STREETS for PEOPLE

# PRESTON ACTIVITY LINK (PRECINCT 1: PRESTON WEST)

**October 2019- DRAFT**

Prepared by **Hansen Partnership, Trafficworks & Martyn Group**
for **City of Darebin**

# HOW TO USE THIS DOCUMENT

## Part A: Introduction & Process

This section describes the Project's intent and the Study Corridor. It describes the project's process and explains key drivers for Streets for People. It describes the vision, principles and ideas to achieve Streets for People, informed by the Preston community.

## Part B: Corridor Concept

Concept designs for Precinct 1- Preston West demonstrates how the vision can potentially be achieved.

Part B also includes concept designs for key priority locations to improve pedestrian and cyclist safety, as well as to contribute to the overall amenity of the public realm.

## Appendices

This section comprises additional information that support the Streets for People Project Development for Preston Activity Link Corridor.

| | | |
|---|---|---|
| **Version** | Draft | Final |
| **Issue Date** | 30/10/2019 | |
| **Checked by** | GR | |

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*Corridor Identification*

# ABOUT THE PROJECT

The Streets for People project builds on Council's adopted **Streets for People Feasibility Study** (Hansen Partnership, September 2018). It seeks to restore a balance in the role of streets between their functional modal requirements and their role in defining places and spaces for people.

In 2019, two corridors in Reservoir and Preston (Referred to in the Feasibility Report as Corridor 4- Northern Reservoir and Corridor 5- Preston Activity Link) have been identified for further work comprising the development of Concept Designs, to realise innovative, yet cost – effective Streets for People outcomes that are informed by the Community and Stakeholders. This report addresses the Preston Activity Link corridor. and a separate report is also being prepared for the Northern Reservoir corridor.

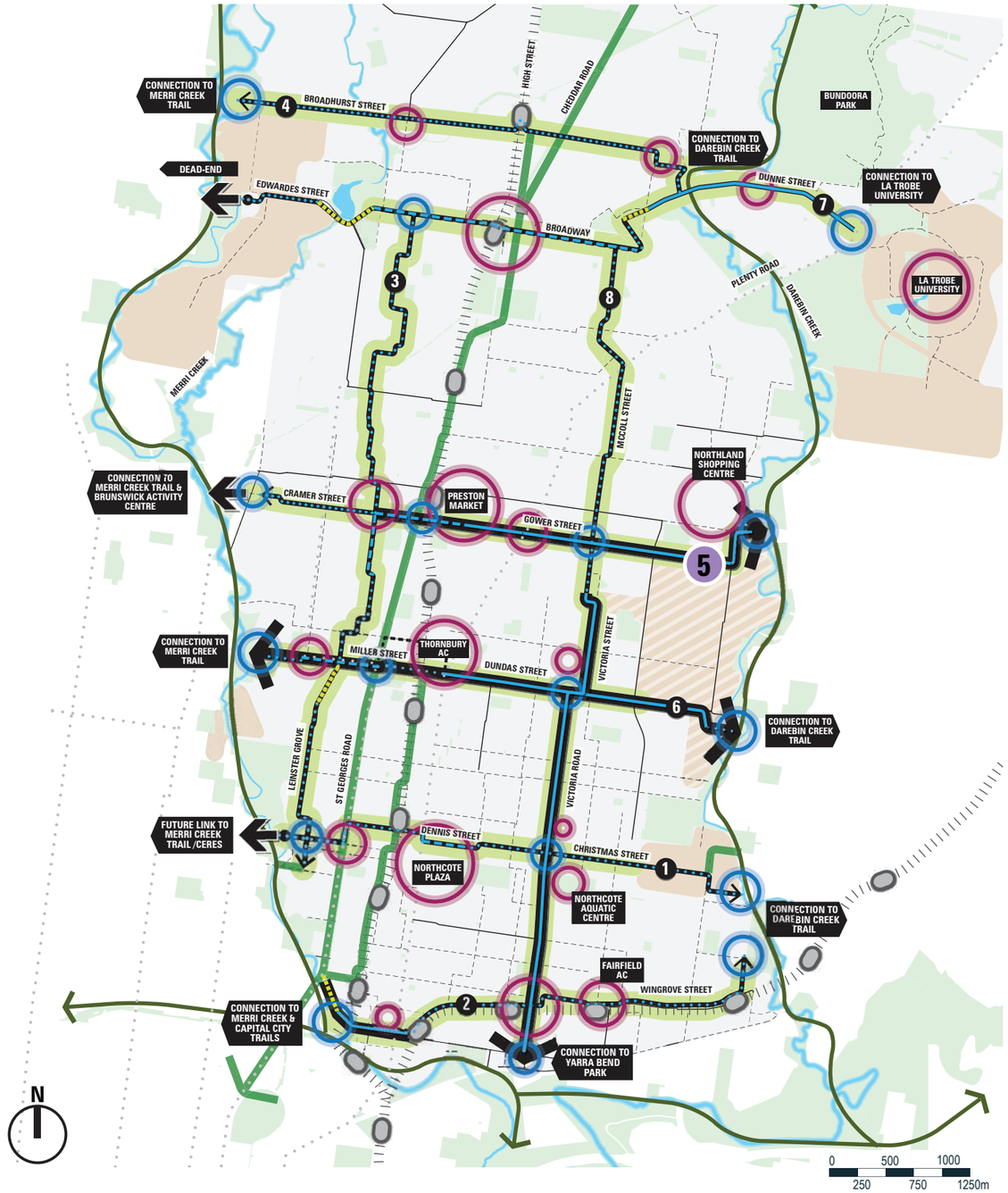
The 2018 Streets for People Feasibility Study project provides the foundation for future corridor concept designs based on the following key principles:

