



STREETS for  
PEOPLE



# PRECINCT 1: PRESTON WEST



# CORRIDOR CONCEPT FOR PRESTON WEST

The conditions along Cramer Street (between Elizabeth Street and St Georges Road) is somewhat varied. This is influenced by existing land use (residential, or institutional), road width and presence of street trees.

Importantly, Cramer Street is intersected by a number of key movement corridors and seamless connections to other bike/ public transport routes should be promoted. These includes:

- Bus network (route 527) along Elizabeth Street and connection to Merri Creek trail further west.
- Tram network (route 11) along Gilbert Road.
- Streets for People Corridor (Corridor 3- The Great Western Shimmy) along Jessie Street.
- St Georges Road pipe trail.

For the purpose of this project, the Preston West Corridor has been broken into **2 Areas** including an overarching concept plan for each. These are defined as:

- Area 1:** Eric Street and Cramer Street - Elizabeth to Gilbert Street
- Area 2:** Cramer Street - Gilbert Street to St Georges Road

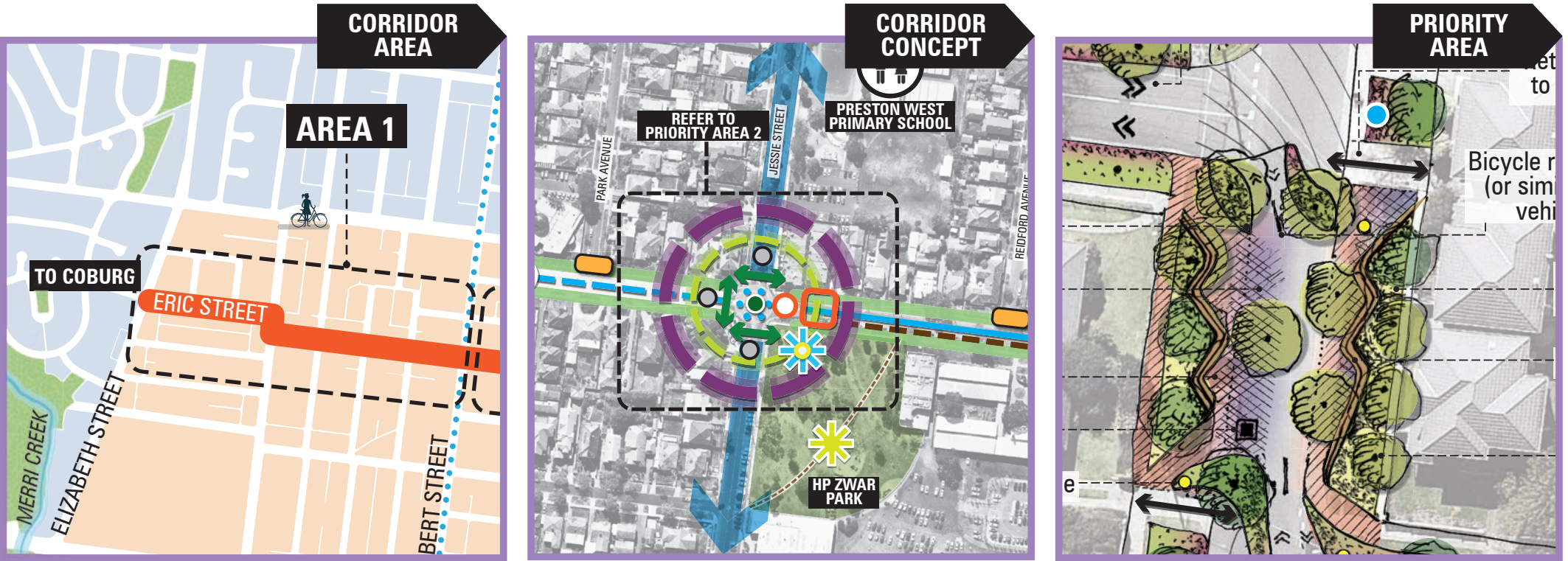
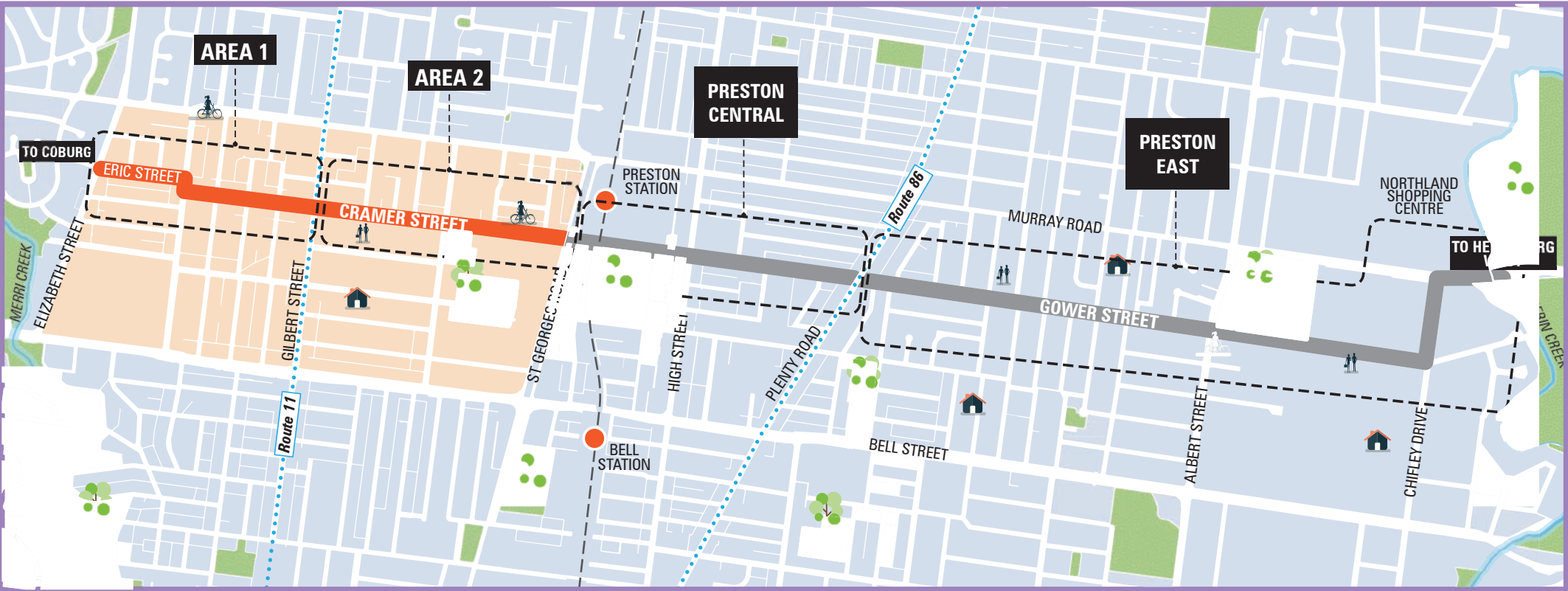
## Demonstration Project of Priority Area

