



# STREETS for PEOPLE

Prepared by **Hansen Partnership**  
for **City of Darebin**

**JUNE 2018**

**CONSULTATION  
SUMMARY:  
PHASE 2 (NORTHERN  
RESERVOIR)**



# Community and Stakeholder Engagement

## Summary: Reservoir Corridor – Phase 2

In May 2019, Hansen Partnership were engaged by Darebin City Council (Council) to gather feedback on the proposed streetscape improvements and sustainable transport upgrades in Corridor 4 (Northern Reservoir Corridor) following a previous round of engagement in March 2019. The Community engagement also sought to present more detailed sketch ideas for 4 'Hot Spots' which Council will aim to deliver as priority projects. The second round of community consultation was undertaken from 8<sup>th</sup> April to 19<sup>th</sup> May 2019 during Stage 3 of the overarching 'Streets for People' project.

The purpose of the Community Engagement was to confirm the revised Framework Plans and present the key ambitions of the Hot Spots, based on the feedback received during Phase 1 of consultation, where issues and opportunities were identified by the community.

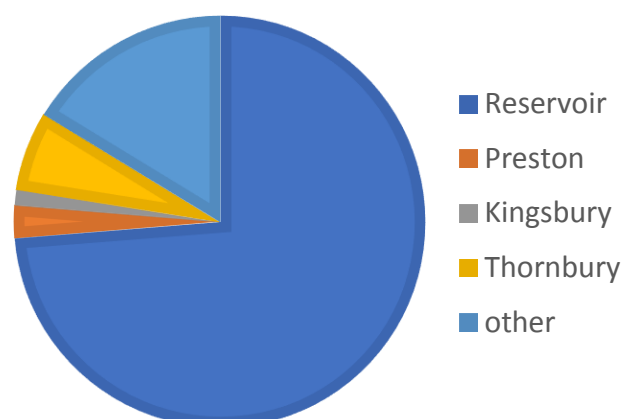
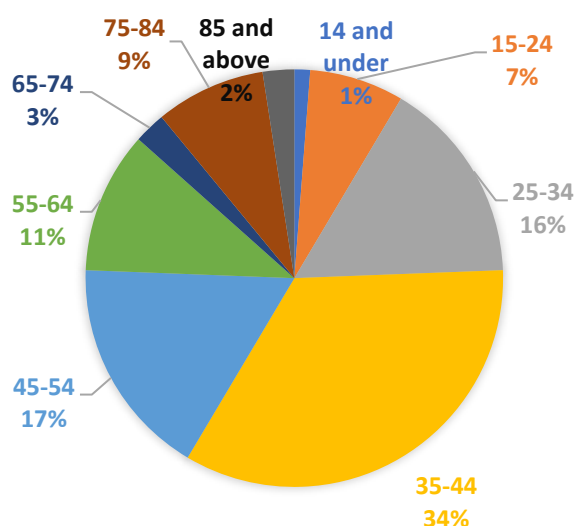
### Community Engagement Process

Hansen Partnership and Council curated a range of platforms for the community to be informed and contribute to the future of the streets. Activities included:

- Online Survey open from 23<sup>rd</sup> April to 19<sup>th</sup> May 2019.
- Postcard drop to residents in the study area.
- Have your Say page including a question forum moderated by Council.
- A drop-in session for each corridor on the 18<sup>th</sup> April at the Reservoir Library forecourt.
- A Street Champion Workshop on the 18<sup>th</sup> April at the Reservoir Library.

### Breakdown of Consultation Participants

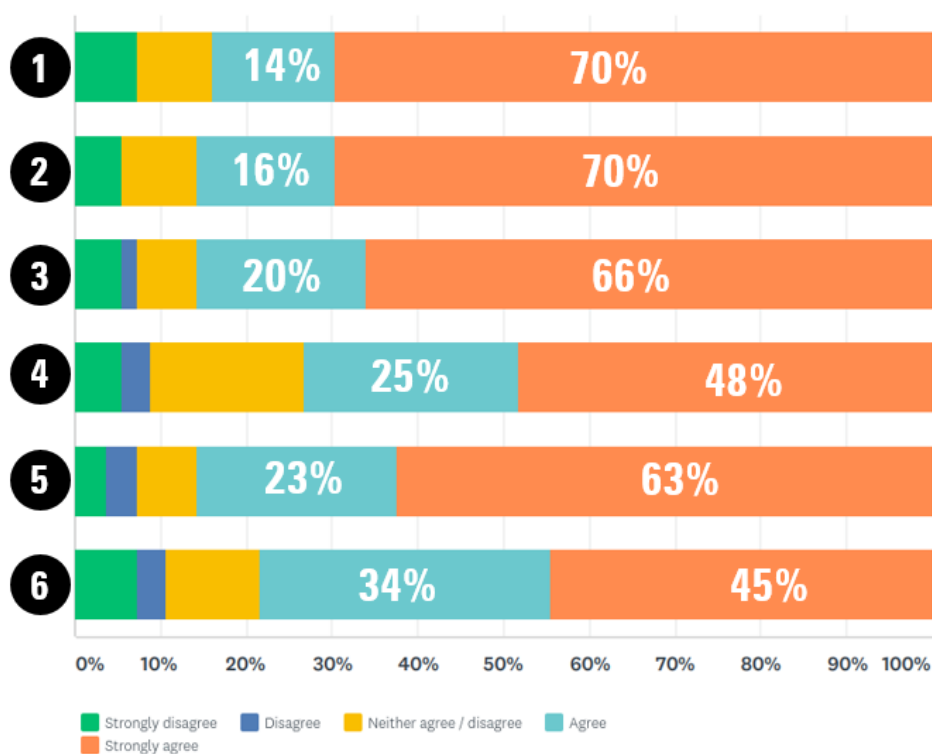
- A total of 91 Participants;
- 57 online surveys were completed;
- 34 people attended the drop-in session;
- 10 people returned to the Street Champions Workshop
- Age profile: 34% of participants were between the age of 35-44.
- 74% of participants were Reservoir Residents.



## Online Survey

The Online Survey was open to the public for 4 weeks between 23rd April and 19th May. The survey was designed to allow participants to review the Vision and Principles for improvements along the Northern Reservoir Corridor as well as provide feedback on the revised Framework Plans and Hot Spots. A total of 57 responses were collected.

1. Participants were asked to rate their level of agreement with the Corridor Vision Statement, which scored 85 out of 100. Participants were asked to rate the 6 key principles. The percentage of responses for agree and strongly agree includes:
2. To modify the street by allocating more space for walking and new vegetation, reducing vehicle speeds and rat-running as well as retaining the valued quiet nature of the street. **84%**
3. To make it safer for pedestrian to cross the streets to access local destinations such as parks, schools, public transport and shops. **86%**
4. To connect creeks and open space by creating welcoming and green streets with shade and lighting, as well as on going support for native landscaping within the streets. **86%**
5. To improve wayfinding along the corridor by installing signage and public art, guiding pedestrians and cyclists to local destinations. **73%**
6. To make public transport more attractive by providing new pedestrian crossings and seating at bus stops and creating a more pleasant walking environment to the station. **86%**
7. To embrace Reservoir North local identity by promoting community-led street landscaping and public art projects to support ongoing improvement to pedestrian safety and amenity. **79%**





The Northern Reservoir Corridor Draft Framework Plan is divided into 5 areas and includes a total of 4 Hot Spots, or priority areas for streetscape improvements. Refer to map below for breakdown of areas.



Survey participants were presented with these 5 areas along the Streets for People corridor to select and review the proposed concept plans and indicative sketch ideas for key improvement areas. Each area included a breakdown of the proposed treatments (including their objective in delivering streets for people and a picture reference), allowing participants to provide feedback on each treatment. Participants were able to review and comment on 1 or multiple areas of interest.

#### **Area 1: Broadhurst Avenue - Merri Creek to Godley Street**

##### Framework

Proposed streetscape improvements	Yes	No	Unsure
Shared cycle	86%	0%	14%
Bike Station and rest Area	86%	0%	14%
Barron Street: raised side street treatment	93%	0%	7%
Barron Street: raised side street treatment	86%	0%	14%
Fiddes Street: side street treatment	85%	0%	15%
Godley Street: side street treatment	86%	0%	14%
Lakeside Avenue: Carriageway narrowing through linemarking	79%	0%	21%
Upgrade bus stops	71%	0%	29%
Infill street trees	93%	0%	7%
Nature strip refresh	77%	0%	23%
Public art opportunity at round-about	64%	0%	63%



Hot Spot

The Broadhurst Avenue and Radford Road intersection has been identified as a priority area to improve pedestrian and cycle safety and amenity to BT Connor Reserve and Merri Creek Trail. 85% of Participants supported the ambitions of the Hot Spot proposal.

**Area 2: Broadhurst Avenue - Banbury Road to McFadzean Avenue**Framework

Proposed streetscape improvements	Yes	No	Unsure
Shared cycle	91%	9%	0%
Banbury Rd roundabout: raised pedestrian crossings	91%	9%	0%
Banbury Rd roundabout: zebra crossings	91%	9%	0%
Lawley St: Implement raised side street treatment	82%	18%	0%
Wilson Boulevard: Implement raised side street treatment	91%	9%	0%
McFadzean Avenue roundabout: zebra crossings	91%	9%	0%
Upgrade bus stops	91%	9%	0%
Infill street trees	91%	9%	0%
Nature strip refresh	91%	0%	9%

Hot Spot

The Edgars Creek bridge has been selected as a priority area to improve pedestrian and cyclist safety to access Edgars Creek shared trail and reduce vehicle speeds along the narrow bridge. 90% of Participants supported the ambitions of the Hot Spot proposal.