**Streets for People should:**


- **Prioritise People** as the main users of streets and that future street design should maximise opportunities to improve pedestrian safety and amenity.


- **Minimise conflict** between the varying modes of transport, with higher priority given to pedestrian and cyclists without compromising the functional role of streets and requirements to support adjacent existing and future uses.


- **Increase cycling confidence** along the corridors by providing high-quality cycling infrastructure that is well connected, easily navigated with varying degrees of separation and safety from moving traffic.




*Overall Framework Concept Plan (City of Darebin Streets for People Feasibility Study, 2018)*

**PRINCIPLE 01: PRIORITISE PEOPLE**

**Corridor Legibility**
*To improve the connectivity and sense of place along each corridor*

**Activity Node**
*To create distinctive places with high quality pedestrian and cycle infrastructure*

**Green Network**
*To reinforce network of open spaces and environmental corridors as a distinctive characteristic of Darebin*

**PRINCIPLE 02: DESIGN TO MINIMISE CONFLICT**

**Public Transport**
*To support efficient public transport operations while improving pedestrian amenity around public transport nodes.*

**Role of Streets**
*To ensure street design is consistent with the designated role or function.*

**Employment Nodes**
*To acknowledge existing industry and employment nodes while managing improved pedestrian and cycle connections*

**Future Mixed Use Precinct**

**PRINCIPLE 03: INCREASE CYCLING CONFIDENCE**

**Protected Cycle Facility**
*To provide a physically marked and seperated bike lane with a vertical barrier.*

**Dedicated Cycle Facility**
*To provide on-road lanes dedicated to cycling and excluding all motorised traffic with an appropriate painted buffer.*

**Shared Facility**
*To provide for continuous cycling facility along lower order local streets.*

**Off-Road Bike Path**
*To provide safe and convenient access between off-road bike paths and on-road facilities.*

**Environmental Links (Trails)**
*To provide safe and convenient connections to surrounding north-south trails*

**Designated shimmy route & bike corridors**
*To ensure new infrastructure connects with and complements Council's designated Shimmy Routes.*

