.

As the modernisation of the tram network continues, it is also important to consider the location and spacing of tram stops. On average tram stops in Melbourne are 200 metres apart, compared to 400 metres in light rail networks overseas.

The Route 96 project will be reviewing current stop locations to ensure they are spaced appropriately to ensure travel time efficiency and providing services in areas most needed. While this may require a change for some tram users due to new stop locations closer or further away, improved stop placement will result in more reliable and efficient services.

## Have your say

In order to better understand local issues and opportunities the Route 96 Project is now seeking feedback on the key aims for the project.

The community is being encouraged to get involved and have a say about the project by filling out the feedback form provided or via the online feedback form by scanning the QR code on the back of this brochure.

A series of drop-in sessions will be held in local areas to give communities the opportunity to learn more about project, provide feedback, ask questions and meet the project teams. Regular updates will be provided via the PTV website and the project's social media channels.

Members of the public are also being encouraged to follow the project on:



[ptv.vic.gov.au/route96project](https://ptv.vic.gov.au/route96project)



[facebook.com/Route96Project](https://facebook.com/Route96Project)



[@R96Project](https://twitter.com/R96Project)

Further information can also be found on telephone **1800 800 007** or email [route96@ptv.vic.gov.au](mailto:route96@ptv.vic.gov.au).



For more information visit [ptv.vic.gov.au](http://ptv.vic.gov.au)  
or call **1800 800 007** (6am – midnight daily)


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## Further information

The Route 96 Project is seeking your views and feedback on the development of options for the route. To be involved or to find out more telephone 1800 800 007, email [route96@ptv.vic.gov.au](mailto:route96@ptv.vic.gov.au) or visit:

 [ptv.vic.gov.au/route96project](http://ptv.vic.gov.au/route96project)

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