**Area 3: Broadhurst Avenue - Chauvel Street to High Street**Framework

Proposed streetscape improvements	Yes	No	Unsure
Shared cycle	93.33%	6.67%	0.00%
Chauvel St: Implement raised side street treatment	93%	7%	0%
Gellibrand Crescent: Implement raised side street treatment	93%	7%	0%
Chauvel St - Gellibrand Cres: pinch-point	80%	13%	7%
Hobbs Cres roundabout: Raised pedestrian crossings	100%	0%	0%
Maclagan Cres: raised side street treatment	93%	7%	0%
Between Maclagan Crescent and High Street: landscaped pinch point with raised cushion	80%	13%	7%
Upgrade bus stops	93%	0%	7%
Infill street trees	100%	0%	0%
Nature strip refresh	87%	7%	7%

**Area 4: Crookston Road - Cheddar Road to Black Street**Framework

Proposed streetscape improvements	Yes	No	Unsure
Shared cycle	95%	5%	0%
Existing speed humps: Pinch points	80%	10%	10%
public art	65%	15%	20%
Wayfinding	90%	5%	5%
Street Trees	100%	0%	0%
Nature Strip Refresh	85%	5%	10%

Hot Spot

Crookston Road and Black Street roundabout has been selected as a priority area to facilitate improved pedestrian and cyclist safety. This location is identified to cater for higher pedestrian volume, including children traveling to schools (Reservoir Views Primary School and St Stephen's Catholic Primary School) along Black Street. 95% of Participants supported the ambitions of the Hot Spot proposal.

**Area 5: Boldrewood Parade to McMahon Road**Framework

Proposed streetscape improvements	Yes	No	Unsure
Shared cycle	100%	0%	0%
Clements Grove: Kerb Outstand	92%	0%	8%
McMahon Road: Point Point	83%	4%	13%
Creek entry	92%	0%	8%
Public art	75%	8%	17%

Hot Spot

Boldrewood Parade (between Crookston Road and McMahon Road) is an important local walking route to Darebin Creek. It has been selected as a priority area for improved pedestrian and cycle safety and amenity as well as mitigating rat-running through local streets. 79% of Participants supported the ambitions of the Hot Spot proposal.

## Drop-In Session

### Format

The Drop-in session was held on Saturday 18th March 2019 at Reservoir Library forecourt between 10:30am and 12pm. Approximately 34 people were in attendance, most of which were local Reservoir residents living in surrounding residential streets.

The Drop-in Session allowed participants to view the revised Framework plans and Hot Spots which included precedent images of proposed treatments to clearly communicate Council's ambitions for the corridor. Participants were able to provide both verbal and written feedback which was recorded/collected by workshop facilitators.

### Summary

There was general support for the revised Framework Plans and proposed streetscape improvements among the participants. Many discussions were centred around the need for safer and more accessible footpaths for people of all abilities and at all times of the day. This included consideration of more lighting, wider paths, pedestrian crossings and support of raised side street treatments. Improved landscape and street greening was also highly supported as a way to enhance the character of residential streets.

## Street Champions Workshop

The Street Champions Workshop was held on Saturday 18th March 2019 at Reservoir Library Function Room between 1-2pm. The workshop provided an opportunity for participants from the earlier session in March to review the revised framework plans and Hot Spots, stemming from their earlier inputs. The participants viewed a presentation highlighting the revised changes to plans as well as emerging feedback from the online survey.

### Summary

Overall, participants were all generally supportive of the revised Framework Plans, noting many of the improvements remain consistent with the ambitions defined in the first workshop.

The four Hot Spot sketches were also supported in principle; however, several considerations were highlighted for each location, which are to be addressed prior to the finalisation of the project. Most of the considerations relate to detailed design issues and clarification of movement priority that can be addressed through notations and guidelines for future stages.



## Recommendations and Considerations

Key considerations for the finalisation of the Framework Plan Areas collected from the Online Survey as well as discussions and written notes from the Drop-in Sessions and Workshop include:

### Area 1: Broadhurst Avenue - Merri Creek to Godley Street

#### Survey Feedback:

##### Transport and Movement

- Separate cycle lanes to encourage more cyclists. Sharrows have minimal value.
- Pedestrian access to BT Connor reserve from Radford Rd is difficult.
- Merri Creek bridge path is very steep. Can it be improved for all abilities?
- Many heavy vehicles along Broadhurst to Massey Avenue.

##### Quality of Streets

- Public art looks cheap in Reservoir and needs guidelines. Gellibrand Crescent shops are a fantastic example.
- Seating at bus stops encourages vandalism. Ensure new furniture is resilient.

#### Drop-in / Workshop Feedback:

##### Transport and Movement

- Footpaths should be wide enough for 2 wheelchairs/prams to pass.

##### Quality of Streets

- Ensure nature strip planting considers people exiting cars and bin collection.
- Wayfinding promoting pedestrians and cyclists given close proximity to industrial area.
- Fill in nature strips with trees.
- Seating, food gardens, indigenous garden - narrative of food gardening in Rezza.
- Lighting on one side of road- consider whether more lighting is needed.

### Area 2: Broadhurst Avenue - Banbury Road to McFadzean Avenue

#### Survey Feedback:

##### Transport and Movement

- Maintain traffic flow without reducing speeds.
- Bikes knock over pedestrians.
- No more one way streets (due to car parking).
- Roundabouts are intimidating for cyclists and pedestrians. Traffic calming at these intersections is very important.

### Quality of Streets

- Use neutral colours for seats.
- How are nature strips maintained?

### **Drop-in/ Workshop Feedback:**

#### Transport and Movement

- Roundabout at Cooktson. Remove hard edge. Smaller footprint for turning.
- Improvements are great for bikes and pedestrians and to slow down cars.

### Quality of Streets

- Consider trees species that won't cause trip hazard from dropping fruit/flowers.
- Opportunity for street and creek connections and wayfinding.
- Something to read at bus stops that talks about history/ quirkiness of Rezza.
- Yes to seats at bus stops.
- Communicate to wider community about streets for people.

### **Area 3: Broadhurst Avenue - Chauvel Street to High Street**

### **Survey Feedback:**

#### Transport and Movement

- Bike paths should be along streets without buses.
- Consider raised crossing at Gellibrand to slow cars and improve safety.
- The proposed treatments will reduce fears associated with high speeds of vehicles.
- Provide bicycle lanterns at High Street.
- Will traffic impact surrounding residential streets with proposed improvements to Broadhurst.

### Quality of Streets

- Consider streets for greening that are also popular train station routes.
- Improve lighting and BBQ area at Whitby St reserve.
- Ensure new trees species are carefully selected to ensure they don't drop fruits that cause trip hazards.

### **Drop-in/ Workshop Feedback:**

#### Transport and Movement

- Yes, make it easier to ride my bike along the corridor.
- Consider the alignment of pram crossings (ramps) to footpaths at intersections.
- Create more bike lanes!

### Quality of Streets

- More greenery and raised thresholds
- Love the pinch points.
- Opportunity for residents 'ownership' 'adopt a tree'
- Viaduct under railway line for truck
- More greenery and raised threshold
- Love the pinch points. Opportunity for residents 'ownership' 'adopt a tree'
- Yes, make it easier to ride my bike through
- Alignment of pram crossing (ramps on/off footpaths)
- Add more bike lanes!

#### **Area 4: Crookston Road - Cheddar Road to Black Street**

##### **Survey Feedback:**

##### Transport & movement

- Prefer to keep speed humps rather than pinchpoints so there isn't a back up of traffic.
- Pinchpoints could make traffic movement more difficult (noting existing parking).
- Concern there will be more cars on Rathcoun Rd. Consider surrounding streets.
- Reduce car parking to one side to improve flow of traffic.

##### Quality of Streets

- Wayfinding not necessary as path to station is clear.
- Improve street lighting.
- Public art guidelines to make reservoir look nice.

##### **Drop-in/ Workshop Feedback:**

##### Transport & Movement

- Roundabout Black/Crookston needs a 'soft' edge to improve access.
- Use lots of 'yellows' point on roads as early warning for cars, pedestrians and bikes.
- Parking 'bays' into nature strip.

##### Quality of Streets

- Community dev. street trees. More ownership and trees.
- Pay for people to protect new trees. I.e. tree sponsors.



### **Area 5: Boldrewood Parade to McMahon Road**

#### **Survey Feedback:**

##### Transport & Movement

- Disappointed the eastern end of Crookston Road is not included.
- Pedestrians crossing Boldrewood is important.
- Considering Boldrewood Parade into shared path given high levels of vehicle movement.

##### Quality of Streets

- Support community led planting of indigenous plants on nature strips.
- New Street intersection proposal is safer for pedestrians and cyclists.
- Unsure if improvements will reduce rat-running along Boldrewood.
- McMahon Rd & Beenak St needs traffic calming around the road bend.
- Public art in reservoir looks cheap. Consider engaging local youth.

#### **Drop-in/ Workshop Feedback:**

- Bikes and pedestrians travelling east onto Darebin Creek Trail from McMahon Road need a ramp/better access.
- Stop, look, listen. Think signs on footpath.

### **Hot Spot Feedback**

#### **Hot Spot 1: Radford Road to Merri Creek**

##### **Survey Feedback:**

- The area needs to be safe and secure.
- Radford Rd carries a lot of heavy, industrial traffic.
- Create more separated bike lanes.
- BT Connor Reserve needs a playground for surrounding families.