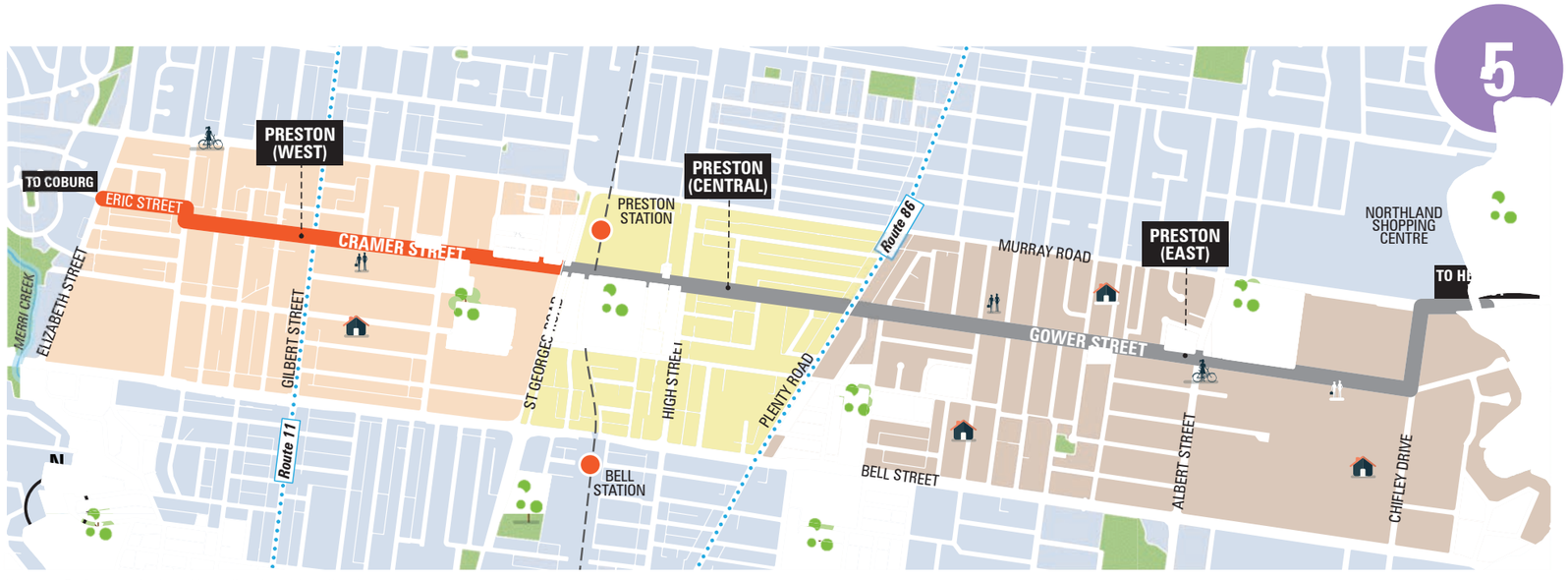
# THE CORRIDOR

## Corridor 5: Preston Activity Link

An east-west aligned corridor extending from Darebin Creek to Elizabeth Street in Preston. This corridor has the highest level of activity and intersections with major roads including St Georges Road, High Street and Plenty Road. It is acknowledged that this route will need to integrate with a potential level crossing removal design in Preston Central. This route is being considered for designation as a primary transport cycling route as part of the State Government's Strategic Cycling Network. This corridor is divided into **three precincts,** defined as:

- **Preston West:** Cramer Street, between Elizabeth and St Georges Road.
- **Preston Central:** Cramer/Gower Street between St Georges Road and Plenty Road.
- **Preston East:** Gower Street, between Plenty Road and Darebin Creek.

The City of Darebin 'Streets for People' Feasibility Report (adopted, 2018) provides the starting point for the preparation of Concept Plans for the corridor (Part B of this report). It has identified the following opportunities for the Preston Corridor:




*Corridor 5: Preston Activity Link - Precinct identification*

## Preston Corridor Framework Concept (Extract from City of Darebin 'Streets for People' Feasibility Study, 2018)

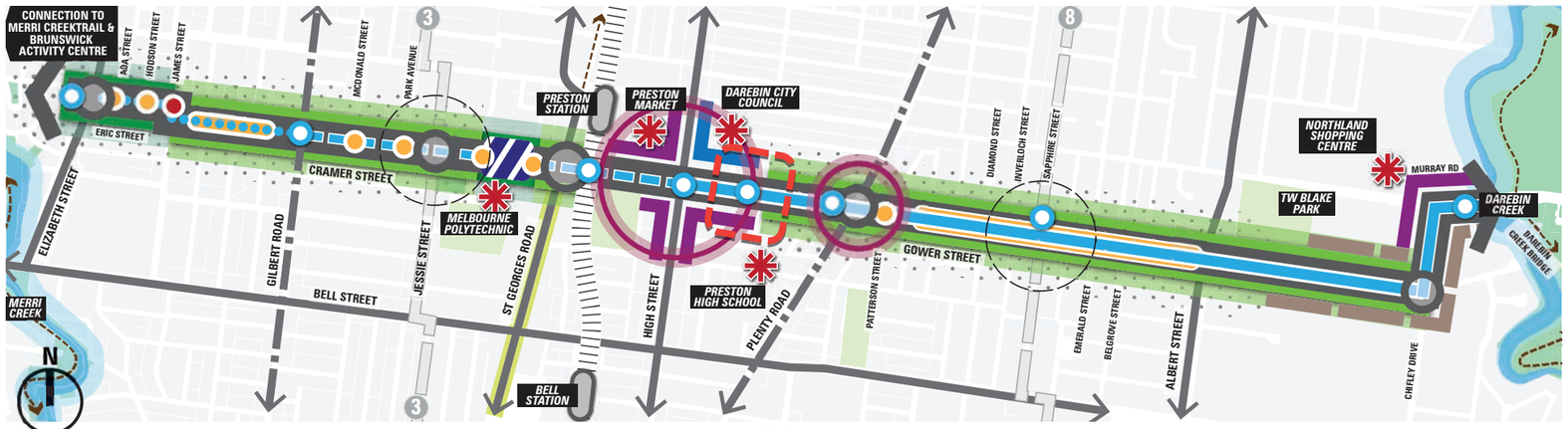
### PROPOSED STREETSCAPE IMPROVEMENTS

**2.8km** PROTECTED

**1.18km** DEDICATED

**0.43km** SHARED

| Shared/ Slow Point | Wayfinding | Street Greening |
|---|---|---|
| 1 | 8 | 3.4 KM |
| **Junction Upgrades** | **Traffic Calming** | **Vehicle Restriction** |
| 5 | 16 | 1 |




**PRIORITISE PEOPLE**
- Activity node
- Key destination
- Shared zone/ slow zone
- Wayfinding improvement
- Street greening opportunities
- Retain / Improve existing street planting

