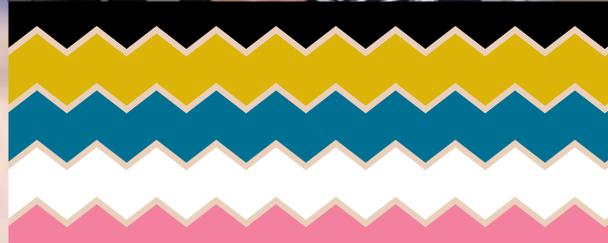




City of
DAREBIN

BETTER STREETS BETTER LIVING

RESERVOIR STREETScape
MASTER PLAN 2014



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**BETTER STREETS
BETTER LIVING**



INTRODUCTION

Reservoir has a great foundation, which requires some revitalisation.

This has already started through the development of Council strategies such as the Reservoir Activities Areas (RAA) Structure Plan and the redevelopment of the Learning and Civic Centre.

Reservoir is ready to shine.

The Streetscape Master Plan will continue to build on this momentum, providing actions to revitalise the centre, honouring its great foundation, heritage and diverse communities.

A bit about Reservoir

In 1837 Robert Hoddle surveyed the present day Preston and Reservoir area. Originally referred to as Preston North during its early settlement days, the creation of a water reservoir in 1864, gave inspiration to the suburb's name, 'Reservoir'. This significant water infrastructure continues to provide reliable, fresh water to the north and west regions of Melbourne.

The development of the Fitzroy to Whittlesea railway line in 1884, saw the construction of the Reservoir Railway Station, bringing new businesses and people to the area. Reservoir was considered a suburb in the 1920's.

Post World War 2 saw Reservoir's population boom, attracting new Italian and Greek migrants. This rapid growth also transformed Reservoir's landscape, from vast agricultural land, to suburban allotments dominated with brick and weatherboard homes, with large backyards.

Reservoir's diverse community has continued to flourish to include new Lebanese, Macedonian, Indian and Chinese residents. These communities have sprinkled their specialties throughout the suburb, from growing envious vegetable gardens in their frontyards, to home baked pides, biscotti and award winning cream buns in the shopping precinct. Diversity is the foundation of Reservoir.

Reservoir's central shopping area, Edwardes Street and Broadway contains many well-established and iconic businesses, providing great old-fashioned customer service and an old-world charm, rarely seen in other shopping centres. Mature Eucalyptus, Peppercorns and Ornamental Pear trees are the natural landmarks of the centre, adding layers of visual and acoustic interest.

Reservoir is anchored by two significant public open green spaces, Edwardes Lake Park and A.W Andrews, both walking distance from the centre.

What is a Streetscape Master Plan?

A Streetscape Master Plan is a document to guide physical changes to the public environment for the Reservoir Activity Centre.

It will establish the design coordination, material palette, identify preferred plant species and outline a 10-year program for implementation. This Master Plan will ensure that consistent decisions are being made by Council, the community and developers for the area.

It also translates the vision, goals and targets identified in the Reservoir Major Activity Areas (MAA) Structure Plan and supporting urban renewal policies, into a guiding blueprint for the design of the Reservoir's public spaces and streets.

SNAPSHOT OF RESERVOIR'S COMMUNITY

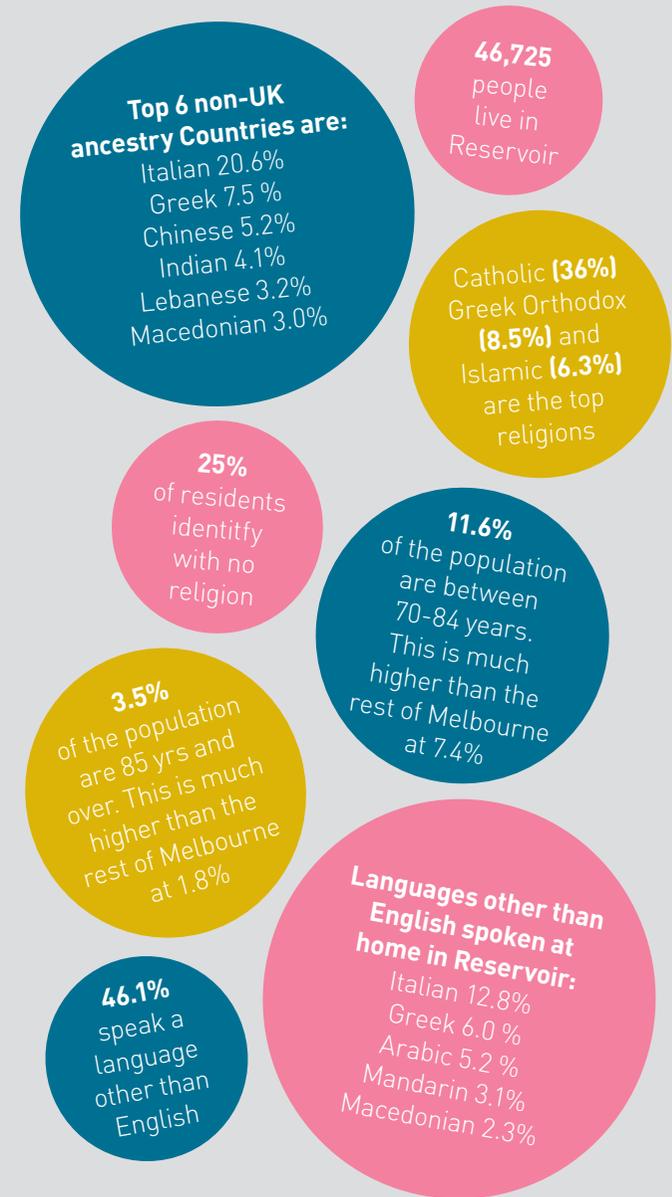




Figure 01: Context Map

Over many years, Reservoir has been subjected to many high level and visionary planning, transport and design projects, which are slowly being realised. This Master Plan provides practical and feasible options that can be realised through on the ground projects.

Key objectives of the Streetscape Master Plan

The Streetscape Master Plan will assist in making Reservoir a more attractive and accessible place to live, work, socialise, visit and invest. Its key objective are to:

- improve pedestrian amenity, safety and quality of the local streetscape;
- create a pedestrian friendly and walkable environment which reinforces public transport, pedestrian and cyclists movements in and to the Activity Centre;
- plant more street trees and introduce garden beds;
- provide for current and future growth in the area with high quality urban open spaces;
- create a sense of place and identity for the centre;
- foster community building and pride for their centre;
- guide the redevelopment of the public realm and establishment of partnerships between developers and Council; and
- attract Local and State Government funding opportunities.

How to read this document?

This document has been separated into five sections. Sections 01-02 provide an overview of why Council has prepared this Master Plan and outlines the community engagement process. Section 03 discusses the key design and placemaking strategies for Reservoir, and identifies the projects that will help realise them. Section 05 outlines the specific design and construction details for new streetscape furnishings and materials, whilst Section 06 outlines a proposed 10 year implementation program.

If you are a trader or resident

Review Sections 01-04 which outline the key projects, and how it may affect you. Section 06 discusses the proposed timing of the projects.

If you are a contractor

Review Section 05 for details on the suggested material palette for streetscape elements.

If you are a council officer

Pay particular attention to Section 03 and 04 which outlines the recommendations and Section 06 for the staging program.

Study Area

Reservoir is 12km north of the Melbourne City Centre, as outlined in Figure 01.

This Streetscape Master Plan looks at beautifying the Reservoir Activity Centre. The study area will extend from Compton Street/ Edwardes Street in the west, to Whitelaw Street /Broadway in the east, as illustrated in Figure 02.

This Master Plan should be considered alongside other Council Strategies:

- GreenStreets Streetscape Strategy (2012-2020)
- Retail Activity Centre Strategy
- Going Places Darebin Transport Strategy
- Reservoir Activities Area Structure Plan (2012)
- Reservoir Activities Area – Background Report (2010)
- Reservoir Identity Development Study (2014)
- Business Development and Employment Strategy (2012-2015)
- Darebins Cycling Strategy (2015)

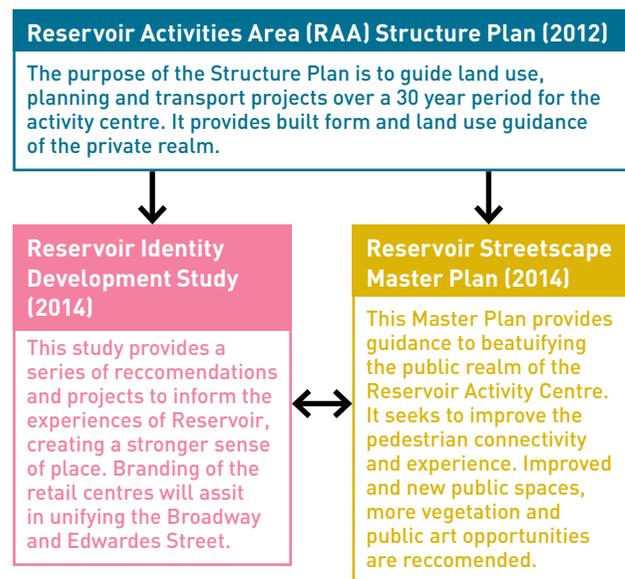


Figure 02: Streetscape Master Plan Study Area.

Building on 'Revitalising Reservoir' Projects

A considerable amount of work and community consultation has been carried out for the Reservoir Activity Centre over the past years.

This project aims to define and resolve some of the issues that have been raised through these studies, most notably the Reservoir MAA Structure Plan. It also builds on the significant and valuable feedback received from the community during this time.



Reservoir Major Activities Area Structure Plan

The RAA Structure Plan is a long-term blueprint for Reservoir, guiding land use, transport and social infrastructure changes over the next 30 years. It is the overarching document of the Reservoir Streetscape Master Plan.

Community engagement of the Structure Plan was a very comprehensive process, which included listening posts at the Kite Festival, informal chats with locals in the centre, stakeholder workshops, meetings with local businesses, community visioning workshops and in-centre interviews.

Key issues regarding Reservoir's public environment were raised in the Structure Plan:

- There is a need to bring the Reservoir Village and Broadway Shops together.
- More informal meeting spaces to sit and talk are needed for the centre.
- Reservoir Village and Broadway streetscapes are poorly maintained, tired and in need of beautification.
- More public art should be designed for the centre.
- The traffic/train intersection splits Reservoir both visually and physically.
- There is a need to strengthen and improve the pedestrian connection between Reservoir Village and Broadway.
- There is a need to slow down traffic in the centre – with pedestrian safety a key concern.
- The station precinct is unattractive and hard to get to. There is an opportunity to create a 'community hub' at the Station.

The vision for the Structure Plan was prepared with community involvement and synthesizes the key aspirations for a future Reservoir:

"In 2030 Reservoir will be a place without barriers that celebrates diversity, connectedness and participation. Through re planning and renewed investment in its streets, businesses, infrastructure and housing – while keeping and honoring what already makes it great – Reservoir will reach its full potential. Most importantly, Reservoir will finally have the welcoming central heart it deserves, by redesigning the intersection that divided it for so long. A central heart to match its soul. Throughout it all, the people of Reservoir will continue to lead and define opportunities for physical and social transformations and ensure Reservoir's cultural identity and landscapes remain unique."

As this vision highlights many aspirations for Reservoir's retail streetscapes it will be applied to the development of this Master Plan.

Social and environmental benefits of a Master Plan

Proposed streetscape changes in Reservoir will have a positive flow on effect to the social, environmental and economic conditions of the suburb.

It's hot in Reservoir

Reservoir is a hot suburb. A lack of tree cover and lots of impervious surfaces such as asphalt, all play a role in increasing the suburbs 'Urban Heat Island' (UHI) effect.

As Reservoir is one of the largest suburbs in Metropolitan Melbourne, we need to ensure that we reduce its UHI, as this can have a drastic effect on the health and wellbeing of its residents.

In a recent study by Monash University, Reservoir was identified as a high risk suburb for heat vulnerability, refer to Figure 03.

A lack of tree greenery and tree cover, coupled with an ageing and socially disadvantaged population, puts Reservoir in the high-risk category.

Providing additional green spaces and street trees for shade can improve Reservoir's micro-climate and comfort for its citizens. Trees can reduce the temperature of the surfaces they shade, as much as 10-25 degrees. They also contribute to a healthier environment by helping managing water quality and improving air quality.



Planting more trees can have an incredible impact on reducing our cities UHI. Trees provide shade in our streets and can reduce our energy costs by 10-20%.

Edwardes Lake.

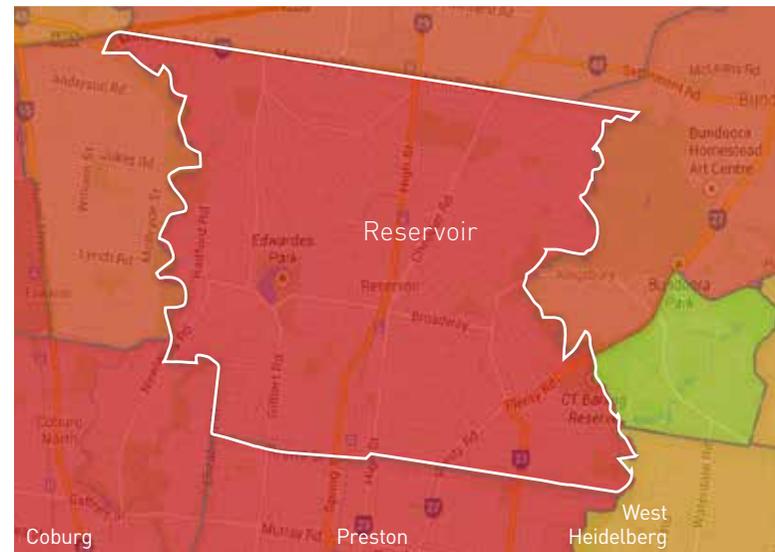


Figure 03: Heat Vulnerability mapping produce by Monash University. Red equates to high risk areas, and low vegetation cover.

What is the Urban Heat Island effect?

In urban areas, we often replace natural surfaces such as grass and trees, with solid (impervious) surfaces like asphalt for roads or concrete slabs for buildings. These impervious surfaces absorb energy from the sun, which is then released at night, increasing temperatures of our cities. Often our cities are a few degrees warmer than our country areas at night. This change in surfaces can have a drastic role in increasing the temperature of an area and also the comfort of its people. As it gets hotter in our cities, we tend to use more electricity for cooling our homes, which increases the pollution and our living costs. This phenomenon is often referred to as the Urban Heat Island (UHI) Planting more trees can have an incredible impact on reducing our cities UHI. Trees provide shade in our streets and can reduce our energy costs by 10-20%.



Melbourne's laneways are great examples of renewing forgotten spaces to become iconic people destinations, stimulating the local economy.



Lygon Street, Carlton has successfully been shaped by the Italian heritage and identity of the area.



Urban design renewal and lighting upgrades have improved the safety and amenity of the Dandenong Activity Centre.

