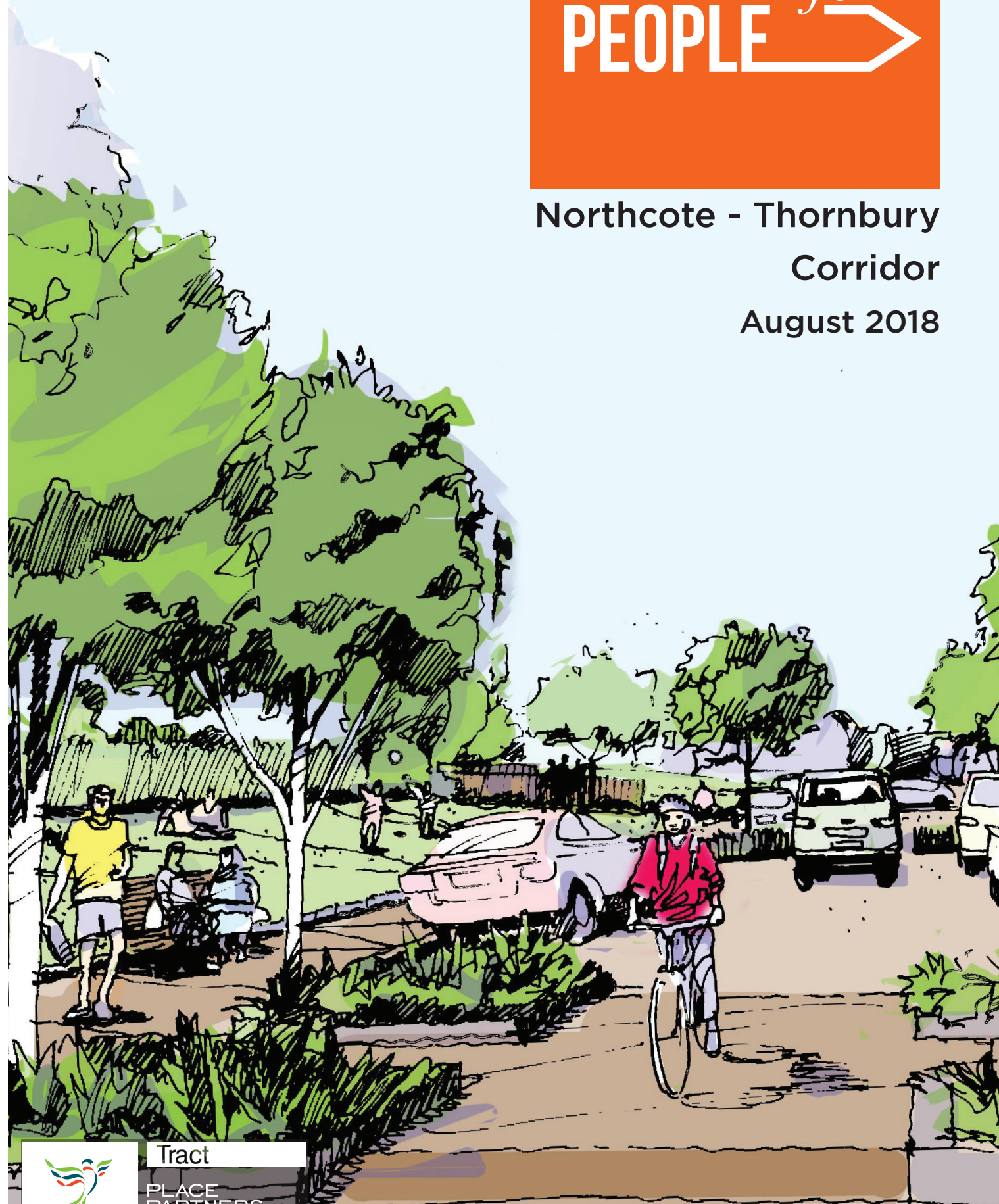


STREETS *for* PEOPLE

Northcote - Thornbury
Corridor
August 2018





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Quality Assurance Report Card

Project Name	0318-0099-05 PQ04 Final Report
Document Number	0318-0099-01-R001
Revision (See below)	03
Prepared By:	Cadney Wright, Mark Fuller, Mark Currey, Rebecca Finn, Kevin Sun
Reviewed By:	Mark Fuller
Approved By	Mark Fuller
Date of Issue	14.09.2018

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01 THE STREETS FOR PEOPLE PROJECT

Introduction

As our city continues to grow, the role and function of our local streets is changing. The City of Darebin is committed to working with our community to help define what our streets will look and feel like in the future.

Through its Council Plan, the City of Darebin recognise the public realm and streets are a precious, limited and community owned resource and has established a suite of goals to support and enhance their future quality. The Council Plan 2017 – 2021 sets the overarching vision for “a greener, bolder, more connected city.”

The Streets for People Project is one of the first projects that aims to deliver on this vision by transforming local streets into people-friendly places. The Thornbury/ Croxton/Northcote Project Area is the first of multiple precincts across the municipality that are planned for improvement. The process and outcome are to be used as a model for other areas.

The project aims to kick start the work to achieve progress towards achieving these six goals, contained in the Council Plan:

- 1** We will be leaders in creating a sustainable city through local innovation projects that address climate change
- 2** We will improve the wellbeing of people in our community by providing opportunities for them to live their lives well
- 3** We will ensure our planning system facilitates high-quality and sustainable development that extracts social, environmental and economic benefits for our community
- 4** We will support and attract a diversity of local businesses and industries by fostering an environment in which they can thrive
- 5** We will lead on equity and recognise our diverse community as our greatest asset for solving future challenges
- 6** We will be a leading, modern, and open council to meet our challenges, now and in the future

The Project Area

The Darebin Local Government Area covers over 53 km². The project area is the first of a proposed multi-corridor roll out of the Streets for People program.

The project area was selected due to the mix of existing issues and the location of an existing 'shimmy' route (an informal bicycle path) that runs parallel to the train line. Its proximity to multiple train stations and schools made it the perfect candidate for the project.

Within this area, the potential positive impact on an improved pedestrian and cycling experience is considered to be significant.

The study area was considered as broadly being composed of three sections:

- The northern section, largely located in Thornbury, is identified in yellow,
- The middle section is located in Croxton, and identified as the orange area and,
- The southern area is Northcote and identified as the green area.



Map of the Project Area

Corridor of Focus

- Ethel Street
- Stott Street
- Herbert Street
- Park Street

- Thornbury
- Croxton
- Northcote

01 THE STREETS FOR PEOPLE PROJECT

Purpose of this Document

This document summarises the Streets for People project, capturing the community concerns, aspirations and articulating the vision for their streets and neighbourhood.

The structure of this document outlines the project methodology and summarises the key findings for each stage of the project, including:

- The purpose of the project
- The community's vision for the project
- The project design objectives
- The recommended approach
- Additional ideas for community led projects
- The key findings of the online community survey
- A summary of the project methodology.



Figure 02. Commuters leaving the Northcote Train Station



Figure 03. Cycling through the southern part of the study area

Why Undertake the Streets for People Project

In supporting the City of Darebin's goal for a "greener, bolder, more connected city", the Streets for People project is the opportunity to facilitate a re-imagining of what a local street in metropolitan Melbourne can be for the community and its various users.

The ultimate vision for the Streets for People Project is to re-balance the transport priorities in the local street network to improve the place quality, landscape values, and the pedestrian and cycling experience of the corridor.

Improving Place Value

In support of Council's goal to *"improve the well-being of our community by providing opportunities for them to live their lives well"* this project is the opportunity for the community to re-imagine how their local streets are used and to develop the conditions to support their ideas. The objective is to identify and realise transformational opportunities to create shared spaces that connect communities, places for exchange, gathering, meeting, and safe play.

Improving the Pedestrian and Cycling Experience

Council's vision is to dramatically improve walking and cycling opportunities within Darebin and to change the balance between active transport and vehicle based travel. Streets for People will support healthy and active lifestyle choices by improving the pedestrian and cycling experience. Streets that serve local communities need to naturally encourage low vehicle speeds and safe travel conditions, both for drivers and others, encouraging people to walk and cycle for leisure, and making active transport modes the preferred mode of transport for local trips.

Contributing to the Development of a Sustainable City

Council have articulated their desire to be *"leaders in creating a sustainable city through local innovative projects that address climate change"*.

This project is the opportunity to contribute to a sustainable city, through energy, water and environmental actions. Re-balancing the priority of vehicles, pedestrians and cyclists will reduce the impact of fossil fuel use. Starting a program of retrofitting local streets will create immediate local and environmental benefits.

Revisiting the fabric and design of our streets can provide opportunities for innovative storm-water treatment and passive capture to both improve water quality and the health of street landscapes. New street tree planting provides increased shade to keep the neighbourhood cool, helping to re-establish biodiversity and improving the overall amenity and value to the community.