**MINIMISE CONFLICT**
- Junction improvement
- Traffic calming
- Traffic restriction
- Integrated station node
- Maintain efficient tram movement & improve stops

**INCREASE CYCLING CONFIDENCE**
- Protected cycle facility
- Dedicated cycle facility
- Shared vehicle & cycle facility

**LEGEND**
- Streets for People Corridor 5
- Other Streets for People Corridors
- Major roads
- Existing trail/ off road
- Median shared user path
- Corridor intersection
- Key Site

**LAND USE**
- Commercial
- Residential (medium- high density)
- Residential (low- medium density)
- Institution
- Existing industrial (potential future medium- high density mixed use)
- Open space/ reserve

## Corridor 5: Preston Corridor

### 1 To Deliver Council's Plan 2017-2020: "A Greener, Bolder, More Connected City"

- *Goal 1.2 states that Council will "increase sustainable transport through safer streets for walking and cycling, and advocacy for public transport"*
- *Goal 1.3 states that Council will "expand and improve our network of open and green spaces, parks and natural environments to provide the lungs for our city and reduce the impacts of climate change"*
- *Goal 3.3 states that Council will "manage local roads, buildings and public spaces to make our city safer, cleaner and more attractive."*

### 2 To Increase Road Safety for All Users

**The Facts:**

- 14% of Darebin's household do not have a vehicle, (compared to 9.4 – Melbourne)
- More than 30% of urban spaces are taken up by streets
- 57% of all car trips in Darebin are made by people living outside of Darebin
- 44% of short trips to work in Darebin (<2km) are completed by car
- 2.8km Average car trip distance for Darebin residents

**The Ambitions:**

- As more people walk and ride bikes there is a corresponding increase in the awareness of how to drive safely around people who are walking and cycling.
- For Darebin residents in particular, improving non-car forms of transport will be beneficial for a larger proportion of our population and increase accessibility to daily needs.

*Reference: ABS 2016 census*

### 3 To Reduce Carbon Emissions

**The Facts:** 18% of Darebin's carbon emissions derive from transport.

**The Ambitions:**

- Reduce the number of private vehicle kilometres travelled in Darebin by increasing the share of public transport use, walking and cycling.
- Improve the walkability of our city, public transport nodes, interchanges and access to public transport services.
- Create a cohesive and safe high-quality network of bicycle routes to key destinations including workplaces, schools, shops and services.

*Reference: https://www.climatecouncil.org.au/transport-emissions-and-climate-solutions*

### 4 To Define the Character of a Place

**The Ambitions:**

- The "Streets for People"program will facilitate a re-imagining of what a local street in metropolitan Melbourne can be for the community and its users.

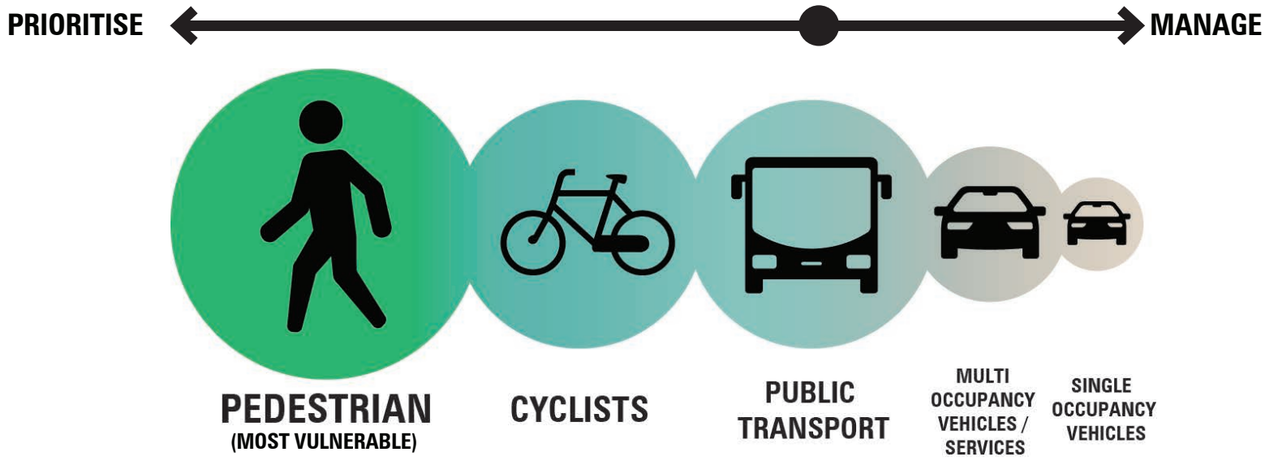



*Diagram demonstrating 'Streets for People' modal hierarchy*

### 5 For Health Benefits

**The Facts:** $13.8 billion of total economic cost of physical inactivity is an addition to Australian Economy

**The Ambitions:**

- Encourage children to feel safer in the streets and to increase walking for complementary physical activity.
- For adults, 30-minute walking a day can prolong life expectancy by up to 3 years.
- By making our streets friendlier for pedestrians, more people can engage in safe walking activities.

