

Transforming your roads into..

# STREETS *for* PEOPLE



**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.**

Our 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 only 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.

Between February-May 2018, Council and our consultant team have been engaging with local community members and stakeholders to understand what is and isn't working in the project area; and to capture their ideas to help deliver the project objectives.

## The Project Objectives are to:

- Improve the use and function of local streets
- Resolve existing issues
- Transform local streets into more people-friendly places
- Provide better opportunities for walking and cycling
- Increase the safety of our streets

## The Project Area:


The Darebin Local Government Area covers over 53 km<sup>2</sup>. The Project Area is the first of a proposed multi-corridor roll out of the Streets for People program. It was selected due to the range of existing issues and the location as an existing ‘shimmy’ route (an informal bicycle path) that runs parallel to the train line, its proximity to three train stations and four schools made it the perfect candidate for the project. The potential positive impact on an improved pedestrian and cycling experience is considered to be significant, as well as those to the public realm.



Map of the Project Area

## Corridor of Focus

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

-  **Thornbury**
-  **Croxton**
-  **Northcote**



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## Developing the Community Vision through the Community Engagement Process

There are four stages to the Streets for People Community Engagement Efforts:

1. 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
2. Workshops and meetings with state government agencies, schools and community representatives to gather further knowledge
3. 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
4. Feedback on the Design Strategy – responding to this document

## Community Engagement Findings

We heard that the community generally supports the Streets for People objectives in creating more equity between transport modes and reducing the impact of private vehicles. The aspiration for the project area is to improve the overall experience and offer for local residents, visitors, pedestrians and cyclists.

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

- 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
- The need for 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



“A place people enjoy moving through & spending time in ”



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

“Inclusive, safe & Northcoteness”



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

## THE COMMUNITY’S VISION

The Streets for People project is fundamentally about improving the experience of local streets for the people who use them. As such, understanding 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 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. However, there are aspects that are not serving the community well.

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.

**Our vision for the Streets for People project is:**  
**“to create a neighbourhood that is safe, green, clean and welcoming”**

Specifically for this project the vision means:

### 1. SAFER FOR ALL USERS, DAY AND NIGHT

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

### 2. GREENER & CLEANER

- 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 amenity



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## THE DESIGN OBJECTIVES

The project team developed eight design objectives which were used to achieve the vision 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
- The objectives will be used to assess whether the detailed designs (to be developed in 2018-19) achieve the positive impacts envisaged for the project.

Each objective is explained below with a short description of what it 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 where possible



### 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 making short trips.



### OBJECTIVE 5

#### Make Parking Arrangements Fair For All

Improve the access, efficiency, function and quality of the parking areas along the rail line for all users so the area contributes to a high quality public space.



### 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 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 through the local streets. These conditions favor a comfortable mix of cyclists and vehicles sharing the streets.



### 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 cyclists. As per Objective 2, for cyclists to comfortably and safely mix with vehicles, a maximum of 2000 vehicles per day on a local street should be achieved.



### OBJECTIVE 6

#### Increase Street Greening

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



### OBJECTIVE 8

#### Create Staying Places

Identify local opportunities for residents to enjoy, play and participate by embedding elements into the streets and outdoor spaces that attract young and old. Locating these types of outdoor community spaces in close proximity to the stations improves both the amenity of the area, as well as the journey experience for passengers.



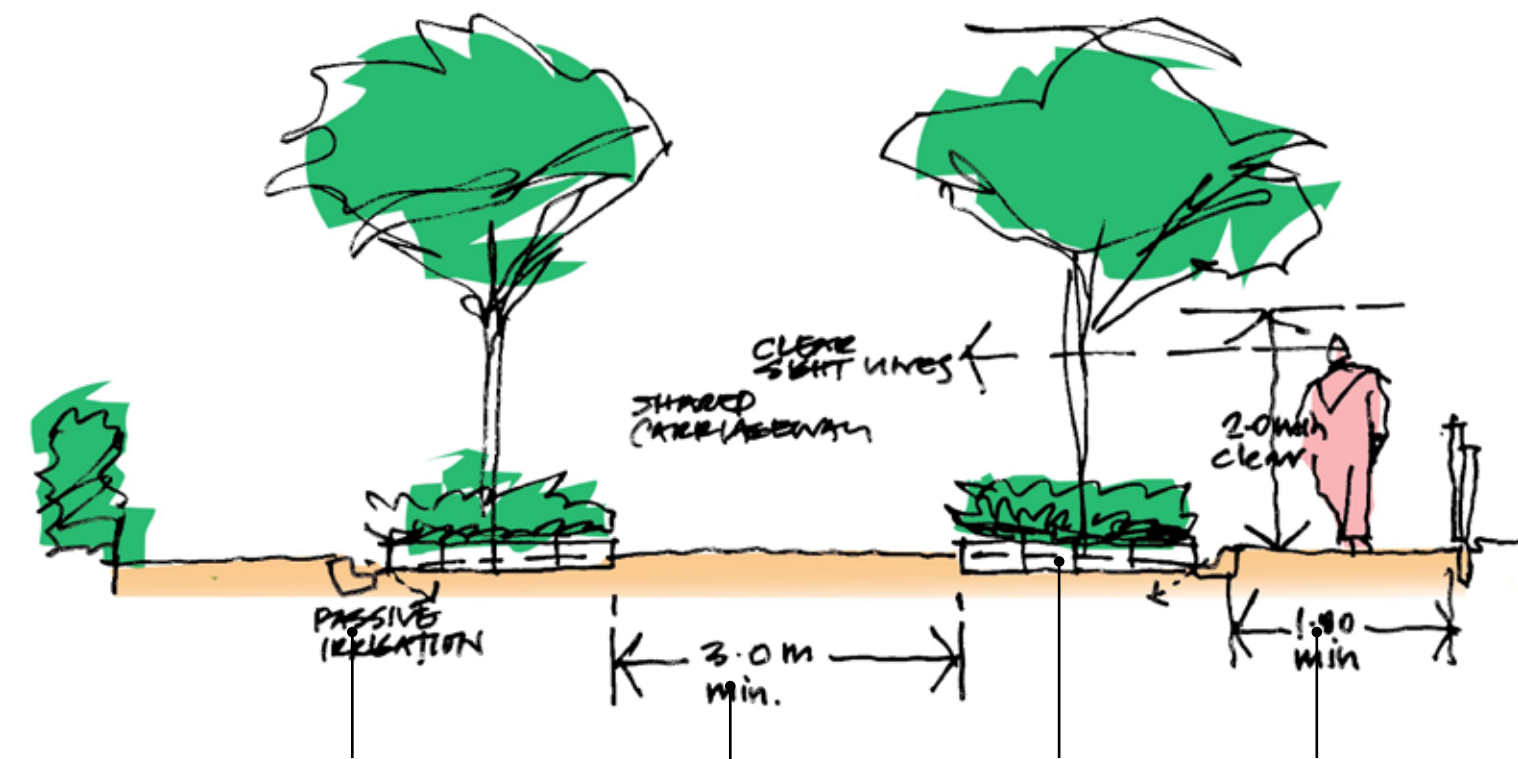


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## 1. RECONFIGURING THE STREET TO ALLOCATE MORE SPACE FOR PEOPLE & VEGETATION