The benefits of 'Good Retail Streets'.

Streetscapes promote the 'look and feel' of an area, and can play a key role in determining the success of a retail area.

'Good retail streets', or well-designed streets can be an extension of our gardens, providing an environment for people to meet, sit and linger. They can evoke a sense of community pride, and can be a catalyst in stimulating investment in the private domain.

Designing streetscapes with the pedestrian amenity as a priority has so many benefits, including:

- Increasing pedestrian and cyclist activity in the area.
- Creating attractive, destination places for people to visit.
- Generating more business and stimulate the local economy, by attracting more people into an area.
- Encouraging landowners to invest in the ongoing maintenance of their shopfronts.
- Is a great marketing tool for the 'mainstreet' retail centres (as opposed to the larger self-contained shopping centres).
- Revitalising 'drive-through' districts into lively places that people want to visit.

- Calming the traffic travelling through the centre.
- Improving the safety of a centre, by increasing the natural surveillance by having more 'eyes on the street'.
- Improving the communities' physical and mental wellbeing by promoting walking.
- Providing cultural opportunities and a new social dimension – bringing communities together, provide meeting places and foster social ties
- Shaping the cultural identity of an area. Good streets are part of its unique character and provide a sense of place for local communities.
- Support healthy and active communities.

Good streets have:

- Generous footpaths
- Lighting for people
- Trees and shade
- Active and open frontages to the street
- Street furniture
- People friendly design
- Artworks and cultural markers

CONSULTATION PROCESS

The Reservoir community has been actively involved in activities to revitalise their suburb, starting with the development of the Reservoir MAA Structure Plan, through to workshopping the design concept of the Library and redevelopment.



Once again their feedback has been instrumental in shaping the direction of this Master Plan. The following section provides a summary of events and feedback received, informing this document.

Phase 1 – Issues and Opportunities

The Reservoir community have already contributed greatly to the revitalisation of their neighbourhood. Therefore 'community engagement fatigue' was a high risk and a key consideration in developing new methods to engage with the community.

A key objective of the engagement strategy for the Master Plan was to try innovative and participatory methods of engagement.

The following activities formed part of the preliminary engagement of the Master Plan:

Village Walk

To understand the immediate issues and opportunities of the study area, village walks were undertaken. This simply involved walking

through Edwardes Street and Broadway with small groups of community members, discussing and documenting problematic and opportunity areas.

These walks provided an avenue for the community to identify issues that required immediate attention and could be addressed through the small wins program.

Café Discussions

Led by Council officers, small group discussions were held at numerous cafés on Broadway and Edwardes Street.

Key issues to emerge from these sessions included

- Council poorly maintains the centre. Cleaning and repairing the centre is urgently required, before we start implementing new infrastructure and more garden beds.

- Shopfronts need to be revitalised. They are looking dated and tired.
- Broadway Village needs a greater business mix.
- Footpaths look tired and are hazardous to pedestrians. The broken footpaths make it difficult for seniors and people with limited mobility to move around the streets.
- Maintenance and cleaning of the centre, particularly Reservoir Station, bus Interchange and the Melbourne Water site is an ongoing issue that needs to be addressed.
- Safety and lighting in the centre needs to be improved, notably around the carparks and the station.
- There needs to be a greater variety in hourly carparking mix on the street – particularly in Broadway.
- Movable garden planter boxes, that traders and community could adopt should be created.
- There is a lack of free public space in the centre.

- Access into shops for people with limited mobility must be improved. There is only one café on Edwardes Street, which physically allows people in wheelchairs to enter.
- Realising the vision of the 'community heart' is pivotal to improving the centre. The undergrounding of the station and simplification of the road network, will allow for the Broadway and Edwardes Street to be physically connected.
- 'Small Wins' should be used to clean and repair the streets, before we start implementation of the Master Plan.

Darebin Community and Kite festival 2014

Council engaged 'CoDesign' consultants to develop interactive and participatory engagement activities, collect information from a wider community group at the 'Darebin Community and Kite Festival, in Edwardes Lake Park. This workshop took place on Sunday 23 March, from 11am – 4pm.

Two engagement activities were designed. Activity 1 allowed people to quickly comment on a good or bad aspect of the study area by writing a comment and sticking it on an aerial map. Activity 2 allowed people to be an urban designer for 5 minutes. It encouraged participants to make personalised improvements to the two key locations in the study area, using scale model parts. Selected locations included the corner of Edwardes Street/ Spring Street and the future Broadway Park site. People were able to engage with the sites and experiment with ideas for how the street could work. It encouraged people to test out their ideas, knowing that it's an experiment, which could influence a real world outcome in the future.

Key Issues

Activity 1 – Key Issues and Opportunities

- There is a lack of connection between Broadway and Edwardes Street (raised by 30% of participants), with the road and rail line labelled as a key obstacle in creating a successful centre. The junction was also identified as a significant safety issue for pedestrians. An underpass or footbridge were key suggestions in addressing this problem.
- Creating of more green space was suggested by many participants. People would like to see more trees, shade and greenery in there centre. Some participants suggested the centre should have a community garden or provide planter boxes that the community could maintain.

Activity 2 – What they would like to see in their public spaces

- More green space. Around 70% of people stated they would like to see more trees and planting.
- Functional and safe spaces for children, which are sheltered from traffic. This could be done through the use of trees, planter boxes and fencing.
- Community to take ownership and be involved in the creation and maintenance of public space. Suggestions included vegetable and herb boxes that locals could maintain, food trucks run by local people and art created by local schools and community groups.
- A comfortable, safe multipurpose space where locals can gather and meet.



Café discussions and workshopping ideas with local businesses.



Village Walks with the Community Reference Group.



Workshopping ideas during Phase 1 of the project with residents.



Residents reponse to the proposed Broadway Park site (Activity 2), at the Kite Festivals interactive workshop.



Workshopping ideas at the interactive Kite Festival workshop.



Edwardes Street 'drop in' information session.

- A space to sit, some shade, something to look at and possibly eat. Public art was quite a popular idea with around 20% of participants stating they'd like to see something creative in the space.
- Solar powered lighting and water sensitive design was suggested for public spaces.

- A summary brochure which was distributed to 6400 homes in Reservoir.

Key issues and opportunities

Feedback from this phase of consultation, has been considered in finalising the Plan included:

- Support for new garden beds, additional trees and public art in the centre.
- Support for the reclaiming of road space for public space, in particular the Broadway Park and Edwardes Street concepts.
- Grade separation and road simplification of the Reservoir Railway Station and road junction is an urgent priority for the community. It plays a significant role in transforming the retail centre and suburb.
- Footpaths are hazardous and require replacement.
- Safe pedestrian connections are required between the two centres, with people suggesting foot overpass or underpasses through the junction.
- Improvements to the cycle network and infrastructure and public lighting.
- The centre requires a better business mix.
- Investigate opportunities to reduce the truck traffic flow through the centre.

Phase 2 – Draft Master Plan

The Draft Reservoir Streetscape Master Plan was placed on public exhibition for a 4 week period.

The public engagement strategy included:

- Five community 'drop in sessions' were held at the Reservoir Library, Reservoir Station, East Reservoir Neighbourhood House, Edwardes Street and Broadway.
- Presentations to the 'Darebin Disability Advisory Committee' and Community Steering Group.
- On site meetings with Government Agencies.
- Presentations and workshops with local businesses.
- One-on-one meetings with internal departments.
- Information on Council's webpage.
- Online survey.
- Media release in local papers.
- Local advertisements in the Neighbourhood Community house newsletter and library newsletter.
- Social media updates.

DESIGN STATEMENT AND THEMES

A design statement and design themes have been prepared to encapsulate the design direction, of future changes to Reservoir over the next 10 years.



Design Statement

The design statement contains the key messages expressed during the initial engagement phase.

Edwardes Street and Broadway will have high quality, simple, durable and easily maintained streetscapes. Building on their existing attributes, clean modern furnishings and materials will be introduced, creating and enhancing public spaces. New street plantings will provide much needed shade whilst new paving will create walkable streets for all. The timeless streetscape will allow for the wonderful mix of businesses, public art new greenery and diverse community to shine, providing a flexible canvass which the community can build on.

Design Themes

Eight principles have been developed to guide the direction of the Streetscape Master Plan. They build on previous work already undertaken for the centre and community engagement that shaped Master Plan.

These eight themes can be described as the building blocks, helping realise the vision for the centre and include:

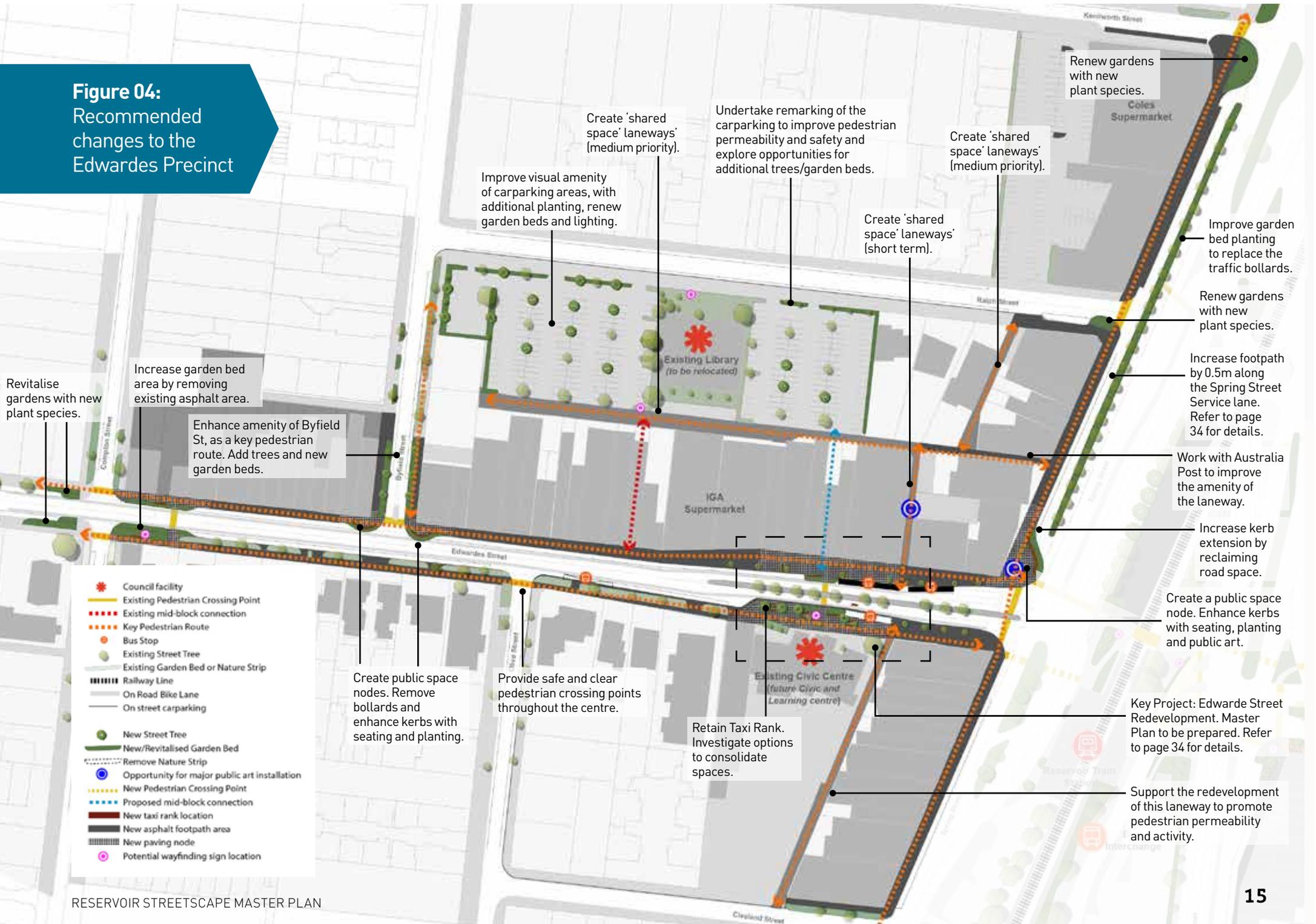
1. Building on Reservoir's strengths
2. Creating streets for all people
3. Transport, traffic movements and carparking
4. Injecting activity and energy in the streets
5. Greening Reservoir
6. Celebrating Reservoir's diversity
7. Stimulating businesses and private investment
8. Maintenance, cleansing and repair

A series of strategies and actions for realising these ideas have been identified in Section 04 'The Master Plan'.

THE MASTER PLAN

Based on the design themes, the recommendations are also highlighted in the 3 key precincts – Edwardes Street, Broadway and the Reservoir Station site. Key projects will also be described in greater detail in this chapter.

Figure 04:
Recommended
changes to the
Edwards Precinct



Revitalise gardens with new plant species.

Increase garden bed area by removing existing asphalt area.

Enhance amenity of Byfield St, as a key pedestrian route. Add trees and new garden beds.

Improve visual amenity of carparking areas, with additional planting, renew garden beds and lighting.

Create 'shared space' laneways' (medium priority).

Undertake remarking of the carparking to improve pedestrian permeability and safety and explore opportunities for additional trees/garden beds.

Create 'shared space' laneways' (short term).

Create 'shared space' laneways' (medium priority).

Renew gardens with new plant species.

Improve garden bed planting to replace the traffic bollards.

Renew gardens with new plant species.

Increase footpath by 0.5m along the Spring Street Service lane. Refer to page 34 for details.

Work with Australia Post to improve the amenity of the laneway.

Increase kerb extension by reclaiming road space.

Create a public space node. Enhance kerbs with seating, planting and public art.

Key Project: Edwarde Street Redevelopment. Master Plan to be prepared. Refer to page 34 for details.

Support the redevelopment of this laneway to promote pedestrian permeability and activity.