In addition to the Corridor Concepts, two key areas have been selected with the Street Champion group as priority areas, where implementation for Streets for People is encouraged. The sites were studied in detail to identify opportunities for streetscape management befitting the Streets for People ideology. An indicative sketch concept is prepared for each priority area, demonstrating how design recommendations and suggestions can potentially be achieved.

### The 2 Priority Areas identified for Preston East.

- Area 1: James Street - Eric Street to Cramer Street
- Area 2: Jessie Street and Cramer Street

Preston West Study Corridor & Areas





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Area 1: Eric Street and Cramer Street – Elizabeth Street to Gilbert Road

Streets/ Locations	Recommended Treatments	Objectives
Elizabeth Street and Eric Street	Potential new pedestrian/ cycle crossing	Council to investigate opportunity for new crossing for improved pedestrians and cyclist connections across Eric Street towards Merri Creek, including wayfinding and lighting improvement.
Along Eric Street	Shared vehicle and cycling street	Encourage cyclists to use Eric Street by formalising it as a shared road with 'sharrow' symbols to assist with wayfinding.
Eric Street and Ada Street	Raised side street treatment	To discourage traffic rat-running into Eric Street by slowing down vehicles and improving pedestrian safety/ access across Ada Street.
Eric Street - midblock	Landscaped pinch point with raised table	To discourage traffic rat- running along Eric Street by slowing down traffic and provide additional landscaping.
Eric Street and Hodson Street	Raised side street treatment	To discourage traffic rat-running into Eric Street by slowing down vehicles and improving pedestrian safety/access across Hodson Street.
Along James Street - Refer to Priority Area 1	Vehicle restriction at James Street for a new pocket park	To reduce traffic rat-running along James Street and provide additional public open space comprising seating areas, wayfinding signage, lighting and bike facilities within the western end of the corridor.
	Landscaped pinch point with raised table	To discourage traffic rat- running along James Street by slowing down traffic, reducing the perception of a wide road and provide additional landscaping.
Along Cramer Street: between James Street and Gilbert Road	Shared vehicle and cycling, or 'sharrow'	To encourage cyclists to use Cramer Street as a cycling route by formalising it as a shared road with 'sharrow' symbols to assist with wayfinding.
	Landscaped pinch point with raised table (x4)	To discourage traffic rat- running along Cramer Street by slowing down traffic, reducing the perception of a wide road and provide additional landscaping.
Cramer Street and Grandview Street	Raised side street treatment	To discourage traffic rat-running into Cramer Street by slowing down vehicles and improving pedestrian safety/access across Grandview Street.
Cramer Street and Grange Street	Raised side street treatment	To discourage traffic rat-running into Cramer Street by slowing down vehicles and improving pedestrian safety/access across Grange Street.
Cramer Street and Belmont Street	Raised side street treatment	To discourage traffic rat-running into Cramer Street by slowing down vehicles and improving pedestrian safety/access across Belmont Street.
Cramer Street and Gilbert Road	Lighting upgrade	To provide improved visibility around tram stops.
Entire Precinct	Community-driven nature strip planting	Council to further encourage community-driven nature strip planting, supporting native and drought tolerant species.
	Infill street tree planting	Nature strip to increase shade and street beautification.