This diagram demonstrates how reconfiguring the road reserve can result in slowing vehicle speeds and improving the 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 (can be simple measures like directing storm water into surrounding vegetation) and increasing permeable surfaces are initiatives that should be integrated into all streetscape upgrades

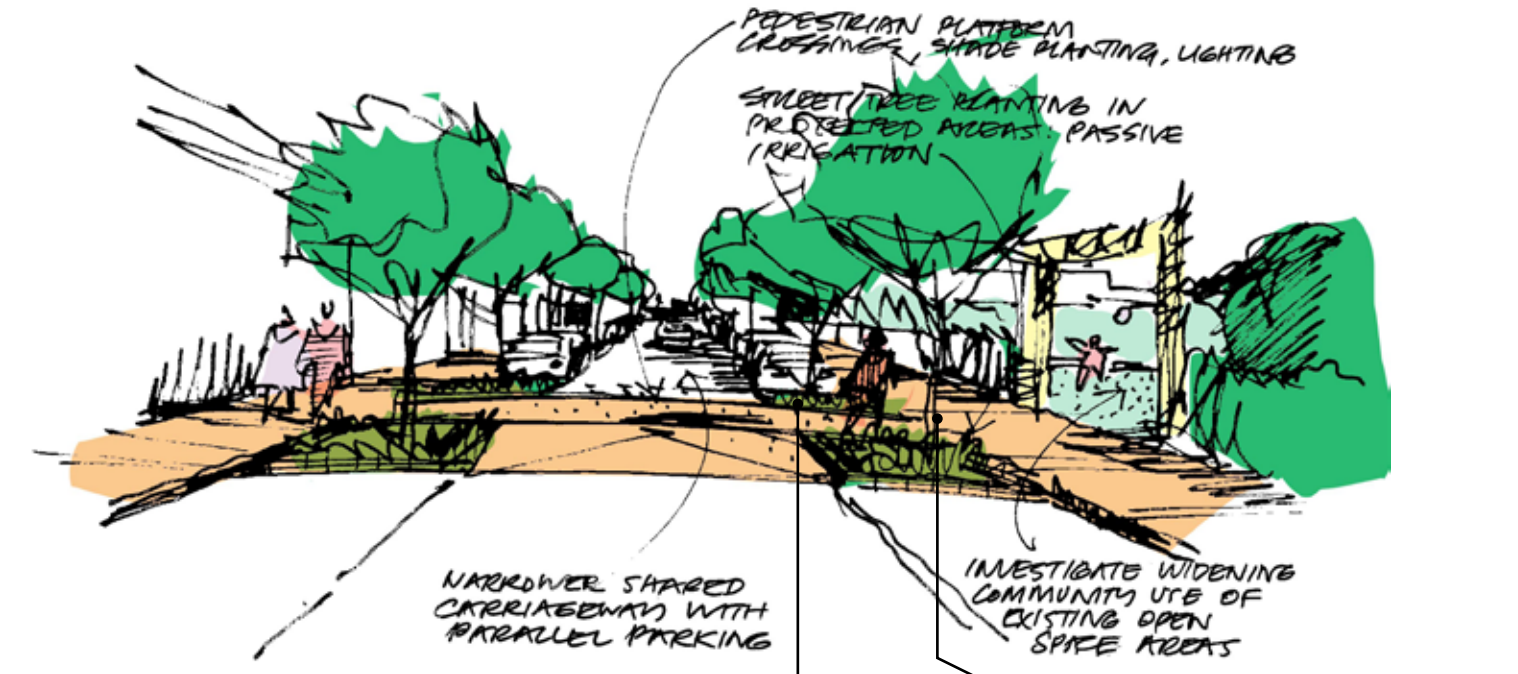
In spots where vehicles travel at high speeds than desired, strategically locate pinch points or kerb build outs to narrow the carriageway width. Restricting two way traffic to one lane at key locations will slow traffic and make it easier to informally cross the street

All traffic interventions are an opportunity to increase vegetation, trees and improve storm water quality (through WSUD interventions)

Footpaths should be a minimum of 1.8m wide to comfortably and safely accommodate the everyone in the community

## 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 reduces makes pedestrians more visible to drivers, reminding vehicles they must give way, as well as reducing vehicle speeds and providing landscaping opportunities.



Shade trees & vegetation should be integrated into the design of raised platform crossings