##### **Workshop Feedback:**

- Clarify bike link through round-about to new SUP. Align the north-south link to the inside of the car park crossover rather than to Radford Rd side.
- Add traffic calming treatment to the southern roundabout approach.
- Signage to warn pedestrians through signage or landscape crossing new path from car park to field.
- Ensure warning signage is placed at all roundabout approaches.

#### **Hot Spot 2: Edgars Creek Bridge**

##### **Survey Feedback:**

- Support street trees and drought proof vegetation.
- Support seating example. No blue street furniture
- Include signage to warn drivers of pinch-point and raised crossing.

##### **Workshop Feedback:**

- Confirm the extent of warning signs and lighting required to allow for the prioritised and safe crossing of pedestrians and cyclists.
- Consider extending traffic calming surface treatments to align with park boundaries.

#### **Hot Spot 3: Black Street**

##### **Survey Feedback:**

- Maintain safe bus movement through intersection.
- Will sharrows make it safe for cyclists?
- It would slow down cars in a black spot area.

##### **Workshop Feedback:**

- Consider warning signs on approached for drivers entering the roundabout.
- Acknowledge the uneven road surface due to buses along Black Street.

#### Hot Spot 4: Boldrewood Parade and New Street

##### **Survey Feedback:**

- The raised intersection will be expensive and hold up vehicles. Consider kerb extension or refuge.
- Roundabouts are dangerous to ride in.
- Reverse priority intersection may encourage more cars along Crookston Road.
- Reverse priority may make it difficult to exit the east side of Crookston Road onto Boldrewood Parade.
- Improvements will make the area more accessible and safe for pedestrians and cyclists.
- Slowing traffic and prioritising pedestrians is good.
- Unsure how improvements will help to upgrade shops.

##### **Workshop Feedback:**

- Clarify the turning movements for vehicles entering and exiting the eastern side of Crookston Road.
- Confirm pedestrian crossing points at reverse priority intersection.
- Consider expanding the raised traffic calming treatment or surface treatment along the shop frontage to demarcate the street as a special place.
- Consider vehicles reversing in and out of shop car park.
- Explore opportunity to retain roundabout configuration and tree in combination with a raised intersection.
- Confirm signage and lighting required at approached to warn vehicles of pedestrian crossings.



# APPENDIX 1:

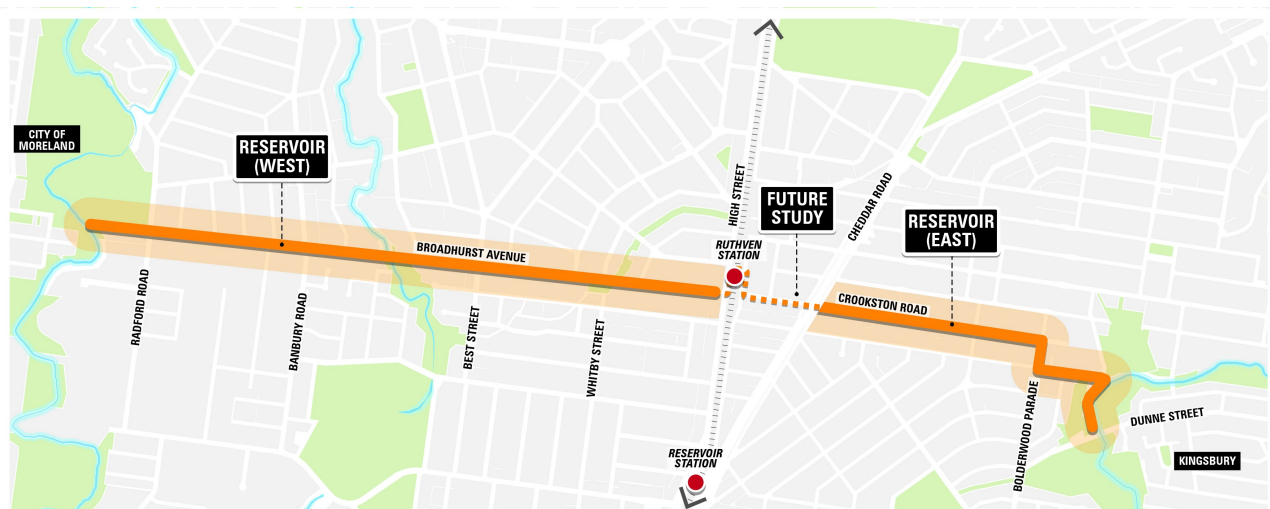
## ONLINE SURVEY QUESTIONS

# Streets for People Survey (Reservoir)

1. The Study Area is split into 2 precincts (refer to map below). Please select the precinct you are responding to.

- ☐ Reservoir (West)
- ☐ Reservoir (East)

## Reservoir Corridor



## 2. What's your relationship with the study area?

- ☐ Resident
- ☐ Employee
- ☐ Student
- ☐ Frequent visitor (more than 4 times a week)
- ☐ Business
- ☐ Occasional visitor (less than 4 times a week)
- ☐ First time visitor
- ☐ Access the train station or tram stop
- ☐ Other (please specify)

## 3. Do you have physical limitations that prevent you from walking, bicycling, or driving?

- ☐ Yes
- ☐ No

## 4. What's your primary mode of travel on weekdays?

- ☐ Cycling
- ☐ Walking
- ☐ Car
- ☐ Bus
- ☐ Train
- ☐ Tram
- ☐ Other

## 5. What's your primary mode of travel on weekends?

- ☐ Cycling
- ☐ Walking
- ☐ Car
- ☐ Bus
- ☐ Train
- ☐ Tram
- ☐ Other:

## 6. Rank each of these from most important (1) to least important (6) for you?

☰	⬆️⬆️	On street car parking
☰	⬆️⬆️	Walking paths
☰	⬆️⬆️	Cycling paths
☰	⬆️⬆️	Convenient driving
☰	⬆️⬆️	Public transport accessibility
☰	⬆️⬆️	Street trees and vegetation

## 7. How would you rate each of these today for your area?

	Very Poor	Poor	Okay	Good	Very good
Convenient driving	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Walking paths	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
On street car parking	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Cycling paths	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Public transport accessibility	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Street trees and vegetation	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

**8. What alternate modes of transport do you think should be promoted to reduce car traffic (private car, taxi's, ride share) in the study area?**

- ☐ Cycling
- ☐ Walking
- ☐ Bus
- ☐ Tram
- ☐ Other:

**9. On a scale from 'strongly agree' to 'strongly disagree', respond to the following statements:**

	Strongly Agree	Agree	Disagree	Strongly Disagree	Unsure
I would allow my children to walk or cycle to school by themselves.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I consider cycling a risky form of transport along my street.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I frequently walk to my local convenient store/ parks	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I consider walking and/or running in my neighbourhood important to my health and wellbeing.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I would rely less on my car if there were safer bike paths.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I do not rely on on-street parking.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

	Strongly Agree	Agree	Disagree	Strongly Disagree	Unsure
I feel safe walking at night along my street.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I do not rely on signage to find my way around my neighbourhood.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
My street will benefit from more trees and landscaping.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

**10. What if anything would make your journey to work/ university/ school more convenient? (Select at least 3)**

- ☐ less cars
- ☐ slower car speeds
- ☐ wider footpaths
- ☐ bicycle lanes
- ☐ more street trees
- ☐ public art and creative engagement i.e live exhibitions, workshops, markets, buskers
- ☐ more seating
- ☐ more interactive with retail and cafes i.e more café seating, edible gardens, outdoor
- ☐ more shade
- ☐ improved lighting
- ☐ improved crossings and junctions
- ☐ improved signage and information
- ☐ Other (please specify)

**11. What do you think is special about your street?**

## 12. What does a people-friendly street mean to you? (Select all that apply)



Pop-up parklets



Water Sensitive Urban Design



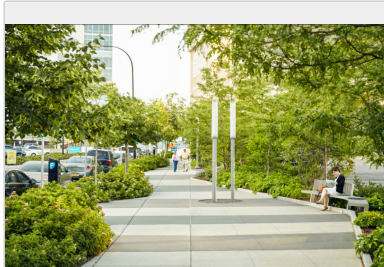
More pedestrian crossings



Temporary play spaces



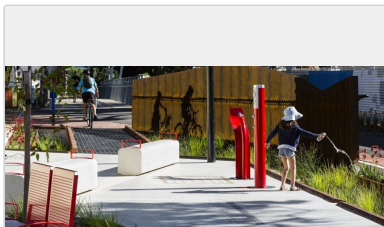
Protected bike paths



Street greening



Less car parking



More seating and gathering spaces



Slower car speeds



Improved lighting

### 13. What is your age?

***( The information collected will only be used for the purpose of this survey and Council will treat your privacy confidentially)***

☐ 0 – 14

☐ 35 – 44

☐ 65 – 74

☐ 15 – 24

☐ 45 – 54

☐ 75 – 84

☐ 25 – 34

☐ 55 – 64

☐ 85+



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# APPENDIX 2:

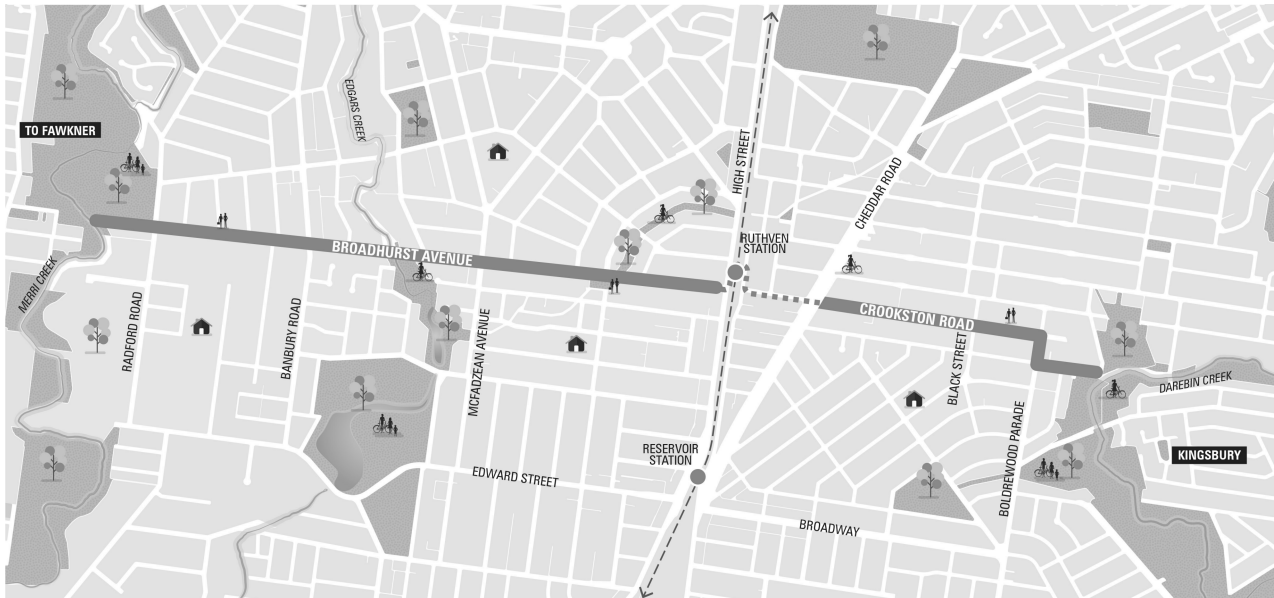
## ONLINE SURVEY QUESTIONS

## Streets for People Survey : Northern Reservoir Corridor

### Future Ambitions

***Using the feedback we received from surveys, drop-in sessions and workshops during the first round of community engagement in March 2019, we have developed draft concept plans for the Northern Reservoir Streets for People Corridor.***

***We are now seeking feedback on what you like about the draft plans and what needs work. Complete this survey to view the draft plans and provide your feedback.***



### 1. Do you agree with the future vision of the Northern Reservoir Streets for People Corridor?

*"The Northern Reservoir Streets for People Corridor will provide a safe, inviting walking and cycling environment for residents to access their local parks, schools and shops."*

Strongly Disagree

Neither agree or disagree

Strongly Agree

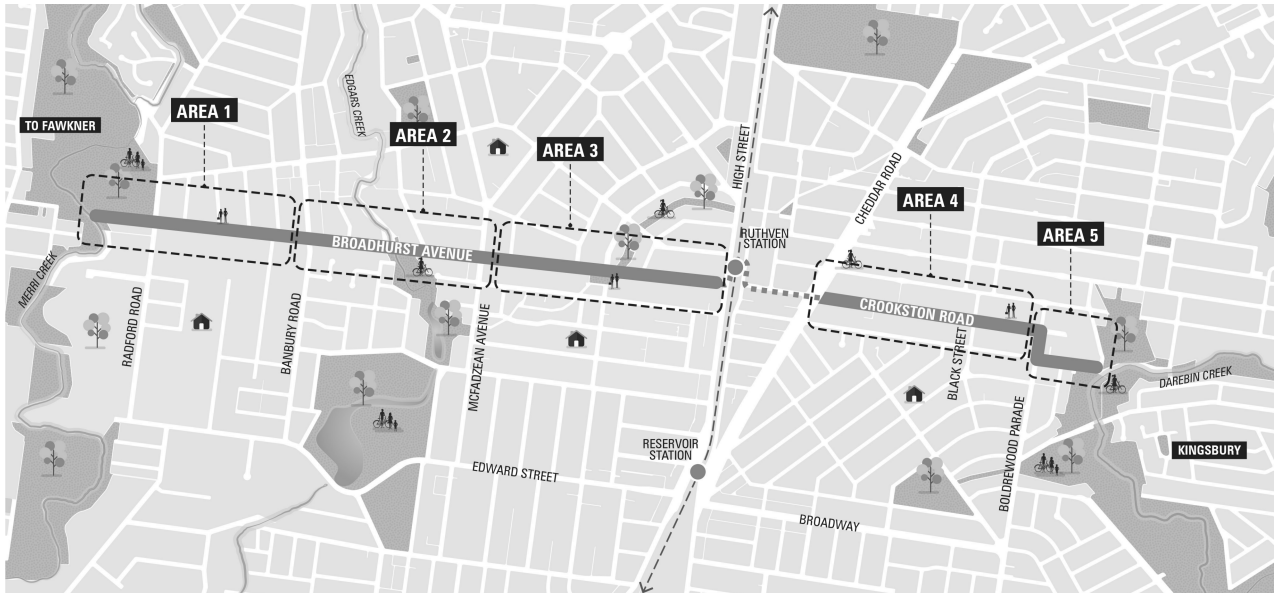


**2. Do you agree with the following statements guiding streetscape improvements along the entire Northern Reservoir Corridor?**

	Strongly disagree	Disagree	Neither agree / disagree	Agree	Strongly agree
To modify the street by allocating more space for <b>walking</b> and <b>new vegetation</b> , <b>reducing vehicle speeds</b> and <b>rat-running</b> as well as retaining the valued <b>quiet nature</b> of the street.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
To make it <b>safer for pedestrian</b> to cross the streets to access local destinations such as parks, schools, public transport and shops.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
To connect creeks and open space by creating <b>welcoming and green streets</b> with shade and lighting, as well as on going support for native landscaping within the streets.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
To improve wayfinding along the corridor by installing <b>signage</b> and <b>public art</b> , guiding pedestrians and cyclists to local destinations.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
To make <b>public transport</b> more attractive by providing new pedestrian crossings and seating at bus stops and creating a more pleasant walking environment to the station.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
To embrace Reservoir North local identity by promoting <b>community-led</b> street landscaping and public art projects to support ongoing improvement to <b>pedestrian safety and amenity</b> .	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

## Streets for People Survey : Northern Reservoir Corridor

### Area Selection



**1. The Northern Reservoir Corridor Survey has been divided into 5 sections. Which area would you like to provide feedback on?**

- ☐ Section 1: Broadhurst Avenue (Merri Creek to Godley Street)
- ☐ Section 2: Broadhurst Avenue (Banbury Road to McFadzean Avenue)
- ☐ Section 3: Broadhurst Avenue (Chauvel Street to High Street)
- ☐ Section 4: Crookston Road (Cheddar Road to Black Street)
- ☐ Section 5: Crookston Road (New Street to Darebin Creek)
- ☐ I've completed the areas I'm interested in (Finish Survey)

# Streets for People Survey : Northern Reservoir Corridor

## Area 1: Broadhurst Avenue - Merri Creek to Godley Street

### Proposed Streetscape Improvements



#### CYCLE INFRASTRUCTURE

- Shared cycle & vehicle/ Sharrow symbol on road
- Shared cycle/ pedestrian off-road path
- Bike station/ seating node

#### PEDESTRIAN & VEHICLE IMPROVEMENTS

- Raised pedestrian crossing
- Raised side street treatment
- Tighter intersection radius (line marking)

#### STREET GREENING & IDENTITY

- Additional street trees / nature strip refresh
- Potential future playground
- Wayfinding signage

#### EXISTING CONDITIONS

- Off-road trail
- Bus route/ bus stop
- Public open space
- Creek
- Residential area
- Industrial area
- Sports ground

1. Do you support the following proposed streetscape improvements to achieve Council's 'Streets for People' ambitions?

Yes No Unsure

**Broadhurst Avenue (between Radford Road and Godley Street) :**  
Encourage cyclists to use Broadhurst Avenue as a cycling path by formalising it as a shared road with 'sharrow' symbols on the road surface to assist with wayfinding.



☐ ☐ ☐

**Merri Creek Trail entry:** Add a new bike station and rest area (including bike rack, bike pump, water fountain, seating, lighting and wayfinding) surrounded by native landscape of the creek environment as a gateway treatment into the City of Darebin.



☐ ☐ ☐

Yes

No

Unsure

**Ashfield Street:** Implement raised side street treatment to discourage traffic rat-running into Broadhurst Avenue by slowing down vehicles and improving pedestrian safety/access across Ashfield Street.



**Barron Street:** Implement raised side street treatment to discourage traffic rat-running into Broadhurst Avenue by slowing down vehicles and improving pedestrian safety/access across Barron Street.



**Fiddes Street:** Implement raised side street treatment to discourage traffic rat-running into Broadhurst Avenue by slowing down vehicles and improving pedestrian safety/access across Fiddes Street.



**Godley Street:** Implement raised side street treatment to discourage traffic rat- running into Broadhurst Avenue by slowing down traffic and improving pedestrian safety/access across Godley Street.



**Lakeside Avenue:** Implement line marking to visually narrow turning circles, through line markings, at the intersection to slow traffic entering and exiting traffic along Broadhurst Avenue, acknowledging the frequency of large/commercial vehicles along this street.



Yes

No

Unsure

**At Bus Stops:** Improve pedestrian amenity and encourage greater public transport use by integrating seating, lighting, bike racks and/or wayfinding signs with existing bus stops.

☐☐☐

**Street Trees:** Infill tree planting within nature strip to increase shade and street beautification.

☐☐☐



Yes No Unsure

**Nature Strip Refresh:** Council to further encourage community-driven nature strip planting, supporting native and drought tolerant species.



