

Darebin Community Pipe Trail Community Engagement Report





Introduction





Project Overview

Overview: The City of Darebin has engaged Stantec to undertake a feasibility study for a proposed community trail along the Melbourne Water Preston–North Essendon Main Pipe Trail, connecting the Northern Pipe Trail in Reservoir to the Merri Creek Trail in North Coburg.

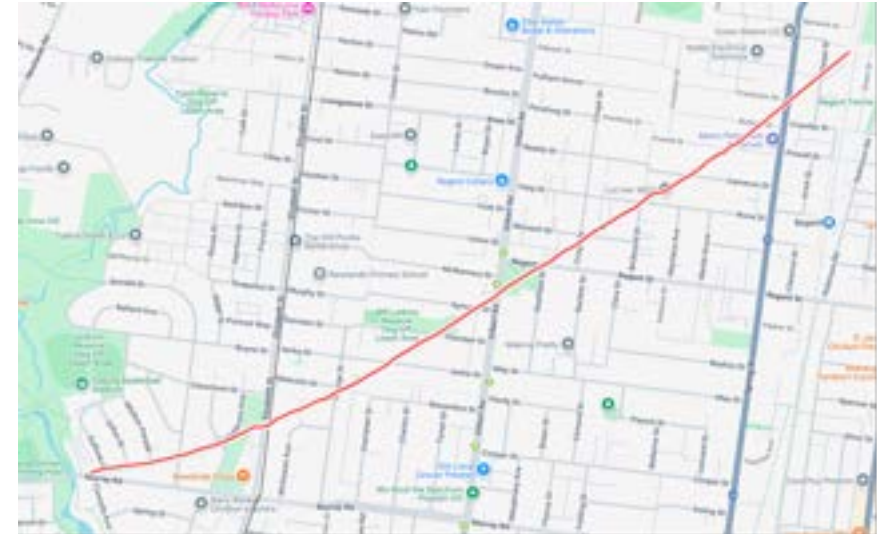
Aim: This project aims to transform currently undeveloped Melbourne Water land into a strategic active transport corridor, supporting walking and cycling, and enhance local amenity through landscaping and community facilities.

The project: The proposed community trail (see adjacent image) is identified as a priority in the Northern Regional Trails Strategy, which sets out a vision for an integrated network of trails across Northern Melbourne to promote healthy, active communities and sustainable transport options. The route will provide vital connections between existing

trails, improve access to green spaces, and support the development of 20-minute neighbourhoods.

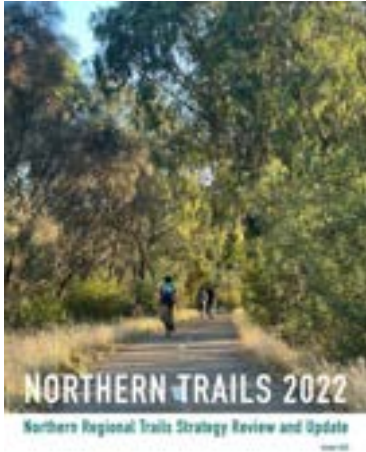
Where: The proposed community trail will span from the Mernda railway line in the northeast to the intersection of Merri Creek and Murray Road in the southwest. The proposed trail is in both the Darebin and Merri-bek council areas, with Elizabeth Street forming the boundary between the two.

Why: This project builds on the collaborative efforts of the City of Darebin, City of Merri-bek and Melbourne Water, as well as the strategic direction provided by the Northern Regional Trails Strategy.



Community Trail study area: Melbourne Water land

Policy Review



Northern Regional Trails Strategy 2022

The Northern Trails Strategy is a regional strategy for planning, developing and improving walking and bike riding trails in Northern Melbourne. Under the Northern Regional Trails Strategy, the City of Darebin has identified ten priority projects, with the fifth being to: *Investigate a new section of trail from High Street (near the Melbourne Water Reservoirs) along the vacant pipe reserve to the Merri Creek Trail at Murray Road. Existing road crossings to be considered.*



Darebin Transport Strategy

Darebin's current transport strategy, *Going Places: Darebin Transport Strategy 2007-2027* (last updated in 2022), outlines a long-term vision to reduce car dependency in Darebin by prioritising walking, cycling and public transport in planning and infrastructure decision-making. The strategy places emphasis on active transport, seeking to make it safer, more convenient and a mode of transport for people of all ages and abilities.



Strategic Transport Framework Plan (from the Darebin Transport Strategy)

The Strategic Transport Framework Plan outlines the roles of different roads and paths in the City of Darebin area. The map will guide Council's strategic management of the transport network.

The Melbourne Water land relevant to this community trail feasibility study intersects with several key transport routes through Darebin.



Moving Around Merri-bek Transport Strategy

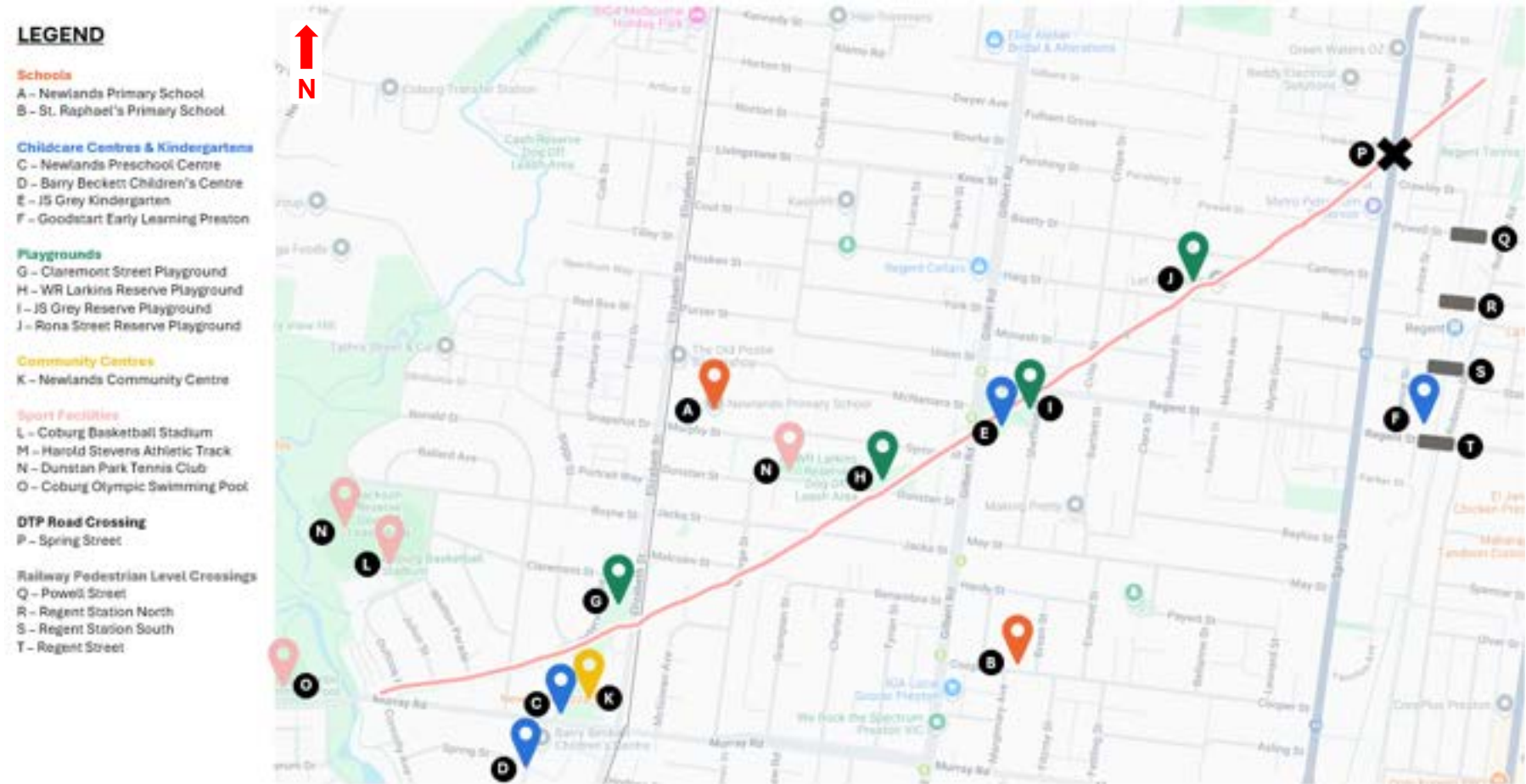
Moving Around Merri-bek aims to build a safer, more sustainable, accessible, and inclusive transport system. It is guided by core values of safety, accessibility, sustainability, health, liveability, and inclusivity. The strategy supports walking, cycling, driving, and public transport for all community members.

Map of Community Destinations

The proposed community trail route passes through the West Preston/Reservoir neighbourhood area and connects to many important community land uses, including schools, childcare centres, kindergartens, playgrounds, community centres and sport facilities (see adjacent map). Providing safe access to these community destinations is an important consideration for this project.

Creating an attractive and accessible facility for people to travel to the community land uses included in the adjacent map will enable higher take up of walking and cycling for these short trips within and around this area.

The proposed community trail provides links to existing active transport routes such as the Merri Creek Trail, Northern Pipe Trail, and the Great Western Shimmy corridor. Implementation of this proposed community trail will extend the functional active transport network of the area.



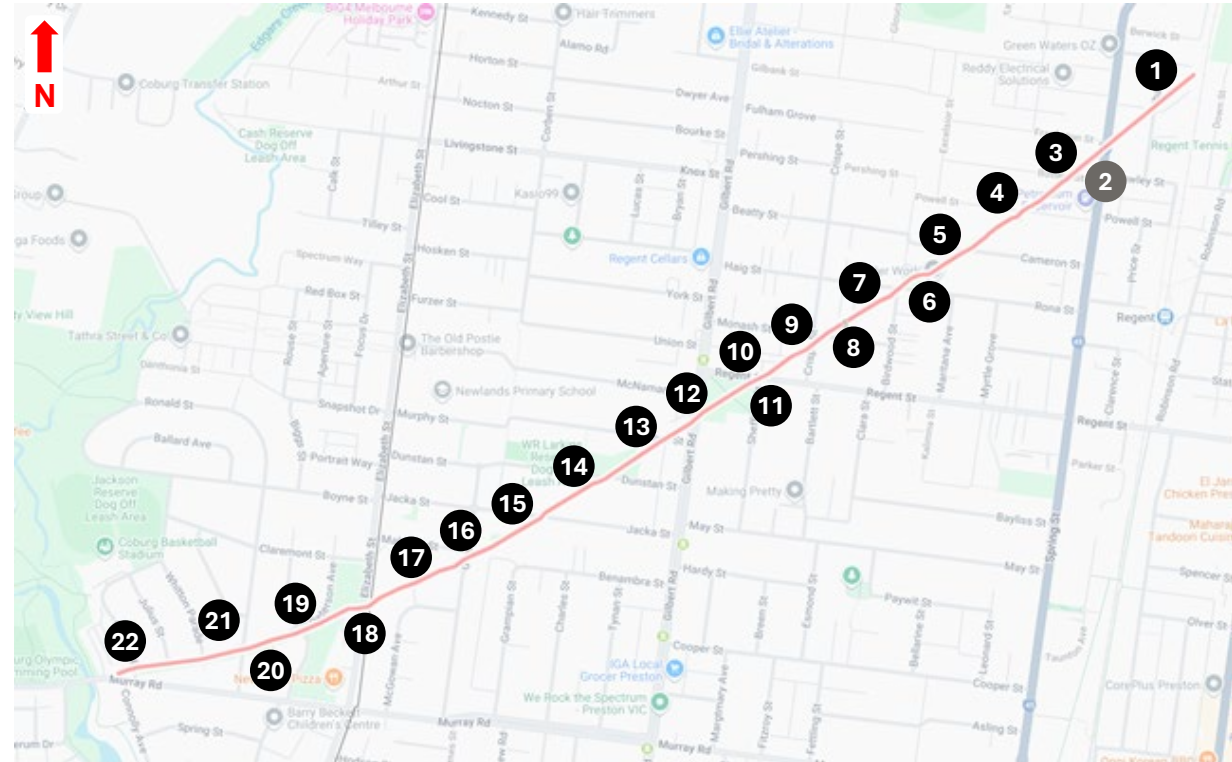
Street Crossings Along the Proposed Trail

There are twenty-two street crossings along the proposed community trail, with one of them being a DTP-managed road (Spring Street, Reservoir).