Narrow the carriageway with parallel parking

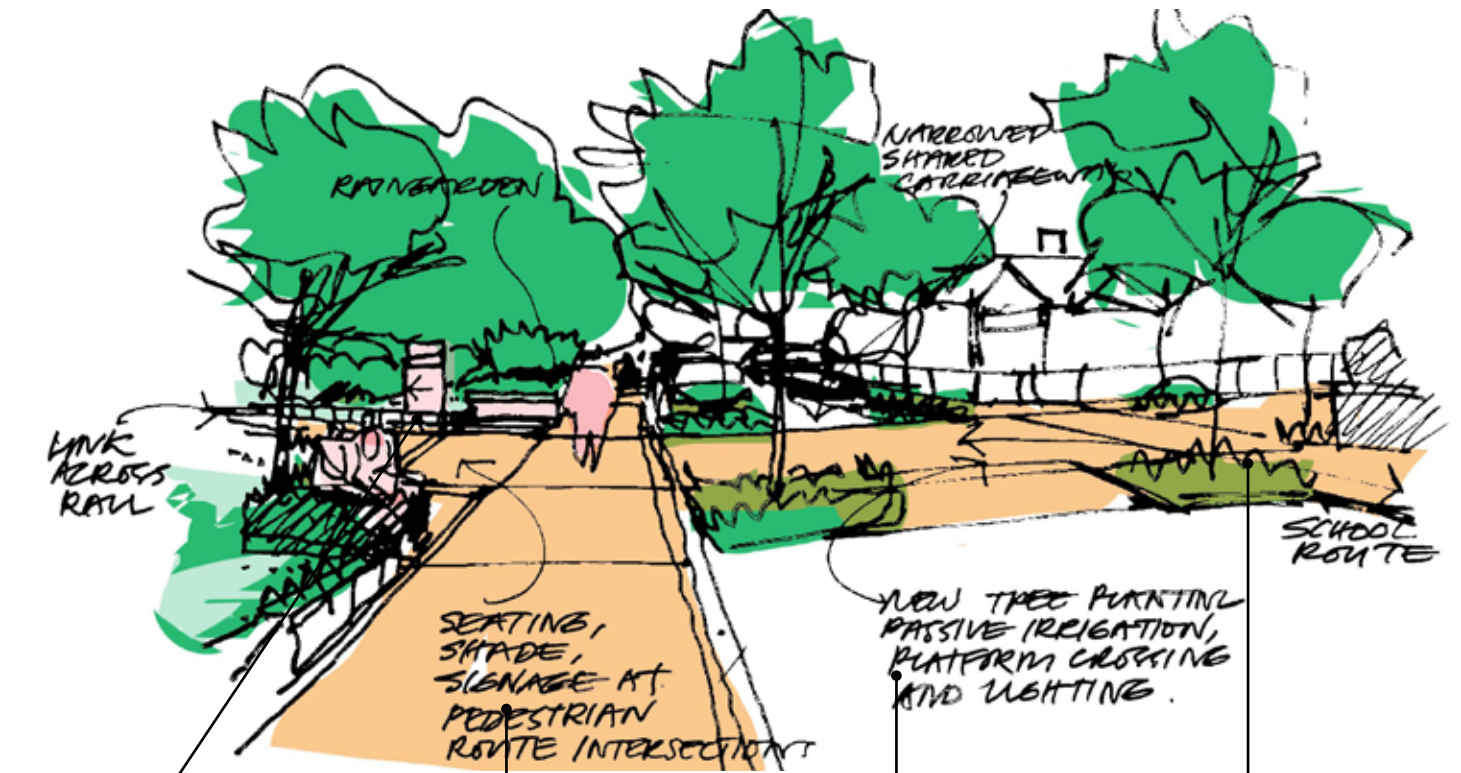
Integrated passive irrigation opportunities in new kerb out stands

## CONCEPTUAL APPROACH

The illustrations below show the approach to realising the community's vision, and demonstrate, in principle the method in responding to the design objectives. The diagrams are not location specific, however applying these principles consistently along the corridor will improve the place, environmental and community functions of the neighbourhood.

## 3. CREATING INFORMAL COMMUNITY MEETING SPACES

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

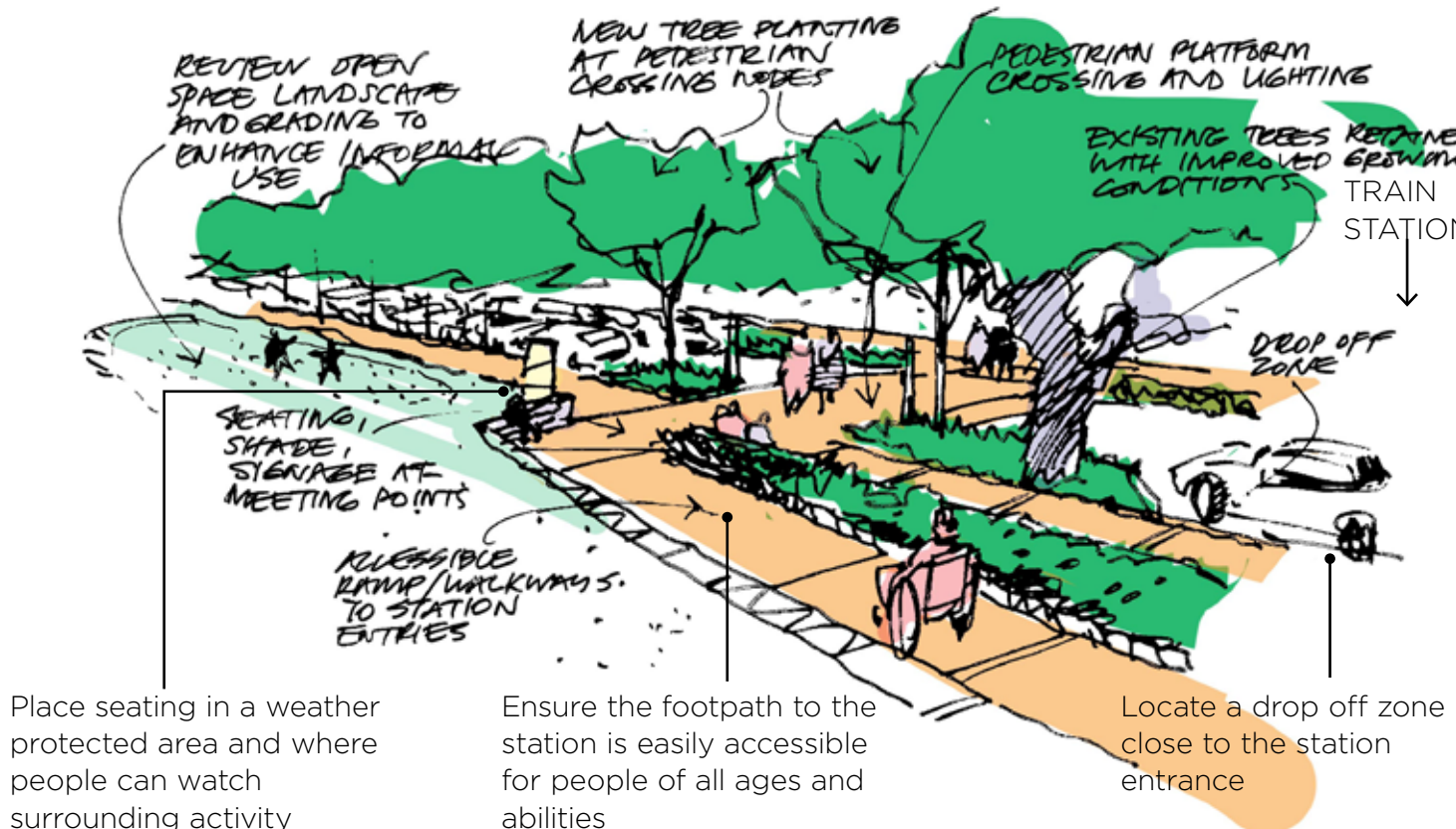
Wide, clear and direct pedestrian footpath to the entrance (consider ramp gradient where necessary)

