Stantec

Darebin Community Pipe Trail Final Feasibility 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. The project includes development of a Feasibility Report and Concept Design Package for a new shared path, including landscaping and amenity.

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

The project: The proposed community trail (see adjacent image) is identified as a priority project for Darebin 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 proposed shared path 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 councils.

Why: This project builds on the collaborative efforts of the Darebin City Council and Merri-bek City Council, as well as the strategic direction provided by the Northern Regional Trails Strategy. Melbourne Water is engaged in activities to encourage development of its underutilised land to support community, active transport and increased local amenity.



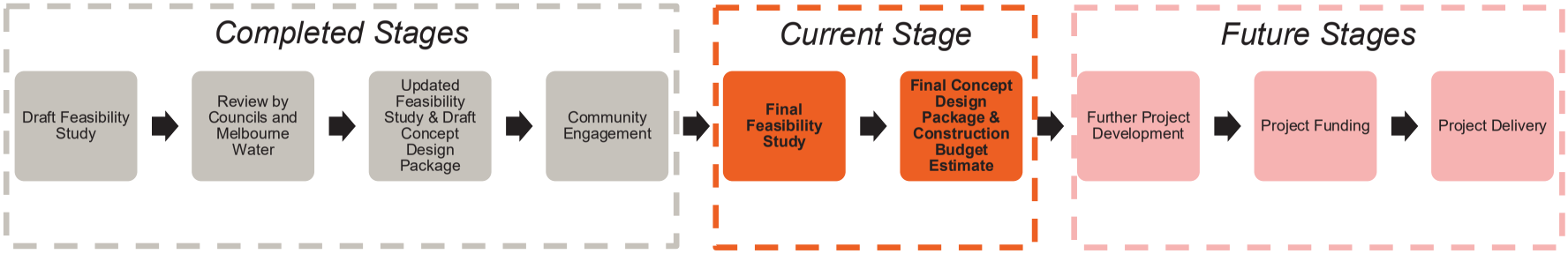
Community Trail study area: Melbourne Water land parcels

Project Timeline

This feasibility study for the proposed community trail has included several stages, as shown in the timeline presented below.

Part of this work included community engagement completed by Council. Feedback gathered from the from this work, as well as subsequent discussions with Darebin, Merri-bek and Melbourne Water, then informed this final feasibility study report. Along with this final report, a final concept design package and construction budget estimate were provided as final deliverables.

Future stages will likely include further project development (including functional and detailed design), identification of project funding, and ultimately project delivery. Some further community engagement is likely also to be required.



Policy Review



Northern Regional Trails Strategy 2022

The Northern Trails Strategy (NRTS) is a regional strategy for planning, developing and improving walking and bike riding trails in Northern Melbourne. The strategy was developed in 2016 by the Northern Councils Alliance (NCA), which includes Merri-bek, Banyule, Hume, Whittlesea and Nillumbik councils, and updated in 2022.

The NRTS included a list of ten trail priorities for each council. This project comes directly from item number five from Darebin's endorsed list: "*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. It aims to realise a safer, more inclusive, and sustainable transport system.

The strategy places emphasis on active transport, seeking to make active transport a safer, more convenient and more attractive mode of transport for people of all ages and abilities. More detail on this strategy is provided on the next page.

Policy Review



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 (approximate location shown in map below with an overlayed red line) 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. It responds to historic development patterns that have created unequal transport access, contributing to environmental, social, and health challenges.

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.

LEGEND

Schools
A – Newlands Primary School
B – St. Raphael's Primary School

Childcare Centres & Kindergartens
C – Newlands Preschool Centre
D – Barry Beckett Children's Centre
E – JS Grey Kindergarten
F – Goodstart Early Learning Preston

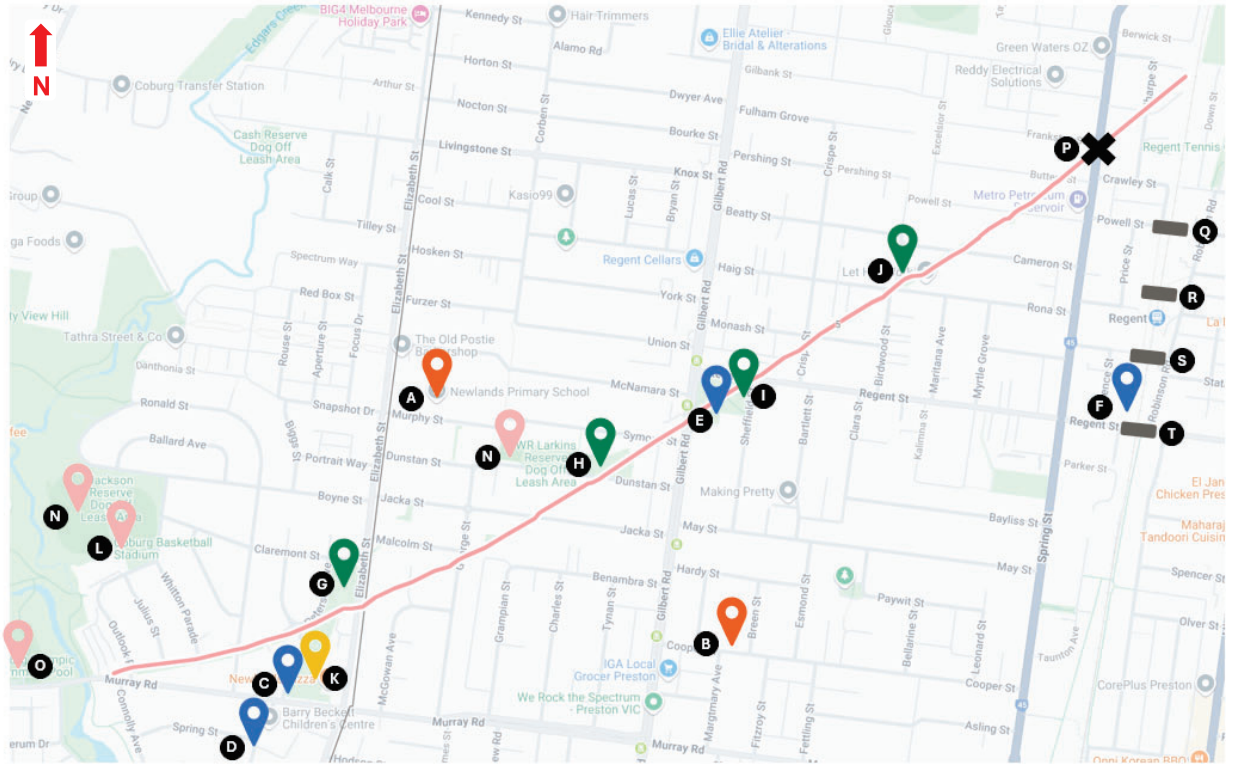
Playgrounds
G – Claremont Street Playground
H – WR Larkins Reserve Playground
I – JS Grey Reserve Playground
J – Rona Street Reserve Playground

Community Centres
K – Newlands Community Centre

Sport Facilities
L – Coburg Basketball Stadium
M – Harold Stevens Athletic Track
N – Dunstan Park Tennis Club
O – Coburg Olympic Swimming Pool

DTP Road Crossing
P – Spring Street

Railway Pedestrian Level Crossings
Q – Powell Street
R – Regent Station North
S – Regent Station South
T – Regent Street



Street Crossings Along the Proposed Trail

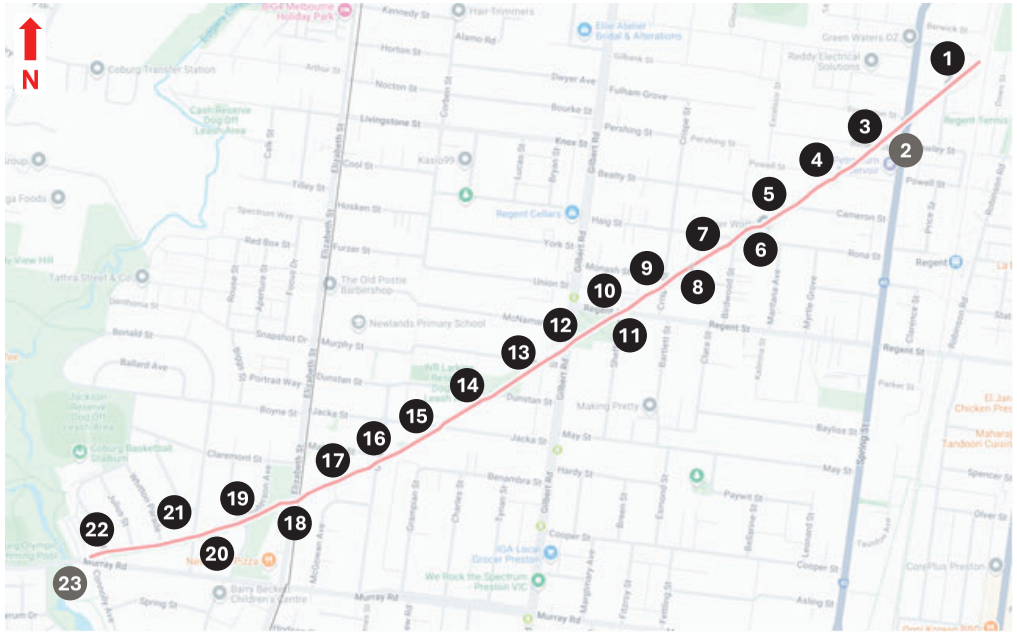
There are twenty-three street crossings along the proposed community trail, with two of them being a DTP-managed roads: Spring Street, Reservoir and Murra.