*Reference: Medibank Private (October 2008): The cost of physical inactivity*

# IMPLEMENTING STREETS FOR PEOPLE (KIT OF PARTS)

The following section provides a summary for each potential treatment to deliver Streets for People, including its application, benefits, considerations and an approximate cost range.

Potential treatments that could be adopted include:

**Cost Range**

$ - <$50,000

$$ - $51,000 - $100,000

$$$ - >$100,000

## TRAFFIC CALMING TREATMENTS

### Raised side street treatment

*A raised side street treatment (with optional kerb outstands) is intended to reduce vehicle speeds on approach to intersections with collector roads. The treatment comprises a flat top road hump on the discontinuing leg of a T-intersection to slow vehicular traffic, as well as optional kerb outstands on the main road to separate on-street car parking. This treatment can be used with or without on-street bicycle lanes.*

$$

### Raised pedestrian and cycle crossing


*A raised pedestrian and cycle crossing is intended to allocate prioritised crossing to both pedestrians and cyclists , and reduce vehicle speeds on approach. The treatment comprises kerb extensions to narrow the trafficable width to 5.5m, a zebra crossing to allocate pedestrian priority and a dedicated bike line, separated from the pedestrian area on a flat top road hump.*

$$

### Pinch point with speed cushion

*A pinch point is intended to reduce vehicle speeds. The treatment comprises kerb extensions to narrow the trafficable width to 3.5m (one lane) and may also include a speed cushion to slow vehicular traffic and allow cyclists to transit uninterrupted.*

$

### Raised pedestrian crossing


*A raised pedestrian crossing is intended to allocate priority to crossing pedestrians and reduce vehicle speeds. The treatment comprises kerb extensions to narrow the trafficable width to 5.5m and a zebra crossing to allocate pedestrian priority on top of a flat top road hump to slow vehicular traffic.*

$$

### Vehicle restriction for pocket park

*A vehicle restriction is intended to improve pedestrian safety, redirect vehicle traffic and provide additional public open space. The treatment comprises a road closure to accommodate a seating, infill street trees and lighting, while enhancing wayfinding for cyclists to move along the corridor.*

### Raised table

*A raised table is used to reduce vehicle speeds along a corridor to improve safety for cyclists within a shared or dedicated bike lane arrangement. The tables comprise a flat top to minimise noise in residential areas. Where practical, kerb extensions can be provided to create a pinch point to further slow vehicle speeds and road width.*

$$

## JUNCTION TREATMENTS

### Diamond-shaped roundabout

*A diamond-shape roundabout is a modified roundabout where the central island is of an irregular shape to increase deflection through the roundabout, slow vehicle speeds and increase cyclist safety. This treatment may also include narrow traffic lanes, bicycle sharrows, raised platforms and wayfinding signage on approaches.*

$$$

### Roundabouts with protected bicycle lanes

*A roundabout with protected bicycle lanes is intended to separate cyclists from vehicular traffic and allocated priority to pedestrians and cyclists at the intersection. This treatment includes raised pedestrian and cyclist crossings on each leg and separated off-road bicycle lanes surrounding the intersection.*

$$$

**Cost Range**

$ - <$50,000

$$ - $51,000 - $100,000

$$$ - >$100,000

## CYCLE INFRASTRUCTURE

### Shared vehicle and cycling

*Shared roads accommodate vehicles and cyclists within the same road space at low speeds and integrated with traffic calming measures within the road reserve and to side streets. A sharrow symbol is painted onto the road surface to alert road users.*

$

### Dedicated bike lane with buffer

*Buffered cycle lanes are conventional bicycle lanes paired with a designated buffer space separating the bicycle lane from the adjacent motor vehicle travel lane and/or parking lane.*

$$

### Protected bike lane

*Copenhagen-style cycle lanes position cycle lanes adjacent to the kerb paired with a designated buffer space separating the bicycle lane from the adjacent motor vehicle travel lane and/ or parking lane.*

*They are also achieved by using a continuous, or near – continuous physical barrier (i.e. secondary kerb, cycle lane separator, or landscaping)*

$$$

## AMENITY & IDENTITY

### Bike Station

*Bike station provides the opportunity for cyclists to service their bikes along the streets for people corridor. Bike stations may generate some street-level activation, providing passive surveillance onto the public realm.*

### Lighting Upgrade

*Street lighting offers an improved perception of safety within the public realm. Potential streetscape and open space improvements should consider alternative lighting options including up-lights, or feature lighting. Integrating lighting options with bollards, or key signages may also be considered to add visual interest to the streetscape.*

### Wayfinding Node

*A cohesive and consistent wayfinding system should be encouraged along the Streets for People, clearly distinguishing each corridor from another.*

*Integrated lighting and wayfinding system will also assist in after-hours wayfinding along the streets for people corridor.*

### Infill Street Tree Planting

*Street trees provide shading and street beautification, which are highly valued by the community. Monitoring the need for tree replacement and planting new trees will ensure this valued character is retained in the long term.*

### Nature-strip Refresh

*Understorey planting, including community-organised nature strip landscaping is a great way to maximise landscaping and pedestrian amenity along the Streets for People.*

# PROJECT METHODOLOGY

The following section describes the process to deliver the Streets for People - Preston Activity Link project. A project phases summary is provided below to provide clarity on project timeline.