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

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

## 4. IMPROVING THE ARRIVAL EXPERIENCE AT THE TRAIN STATIONS

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



Place seating in a weather protected area and where people can watch surrounding activity

Ensure the footpath to the station is easily accessible for people of all ages and abilities







Locate a drop off zone close to the station entrance

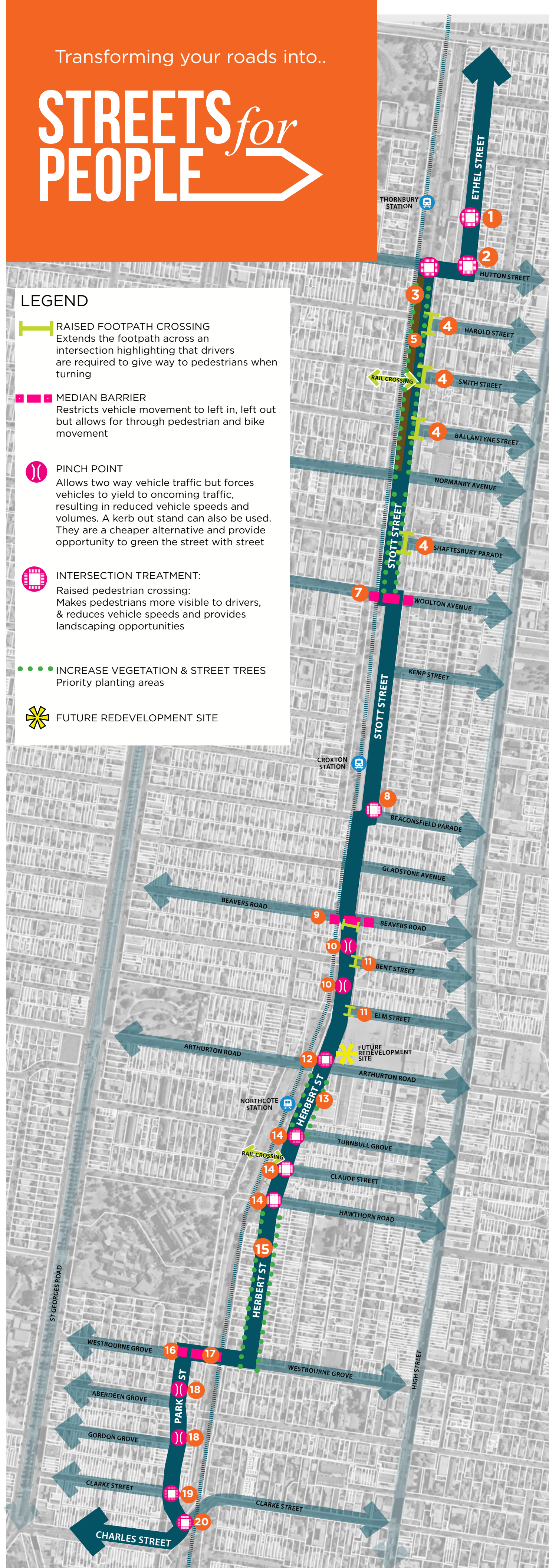


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## LEGEND

-  **RAISED FOOTPATH CROSSING**  
Extends the footpath across an intersection highlighting that drivers are required to give way to pedestrians when turning
-  **MEDIAN BARRIER**  
Restricts vehicle movement to left in, left out but allows for through pedestrian and bike movement
-  **PINCH POINT**  
Allows two way vehicle traffic but forces vehicles to yield to oncoming traffic, resulting in reduced vehicle speeds and volumes. A kerb out stand can also be used. They are a cheaper alternative and provide opportunity to green the street with street
-  **INTERSECTION TREATMENT:**  
Raised pedestrian crossing: Makes pedestrians more visible to drivers, & reduces vehicle speeds and provides landscaping opportunities
-  **INCREASE VEGETATION & STREET TREES**  
Priority planting areas
-  **FUTURE REDEVELOPMENT SITE**



## PRIORITY IMPROVEMENTS PLAN

A set of traffic and streetscape improvements have been developed that respond to the community's vision and design objectives. This plan illustrates where the recommended treatments are located along the corridor with more detailed information provided in the following pages.

- 1** Provide a landscaped raised footpath crossing on Ethel Street mid-way between Hutton and Blythe Streets to connect pedestrians to the pedestrian rail crossing (located to the north of the station behind the Scout Hall).
- 2** Provide a landscaped raised footpath crossing at the intersection of Hutton and Ethel Streets
- 3** Widen the pedestrian refuge island so pedestrians and cyclists will feel more comfortable when waiting at the centre median to cross
- 4** Along the eastern side of Stott Street provide a raised footpath across Harold Street, Smith, Ballantyne Street and Shafesbury Parade to remind vehicles that pedestrians have priority when crossing side streets
- 5** Resurface the area currently being used for train commuter parking along the rail corridor and plant a low level landscape buffer along the rail interface
- 6** Provide streets trees in build outs along the eastern side of Stott Street
- 7** Install a median barrier on Woolton Avenue to allow for left in/left out vehicle movement to reduce rat-running traffic
- 8** Reconfigure the Beaconsfield Parade roundabout to a T-Junction to slow traffic. A raised platform crossing should be integrated into the T-Junction to prioritise pedestrian movement to and from Croxton Station
- 9** Install a median barrier at the intersection of Beavers Road and Herbert Street to restrict vehicle traffic to left in/left out only. Additionally install a raised continuous footpath to prioritise pedestrians crossing Herbert Street when traveling along Beavers Road
- 10** Install multiple pinch points (or kerb build outs with street trees) to narrow the carriageway and create a consistent method of calming traffic along the length of Herbert Street between Beavers and Arthurton Roads
- 11** Along the eastern side of Herbert Street (between Beavers and Arthurton Roads) provide raised footpath crossings across Elm and Bent Streets
- 12** 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 (The Horizon site is located on the north/eastern side of Arthurton Road). A direct crossing is required so pedestrians and cyclists do not have to cross adjacent to the rail crossing. A conventional signalised intersection, or a signalised pedestrian crossing located to the east of Herbert Street. Additionally, a raised continuous footpath is recommended to cross Herbert Street (on both the south and north)
- 13** The existing one-way section of Herbert Street between Turnbull Grove & Claude Street should be removed (with the pinch point to remain)
- 14** Install a raised footpath crossing with landscaping on all approaches at the intersection of Herbert & Turnbull Grove, Herbert and Claude Streets and Herbert Street and Hawthorn Road
- 15** 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
- 16** Install a median barrier at the intersection of Westbourne Grove and Park Street to restrict traffic to left in, left out of Park Street. The no right turn restriction from Park Street into Aberdeen Grove is to remain
- 17** The pedestrian refuge island located on Westbourne Grove at the top of the laneway that run parallel to Park Street, requires modifying 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 on a diagonal between the laneway and Hartington Street
- 18** Replace 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
- 19** At the intersection of Park and Charles Streets install a raised pedestrian crossing on the northern side of the intersection to assist pedestrians to safely cross whilst providing a cue to vehicles that they are entering a low-speed environment
- 20** Upgrade 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