As part of the design process, a hierarchy will be developed to show the most important crossing locations for the viability of the proposed community trail. This hierarchy will be based on the street conditions, including traffic speeds and volumes, and will also consider local land use.

The twenty-two street crossings are:

- | | |
|--|--------------------------------|
| 1. Sharpe Street, Reservoir | 12. Gilbert Road, Preston |
| 2. <i>Spring Street, Reservoir*</i> | 13. Symons Street, Preston |
| 3. Butters Street, Reservoir | 14. Dunstan Street, Preston |
| 4. Powell Street, Reservoir | 15. Jacka Street, Preston |
| 5. Cameron Street, Reservoir | 16. George Street, Preston |
| 6. Haig Street/Rona Street, Reservoir | 17. North Street, Preston |
| 7. Birdwood Street, Reservoir | 18. Elizabeth Street, Coburg |
| 8. Monash Street, Reservoir | 19. Mehegan Ave, Coburg North |
| 9. Crispe Street, Reservoir | 20. Bernice Ct, Coburg North |
| 10. Regent Street, Preston | 21. Jackson Pde, Coburg North |
| 11. Sheffield Street, Preston | 22. Outlook Road, Coburg North |
- * DTP managed road



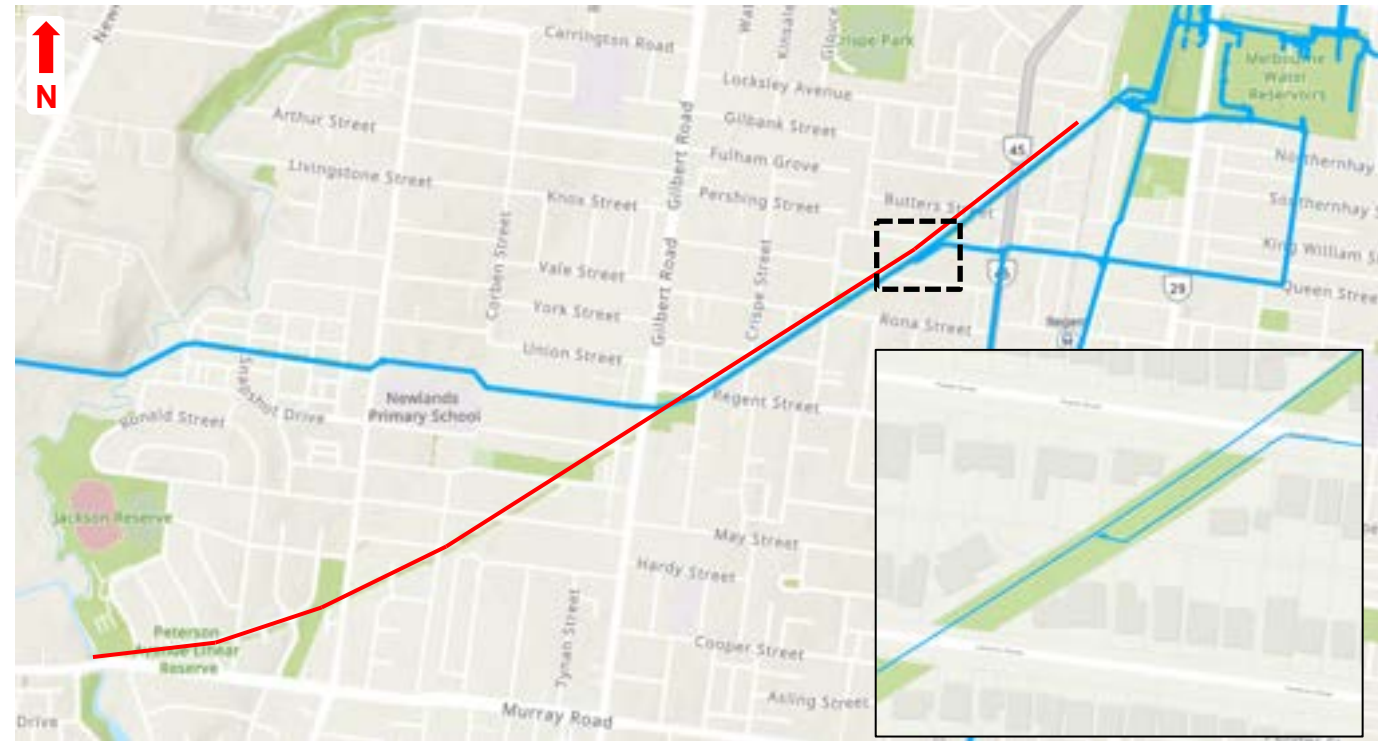
Melbourne Water Main Pipeline

The map shows the Melbourne Water land for the proposed community trail (in red) alongside the main Melbourne Water pipelines (in blue).

The active pipeline runs from the Melbourne Water Reservoirs in the northeast, then turns west through JS Grey Reserve at Regent Street/Sheffield Street. It was last upgraded in 2013. South-west of JS Grey Reserve, there is no active pipeline.

The section between Powell Street and Cameron Street has the most complex pipe layout, which will need careful consideration during trail design. There are also decommissioned underground water pipes along the corridor. Most decommissioned water pipes are abandoned and left in the ground, with some pipes filled under roads. These decommissioned pipes will need to be considered throughout the design process.

The sections of land along the proposed community trail with Melbourne Water pipes underneath the surface will be significantly limited in landscaping opportunities.



Source: Melbourne Water Open Data Hub



Yarra Valley Water Main Pipeline

The adjacent map shows the Melbourne Water land making up the community trail study area (in red) overlaid against the GIS data for Yarra Valley Water main pipelines in the project area (in orange).

The Yarra Valley Water main pipeline runs from the Melbourne Water Reservoirs in the northeast of the map along the stretch of Melbourne Water land and continues to the Peterson Avenue / Mehegan Avenue roundabout. It was most recently upgraded in 2012.

The inset shows the most complicated pipe alignment (between Powell Street and Cameron Street) This section of pipes will need to be considered when developing trail alignment designs.

There are also several decommissioned below ground Yarra Valley Water assets along this stretch of Melbourne Water land, these decommissioned pipes will need to be considered throughout the design process.

The sections of land along the proposed community trail with Yarra Valley Water pipes underneath the surface will be significantly limited in landscaping opportunities.



Source: Yarra Valley Water GIS Information

Design Principles

General Approach

Throughout the design process for this shared user path alignment and crossings, we will consider factors including:

- Path width (at least 3m width where possible)
- Avoidance of water assets
- Access for maintenance
- User visibility
- Road speeds
- Crossing length and width
- Lighting

All Ages and Abilities Considerations

It is important to approach design of shared user paths with an all ages and abilities lens.

We will ensure that our design of the trail alignment and street crossings consider the diverse needs of different users so that the infrastructure is fit for purpose, safe and comfortable for all intended user groups.

Healthy Streets Guiding Principles

Healthy Streets is an evidence-based approach to creating fairer, sustainable and attractive urban spaces. We will apply the ten Healthy Streets indicators (see image below) to our design approach for this project. We will ensure that the alignment of the trail provides the best experience possible for people walking and riding, while delivering a more welcoming and pleasant street environment.



Melbourne Water Shared Pathways Guidelines

This set of guidelines has several relevant items for the design of this proposed community trail:

- Location of a shared path must not compromise:
 - The opportunity to undertake future improvement works
 - Melbourne Water constructed assets, above- or below-ground
 - The maintenance of those assets
 - Maintenance access
- The path width must be at least 2.5m (Austroads Guide standard) and Melbourne Water supports consideration of paths up to 3m width to improve safety

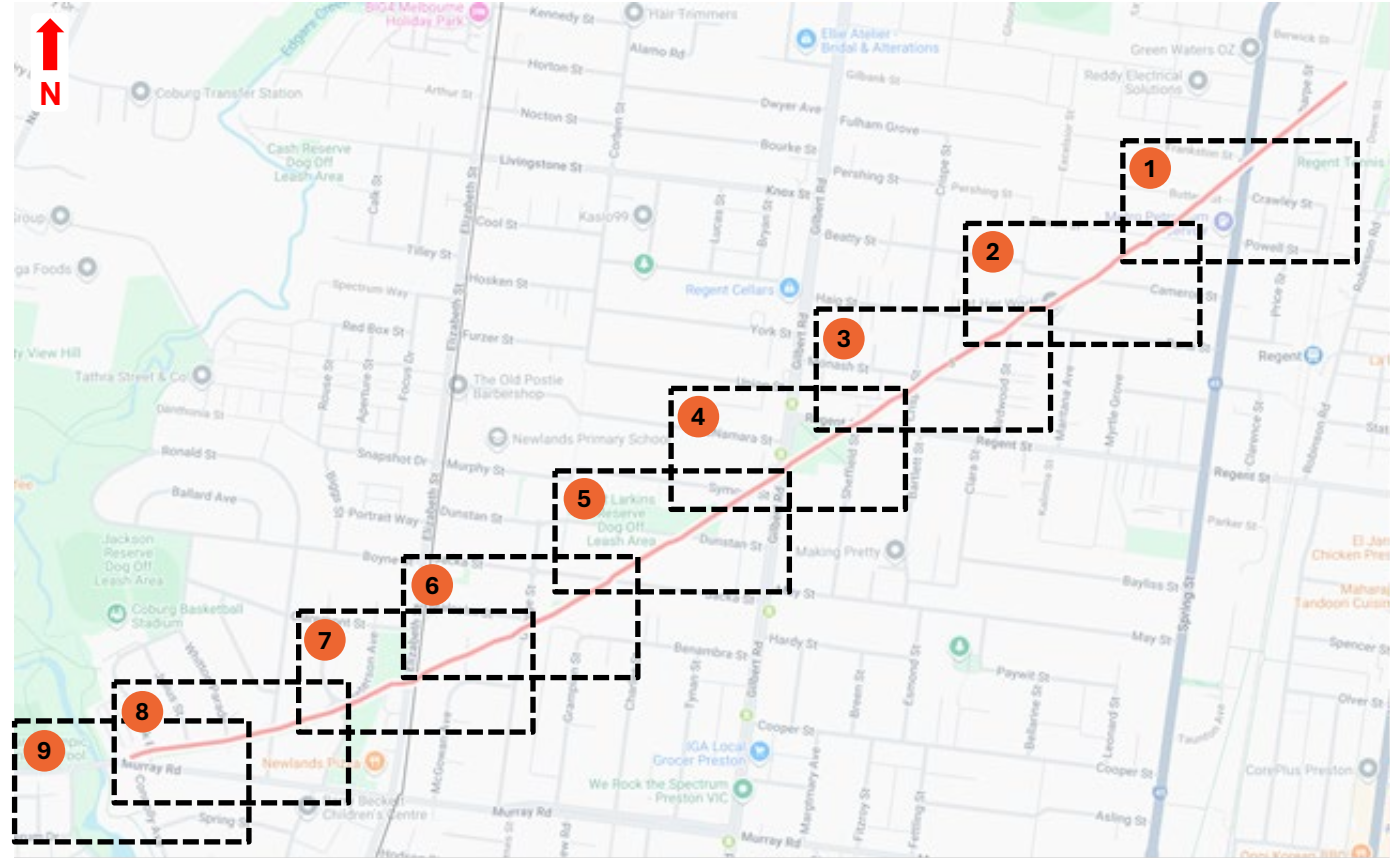
Another important consideration is that “construction of paths along Melbourne Water’s pipe tracks will require the local Council to agree with and sign our Pathways Agreement plus meet our asset requirements”.

Sections of Proposed Community Trail

The adjacent map shows the Melbourne Water land in the community trail study area, from the Mernda railway line (northeast corner) to Murray Road/Merri Creek (southwest corner).

To aid the analysis and assessment process as part of the feasibility study, the Melbourne Water land in the community trail study area has been broken down into nine sections (shown on the adjacent map).