Concept Plan for Preston West (Area 1)



CYCLE INFRASTRUCTURE

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

PEDESTRIAN & VEHICLE IMPROVEMENTS

- Raised side street treatment
- Landscape pinch-point with raised table
- Vehicle restriction for parklet
- Investigate opportunity for future pedestrian/cycle crossing

STREET GREENING & IDENTITY

- Additional street trees / nature strip refresh
- Wayfinding signage
- Lighting upgrade / accent lighting

EXISTING CONDITIONS

- Tram route / tram stop
- Bus route / bus stop
- Existing signalised intersection
- Residential area



Nature strip refreshment including native and drought tolerant species



Support safe pedestrian crossing at intersections



Vehicle restriction to prioritise pedestrian and cyclist movement associated to new open space

Bike lane treatment along the corridor



## 1

## Area 1: Eric Street and Cramer Street – Elizabeth Street to Gilbert Road

## Priority Area 01: James Street

James Street (between Eric and Cramer Street) priority area is intended to prioritise pedestrian/cycle movement and amenity at the top end of steeply sloped Eric Street. Wayfinding and prioritisation of pedestrian and cycle movement as Streets for People is possible by preventing through car traffic and limiting rat-running through residential streets.

The indicative sketch identifies key strategies for future improvements at this location, including (refer to indicative sketch idea):

## Strategies

1. Implement a pocket park at James Street (between Eric & Cramer Streets) by extending the kerb and restricting through vehicle traffic.
2. Allow cycle access through the pocket park as a safe and inviting transition between Eric and Cramer Streets.
3. Improve space legibility by transitional pavement treatments (hard paving, permeable paving and cycle). The surface of the pocket park will be designed to delineate pedestrian and cycle movement while providing opportunities for permeable paving to reduce stormwater runoff and maintain new landscape planting.
4. Maintain existing footpaths on both sides of the pocket park.
5. Retaining safe access to existing private vehicle crossovers at the north and south.
6. Accommodate informal seating areas, a bike station and low-level lighting to provide a rest area for cyclists and pedestrian at the top of Eric Street.
7. Implement new canopy tree and native drought-tolerant understorey planting to reduce the urban heat island effect and provide landscape screening to adjacent residential properties.
8. Opportunity for a potential rain garden, integrating existing strip drain.
9. Wayfinding opportunities through coloured native planting in combination with directional signage at the pocket park entrance.
10. Beyond the pocket park to the north and south, implement painted pattern on road reserve to demarcate 'slow zone' for approaching traffic. It will also assist with wayfinding for cyclists and pedestrian.
11. Implement a landscape buffer between existing vehicle crossovers and pocket park entries for improved safety.
12. To the south of James Street, implement landscape pinch point with speed cushion to reduce traffic rat-running, reduce vehicle speeds and increase driver awareness on approach to Cramer Street.