☐ ☐ ☐

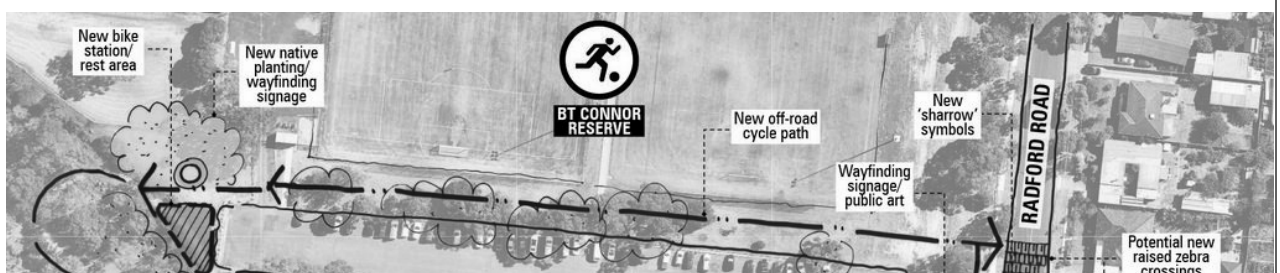
**Public Art Node:** Investigate opportunity for public art installation at **Radford Road junction** which references the unique characteristics of Reservoir residential areas and/or surrounding creek corridors.

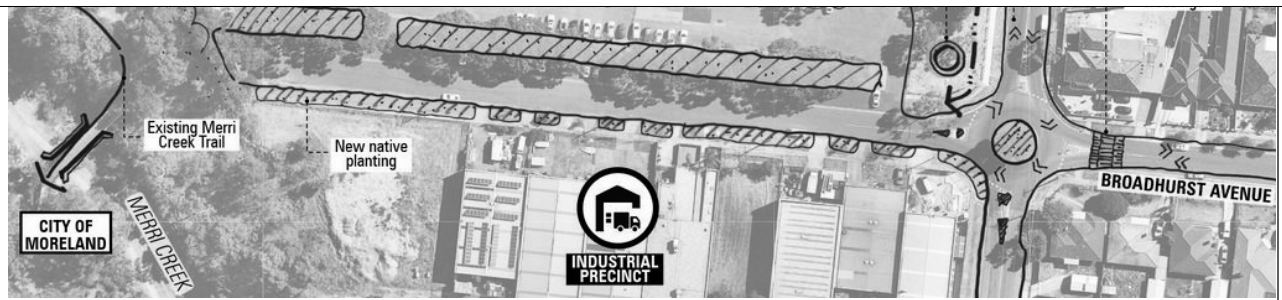


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If you answered 'No' or 'Unsure' for any of the proposed improvements, please tell us why.

2. The **Broadhurst Avenue and Radford Road intersection** has been identified as a priority area to improve pedestrian and cycle safety and amenity to BT Connor Reserve and Merri Creek Trail (refer to concept sketch below).





The following individual treatments are all inter-related to create a complete concept for the priority area. Do you broadly support the following proposed ideas as whole to achieve Council's 'Streets for People' ambitions? If not, tell us why in the 'Comments' box.

- **Merri Creek Trail:** Create a safer cycling and walking route to Merri Creek trail by introducing a new off-road shared path along the north side of the car park (within the BT Connor Reserve) and the west side of Radford Road within the nature strip.
- **Across Redford Road:** Improve pedestrian safety and give priority to pedestrians across Radford Road by implementing a new raised pedestrian crossing, connecting to new off-road shared path, where large vehicles (including buses) are common.



- **Across Broadhurst Avenue:** Improve pedestrian safety and give priority to pedestrian across Broadhurst Avenue (by implementing a new raised pedestrian crossing where large vehicles

Broadhurst Avenue ( by implementing a new raised pedestrian crossing where large vehicles (including buses) are common.

- **At the roundabout:** Install warning signs and sharrow (bike symbol) line marking to assist in raising the awareness of cyclists through the roundabout.
- **At the roundabout:** Install new wayfinding, or signage near the roundabout to provide directions to Merri Creek and BT Connor Reserve.



- Council to investigate opportunity for a new play space between Radford Road and BT Connor Reserve (at Glasgow Avenue).

☐ Yes ☐ No ☐ Unsure

Comments

3. Is there anything else you would like to add in relation to this Area?

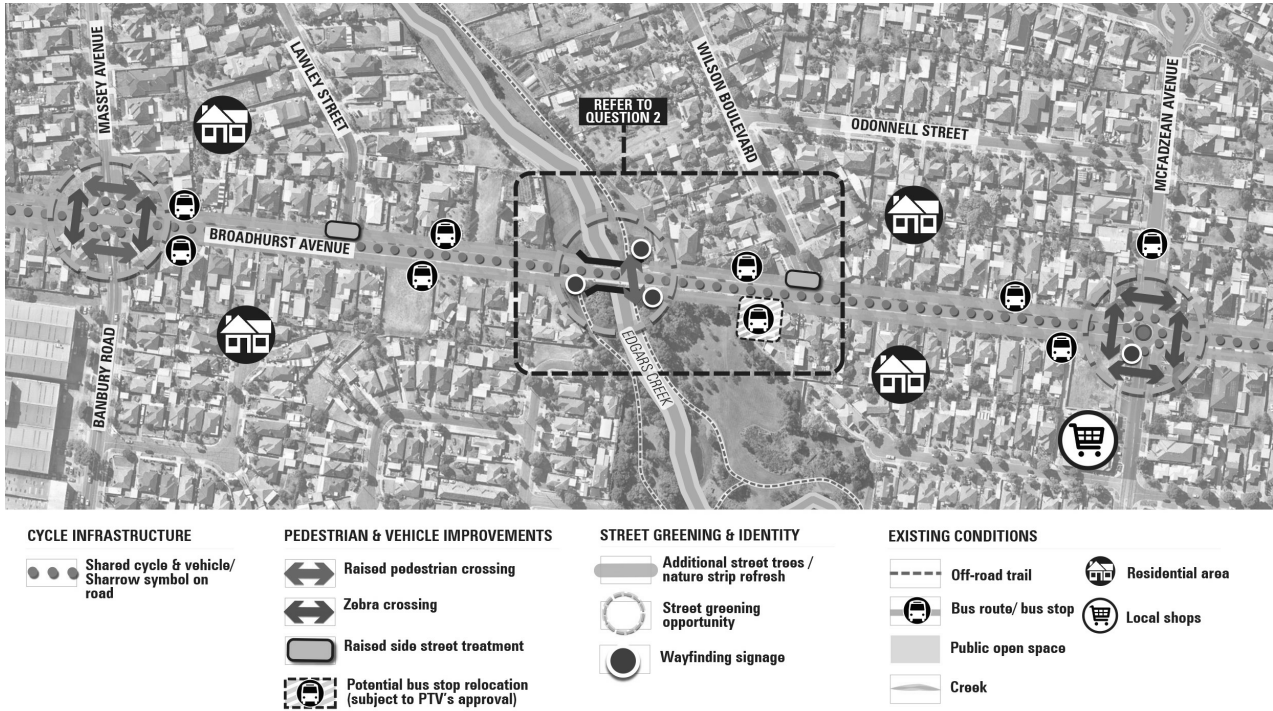
4. Would you like to complete the survey for other areas?

☐ Yes  
☐ No

## Streets for People Survey : Northern Reservoir Corridor

### Area 2: Broadhurst Avenue - Banbury Road to McFadzean Avenue

#### Proposed Streetscape Improvements



1. Do you support the following proposed streetscape improvements to achieve Council's 'Streets for People' ambitions?

Yes No Unsure

**Broadhurst Avenue (between Banbury Road and McFadzean Avenue) :**  
Encourage cyclists to use Broadhurst Avenue as a cycling path by formalising it as a shared road with 'sharrow' symbols on the road surface to assist with wayfinding.



☐ ☐ ☐

**Banbury Road/ Massey Avenue roundabout:** Discourage traffic rat-running and slow down traffic along Banbury Road/ Massey Avenue (north-south) to improve pedestrian safety when crossing the roundabout by implementing raised pedestrian crossings. Traffic entering Broadhurst Avenue will have to slow down, giving priority to pedestrian traveling along Broadhurst Avenue.



☐ ☐ ☐

Yes

No

Unsure

**Banbury Road/ Massey Avenue roundabout:** Improve pedestrian safety by implementing zebra crossings across Broadhurst Avenue (east-west) giving priority to pedestrian, where large vehicles (including buses) are common.



**Lawley Street:** Implement raised side street treatment to discourage traffic rat- running into Broadhurst Avenue by slowing down traffic and improving pedestrian safety/access across Lawley Street.



**Wilson Boulevard:** Implement raised side street treatment to discourage traffic rat- running into Broadhurst Avenue by slowing down traffic and improving pedestrian safety/access across Wilson Boulevard



**McFadzean Avenue roundabout:** Improve pedestrian safety on all approaches at roundabout by implementing zebra crossings and improve wayfinding to local shops along McFadzean Avenue.



Yes

No

Unsure

**At Bus Stops:** Improve pedestrian amenity and encourage greater public transport use by integrating seating, lighting, bike racks and/or wayfinding signs with existing bus stops.