## 1

### STEP 1: PLACE AUDIT (ISSUES + OPPORTUNITIES)
*FEBRUARY 2019*

The first step of the project process is to ground proof recommendations found in the 2018 Streets for People Feasibility Report to respond to Preston context, focusing on Preston East and Preston West precincts.

*Following available information from the Level Crossing Removal Project (by LXRP) and the Preston Market Masterplan Project (by VPA), Council will be in a position to commence with preparing Preston Central precinct Place Audit in early 2020.*

## 2

### STEP 2: VISION + IDEAS (ENGAGING WITH STREET USERS + STAKEHOLDERS)
*MARCH 2019*

This process involves engaging with street users and Stakeholders who live, work and visit the Study Corridor. Street users are key contributors in informing the Visions for Streets for People and how future interventions can improve their experience in the streets.

In March 2019, Phase- 1 engagement with street users and Stakeholders was conducted via online surveys, public drop-in sessions, street champion workshops and stakeholder workshops for both Preston East and Preston West precincts.

A detailed summary of the Preston East and Preston West Phase-1 Engagement Process is provided in Appendix B.

*Phase -1 Engagement Process for Preston Central precinct is scheduled for early 2020.*

## 3 WE ARE HERE

### STEP 3: DRAFT CONCEPTS FOR CORRIDOR & PRIORITY AREAS
*OCTOBER 2019*

Draft Concept Plan for Preston West precinct were prepared based on feedback received from Phase-1 engagement with street users and Stakeholders regarding the vision for their streets and insights into how these streets are used and perceived. Street Champion group has also identified priority areas to improve cycling/ walking safety and amenity within the public realm.

Technical testing of emerging concept designs for these priority areas was undertaken to ensure they could be achieved, whilst delivering street users' aspiration for their streets.

*Through identification of site constraints, community feedback more technical testing is required to implement 'Streets for People' ambitions. Concept Plan preparation for Preston East has temporarily been put on hold until completion of technical assessment.*

*Concept plan preparation for Preston Central precinct is scheduled to commence in 2020.*

## 4

### STEP 4: CONFIRMATION OF DRAFT CONCEPT (ENGAGING WITH STREET USERS + STAKEHOLDERS) - *EARLY 2020*

*This process will include going back to street users and Stakeholders to inform them of the emerging concept designs for Preston West Precinct, following Council's endorsement of Preston West Precinct Draft Concepts (Stage 3).*

*This Phase- 2 Preston West engagement process is an opportunity to discuss the draft designs in greater detail and provide a better understanding of the Streets for People approach.*

## 5

### STEP 5: FINALISE CONCEPTS
*MID 2020*

*Feedback received from street user and Stakeholder groups from Phase-2 Preston West precinct will be integrated into the Final Preston West Precinct concept designs and recommendations.*


| PROJECT PHASES | EARLY 2019 | END 2019 | EARLY 2020 | MID 2020 | BEYOND |
|---|---|---|---|---|---|
| PRESTON WEST | CONSULTATION PHASE 1 | COUNCIL ENDORSED CONCEPTS | CONSULTATION PHASE 2 | PROJECT COMPLETION | |
| PRESTON EAST | CONSULTATION PHASE 1 | *ON - HOLD: FURTHER TESTING REQUIRED* | | | |
| PRESTON CENTRAL | *FURTHER DIRECTIONS REQUIRED FROM LEVEL CROSSING REMOVAL PROJECTS* | | CONSULTATION PHASE 1 | COUNCIL ENDORSED CONCEPTS | CONSULTATION PHASE 2 & COMPLETION |

# UNDERSTANDING THE CORRIDOR AND ITS USERS

## A bit about the Corridor (Cramer and Gower Streets)

The Preston Activity Link is an east-west aligned corridor extending between Darebin Creek in the east and Elizabeth Street, at the border with the City of Moreland (west). The corridor is made up of three precincts including:

- Precinct 1 (Preston West): Cramer Street between Elizabeth Street and St Georges Road (this report).
- Precinct 2 (Preston Central): Gower Street between St Georges Road and Plenty Road.
- Precinct 3 (Preston East): Gower Street between Plenty Road and Darebin Creek.

Cramer and Gower Streets play an important role as a movement conduit between neighbourhood and municipal destinations including Preston Market and activity centre, Darebin Civic Precinct, Northland Shopping Centre primary schools, public transport (tram, train and bus) and several key public open spaces.