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## ETHEL STREET IMPROVEMENTS

The following concepts illustrate the recommended improvements to Ethel Street. This concepts shows 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.



### RECOMMENDED IMPROVEMENTS TO ETHEL STREET

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

### IMMEDIATE IMPROVEMENTS



### The recommended improvement to Ethel Street are:

- 1 Provide a landscaped, continuous path raised crossing mid way along Ethel Street to connect pedestrians to the rail crossing to the north of the station (running behind the Scout Hall)
- 2 Provide a landscaped, continuous path raised crossing at the intersection of Hutton and Ethel Streets
- 3 Widen the pedestrian refuge island on Hutton Street so pedestrians and cyclists will feel more comfortable when waiting at the centre median to cross

Additionally restricting parking to shorter term durations of stay (at least on the western side of Ethel Street) will 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 12. These improvements include additional streets trees in build outs, play area, station arrival area and bike storage facilities.

### The benefits of these improvements are:

- Reduced carriageway width at key points will contribute to slower vehicle speeds
- 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, high school and surrounding community facilities



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## STOTT STREET IMPROVEMENTS

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The following concepts illustrate the recommended improvements to Stott Street. This concepts shows 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.







### RECOMMENDED IMPROVEMENTS TO STOTT STREET

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

#### IMMEDIATE IMPROVEMENTS



#### The recommended improvement to Stott Street are:

-  **4** Along the eastern side of Stott Street provide a raised footpath across Harold Street, Smith Street, Ballantyne Street and Shaftesbury Parade to remind vehicles that pedestrians have priority when crossing side streets
-  **5** Resurface the area currently being used for train commuter parking along the rail corridor (with crushed rock) Install a concrete drain along the western edge of the bitumen. Plant a low level landscape buffer along the rail interface
-  **6** Provide streets trees in build outs along the eastern side of Stott Street (locations to be determined at detailed design stage)
-  **7** Install a median barrier on Woolton Avenue to allow for left in/ left out vehicle movement to reduce rat-running traffic

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 pg 13

#### The benefits of these improvements are:

- 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 across the 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



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## HERBERT STREET IMPROVEMENTS

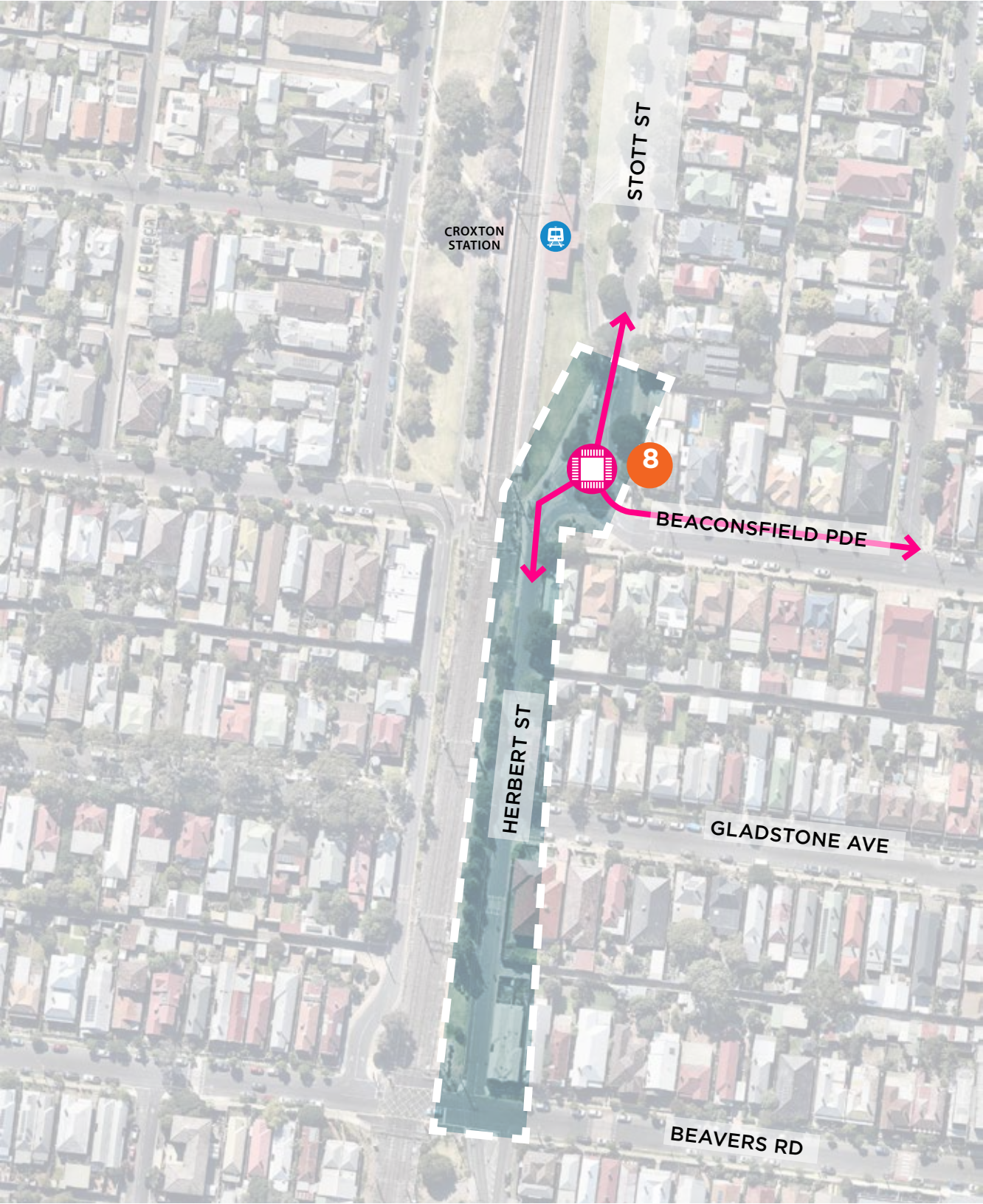
The following concepts illustrate the recommended improvements to Herbert Street between Beaconsfield Parade and Beavers Road. This concepts shows how the traffic and streetscape modifications can be applied in the short term. Priority improvements will be designed to be delivered in the next 1-2 years and will kick start the transformations.