**Street Trees:** Infill tree planting within nature strip to increase shade and street beautification.

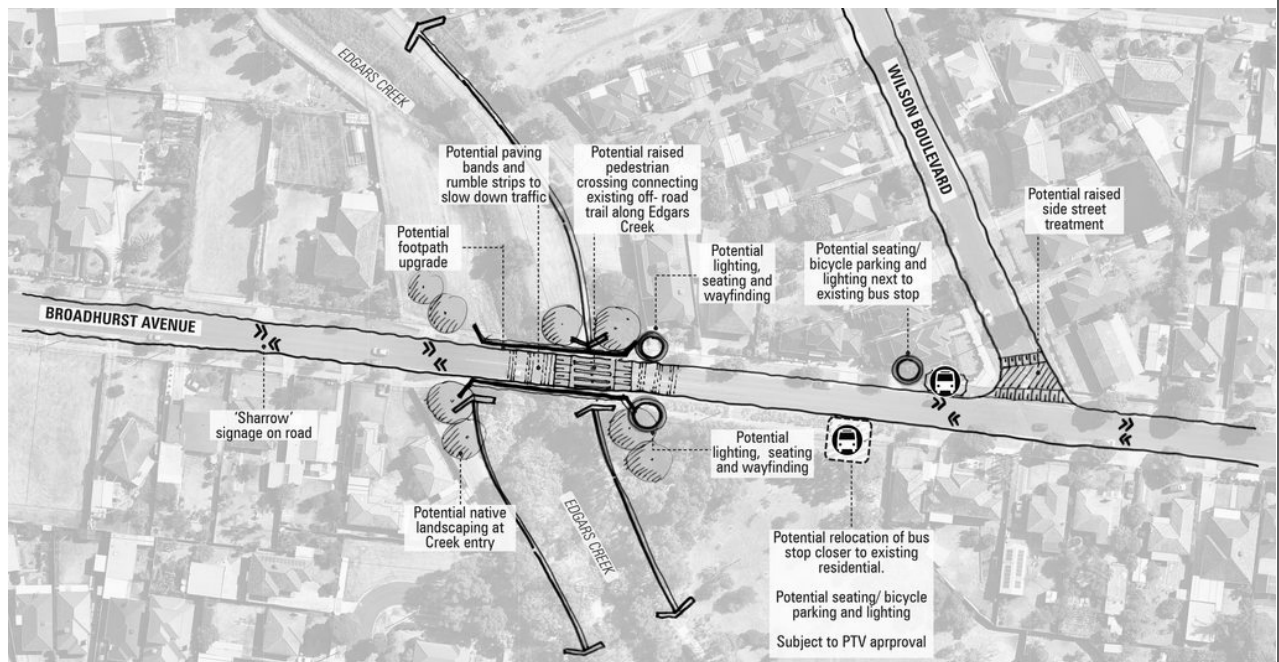


**Nature Strip Refresh:** Council to further encourage community-driven nature strip planting, supporting native and drought tolerant species.



If you answered 'No' or 'Unsure' for any of the proposed improvements, please tell us why.

2. The **Edgars Creek bridge** has been selected as a priority area to improve pedestrian and cyclist safety to access Edgars Creek shared trail and reduce vehicle speeds along the narrow bridge (refer to concept sketch).



The following individual treatments are all inter-related to create a complete concept for the priority area. Do you broadly support the following proposed ideas as whole to achieve Council's 'Streets for People' ambitions? If not, tell us why in the 'Comments' box.

- Provide a raised pedestrian crossing at the eastern end of the bridge to connect the Edgars Creek trail across Broadhurst Avenue. The raised pedestrian crossing has been designed to give priority to pedestrians crossing the road, to improve turning circles for cyclists onto Broadhurst Avenue and to maintain bus movement along the street.







- Council to investigate opportunity with Public Transport Victoria for the relocation of existing bus stop to be closer to No. 111 Broadhurst Avenue for improved passive surveillance. Future bus stop at this location will be provided with additional lighting, seating and bike racks.
- Footpath upgrade on both sides of the bridge to minimise tripping hazard and create a consistent 'look and feel' along the bridge.
- Implement wayfinding signage at the raised pedestrian crossing (including opportunity for public art, or interpretive signage) that provide direction to Edgars Creek, Merri Creek and Darebin Creek. Its design should reference the creek character and native wildlife.



- Additional native landscaping at the entrance to Edgar Creek trail to beautify the streetscape.



☐ Yes ☐ No ☐ Unsure

Comments about the proposed improvements

**3. Is there anything else you would like to add in relation to this Area?**

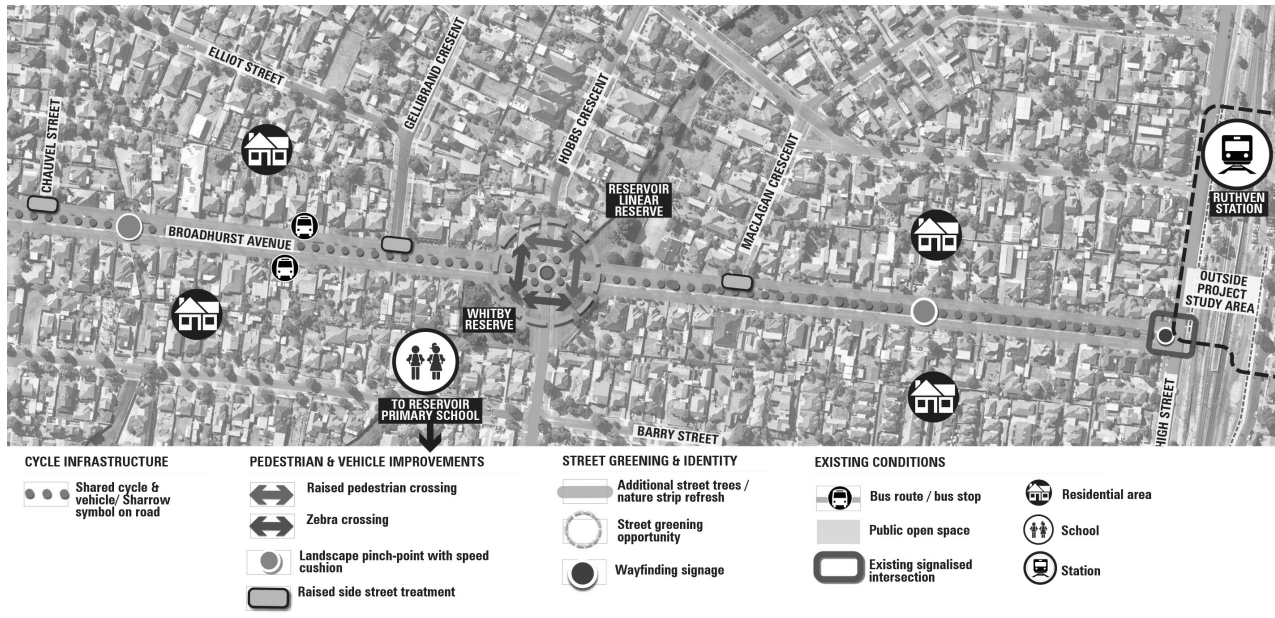
**4. Would you like to complete the survey for other areas?**

- ☐ Yes
- ☐ No

## Streets for People Survey : Northern Reservoir Corridor

### Area 3: Broadhurst Avenue - Chauvel Street to High Street

#### Proposed Streetscape Improvements



1. Do you support the following proposed streetscape improvements to achieve Council's 'Streets for People' ambitions?

Yes No Unsure

**Broadhurst Avenue (between Chauvel Street and High Street):**

Encourage cyclists to use Broadhurst Avenue as a cycling path by formalising it as a shared road with 'sharrow' symbols on the road surface to assist with wayfinding.

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**Chauvel Street:** Implement raised side street treatment to discourage traffic rat- running into Broadhurst Avenue by slowing down traffic and improving pedestrian safety across Chauvel Street.

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**Gellibrand Crescent:** Implement raised side street treatment to discourage traffic rat- running into Broadhurst Avenue by slowing down traffic and improving pedestrian safety across Gellibrand Crescent.

☐☐☐

Yes

No

Unsure

**Chauvel Street and Gellibrand Crescent (mid-block):** Implement landscaped pinch point with raised cushion to discourage traffic rat- running along Broadhurst Avenue. Safe cycle movement is achieved by providing bike lanes (on either side of raised cushion) to avoid some of the stress of negotiating space/ yielding to oncoming cars when traveling through the pinch point.



**Hobbs Crescent roundabout:** Improve pedestrian safety on all approaches at this roundabout by implementing pedestrian crossings ensuring vehicles give way to pedestrians. Raised pedestrian crossings will be provided on the north and east approaches of the roundabout to discourage traffic rat- running into and along Broadhurst Avenue.



**Maclagan Crescent:** Implement raised side street treatment to discourage traffic rat- running into Broadhurst Avenue by slowing down traffic and improving pedestrian safety across Maclagan Crescent.



**Between Maclagan Crescent and High Street (mid-block):** Implement landscaped pinch point with raised cushion to discourage traffic rat- running along Broadhurst Avenue. Safe cycle movement is achieved by providing bike lanes (on either side of raised cushion) to avoid some of the stress of negotiating space/ yielding to oncoming cars when traveling through the pinch point.

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**At Bus Stops:** Improve pedestrian amenity and encourage greater public transport use by integrating seating, lighting, bike racks and/or wayfinding signs with existing bus stops.



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**Street Trees:** Infill tree planting within nature strip to increase shade and street beautification.



☐

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Yes

No

Unsure

**Nature Strip Refresh:** Council to further encourage community-driven nature strip planting, supporting native and drought tolerant species.

☐☐☐

If you answered 'No' or 'Unsure' for any of the proposed improvements, please tell us why.