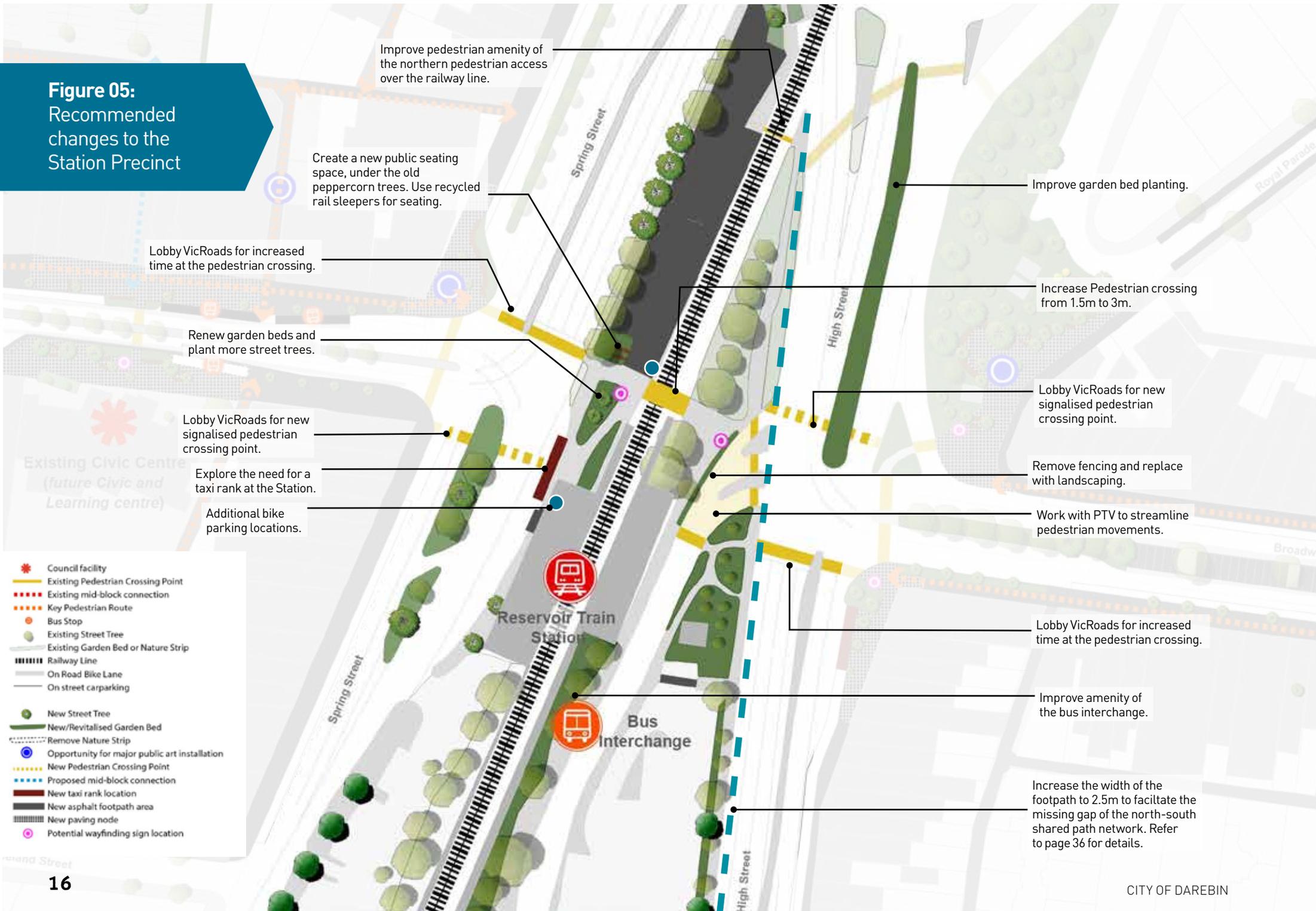
Create public space nodes. Remove bollards and enhance kerbs with seating and planting.

Provide safe and clear pedestrian crossing points throughout the centre.

Retain Taxi Rank. Investigate options to consolidate spaces.

- Council facility
- Existing Pedestrian Crossing Point
- Existing mid-block connection
- Key Pedestrian Route
- Bus Stop
- Existing Street Tree
- Existing Garden Bed or Nature Strip
- Railway Line
- On Road Bike Lane
- On street carparking
- New Street Tree
- New/Revitalised Garden Bed
- Remove Nature Strip
- Opportunity for major public art installation
- New Pedestrian Crossing Point
- Proposed mid-block connection
- New taxi rank location
- New asphalt footpath area
- New paving node
- Potential wayfinding sign location

Figure 05:
Recommended
changes to the
Station Precinct



Improve pedestrian amenity of the northern pedestrian access over the railway line.

Create a new public seating space, under the old peppercorn trees. Use recycled rail sleepers for seating.

Lobby VicRoads for increased time at the pedestrian crossing.

Renew garden beds and plant more street trees.

Lobby VicRoads for new signalised pedestrian crossing point.

Explore the need for a taxi rank at the Station.

Additional bike parking locations.

Improve garden bed planting.

Increase Pedestrian crossing from 1.5m to 3m.

Lobby VicRoads for new signalised pedestrian crossing point.

Remove fencing and replace with landscaping.

Work with PTV to streamline pedestrian movements.

Lobby VicRoads for increased time at the pedestrian crossing.

Improve amenity of the bus interchange.

Increase the width of the footpath to 2.5m to facilitate the missing gap of the north-south shared path network. Refer to page 36 for details.

- Council facility
- Existing Pedestrian Crossing Point
- Existing mid-block connection
- Key Pedestrian Route
- Bus Stop
- Existing Street Tree
- Existing Garden Bed or Nature Strip
- Railway Line
- On Road Bike Lane
- On street carparking
- New Street Tree
- New/Revitalised Garden Bed
- Remove Nature Strip
- Opportunity for major public art installation
- New Pedestrian Crossing Point
- Proposed mid-block connection
- New taxi rank location
- New asphalt footpath area
- New paving node
- Potential wayfinding sign location

Figure 06:
Recommended
changes to the
Broadway Precinct

Key Project: New Broadway Park. Master Plan to be prepared. Refer to Page 26-27 for details.

Create 'shared space' laneways, (medium priority).

Create a new kerb extensions to facilitate a public space nodes. Enhance kerbs with seating and planting. May result in loss of carparking.

Create a new kerb extensions to facilitate a public space nodes. Enhance kerbs with seating and planting. May result in loss of carparking.

Renew gardens with new plant species

Enhance amenity of Marchant St, as a key pedestrian route. Add trees and garden beds.

Renew gardens with new plant species.

Create a public space node and enhance kerbs with seating and planting.

New pedestrian crossing point and public space node.

New Taxi Rank location for Broadway precinct.

Relocate Taxi Rank and revert space with new carparking bays.

Create 'shared space' laneways, (short term priority).

Provide safe and clear pedestrian crossing points throughout the centre.

Create a new kerb extensions to facilitate a public space nodes. Enhance kerbs with seating and planting. May result in loss of carparking.

Improve visual amenity of carparking areas, with additional planting, renew garden beds and lighting.

Enhance amenity of Bernard St, as a key pedestrian route. Add trees and garden beds and lighting.

-  Council facility
-  Existing Pedestrian Crossing Point
-  Existing mid-block connection
-  Key Pedestrian Route
-  Bus Stop
-  Existing Street Tree
-  Existing Garden Bed or Nature Strip
-  Railway Line
-  On Road Bike Lane
-  On street carparking
-  New Street Tree
-  New/Revitalised Garden Bed
-  Remove Nature Strip
-  Opportunity for major public art installation
-  New Pedestrian Crossing Point
-  Proposed mid-block connection
-  New taxi rank location
-  New asphalt footpath area
-  New paving node
-  Potential wayfinding sign location



'Everything except walk' installation for the Flying Kite Festival 2013. Pollen Studio wrapped the trees throughout the activity centre.



Uplighting of the trees should be explored to unify the centre and create a strong sense of arrival to the centre. Example shown: St Kilda Road.



Shared spaces – Reservoir's laneways should be revitalised to create a new, intimate pedestrian environment for the centre and support slow car movements.

1 Building on Reservoir's strengths

Our Goal	How to realise it?		Ongoing	Short	Med	Long
Celebrate the mature trees located in the central median strips of both Edwardes Street, Broadway and at the Reservoir Railway Station.	1.1	Continue to use temporary art installations to celebrate the trees.	●			
	1.2	Develop a lighting strategy for the centre. Ensure that the highlighting the trees (fairy lights or uplighting) are included in the scope of this strategy.		●		
Realise the great potential of Reservoir's laneways.	1.4	Create 'shared space' laneways, by introducing new paving, moveable bollards, green walls and public art. Refer to Key Project: Revitalising our laneways for further details – page 30.		●	●	●
	1.5	Work with Australia Post to improve the amenity of the laneway adjacent to the Post Office.	●	●		
	1.6	Facilitate the activation and investigate business opportunities for the laneways.	●	●		
Showcase the diversity of Reservoir's community.	1.7	Develop public spaces that support social inclusion and celebrate the centres diverse age and ancestry groups.	●			
	1.8	Encourage themes for new arts projects (visual and performance based) to celebrate Reservoir's multiculturalism.	●			
	1.9	Support the implementation of poster bollard infrastructure to promote local community events in Reservoir. Refer to Section 05 for details.	●	●		



Visualisation of new flagpole banners for the Centre.



New Reservoir centre branding was developed in the Reservoir Identity Study.



Temporary street stenciling is a cost effective method in rolling out the new branding for the centre, as undertaken by Ballarat City Council in their 'Imagine Ballarat' campaign.

Our Goal	How to realise it?	Ongoing	Short	Med	Long	
Improve the physical and visual connection between the two centres.	1.10 Continue to work with and lobby State Government to deliver the 'Central Heart Concept' (page 20). Further feasibility and specialist studies will assist in presenting a strong economic, environmental and community based case.	●	●			
	1.11 Work with State Government to deliver short-term improvements in creating safe, easy and streamlined pedestrian connections through the Reservoir Railway Station and bus interchange.		●	●		
	1.12 Develop a Wayfinding Strategy. This strategy should help people navigate through the difficult and confusing road and rail junction. This may include providing 'real time' wayfinding information and pedestrian waiting times at the station crossing. For further guidance refer to the Reservoir Identity Development Study (2014).			●		
	1.13 Implement the 'Big Sister' (Edwarde Street) and 'Little Sister' (Broadway) analogy for the centre. As identified in the Reservoir Identity Study.	●				
	1.14 Investigate other intangible methods of 'connecting' the centres. Public art, plantings, lighting or other ephemeral means methods should be explored.	●				
	1.15 Implement the new Reservoir retail centre logo and branding, as highlighted above and in the 'Reservoir Identity Development Study, 2014'. First stage will involve the implementation of new centre promotional flagpole signage.			●		
	1.16 Investigate other methods to use the logo in the streetscape, such as using the motif in the paving or street furniture.	●	●			
	1.17 Develop a new suite of street furniture for Reservoir, to provide 'look and feel' cohesion between the centres. See Section 05 for further details.			●		
Strengthen the unique characteristics of the Reservoir Activity Centre.	1.18 Continue to support the Reservoir Village Business Association, and the newly created Broadway Business Group.	●				
	1.19 Work with Business groups to identify the unique opportunities/characteristics of each shopping strip to influence marketing and promotional activities. Refer to Council's 'Business Development and Employment Strategy 2012-2015' and 'Reservoir Identity Study 2014' for further guidance.		●			



Artist impression of the Central Heart – looking from Edwardes Street/Spring Street intersection into the new public space.

KEY PROJECT: THE CENTRAL HEART FOR RESERVOIR

Identified in the Reservoir MAA Structure Plan, the Central Heart concept will revolutionise the Reservoir Activity Centre and the wider residential area.

This project will improve connections of the Reservoir Village and Broadway shopping areas, through under-grounding at the train line, simplifying the road junction and providing easy and safe movement for pedestrians through the centre of Reservoir. Through a significant overhaul of this junction, a large amount of land will be available for community spaces, retail uses and residential development.

Council has already commenced a feasibility study called 'Urban Renewal from Grade Separation' (working draft document) to determine the best options for grade separation and the configuration of roads and land uses.

This document also seeks to develop a strong regional case for grade separation and is being developed in partnership with the Moreland City Council. This work is an important lobby tool, to the State government in support of the project.

Because of the complexities of this project and the level of government support required, it is likely that the design and development of the Central Heart will be undertaken over the long term.

This Master Plan provides recommendations to improve pedestrian permeability and safety through this complex junction, which will not compromise the Central Heart concept.



Central Heart Concept Plan Source: Reservoir RAA Structure Plan



Corner of Marchant Street and Broadway will house a new kerb extension bringing additional public space to the centre.



Raised crossing thresholds give pedestrians priority at local road crossings.



Existing pedestrian crossing through the Reservoir Train Station is only 1.5m wide and is the main east-west pedestrian connection between centres.

2 Creating Streets for all people

Our Goal		Actions	Ongoing	Short	Med	Long
Improve pedestrian permeability and safety throughout the study area.	2.1	Lobby VicRoads to provide two new signalised pedestrian crossing and increase the pedestrian crossing times at High Street and Spring Street. Further traffic and pedestrian counts are needed to understand the impact on the wider traffic network.	●	●	●	
	2.2	Provide clear, pedestrian priority markings/treatments at all intersections in the study area. This will involve implementing raised thresholds and yellow colour paving/zebra crossings at all key intersections of Broadway and Edwardes Street (within Activity Centre).	●	●		
	2.3	Continue to support the initiative of creating two new mid-block pedestrian crossing points along Edwardes Street and Broadway, as outlined in Figures 04 and 06 and the Reservoir MAA Structure Plan. Understand that this initiative will require the acquisitions of two properties and is subject to further feasibility assessments.			●	●
	2.4	Work with PTV and Metro Trains to increase the width of the controlled pedestrian crossing point over the railway tracks from 1.5m to 3-4m (maximum).		●		
	2.5	Work with State Government to implement 40km speed limits on Broadway and Edwardes Street.	●	●		
	2.6	Where appropriate install kerb extensions and thresholds to assist pedestrian movements at intersections. Key nodes are illustrated in Figures 04-06.		●		
	2.7	Improve the pedestrian amenity and safety along Byfields and Bernard Streets. This may result in a loss of the 'loading zone' areas on street carparking and a gain in public open space, street trees and a safer pedestrian environment.		●		



Acland Street in St Kilda has great street activation through shopfronts and streetscape elements



The newly pedestrianised Times Square in New York. This was closed off to cars for a 6 month trial period before committing to a full redesign of the space.



Pedestrian 'Barn' Crossing at the intersection of Flinders Street and Elizabeth Street.