02 THE COMMUNITY'S VISION

Developing the Vision through the Engagement Process

The Streets for People project is fundamentally about improving the experience of local streets for the people who use them. As such, understanding the needs, values and aspirations of the local community is critical. The approach to the project was to ask the local community to articulate what they value and what they think should change in their neighbourhood.

The four stages to the Streets for People Community Engagement Process were:

- Community survey receiving input from local residents, businesses, stakeholders and visitors in order to understand how the area is performing now and what the priorities for change are
- Workshops and meetings with state government agencies, schools and community representatives to gather further knowledge and understanding,
- A Community Design Day where local residents and community stakeholders worked collaboratively to investigate design solutions responding to Community Directions identified in Stage 1 & 2, and
- Feedback on the Design Strategy.

Through the engagement process we heard that the community generally supports the Streets for People objectives of creating more equity between transport modes and reducing the impact of private vehicles. The aspiration to improve the project area and overall experience and offer for local residents, visitors, pedestrians and cyclists was widely supported.

In summary, the results of the engagement show there is community interest in creating:

- Pedestrian safety (minimising conflict with vehicles and feeling safe when walking at night)
- Bike friendly streets, in particular, safely crossing the east west streets along the shimmy route
- Better behaviour of traffic, particularly around peak times such as school drop off and pick up times.
- More inclusive and welcoming community places, as well as playing places for school children of all ages.
- Shade trees, vegetation and greenery, and improved maintenance of existing vegetation and greenery in some areas.

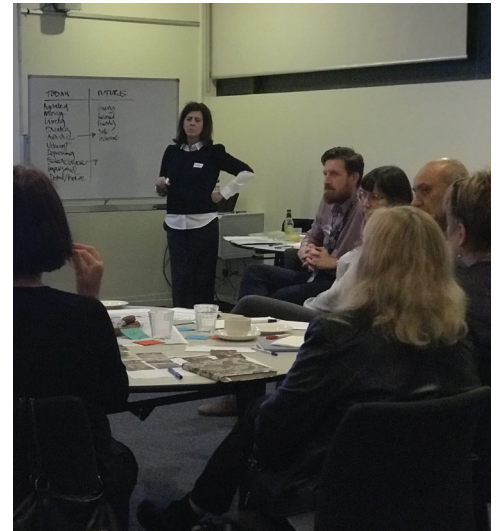


Figure 04. Images from the various community engagement activities undertaken throughout the project



"A place people enjoy moving through & spending time in"



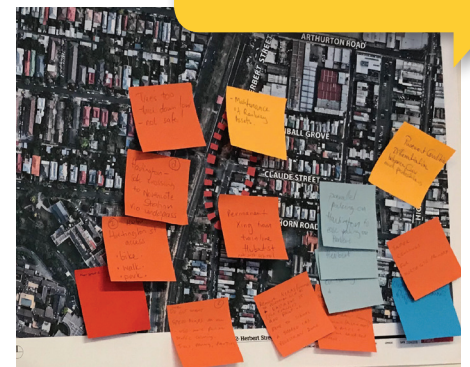
"A welcoming environment that is more relaxed and inclusive for residents & local communities"



"A safe place with a village feel which reconnects to the natural environment"



"Inclusive, safe & Northcotesness"



02 THE COMMUNITY'S VISION

The Streets for People Vision

A vision captures the 'essence' of the place we are trying to create. Currently the project area has many positive qualities that are highly valued and should not change. The Community's vision as developed through the engagement process is:

The Streets for People project vision summarises the overall 'look and feel' of the place we are working towards delivering and incorporates all the inputs from the community throughout the project. Specifically for this project the vision means:

"to create a neighbourhood that is safe, green, clean and welcoming".

1 Safer For All Users, Day And Night



- Reduce negative impacts of vehicles
- Increase walkability
- Improve cycling experience

2 Cleaner & Greener



- Increase street tree shading and edge planting
- Improve street cleaning and maintenance

3 More Welcoming



- Make open space more inviting
- Improve connections and paths between places
- Balances car use with pedestrian and cycling

03 THE DESIGN OBJECTIVES

Developing the Design Objectives

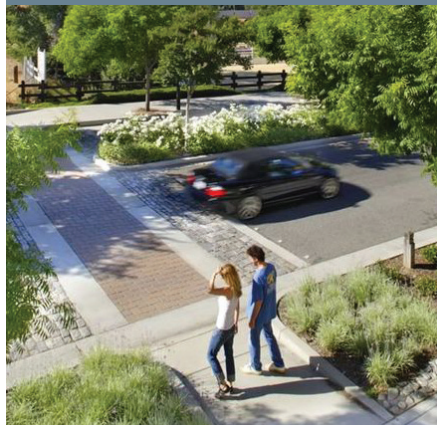
The project team developed eight design objectives which guided the project in the following ways:

- 'Design-day' participants used the objectives to help develop their vision for the project
- The project team used the objectives as a 'rule book' to develop the concept designs

In the implementation stage of the project the design objectives will be used to assess whether the detailed designs achieve the positive impacts envisaged for the project.

Each objective is explained opposite (and on the following pages) with a short description of what the objective seeks to achieve.

OBJECTIVE 1



Manage Vehicle Speeds

Create a self-enforcing street environment to manage traffic speeds and mitigate negative impacts on pedestrians, cyclists and local residents. Recognising that traffic speeds influence the comfort level of pedestrians and cyclists, the objective is to reduce vehicle speeds to 30km/h or below, where possible.

OBJECTIVE 2



Manage Vehicle Volumes

Change the street conditions to calm traffic and increase driver awareness of other street users. The objective is to have a maximum of 2000 vehicles per day traveling on a local street. These conditions favor a comfortable mix of cyclists and vehicles sharing the street.

03 THE DESIGN OBJECTIVES

OBJECTIVE 3



Improve Walkability

Reallocate how the street is used so pedestrians feel comfortable, safe and are prioritised over vehicles.

The objective is to make walking the preferred method of transport when making short trips.

OBJECTIVE 4



Increase Bike Access & Movement

Create a low stress, continuous environment that enables cyclists to safely mix with vehicles and pedestrians, making cycling a convenient and safe mode choice for all types of potential cyclists.

As per Objectives 1 & 2, for cyclists to comfortably and safely mix with vehicles, a maximum of 2000 vehicles per day on a local street, and vehicle speeds of 30km/h or lower, should be achieved.

OBJECTIVE 5



Improve Usability of Existing Parking Resources

Improve usability of existing parking resources and improve the access, equity, efficiency, function and quality of the parking areas along the rail line so the area contributes to a high quality public space.

OBJECTIVE 6



Increase Street Greening

Increase shade, comfort, aesthetic and environmental values by greening the streets. The community want to see more street trees and vegetation in their local neighbourhood. Darebin City Council is committed to the provision of sustainable streets and a healthy and diverse street tree population.

OBJECTIVE 7



Improve Footpath Quality & Maintenance

All footpaths should be connected, comfortable and convenient, and contribute to the character of the street, day and night. The objective is to make everyone feel safe enough to encourage more walking.

OBJECTIVE 8



Create Staying Places

Identify local opportunities for residents to enjoy, play and participate by providing elements within the streetscape that attract young and old. Locating outdoor community spaces in close proximity to the stations improves both the amenity of the area and the journey experience for rail users.

04 THE STREETS FOR PEOPLE APPROACH

Overview

The following illustrations show the approach to realising the community's vision and demonstrate, in principle, the methods adopted in response to the design objectives. Fundamentally all interventions should be multi-functional, performing several positive functions within the streetscape.

Applying these principles consistently along the corridor will improve the place, environmental and community functions of the neighbourhood (the photographs opposite show successful examples within Melbourne).