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-three street crossings are:

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

* DTP managed road



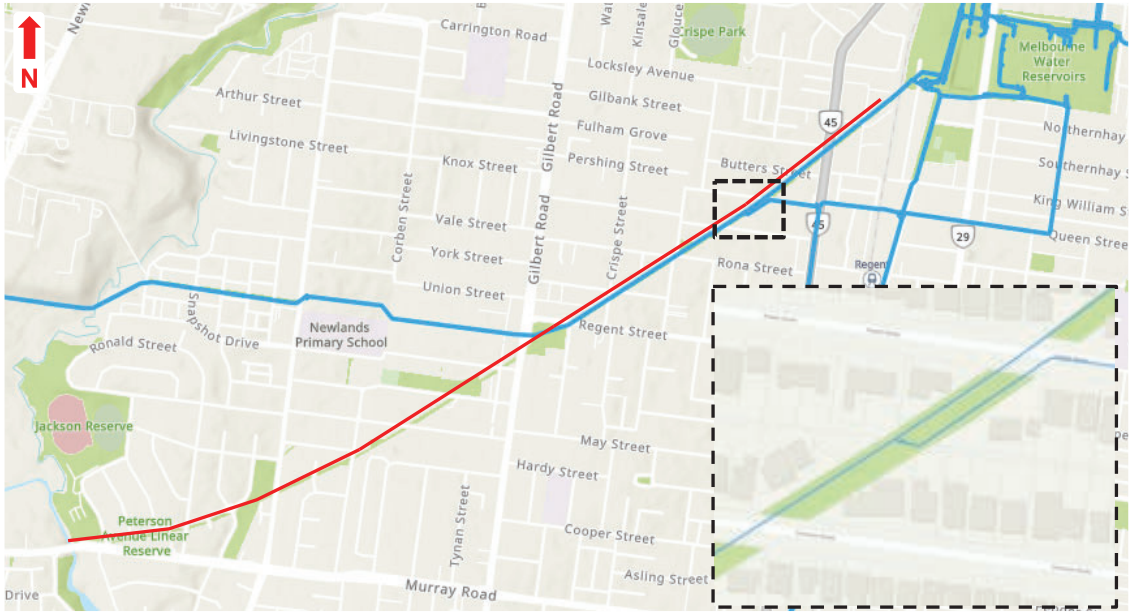
Melbourne Water Main Pipeline

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. This section of the pipeline was last upgraded in 2013. Southwest of JS Grey Reserve, there is no active Melbourne Water pipeline. As shown on the next page, there is a Yarra Valley Water pipeline southwest of JS Grey Reserve.

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 in 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

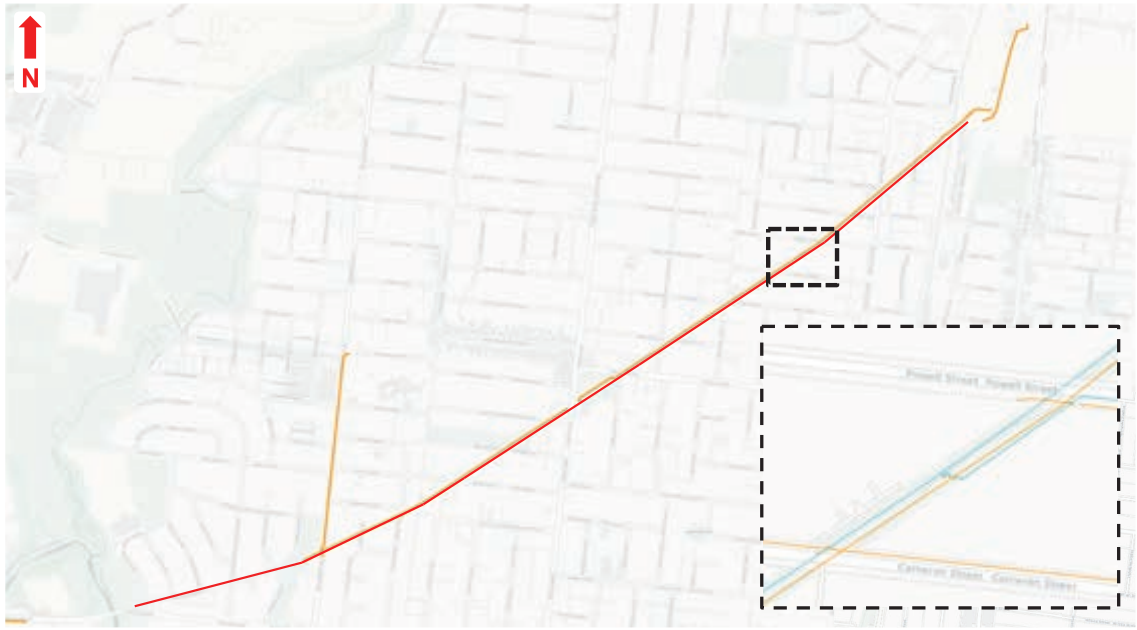
The adjacent map shows the Melbourne Water land making up the community trail study area (in red) overlayed against the GIS data for Yarra Valley Water main pipelines in the project area (in orange).

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. This pipeline was most recently upgraded in 2012.

The inset shows the most complex section of pipeline (between Powell Street and Cameron Street). This section 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

Site Visit Overview

Site Visit Details

A site visit was undertaken on 20 November 2025. The site visit was attended by a staff member of Darebin City Council and the Stantec project team.

During the site visit, the group walked the entire extent of the project area from the northeastern boundary to the southwestern boundary. The conditions of the Melbourne Water land were assessed with consideration of the following factors:

- Presence of water assets
- Crossing opportunities and constraints
- Desire lines to surrounding area land uses
- Topography
- Landscaping opportunities.

Site Visit Summary

During the site visit, the following items were discussed:

- The shared user path should be ideally at least 3m wide, unless this is not achievable due to water assets (below and above ground)
- POS crossings are likely needed at several locations including Spring Street, Gilbert Road, Murray Road, and possibly Elizabeth Street
- Most parcels of Melbourne Water land provide sufficient space for the shared user path to pass through, although there are some sections that are more complicated due to constraints including topography and presence of water assets
- Some crossings are higher priority than others for usability of the community trail due to traffic volumes, visibility/sightlines and gradients.

Further site visit notes are provided in Appendix A.

Above-ground Water Assets

Throughout the site visit, many above-ground water assets were identified on the Melbourne Water land parcels. These assets include valves and spoon drains, amongst others.

Some of these above-ground water assets may require protection as part of the shared user path, such as those pictured in the image on the right.

The identified above-ground water assets throughout the proposed trail alignment have been mapped and are presented for each section of the trail in the ‘Section by Section Analysis’ part of this report.



Examples of above ground water assets

Access to Melbourne Water land

Melbourne Water requires ongoing maintenance access to each parcel of land. Currently, each parcel is fenced at side streets which limits permeability for people walking and cycling. To ensure the new shared path is fully accessible, it is recommended to remove portions of the existing fencing.

However, Stantec are mindful of the risk of illegal dumping if vehicles can freely access these sites. To address this, it is recommended to install **lockable collapsible bollards** at key access points to the trail. These bollards will prevent unauthorised vehicle entry while allowing Melbourne Water to access the land as needed.



Existing fencing with vehicle access gate



Example of collapsible bollard on a shared user path
Source: https://www.barsec.com.au/

Community Engagement Summary

Darebin City Council conducted community engagement for this project from Monday 16 March – Sunday 12 April 2026 on its Your Say page.

The community engagement structure provided an opportunity to share feedback about the proposed community trail in general, the 3 selected major road crossings (Spring Street, Regent Street, and Elizabeth Street), and the approach for the 19 other road crossings. For Spring Street, the community was asked to consider the four alignment options and identify their preferences.

A feasibility study report for the community engagement was included on the Your Say page, providing further detail on the process.

To guide responses, Council requested feedback on how to make the proposed trail feel safe, welcoming and inclusive for all members of the community.

The community engagement received high levels of feedback. The amount of feedback is summarised below:

- General feedback : 316 responses
- Spring Street crossing: 55 responses (option preferences and open text)
- Regent Street crossing: 26 poll responses and 34 open text responses
- Elizabeth Street crossing: 21 poll responses and 40 open text responses.

Overall, the community sentiment towards the proposed community trail was positive. Responses showed a clear desire for this proposed trail to be implemented with recognition of its transformative potential for the area.

General feedback responses were coded by the following categories: positive, negative, mixed, neutral. A summary table is provided at right.

Sentiment	# of Responses	% of Responses
Positive	202	64%
Neutral	100	32%
Mixed	8	3%
Negative	6	2%
Grand Total	**316**	**100%**

Beyond the selected major crossings included in the community engagement, responses also identified Gilbert Road, Murray Road, and Outlook Road as major crossings that the community expect to be addressed as part of this new trail.

Some community members referenced other similar projects in the surrounding area that they would like this project to draw inspiration from, including the Bracken Avenue Shared Path, Upfield Shared Use Path, Merri Creek Trail, Mernda Line Skyrail Path (between Oakover Road and Murray Road), and St Georges Road Shared Use Path.

Community Engagement – Major Crossings

The community engagement sought feedback about the proposed design approaches for 3 selected major road crossings (Spring Street, Regent Street, and Elizabeth Street).

For **Spring Street**, the options preferences results showed a clear preference for Option 1.

Open text responses showed general support for a new signalised crossing of Spring Street given the lack of safe crossing points along this stretch of road.

Some responses outlined concern for sections of on-road bike riding. Instead, they propose widening the footpath to create a shared use path or implementing bike lanes.

There was general agreement with locating the POS at the Butters Street / Crawley Street intersection. Some responses specifically agreed with the proposed turn restriction.

Community members highlighted the danger caused by driver behaviour around the petrol station at the Powell Street intersection and generally agreed that this intersection is unsuitable for the proposed trail.

A key finding is that the existing railway crossing at Powell Street does not have automated swing gates and is generally in poor condition. An upgrade will be required as part of this trail project should a new crossing at Crawley Street not be feasible.

For **Regent Street**, the poll results showed 100% support for the proposed design.

Open text responses showed general support for the proposed crossing, with recognition that a safe crossing at this location would benefit the neighbourhood, especially due to the JS Grey Reserve Playground and Kindergarten. Responses showed support for slowing down traffic on this stretch of Regent Street, with some responses calling for additional traffic calming on approach to the crossing.

Some responses disagreed with the proposed exit only treatment at Sheffield Street and any parking loss. There was some differences over what the speed limit should be, with some responses suggesting 30km/h and some saying 40km/h is too low.

Several responses outlined concern over how the trail will cross Gilbert Road, to the west of JS Grey Reserve. This crossing was not included in the community engagement. The recommended crossing treatment is a POS.

For **Elizabeth Street**, the poll results showed 86% support for the proposed design, with the remaining 14% of responses being ‘Unsure’.

Open text responses showed general support for the proposed crossing, with recognition that a safe crossing at this location would benefit the neighbourhood. Some responses outlined concern over driver compliance with the raised priority crossing, with reports that drivers often do not give way at similar crossings in the area. One response suggested changing the signage from ‘give way’ to ‘stop’.