In the next part of this report, we present a trail alignment concept for each section of the proposed community trail.





Proposed Community Trail

Section by Section



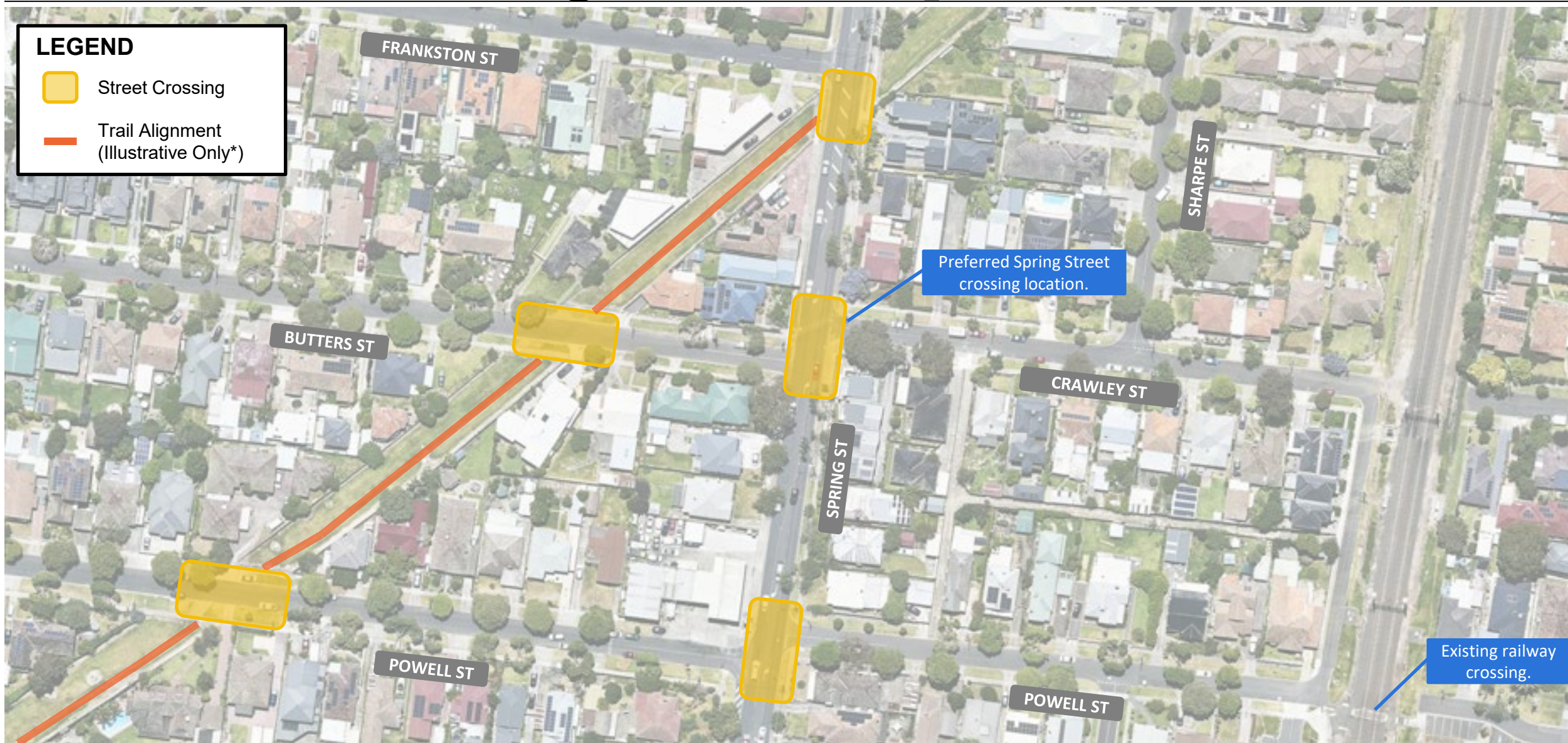


Section 1: Frankston Street to Powell Street





Section 1: Trail Alignment Concept



LEGEND

-  Street Crossing
-  Trail Alignment (Illustrative Only*)

*Note: The trail alignment displayed on map is for illustrative purposes only. The trail alignment will be determined through consideration of community engagement feedback, above- and below-ground water assets, feature surveys, and regulatory approvals. Street crossings are shown in yellow boxes and are indicative only.

Section 1: Railway Line and Spring Street Crossing Options

Two important considerations for this section of the proposed community trail route are crossing the Mernda railway line and crossing Spring Street. Spring Street is a DTP-managed road and due to high traffic volumes and high traffic speeds (60km/h) a new signalised walking and riding crossing is required for the proposed community trail.

Four possible options for crossing the railway and Spring Street are shown with different colour arrows in the adjacent image. Two of these possible alignments would require a new railway pedestrian level crossing (highlighted in the purple circle in the adjacent image).

Advantages and considerations for the four possible options are presented on the following page.



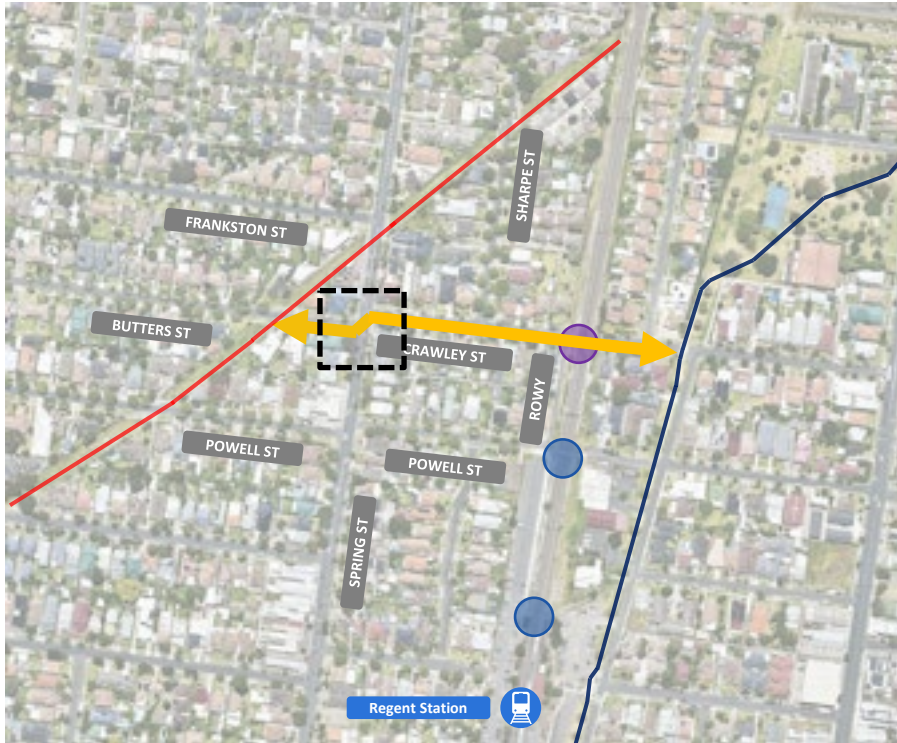
Section 1: Railway Line and Spring Street Crossing Options

Option	Colour on Map	Advantages	Considerations
Option 1 – Butters Street/Crawley Street with New Rail Crossing (Preferred Option)	Yellow	- Some bike riding on the road (second least) - Convenient connection between proposed community trail and Northern Pipe Trail - A new signalised crossing on Spring Street will sit at a convenient distance from the existing crossing between Cameron Street and Verdun Grove, improving access for residents living to the north.	- New railway pedestrian level crossing, which requires approval from VicTrack - Butters Street will become exit only at Spring Street and only left hand turns onto Spring Street will be permitted.
Option 2 – Butters Street/Crawley Street with Existing Rail Crossing	Blue	- Uses existing railway pedestrian level crossing - A new signalised crossing on Spring Street will sit at a convenient distance from the existing crossing between Cameron Street and Verdun Grove, improving access for residents living to the north.	- Requires bike riders to access existing rail crossing via Right of Way - Less direct connection between proposed community trail and Northern Pipe Trail - Butters Street will become exit only at Spring Street and only left hand turns onto Spring Street will be permitted - Equal most bike riding on the road.
Option 3 – Powell Street with Existing Rail Crossing	Orange	- Uses existing railway pedestrian level crossing - Convenient connection between proposed community trail and Northern Pipe Trail	- New signalised crossing of Spring Street is located close to existing signalised crossing (between Cameron Street and Verdun Grove), which limits the improved access for residents to the north - Left turn only from Powell Street onto Spring Street - Petrol station on corner of Powell Street and Spring Street may cause movement conflicts - Equal most bike riding on the road.
Option 4 – Frankston Street/Spring Street/Crawley Street with New Rail Crossing	Green	- Least bike riding on the road - A new signalised crossing on Spring Street will sit at a convenient distance from the existing crossing between Cameron Street and Verdun Grove, improving access for residents living to the north.	- New railway pedestrian level crossing, which requires approval from VicTrack - Bike riders will need to use Spring Street footpath to move between trail and signalised crossing due to lack of cycling infrastructure on Spring Street - Frankston Street will become exit only at Spring Street and only left hand turns onto Spring Street will be permitted.





Section 1: Butters Street/Crawley Street with New Rail Crossing (Preferred Option)



Initial concept design of Spring Street crossing

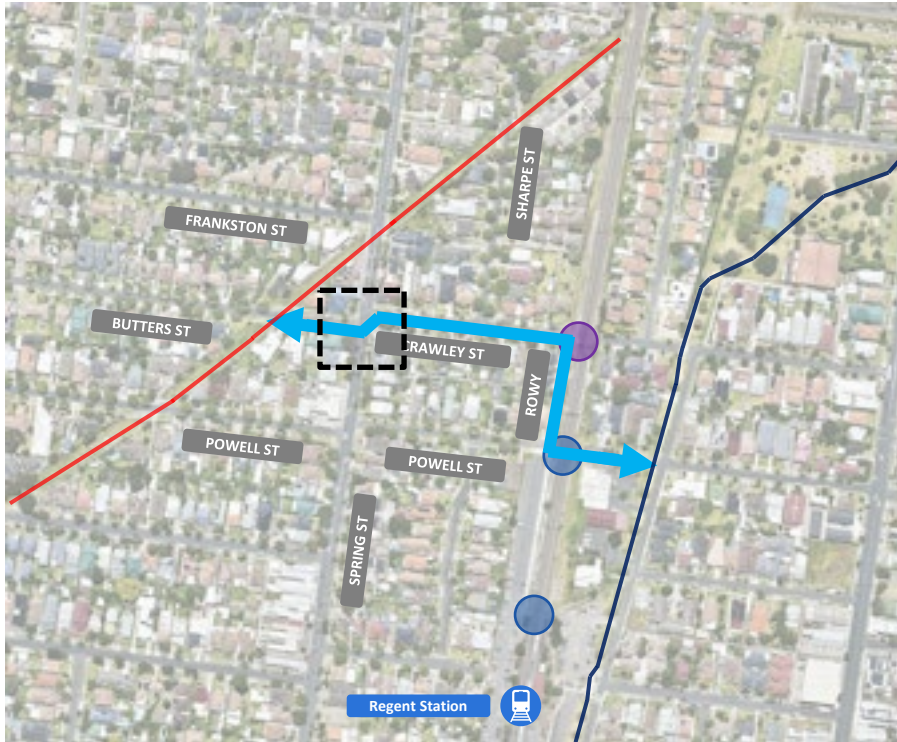
This option has been identified as the preferred option out of the four on the previous page.

Option 1 involves adding a signalised crossing on Spring Street at the intersection of Butters Street and Crawley Street (see design to the left). To allow adequate space for the crossing, the proposed design will convert Butters Street to exit only at Spring Street. This change would only permit left hand turns onto Spring Street and no entry into Butters Street from Spring Street.

These treatments aim to improve safety for people walking and riding because interactions with vehicles would be reduced. In addition, this approach will make Crawley Street more comfortable to walk and ride on as it would have lower traffic volumes.

This option includes a new railway pedestrian level crossing at the east end of Crawley Street, subject to VicTrack approval.