Our Goal		Actions	Ongoing	Short	Med	Long
Provide safe pedestrian environments along key pedestrian routes throughout the study centre, particularly to key public transport locations and off-street carparking areas.	2.8	Provide a new pedestrian crossing at the eastern entrance to Broadway. Understand the traffic movements along Broadway to determine the need for signalisation of this crossing point.		●	●	
	2.9	Investigate options to introduce a barn crossing from Broadway to High Street.				●
Provide high quality and durable footpaths, designed for people of all mobility levels and ages.	2.10	Replace the footpaths along Edwardes Street, Broadway, and sections of High and Spring Streets, as outlined in Figures 04-06.		●		
	2.11	Ensure DDA tactile surface treatment is applied in strategic locations in the study area.	●	●		
Provide free public spaces for resting, socializing and gathering.	2.12	Design and develop 'public spaces nodes' within the study area. These public spaces should provide shading/shelter opportunities, seating, and landscaping and public art opportunities. Refer to Figures 4-6 for proposed locations of resting nodes.		●		
Improve the public lighting between key pedestrian routes and their destinations – including public transport and carparking areas.	2.13	Develop a Lighting Strategy for the centre. Priority should be given to improving pedestrian walking routes to key destinations.		●		
		Solar and low LED lighting should be explored.				
Businesses are open to all people.	2.14	Encourage any new or redevelopment of shopfronts to improve access for people with limited mobility, seniors and parents with young children. This may include ramps and direct street access, removing any original steps and barriers. Refer to Council's 'Disability Access and Inclusion Plan 2009-2013' for further guidance.	●			
	2.15	Encourage businesses to take part in the 'charge up' scheme, allowing people in motorized wheelchairs to recharge.	●			

Our Goal		Actions	Ongoing	Short	Med	Long
Review the existing road network and carparking structure and explore opportunities to reclaim road space for additional public space.	2.16	<p>New Broadway Park – Reclaim road space at the southern portion of Cheddar Road (between Royal Parade and Broadway) to increase the existing public open space.</p> <p>A detailed Landscape Plan will need to be prepared to inform the design and nominate proposed uses. The development of this plan will include a detailed community engagement process and consider the community workshop findings from the Darebin Community and Kite Festival 2014. A temporary activation program should be developed in the short term. Refer page 26 for further details.</p>		●		
	2.17	<p>Edwardes Street Redesign – Investigate opportunities to increase the footpath space within the core of Edwardes Street, through reducing the width of the central median and traffic chevron and increasing the footpath space. The central median trees will be retained. This traffic calming concept creates a safer pedestrian environment in a retail environment. A detailed landscape Master Plan will need to be development, and will be subject to further community consultation. Refer to 'Key project – Edwardes Street redesign' on page 34 for details.</p>			●	
	2.18	<p>Create kerb extensions, with suitable landscaping and seating at Marchant Avenue and Bernard Street. Detailed landscape specification plans will need to be prepared and will be subject to further community consultation.</p>		●		
	2.19	<p>High Street service lane – There is an opportunity to reclaim 0.5m of road space to increase the footpath area. Refer to Figures 14-15 for details.</p>		●		
New developments (and refurbishments) within the Activity Centre to provide ground and lower level street activation.	2.20	<p>Encourage development to incorporate a 'usable' street edge, where people can sit, lean, wait, or linger against or within the street edge of the building at footpath level, to contribute to the amenity of the area. Developments could also provide high quality landscape elements and spaces as part of the street edge, enhancing the pedestrian experience and softening the building presence from the street. An Urban Design Framework will inform future design of private properties and should be introduced into the Darebin Planning Scheme.</p>	●			
Support more residents living in the Activity Centre to improve the safety of the streets and public spaces.	2.21	<p>Ensure new development in the centre provides active street and upper level frontages, providing passive surveillance. An Urban Design Framework will inform future design of private properties and should be introduced into the Darebin Planning Scheme.</p>	●			
Identify preferred pedestrian routes within the centre. Improve connections to Reservoir Station, between retail streets and to Council carparking areas.	2.22	<p>Develop upgrades to lighting, pedestrian linkages (widening footpath, wayfinding elements) improve the amenity through visible planning and public art elements.</p>		●		
	2.23	<p>Prepare a Wayfinding Strategy, improving pedestrian navigation within and between the centres – to key destinations and public transport connections. The strategy should consider other wayfinding elements such as lighting, public art, and incorporate recommendations suggested in the Identity Development Study.</p>		●		



The main east-west pedestrian crossing for the activity centre is via Reservoir Station.



New Train Station and Bus Interchange at Nunawading Station.



Innovative methods of bicycle parking should be explored in the activity centre.

3 Transport, Traffic and Carparking

Our Goal		How to realise it?	Ongoing	Short	Med	Long
Reduce the amount of large industrial trucks, particularly 'B-doubles' which travel through the centre.	3.1	Commence discussions with VicRoads and the Metropolitan Traffic Forum to encourage large trucks (notably B-doubles trucks) to use the ODI highway route, rather than Broadway.	●	●		
Improve the cycling infrastructure through the centre.	3.2	Investigate opportunities for additional bike parking and 'rest and recharge' points for cyclists throughout the centre.		●		
	3.3	Implement additional cycling parking at the Reservoir Railway Station, as outlined in Figure 05.		●		
	3.4	Complete the north/south shared path along High Street. This will include widening the footpath to 2.5m, adjacent to the station to support a shared path. This missing link will streamline cycling and walking movements through and beyond the study area. Traffic signals will be adjusted to facilitate easy cycling movements at the Junction. Refer to Figure 12 for details.		●		
	3.5	Investigate opportunities for alternative bike routes and/or back street 'shimney' bike lanes, within and beyond the study area. They can play a key role in providing safe connections between key people destinations (ie. shopping area, schools, Reservoir Lesiure Centre).	●	●	●	
Review the location of bus stops along Edwardes Street and Broadway.	3.6	Work with PTV and the Reservoir Bus Company to investigate the relocation of the bus stops for Route 561 to another location on Edwardes Street. This will assist in delivering the preferred outcome of the Edwardes Street Redesign.	●		●	



Central median taxi rank to be relocated and reinstated with car parking spaces.



Interesting bus shelters should be explored for the Edwardes Street redesign.



Real time public transport information should be provided at the Reservoir bus interchange and station.

Our Goal		How to realise it?	Ongoing	Short	Med	Long
Provide safe, visible and easily accessible taxi rank locations.	3.7	Relocate the taxi rank in the central median on Broadway to the corner of Spring Street and Broadway and reinstate the carparking spaces.	●	●		
	3.8	Retain taxi rank on Edwardes Street. Investigate options to consolidate the amount of taxi spaces in Edwardes Street.			●	
	3.9	Investigate the need for a taxi rank at the Reservoir Station.		●		
Improve pedestrian safety Council carparking areas.	3.10	Review pedestrian access to and within the Ralph Street and Bernard Street Council carparking areas. This may result in a redesign and re-line marking of the carparking areas to provide safe pedestrian routes, and increase vegetation where possible. A loss of carparking may occur. The scope of the Lighting Strategy should also consider improving safety in the carparks.		●		
Provide a good distribution of 1hr, 2hr and all day carparking within throughout the centre.	3.11	Continue to implement Reservoir Carparking Capacity Study (2014) throughout the centre.	●			
Alleviate through traffic on local roads adjacent to the activity centre	3.12	Continue to implement site specific traffic barriers to reduce 'rat run' traffic. This is traffic that bypass the main roads and 'cut through' local roads to bypass traffic.	●	●		
Investigate opportunities to provide more bus services in Reservoir	3.13	Support PTV's initiative to develop and operate a shuttle bus between Reservoir Station and Latrobe University. Any development at the Reservoir Bus Interchange or Station which results in a loss of garden beds or trees, should re-vegetate other areas or create new garden beds throughout the site.	●	●	●	
	3.14	Lobby PTV to increase the bus frequency in Reservoir.	●			



Artist impression of Broadway Park.

KEY PROJECT: BROADWAY PARK – THE NEW PLACE TO MEET IN RESERVOIR

Bounded by High Street, Broadway and Cheddar Road is an utilised piece public open space. It contains a public toilet block, disconnected water feature, public seating, and the 'Blue Orchid' public art sculpture.

A small section of Cheddar Road, already closed to private traffic, bisects this open space from the Broadway shopping area, creating an isolated green island, surrounded by traffic. Underneath this public open space lies significant water infrastructure, providing 50% of Melbourne with its water supply, including the original water pipes dating back to 1850's.

The Master Plan seeks to reclaim this small section of Cheddar Road and nature strip (approximately 746.91m²), to increase the existing open space to approximately 3000m² (0.3ha), as illustrated in Figure 07.

It is envisaged that Broadway Park will be a new multi-purpose public space, inviting all ages and

ethnicities to play, socialise and rest there. New trees, gardens beds will give people refuge from the sun and enhance the biodiversity of the area. New cafés and shop top apartments along Cheddar Road will provide much needed activation and surveillance on the park. Food vans and coffee carts will be able to activate the space.

Community suggestions to activate the space and attract people have included a mini playspace, bocce pitch, native garden, urban meadow, community garden and public art space. There also has been a strong desire from the community to provide edible plants in the streetscapes.

As more trees and plants will be introduced to the site, plant species and their locations must adhere to Melbourne Water's plant species preference. Innovative ways to plant, and plant/trees with a small-medium root system will be supported for the site. Permanent structures or

surfaces are discouraged on Melbourne Water's site. The park could also contain edible trees, such as pomegranate trees and curry leaf trees will be a feature of the park, representing Reservoir's diverse community and love of gardening.

Public art will add a layer of visual interest to the space. Broadway Park will be a festival/event space, allowing events of True North to be held there, as well as any community or business events.

There are opportunities for this site to form part of the broader Cheddar Road Gateway Corridor improvement project, with similar plant species, signage and other visual cues to connect the sites.

It is recommended that a temporary road closure should take place within the first 12 months, creating an opportunity for a temporary uses (ie pop-up park/community garden etc) to inform the permanent design of the space.



Urban orchard at Perth's Cultural Centre. It has been successful in empowering the community to grow and share fresh food, and educate the wider community of the benefits of gardening.



Raised planter boxes will need to be considered for new trees and garden beds on Melbourne Water public asset.



Urban meadows would assist in the pollinating of the edible garden in Broadway Park and work with Melbourne Water plant species guidelines.

BROADWAY PARK

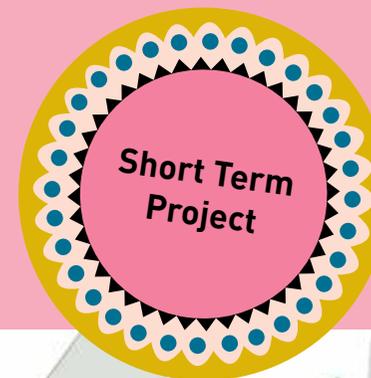


Figure 07: Land affected in the creation of Broadway Park.



Figure 08: Concept plan for the Broadway park vision.



Temporary pop up park was created in near Jewell station to curb anti-social behaviour and improve safety.



Parkettes are created in existing carparking areas in an effort to create more public spaces in San Francisco.



Kerb extensions can assist in traffic calming of the centre, whilst creating opportunities for public space and planting. Example in Ballantyne Street and High Street, Thronbury.

4 Injecting activity and energy in the streets

Our Goal		How to realise it?	Ongoing	Short	Med	Long
<p>Create adaptable public spaces capable of accommodating a broad range of uses, events, experiences and public activities.</p> <p>These public of spaces should be inclusive of particular needs and desire of key community groups, such as kids, young people, older people, people with disability's, people on low incomes.</p>	4.1	<p>Develop a new park at the corner of Broadway and Cheddar Road which will:</p> <ul style="list-style-type: none"> • Be a multi-purpose community space, catering for the diverse age and cultural groups. • Be an opportunity to introduce more street trees and plantings. This may include some 'edible' trees (ie. Lemon tree, olive tree). • Be an opportunity to have future alfresco dining and provide passive surveillance of the park. • Provide new, safe and self-contained public toilet facilities. It will replace the existing toilet facility. • Be closed to private vehicular traffic. • Have retractable bollards from Cheddar Road, allowing for limited vehicle (Council/Melbourne Water maintenance and Emergency services) <p>Refer to Key Project: New Broadway Park pages 26-27. A detailed Landscape Plan will need to be prepared in consultation with the community.</p>			●	●
		Develop new kerb extensions/public space nodes on Broadway. Refer to Figures 04-06 for details.				
		Enhance existing kerb extensions in the study area. Figures 04-06 for details.				
	4.2	Support community initiatives to create temporary public spaces. This can include international and local activation events such as 'Parking day (http://parkingday.org), The Better Block (www.betterblock.org) or Council initiatives such as 'Drive with your heart' (https://www.facebook.com/DriveWithYourHeart).	●			
Recognise the opportunities of existing kerb extensions along Edwardes Street and High Street.	4.3	Undertake improvements to key existing outstands at Edwardes/Byfield, Edwardes/Spring and High/Broadway. These corners is highly utilised by pedestrians. The public space should provide shading/shelter opportunities, seating, landscaping and public art opportunities. Placement of urban elements should comply with sight line requirements identified by the traffic engineer. Remove the existing blue bollards, where appropriate.		●		
		Develop a new pause point outside medical centre (corner Edward and Ashley streets, which will consist new landscaping, seating and a suitable canopy tree – refer to Figure 04 for details.		●	●	



Reservoir laneways can hold special events for local businesses or the True North festival.



Public Art can create human scale visual interest to the street and reflect Reservoirs character.



Public art project in Georgetown where locals have been painted throughout the area.

Our Goal		How to realise it?	Ongoing	Short	Med	Long
Create intimate and human scale spaces experiences in Reservoir laneways.	4.4	Create 'shared space' laneways, by introducing new paving, moveable bollards, green walls and public art, where appropriate. Refer to pages 30 and 31 for further details.			●	
Investigate opportunities for permanent and temporary public art throughout the centre, providing unexpected beauty in public spaces.	4.5	Work with Council's Creative Culture Unit to initiate opportunities for temporary public works throughout the centre.				
		Support the community to develop small art interventions, in collaboration with Council.				
		Support any temporary art installations (ie. events, performance based, yarn-bombing etc) initiated by the community.				
		Encourage any opportunities for multi-media art projections on pavement and public spaces.				
		Introduce permanent structures that can physically support temporary art installations such as centenary structures.				
Continue engaging local community members and artists to paint the utility structures throughout Edwardes Street and Broadway.						
Support Council and Community-driven festivals and events to occur in the streets.	4.6	Continue to support the True North festival. For future festivals, investigate opportunities to hold additional events within the future Broadway Park.				
Empower the community to be involved in the design, development and maintenance of public spaces and community events.	4.7	Support the development of a 'Friends of Reservoir' community group.				
	4.8	In partnership with PTV, support residents to create a 'Local Stationeers' group. Stationeers are groups of volunteers who conduct beatification activities maintaining the appearance and surrounds of railway stations throughout Victoria.				



New laneway in Heidelberg, improves the pedestrian permeability from the Burgundy Street to the rear carpark and residential precinct.



Laneway adjacent to Australia Post is highly used by pedestrians in the centre.

KEY PROJECT: REVITALISING OUR LANEWAYS

Both Broadway and Edwardes Street have a similar role and function – they are two main retail streets with central median plantings, carrying lots of through traffic and activity.

When walking through the study area, a great network of laneways exist. Currently they contain rubbish bins and carparking – the forgotten spaces in between buildings.

Fortunately in Reservoir, pedestrians use them as thoroughfares – taking short cuts from Coles to the Civic centre, from Bedford Street carpark to the Station.

Reservoir’s laneways provide the great potential to introduce a new type of street and shopping experience to the centre.

The adopted RRA Structure Plan and this Master Plan recognise the opportunity to activate these laneways. Changes in the public and private realm will need to occur to allow this gradual transition.

This Master Plan suggest actions to implement the public realm changes – such as physical treatments lighting or public art, and development economic development strategies to support the businesses investment in these spaces.