There were several requests for additional traffic calming to reduce traffic speeds, with speeding being a major concern along this stretch of Elizabeth Street.

Community Engagement – Specific Items

The community's responses covered a wide range of topics. Responses showed a strong desire for the trail to be safe and accessible. Community members expressed desire for the space to be well lit, landscaped with native flora, and considerate of wildlife.

Community members recognised the need for the trail to be safe and accessible for people of all ages and abilities. There was general concern over driver behaviour in the area, with reports of speeding. Many responses called for additional traffic calming throughout the area. Some responses outlined concern about visibility at crossing points. Some other responses suggested separating walking and bike riding paths to avoid conflict.

Community members reported issues with accessing the trail in its current condition, explaining difficulties fitting prams through the narrow entrances. Responses also highlighted the importance of preventing motorbike access to the new trail. Wayfinding signage was also raised as an important aspect of accessibility.

The responses made clear the high importance of lighting along the trail so that people feel safe to use the trail in non-daylight hours. Community members expressed their desire for the trail to be well lit to provide a safe environment, especially given some sections do not have much passive surveillance. Some responses expressed concern over possible light pollution to backyards and balconies along the trail extent and the need for wildlife-friendly lighting solutions. Further engagement with residents will be required to determine a suitable approach for lighting.

Some community responses expressed a desire for separate paths for cycling and walking. The scope of this feasibility study is to evaluate the viability of a shared use path, not separated paths.

Community responses outlined a clear desire for landscaping along the path, with a preference for native plantings. Many community members mentioned they would like to see community art and murals, shade to protect trail users from the harsh western sun and pause points with seating along the trail. Other landscaping items are presented in the list at right.

Responses indicated a desire for a wide variety of features to be included in the proposed trail. The following features are of relevance to the landscaping approach of the trail design.

- Lighting
- Native flora plantings
- Art/murals/etc
- Play areas
- Shade
- Seating
- Fitness equipment
- Water fountain
- Bike maintenance stations
- Community gardens
- Bins (with dog waste bag dispensers)
- Toilet
- Information boards
- Library Boxes
- Wayfinding signage
- Security/safety CCTV cameras

Some responses also mentioned how the Melbourne Water land is currently used by local residents as an off-lead dog walking area.

Design Principles

General Approach

Throughout the design process for this shared user path alignment and crossings, the following factors will be considered:

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

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”.

Healthy Streets Guiding Principles

Healthy Streets is an evidence-based approach to creating fairer, sustainable and attractive urban spaces. The design approach for this project has applied the ten Healthy Streets indicators (see image below). This means that the trail seeks to provide the best experience possible for people walking and riding, while delivering a more welcoming and pleasant street environment in the surrounding area.



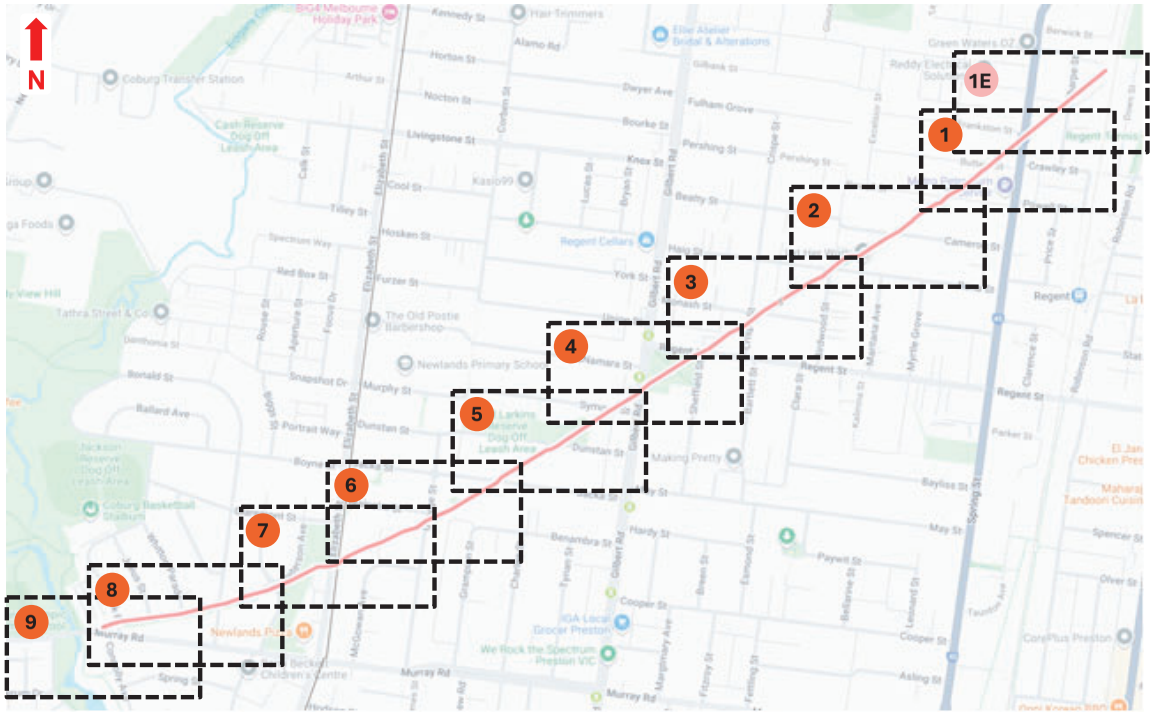
Source: https://www.healthystreets.com/what-is-healthy-streets

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, a trail alignment concept for each section of the proposed community trail is presented.



Proposed Community Trail

Section by Section Analysis



Section 1: Frankston Street to Powell Street



Section 1: Above-ground Water Assets



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 (a DTP-managed road). As Spring Street has 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**	• **Reduces the distance that bike riders need to mix with cars on quiet streets** • **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 • Slightly longer distance for bike riders to mix with riders on quiet streets
Option 3 – Powell Street with Existing Rail Crossing	Orange	• Uses existing railway pedestrian level crossing • Convenient connection between proposed community trial 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 • Slightly longer distance for bike riders to mix with riders on quiet streets
Option 4 – Frankston Street/Spring Street/Crawley Street with New Rail Crossing	Green	• 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 • Requires construction of a new shared path for this to be legal for all bike riders. • Frankston Street will become exit only at Spring Street and only left hand turns onto Spring Street will be permitted.



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





Concept design of Spring Street crossing

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

Option 1 involves adding a signalised POS crossing on Spring Street at the intersection of Butters Street and Crawley Street (see design to the left). To allow enough 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. This option includes a new railway pedestrian level crossing at the east end of Crawley Street, subject to VicTrack approval.

These treatments aim to improve safety for people walking and riding by reducing interactions with vehicles. In addition, this approach will make Butters Street more comfortable to walk and ride on due to lower traffic volumes.

Factor	Comment
Length of on-road sections	• 65m between proposed community trail and Spring Street • 170m between Spring Street and railway line
Spring Street crossing	• New POS required at Butters/Crawley/Spring intersection • Butters Street eastbound exit only, with only left turn to Spring Street permitted • No issues with residential land use around intersection • Sufficient space between driveways along Spring Street for POS (14.4m required) • 225m away from nearest traffic signal/POS
Railway crossing	• New railway pedestrian level crossing at Crawley Street requires approval from VicTrack
Desire line between trails	• Provides most direct route between the proposed community trail and Northern Pipe Trail with minimal detour, assuming new railway crossing can be implemented

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





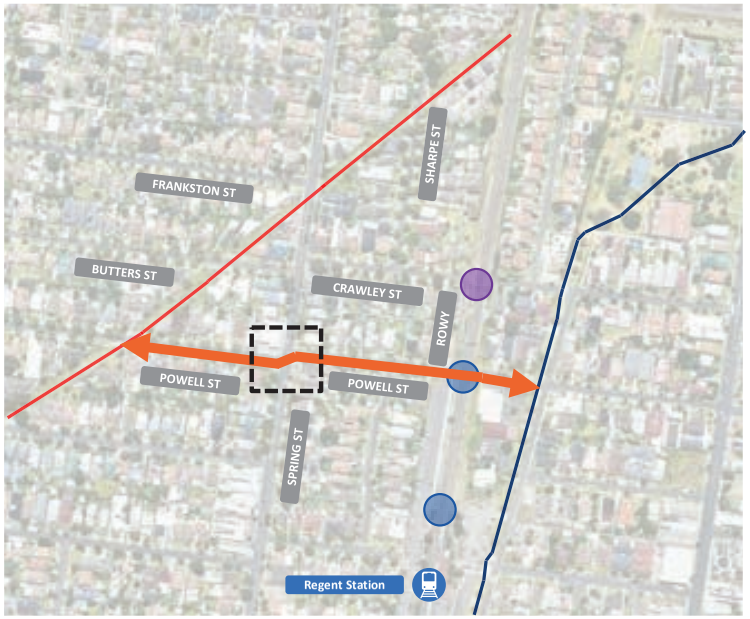
Concept design of Spring Street crossing

Option 2 involves adding a signalised POS crossing on Spring Street at the intersection of Butters Street and Crawley Street (see design to the left). To allow enough space for 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. 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.

These treatments aim to improve safety for people walking and riding by reducing interactions with vehicles. In addition, this approach will make Butters Street more comfortable for walking and riding due to lower traffic volumes.

Factor	Comment
Length of on-road sections	• 65m between proposed community trail and Spring Street • 250m between Spring Street and railway line
Spring Street crossing	• New POS required at Butters/Crawley/Spring intersection • Butters Street eastbound exit only, with only left turn to Spring Street permitted • No issues with residential land use around intersection • Sufficient space between driveways along Spring Street for POS (14.4m required) • 225m away from nearest traffic signal/POS
Railway crossing	• Uses existing Powell Street rail crossing (approval for new crossing not required). Upgrade to rail crossing will be required to provide automated swing gates.
Desire line between trails	• Not the most direct route between the proposed community trail and Northern Pipe Trail • Route requires trail users to use the right of way to Crawley Street, but some users may prefer to travel between the two trails via Powell Street

Option 3 – Powell Street with Existing Rail Crossing





Concept design of Spring Street crossing

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

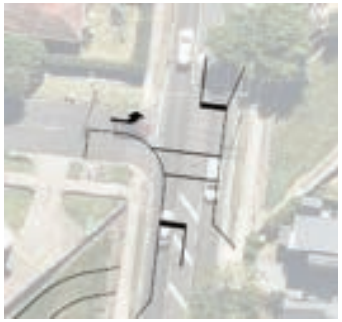
These treatments aim to improve safety for people walking and riding by reducing interactions with vehicles. Trail users will be directed to the existing railway pedestrian level crossing on Powell Street.