### RECOMMENDED IMPROVEMENTS TO STOTT STREET SOUTH & HERBERT STREET NORTH

These recommendations apply to the section of Herbert Street between Beaconsfield Parade and Beavers Road.

#### IMMEDIATE IMPROVEMENTS



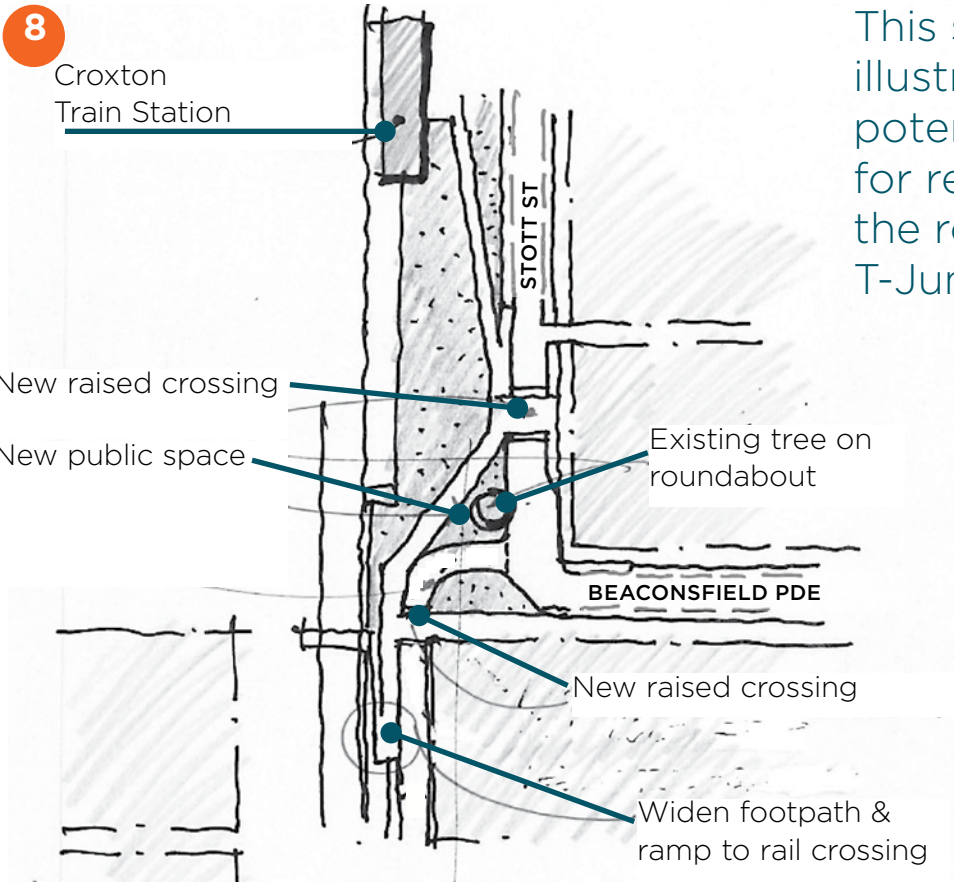
#### The recommended improvements to Stott & Herbert Streets are:

- 8 The Beaconsfield Parade roundabout is a prominent barrier to bike riding along the shimmy route. Replacing the roundabout with a priority controlled intersection, such as a reconfigured T-Junction is recommended. When detail design is undertaken attempts will be made to retain the existing tree located in the middle of the roundabout. See sketch concept at the bottom of this page that illustrates the T-Junction scenario.

*\*Note, the reconfiguring of the roundabout will require further investigation and detailed design, as it involves work within VicTrack land and requires consideration for retaining the existing street tree.*

To further reduce traffic speeds along Stott Street south of the Beaconsfield Parade roundabout parallel parking could be permitted along the eastern side. The carriageway is approximately 5.5m wide and with parallel parking on one side, traffic speeds should be constrained by vehicles negotiating for space. Passing opportunities should be facilitated by the short block lengths and creating pull out spaces at the rear access lanes and Gladstone Avenue. All upgrading works, including the parallel parking scenario should be undertaken with consideration of a proposed concept for the longer term vision for the Croxton Train Station surrounds. For further details see the aspirational concept on pg 14.

#### BEAconsfield PARADE ROUNABOUT REMOVAL - PRELIMINARY CONCEPT



This sketch concept illustrates one potential scenario for reconfiguring the roundabout to a T-Junction



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## HERBERT STREET IMPROVEMENTS

The following concepts illustrate the recommended improvements to Herbert Street between Beavers Road and Arthurton Road. The concepts shows 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.



### RECOMMENDED IMPROVEMENTS TO HERBERT STREET SOUTH

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

#### IMMEDIATE IMPROVEMENTS



#### The recommended improvements to Herbert Streets are:

- 9** Provide a median barrier at the intersection of Beavers Road and Herbert Street to restrict vehicle traffic to left in/left out only. Additionally, provide a raised continuous footpath to cross Herbert Street, on the southern side of Beavers Road
- 10** Provide multiple pinch points (or kerb build outs with street trees) to narrow the carriageway and create a consistent method of calming traffic along the length of Herbert Street (between Beavers and Arthurton Road)
- 11** Provide a landscaped raised continuous footpath to prioritise pedestrians walking along the eastern side of Herbert Street when crossing Elm and Bent Streets
- 12** Provide a raised continuous path 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. A conventional signalised intersection, or a signalised pedestrian crossing located to the east of Herbert Street is recommended. Consideration should be given to providing a direct crossing so pedestrians and cyclists do not have to cross adjacent to the rail crossing.