**2. Is there anything else you would like to add in relation to this Area?**

**3. Would you like to complete the survey for other areas?**

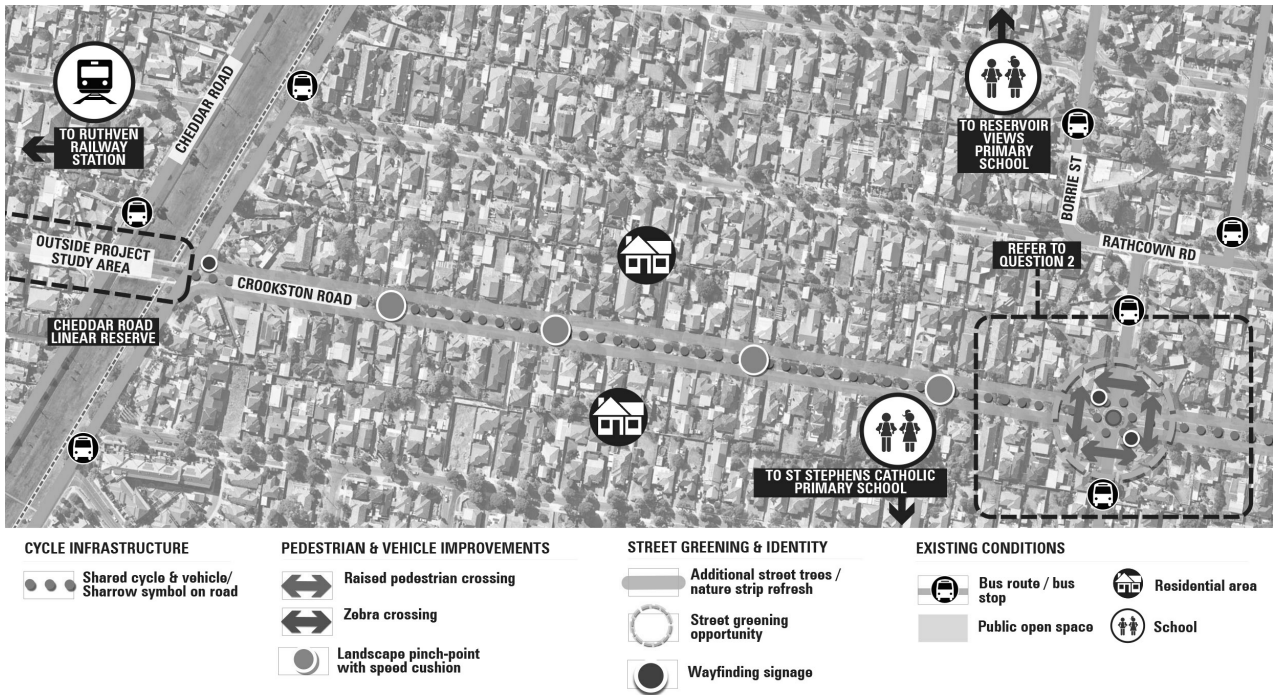
☐ Yes

☐ No

## Streets for People Survey : Northern Reservoir Corridor

### Area 4: Crookston Road - Cheddar Road to Black Street

#### Proposed Streetscape Improvements





1. Do you support the following proposed streetscape improvements to achieve Council's 'Streets for People' ambitions?

Yes No Unsure

**Crookston Road (between Cheddar Road to Black Street):** Encourage cyclists to use Crookston Road as a cycling path by formalising it as a shared road with 'sharrow' symbols on the road surface to assist with wayfinding.

☐☐☐

**Crookston Road existing speed humps (Mid-block):** Replace existing speed hump with landscaped pinch point with raised cushion to discourage traffic rat- running. Safe cycle movement is achieved by providing space for bikes (on either side of raised cushion) to avoid some of the stress of negotiating space with oncoming cars.

☐☐☐

Yes

No

Unsure

**Public Art Node:** Investigate opportunity for public art installation in association with new pinch points referencing the unique character of Reservoir's residential areas and/or surrounding creek corridors.



**Wayfinding:** Implement wayfinding and signage, providing directions to Ruthven Railway Station, bus route along Broadhurst Avenue, Edgars Creek and Merri Creek at Crookston Road and Cheddar Road intersection.



Yes

No

Unsure

**Street Trees:** Infill tree planting within nature strip to increase shade and street beautification.

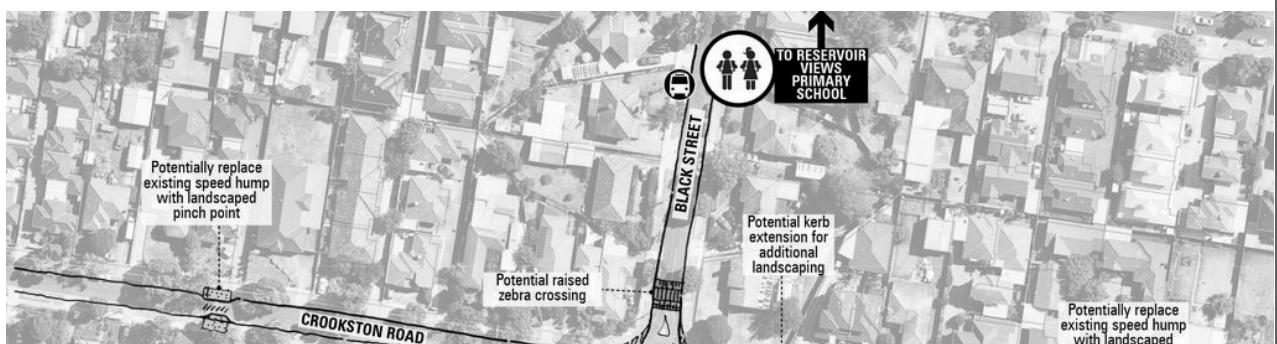


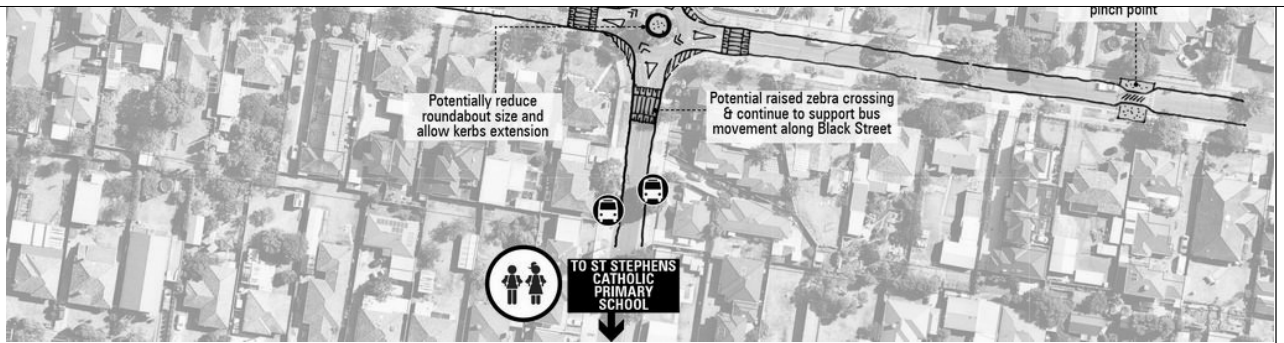
**Nature Strip Refresh:** Council to further encourage community-driven nature strip planting, supporting native and drought tolerant species.



If you answered 'No' or 'Unsure' for any of the proposed improvements, please tell us why.

2. **Crookston Road and Black Street roundabout** has been selected as a priority area to facilitate improved pedestrian and cyclist safety. This location is identified to cater for higher pedestrian volume, including children traveling to schools (Reservoir Views Primary School and St Stephen's Catholic Primary School) along Black Street (refer to concept sketch).





The following individual treatments are all inter-related to create a complete concept for the priority area. Do you broadly support the following proposed ideas as whole to achieve Council's 'Streets for People' ambitions? If not, tell us why in the 'Comments' box.

- Discourage traffic rat-running and improve pedestrian safety by implementing raised pedestrian crossings on all sides across **Black Street and Crookston Road roundabout**



- Install warning signs and sharrow (bike symbol) line marking to assist in raising the awareness of cyclists through the roundabout.
- Slow the speed of vehicles traversing through roundabout through installation of kerb extensions at each street corner with opportunity for additional landscaping.



- Implement wayfinding signage for cyclist/ pedestrians to schools, bus stop (along Black Street) and Darebin Creek.