Figure 05. Integrating landscaping and WSUD interventions into a pedestrian crossing



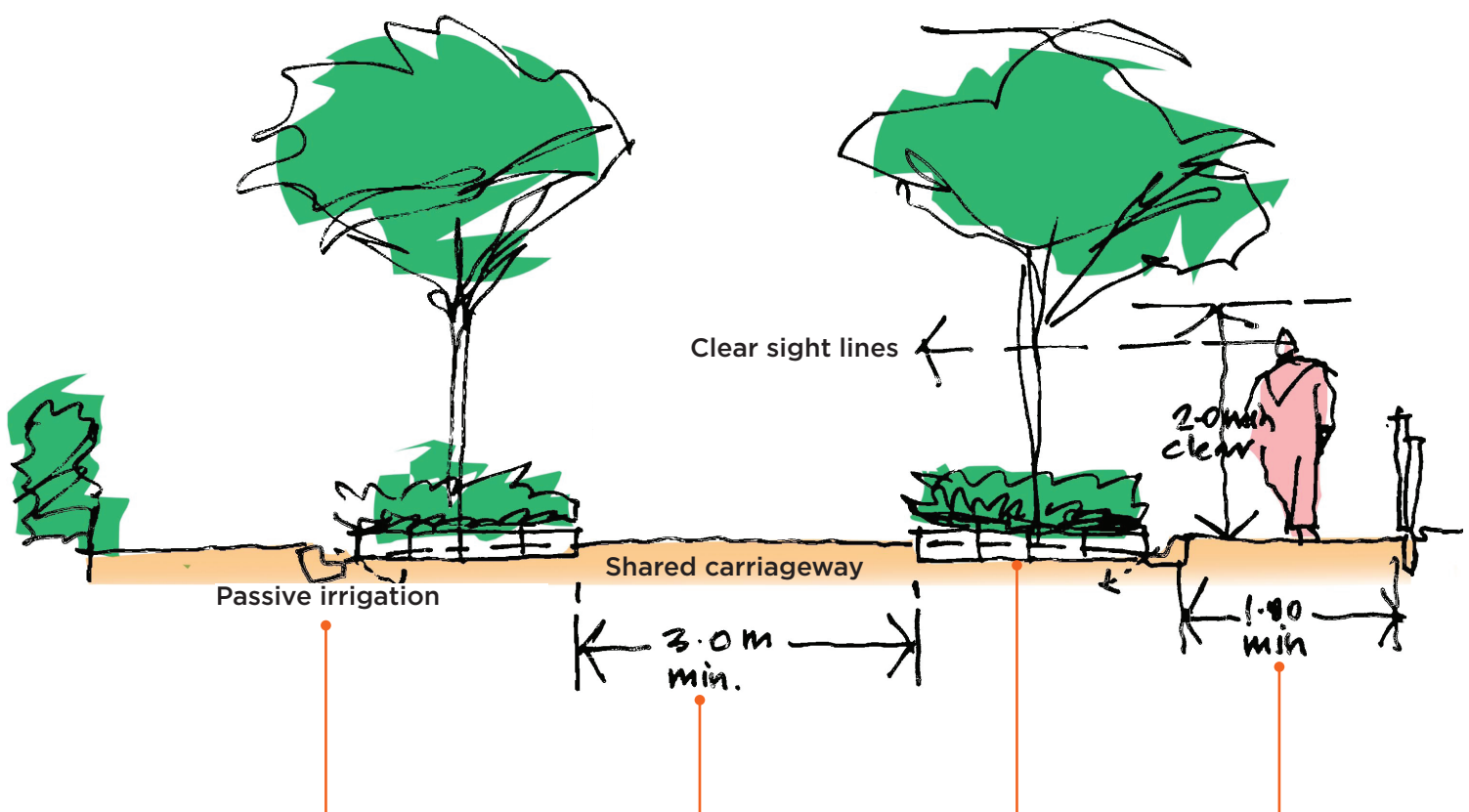
Figure 06. Improving walkability by increasing the amount of safe crossing points, vegetation and trees



Figure 07. Providing raised footpaths at side streets to slow vehicles and remind drivers pedestrians have priority

Principle 1 - Reconfiguring The Street

This diagram demonstrates how reconfiguring the road reserve can be used to allocate more space for people and vegetation, resulting in slower vehicle speeds and improved place and environmental value of the street and neighbourhood.



Consider how to integrate Environmentally Sustainable Design (ESD) principles and Water Sensitive Urban Design (WSUD) opportunities into all streetscape works. Passive irrigation including measures such as directing storm water into surrounding vegetation, and increasing permeable surfaces, are initiatives that should be integrated into all streetscape upgrades

Carriageway to be shared by vehicles and cyclists, with no separately identified lanes. In locations where vehicles currently travel at higher speeds than desired, strategically locate pinch points, kerb build outs and street trees will increase the sense of edge friction and street side activity. This friction will slow traffic and make it easier to informally cross the street.

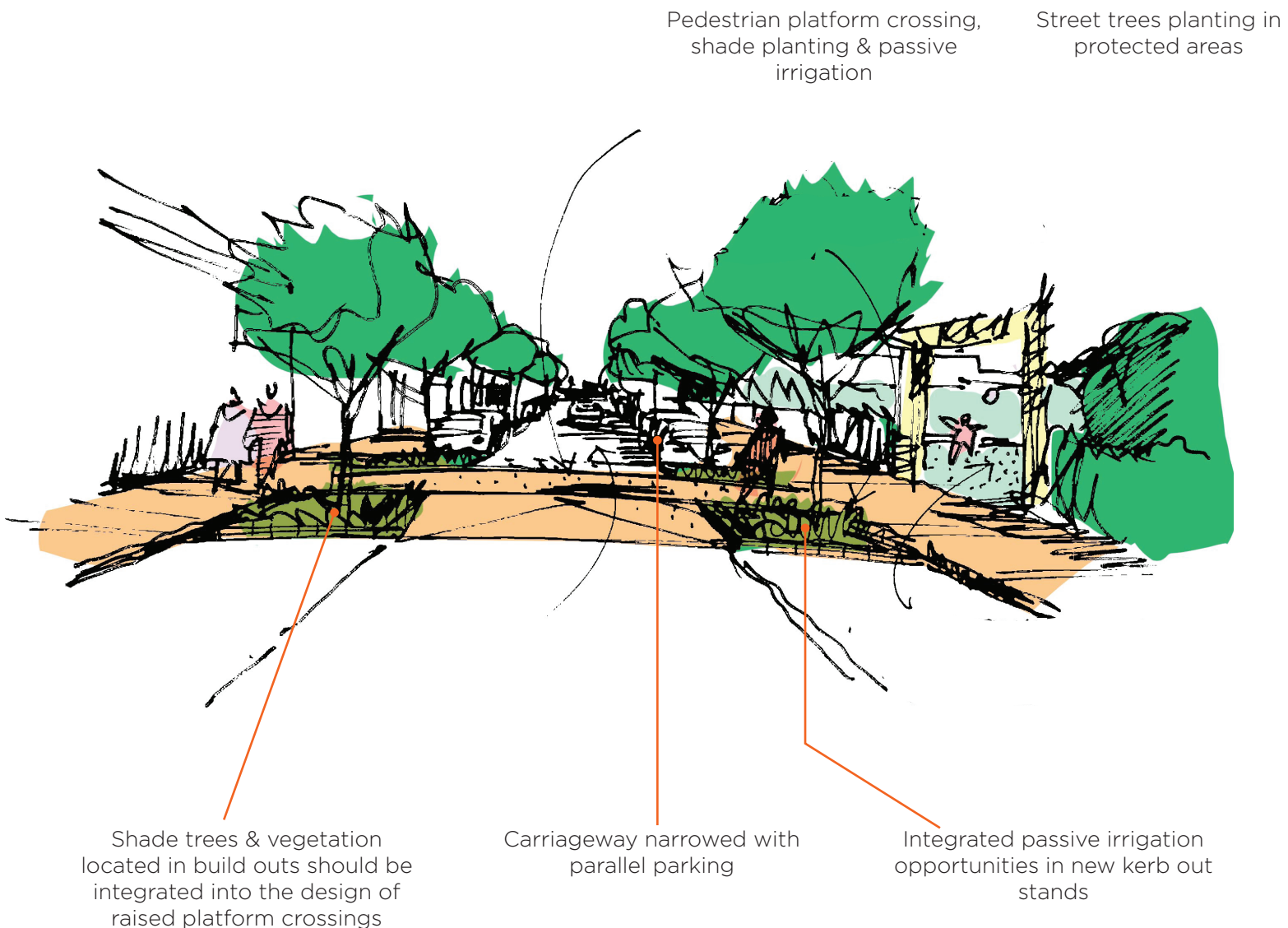
All traffic interventions are an opportunity to increase vegetation, trees and improve management of storm water quality

Footpaths should be a minimum of 1.8m wide with a consistent level surface and treatment to junctions and intersections