#### The benefits of these improvements are:

- 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



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## HERBERT STREET IMPROVEMENTS

The following concepts illustrate the recommended improvements to Herbert Street between Arthurton Road and Westbourne Grove. The concepts shows 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.



### RECOMMENDED IMPROVEMENTS TO HERBERT STREET

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

#### IMMEDIATE IMPROVEMENTS



#### The recommended improvements to Herbert Streets are:

- 13** 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 the same treatment as the other new pinch points recommended along the corridor
- 14** Install a raised footpath crossing with landscaping on all approaches at the intersection of:
  - Herbert & Turnbull Grove, connecting to the Northcote Train Station entrance
  - Herbert and Claude Streets, connecting to the pedestrian underpass
  - Herbert Street and Hawthorn Road to provide a safe pedestrian route to Northcote Primary School
- 15** When existing street trees require replacement select a species with a large canopy for shade and locate them in a kerb outstand 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 benefits of these improvements are:

- Improved pedestrian safety along the key walking route to Northcote Primary School, Train Station and the bus stop (on corner Herbert Street and Arthurton Road)



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## PARK STREET IMPROVEMENTS

The following concepts illustrate the recommended improvements to Park Street between Westbourne Grove and Charles Street. The concepts shows 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.



### RECOMMENDED IMPROVEMENTS TO PARK STREET

These recommendations apply to the section of Park Street between Westbourne Grove and Charles Street.

#### IMMEDIATE IMPROVEMENTS



#### The benefits of these improvements are:

- Restriction of movements at Westbourne Grove and pinch points will reduce the impact of vehicles along Park Street
- 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

#### The recommended improvements to Park Streets are:

- 16 Install a median barrier at the intersection of Westbourne Grove and Park Street to restrict traffic to left in/left out of Park Street. The no right turn restriction from Park Street into Aberdeen Grove is to remain
- 17 The pedestrian refuge island located on Westbourne Grove at the top of the laneway that run parallel to Park Street, requires modifying 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 on a diagonal between the laneway and Hartington Street. To provide space for the bike lane the existing pedestrian refuge will have to be moved to the centre of the carriageway (detailed design will be required to determine the configuration).
- 18 Replace 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
- 19 At the intersection of Park and Charles Streets install a raised pedestrian crossing on the northern side of the intersection to assist pedestrians to safely cross whilst providing a cue to vehicles that they are entering a low-speed environment
- 20 Upgrade 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. These include the school children attending the local high school pass through the park on the way to/from school, a quiet place for older people to meet, relax and wait for passengers using Merri Station, as well as a safe, protected, outdoor activity area for younger children.



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## 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, it has been identified that there is a clear appetite to improve the public spaces around rail stations along the corridor.

The following concepts illustrate potential projects outside of the scope of this particular project, which were developed from ideas generated by the community, and largely involved land owned and managed by others.

### THORBURY 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.

- Reallocation of road reserve between Blythe and Hutton Streets to further increase the amount of street trees and vegetation, as well as further reducing the vehicle speeds
- A centrally located play area for school children & the local scouts
- Increased bike storage at the station
- More street lighting along the main paths

*This package of improvements is out of the scope of this project but has been included as a future consideration if there is community and stakeholder support. The estimated cost is approximately \$550,000 - \$600,000 for landscaping including handstand, softstand, play equipment & street furniture (Council specification)*