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 location options, making this intersection less safe for trail users.

Factor	Comment
Length of on-road sections	• 150m between proposed community trail and Spring Street • 160m between Spring Street and railway line
Spring Street crossing	• New POS required at Powell Street/Spring Street intersection • Petrol station land use on northwestern corner of intersection likely to cause issues with vehicle movements • Likely to be left turn only from Powell Street onto Spring Street, no right turn permitted • Sufficient space between driveways along Spring Street for POS (14.4m required) • 130m away from nearest traffic signal/POS
Railway crossing	• Uses existing Powell Street rail crossing (approval for new crossing not required). Upgrade to rail crossing will be required to provide automated swing gates.
Desire line between trails	• Most direct route between the proposed community trail and Northern Pipe Trail, assuming new rail crossing is not possible

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





Concept design of Spring Street crossing

Option 4 involves adding a signalised POS crossing on Spring Street at the intersection of Frankston Street (see design to the left). To allow enough space for the signalised crossing, the proposed design will convert Frankson Street to be exit only. This change would only permit left hand turns onto Spring Street and no entry into Frankston Street from Spring Street. This option includes a new railway pedestrian level crossing at the east end of Crawley Street, subject to VicTrack approval.

These treatments aim to improve safety for people walking and riding by reducing interactions with vehicles. In addition, this approach will make Frankston Street more comfortable for walking and riding due to lower traffic volumes.

Factor	Comment
Length of on-road sections	• Spring Street crossing is direct from trail. However, 70m section of on-footpath trail between Frankston Street and Crawley Street. Would require conversion to SUP to allow bike riders to use it legally, otherwise they will need to ride on Spring Street • 170m between Spring Street and railway line
Spring Street crossing	• New POS at Frankston Street/Spring Street intersection • Southbound bus stop on Spring Street (ID# 10132) to be moved • No issues with residential land use around intersection • Frankston Street eastbound exit only, left hand turn only onto Spring Street permitted • Sufficient space between driveways along Spring Street for POS (14.4m required) • 305m away from nearest traffic signal/POS
Railway crossing	• New railway pedestrian level crossing at Crawley Street requires approval from VicTrack
Desire line between trails	• Minor deviation from most direct route between proposed community trail and Northern Pipe Trail • Trail users directed along Spring Street to access POS, but some users may choose to attempt to cross Spring Street at Crawley/Butters

Section 1: Preferred Spring Street Crossing – Butters Street / Crawley Street

From the options assessment process outlined on the previous pages, the preferred option for crossing Spring Street is a pedestrian operated signal (POS) crossing at the intersection of Butters Street, Spring Street and Crawley Street. Implementing the Spring Street crossing at this location is included in both Options 1 and 2.

Due to high traffic volumes and speeds on Spring Street, a pedestrian operated signal (POS) with traffic lights is the most appropriate crossing facility. A POS is more appropriate than other options such as signalising the intersection or providing a raised priority crossing. Signalising the intersection would require coordination of cycle and phase times for all movements, which may cause unnecessary delays for pedestrians vehicles turning from the side road approaches during high traffic periods. Given Spring Street is a DTP managed road with a speed limit of 60km/h, a raised priority crossing would not be appropriate due to high traffic speeds and volumes.

To implement a POS crossing facility, there must be a 6m gap between each stop line and its nearest crossing marking and a minimum crossing width of 2.4m. To provide enough space to facilitate this crossing design, Butters Street will be required to be converted to an eastbound exit only, with only left hand turns onto Spring Street permitted. As seen in the concept design at right, the kerb on the southwest corner of the intersection will be built out to accommodate the POS crossing.

As part of the community engagement process, the options for crossing Spring Street were presented to the community. Responses showed a clear preference for a new POS crossing at Butters Street / Crawley Street in comparison to other options of Frankston Street and Powell Street.



Concept design for POS crossing at Butters Street / Crawley Street / Spring Street intersection

Section 1: Preferred Spring Street Crossing – Butters Street / Crawley Street

Stantecg a POS crossing of Spring Street at Butters Street / Crawley Street benefits from having additional distance from the existing POS crossing, which is situated between Cameron Street and Rona Street to the south. A new POS at the Butters Street, Spring Street, and Crawley Street intersection would be situated approximately 225m from the nearest existing POS crossing, a distance that provides for a large catchment of people who may wish to cross the road.

Ideally, to access this new crossing of Spring Street, a new railway pedestrian level crossing would be installed where Crawley Street meets the railway line. Traffic calming should be installed so that Crawley Street maintains a low design speed and is accessible for people of all ages and abilities to ride along it. It is recommended that advocacy for a new rail crossing in this location commences as soon as this project moves into the next phase of project development.

Given the implementation of a new rail crossing is likely to take some time, an interim solution is to use the right of way that follows the railway line and links Powell Street to Crawley Street (Option 2). This route is very low traffic and can be easily promoted using wayfinding and on ground sharrow markings. The route is shown below and is approximately 225m in length. More details for this route are presented in the explanation of Option 2 earlier in this report.

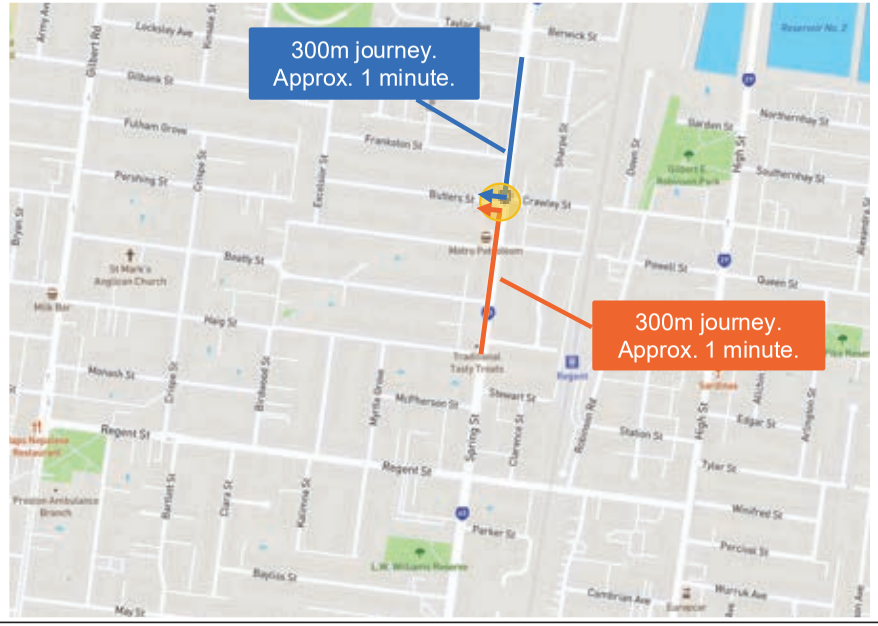




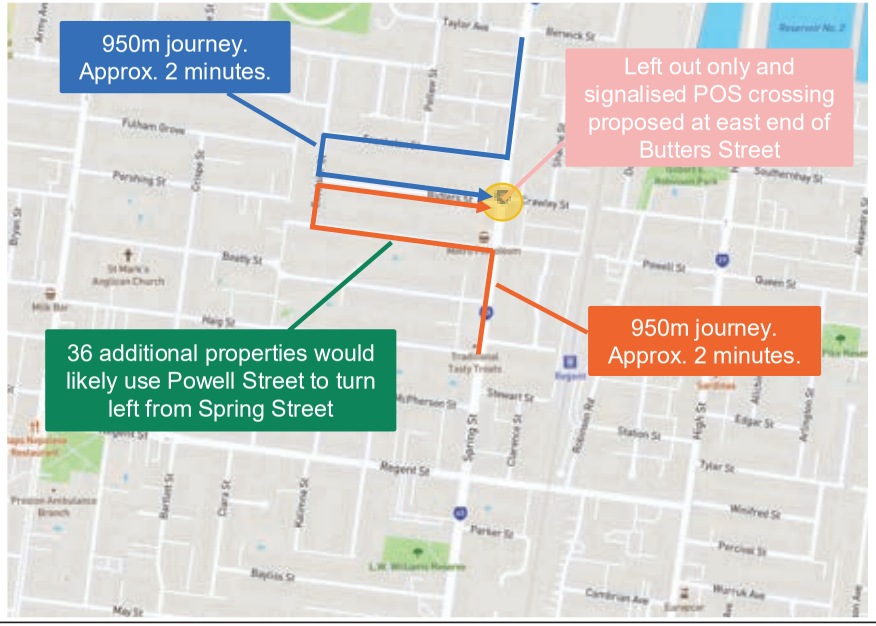
Section 1: Preferred Rail and Spring Street Crossing – Network Impact of Changes to Butters Street

The maps below indicate how access to Butters Street would be impacted by the proposed POS 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

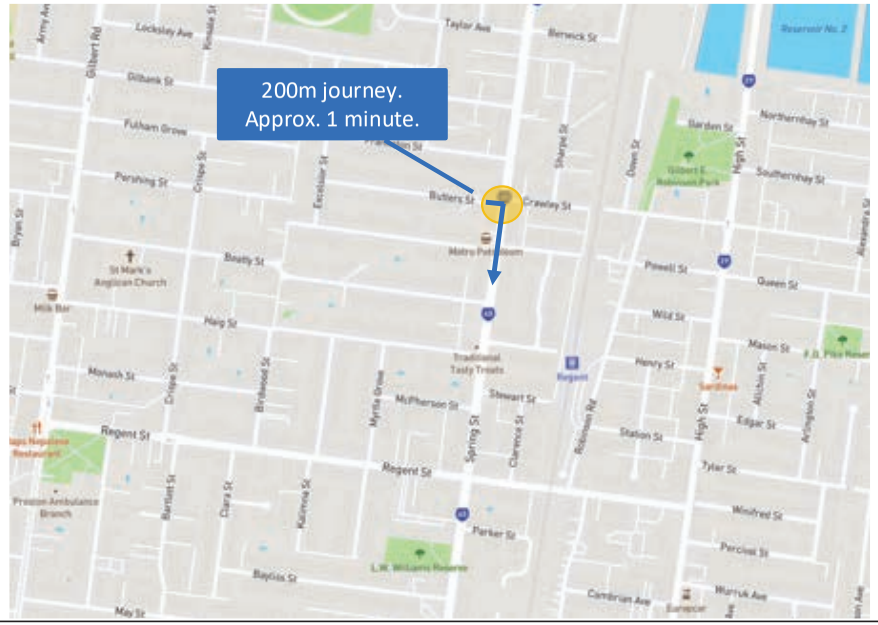


**Note: The diversion maps presented on this page show the longest possible detour as a result of the proposed changes to the intersection. The maps indicate how journeys to access the eastern end of Butters Street would likely change.*