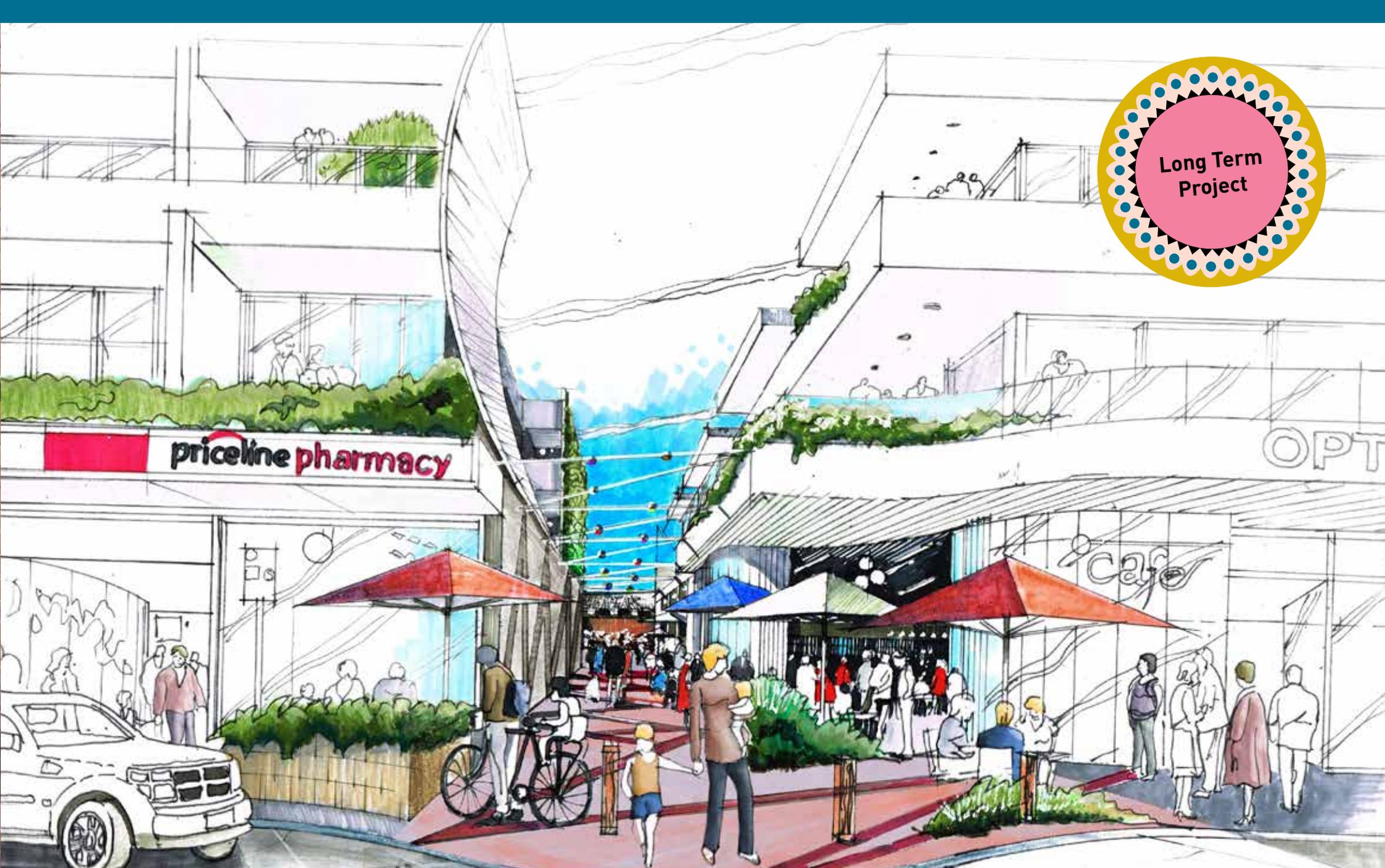
These laneways will become ‘shared spaces’, still recognising the important role they play for businesses and their vehicular traffic. Vehicle movements within the laneways could be restricted to early mornings (ie. 6.30am-9.30am) and evenings (from 6pm), supporting delivery and staff parking.

Public realm changes may include introducing new concrete pavers (providing a textual change), new street lighting, green walls, public art and retractable bollards.

To coincide with the redevelopment of the Civic and Learning Centre and its laneway, the adjoining laneway – between the Ralph Street carpark and Edwardes Street (pictured right) will undergo renewal in the short term. The renewal of the remainder laneways should be based on foot traffic volumes and occur in the short – medium term.



Laneway between Edwardes Street and the Ralph Street carpark.



Long Term Project

Artist impression of the new Edwardes Street laneway – long term vision for the site.



Existing WSUD treatments on Edwardes Streets have enhanced the sense of arrival to Reservoir Village.



Existing garden bed on High Street and Broadway requiring revitalisation.



A new laneway off Burgandy Street, Heidelberg incorporating green walls.

5 More trees, more flowers, more shade – Greening Reservoir

Our Goal		How to realise it?	Ongoing	Short	Med	Long
Plant more trees throughout the study area.	5.1	Plant more street trees in the study area: <ul style="list-style-type: none"> • Edwardes Street and Broadway as a high priority • Station infill as a high priority • Gateway plantings on High and Spring streets as a short term priority See the Figures 4-6 for further details.	●	●		
		Encourage the use of hardy, drought tolerant and easy to maintain plant species.	●			
		Ensure the plant selection and the placement and siting of new trees retains street views into the shop windows.	●			
		Use vegetation to create a strong sense of arrival into the centre, particularly along High and Spring Streets.	●	●		
		Undertake additional tree plantings in the Spring Street slip lane median, providing shelter from the vehicular traffic.		●		
		Work with Melbourne Water to deliver the Cheddar Road Gateway Corridor – greening of this public asset.	●	●		
Retain existing, healthy trees throughout the study area.	5.2	Undertake ongoing maintenance to the existing median plantings, including any infill plantings if required.		●		
		Rejuvenate the new developed garden beds and public spaces around the station.		●		
Investigate opportunities to plant edible plants, reflecting the ‘fresh-food-growing’ culture of Reservoir.	5.3	In public spaces (notably the future Broadway Park) investigate opportunities to introduce feature ‘edible’ trees, such as lemon trees or olive trees.		●		
		Work with businesses to implement moveable herbscapes or planter boxes. Being moveable, the can be transport indoors after hours and reduce the risk for vandalism.	●	●		



Mature Eucalyptus trees on Broadway attract bird diversity.



Recent landscaping around the station has been effective in improving the amenity of the area.



Broadway Park presents an opportunity to provide a green space for socialising and reflection.

Our Goal		How to realise it?	Ongoing	Short	Med	Long
Explore appropriate sites and implement Water Sensitive Urban Design (WSUD) treatments throughout the study area, capturing and cleansing stormwater run-off.	5.4	Introduce new WSUD treatments to suitable locations in the study area.	●	●		
Investigate opportunities to install climbing frames and green walls to add a new layer of greenery in both the public and private domains.	5.5	Use vertical gardens and green walls to address blank walls, traffic barriers and public toilets through the centre.	●			
		The Urban Design Framework should encourage development to incorporate the use of green roofs and walls. This borrowed landscape can make a significant visual and environmental contribution to the streetscape.	●	●		
Source local or recycled materials.	5.6	Specify furnishings and materials, which are locally sourced and may include recycle content.	●			
Continue to explore opportunities for additional public space and garden beds/greenery throughout the Station site.	5.7	Develop a new public space/pause point, underneath the 80 years Peppercorn Trees at the Spring Street pedestrian crossing point. This public space should consider using recycled rail sleepers as the dominant material in public seating and table design.		●	●	
Get the community involved.	5.8	Organise community planting days throughout the year, and when installing a significant public realm upgrade in the centres (ie. Introducing a new garden bed).	●	●		
		Develop an 'adopt a planter box' scheme. This allows the community to plant and maintain a planter box in the centre. Planter boxes add an additional layer of greenery to the centre (refer to Action 5.3).		●		
		Organise 'National Plant a Tree Day' events in the street.		●		
Enhance the existing well connected open space network.	5.9	Implement improvements to A W Andrew and Edwardes Lake Park as identified in their respective Master Plans.	●			
	5.10	Work with Melbourne Water to improve public access to their reservoir site.	●			

KEY PROJECT: EDWARDES STREET REDESIGN

Calming the traffic to create more spaces for people

Edwarde Street is a great retail street. A central median of Ornamental Pear trees, provides a strong of arrival into the centre. It has large footpaths and a great business mix.

Along Edwarde Street – between Spring and Olive Streets, is one of the busiest sections of the centre. It carries high volumes of foot traffic. Three bus routes stop in this section of the street. Coupled with the major banks, supermarkets and Civic Centre, create lots of energy and activity. It is also 60km/hr – which is at odds with its role and function of being a shopping strip.

When reviewing the layout of this section of Edwarde Street, the land use and public realm balance is unevenly distributed. A large central median and unused traffic island dominate the space distribution. More public space should be within the footpaths of this busy section of Edwarde Street.

The Master Plan recommends a redesign of Edwarde Street, where no traffic, carparking or trees will be lost. As the size of the central median varies, it recommends reducing it to 2.5m for its entire length, removing the traffic chevron and shifting that space to the footpaths. The traffic lanes, bike lanes and carparking areas will shift inwards (towards the central median). The pedestrian crossing point and 'Reservoir Village' flagpoles will remain. Additional Ornamental Pears will be planted, where the gaps exist.

This traffic calming concept will increase the footpaths by 2m to 5m, depending on the location. This project will increase the public space in front of the Civic and Early Learning Centre, creating a true Civic plaza. The pedestrian space and amenity will improve dramatically for the southern section of Edwarde Street (between Spring Street and the new laneway), giving those businesses an opportunity to have a true outdoor dining experience, and not compete for space with the bus stops.

Detailed design will start in the short term, with implementation in the medium term (5-7 years).

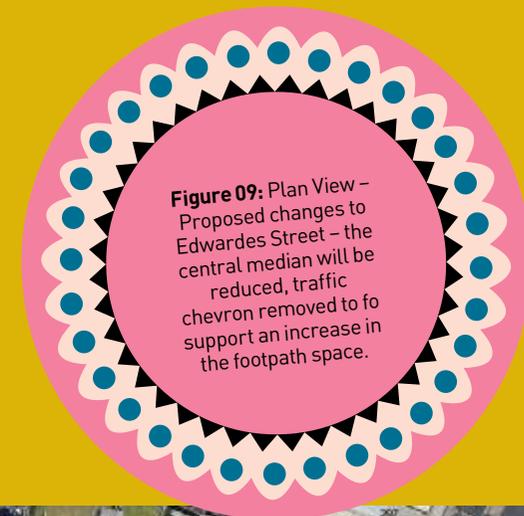


Figure 10: Detailed plan of the Edwarde Street redesign.

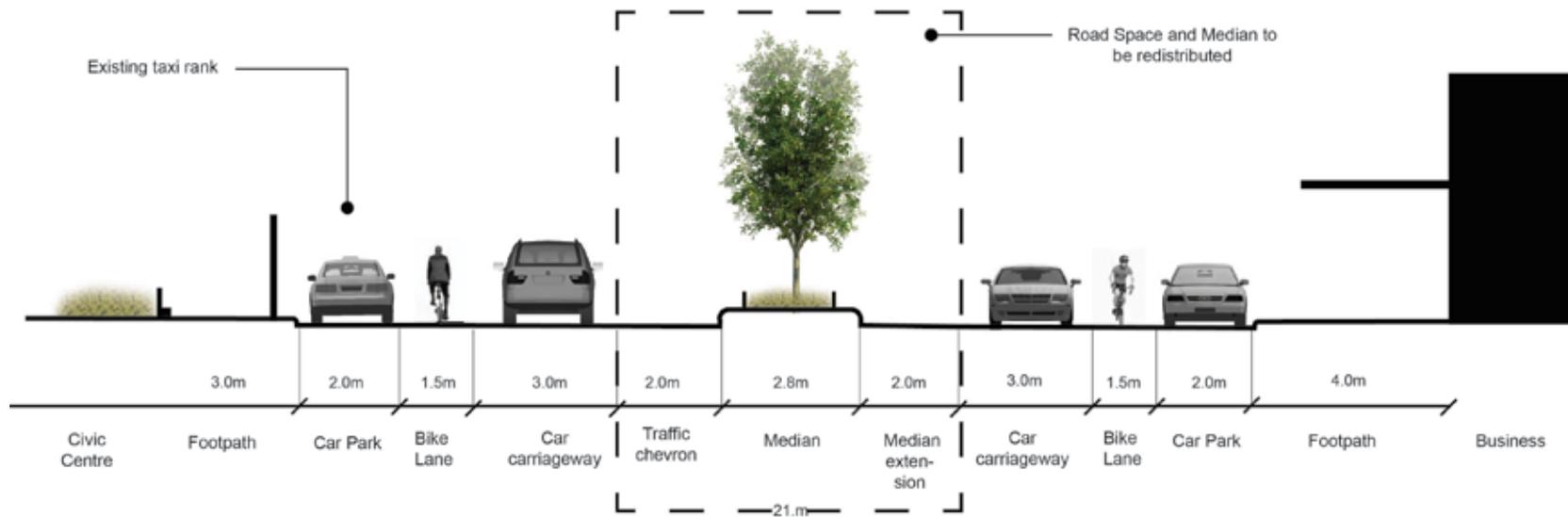


Figure 11: Current conditions of Edwards Street. Section is taken from IGA to the Civic Centre.

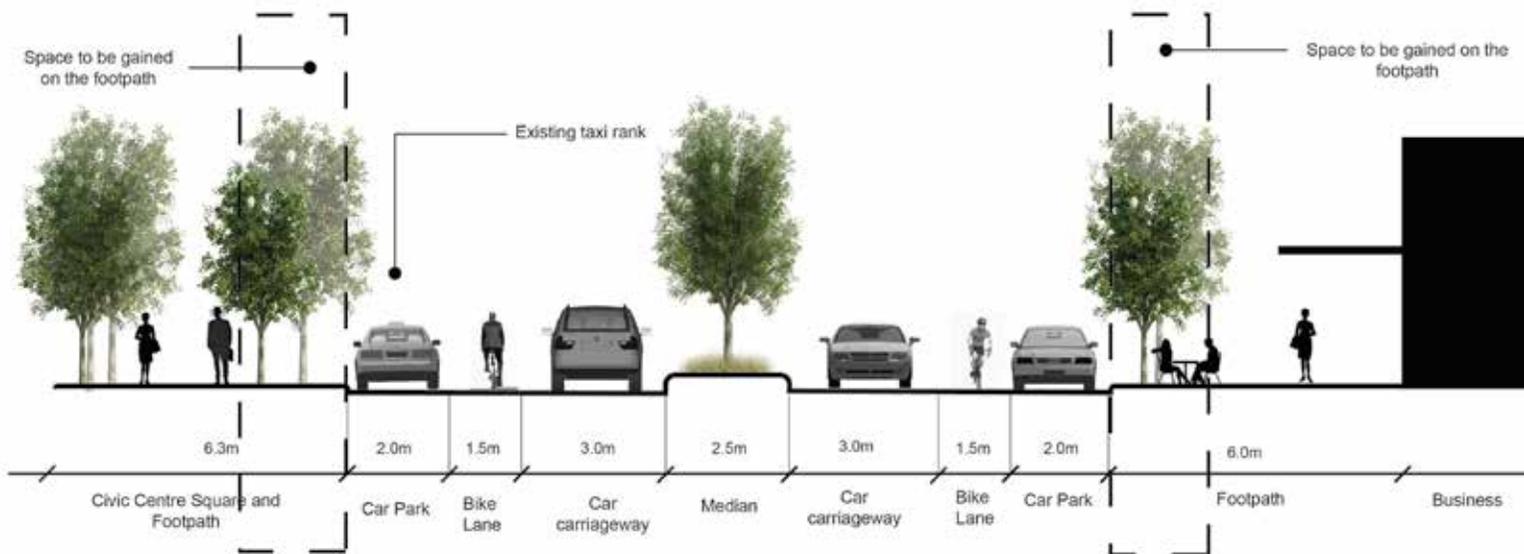


Figure 12: Proposed changes to Edwards Street – the central median will be reduced, traffic chevron removed to support an increase in the public space.