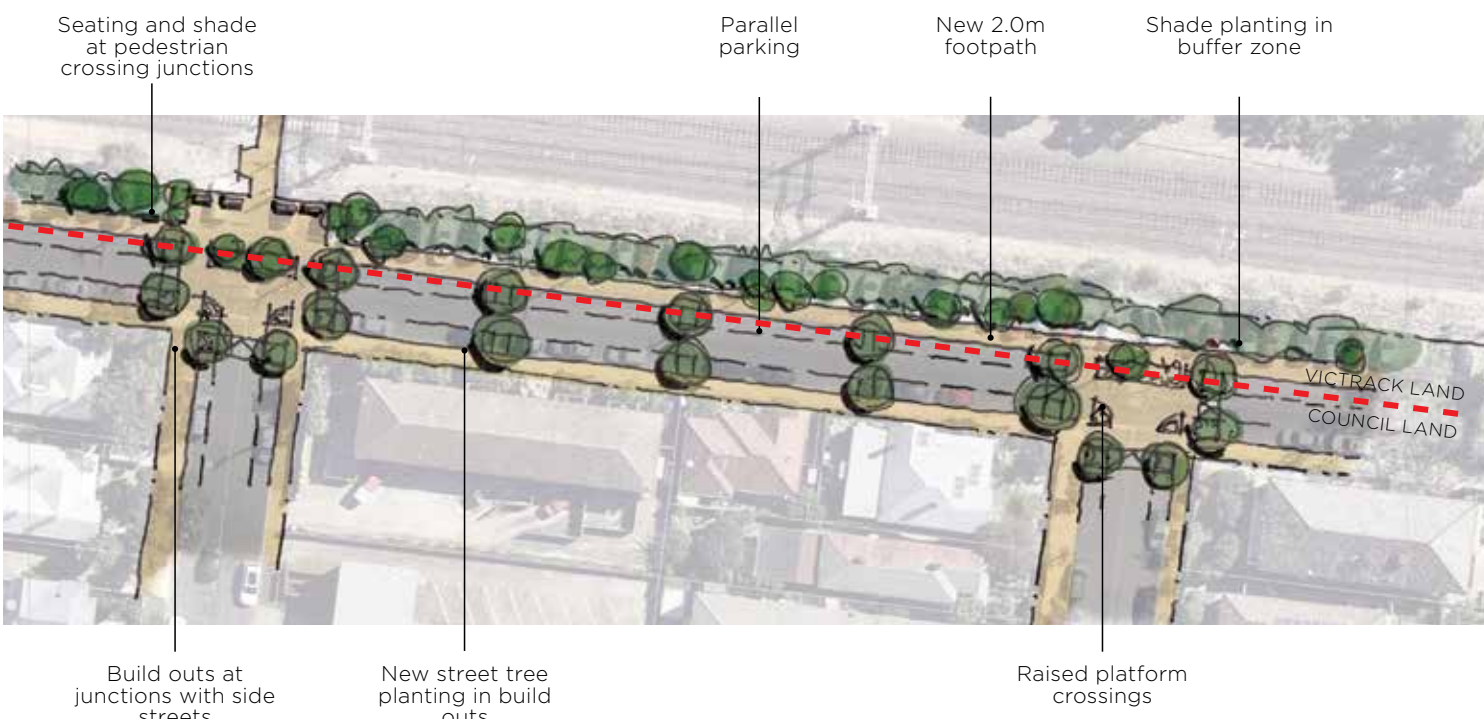


### FORMALISED PARKING IMPROVEMENTS ON STOTT STREET ADJACENT TO THE RAIL CORRIDOR

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.

- Reconfiguring the informal angle parking to parallel parking along Stott Street. This will significantly improve the safety and amenity of Stott and surrounding streets, however it will result in a loss of approx. 10 car spaces per block. This can be offset with an increase in parking on Herbert Street between (Beavers Road and Beaconsfield Parade).
- New footpath along the rail interface on the western side of Stott Street

*This package of improvements is out of the scope of this project but has been included as a future consideration if there is community and stakeholder support. Estimated cost approximately \$200,000 - \$250,000 for landscaping including handstand, softstand, play equipment & street furniture (Council specification)*





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## ASPIRATIONAL IDEAS FOR FUTURE COMMUNITY LED PROJECTS

These aspirational concepts should be considered for future investigation if the opportunity for collaboration between the key stakeholders (Darebin City Council, VicTrack and the community) and funding from external sources is possible (these concepts are unfunded).

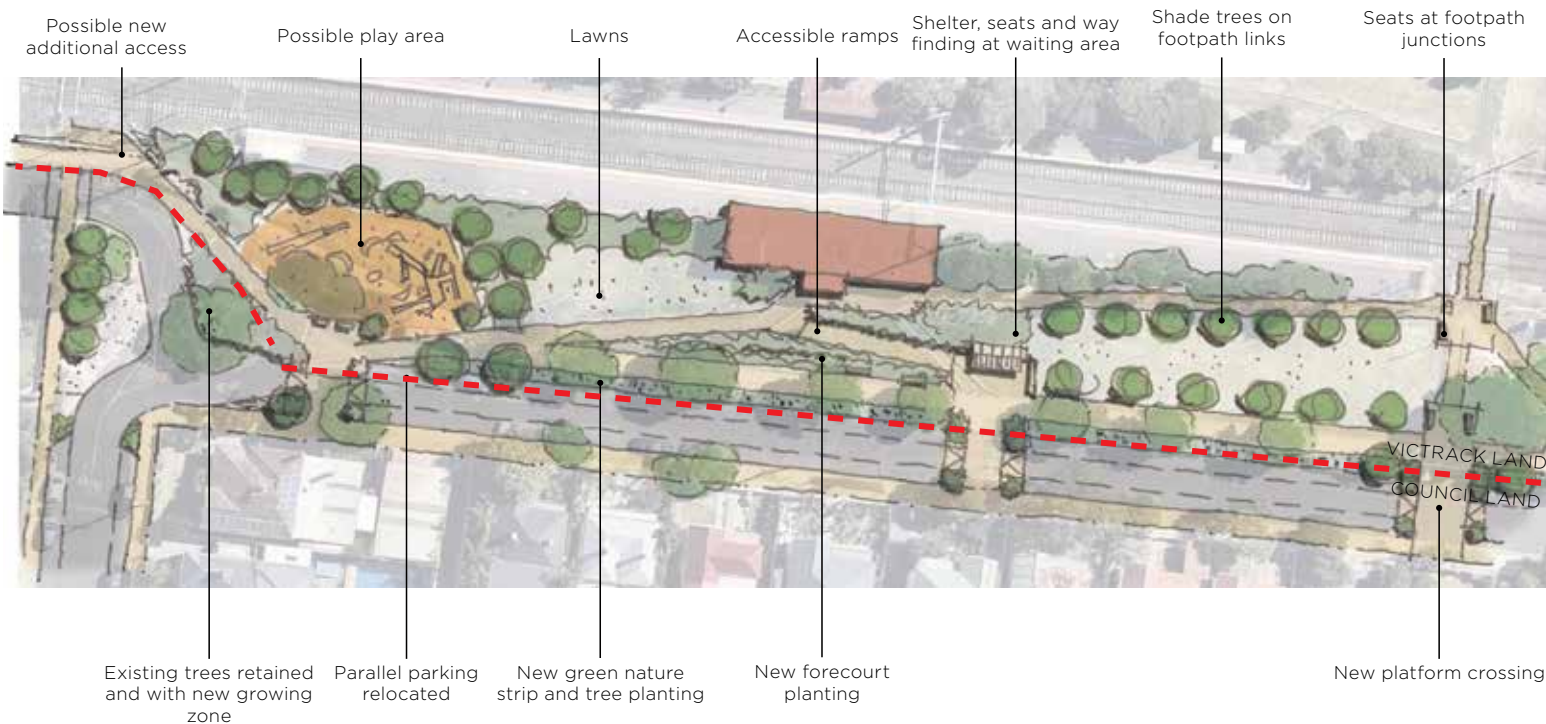


### CROXTON TRAIN STATION SURROUNDS INCLUDING STOTT & HERBERT STREET IMPROVEMENTS

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.

- 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)

*This package of improvements is out of the scope of this project but has been included as a future consideration if there is community and stakeholder support. Estimated cost approximately \$500,000 - \$550,000 for landscaping including handstand, softstand, play equipment & street furniture*



### 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.

- 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

*\*This package of improvements is out of the scope of this project but has been included as a future consideration if there is community and stakeholder support. Estimated cost approximately \$350,000 - \$400,000 for landscaping including handstand, softstand, play equipment & street furniture*





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# STREETS *for* PEOPLE

## THE PROJECT METHODOLOGY

The following flow chart outlines the key stages of the project. Stage 4 Design Development is now complete. We are now in the final round of community engagement and are seeking feedback on the design strategy. Community feedback will be integrated into the final design strategy and implementation will commence in the second half of 2018.