Option 2 – Butters Street/Crawley Street with Existing Rail Crossing



Initial concept design of Spring Street crossing

Option 2 involves adding a signalised crossing on Spring Street at the intersection of Butters Street and Crawley Street (see design to the left). To allow for enough space to introduce the signalised crossing, the proposed design will convert Butters Street to be exit only at Spring Street. This change would only permit left hand turns onto Spring Street and no entry into Butters Street from Spring Street.

These treatments aim to improve safety for people walking and riding because interactions with vehicles would be reduced. In addition, this approach will make Crawley Street more comfortable for walking and riding as it would have lower traffic volumes.

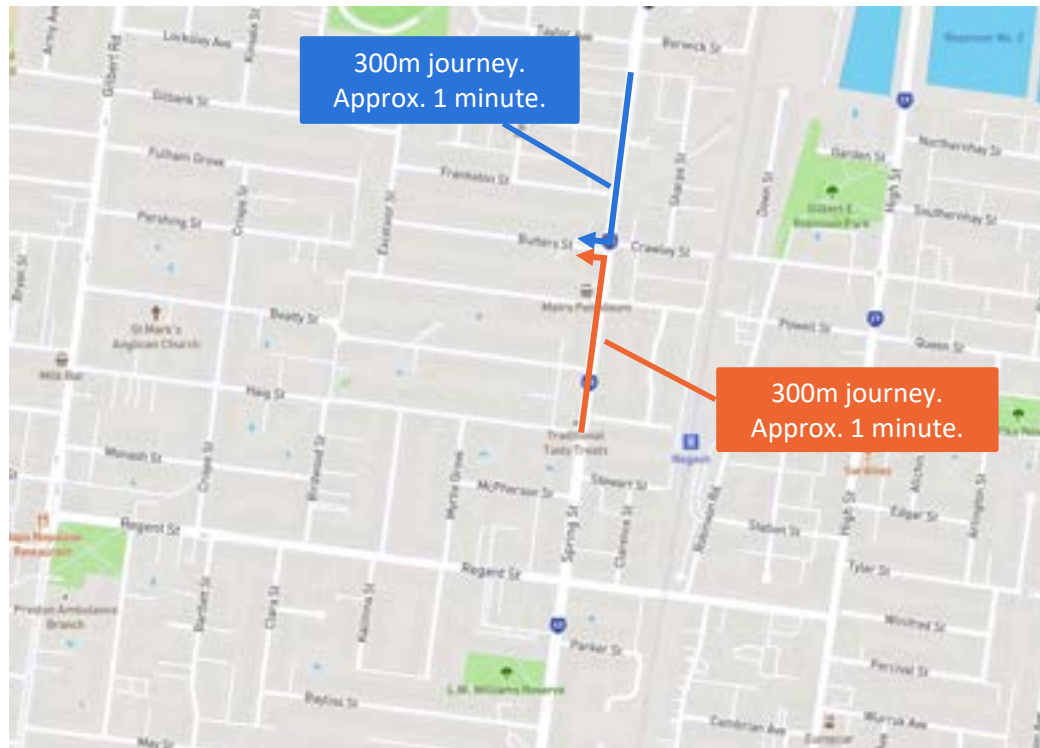
Trail users will be directed to the existing railway pedestrian level crossing on Powell Street via the Right of Way adjacent to the railway line.

Section 1: Railway Line and Spring Street Crossing

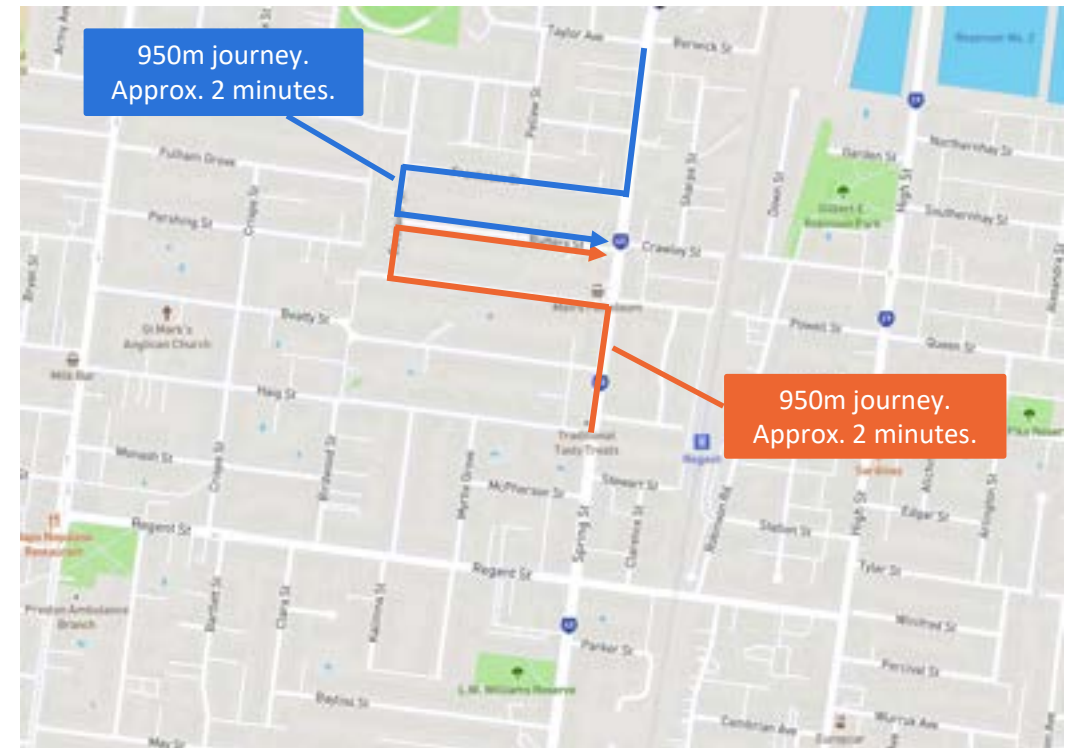
Options 1 and 2

The maps below indicate how access to Butters Street could be impacted with the proposed signalised crossing of Spring Street at the Butters Street / Spring Street / Crawley Street intersection. The maps show indicative routes to access the eastern end of Butters Street. The indicative route from the north is displayed in blue. The indicative route from the south is shown in orange.

Existing Journey



Exit/left turn only at Butters Street / Spring Street Intersection



**Note: The diversion maps presented on this page show the longest possible detour as a result of the proposed changes to the intersection. The maps indicate how journeys to access the eastern end of Butters Street would likely change.*

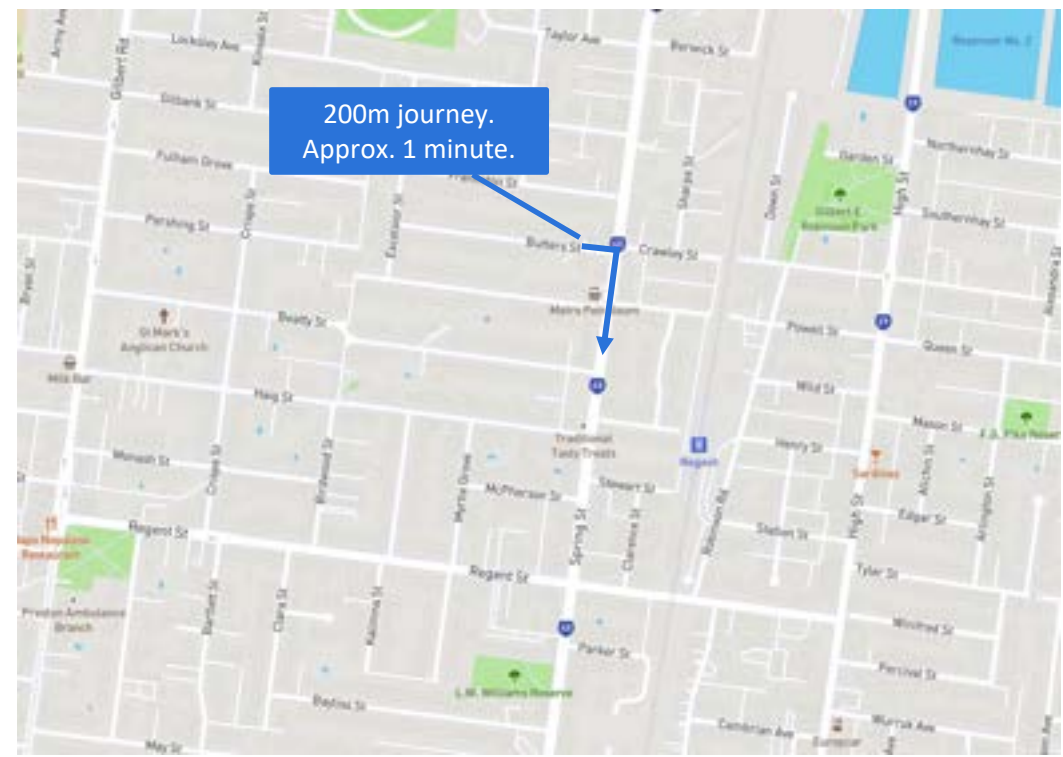


Section 1: Railway Line and Spring Street Crossing

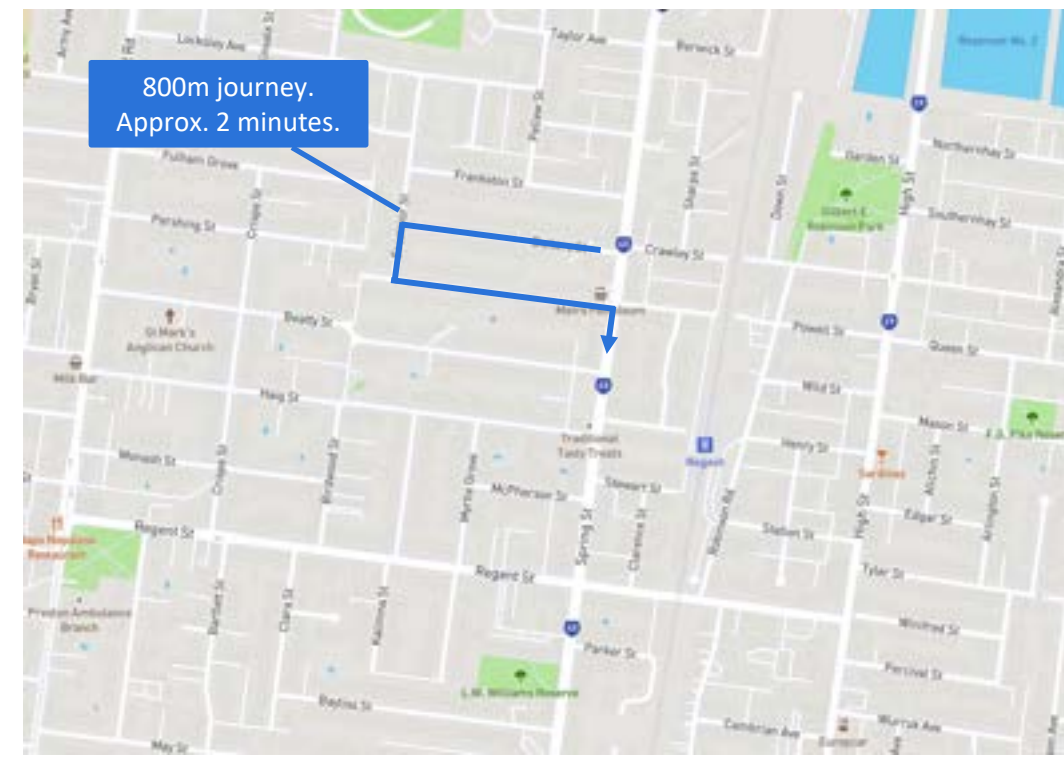
Options 1 and 2

The maps below indicate how access to Spring Street from Butters Street could be impacted with the proposed signalised crossing of Spring Street at the Butters Street / Spring Street / Crawley Street intersection. The maps show indicative routes to access Spring Street from Powell Street to travel southbound towards Regent Street, displayed in blue.