04 THE STREETS FOR PEOPLE APPROACH

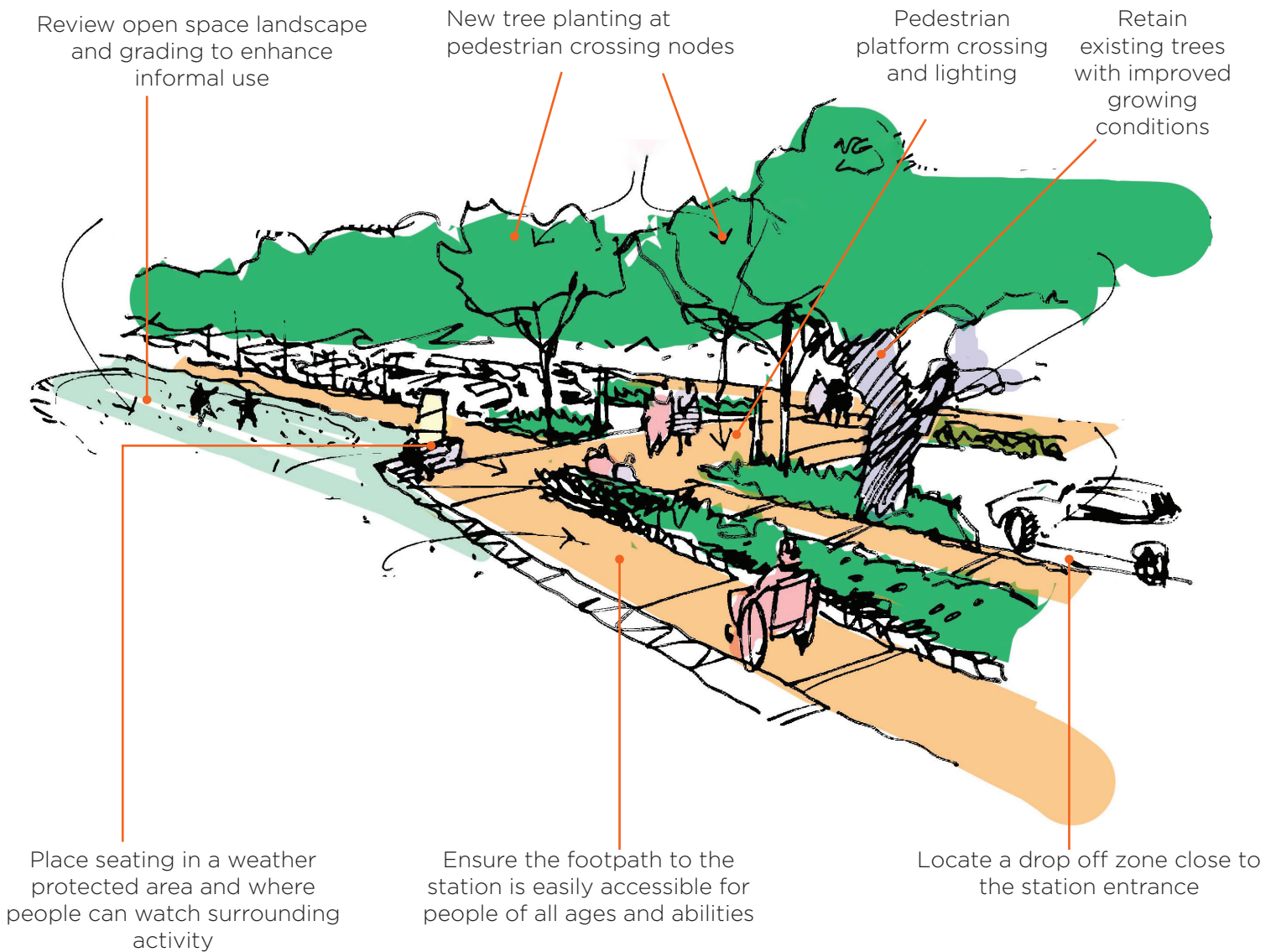
Principle 2 - Making It Safer To Cross The Street

This diagram demonstrates the recommended approach to upgrading pedestrian crossings throughout the corridor. A raised platform crossing with integrated landscaping is recommended. A raised pedestrian crossing increases the visibility of pedestrians to drivers, reduces vehicles speeds and provides landscaping and WSUD opportunities.



Principle 3 - Improving The Arrival Experience At The Stations

This diagram illustrates key considerations to improve the train station entrance locations. It demonstrates how to create a space where people come to meet, wait, and relax, whilst also improving the passenger arrival and departure experience.



04 THE STREETS FOR PEOPLE APPROACH

Principle 4 - Creating Informal Community Spaces & Places

This diagram demonstrates how to create a small place where people can meet, sit and relax. The key elements are widening the footpath, adding in street furniture, signage and lighting. Opportunities to treat storm water run off by increasing the amount of landscaped areas and rain gardens in the streetscape should be considered.



Signage or way finding device to advise on walking time/ distance to nearest key directions

Wide, clear and direct pedestrian footpath to the entrance (consider ramp gradient where necessary)

Co-ordinate works with road re-sheeting to upgrade footpaths, improved street lighting and traffic interventions

Develop a standardised rain garden design that can be integrated into kerb out stands throughout the corridor

Bringing It All Together - The Streets for People Approach

This illustrates how our streets can be transformed into Streets for People if we apply all four principles: Reconfiguring the street to allocate more space to pedestrians, slowing the traffic and providing more safe crossing points, and creating more informal community spaces will help to create a neighbourhood that is safe, green, clean and welcoming.



Comfortable seating areas and informal staying places

Streets that accommodate both bikes and vehicles comfortably and safely

Safer street crossings

More shade and greenery in landscaped build outs and increasing the tree canopy wherever possible

04 THE STREETS FOR PEOPLE APPROACH

Implementing the Streets for People Principles - The Tool-kit

This section outlines the tools that can be used to deliver the design principles. This set of tools consists of traffic and streetscape improvements and interventions.

This set of landscaping and traffic management tools work together to create a slow vehicle speed and low traffic environment. In combination the tools respond to the community's vision and design objectives, creating a neighbourhood that is safe, green, clean and welcoming.

A slow vehicle speed and low traffic environment supports cyclists safely sharing the carriageway with vehicles, and pedestrian amenity is improved.

These tools encourage more street trees and landscaping, higher quality and well maintained footpaths and, where possible, increased community play and stay spaces.

LANDSCAPING IMPROVEMENTS



● ● ● Standardised Street Tree Planting

It is recommended street trees have a consistent treatment including pit detailing and location. Ideally, where possible street trees should be located in the carriageway to minimise conflict with existing infrastructure services and contribute to slower traffic environments. Where there are wider footpaths, street trees can be located in the footpath, provided tree branches do not create an obstruction for pedestrians.



● ● ● Landscaping Improvements & Maintenance

Darebin City Council place a high value on street tree planting and sustainable streetscapes. They have a commitment to undertake programmed street tree maintenance including pruning and mulching (as outlined in the Green Streets Streetscape Strategy, 2012-2020).

TRAFFIC MANAGEMENT TOOLS



Raised Threshold Treatment

A raised threshold is a continuation of a footpath over a side street at a consistent level and junction treatment.



Raised Pedestrian Crossing

Raised pedestrian crossings are used in high pedestrian traffic areas provide safe crossing points and promote pedestrian priority. Zebra crossings are recommended in close proximity to schools.



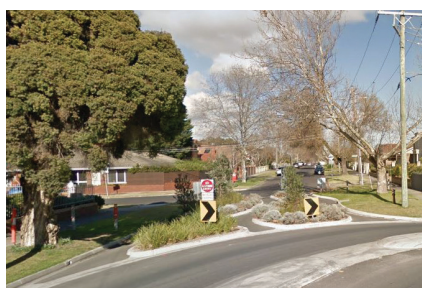
Raised Intersection

At the intersection of two or more streets the whole intersection is raised to kerb height to lower vehicle speeds at potential conflict points and signal pedestrian presence.



Landscaped Pinch Points

A pinch point restricts the carriageway to a single lane requiring vehicles to slow and yield to oncoming traffic. Where possible landscaping and WSUD treatments, as well as bike by-passes should be incorporated (allowing bikes to maintain speed and avoid yielding to oncoming cars through the pinch point).