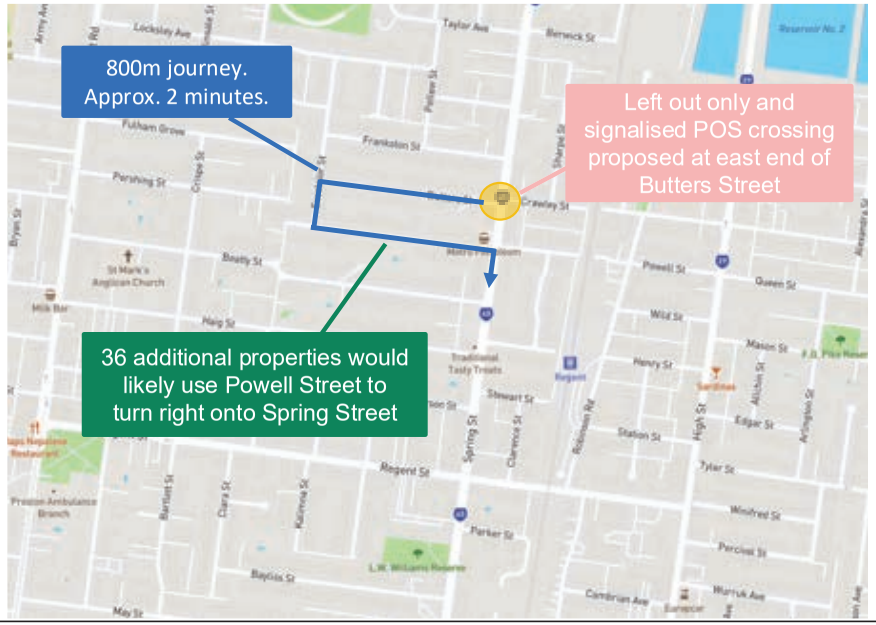
Section 1: Preferred Rail and Spring Street Crossing – Network Impact of Changes to Butters Street

The maps below indicate how access to Spring Street from Butters Street would be impacted by the proposed POS 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.*

Section 1: Other Spring Street Crossing Options Considered

It is noted that a POS crossing at the Powell Street and Spring Street intersection would be the closest to the desire line for community trail users, given that there is an existing railway pedestrian level crossing located directly to the east along Powell Street.

However, there are challenges with implementing a POS crossing at Powell Street with a left turn only treatment from Powell Street onto Spring Street and no right turn allowed. There is a petrol station on the northwest corner of the Spring Street / Powell Street intersection and a driveway at 142 Spring Street, both of which would present issues when restricting access and placing stop lines that control all movements. In addition, a new POS crossing at Powell Street would be approx. 140m from the existing POS crossing between Cameron Street and Rona Street. Locating a new POS crossing at Powell Street would limit the northern catchment of people who may wish to cross Spring Street in comparison to Butters Street / Crawley Street.

Implementing a new crossing at Butters Street, Spring Street and Crawley Street does not have these challenges caused by the petrol station and driveway and is located at a better distance from the existing POS crossing between Cameron Street and Rona Street.







Section 1: Map-Based Concept Design



Extension Section: Mernda Railway Line to Frankston Street



Section 1 Extension: Map-Based Concept Design



Note: In response to community engagement feedback and discussions with the project team, the community trail has been extended to Sharpe Street. A gravel path along the Melbourne Water land parcel between Spring Street and Sharpe Street will provide a more direct walking link to the proposed POS crossing of Spring Street at Butters Street/Crawley Street.

Section 2: Powell Street to Rona Street



Section 2: Above Ground Water Assets













Section 2: Map-Based Concept Design



Section 3: Rona Street to Crispe Street



Section 3: Above Ground Water Assets







Section 3: Crispe Street Laneway Land Ownership

The section of Melbourne Water land southwest of the Crispe Street/Monash Street intersection is adjacent to a concrete laneway. Next to the laneway is a gravelled area that appears to be used as an informal extension of the laneway for vehicles accessing the properties along this stretch of land, including a new townhouse development (see yellow circle). There is also a garage roller door that opens out onto the Melbourne Water land (see orange circle). Zoning boundaries on Vicplan indicate that the concreted laneway (in line with the fenceline) is Darebin council land and the gravelled area is Melbourne Water land (TBC by Melbourne Water property team). Should this be the case, it is recommended that a fence is installed along the land boundary to prevent vehicle access to the trail.







Section 3: Map-Based Concept Design



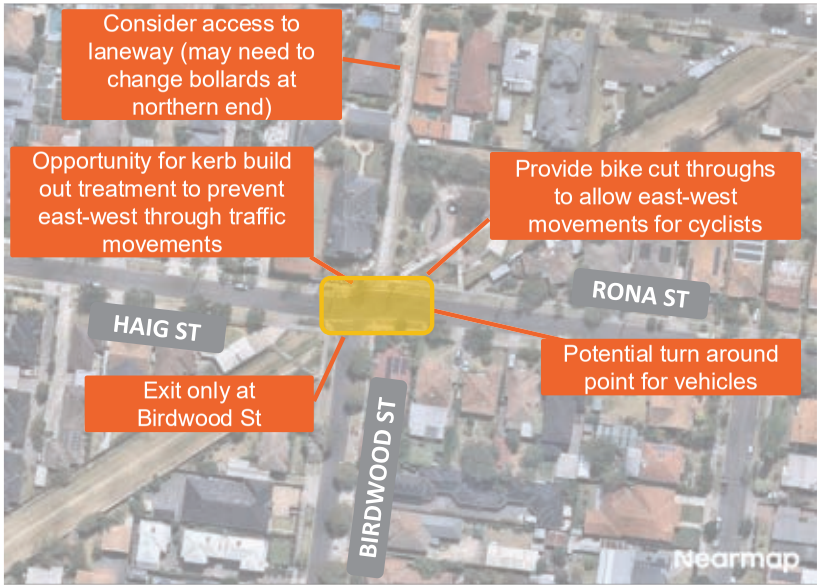
Section 3: Possible Treatment to Reduce Through Traffic on Rona/Haig Street

Several community engagement responses highlighted issues with rat running traffic in the neighbourhood around the Melbourne Water land parcels, particularly between Spring Street and Gilbert Road as well as between Regent Street and Henty Street. Community members expressed rat running and speeding along streets such as Rona Street / Haig Street, Beatty Street / Cameron Street, and Crispe Street. Elizabeth Street was also identified as an area where the community reported speeding traffic and a desire for additional traffic calming. Some responses also outlined concern over driver compliance with give way signage at raised priority crossings.

Possible traffic calming measures to address these issues reported by the community include chicanes, slow points and treatments to reduce through traffic. In the case of issues with driver compliance at raised crossings, a potential response could be to change 'give way' signs to 'stop' signs. Stop signs are not typically used for raised priority crossings, however, may be installed in response to specific conditions.

There is potential for a treatment to reduce through traffic at the intersection of Rona Street, Birdwood Street and Haig Street (see image at right). A treatment here would prevent east-west through traffic. Consideration of flow on effects would be required to prevent the creation of a new rat run route. Some further treatments on surrounding streets may be required to complement this through traffic reduction treatment. Treatments to reduce through traffic can be implemented on a trial basis with pop-up/temporary infrastructure before investing in a permanent treatment.

Another possible response to this community feedback would be to conduct a LATM project for the neighbourhood. Objectives of the LATM project could include reducing through traffic on residential streets and lowering speeds of vehicles.



Potential location for a treatment to reduce through traffic at Rona Street / Birdwood Street / Haig Street intersection

Section 4: Regent Street to Symons Street



Section 4: Above Ground Water Assets



Section 4: Regent Street/Sheffield Street Crossing

Street	Existing Conditions	Proposed Changes	Comments

Regent Street	• 13m wide road reserve
	• 50km/h local road with one driving lane each direction, painted bike lane, car parking both sides of street
	• Functions like an arterial road.
		• Raised priority crossing east of Sheffield Street with kerb buildouts and give way markings
		• Reduce speed limit to 40km/h
		• Bus friendly raised platform on approach for additional traffic calming.
			• 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	• 7m road reserve
	• 50kmh local road with two-way traffic and parking both sides of street
	• Interface with park on western side
	• Typical residential 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.