☐ Yes ☐ No ☐ Unsure

Comments

**3. Is there anything else you would like to add in relation to this Area?**

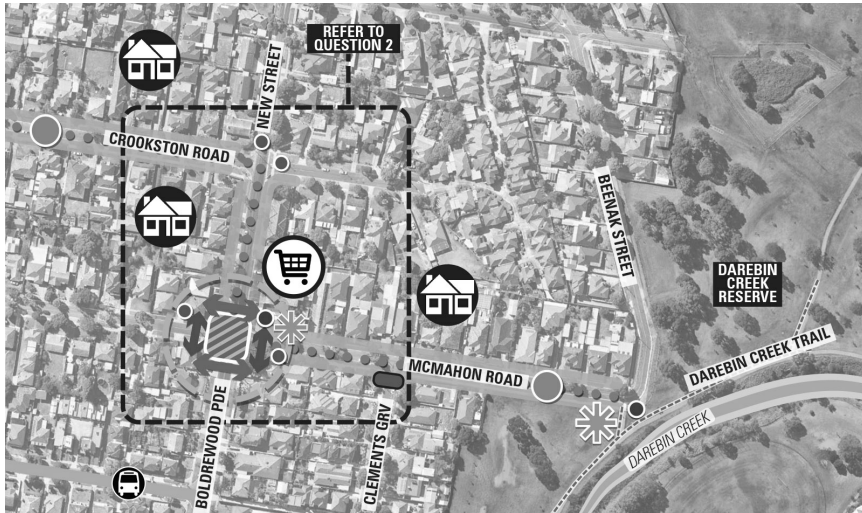
**4. Would you like to complete the survey for other areas?**

- ☐ Yes
- ☐ No

## Streets for People Survey : Northern Reservoir Corridor

### Area 5: Crookston Road - Cheddar Road to Black Street

#### Proposed Streetscape Improvements



##### CYCLE INFRASTRUCTURE

- Shared cycle & vehicle/ Sharrow symbol on road
- Bike station/ seating node

##### PEDESTRIAN & VEHICLE IMPROVEMENTS

- Raised pedestrian crossing
- Zebra crossing
- Landscape pinch-point with speed cushion
- Raised intersection
- Giveaway sign

##### STREET GREENING & IDENTITY

- Additional street trees / nature strip refresh
- Landscaped kerb extension
- Street greening opportunity
- Wayfinding signage

##### EXISTING CONDITIONS

- Off-road trail
- Bus route/ bus stop
- Public open space
- Creek
- Residential area
- Local shops

1. Do you support the following proposed streetscape improvements to achieve Council's 'Streets for People' ambitions?

Yes No Unsure

**Crookston Road, Boldrewood Parade and McMahon Road (between Black Street and Darebin Creek):** Encourage cyclists to use Crookston Road as a cycling path by formalising it as a shared road with 'sharrow' symbols on the road surface to assist with wayfinding.



☐ ☐ ☐

**Clements Grove:** Reduce vehicle speeds entering and exiting McMahon Road and increase driver awareness of pedestrians and cyclists by implementing a kerb-outstand at the T-intersection.



☐ ☐ ☐

**McMahon Road between Boldrewood Parade and Beenack Street (mid-block):** Implement landscaped pinch point with raised cushion to discourage traffic rat- running. Safe cycle movement is achieved by providing space for bikes (on either side of raised cushion) to avoid some of the stress of negotiating space with oncoming cars.



☐ ☐ ☐

Yes

No

Unsure

**Darebin Creek trail entry:** implement a new bike station (including bike rack, bike pump, water fountain, seating, lighting and wayfinding) for cyclists and pedestrians to rest, surrounded by native landscape and creek environment.


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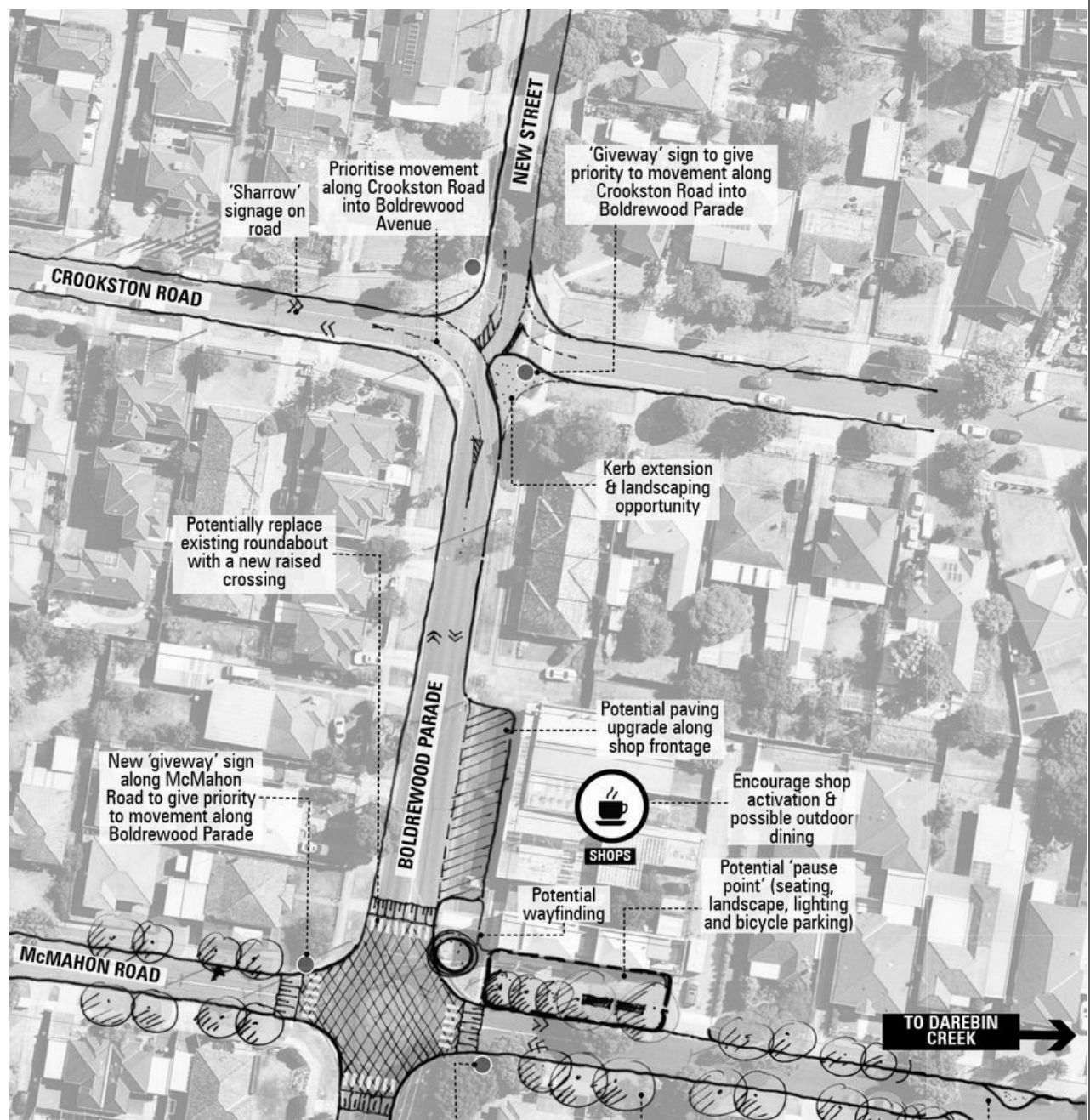
**Public Art Node:** Investigate opportunity for public art installation at the McMahon Road/ Boldrewood Parade junction referencing the unique character of Reservoir's residential areas and/or surrounding creek corridors.


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If you answered 'No' or 'Unsure' for any of the proposed improvements, please tell us why.



Boldrewood Parade (between Crookston Road and McMahon Road) is an important local walking route to Darebin Creek. It has been selected as a priority area for improved pedestrian and cycle safety and amenity as well as mitigating rat-running through local streets (refer to concept sketch).





The following individual treatments are all inter-related to create a complete concept for the priority area. Do you broadly support the following proposed ideas as whole to achieve Council's 'Streets for People' ambitions? If not, tell us why in the 'Comments' box.

- Implement a 'reverse priority intersection' at **Crookston Road** and New Street junction to prioritise west and south-bound movements and slowing down through traffic traveling north- south along Boldrewood Parade. This includes the installation of new giveaway signs at New Street and kerb extension (with landscaping opportunity) at the south eastern corner of the junction.
- Investigate opportunity for improvement of footpath paving and road paving to the frontage of the **Boldrewood Parade shops** (existing 90 degree parking) to create a welcoming space and encourage activation of shops.
- **Boldrewood Parade and Mc Mahon Road roundabout:** replace existing roundabout with a raised intersection including zebra crossings at all approaches. North-South vehicle movement will have priority (giveaway or stop sign). The aim of this treatment is to improve pedestrian safety, increase driver awareness and reduce vehicle speeds.



- Landscape upgrade with the potential for new seating at the **nature strip on McMahon Road**, or on the south side of the Metro Music Academy (26b McMahon Road).



- **Wayfinding:** Implement wayfinding and signage, providing directions to Darebin Creek, Ruthven Station and local schools at McMahon Road and Boldrewood Parade intersection.



☐ Yes ☐ No ☐ Unsure

Comments

3. Is there anything else you would like to add in relation to this Area?

4. Would you like to complete the survey for other areas?

☐ Yes  
☐ No

## Streets for People Survey : Northern Reservoir Corridor

### About You

*The information collected will only be used for the purpose of this survey and Council will treat your privacy confidentially*

#### 1. On a day to day basis, what is your preferred primary mode of transport?

- ☐ Walking
- ☐ Driving
- ☐ Cycling
- ☐ Public Transport
- ☐ Other (please specify)

#### 2. What is your relationship to the Northern Reservoir Corridor?

- ☐ Resident (on Broadhurst Avenue, Crookston Road or Boldrewood Parade)
- ☐ Resident (in surrounding streets)
- ☐ Frequent visitor (more than 4 times a week)
- ☐ Occasional visitor (less than 4 times a week)
- ☐ Business owner/ employee
- ☐ Public transport access
- ☐ Other (please specify)

#### 3. What suburb do you live in?

- ☐ Reservoir (between High Street and Merri Creek)
- ☐ Reservoir (between High Street and Darebin Creek)
- ☐ Preston
- ☐ Kingsbury
- ☐ Thornbury
- ☐ Other (please specify)

**4. What is your age?**

- ☐ 14 and under
- ☐ 15-24
- ☐ 25-34
- ☐ 35-44
- ☐ 45-54
- ☐ 55-64
- ☐ 65-74
- ☐ 75-84
- ☐ 85 and above