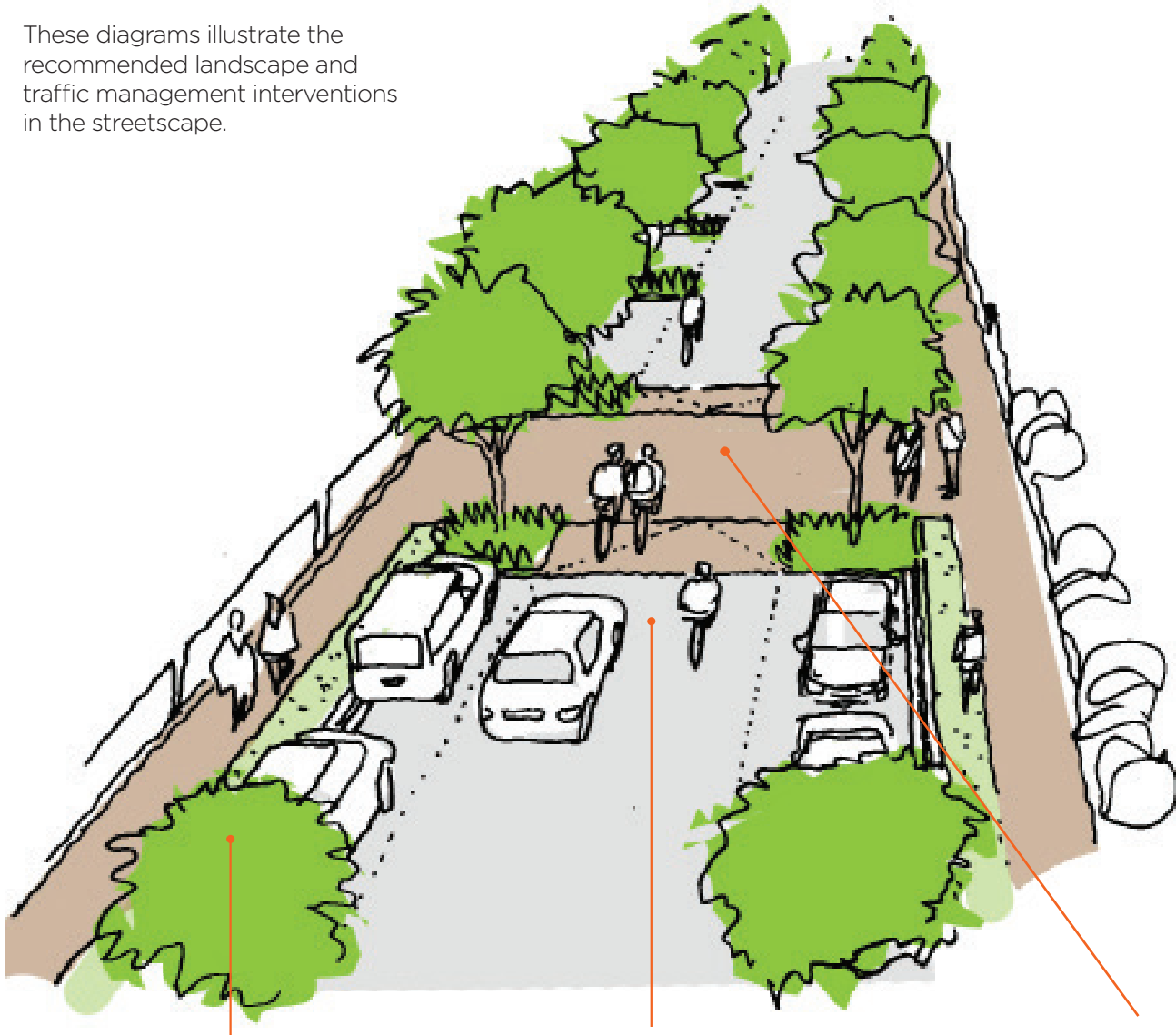
Median Barrier

Median barriers provide safe crossing points for pedestrians and cyclists and can simplify vehicle movements to left in, left out at the minor streets. Gaps in the median barrier allow for staged pedestrian and cyclist crossing of a major street. The treatment will significantly discourage rat running along the corridor.

04 THE STREETS FOR PEOPLE APPROACH

Landscaping Improvements & Traffic Management Interventions

These diagrams illustrate the recommended landscape and traffic management interventions in the streetscape.



Landscaping Improvements

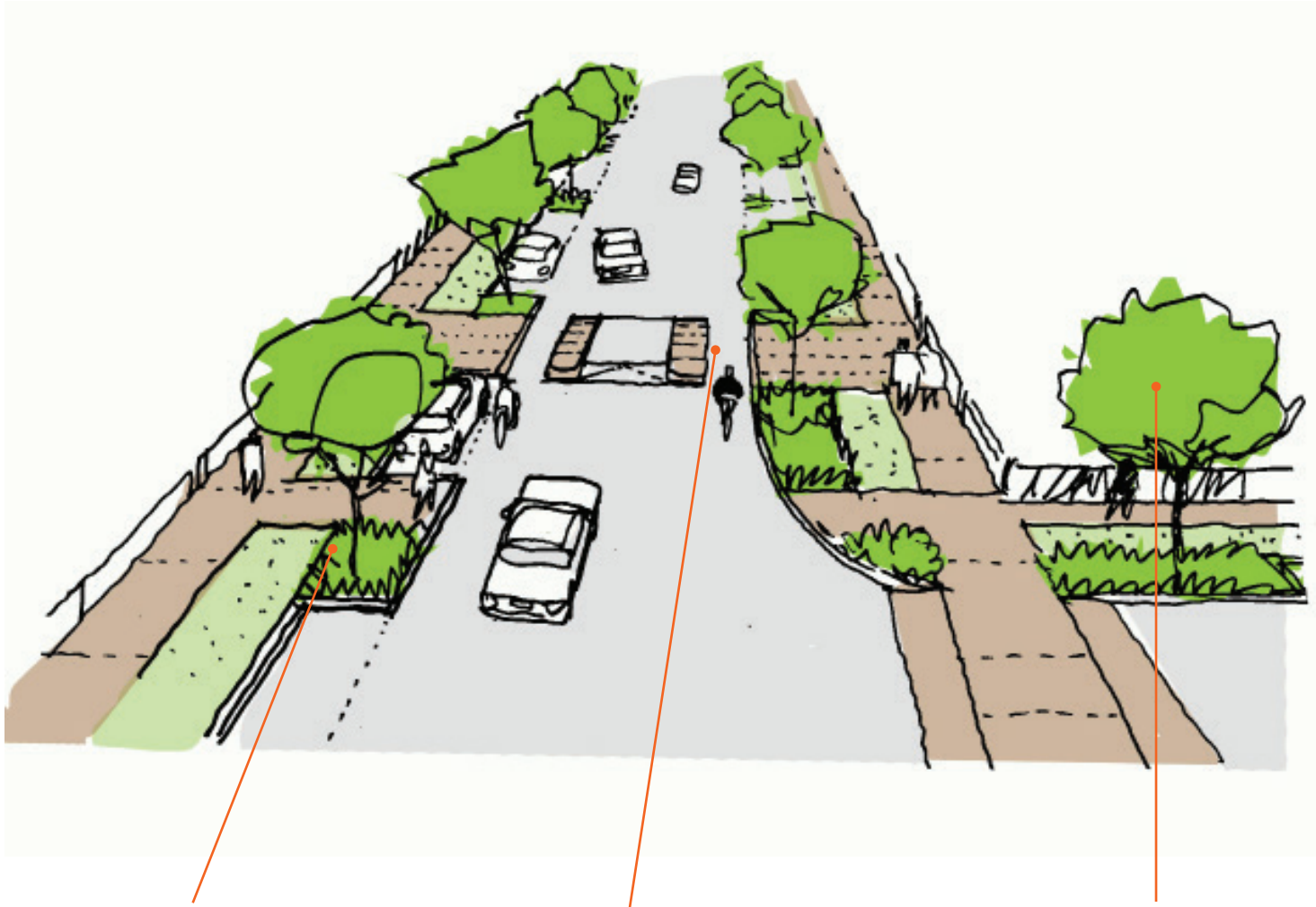
Standardised street tree planting in the carriageway (rather than footpath) will ensure pedestrians have a clear, unobstructed footpath, and a consistent tree canopy will provide shade, enclosure and improved visual amenity in the streetscape

Shared Carriageway

Build outs & pinch points will narrow the carriageway requiring vehicles to travel at reduced speeds. Slower vehicle speeds support an environment where cyclists and vehicles can comfortably share the carriageway. As a result, separated bike lanes are not required

Safer Street Crossing

Installing new raised pedestrian crossings makes it easier, safer and more comfortable for people of all walking abilities to cross the street



Landscaped Build Outs & Rain Gardens

To ensure we are greening the streets, it is recommended that every traffic management intervention is also considered a landscaping opportunity. This provides opportunities for both greening and for innovative storm-water treatment and passive capture to both improve water quality and the health of street landscapes.

Pinch Point with Bike Lane

Where the existing carriageway is of significant width pinch points with bike lanes can be provided. These slow vehicles but allow bikes to maintain speed and avoid some of the stress of negotiating space/yielding to oncoming cars when traveling through the pinch point.

Raised Threshold Footpath Treatment & Comfortable Footpaths

It is recommended that continuous raised footpath treatments be provided across minor streets. Footpaths should be of a generous width (minimum 1.8m) and be maintained regularly to ensure they are free from obstructions.

Street Trees

Street trees serve multiple functions so whenever its possible the tree canopy should be increased. To create a visually cohesive streetscape it is recommended that a consistent build out treatment is used, with consideration of Council's Urban Forest Strategy the 'right tree for the right spot'.

04 THE STREETS FOR PEOPLE APPROACH

Priority Intervention Locations

The following concepts illustrate the recommended improvements along the study area.

These concepts show how the traffic and streetscape modifications can be applied in the short term.

Priority improvements will be designed to be delivered in the next 1-2 years and will kick start the transformations.