Existing Journey

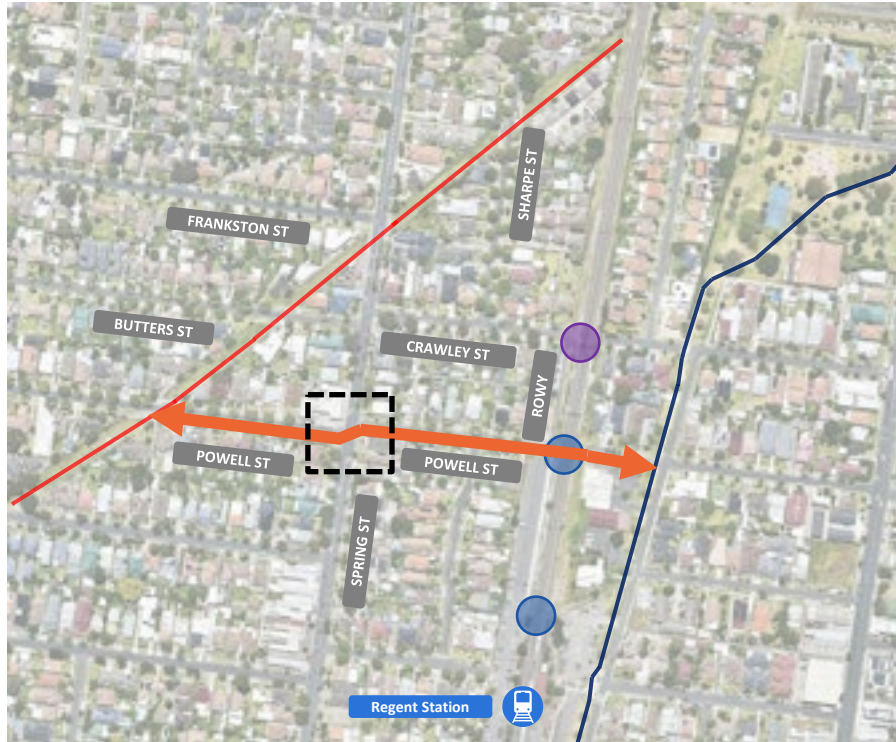


Exit/left turn only at Butters Street / Spring Street Intersection



**Note: The diversion maps presented on this page show the longest possible detour as a result of the proposed changes to the intersection. The maps indicate how journeys to access Spring Street (southbound travel) from the eastern end of Butters Street would likely change.*

Option 3 – Powell Street with Existing Rail Crossing



Initial concept design of Spring Street crossing

Option 3 involves adding a signalised crossing on Spring Street at the intersection of Powell Street (see design to the left). To allow for enough space to introduce the signalised crossing, the proposed design will only permit left hand turns onto Spring Street.

These treatments aim to improve safety for people walking and riding because interactions with vehicles would be reduced.

Trail users will be directed to the existing railway pedestrian level crossing on Powell Street.

An important consideration for this option is the petrol station on the northwest corner of the intersection. This land use attracts more vehicle movements compared to other options, making this intersection less safe for trail users.

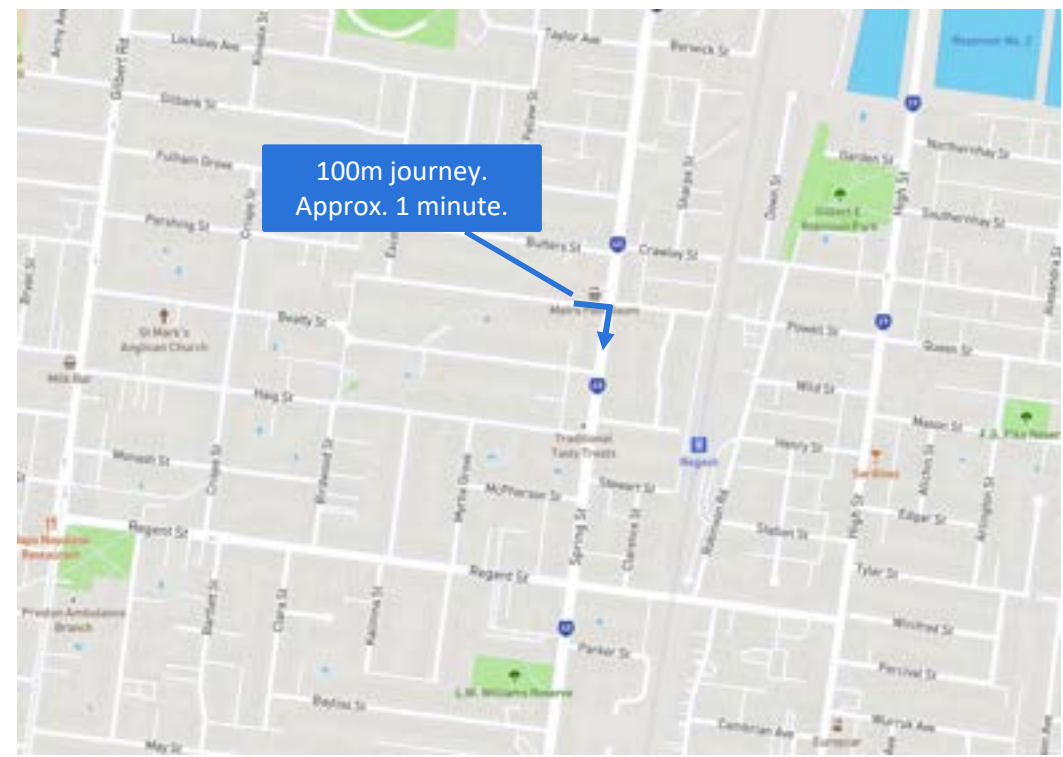


Section 1: Railway Line and Spring Street Crossing

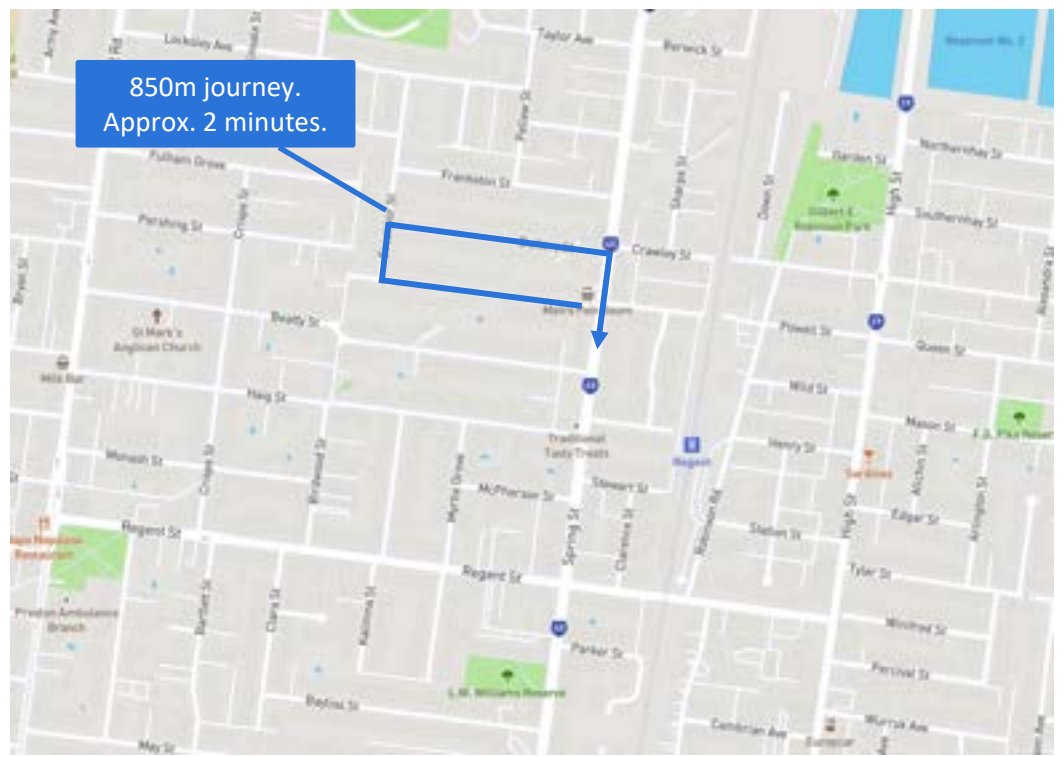
Option 3

The maps below indicate how access to Spring Street from Powell Street could be impacted with the proposed signalled crossing of Spring Street at the Powell Street / Spring Street intersection. The maps show an indicative route to access Spring Street from Powell Street to travel southbound towards Regent Street, displayed in blue.

Existing Journey

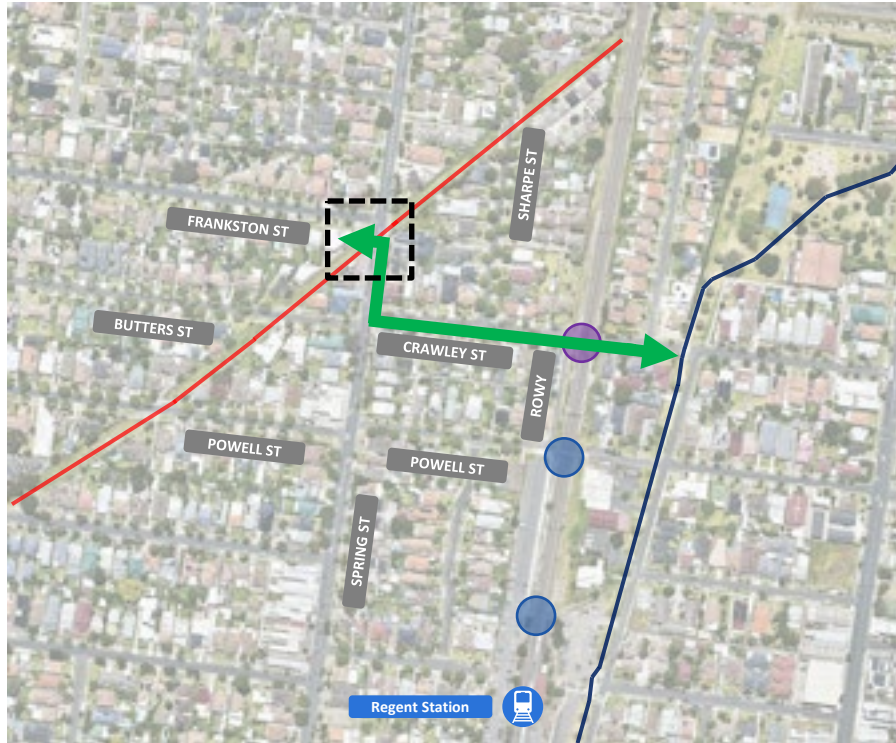


Left turn only at Powell Street / Spring Street Intersection



**Note: The diversion maps presented on this page show the longest possible detour as a result of the proposed changes to the intersection. The maps indicate how journeys to access Spring Street (southbound travel) from the west leg of Powell Street at Spring Street would likely change.*

Option 4 – Frankston Street/Spring Street/Crawley Street with New Rail Crossing



Initial concept design of Spring Street crossing

Option 4 involves adding a signalised crossing on Spring Street at the intersection of Frankston Street (see design to the left). To allow for enough space to introduce the signalised crossing, the proposed design will convert Frankston Street to be exit only at Spring Street. This change would only permit left hand turns onto Spring Street and no entry into Frankston Street from Spring Street.

These treatments aim to improve safety for people walking and riding because interactions with vehicles would be reduced. In addition, this approach will make Frankston Street more comfortable for walking and riding as it will have lower traffic volumes.

This option includes a new railway pedestrian level crossing at the east end of Crawley Street, subject to VicTrack approval.