To realise a more pedestrian-oriented streetscape outcome, Cramer and Gower Streets designs should including safe pedestrian environment, connected bike infrastructure and minimise rat- running, or through traffic. Cramer and Gower Streets are currently under consideration for potential designation as a primary transport cycling route as part of the State Government's Strategic Cycling Network (reference?)

A key challenge in designing for streetscape improvements is the varied streetscape profile along the length of Cramer and Gower Streets. These includes:

- Precinct 1- Preston West is generally characterised by unmarked carriageways and informal parallel parking with grassed nature strips and standard concrete footpaths on both sides of the road.
- Precinct 2- Preston Central within the Preston Activity Centre, the streetscape benefits from a central median (including landscape) with dedicated cycle lanes and no on-street car parking. The central median extends along Gower Street to Cooma Street including marked on-street car parking to both sides of the road. The remainder of the corridor comprises dedicated bike lanes and marked parallel parking.
- Precinct 3- Preston East is a dedicated cycle lanes and marked parallel parking to both sides of the road which are disconnected from the Darebin Creek trail.

Feedback received from Phase 1- Preston West and Preston East engagement is summarised as follows:

### WHO CONTRIBUTED TO SETTING THE VISION

**92** 92 People responded to the online survey in March 2019

**30** 30 People participated at the Community Drop In Session in March 2019

**15** 15 Street champions participated at the 'Ideas Workshop' in April 2019.

### WHO USED THE CORRIDOR

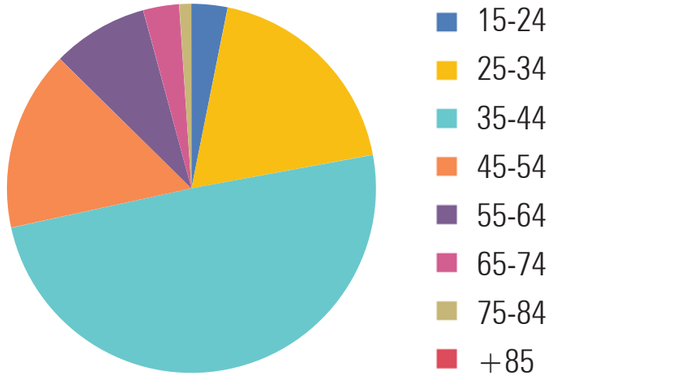
**67%** 67% of respondents live along the corridor, or in the area

**14%** 14% Respondents use the corridor to access public transport

**21%** 21% Respondents are frequent visitors to the corridor

**8%** 8% Respondents are business owners or work in the area

### AGE GROUPS OF ONLINE SURVEY PARTICIPANTS



## Key issues

- Concerns about 'rat- running' and vehicles traveling at high speed along the study corridors which poses safety issues for pedestrian, including children walking to schools.
- Concern about safety of less- confident cyclists where there is potential conflict with on street parking (dooring, or existing parked cars).
- Limited cycle infrastructure at and around existing train station, tram stops, or open space.
- Concern about safe crossings for cyclists at intersections.
- Limited connectivity and wayfinding to Darebin and Merri Creeks.
- Limited safe pedestrian crossings across Cramer Street and Gower Street.
- The eastern end of Gower Street (Preston East precinct) surrounding the industrial estate and TW Blake Park was considered unsafe or uninviting due to the lack of people or interactive uses.
- Flooding issues were identified surrounding Patterson Street and Plenty Road (Preston East Precinct).
- Many participants identified Gower Street (between High Street and St Georges Road) as being difficult and unsafe for cyclists to access the north-south pipe trail.

## Valued attributes for Preston corridor

### Preston East

- Connections to shops (including Northland) and public transport
- Cultural diversity and sense of neighbourhood
- Its quietness
- The presence of street trees and parks
- Sense of openness

### Preston West

- Cultural diversity and sense of neighbourhood
- The presence of street trees and parks
- Its quietness
- Connections to the Melbourne Polytechnic (Preston), school, shops and public transport
- Sense of openness