- 1 Provide a landscaped pedestrian crossing
- 2 Provide a landscaped pedestrian crossing
- 3 Provide a landscaped pinch point (with bike bypass)
- 4 Provide a landscaped raised threshold treatment
- 5 Provide landscaped raised threshold treatments across Harold Street, Smith Street, Ballantyne Street & Shaftesbury Parade
- 6 Upgrade the public realm along the rail interface
- 7 Provide street trees in build outs
- 8 Provide a pedestrian refuge island on Woolton Avenue
- 9 Provide raised zebra crossings at the roundabout
- 10 Provide a median barrier
- 11 Provide landscaped pinch points
- 12 Provide a landscaped raised threshold treatment
- 13 Provide a landscaped raised threshold treatment
- 14 Remove the one-way section of Herbert Street
- 15 Provide a landscaped, raised zebra crossing
- 16 Provide a raised intersection with zebra crossings
- 17 Undertake street tree replacement (as required)
- 18 Modify the pedestrian refuge island
- 19 Replace the speed humps with two pinch points
- 20 Provide a raised pedestrian crossing
- 21 Provide a raised pedestrian crossing

Corridor of focus

Thornbury

Croxton

Northcote

Figure 08. Priority Improvements Plan

04 THE STREETS FOR PEOPLE APPROACH

Recommended Improvements to Ethel Street



LEGEND



Landscaped raised pedestrian crossing



Pinch point



Landscaped threshold treatment



Landscaping and/or street trees



On street vehicle parking



Pedestrian desire line

These recommendations apply to the section of Ethel Street between Hutton and Miller Streets:

- 1 Provide a landscaped raised pedestrian crossing near the intersection on Ethel and Miller Streets
- 2 Provide a landscaped raised pedestrian crossing mid way along Ethel Street to connect pedestrians to the rail crossing to the north of the station (running behind the Scout Hall)
- 3 Provide a landscaped pinch point with bike bypass to slow vehicles in front of the station. The pinch point will slow the cars and the bike bypass will allow bikes to maintain speed and avoid negotiating space with oncoming vehicles through the pinch point
- 4 Provide a landscaped raised threshold treatment on the pedestrian desire lines at the intersection of Hutton and Ethel Streets

Note:

- ● ● Increasing the street trees and verge landscaping around the station is recommended
- * Restricted parking is recommended to encourage shorter term durations of stay to cater to passenger set-pick-up and drop off at the train station and Scout Hall.

An aspirational concept that considers the broader context of the Thornbury Train Station is illustrated on page 40. These improvements include additional streets trees in build outs, play area, station arrival area and bike storage facilities.

The key benefits of these improvements include:

- Reduced carriageway width at key points will contribute to slower vehicle speeds and an increase in pedestrian and cyclist comfort
- Increased shade & comfort on the street provided by the new vegetation to help mitigate the effects of large areas of asphalt
- Improving the visual amenity of the street
- Increased comfort when walking to and from the station, primary school and surrounding community facilities



Figure 09. Recommended Improvements for Ethel Street

04 THE STREETS FOR PEOPLE APPROACH

Recommended Improvements to Stott Street



LEGEND



Raised threshold treatment



Resurfacing



Landscaping and/or street trees



Street tree build out

These recommendations apply to the section of Stott Street between Hutton Street and Woolton Avenue;

- 5 Along the eastern side of Stott Street provide a raised threshold treatment across Harold Street, Smith Street, Ballantyne Street and Shaftesbury Parade to promote pedestrian priority at junctions with side streets.
- 6 Resurface the area currently being used for train commuter parking along the rail corridor (with crushed rock). Install a drain along the western edge of the bitumen. Plant a low level landscape buffer along the rail interface. Introduce storm-water management measures where possible.
- 7 Provide street trees in build outs along the eastern side of Stott Street (locations to be determined at detailed design stage).
- 8 Provide a pedestrian refuge island on Woolton Avenue to allow pedestrians and cyclists to make a staged crossing, one direction of traffic at a time. The refuge island should be located for maximum pedestrian accessibility, on the pedestrian desire line between the eastern side of Stott Street north of Woolton Avenue and the western side of Stott Street, south of Woolton Avenue. The treatment should be consistent with the Hutton Street pedestrian refuge island.

Note: Proposed works will not be undertaken on VicTrack land until completion of the grade separation works as part of the Bell & Reservoir LXRA, as this land may be required for construction activities. Furthermore, all upgrading works on Stott Street should be undertaken with consideration of the proposed longer term vision for the reconfiguration of the rail parking. This vision is currently unfunded. For further details see the concept on page 40.

The key benefits of these improvements include:

- In the short term, new resurfacing, drainage and landscaping will beautify the area and encourage community ownership and discourage dumping of rubbish
- Reinforcing pedestrian priority with installation of continuous raised footpath at junctions with side streets
- Improved shade with the addition of street tree planting in kerb build outs along the eastern side of Stott Street
- Improved greenery and visual amenity with the addition of vegetation buffer along the rail corridor



Figure 10. Recommended Improvements for Stott Street (North)

04 THE STREETS FOR PEOPLE APPROACH

Recommended Improvements to Herbert Street (North)



These recommendations apply to the section of Herbert and Stott Streets between Beaconsfield Parade and Beavers Road;

7

Continue the street trees treatment (in build outs) along the western side of Herbert Street, ideally located at the entrances to the two lane-ways (exact locations to be determined at the detailed design stage).

9

The Beaconsfield Parade roundabout is a prominent barrier to bike riding along the shimmy route. It is recommended that the roundabout is upgraded to include raised zebra crossings. The crossings should be located close to the roundabout to provide direct walking connections.

It is recommended that the existing tree located in the middle of the roundabout is retained in any future configuration as it serves as a local landmark. The current landscaping will require remodeling to accommodate the new raised crossings. Ensure regular maintenance keeps the surrounding shrubs at a level that permits passive surveillance.

5

Along the eastern side of Stott Street provide a raised threshold treatment across Gladstone Avenue to promote pedestrian priority at junctions with side streets.

■ ■ ■ Note - The footpath on the western side of Stott Street will be upgraded as part of Darebin City Council's footpath maintenance program.

LEGEND



Modified roundabout



Zebra crossing



Raised threshold treatment



Street tree in build out

The key benefits of these improvements include:

- Slowing vehicle traffic at the roundabout will increase safety and comfort for cyclist's and pedestrians. This is an important improvement because two shimmy routes intersect at the roundabout, and Beaconsfield Parade has been identified as a primary route in the Principal Pedestrian Network



Figure 11. Immediate improvements for Stott/Herbert Streets

04 THE STREETS FOR PEOPLE APPROACH

Recommended Improvements to Herbert Street



LEGEND



Median Barrier



Landscaped Pinch Point



Raised threshold treatment



Landscaped raised threshold treatment



Future intersection upgrade

These recommendations apply to the section of Herbert Street between Beavers & Arthurton Roads:

10

Provide a median barrier with provision for bikes, at the intersection of Beavers Road and Herbert Street to restrict vehicle traffic to left in/left out only. Additionally, provide a raised threshold treatment across Herbert Street, on the southern side of Beavers Road

11

Provide multiple landscaped pinch points with bike bypass to narrow the carriageway and create a consistent method of calming traffic along the length of Herbert Street (between Beavers and Arthurton Road).

12

Provide a landscaped raised threshold treatment to prioritise pedestrians walking along the eastern side of Herbert Street when crossing Elm and Bent Streets

13

Provide a raised threshold treatment on Arthurton Road along both the north and south sides. The Arthurton Road/Herbert Street intersection requires upgrading due to the high levels of traffic. There is opportunity for improvement as part of the Horizon site redevelopment, located on the north eastern side of Arthurton Road, which should at a minimum consider a signalised pedestrian crossing located across Arthurton Road to the east of Herbert Street. Consideration should be given to providing a direct crossing so pedestrians and cyclists do not have to divert to cross adjacent to the rail crossing.

The key benefits of these improvements include:

- Reduction in vehicle speeds with the introduction of a narrower carriageway at pinch point locations
- Improved walking and cycling experience due to the reduction in speed, the reduced scale of the street, and the increased vegetation and improved street crossing point



Figure 12. Immediate improvements for Herbert Street (North)

04 THE STREETS FOR PEOPLE APPROACH

Recommended Improvements to Herbert Street (South)



These recommendations apply to the section of Herbert Street between Arthurton Road & Westbourne Grove:

- 14** The existing one-way section of Herbert Street between Turnbull Grove & Claude Street should be removed and the existing pinch point should be upgraded with a consistent treatment (as the other new pinch points recommended along the corridor). There are two recommended options; Option A - Reconfigure the existing yield point to accommodate a set of pinch points whilst retaining the existing tree, or Option B (only if Option A is tested and deemed not feasible), install a raised platform at the intersection of Herbert/Turnbull, also retaining the existing tree

LEGEND



Landscaped Pinch Point



Raised threshold treatment



Raised Intersection with Zebra Crossings



Raised Zebra Crossing



Street Tree replacement

- 15** Install landscaped, raised zebra crossings at:
- Turnbull Grove providing a safe crossing across Herbert Street on the school walking route
 - At the Turnbull Grove/Herbert Street intersection, providing a safe crossing to the Northcote Train Station entrance
 - Hawthorn Road providing a safe crossing across Hawthorn Road on the school walking route
 - At the Hawthorn Road/Herbert Street intersection to provide a safe crossing point on the school walking route
- 16** On the corner of Herbert Street and Hawthorn Road install a raised intersection with zebra crossings to provide a safe crossing point to the train station (via the underpass) and the school. The zebra crossings can function as a supervised crossing during school hours to provide a safe pedestrian route to Northcote Primary School
- 17** When existing street trees require replacement select a species with a large canopy for shade and locate them in a kerb out stand located within the carriageway (for those already located in the carriageway, install a consistent pit treatment)

Note: An aspirational concept to upgrade the open space surrounding Northcote Train Station has been developed in response to the community's vision for this area. This concept is not funded as part of this project. For further details please see page 15.