Other Sustainable Transport Projects

Shared Path connection



Increasing the pedestrian space on Spring Street

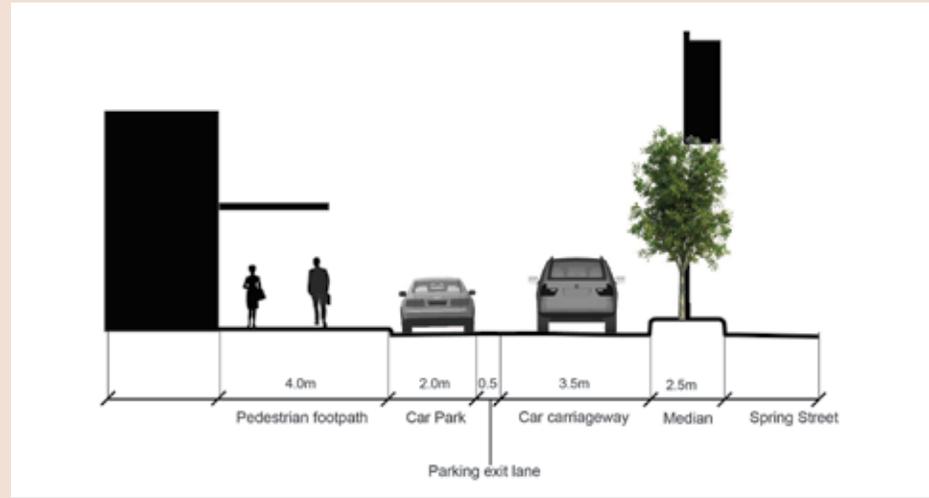


Figure 14: Spring Street Service lane – existing conditions.

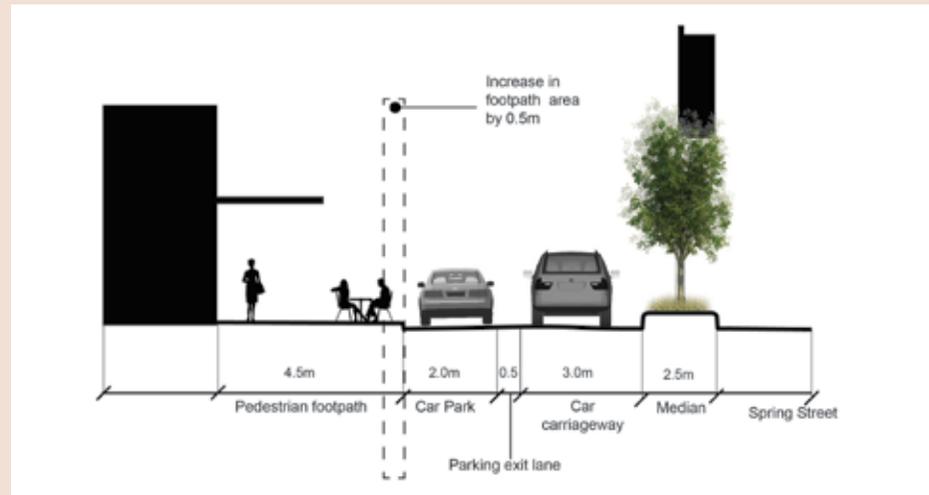


Figure 15: Spring Street Service lane – proposed changes.



Pako Festa in Geelong is a great example where all cultures are celebrated over weekend with food, dancing and art.



Public art representing the diverse age groups in Reservoir.



Food sharing and cooking classes in a great way to share knowledge about local cultures in Reservoir.

6 Celebrating Reservoir's diversity

Our Goal		How will it be realised?	Ongoing	Short	Med	Long
Showcase Reservoir's diverse community in the public realm.	6.1	Investigate opportunities for streetscape elements (ie. street furniture and public art) to represent the cultural diversity of the area. Centre-designed furniture should be development for Reservoir.		●		
	6.1	Include street plantings that represent the communities ancestry origins or are used in traditional dishes (i.e. curry leaves). Ideally as feature trees in public spaces – refer to Section 05 for further information.		●		
Celebrate its rich identity through cultural events and programs occurring in public spaces.	6.3	Investigate opportunities for the 'True North' and Flying Kite festivals to hold 'multicultural' events during the weekend. (ie. Bollywood dancing, Lebanese pizza making course etc).	●			
		Participate in other State and Regional Festivals.	●			
Support and showcase existing and emergent multicultural businesses and communities.	6.4	Encourage Business Associations and individual businesses to use diversity as a marketing strategy for the centre. These could include quarterly newsletters or social media updates.	●			
		Tap into multicultural media networks for promotion – such as ads on SBS radio, C31, Food Safari or 3ZZZ radio (Melbourne Ethnic community radio).	●			
		Offer community cooking classes at the neighbourhood centre showcasing food/offer in Reservoir, and bringing the community together. Work with local business for knowledge and support.		●		
		Create a 'Reservoir Local Cookbook', showcasing the local cuisines of the community and businesses.			●	

7 Let's stimulate businesses and private investment

Goal		How to achieve it	Ongoing	Short	Med	Long
Unify the two retail centres and businesses.	7.1	Implement the Big Sister (Edwardes Street) and Little Sister (Broadway) analogy for positioning of the centres- as identified in the Reservoir Identity Development Study (2014). Refer to Action 1.13.	●	●		
	7.2	Council to facilitate quarterly social, educational and business-marketing networking events for the Edwardes and Broadway businesses.	●	●		
	7.3	Implement new identity logo and branding for the centre as outlined in the Reservoir Identity development Study. See Action 1.15 for details.	●	●		
Support businesses and landlords to improve street frontage presentations.	7.4	Council to offer a 'handy-man' service on a short term basis to businesses in the centre. This service will provide easy repair work and cleansing to shop facades, and may include painting, cleansing or minimal repairs to shop front facades. This initiative must be matched (dollar for dollar) by the business.		●		
	7.5	Ensure that the 'Trading of Footpath Policy' is enforced.	●	●		
Encourage greater street level activation, both day and night, providing passive surveillance.	7.6	In partnership with local business groups, undertake a retail GAP analysis to identify business or service gaps in the centre. This should also consider encouraging evening trade businesses.		●		
	7.7	Work with local real estate agents, landlords and local business to implement the 'Active Spaces in Darebin' project in vacant shops through the activity centre. Temporary retail offers can provide a sense of discovery, attracting visitors.	●	●		
Showcase the great new and well established businesses in Reservoir.	7.8	Build on the 'Buy local in Darebin' campaign, and develop a Reservoir campaign. Refer to Darebin's Business Development Strategy. This initiative will provide information and promotion of the benefits of buying local such as sustainability, supporting the local economy, stories about local traders and their products and discounts or promotions.	●	●		
Build on its unstudied vintage charm.	7.9	Investigate feasibility options for developing a monthly 'trash'n'treasure'/vintage/handmade market in one of the off-street council car parks. Approach established monthly markets such as 'Round she goes' vintage / Rotary club etc to hold events in Reservoir. These uses will have a flow on effect of additional weekend trade for the main street businesses.		●		

8 Getting the basics right – Maintain, Cleanse and Repair

Our Goal		How to realise it?	Ongoing	Short	Med	Long
Ensure that existing and new streetscape and landscape elements located in centre are maintained to the highest level of cleanliness, appearance and usage, by the relevant land managers.	8.1	Undertake infill planting to existing gardens beds, as required.	●	●		
	8.2	Undertake repair works to the Reservoir bus interchange.		●		
	8.3	Increase the frequency of rubbish collected from garden beds.	●	●		
	8.4	Increase frequency of bin cleaning.	●	●		
	8.5	Increase frequency of street sweeping.	●	●		
	8.6	Consider introducing an 'hour of power' cleaning of the centre. This refers to a dedicated Reservoir Maintenance and Infrastructure Teams clean the centre.			●	
Footpath material selection should be durable and easy to maintain over a long period.	8.7	Introduce new bluestone pavers at key public nodes. Apply dark bitumen footpaths to the majority of the streetscapes. Refer to Section 05 for further information.		●		
Footpaths should remain in good repair both for the visual aspects of the streetscape and the safety of the pedestrian.	8.8	Where necessary, undertake some urgent footpath improvements, before full footpath replacement begins.		●		
Improve graffiti management in the centre.	8.9	Undertake regular graffiti removal clean in partnership with traders and residents.	●	●		
Reduce the amount of clutter in the streets.	8.10	Review the current streetscape elements of the centre, to understand what needs to be removed from the streets. This review should include: Street furniture, bins, lighting, signage, bike hoops, water fountains, toilets. Try and develop infrastructure clusters, to reduce clutter on the streets.		●		
	8.11	Install additional rubbish and recycle bins where appropriate.	●	●		
	8.12	Introduce cigarette receptacles in key locations in the study area where appropriate.	●	●		
Replace existing street furniture with a centre-specific design.	8.13	Simple street furniture is preferred, and must consider functionality and visual appearance. It must consider minimal life cycle costs and maintenance requirements. Refer to Section 05 for details.		●		
Provide safe, clean and adequate supply of public amenities.	8.14	In undertaking the Public Toilet Strategy, review the usage and locations of the public toilets in the centre.		●		
	8.15	Investigate opportunities to provide a new public toilet in the core areas of Broadway, and additional toilet in Edwardes Street precinct.		●		
	8.16	Redevelop the existing toilet block currently in the public open space on Broadway.		●		
Reduce signage clutter.	8.17	Undertake an audit of the signage in the centre, before implementing findings of the wayfinding policy or any centre branding.				

SECTION
05

LOOK AND FEEL OF A FUTURE RESERVOIR

Simple and durable streetscapes, with natural wooden finishes, bluestone pavers, native trees that boast colourful blooms in spring and summer, new seating in your retail gardens, edible plants in your new park... simple streetscapes which allow the community and business to shine.



Material Palette Inspiration

A guiding principle throughout this project has been to showcase the diverse community and businesses that are truly Reservoir.

This will continue to be carried through the Master Plan and be the intention of this material palette.

How to use this palette

The materials palette organized by element type. It functions as a 'kit-of parts' for streetscape elements, and the previous sections sets the vision and framework for change. These two sections should be used in tandem when applying new streetscape elements to the study area.

Planting species

Plant species currently play a key role in defining the character and identity of each shopping precinct. This Master Plan will use planting to visually unify the two centres.

Building on Reservoirs home grown character and productive gardens, the planting palette seeks to extend the love of gardening into the retail streetscape. You will now be able to sit and read a book amongst the Geraniums and Olive trees on Broadway.

The plant species selected also possess hardy, drought tolerant qualities, whilst adding a layer of colour and movement to the streetscapes.

Street trees will provide much needed shade in public space nodes and in strategic locations in the streetscape. Trees planted in the centre will need consider under and above ground utilities, and will require a further site inspection – before planting the trees. They must also not restrict views of the existing shops from the street.

Central Median on Broadway

Strengthen Broadway's existing central median planting with the following eucalyptus varieties:

Angophora costata (Smooth Barked Apple)*



Mature Height: 15-25m

Corymbia citriodora (Lemon scented Gum)



Mature Height: 35m

Central Median on Broadway

Enhance the existing median strip on Edwardes Street with existing Ornamental Pear Trees.

Pyrus ussuriensis (Manchurian Pear)



Mature Height: 15-25m

Gateway Trees

Strengthen the north/south sense of arrival into the centre. It is recommended that these plantings gradually replace existing trees along High Street and Spring Street, particularly within the peripheral residential areas to the activity centre.

Ulmus parvifolia 'Todd' (Chinese Elm)



Mature Height: 10m

Street Trees and Public Space Nodes

Gaps within the awning network, open up opportunities for smaller street trees in the retail streets. Street trees selected will add colour to the streetscape. Productive trees, such as olive trees will be experimented in garden beds and public spaces throughout the centre.

Corymbia Ficifolia (Wildfire)



Mature Height: 7m

Corymbia Citriodora (Scentuous)*



Mature Height: 6m-8m

Eucalyptus Leucoxylon (Euky Dwarf)*



Mature Height: 6m-9m

Corymbia Ficifolia (Snowflake)



Mature Height: 5m-6m

Olea europaea (Olive Kalamata)**



Mature Height: 10m

Melia Azedarach (Chinaberry)**



Mature Height: 7m

Lower storey planting in garden beds

Garden beds in public space nodes will resemble that of luscious home gardens found throughout Reservoir.

Eremophila (Kalbarri Carpet)



Mature Height: 1.5m wide x 20cm high

Acacia cognata (Mini Cog)



Mature Height: 60cm

Orthrosanthus Multiflorus (Morning Flag)



Mature Height: 50 cm-100cm

Eremophila Glabra (Murchison Magic)



Mature Height: 1 to 2 metres

Dianella Revoluta (Baby Bliss)



Mature Height: 30-40cm high wide

Lomandra longifolia (Tanika)*



Mature Height: 50-60 cm high

Rosmarinus officinalis (Huntington Carpet Rosemary)



Mature height: 0.1 and 3 metres

Pelargonium x hortorum (Allure True Red)



Mature Height: 1 to 2 metres

Westringia fruticosa (Mudi)



Mature Size: 40-50cm

Leucophyta brownii (Cushion Bush)**



Mature Height: 1m hx 2m wide



Grevillea rhyolitica x juniperina (Cherry Cluster)



Mature Height 50cm.

Ficinia Nodosa (Knotted clubrush)**



Mature Height: 1m high



Anigozanthos hybrid (Ruby Velvet – kangaroo paw)**



Mature height: 40cm high x 30cm wide



Broadway Park

An edible community garden will form part of the new Broadway Park, reflecting the food growing and food sharing culture of the community. Herbs and fruit trees can assist locals in the preparation of local dishes to share with their neighbours.

For this edible garden/park to be a success, community participation is essential. A community group should be appointed early in the design phase

of the project – giving the community a sense of ownership of the project. They can assist in the design, implementation and ongoing maintenance of the garden.