*"Streets for People should be safe and inviting for people"*

*"Streets for People should provide clearly marked bike lanes and bike racks"*


*"Streets for People should provide more canopy trees and native vegetation"*

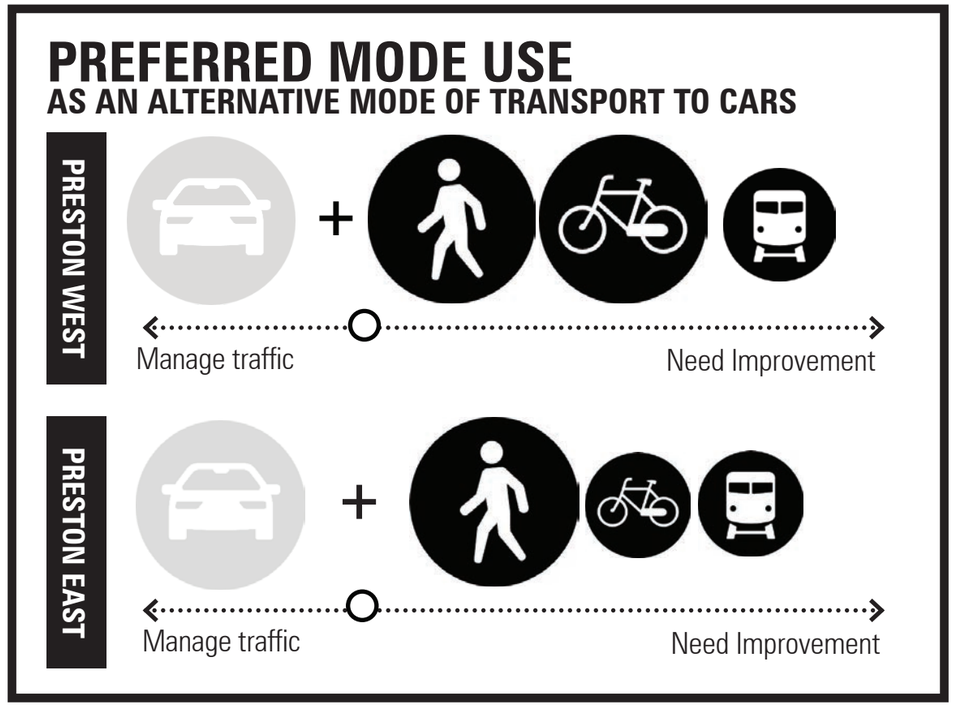
*"Streets for People should slow traffic down"*

*"Streets for People should allow families to cycle together and be more child-friendly"*

# WHAT WE HEARD FROM THE COMMUNITY

The following infographics provides a high level summary of the feedback received during the Phase-1: Preston East and Preston West community engagement process in March 2019. This information will be used to guide the concept designs and recommendations for future streetscape improvements along the Preston Corridor.







*Note * In no particular order of priority*

## VISION FOR THE CORRIDOR

In understanding community and stakeholder aspirations for the future of their streets, the following Vision has been tailored for the Preston Activity Link (all precincts):

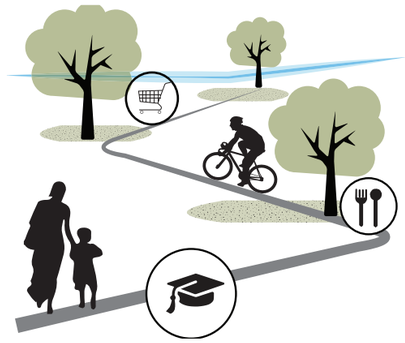
*"The Preston Activity Link Streets for People Corridor will prioritise sustainable transport that provides a seamless, safe and inviting pedestrian and cyclists connection to Preston Market, Darebin Civic Precinct, schools and parks."*

## CORRIDOR AMBITIONS

The following corridor ambitions have been tailored for the Preston Activity Link Streets for People corridor (all precincts). These corridor ambitions have been informed by feedback received during Phase-1 Preston West & Preston East community and stakeholder engagement processes. These corridor ambitions will inform future concept designs.

Importantly, they do not seek to contradict, or duplicate recommendations and key principles found in the 2018 Feasibility Study but build upon a 'place and community-specific' response that distinguishes Preston Activity Link corridor. Concept Design for Preston Activity Link Streets for People will be underpinned by the following ambitions:

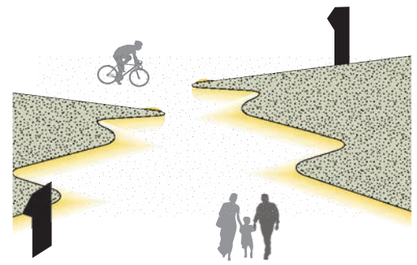
*To provide alternative mode of transports for the local community and visitors accessing key destinations along the corridor, reduce carbon emissions coming from motor vehicles.*



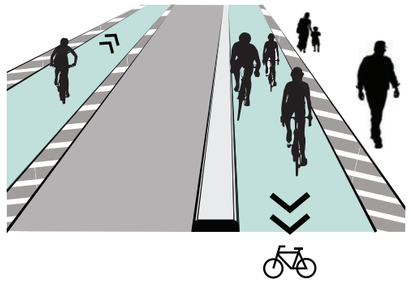
*To maximise street greening opportunity that reflect the local identity of Preston and create an inviting walking and cycling street environments.*

*To make it safer for pedestrian to cross the streets to access key destinations such as parks, schools, public transport and shops.*


*To improve wayfinding along the corridor by installing signage, public art, and lighting at strategic locations, guiding pedestrians and cyclists to key destinations.*



*To provide seamless cycling infrastructure to instil greater cycling confidence, improved safety and.*



*To modify the street by allocating more space for walking and cycling, reduce vehicle speeds and rat- running*