Principal Pedestrian Networks
An Introduction
Policy and Strategy Context
Existing Principal Networks
Principal Freight Network

Network included as examples only not current
Existing Principal Networks
Principal Bicycle Network

Network included as examples only not current
Role of Principal Modal Networks in Melbourne’s land use and planning

Principal Modal Networks include;

Principal Public Transport Network (PPTN) (Trams, trains, buses)

Principal Freight Network (PFN) (Heavy Freight)

Principal Bicycle Network (PBN) (Bicycles)

Principal Pedestrian Network (PPN) (Pedestrians, inc mobility aids, skateboards)

What do these networks do;

Assist in integrating land use and transport planning

Assist all of the stakeholders in the land use and transport system to plan and communicate desired outcomes

Assist in identifying areas of potential conflict between transport modes

Assist in identifying potential conflicts between land use and transport planning
Principal Pedestrian Networks
Principal Pedestrian Networks
Principal Pedestrian Networks
What can developing a Principal Pedestrian Network assist with?

Principal Pedestrian Networks provide:

Networks that agencies can use to plan and negotiate

A way to prioritise capital works expenditure on pedestrian/walking projects

Evidence that can assist in making the case for funding for pedestrian projects

Evidence to assist in planning across all modes and in accessing trade offs

Evidence, such as data to assist in VicRoads SmartRoads Network Fit Assessments

Networks that VicRoads are including as a layer in network planning

A way to plan and prioritise for pedestrian projects over the long term
How do Principal Pedestrian Networks input to SmartRoads?

SmartRoads provides a level of priority, level of encouragement, for each mode when planning changes to the transport network.

For pedestrians this is provided in a number of different ways:

Priority Pedestrian Areas and:

- Focused on walking within areas with active frontage aimed at providing crossing opportunities

Principal Pedestrian Networks:

- Focused on walking for transport, movements into and around activity areas and transport hubs.
### Pedestrians in SmartRoads

<table>
<thead>
<tr>
<th>TIME OF DAY</th>
<th>PLACE</th>
<th>Pedestrian Priority Area within</th>
<th>On PPN or within PAC or CAD</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Strip Shopping Centres</td>
<td>Major Activity Centres</td>
</tr>
<tr>
<td>AM PEAK</td>
<td></td>
<td>![Clock Icon]</td>
<td>![Clock Icon]</td>
</tr>
<tr>
<td>HIGH OFF-PEAK</td>
<td></td>
<td>![Clock Icon]</td>
<td>![Clock Icon]</td>
</tr>
<tr>
<td>PM PEAK</td>
<td></td>
<td>![Clock Icon]</td>
<td>![Clock Icon]</td>
</tr>
<tr>
<td>OFF-PEAK</td>
<td></td>
<td>![Clock Icon]</td>
<td>![Clock Icon]</td>
</tr>
</tbody>
</table>
Principal Pedestrian Networks

Factsheet

The importance of including walking in our transport planning

Pedestrian access is integral to the functioning of a city and an important element of the transport system for many people. Over one third of all trips in metropolitan Melbourne are on foot, and a third of these are business trips.

Walking already makes up a significant number of all the trips taken across Melbourne – two thirds of all trips in the city of Melbourne are on foot, and a third of these are business trips.

Despite this, there is still opportunity to develop and promote walking for transport. Getting more people walking, particularly around local activity centres, schools and connecting with other forms of transport, will help meet our transport needs as Melbourne grows.

What is a Principal Pedestrian Network?

A Principal Pedestrian Network is a designated network of routes in a given area which support walking trips into and around key destinations such as activity centres, schools and transport nodes.

It is an important planning and policy tool for the development and promotion of walking as a mode of transport. Designating networks that walk freely enables a valuable role to play in creating a more effective and sustainable transport system.

Why do we need Principal Pedestrian Networks?

Designating PPNs enables coordination and prioritisation of investment. Principal Pedestrian Networks are also important for ensuring that pedestrian movement is prioritised over other modes, and for encouraging the pedestrian movement patterns by encouraging pedestrian movement in desired areas and creating viable commercial opportunities to attract private investment. The Department of Transport, Planning and Local Infrastructure (DTPIL) has developed the PPN methodology to assist local government to designate PPNs in their municipality.

Encouraging walking as a transport mode requires attention to a number of elements that contribute to attractive walking environments. These elements include creating high quality public spaces and stormwater, street lighting and planting, pedestrian crossings and signage. This can be achieved through minor adjustments to pedestrian crossings, installation of improved pedestrian crossing opportunities such as zebra crossings, increases to pedestrian width or quality, installation of trees and vegetation or the provision of street furniture.

Applying Principal Pedestrian Networks to our transport planning

Victoria's transport system is made up of a number of transport modes - train, car, tram, bus, cycling - each of which have their own networks.

Walking is a key mode of transport, and the network is critical for ensuring that pedestrian movement receives the same recognition as other modes and pedestrian priority is reflected in transport and land use planning.

For this to happen, councils will need to collaborate with VicRoads and DTPIL to develop and implement PPNs.

Who is responsible for developing PPNs?

Local councils will develop PPNs. The Victorian Government will provide them with the guidelines to assist the process.

What work is DTPIL currently undertaking to progress Principal Pedestrian Networks?

DTPIL is currently overseeing the Principal Pedestrian Network Demonstration (PPND) Project, co-funded through the Commonwealth, Local Authorities, Victorian Government and local governments. The project is focused on developing and implementing Principal Pedestrian Networks in five demonstration centres in the City of Brunswick, City of Greater Geelong, Frankston City (City of Frankston and the Frankston Area Council) and the Yarra Ranges Council.

DTPIL will incorporate learnings and feedback from the demonstration projects into future PPN guidance and support.

More information

For further information and assistance developing a PPN, email into.libraries@dpil.vic.gov.au.

This document is also available in PDF and accessible Word format at www.dtpil.vic.gov.au

Authorised by
Department of Transport, Planning and Local Infrastructure
1 Spring Street, Melbourne, Vic 3000
Telephone: (03) 9029 3700

© Copyright State of Victoria
Department of Transport, Planning and Local Infrastructure 2013

Except for any logos, emblems, trademarks, artwork and photography this document is made available solely in terms of the Creative Commons Attribution 3.0 Australia licence.

Principal Pedestrian Network Factsheet

Department of Transport, Planning and Local Infrastructure
Principal Pedestrian Networks

For more information

Principal Pedestrian Networks


Principal Pedestrian Network Fact Sheet


SmartRoads