A 'educational signage program' must also form part of the project – providing facts about the fruit/vegetables/herbs. It should also highlight the best times to harvest the food, and problems that may arise if it is picked too early.

The plant species for the remainder of the park, should be in accordance with Council's 'Greenstreets', 'Urban Forest strategies and compliment the existing vegetation in the retail centre and residential areas.



Punica granatum (Pomegranate Tree)



Cydonia oblonga (Quince Tree)



Diospyros kaki (Persimmon Tree)



Olea europaea (Olive Kalamata)



Murraya koenigii (Curry Tree)



Laurus nobilis (Bay Tree)



Citrus limon (Lemon Tree)



Black asphalt to replace the broken footpaths that currently exist in Reservoir.



Painting or stenciling can be a great temporary and low cost method for enhancing laneways and reinforcing shared spaces throughout the centre.



Painting of asphalt areas and road space could also denote the temporary road closure of Broadway Park.

Paving materials and textures

The proposed paving palette has been selected for its robust, functional and repairable qualities. Public space nodes and shared spaces such as laneways will be enhanced with a textual changes, reinforcing pedestrian priority in these areas.

The following paving materials are recommended for the Reservoir Activity Centre:

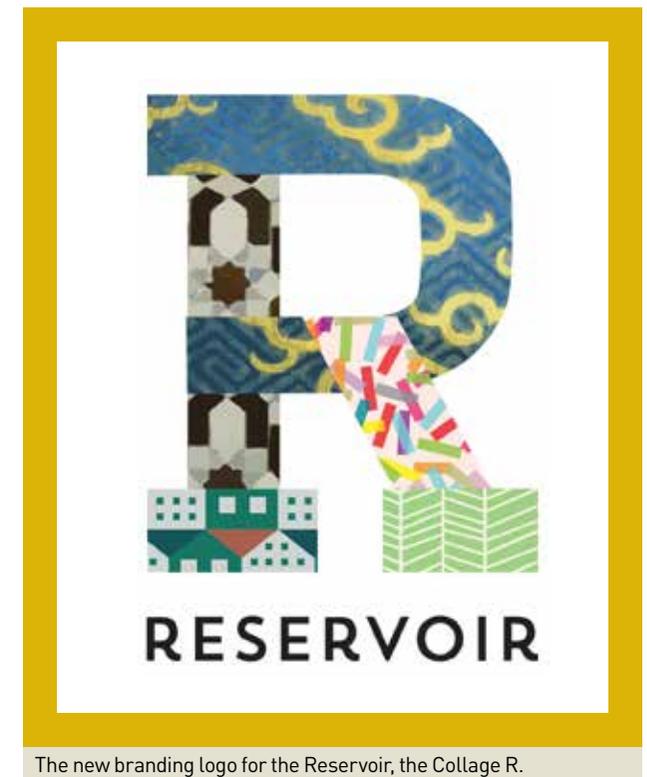
- For public space nodes identified in Figures 04-06, use pavers.
- For footpaths in the retail centre apply black/dark grey asphalt, as illustrated in Figures 04-06.
- Site specific paving treatments can be applied to Reservoir's laneways. Pavers or black asphalt with painted line markings could be applied. The latter provides an affordable alternative to denote a shared space. A local artist could be engaged to undertake some simple and cost effective methods for laneway activation.

Incorporating the new branding

The development of the a new identity branding/ logo was a key output of the Reservoir Identity Study. Various designs were put to the community who selected the 'Collage R' Reservoir Logo. The recommended logo incorporates the multiple experiences of Reservoir – the greenery, the waterways, multicultural population, vintage homes and shops, and combines them to convey the way they work harmoniously together.

The logo could be used in centre designed streetscape elements – such as its colour palette, various textures in the tree grates or paving. Refer to the Reservoir identity Development study for further guidance.

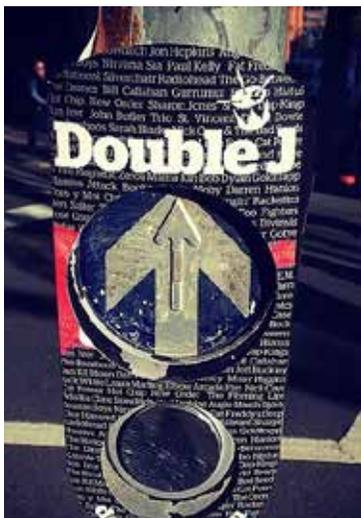
In addition to installing new pole signage for the centre, temporary and cost effective methods of rolling out the branding should be explored in the streetscape. This temporary method could be a tactile treatment to roll out the branding in Reservoir.



The new branding logo for the Reservoir, the Collage R.



Logo textures can be translated a paving textures for business/centre events.



Various branding techniques at eye level should be explored.



The 'Ballarat Imagine' identity campaign included businesses stenciling the branding in various locations throughout the centre.

Centre designed Street Furniture

Centre designed street furniture should be used to unify the centre, providing a sense of cohesion between the retail streets.

Reservoir specific furniture could include seats, benches, tree grates and planter boxes.

Consideration should be given to a subtle variation between the streetscape elements.

This could include different designs on tree grates, or harmonious colour palettes for the seating.

The materials selected for the streetscape elements should be practical and durable, providing a simple canvass for the businesses and traders to build on.



Tree grate patterns could reflect elements of the new Reservoir logo.

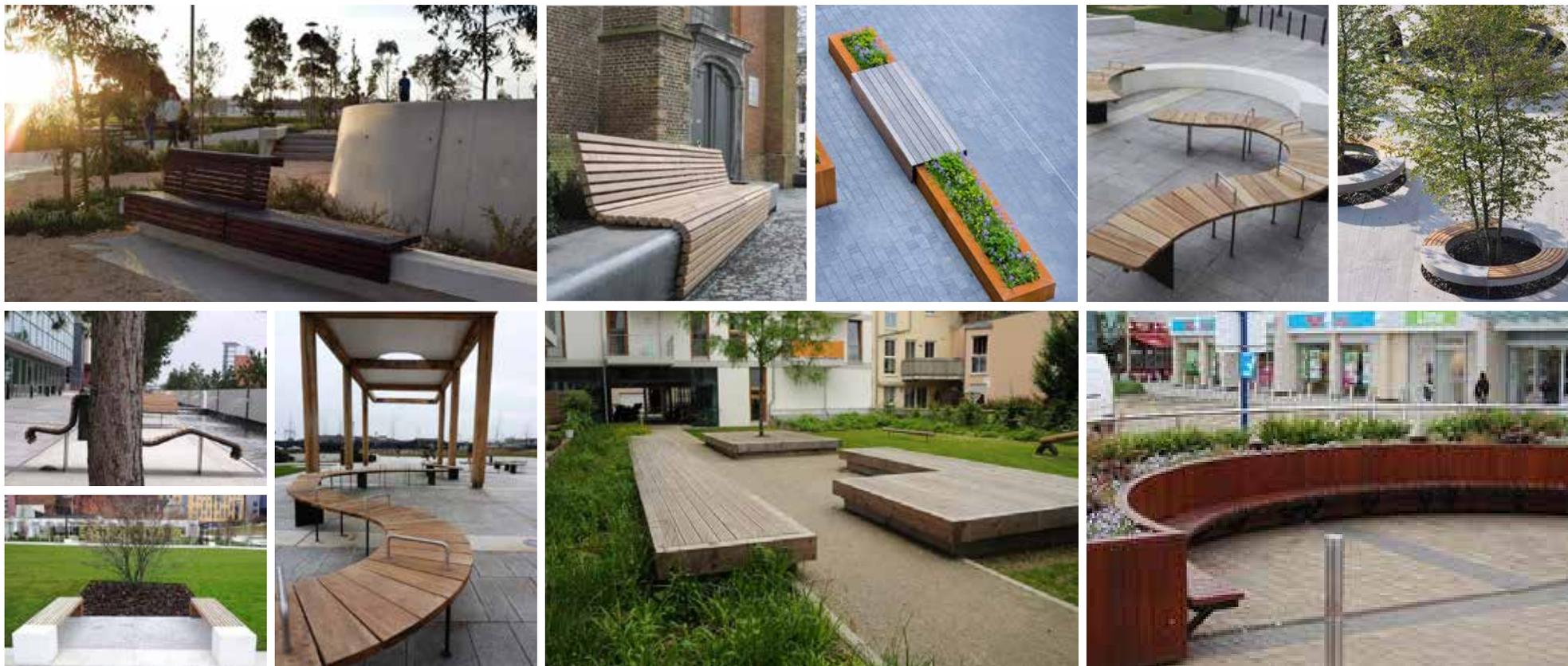


Centre designed tree grates for Westgarth.

Public Seating

The street seating will consist of natural materials, concrete and predominately wooden finishes.

Where possible, high quality, salvaged wood should be utilised. The seating design should take advantage of its location – circular communal seating on curved kerb extensions, small benches that sit over and in the local garden beds.





Flood lighting of trees and paving provide an alternative method to street lighting.



Street lighting in Lonsdale Street Dandenong.

Street Lighting

A detailed lighting strategy has been recommended as a short term action. It can recommend areas that urgently require an improvement to the public lighting. Generally key pedestrian routes between the centres, public transport and carparking areas should be investigated in greater detail. The best methods and types of public lighting will be explored. The strategy should considered various types of public lighting (ie. in ground) and artist installations (ie. lighting of trees) to improve public lighting of the centre.



Using public art as a visual screen for Public toilets.



Public Toilets

The public toilets in Broadway required an overhaul. The toilet strategy which is currently being prepared will determine the replacement type and location. However it is recommended that a form of public art or greenery screen is provided to any self contained and free standing toilets.



Standard Darebin bins will be used throughout the study area, providing a sense of cohesion in the municipality.

PUBLIC
BINS



Simple retractable bollards to be used for shared space laneways and Broadway park.

Other elements

Darebin Council branded rubbish and recycle bins, standard steel bike hoops and water fountains will continue to be applied to the study area.

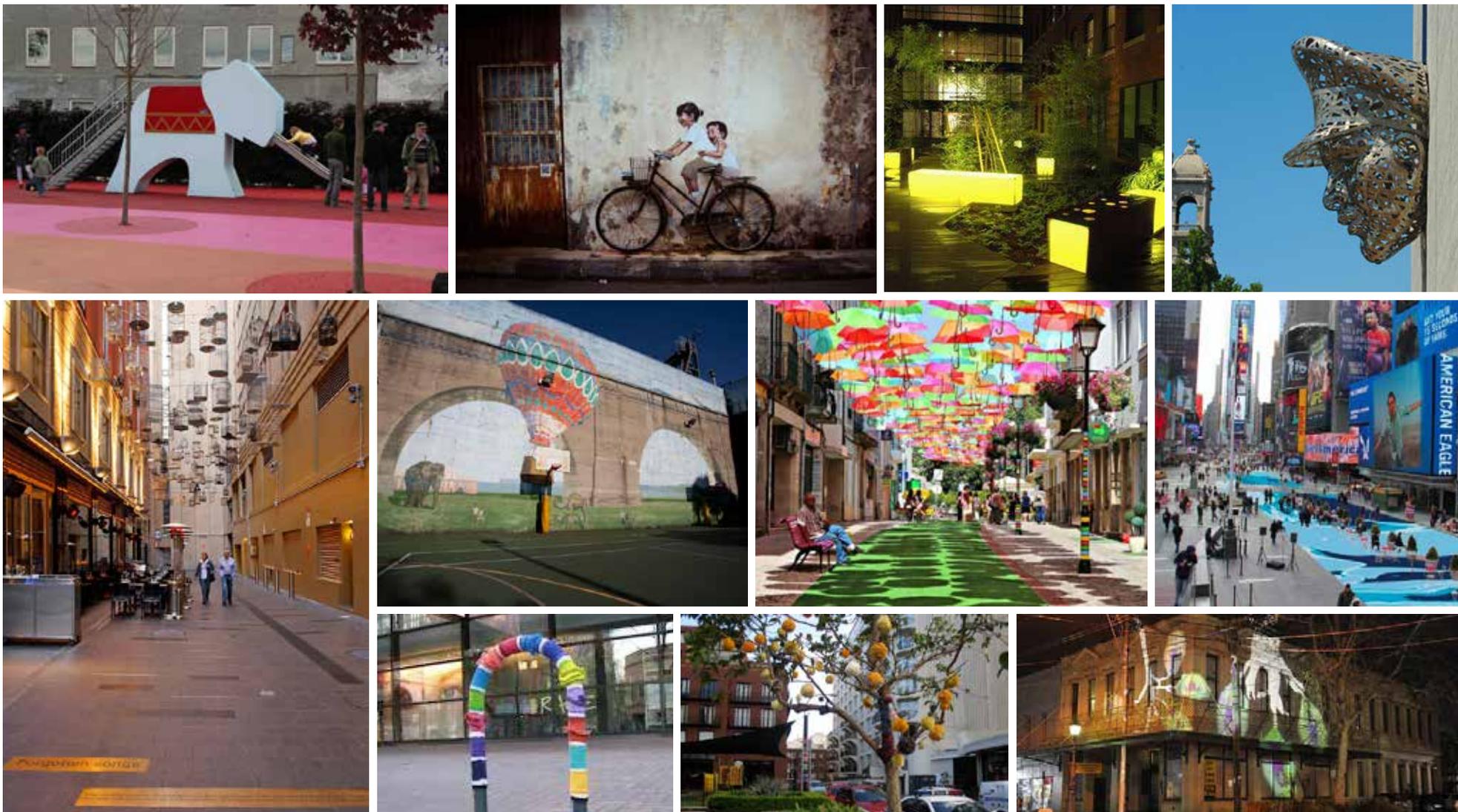
Shared Space Inspirations



Temporary Use – Inspirations



Public Art Inspirations for Broadway



MAKING IT HAPPEN

Implementing the Master Plan will require involvement from a number of private and public organisations such as the Reservoir Village Business Association and Broadway Business Group taking ownership of projects and initiatives to improve their retail centres. Council looks forward to working collaboratively with community organisations and businesses to realise the vision of the Master Plan.



This section outlines short, medium and long term projects to be realised over a 10 year period. A series of tangible recommendations have been provided.

Monitor and review of the Plan

As part of the implementation process, Council should undertake a progress report every 3 years and present it at Council meetings. This should provide an analysis of:

- The actions and projects that have been complemented or commenced
- The success of these projects/actions
- Any obstacles preventing successful implementation
- Maintenance review of the streetscape
- Review of resources required to implement the plan.

This process will allow Council to measure the success of the program and allocate future resources as necessary, responding to commercial conditions.