The key benefits of these improvements include:

- Improved pedestrian safety along the key walking route to Northcote Primary School, Train Station and the bus stop (on the corner of Herbert Street and Arthurton Road)
- A safer and more comfortable cycling environment due to lower vehicle speeds and improved traffic behaviour



Figure 13. Recommended Improvements for Herbert Street (South)

04 THE STREETS FOR PEOPLE APPROACH

Recommended Improvements to Park Street



LEGEND

■ ■ ■ Modified Refuge Island



Landscaped Pinch Point



Raised pedestrian crossing

These recommendations apply to Park Street. The recommended approach is to formalise the narrow street conditions with appropriate traffic management cues by:

- 18 Modifying the pedestrian refuge island located on Westbourne Grove to provide a safer crossing point for cyclists using the shimmy route. A small section of on- road bike lane could be installed on Westbourne Grove to assist cyclists crossing between the lane way and Hartington Street. This will not restrict vehicle movements to or from Hartington Street.
- 19 Replacing the speed humps along Park Street with two pinch points. The existing speed humps are not effective in slowing traffic over the length of Park Street and contribute to a large speed variance and increased vehicle noise. Pinch points will restrict traffic to a single lane at certain points, forcing vehicles to slow to yield to oncoming traffic
- 20 Install two raised pedestrian crossings on Park Street to signal to drivers they are entering a slow vehicle speed environment. Locate one crossing at the northern end of Park Street and one on the southern end at the northern side of the Charles Street intersection (the southern crossing will require removing the narrowing intervention located at the southern end of Park Street).
- 21 Upgrading the existing pedestrian refuge island to a staged crossing across Charles Street, providing a safe connection between Caddayes Corner and Merri Train Station. This crossing will accommodate pedestrians, as well as cyclists using the shimmy route

Note: Future improvements to Caddayes Corner should be considered to make it more appealing to the various age groups in the local area. Scenarios should consider the needs of school children (the local high school is in close proximity) places for older people to meet, relax and wait for train users, and safe, protected activity areas for younger children.

The key benefits of these improvements include:

- Pinch points will reduce the impact of vehicles along Park Street and improve pedestrian safety and amenity
- Improved safety for cyclists using the shimmy route when crossing Westbourne Grove
- Improved pedestrian safety when walking between Park and Charles Street to Merri Station



Figure 14. Recommended Improvements for Park Street

04 THE STREETS FOR PEOPLE APPROACH

Aspirational Ideas for Future Community Led Projects

The Streets for People project is, at its core, a road safety and streetscape improvement project. Through engagement with the local community, a clear appetite to improve public spaces has been identified, particularly around rail stations, along the corridor.

The following concepts illustrate potential improvements and initiatives outside of the scope of this particular project, developed from ideas generated by the community.

It should be noted that these concepts involve landowners and sites outside of Council's control. They are put forward here for discussion only.



THORNBURY TRAIN STATION SURROUNDS INCLUDING ETHEL STREET IMPROVEMENTS

The following is an aspirational concept that illustrates how the open space area surrounding Thornbury Train Station and Ethel Street can be improved in the future if the funding and collaboration opportunity arises. It is not part of the Streets for People priority recommendations.

Key elements are:

- Reallocation of road reserve between Blythe and Hutton Streets to further increase the amount of street trees and vegetation, and further reducing vehicle speeds
- A centrally located play area for school children and the local scouts

- Increased bike storage at the station
- Improved quantity and quality of street lighting along the main paths.

The estimated cost is approximately \$550,000 - \$600,000 for landscaping including handstand, softstand, play equipment & street furniture (Council specification)

Shade tree planting and seats to diffuse edges

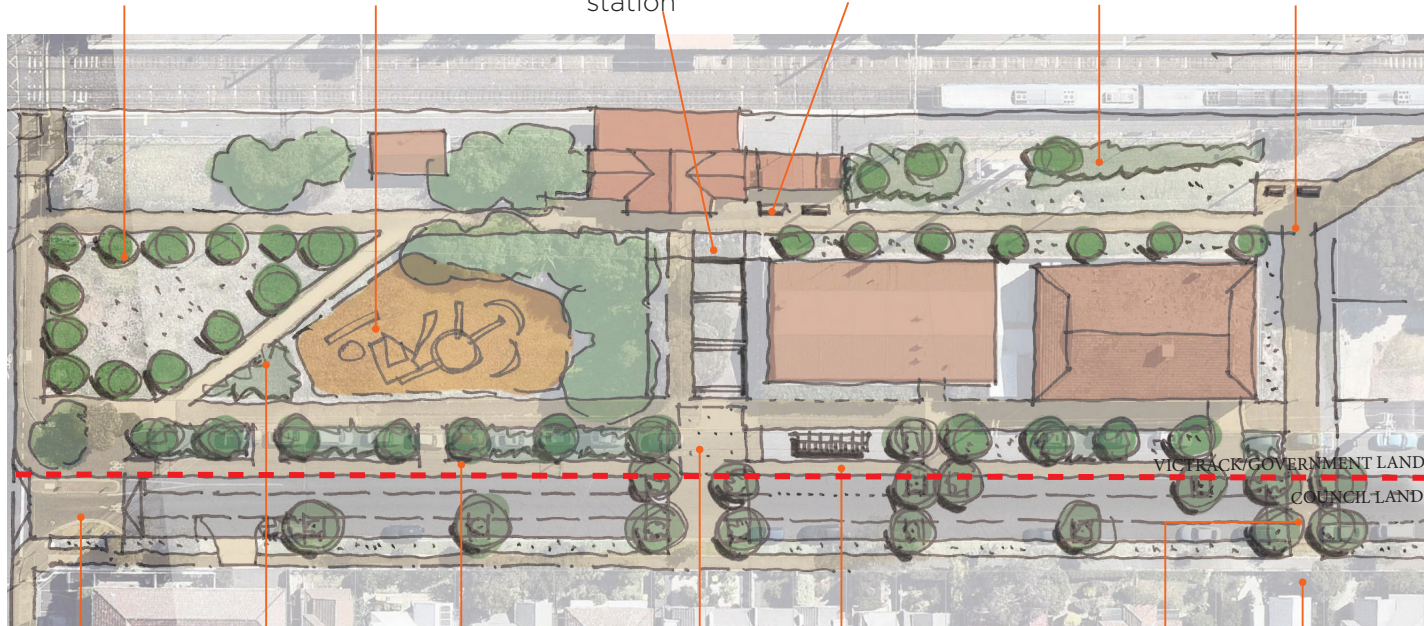
Possible play area

Large bike storage area & opportunity for bike repair station

Seats at path junctions

Screen planting

Clear sight lines along paths to destinations



Narrow junction and platform crossing

Lighting to key paths

New planting zone nature strip

Create new pocket plaza at former loading dock and arrival place

Drop off zone with shelter, seats & drinking fountain. Install directional signage to High St, and closest tram & bus stops

Reduced carriageway width

Platform crossing



FORMALISED PARKING IMPROVEMENTS ON STOTT STREET ADJACENT TO THE RAIL CORRIDOR

The following is an aspirational concept that illustrates how land adjoining the rail corridor on Stott Street can be improved in the future if the funding and collaboration opportunity arises. It is not part of the Streets for People priority recommendations.

The key elements are:

- Reconfiguring the informal angle parking to parallel parking along Stott Street. This will significantly improve the safety and amenity of Stott and surrounding streets to all users, however it will result in a loss of approx. 10 car spaces per block

- New footpath along the rail interface on the western side of Stott Street. Estimated cost approximatively \$200,000 - \$250,000 for landscaping including handstand, softstand, play equipment & street furniture (Council specification)

Seating and shade at pedestrian crossing junctions

Parallel parking

New 2.0m footpath

Shade planting in buffer zone



Build outs at junctions with side streets

New street tree planting in build outs

Raised pedestrian crossing



CROXTON TRAIN STATION SURROUNDS INCLUDING STOTT & HERBERT STREET IMPROVEMENTS

The following is an aspirational concept that illustrates how the open space area surrounding Croxton Train Station and the Beaconsfield roundabout could be improved in the future if the funding and collaboration opportunity arises. It is not part of the Streets for People priority recommendations.