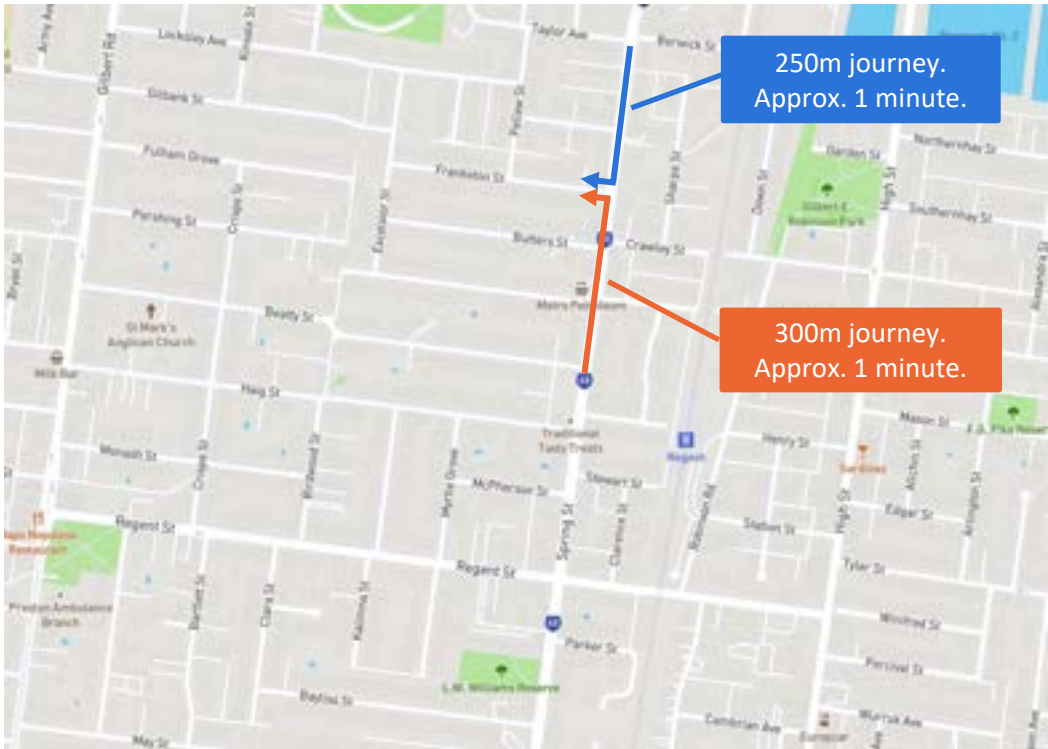


Section 1: Railway Line and Spring Street Crossing

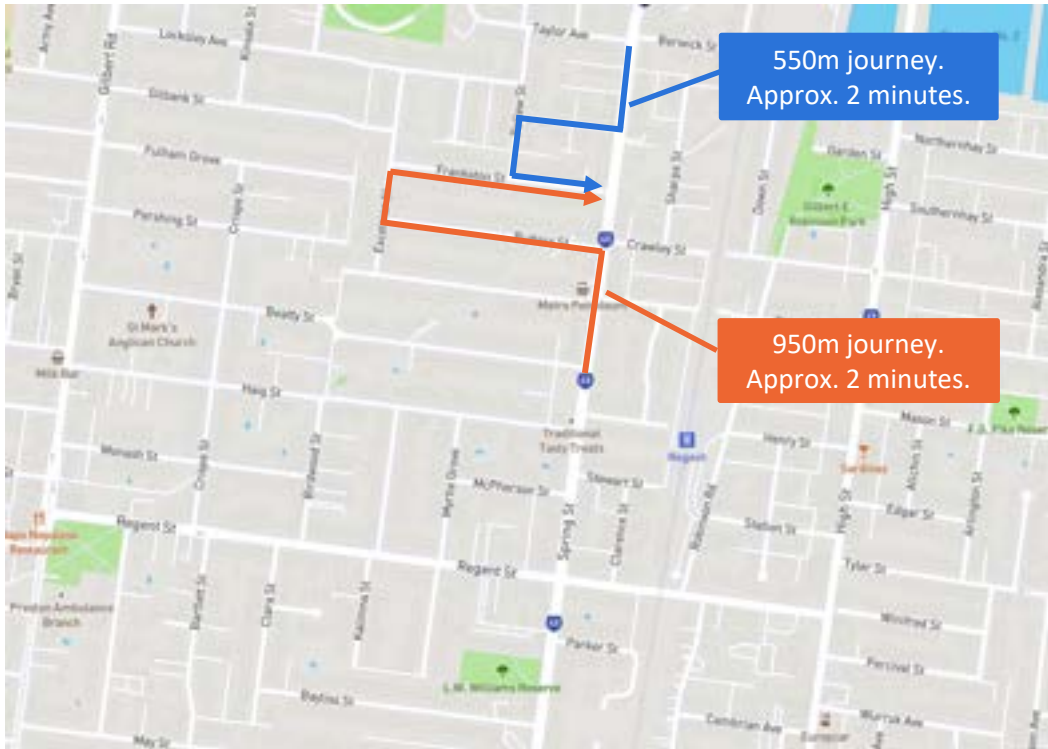
Option 4

The maps below indicate how access to Frankston Street could be impacted with the proposed signalised crossing of Spring Street at the Frankston Street / Spring Street intersection. The maps show indicative routes to access the eastern end of Frankston Street. The indicative route from the north is displayed in blue. The indicative route from the south is shown in orange.

Existing Journey



Exit/left turn only at Frankston Street / Spring Street Intersection



**Note: The diversion maps presented on this page show the longest possible detour as a result of the proposed changes to the intersection. The maps indicate how journeys to access the eastern end of Frankston Street would likely change.*

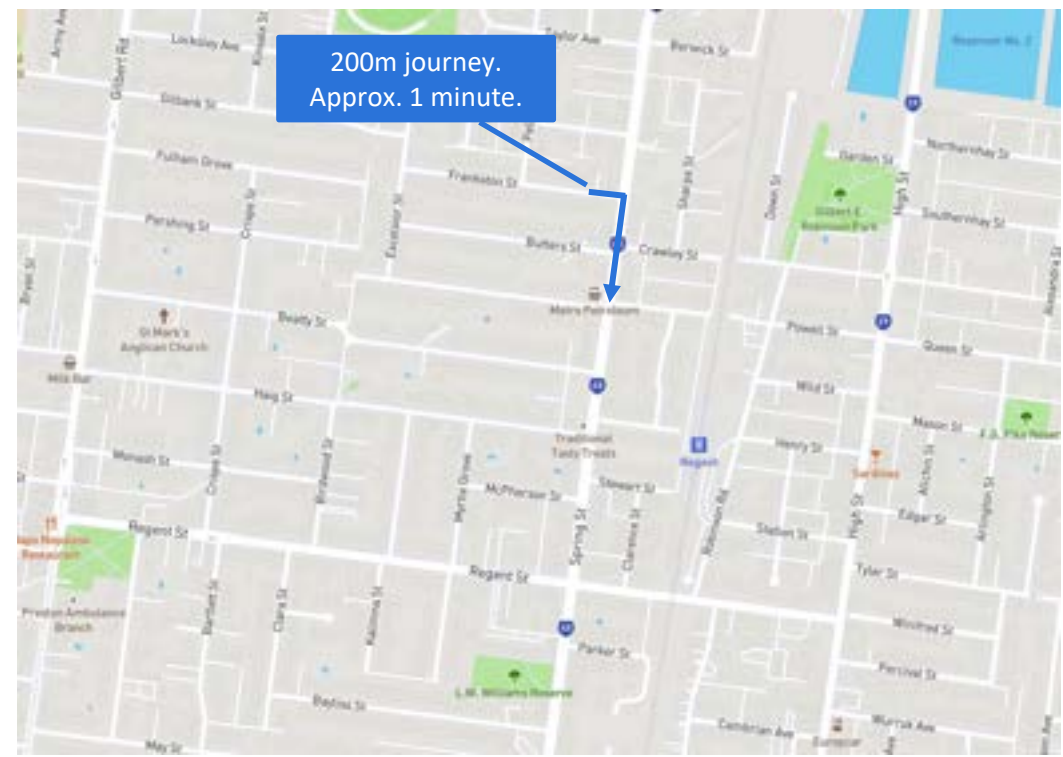


Section 1: Railway Line and Spring Street Crossing

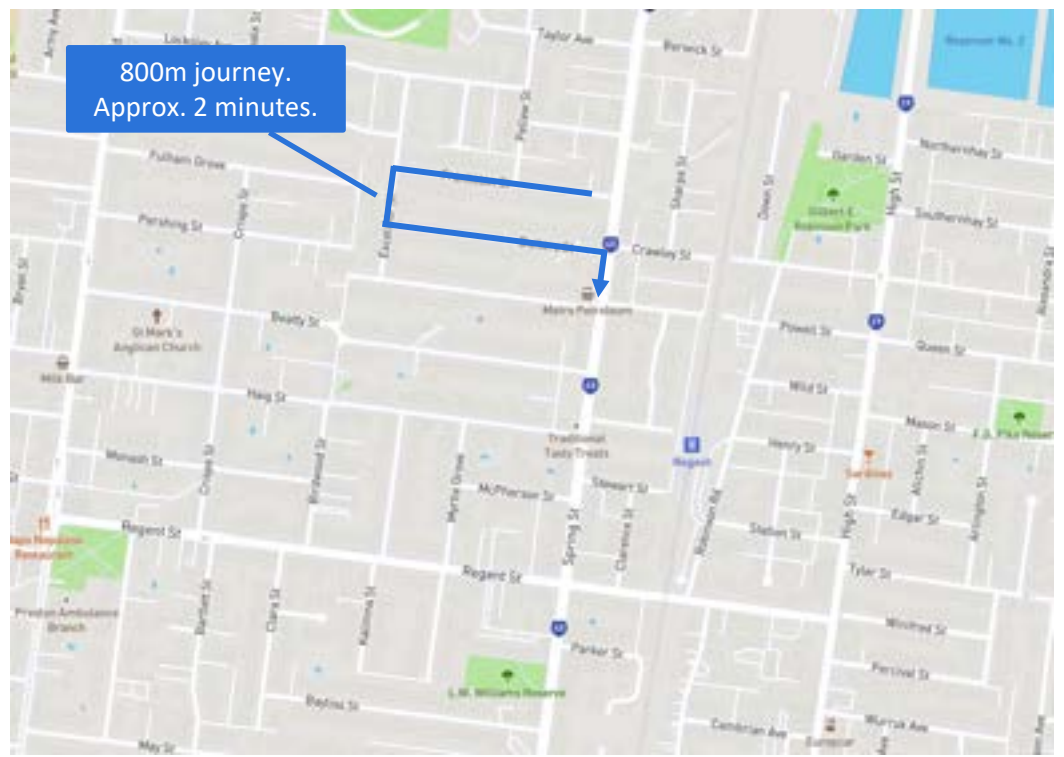
Option 4

The maps below indicate how access to Spring Street from Frankston Street could be impacted with the proposed signalised crossing of Spring Street at the Frankston Street / Spring Street intersection. The maps show indicative routes to access Spring Street from Frankston Street to travel southbound towards Regent Street, displayed in blue.

Existing Journey



Exit/left turn only at Frankston Street / Spring Street Intersection



**Note: The diversion maps presented on this page show the longest possible detour as a result of the proposed changes to the intersection. The maps indicate how journeys to access Spring Street (southbound travel) from the eastern end of Frankston Street would likely change.*



Section 2: Powell Street to Rona Street





Section 2: Trail Alignment Concept



*Note: The trail alignment displayed on map is for illustrative purposes only. The trail alignment will be determined through consideration of community engagement feedback, above- and below-ground water assets, feature surveys, and regulatory approvals. Street crossings are shown in yellow boxes and are indicative only.



Section 3: Rona Street to Crispe Street





Section 3: Trail Alignment Concept

LEGEND

-  Street Crossing
-  Trail Alignment (Illustrative Only*)



*Note: The trail alignment displayed on map is for illustrative purposes only. The trail alignment will be determined through consideration of community engagement feedback, above-and below-ground water assets, feature surveys, and regulatory approvals. Street crossings are shown in yellow boxes and are indicative only.



Section 4: Regent Street to Symons Street





Section 4: Trail Alignment Concept

LEGEND



Street Crossing



Trail Alignment
(Illustrative Only*)



*Note: The trail alignment displayed on map is for illustrative purposes only. The trail alignment will be determined through consideration of community engagement feedback, above- and below-ground water assets, feature surveys, and regulatory approvals. Street crossings are shown in yellow boxes and are indicative only.