Staff Resourcing

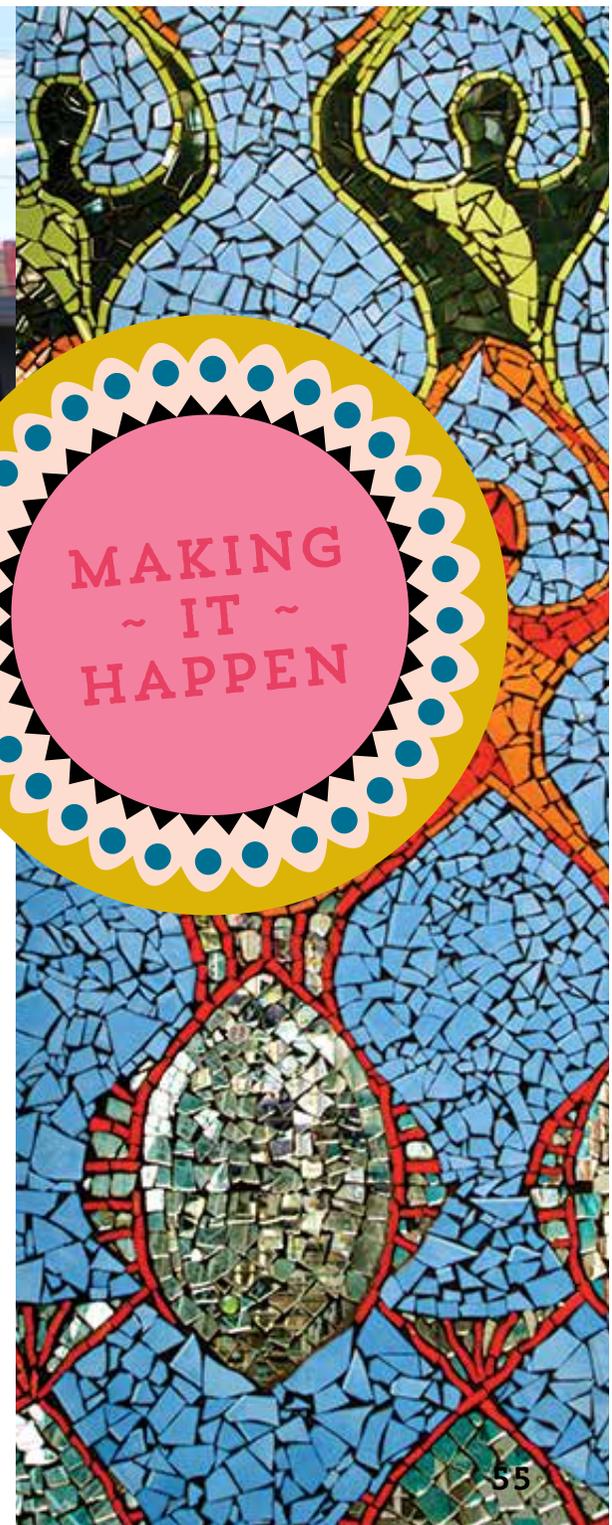
Due to the increase in public space an additional Landscape Architecture/Urban Designer will be required to assist in the delivery of numerous projects relating to the public realm.

Due to the increase in streetscape elements (garden beds, paving, new furniture, more bins) it is recommended that additional staffing is required for the Maintenance and Support Team.

Internal Project Steering Committee

The Reservoir Implementation Group (RIG) was created following the adoption of the Reservoir MAA Structure Plan, to ensure the integral delivery of projects.

It is recommended that this group be used at the internal reference group ensuring consistent delivery of these projects. It is suggested that meet on a monthly basis to discuss projects. Internal departments to be present on this steering committee should include representatives from Transport, Public Realm, Strategic Planning, Business Development and Infrastructure.



Priority Projects

This implementation section will focus on the capital works projects – those projects that are of the highest priority to improving the amenity and pedestrian permeability of the centre. It is envisaged that this project will also set a catalyst for change, and is expected to have a flow on effect to the private landowners, businesses and the community.

The following list identifies projects that are of highest priority. This list has been determined by community feedback during the consultation, response from survey forms and having discussions people during our drop in sessions:

1. Realising Central Heart
2. Improving Pedestrian permeability and safety between the centre
3. Footpath replacement
4. New public spaces
5. New greenery (trees, garden beds)
6. New Broadway Park
7. Laneway improvements
8. New pedestrian Crossing on Broadway
9. Edwardes Street redesign.

Implementation Program

Actions	Responsibility
SHORT TERM- 2014-2015	
<p>Start implementing the proposed planting palette, as outlined in Section 05, through the rejuvenation existing gardens beds:</p> <p>BROADWAY</p> <ul style="list-style-type: none"> • High Street/Broadway Entrance (outside Lawyers) • Broadway Central median • Bedford Carpark • Pedestrian mid crossing point on Broadway <p>EDWARDES STREET</p> <ul style="list-style-type: none"> • Library Carpark • Understorey planting at the pedestrian crossing points. • Edwardes Street and Ralph Street (outside Westpac Bank) • Edwardes Street and Compton/Ashley Streets • Spring Street slip lane <p>RESERVOIR STATION AND BUS INTERCHANGE</p> <ul style="list-style-type: none"> • Platform 1 / High Street entrance • Platform 2/ Spring Street entrance 	Council, PTV, Metro Trains
Introduce new street trees to Edwardes Street and Broadway.	Council
Commence discussions with VicRoads regarding the removal of the traffic barrier fencing along Broadway. Replace the fencing with suitable planting as outlined in Section 05 .	Council, VicRoads
<p>Create new four kerb extensions and raised pedestrian thresholds on Broadway, where it intersects with the following streets:</p> <ul style="list-style-type: none"> • Marchant Avenue • Bernard Street • Clarke Street • Whitelaw Street 	Council, VicRoads
<p>Design and implement a new garden beds:</p> <ul style="list-style-type: none"> • On High Spring Street and Kenilworth Street. • On Bernard Street (between Edwardes street and the Carpark). This will involve the removal/relocation of the loading zone area. 	Council
Continue to repair broken and hazardous paving throughout the study area, where it poses a risk to pedestrian safety.	Council
Replace broken DDA tactile treatments throughout the study area.	Council, PTV

Actions	Responsibility
<p>FOOTPATH REPLACEMENT PHASE 1 Undertake footpath replacement to Public Space nodes as the first priority. This will consist of introducing bluetstone pavers to sections of Edwardes Street and Broadway.</p>	Council
Undertake repair works and maintenance to the Reservoir Bus Interchange.	PTV, Metro Trains
Develop a thorough maintenance schedule to manage existing and new assets for the centre.	Council
Commence discussions with Melbourne Water and Metro Trains regarding the regularly maintenance of their site.	Council, Melbourne Water
Formalise the approved speed reduction to 40km/hr along Broadway, through the aquisition of new speed signs	Council
Undertake a review the current Streetscape elements of the centre. Use the initial audit undertaken in preparing the draft Master Plan. This review should include street furniture, bins, lighting, signage, bike hoops, water fountains, toilets and signage. It should provide recommendations to reduce the amount of clutter in the streets, and suggest a cohesive approach to the implementation of future infrastructure.	Council
Following the results of the audit, install additional rubbish, recycle bins and cigarette receptacles in strategic locations.	Council
Design of the suite of street furniture for the centre, as identified in Section 05 . This should include seating, benches, tables, tree grates, fixed and moveable planter boxes. These centre-designed furniture are to be implemented at the key 'public space nodes' throughout the centre.	Council
Develop and implement the Reservoir Urban Design Framework .	Council
<p>BROADWAY PARK PROJECT – STAGE 1 Using the findings from the Co-Design interactive workshop at the Kite festival, develop and implement a temporary road closure and temporary activation program for the site. These will assist in informing a future Landscape Plan for the site. Refer to Section 04 for further details on the project.</p>	Council, Melbourne Water, VicRoads
Formalise the approved speed reduction to 40km/hr along Broadway, through the aquisition of new speed signs.	
Commence work with PTV and Metro Trains to increase the width of the controlled pedestrian crossing point over the railway tracks from 1.5m to 3-4m.	Council, PTV, Metro Trains, DPTIL
Commence work with VicRoads, and the Metropolitan Traffic Forum to encourage large trucks (notably B2 trucks) to use the ODI highway route, rather than Broadway.	Council, VicRoads, Metropolitan Traffic Forum, Broadway Business Group (advocacy role)
Implement additional cycling parking at the Reservoir Railway Station.	Council, VicTrack, Metro Trains

Actions	Responsibility
Investigate opportunities for additional bike parking and 'rest and recharge' points for cyclists throughout the centre.	Council, VicTrack, Metro Trains
Construct the shared path extension along High Street, as identified in Figure 05.	Council
<p>Undertake traffic and pedestrian counts for the pedestrian crossing points on High Street and Spring Street. This will assist in lobbying VicRoads to:</p> <ul style="list-style-type: none"> • Increase the crossing times • Implement two new crossing points at these intersections to improve pedestrian safety in the centre. <p>It is envisaged that the upgrades are implemented within a three year period.</p>	Council, VicRoads
Continue to implement carparking capacity study (2014) throughout the centre.	Council
Continue to develop specialist studies to assist in presenting a strong economic, environmental and community based case to the Government, in delivering the the grade separation project for Reservoir Station.	Council, PTV, VicRoads, DPTIL
<p>Develop the guidelines and criteria for the 'Revitalise Reservoir' grant program. This program will assist the community and businesses to apply for small amounts of financial funding to:</p> <ul style="list-style-type: none"> • Adopt a planter box scheme for traders and residents • Clean/revitalise their shopfronts. • Tree plantings in garden beds. • Small community events • Small temporary public art project 	Council
Work with the community to develop a 'Friends of Reservoir' Group. They can assist in developing community based events and programs, and provide a voice for the community in regards to the implementation of key projects identified in the Master Plan and Structure Plan.	Council
Develop a case study for new staff and finances to assist in the implementation of Streetscape Master Plan for 2015-2016 financial budget.	Council
Roll out phase 1 of the new Reservoir Centre branding, as created in the Reservoir Identity Study. This should involve new flag pole signage banners.	Council, Reservoir Business Association, Broadway Business Group.

Actions	Responsibility
SHORT TERM- 2015-2016	
<p>FOOTPATH REPLACEMENT PHASE 2</p> <p>Upgrade the footpaths in the following areas:</p> <ul style="list-style-type: none"> • Edwardes Street (from Compton/Ashley to Spring Street) • Spring Street (from Cleeland St to Kennilworth St) • Broadway (from High Street to Clarke/Whitelaw Street) • High Street (from Broadway to Howard Street) 	Council
Continue to plant additional trees in Edwardes Street and Broadway.	Council
Plant gateway trees along High Street and Spring Street.	Council, VicRoads
<p>BROADWAY PARK – STAGE 2</p> <p>Develop and implement a detailed Landscape Master Plan for the future development of the 'Broadway Park.' Finding from the Phase 1 will inform the communities preferred uses and feel of the space. This project will see a redevelopment of the existing toilet facility as outlined in the Toilet Strategy. The actions and recommendations of this study should also be considered at the time of preparing the Master Plan. Ensure the ongoing dialogue with Melbourne Water regarding the suitable vegetation types and activities in this public space.</p>	Council, Melbourne Water, VicRoads
<p>SHARED SPACE LANEWAY PROJECT – PHASE 1</p> <p>Undertake detailed design and an implementation program for the redevelopment of the laneways throughout the study area. This project should look at the Edwardes Street to Council carpark laneway as an immediate 'shared space' priority. These laneways should remain 'shared spaces', restricting car movements at key time throughout the day.</p>	Council
<p>Develop a lighting strategy to:</p> <ul style="list-style-type: none"> • investigate various methods to improve lighting in the centre, including highlighting the trees (fairy lights or flood lighting) • improving safety along pedestrian walking routes to key destinations. • Improve safety in carparks • Have a wayfinding element • Solar and low LED lighting should be explored 	Council, external consultant

Actions	Responsibility
Develop a wayfinding strategy for the centre.	
Encourage Businesses to take part in the 'charge up' scheme, allowing people in motorized wheelchairs to recharge.	Council, businesses
Implement the 'Revitalise Reservoir' grant program – Year one.	Council
Work with PTV and the Taxi Directorate to relocate the Taxi rank on Broadway to the corner of Spring Street and Broadway. Carparking spaces will be reinstated within the central median parking.	Council, PTV, Taxi Directorate
New initiative case for additional finances and staff to assist in implementing and maintain the projects identified in the Master Plan.	Council
SHORT TERM – 2016-2017	
Introduce new public lighting, following the recommendations of the lighting strategy.	Council
Introduce new wayfinding signage, following the findings from the wayfinding strategy.	Council
Implement 'Shop front Revitalisation Program' – year 2.	Council
Create a business laneway activation strategy, to facilitate new business within the laneways.	Council
SHARED SPACE LANEWAY PROJECT – PHASE 2 Create the first 'shared space' laneways. It is recommended that this occur on the laneway between Edwardes Street and the library carpark. It is the shortest and carries significant foot traffic. Refer to Section 04 for further details. Changes will include surface treatments, retractable bollards, public art, lighting and a catenary structure.	Council
Introduce permanent structures that can physically support temporary art installations such as catenary structures, particularly in the laneways, where appropriate.	Council
Continue to Lobby VicRoads to improve the pedestrian accessibility on High Street and Sping Street (as identified in year 2014-2015).	Council, VicRoads
EDWARDES STREET REDESIGN PHASE 1 Commence the detailed design of Edwardes Street. This will require input from PTV, VicRoads, Taxi Directorate and the Reservoir Bus Company. Refer to Section 04 for project details.	Council, PTV, Reservoir Bus Company, Taxi Directorate
Work with PTV and the Reservoir Bus Company to look at the possible relocation of the bus stops on Edwardes Street to Spring Street. This will assist in providing more footpath space in the core of Edwardes Street. Refer to Section 04 for further details.	Council, PTV, Reservoir Bus Company

Actions	Responsibility
BROADWAY PARK – STAGE 3 Continue to implement the detailed Master Plan.	Council
MEDIUM TERM – 2017-2020	
SHARED SPACE LANEWAY PROJECT PHASE 3 Implement changes to the 'medium term' laneway.	Council
EDWARDES STREET REDESIGN PHASE 2 Commence the construction and a redesign of the street.	Council
BROADWAY PARK – PHASE 3 Undertake formalisation to declassify the small section of Cheddar Road.	Council
Create a new pedestrian crossing at the eastern entrance to Broadway.	Council, VicRoads
Continue to support the development of the 'mid block' pedestrian crossing as identified by the Structure Plan. These will require public acquisition of private properties.	Council
CENTRAL HEART Continue to work with and lobby State Government to deliver the Central Heart.	Council, PTV, VicRoads, DPTIL
LONG TERM – 2020- 2024	
SHARED SPACE LANEWAY PROJECT PHASE 4 Implement changes to the 'long term' laneways.	Council
Continue to support the development of the 'mid block' pedestrian crossing as identified by the Structure Plan. These will require public acquisition of private properties.	Council
CENTRAL HEART Continue to work with and lobby State Government to deliver the Central Heart.	Council, PTV, VicRoads, DPTIL



تحدث لغتك
講您的語言
Parla la tua lingua

Μιλήστε τη γλώσσα σας
Νόι ηγόη ηγῦρ κύα αμύ νί
Го зборваме вашиот јазик

For further information visit
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