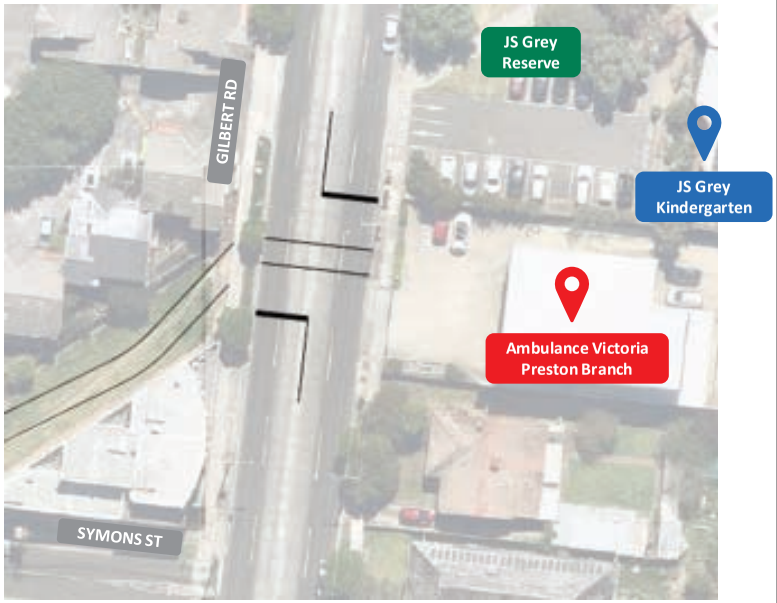
Section 4: Regent Street / Sheffield Street Crossing Render





Section 4: Gilbert Road Crossing

Street	Existing Conditions	Proposed Changes	Comments
Gilbert Road	• 13.5m wide road reserve • 50km/h local road with tram line, one driving lane each direction, no cycling infrastructure, and car parking both sides of street • Arterial road design and conditions • No way to cross Gilbert Road between southwestern corner of JS Grey Reserve and continuation of the proposed community trail north of Symons Street • Key land uses: o Ambulance Victoria Preston Branch o JS Grey Kindergarten.	• New POS crossing between Melbourne Water land and Ambulance Victoria Preston Branch (see concept design to the right) o POS concept design provides ambulance branch with easy access to turn left onto Gilbert Road when traffic signal is red o POS provides improved access to JS Grey Reserve and Kindergarten.	• A POS on Gilbert Road: o provides trail users with a safe and accessible option to cross the street o increases visibility o reduces conflict between drivers and 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.



Section 4: Map-Based Concept Design



Section 5: Symons Street to Jacka Street



Section 5: Above Ground Water Assets







Section 5: Map-Based Concept Design



Section 6: Jacka Street to North Street



Section 6: Above Ground Water Assets



Section 6: Map-Based Concept Design



Section 7: North Street to Mehegan Avenue



Section 7: Above Ground Water Assets

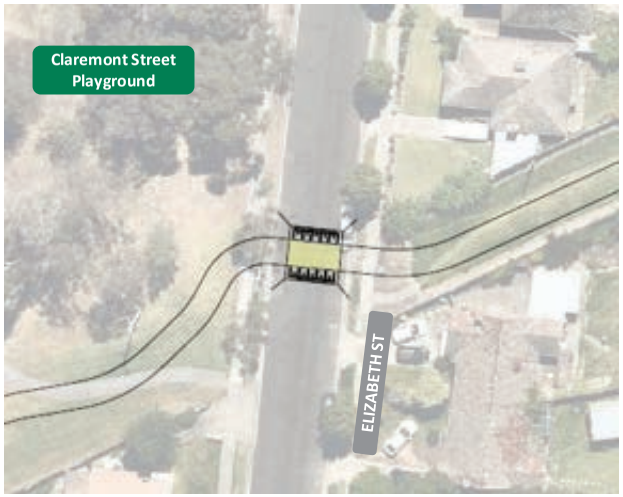






Section 7: Elizabeth Street Crossing

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





Section 7: Map-Based Concept Design



Section 8: Mehegan Avenue to Outlook Road



Section 8: Above Ground Water Assets

Section 8: Map-Based Concept Design



Section 9: Outlook Road to Murray Road



Section 9: Above Ground Water Assets



Section 9: Outlook Road Shared User Path

As part of this community trail project, there is an opportunity to provide an improved link to the Merri Creek Trail at the southeastern end of the community trail alignment, i.e. Peterson Avenue / Outlook Road intersection.

Currently, there is no shared user path that connects the Peterson Avenue / Outlook Road intersection with the Merri Creek Trail on the northern side of Murray Road. Instead, the only options to reach the Merri Creek Trail are:

- a narrow footpath on the eastern side of Outlook Road,
- a slanted green verge on the western side of Outlook Road, or
- the asphalt surface of Outlook Road.

Stantec recommend that a shared user path is implemented along the western side of Outlook Road (see image at right). This alignment would provide an efficient link to the Merri Creek Trail and provide an all ages and ability facility for trail users.

This recommended shared user path also aligns with the Merri-bek City Council's Streets for People Plan by providing a link to the following projects: Edgars Creek Trail – Merri Creek to Ronald Street bridge (project number 29) and Kodak – Merri Creek to Elizabeth Street (project number 9).

From our site visit observations and desktop research conducted as part of this project, the alignment displayed in the image at right appears feasible. However, a feature survey would be required to confirm this alignment, especially the northern end of the proposed path where there is a steep gradient between the hilltop car park and the Merri Creek Trail.



Section 9: Murray Road Pedestrian Operated Signal (POS) Crossing

Murray Road is a four-lane (two-lane each direction) DTP managed road with a speed limit of 60km/h. Its western extent is the Gaffney Street / Champ Street intersection in Coburg and its eastern extent is the Darebin Creek in Preston.

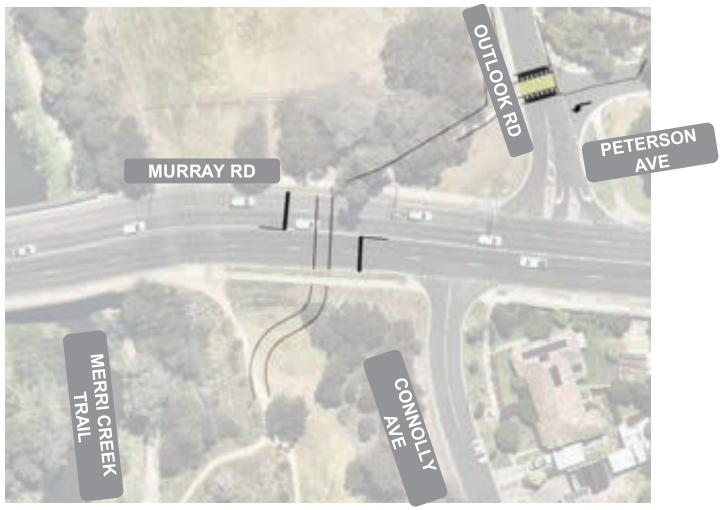
Of relevance to this proposed community trail, Murray Road intersects with Outlook Road just southwest of the Peterson Avenue / Outlook Road intersection, the western extent of the proposed trail alignment. This section of Murray Road is in Merri-bek.

The southern side of Murray Road provides direct access to the Merri Creek Trail and is a clear desire line for prospective trail users travelling southbound. However, currently there is no safe crossing facility of this high-speed, high-volume DTP-managed road. The only crossing infrastructure is a set of pram ramps at the eastern end of the bridge, an unsafe crossing for the volume and speed of traffic on Murray Road.

The nearest pedestrian operated signal (POS) crossing of Murray Road for prospective trail users is located approx. 250m to the west of the Peterson Avenue/Outlook Road intersection, in front of the Coburg Olympic Swimming Pool. The nearest POS to the east of the Peterson Avenue/Outlook Road intersection is located approx. 490m away, at the Murray Road/Elizabeth Street intersection.

There is a 700m gap between the Coburg Swimming Pool and Elizabeth Street POS crossings along Murray Road. This gap is significant and limits the ability of people who are not in a car to cross Murray Road safely.

As part of this community trail project, it is recommended that Merri-bek City Council advocates to the Department of Transport and Planning to implement a pedestrian operated signal (POS) at the location shown in the image at right.



Section 9: Map-Based Concept Design



Analysis Summary

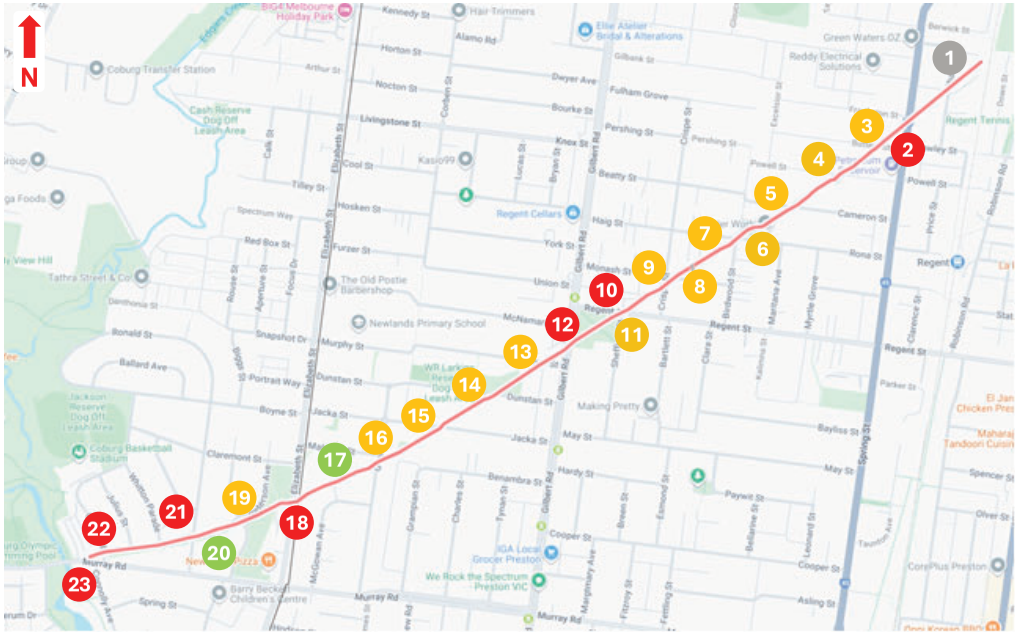
Hierarchy of Street Crossings

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

To assess which crossings are critical to the function and accessibility of the community trail, the following factors have been considered: 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. Mehegan Ave, Coburg North
20. Bernice Ct, Coburg North
21. Jackson Pde, Coburg North
22. Outlook Rd, Coburg North
23. ***Murray Road, Coburg North****

* DTP managed road

Crossing Treatment Examples

Providing safe and accessible crossing treatments forms part of the Healthy Streets guiding principles. The Healthy Streets indicator, 'Easy to cross', recognises that "our streets need to be easy to cross for everyone". 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 crossing 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-three 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 point (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 recommended treatments for the twenty-three street crossings along the community trail alignment along with the associated implementation priority level, as explained on the previous page.