Section 4: Regent Street / Sheffield Street Crossing





Section 4: Regent Street/Sheffield Street Crossing

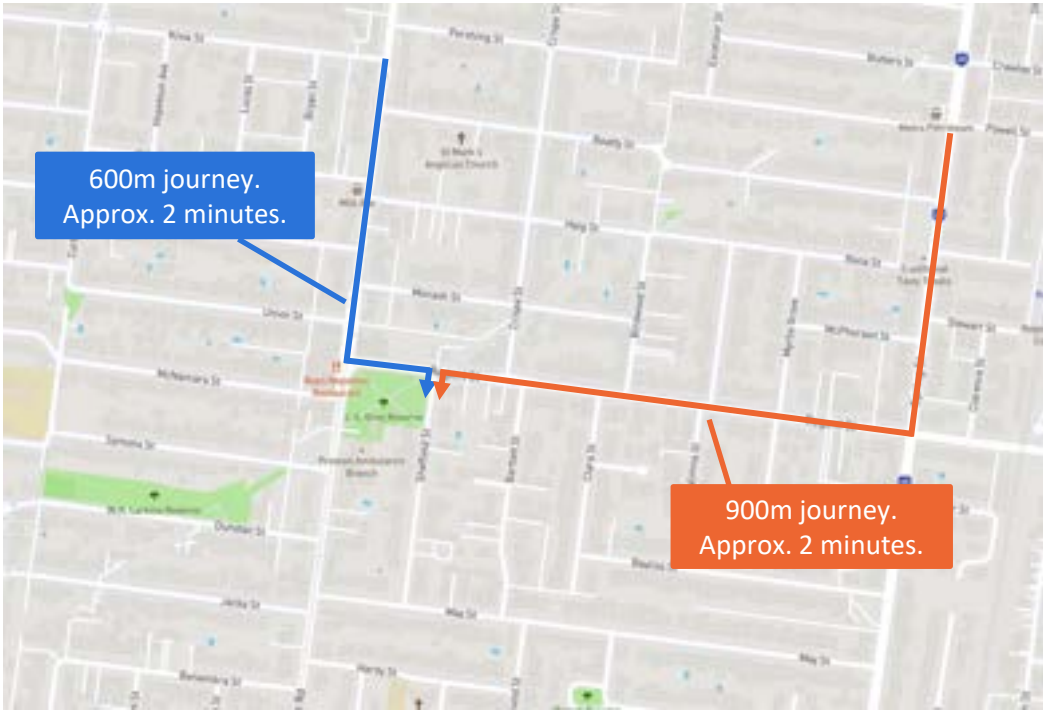
Street	Proposed Changes	Comments
Regent Street	• Raised priority crossing east of Sheffield Street with kerb buildouts and give way markings • Reduce speed limit to 40km/h	• A raised priority crossing on Regent Street: • provides trail users with a safe and accessible option to cross the street • calms traffic speeds • increases visibility • provides priority to people walking and cycling • Implementing a 40km/h speed limit will slow down drivers on approach to the crossing and provide a safer and calmer street environment.
Sheffield Street	• Raised priority crossing at Regent Street intersection • Exit only at Regent Street • Kerb buildout at northeastern corner of Sheffield Street to create a northbound exit only lane • Kerb buildout on northwestern corner of Sheffield Street to provide more space for people crossing • Reduce speed limit to 30km/h	• Making Sheffield Street exit only at Regent Street: • shortens the crossing distance and provides more space for people crossing • reduces conflict between drivers and trail users by preventing the left turn movement into Sheffield Street • prevents Sheffield Street from being used as a southbound rat run to bypass the Gilbert Road/Regent Street intersection • causes small changes to access routes to Sheffield Street (see next page for further detail) • is necessary due to the give way line of the proposed Regent Street priority crossing being very close to the east lane of Sheffield Street. • Implementing a 30km/h speed limit creates a safer and calmer street environment, which is vital around a park with a playground and kindergarten.



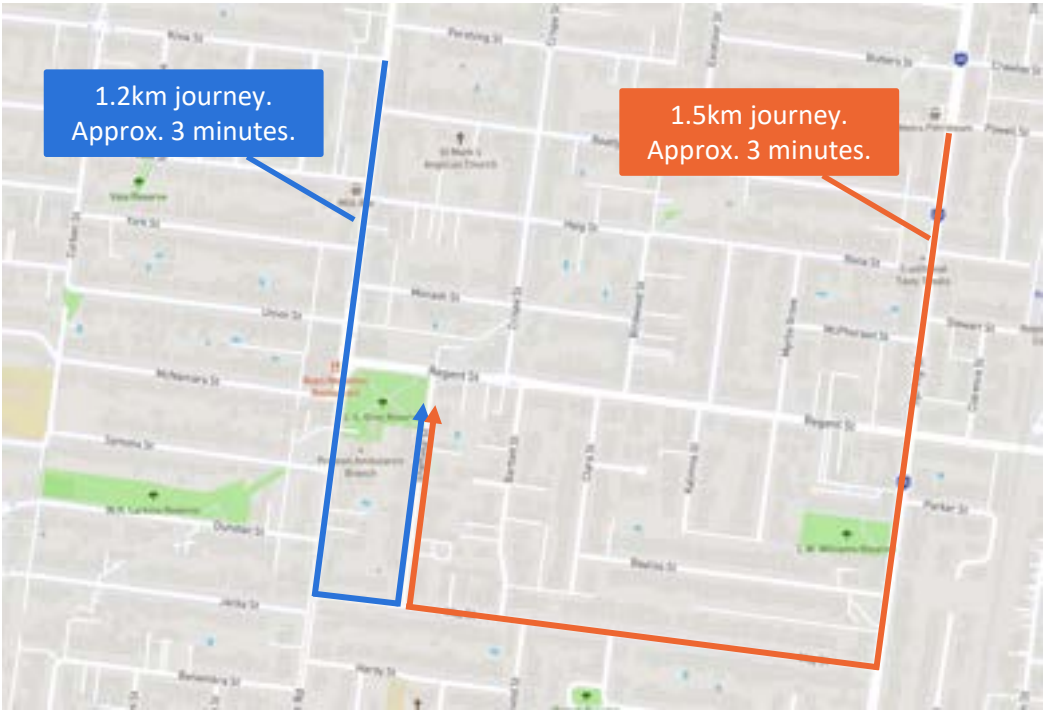
Section 4: Regent Street/Sheffield Street Crossing

The maps below indicate how access to Sheffield Street could be impacted with the proposed change to make Sheffield Street exit only at Regent Street. The maps show indicative routes to access the northern end of Sheffield Street. The indicative route from the northwest is displayed in blue. The indicative route from the northeast is displayed in orange. Movements from the south are not affected.

Existing journey



Sheffield Street exit only at Regent Street





Section 5: Symons Street to Jacka Street





Section 5: Trail Alignment Concept



*Note: The trail alignment displayed on map is for illustrative purposes only. The trail alignment will be determined through consideration of community engagement feedback, above-and below-ground water assets, feature surveys, and regulatory approvals. Street crossings are shown in yellow boxes and are indicative only.



Section 6: Jacka Street to North Street





Section 6: Trail Alignment Concept



*Note: The trail alignment displayed on map is for illustrative purposes only. The trail alignment will be determined through consideration of community engagement feedback, above- and below-ground water assets, feature surveys, and regulatory approvals. Street crossings are shown in yellow boxes and are indicative only.



Section 7: North Street to Mehegan Ave





Section 7: Trail Alignment Concept



*Note: The trail alignment displayed on map is for illustrative purposes only. The trail alignment will be determined through consideration of community engagement feedback, above-and below-ground water assets, feature surveys, and regulatory approvals. Street crossings are shown in yellow boxes and are indicative only.



Section 7: Elizabeth Street Crossing

Proposed Changes

- Raised priority crossing with kerb buildouts and give way markings
- Traffic calming on approach to crossing
- Reduce speed limit to 40km/h

Comments

- Provides a safe crossing facility for people walking and cycling
- Adjacent to park and playground
- Traffic volumes and traffic speeds are appropriate for this type of crossing facility

Claremont Street
Playground

ELIZABETH ST





Section 8: Mehegan Ave to Outlook Road





Section 8: Trail Alignment Concept



*Note: The trail alignment displayed on map is for illustrative purposes only. The trail alignment will be determined through consideration of community engagement feedback, above- and below-ground water assets, feature surveys, and regulatory approvals. Street crossings are shown in yellow boxes and are indicative only.



Section 9: Outlook Road to Murray Road





Section 9: Trail Alignment Concept



*Note: The trail alignment displayed on map is for illustrative purposes only. The trail alignment will be determined through consideration of community engagement feedback, above-and below-ground water assets, feature surveys, and regulatory approvals. Street crossings are shown in yellow boxes and are indicative only.



Analysis Summary

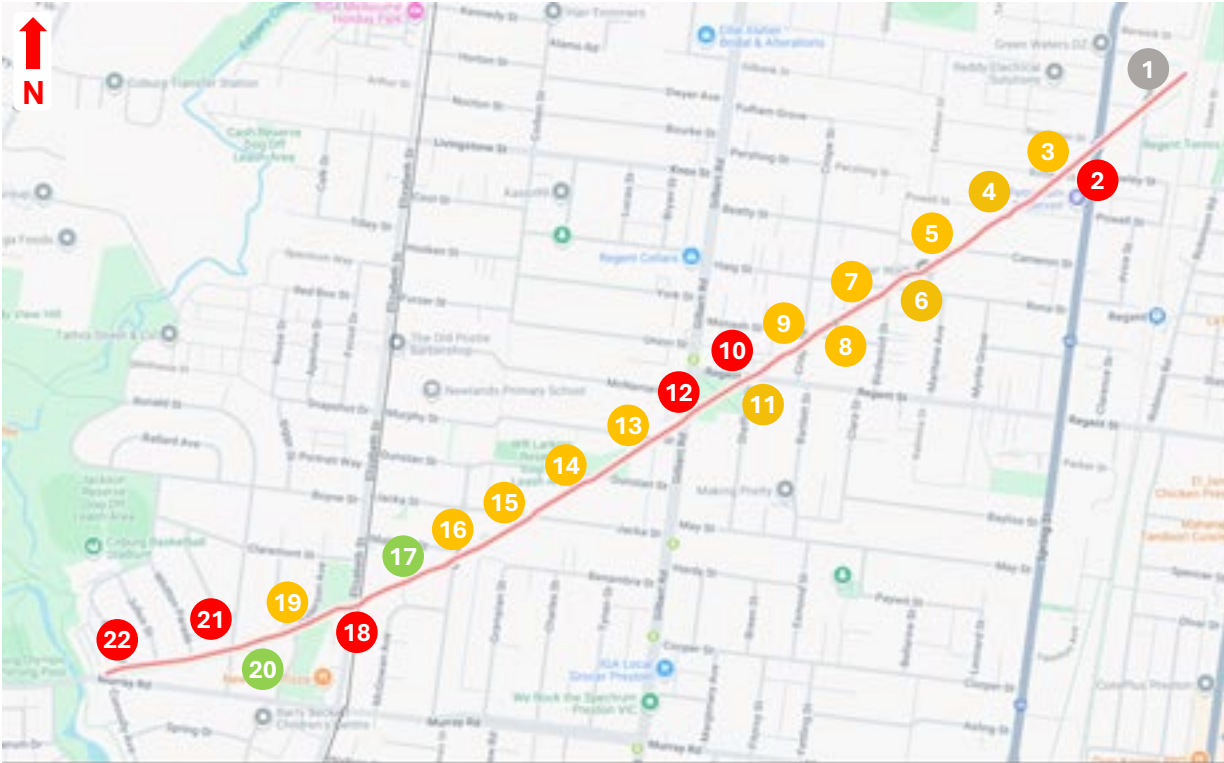
Hierarchy of Street Crossings

Because there are many street crossings along the trail, the crossing treatments will likely need to be delivered in stages.

We assessed which crossings are critical to the function and accessibility of the community trail by considering the following factors: traffic volumes, traffic speeds, length of crossing, visibility, gradient of approach to the crossing.

Each crossing has been evaluated based on the above factors and subsequently colour coded in the adjacent map.