The key elements are:

- Increased seating and play area to encourage activity in the surrounding open space
- Kerb builds outs located at the lane-way junctions
- Potential opportunity for parallel parking located along the eastern side of Stott Street between kerb out-stands (that could offset some of the proposed reduction if the Stott

Street ultimate vision was implemented). Estimated cost approximately \$500,000 - \$550,000 for landscaping including handstand, softstand, play equipment & street furniture

Possible new additional access

Possible play area

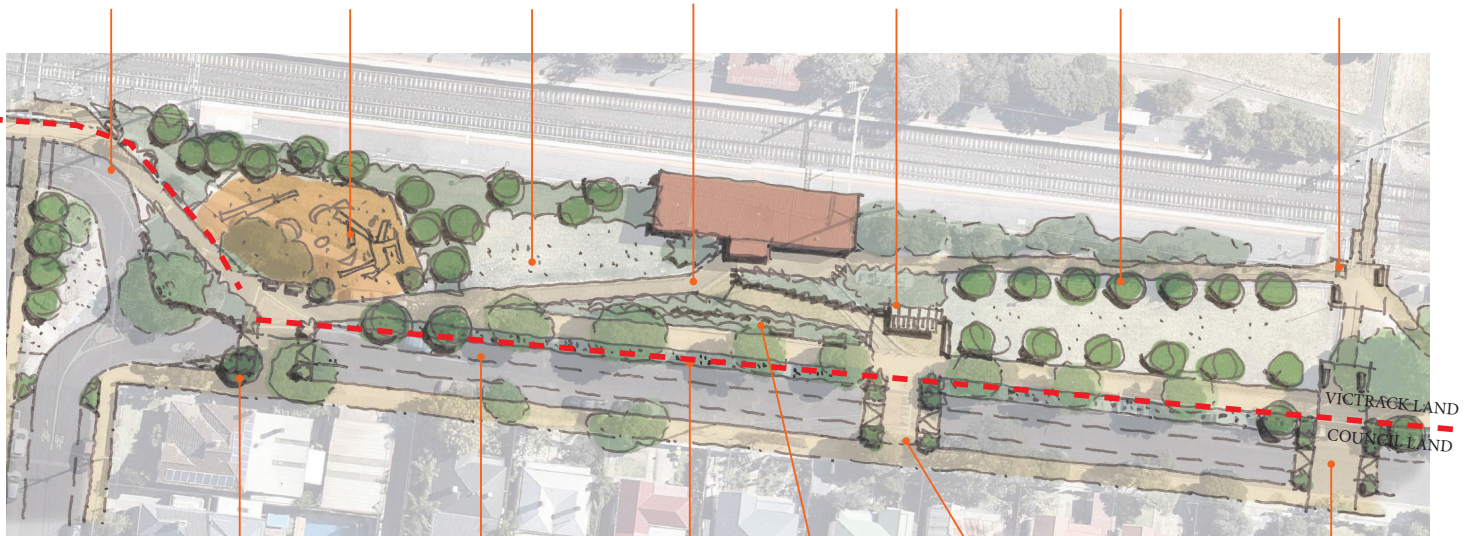
Lawns

Accessible ramps

Shelter, seats & way finding at waiting area

Shade trees on footpath links

Seats at footpath junctions



Existing trees retained with new growing zone

Parallel parking relocated

New green nature strip and tree planting zone

New forecourt planting

New pedestrian crossing

New pedestrian crossing



NORTHCOTE TRAIN STATION SURROUNDS IMPROVEMENTS INCLUDING HERBERT STREET

The following is an aspirational concept that illustrates how the open space area surrounding Northcote Train Station could be improved in the future if the funding and collaboration opportunity arises. It is not part of the Streets for People priority recommendations.

The key elements are:

- Improved safety for pedestrians on key walking routes
- Improved accessibility to the station with a widening of the underpass & addition of a drop off zone

- Increasing greening & vegetation and new play area will bring activity
- Using the train station building for community uses.

Estimated cost approximatively \$350,000 - \$400,000 for landscaping including handstand, softstand, play equipment & street furniture.

Investigate adding site to public realm

Prioritise upgrading the Hartington Street entrance to the underpass. Improvements should include upgrading the lighting, widening the path and achieving an more accessible ramp gradient

New seating and accessible path

Play space

Screen planting between rail and open space. Improved accessible ramps

Open up any spare space inside the station for community use

Possible storm water garden forecourt planting on slopes to reduce mowing



Kerb build outs at junctions

New shade tree planting on paths

New street tree planting in build outs

Platform crossings with change of material and lighting

Designed drop off zone with shelter, seats, drinking fountain and way finding in waiting area (directional signage to High St, and closest tram & bus stops)

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05 THE STREETS FOR PEOPLE METHODOLOGY

The following flow chart outlines the key stages undertaken in the development of the Streets for People project. The project is complete. The community and stakeholder engagement has finished and what we heard has been integrated into the recommendations outlined in this report.

STEP 1

STARTING THE CONVERSATION

The first step was to inform the community regarding the project, its scope and how they could get involved. This was achieved by a letterbox drop to all residents and businesses in the broader study area as well as seeking feedback from anyone interested in the corridor through Darebin's website and social media.

STEP 2

UNDERSTANDING THE NEIGHBOURHOOD & COMMUNITY

Getting a clear picture of the project area through a professional audit, as well as from the community's perspective was key to creating a 'baseline' for defining the vision and strategy.

A. PLACE AUDIT

Through the appraisal process it became clear what the influencing factors were that are contributing the community's experience of their neighborhood. Data on traffic volumes and speeds was analysed, revealing which local streets are close to comfortable capacity. The streetscape condition was examined to reveal where there are missing streets trees and vegetation, and where the priority greening areas are, as well as understanding where footpath quality can be improved to ensure the streets are accessible to all

B. COMMUNITY DIRECTIONS

Through the appraisal process it was realised local residents and users of the area have a range of movement and access, as well streetscaping concerns. The movement & access issues are:

- Perception of high volumes of traffic and high traffic speeds on local streets
- It's difficult to safely cross the east/west streets on foot and bike
- Fear of allowing children to walk alone to school

Streetscape and place concerns can be summarised as:

- General lack of greenery and shade coverage along the corridor
- Areas where there is missing sections of footpath and/or the footpath is too narrow and poor quality
- Limited play areas for children of all ages
- Lack of comfortable outdoor places where the community can meet

STEP 3

DEVELOPING THE DESIGN STRATEGY (INC COMMUNITY DESIGN DAY)

Following confirmation from the community on their aspirations for the project area and gaining an insight into the experience of the neighbourhood, a community design day was held. The street champions who came to the design day to represent the views of their neighbours participated in a design exercise to articulate a vision for a nominated hot spot along the corridor. The hot spots were chosen as case studies, representative of the issues experienced across the wider corridor. Groups were allocated a kit of parts of possible interventions, and a budget. Participants were asked to redesign an existing street section responding to the design objectives and their vision for the local area.

The key themes that were articulated by the community in their visions and designs for their hot spot were considered by and integrated into the recommended concepts. The key themes were developed into principles that have informed the Streets for People approach.

These principles are:

- **1 - Reconfiguring the Street** - to allocate more space for people and vegetation can result in slowing vehicle speeds and improving the place and environmental value of the street and neighbourhood
- **2 - Making it safer to cross the street** - to make it easier, safer & more comfortable for pedestrians of all abilities to walk through the study area
- **3 - Improving the Arrival Experience at the Train Stations** - improving the street surrounding the train station entrance to create places where people come to meet, wait, and relax, whilst also improving the passenger arrival and departure experience
- **4 - Creating Informal Community Spaces & Places** - creating places where people can meet, sit and relax. The key elements are widening the footpath, adding in street furniture, signage and lighting. Opportunities to treat storm water run off by increasing the amount of landscaped areas and rain gardens in the streetscape should be considered.

STEP 4

REFINING THE DESIGN STRATEGY

Integrating feedback received from the Community Design Day into the recommended interventions & final concepts

STEP 5

FINAL ENGAGEMENT

The community were asked to comment on this document. Feedback was discussed with Council & integrated into the final report

NEXT STEPS

DETAIL DESIGN & IMPLEMENTATION

The next phase of the Streets for People project is testing the feasibility and over the next two financial years (2018-19 and 2019-20) implementation of the recommended improvements

06 APPENDIX

Appendix 1 - Transport Technical Report

Appendix 2 - Preliminary Directions Paper

Appendix 3 - Engagement Package

Appendix 4 - Consolidated Engagement Report

Appendix 5 - Functional Layout Package

Appendix 6 - Indicative Costings

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