#	Street	Priority Level	Recommended Treatment	Other Feasible Treatments	Comment (if applicable)
1	Sharpe Street, Reservoir	N/A	• No crossing infrastructure	• N/A	As recommended by Council officers and the project team, a crossing of Sharpe Street will not be provided as part of this trail project at this stage.
2	Spring Street, Reservoir	Critical	• POS crossing of Spring Street at Butters Street / Crawley Street with exit only treatment at east end of Butters Street	• POS crossing of Spring Street at Powell Street • POS crossing of Spring Street at Frankston Street with exit only treatment at east end of Frankston Street	The Butters Street / Crawley Street intersection has suitable land use and geometry, is proximal to the community trail alignment, and provides access to Regent Station and the Northern Pipe Trail. See explanation in Section 1 for further details.
3	Butters Street, Reservoir	Essential	• Raised priority crossing	• At-grade priority crossing with pram ramps and traffic calming • Slow point or kerb extensions	
4	Powell Street, Reservoir	Essential	• Raised priority crossing	• At-grade priority crossing with pram ramps and traffic calming • Slow point or kerb extensions	
5	Cameron Street, Reservoir	Essential	• Raised priority crossing	• At-grade priority crossing with pram ramps and traffic calming • Slow point or kerb extensions	
6	Haig Street/Rona Street, Reservoir	Essential	• Raised priority crossing on Rona Street side of intersection	• At-grade priority crossing with pram ramps and traffic calming • Potential treatment to reduce through traffic • Slow point or kerb extensions	Any crossing treatment needs to consider the north-south laneway adjacent to Rona Street Reserve Playground that provides access to properties.
7	Birdswood Street, Reservoir	Essential	• Raised priority crossing with exit only treatment at northern end of Birdswood Street	• Raised priority crossing • At-grade priority crossing with traffic calming	
8	Monash Street, Reservoir	Essential	• Raised priority crossing	• At-grade priority crossing with pram ramps and traffic calming • Raised entry treatment on eastern leg of Crispe Street / Monash Street intersection	Entry treatment on entry leg of Crispe Street / Monash Street intersection is an alternative treatment that would cater to pedestrian desire line.

Street Crossings – Further Detail

The following table presents information about the recommended treatments for the twenty-three street crossings along the community trail alignment along with the associated implementation priority level, as explained on the previous page.

#	Street	Priority Level	Recommended Treatment	Other Feasible Treatments	Comment (if applicable)
9	Crispe Street, Reservoir	Essential	• Raised priority crossing	• At-grade priority crossing with pram ramps and traffic calming • Slow point or kerb extensions	
10	Regent Street, Preston	Critical	• Raised priority crossing with kerb extensions, give way linemarking on approach and additional traffic calming	• POS crossing	For the raised priority crossing treatment option, consider further speed reduction to a maximum of 40km/h due to adjacent land use (kindergarten and park) and high traffic volumes. At-grade priority crossing with traffic calming not recommended due to Regent Street being a bus route between Gilbert Road and Crispe Street.
11	Sheffield Street, Preston	Essential	• Raised priority crossing with exit only at north end of Sheffield Street	• Raised priority crossing • At-grade priority crossing with traffic calming	
12	Gilbert Road, Preston	Critical	• POS crossing	• No other safe treatments	High speed road environment and tram line requires a POS crossing.
13	Symons Street, Preston	Essential	• Raised priority crossing	• At-grade priority crossing with pram ramps and traffic calming • Slow point or kerb extensions	Proximity of crossing point to Gilbert Road may require additional traffic calming.
14	Dunstan Street, Preston	Essential	• Raised priority crossing	• At-grade priority crossing with pram ramps and traffic calming • Slow point or kerb extensions	At-grade priority crossing and slow point could use existing driveway on southern approach.
15	Jacka Street, Preston	Essential	• Raised priority crossing	• At-grade priority crossing with pram ramps and traffic calming • Slow point or kerb extensions	
16	George Street, Preston	Essential	• Raised priority crossing	• At-grade priority crossing with pram ramps and traffic calming • Slow point or kerb extensions	

Street Crossings – Further Detail

The following table presents information about the recommended treatments for the twenty-three street crossings along the community trail alignment along with the associated implementation priority level, as explained on the previous page.

#	Street	Priority Level	Recommended Treatment	Other Feasible Treatments	Comment (if applicable)
17	North Street, Preston	Desirable	• Pram ramps only	• At-grade priority crossing with pram ramps	Very quiet residential cul-de-sac allows for pram ramp only crossing rather than raised priority crossing. At-grade priority crossing with pram ramps is also an option that provides consistency with other crossings on the trail.
18	Elizabeth Street, Coburg	Critical	• Raised priority crossing with additional traffic calming and kerb extensions	• POS crossing	Road with high traffic volumes and speeds, connecting to Murray Road and Bell Street (section south of Murray Road has DTP managed road status). Requires at least a raised priority crossing with traffic calming to slow driving speeds on approach. Design of crossing needs to consider steep gradient on eastern approach.
19	Mehegan Ave, Coburg North	Essential	• Raised priority crossing with additional traffic calming offset to the south of roundabout	• At-grade priority crossing with traffic calming offset to the south of roundabout • Pram ramps and wayfinding through roundabout (sharrows)	Due to lack of storage space on southern side of roundabout because of residential driveway on west side of Mehegan Avenue it is challenging to introduce a safe crossing point on the southern leg of the roundabout.
20	Bernice Ct, Coburg North	Desirable	• Pram ramps only	• At-grade priority crossing with pram ramps	Short residential cul-de-sac providing access to a small number of properties. Very low traffic generation allows for pram ramp only crossing rather than raised priority crossing. At-grade priority crossing with pram ramps is also an option that provides consistency with other crossings on the trail.
21	Jackson Pde, Coburg North	Critical / Essential	• Raised priority crossing	• At-grade priority crossing with pram ramps and traffic calming • Slow point/kerb extensions	Due to the wide turning angle on north-east corner of intersection, the crossing should be located on the southern part of the intersection which is the narrowest part of Jackson Pde. Crossing may be a popular route to Claremont Street playground. Jackson Pde provides drivers access to Murray Road. Potentially critical, dependent on traffic volumes.
22	Outlook Road, Coburg North	Critical	• Raised priority crossing with kerb extension and exit only treatment at western end of Peterson Avenue	• At-grade priority crossing with pram ramps and traffic calming	High traffic volumes from Coburg Basketball Station destination and proximity to Murray Road make this an important crossing. Exit only treatment at western end of Peterson Avenue has low impact on residential access while facilitating the placement of a raised priority crossing.
23	Murray Road, Coburg North	Critical	• POS crossing	• No other safe treatments	DTP managed road with high traffic volumes and high traffic speeds.

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 affect 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 or 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 greener

Potential Landscape Locations

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

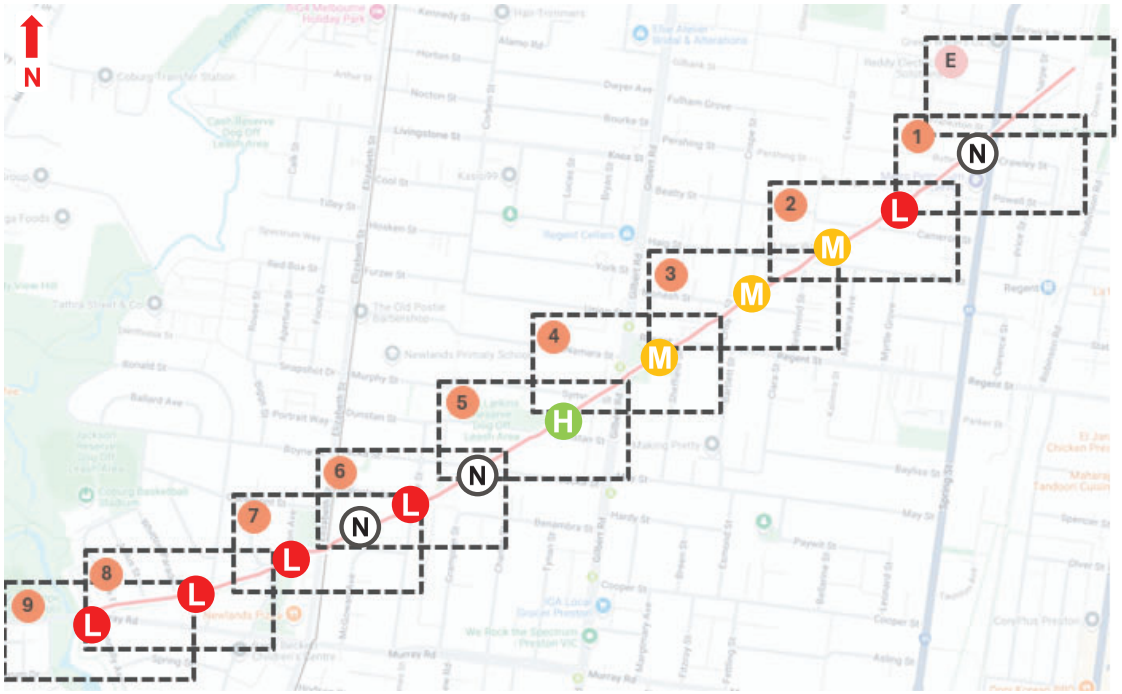
- presence of water utility assets
- context of the location
- proximity to community destinations
- available space
- safety concerns considering the Crime Prevention Through Environmental Design (CPTED) principles.

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

Community Green Link Concept

The results from the landscaping feasibility analysis identified an opportunity to focus landscape treatments within the centre of the proposed community trail. This area includes three large reserves with playgrounds, JS Grey Reserve, WR Larkins Reserve, and Rona Street Reserve (as illustrated on the adjacent plan).

Possible landscaping treatments are generally limited to small sections of shallow rooted native shrubs and grasses due to the density of Melbourne Water and Yarra Valley Water main pipes through this stretch of land. Other treatments may include seating, lighting and public art.

A community green link connecting these reserves using the Melbourne Water land pipeline corridor could strengthen community connectedness, neighbourhood safety and contribute to smart environmental investment such as habitat corridors.

There is an opportunity to celebrate the cultural diversity of the area, including active participation of the Wurundjeri Woi-wurrung people (Traditional Owners of the area), by co-developing an interpretative trail of place and people that could have a trail name such as *Warrawii Link - Gathering Link*.



Plan illustrating a potential community green link from Dunstan Street to Cameron Street

Landscaping Feasibility – Further Detail

The table below presents a section-by-section assessment of landscaping feasibility for this trail alignment. The recommended landscaping approach has been determined based on a selection criteria and priority categories.