Colour	General Characteristics	Priority
Red	Arterial/main roads with high traffic volumes and speeds, long distance to cross.	Critical
Yellow	Local residential streets with longer crossing lengths, more complex geometry, steep gradients on approach and/or visibility issues.	Essential
Green	Local residential streets with shorter crossing lengths, good visibility, low traffic volumes.	Desirable



1. Sharpe St, Reservoir

2. **Spring St, Reservoir***

3. Butters St, Reservoir

4. Powell St, Reservoir

5. Cameron St, Reservoir

6. Haig St/Rona St, Reservoir

7. Birdwood St, Reservoir

8. Monash St, Reservoir

9. Crispe St, Reservoir

10. Regent St, Preston

11. Sheffield St, Preston

12. Gilbert Rd, Preston

13. Symons St, Preston

14. Dunstan St, Preston

15. Jacka St, Preston

16. George St, Preston,

17. North St, Preston

18. Elizabeth St, Coburg

19. Meghan Ave, Coburg North

20. Bernice Ct, Coburg North

21. Jackson Pde, Coburg North

22. Outlook Rd, Coburg North

* DTP managed road

Crossing Treatment Examples

Providing safe and accessible crossing treatments forms part of the Healthy Streets Guiding Principles. There are various ways to aid people crossing each street along the proposed community trail.

The photos presented below show examples of a raised priority crossings as well as other ways a safe crossing could be provided if raised crossings are not possible. Budgetary constraints or impacts on services may make it challenging to build raised crossings everywhere.

The following pages show an indicative breakdown of what crossing treatments are feasible at each of the twenty-two street crossings along the proposed community trail route.



Raised priority crossing

- Clearly designates that pedestrians and cyclists have right-of-way at crossing
- Raised crossing calms traffic on approach



Priority crossing with traffic calming

- Clearly designates that pedestrians and cyclists have right-of-way at crossing
- Lower cost treatment using speed cushions on approach to calm traffic rather than raising crossing



Slow points which could include priority crossing

- Ensures drivers slow down by only allowing one vehicle to pass through slow point at a time
- Potential to add priority crossing markings



Signalised crossing on a shared user path route

- Uses traffic lights to provide path users with a timed crossing sequence

Image Sources:

- <https://bicyclenetwork.com.au/newsroom/2025/02/10/new-ballarat-local-link/>
- <https://www.movementandplace.nsw.gov.au/standards/design-solutions/slow-points>
- <https://www.gleneira.vic.gov.au/about-council/council-projects/thomas-street-pedestrian-operated-signal>



Street Crossings – Further Detail

The following table presents information about the feasible crossing options for the twenty-two street crossings throughout the Melbourne Water land making up the community trail study area as well as the associated implementation priority level, as explained on the previous page.

#	Street Crossing	Priority Level	No crossing infrastructure required	Signalised crossing	Raised priority crossing	Priority crossing (not raised)	Slow point with priority crossing	Pram ramps only
1	Sharpe Street, Reservoir	N/A						
2	Spring Street, Reservoir	Critical						
3	Butters Street, Reservoir	Essential						
4	Powell Street, Reservoir	Essential						
5	Cameron Street, Reservoir	Essential						
6	Haig Street / Rona Street, Reservoir	Essential						
7	Birdwood Street, Reservoir	Essential						



Street Crossings – Further Detail

The following table presents information about the feasible crossing options for the twenty-two street crossings throughout the Melbourne Water land making up the community trail study area as well as the associated implementation priority level, as explained on the previous page.

#	Street Crossing	Priority Level	No crossing infrastructure required	Signalised crossing	Raised priority crossing	Priority crossing (not raised)	Slow point with priority crossing	Pram ramps only
8	Monash Street, Reservoir	Essential	✗	✗	✓	✓	✓	✗
9	Crispe Street, Reservoir	Essential	✗	✗	✓	✓	✓	✗
10	Regent Street, Preston	Critical	✗	✓	✓	✗	✗	✗
11	Sheffield Street, Preston	Essential	✗	✗	✓	✓	✓	✗
12	Gilbert Road, Preston	Critical	✗	✓	✗	✗	✗	✗
13	Symons Street, Preston	Essential	✗	✗	✓	✓	✓	✗
14	Dunstan Street, Preston	Essential	✗	✗	✓	✓	✓	✗
15	Jacka Street, Preston	Essential	✗	✗	✓	✓	✓	✗



Street Crossings – Further Detail

The following table presents information about the feasible crossing options for the twenty-two street crossings throughout the Melbourne Water land making up the community trail study area as well as the associated implementation priority level, as explained on the previous page.

#	Street Crossing	Priority Level	No crossing infrastructure required	Signalised crossing	Raised priority crossing	Priority crossing (not raised)	Slow point with priority crossing	Pram ramps only
16	George Street, Preston	Essential	✗	✗	✓	✓	✓	✗
17	North Street, Preston	Desirable	✗	✗	✓	✓	✗	✓
18	Elizabeth Street, Coburg	Critical	✗	✓	✓	✗	✗	✗
19	Mehegan Ave, Coburg North	Essential	✗	✗	✓	✓	✓	✗
20	Bernice Ct, Coburg North	Desirable	✗	✗	✓	✓	✗	✓
21	Jackson Pde, Coburg North	Critical / Essential	✗	✗	✓	✓	✓	✗
22	Outlook Road, Coburg North	Critical	✗	✗	✓	✓	✗	✗

Potential Landscape Locations

To aid the identification of landscape treatments and locations, a simple selection criteria was developed which included the following factors:

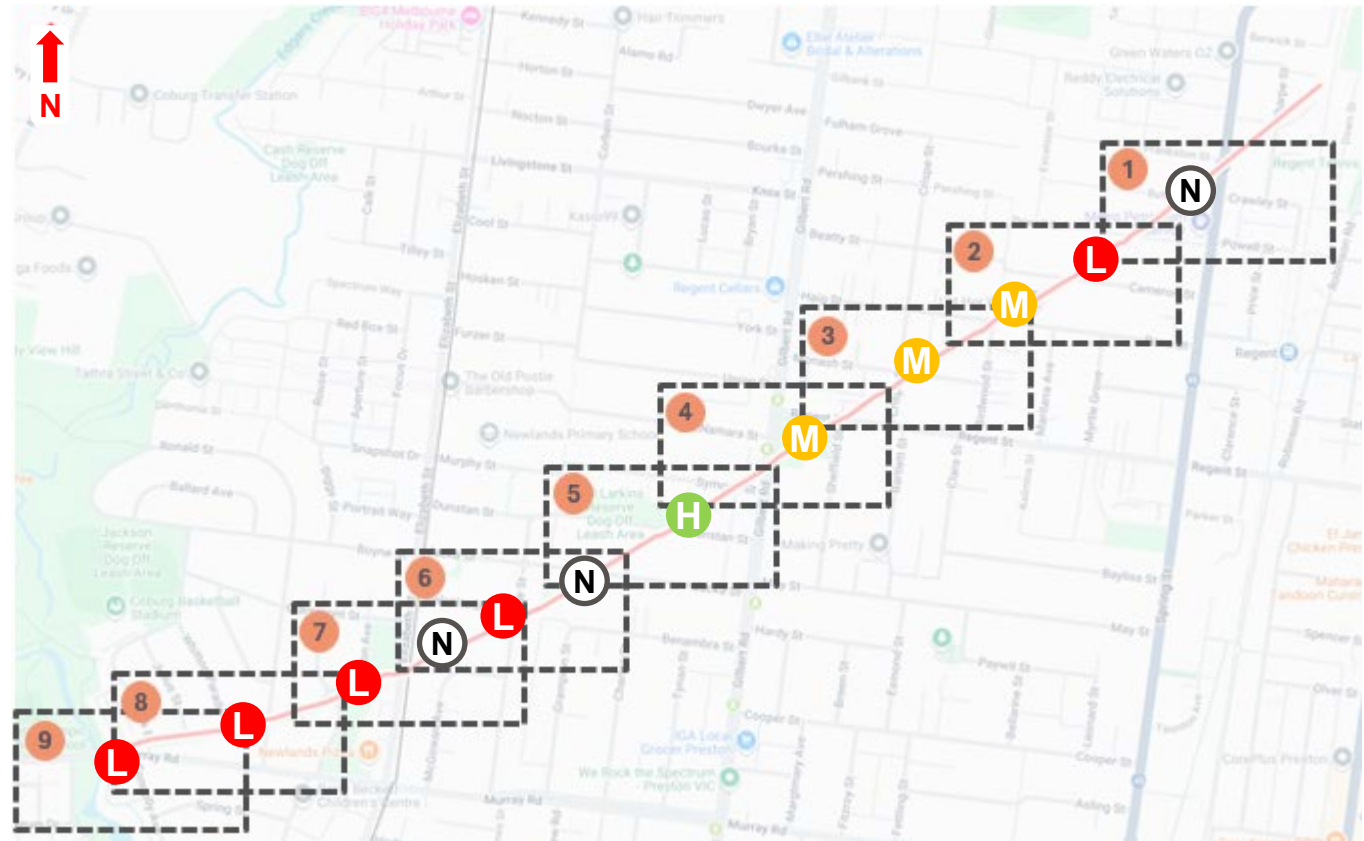
- presence of water utility assets
- context of the location
- proximity to community destinations
- available space
- safety concerns considering the Crime Prevention Through Environmental Design (CPTED) principles.

Each section was evaluated based on the selection criteria and subsequently given a rating of High, Medium, Low, or No Landscaping to identify the optimal locations for landscape treatments.

The results of the landscape feasibility analysis are shown in the adjacent plan.

Hierarchy of Landscape Treatment Potential

- H** High
- M** Medium
- L** Low
- N** No Landscaping



Plan illustrating hierarchy of landscape treatment locations

Landscape Treatment Examples

Creating attractive urban spaces forms part of the Healthy Streets Guiding Principles. There are opportunities along the proposed community trail to implement landscape treatments that not only make the experience more attractive, but can make users feel welcome, safe and relaxed.

There are competing needs that will need to be balanced when identifying landscape treatment locations along the pipeline corridor as some points will still need to be serviced by Melbourne Water.

The water pipelines run through the Melbourne Water owned land, which creates some limitations to the types of landscaping that can be accommodated along the proposed community trail. Planting trees or installing large structures is not permitted, as root systems and foundations could damage the pipelines. In addition, Melbourne Water requires clear access to this land for maintenance at all times.

Possible landscape treatments, depending on specific location factors, include:

- entry points between street crossings
- vehicle control measures
- wayfinding signage
- low maintenance shrubs and greenery
- seating
- low level lighting
- public/street art.

Some examples of these options are shown in the images below.



Entry treatment to shared user path (MWC M22 project)



Post and chain fencing treatment controlling vehicle access



Low maintenance plantings to make neighbourhoods more liveable



Landscaping Feasibility – Further Detail

The following table presents a section-by-section assessment of landscaping feasibility for this community trail alignment based on a simple selection criteria and priority categories.

Section #	Section Boundaries	Landscaping Priority	Entry fencing, bollard and signage upgrade	Seating	Woody meadows style planting	Low level lighting	Public/street art*
1A	Frankston Street to Butters Street	No landscaping – movement corridor only					
1B	Butters Street to Powell Street	No landscaping – movement corridor only					
2A	Powell Street to Cameron Street	Low					
2B	Cameron Street to Rona Street	Medium					
3A	Rona Street to Crispe Street	Medium					
3B	Monash Street to Regent Street	Medium					
4	Regent Street to Symons Street	Medium					



Landscaping Feasibility – Further Detail

The following table presents a section-by-section assessment of landscaping feasibility for this community trail alignment based on a simple selection criteria and priority categories.

Section #	Section Boundaries	Landscaping Priority	Entry fencing, bollard and signage upgrade	Seating	Woody meadows style planting	Low level lighting	Public/street art*
5	Symons Street to Jacka Street	High					
6A	Jacka Street to George Street	No landscaping – movement corridor only					
6B	George Street to North Street	Low					
7A	North Street to Elizabeth Street	No landscaping – movement corridor only					
7B	Elizabeth Street to Mehegan Avenue	Low					
8	Mehegan Ave to Outlook Road	Low					
9	Outlook Road to Merri Creek Trail	Low					



Project Timeline