Section #	Section Boundaries	Landscaping Feasibility Comments	Landscaping Priority	Recommended Landscaping Approach
1A	Frankston Street to Butters Street	• MWC pipe along northern edge and YVW pipe along southern edge • Presence of above ground water assets • Seating locations to consider passive surveillance • No close community destinations	No landscaping – movement corridor only	• Entry fencing, bollard and signage upgrade • Low level lighting
1B	Butters Street to Powell Street	• Constrained by MWC pipe along northern and southern edges and YVW pipe also along southern edge • Open concrete swale drain along southern edge • Presence of above ground water assets • Seating locations to consider passive surveillance • No close community destinations • Limited opportunities for planting	No landscaping – movement corridor only	• Entry fencing, bollard and signage upgrade • Low level lighting
2A	Powell Street to Cameron Street	• MWC pipe along northern edge and YVW pipe along southern edge • Open concrete swale drain along southern edge • Presence of above ground water assets • Community destination within 100m (Rona Street Reserve Playground) • South of Powell Street movement corridor only	Low	• North of Cameron Street groups of trees present in adjoining land and neighbouring properties provide passive surveillance. • Potential for seating and planting to connect with the Rona Street Reserve Playground area at entry • Entry fencing, bollard and signage upgrade • Low level lighting
2B	Cameron Street to Rona Street		Medium	• Potential for entry treatment from Cameron Street to Rona Street Reserve such as planting • Entry fencing, bollard and signage upgrade • Low level lighting
3A	Rona Street to Crispe Street	• MWC pipe along northern edge and YVW pipe along southern edge • Presence of above ground water asset • Community destination close to northern section (Rona Street Reserve Playground) • Neighbourhood surveillance present in the northern area due to Rona Street Reserve Playground area	Medium	• Potential for entry treatment such as landscaping and signage to connect with the Rona Street Reserve Playground area • Entry fencing, bollard and signage upgrade • Low level lighting
3B	Monash Street to Regent Street		Medium	• Potentially planting groups adjacent to SUP and within triangle land on Monash Street - partnership with Melbourne University on the Woody Meadow Network initiative • Potential for entry treatment north of Regent Street to connect to JS Grey Reserve such as landscaping and signage • Entry fencing, bollard and signage upgrade • Low level lighting

Landscaping Feasibility – Further Detail

The table below presents a section-by-section assessment of landscaping feasibility for this trail alignment. The recommended landscaping approach has been determined based on a selection criteria and priority categories.

Section #	Section Boundaries	Landscaping Feasibility Comments	Landscaping Priority	Recommended Landscaping Approach
4	Regent Street to Symons Street	• MWC pipe along northern edge to Regent Street then heads west • YVW pipe along southern edge of easement • Absence of above ground water assets • Community destinations – close to and within the JS Grey Reserve Playground and near the JS Grey Kindergarten • Neighbourhood surveillance present due to JS Grey Reserve Playground however JS Grey Reserve provides appropriate landscaping already	Medium	• Potentially planting groups adjacent to SUP - partnership with Melbourne University on the Woody Meadow Network initiative • Entry fencing, bollard and signage upgrade • Low level lighting
5	Symons Street to Jacka Street	• YVW pipe along southern edge of easement • Presence of above ground water assets • Community destinations – close to and within the WR Larkins Reserve and Playground, and Dunstan Park Tennis Club • Neighbourhood surveillance present due to WR Larkins Reserve and Playground however WR Larkins Reserve provides appropriate landscaping already • Seating locations to consider passive surveillance	High	• Potential for entry treatment from Symons Street to WR Larkins Reserve though landscaping and signage • Entry fencing, bollard and signage upgrade • Low level lighting
6A	Jacka Street to George Street	• YVW pipe along southern edge of easement • Presence of above ground water assets • No close community destinations • Seating locations to consider passive surveillance • Landscaping opportunities are limited due to poor visibility and low lighting; the triangular wedge passive surveillance to be explored	No landscaping – movement corridor only	• Entry fencing, bollard and signage upgrade • Low level lighting
6B	George Street to North Street	• YVW pipe along southern edge of easement • No above ground water assets • No close community destinations	Low	• Potential for entry treatment overlooking George Street and planting groups adjacent to SUP - partnership with Melbourne University on the Woody Meadow Network initiative • Entry fencing, bollard and signage upgrade • Low level lighting

Landscaping Feasibility – Further Detail

The table below presents a section-by-section assessment of landscaping feasibility for this trail alignment. The recommended landscaping approach has been determined based on a selection criteria and priority categories.

Section #	Section Boundaries	Landscaping Feasibility Comments	Landscaping Priority	Recommended Landscaping Approach
7A	North Street to Elizabeth Street	• YVW pipe along southern edge of easement • Above ground water assets present • Community destination within 100m – FG Cox Reserve and Claremont Street Playground • Narrow and sloping gradient not conducive to landscape treatment • Seating locations to consider passive surveillance	No landscaping – movement corridor only	• Entry fencing, bollard and signage upgrade • Low level lighting
7B	Elizabeth Street to Mehegan Avenue	• YVW pipe lies partially along southern edge of FG Cox Reserve - not impacting the proposed SUP alignment • Above ground water asset present • Lies within a community destination - FG Cox Reserve and Claremont Street Playground	Low	• Potential for entry treatments to reserve though landscaping, fencing, bollard and signage • Low level lighting
8	Mehegan Avenue to Outlook Road	• No YVW pipe • Above ground water asset present • Lies within community destination - Peterson Avenue Linear Reserve	Low	• Potential for urban greening and seating along SUP due to absence of water utilities • Fencing, bollard and signage upgrade • Low level lighting
9	Outlook Road to Merri Ck Trail	• No YVW pipe • No above ground water asset(s) present • Lies within close proximity to community destinations - Merri Creek Trail and Peterson Avenue Linear Reserve	Low	• Potential for corner treatment though landscaping, fencing, bollard and wayfinding signage • Low level lighting

Landscaping – Possible Responses to Community Feedback

Community engagement responses outlined a wide range of landscaping-oriented features that the community would like to see included in the trail design.

Many of these features align with the ten Healthy Streets indicator categories, including: Everyone feels welcome, Shade and shelter, Places to stop and rest, People feel safe, and Things to see and do.

A summary table of the indicative feasibility of the landscaping-oriented features raised in the community engagement stage of this project is presented at right.

Further investigation into the feasibility of these landscaping-oriented features is required in future stages of this project.

Likely feasible				Not feasible
Recommended to be implemented consistently throughout trail where possible	*Recommended to be implemented at strategic locations along trail*	*Recommended to be implemented in parks/reserves along trail*	*Community driven initiatives*	*Due to Melbourne Water and Council constraints*
• Lighting • Native flora plantings (e.g. planter boxes, Woody Meadows) • Art/murals/etc • Wayfinding signage	• Shade (small demountable structures) • Seating • Information boards (e.g. history of area, explanation about the purpose/function of Melbourne Water pipes)	• Play areas • Fitness equipment • Water fountains • Bins (with dog waste bag dispensers) • Toilets	• Community gardens • Library boxes	• Shade (trees) • Bike maintenance stations • Security/safety CCTV cameras

Project Summary

Project Summary

Through our site visit observations, desktop research and engagement with water organisation stakeholders, Stantec have assessed the feasibility of this proposed community trail. In general, the project appears feasible, subject to the approval of Melbourne Water and maintenance agreements between Council and Melbourne Water.

From a transport perspective, the project offers great connectivity for the area and links two major north-south trails. As outlined in the Analysis Summary section, there are several critical street crossings that require implementation of new infrastructure for the proposed trail to be functional. It is recommended that Council prioritises implementation of these crossings.

From a landscaping perspective, options are relatively limited due to Melbourne Water guidelines. Woody meadows may be possible in certain locations, pending Melbourne Water approval. Stantec have conducted a feasibility assessment of potential landscaping opportunities based on a set of criteria. A Community Green Link concept for a centralised landscaped area has been developed, with potential to integrate a range of landscaping features raised during community engagement.

The updated feasibility report was used by Council to development community engagement material, with the engagement period open for approx. one month.

Following the community engagement period, the updated feasibility report and draft concept design package were finalised based on one round of consolidated comments from Council and Melbourne Water.

Next Steps

Darebin, Merri-bek, and Melbourne Water will need to continue to develop this project through further work, such as functional design, detailed design and advocacy to DTP. Securing funding sources is a vital next step to enable delivery of the project.

Links to Active Transport Network

Several community engagement responses outlined desires for this proposed community trail to be linked to surrounding active transport routes. It is recommended that both councils investigate how best to integrate the proposed community trail into the active transport network of the area with effective links. Possible network links are summarised in the table at right.

Darebin	Merri-bek
Shared use path along Edgars Creek corridor (Northern Regional Trails Priority Project)	Shared use path along Edgars Creek corridor (Northern Regional Trails Priority Project)
Link the residential neighbourhood east of High Street to the Northern Pipe Trail/proposed community trail	Link to Merri-Creek Trail via new shared use path next to Outlook Road
Link Regent Train Station and Reservoir Train Station with shared use path on west side of railway line (subject to VicTrack approval)	Link to Coburg Activity Centre/Pentridge Precinct and Upfield Shared Path
Improve Regent Street link with protected cycling infrastructure	Link to O'Hea Street Shared Use Path

Related Future Transport Projects

Community responses identified concerns regarding speeding traffic and rat running through residential streets around the proposed community tail, particularly on the Darebin side of the project area, with calls for additional traffic calming.

It is recommended that Darebin City Council undertake a Local Area Traffic Management (LATM) project for the neighbourhood to complement the proposed community trail. Objectives could be reducing speeding and rat running as well as investigation of potential locations to implement treatments to reduce through traffic.

A

Appendix A: Site Visit Observations

Section 1: Site Visit Observations (20/11/2025)



Section 2: Site Visit Observations (20/11/2025)



Section 3: Site Visit Observations (20/11/2025)



Section 4: Site Visit Observations (20/11/2025)



Section 5: Site Visit Observations (20/11/2025)



Section 6: Site Visit Observations (20/11/2025)



Section 7: Site Visit Observations (20/11/2025)



Section 8: Site Visit Observations (20/11/2025)



Section 9: Site Visit Observations (20/11/2025)



Extension Section: Site Visit Observations (20/11/2025)