## Indicative Sketch Ideas



Artist's impression of James Street new pocket park



Existing conditions

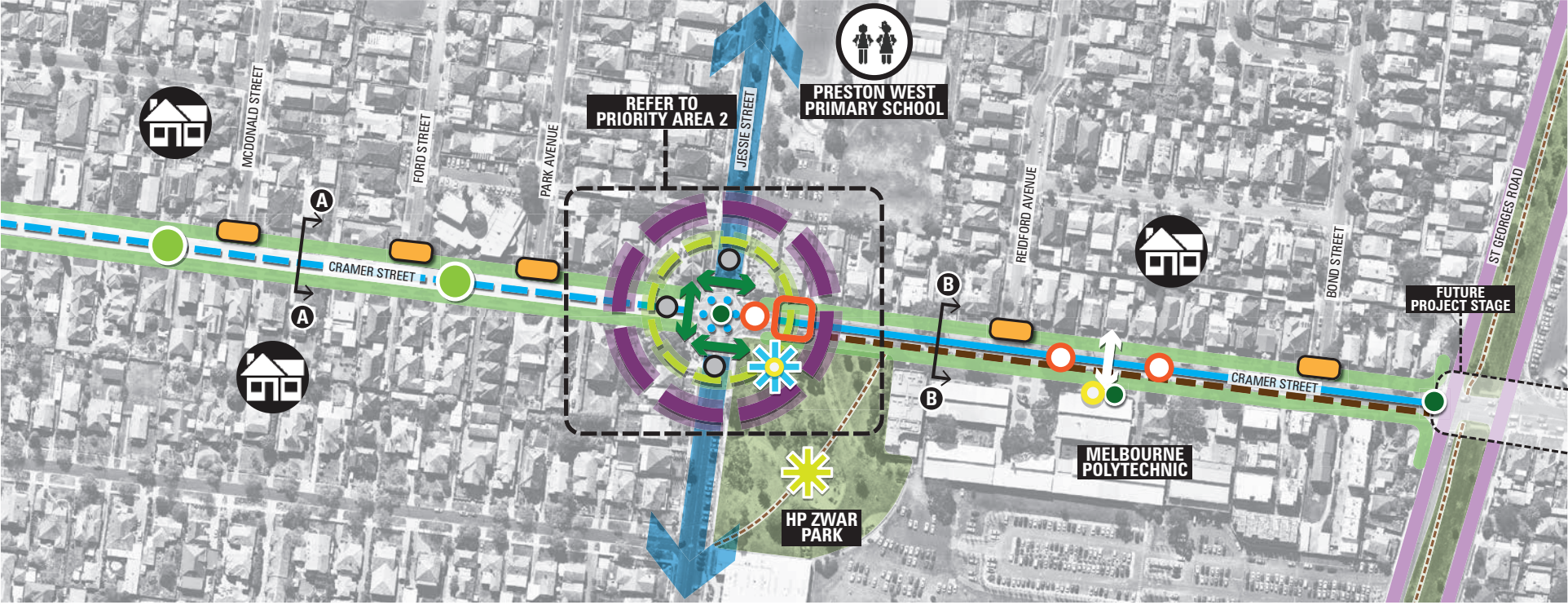


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Area 2: Cramer Street – Gilbert Road to St Georges Road

Streets/ Locations	Recommended Treatments	Objectives
Along Cramer Street: between Gilbert Road to Jessie Street	Dedicated bike lanes with buffer & tactile pavement marking.	To create dedicated cycle lanes on both sides of Cramer Street to encourage cycling along Cramer Street. The cycle lane will be separated from moving traffic by line marking buffer with tactile pavement marking to raise driver awareness when encroaching into cycle lane. Refer to Section AA on page 18.
	Landscaped pinch point with speed cushion (x2)	To discourage traffic rat- running along Cramer Street by slowing down traffic, reducing the perception of a wide road and provide additional landscaping.
Cramer Street and McDonald Street	Raised side street treatment	To discourage traffic rat- running into Cramer Street by slowing down traffic and improving pedestrian safety/ access across McDonald Street.
Cramer Street and Ford Street	Raised side street treatment	To discourage traffic rat- running into Cramer Street by slowing down traffic and improving pedestrian safety/ access across Ford Street.
Cramer Street and Park Avenue	Raised side street treatment	To discourage traffic rat- running into Cramer Street by slowing down traffic and improving pedestrian safety/ access across Park Avenue.
Cramer Street and Jessie Street - Refer to priority area 2	Round-about reconfiguration	To improve driver awareness and slow vehicle speeds at Cramer and Jessie Streets intersection and reduce the perception of a car- dominated junction.
	Raised pedestrian and cycle crossing on northern, western and southern legs.	To improve pedestrian and cycle safety and wayfinding at Cramer and Jessie Streets intersection, in response to its proximity to schools, institutions and open space.
	Dedicated cycle crossing & Raised table on the eastern leg	To facilitate safe cycle crossing adjacent to existing signalised pedestrian crossing. To reduce vehicle speeds entering the roundabout by implementing a raised table on eastern approach.
	Speed cushions on the southern and western legs	To reduce vehicle speeds entering the roundabout by implementing a raised table on eastern approach.
	Off- road shared cycle and pedestrian 'zone'	To provide optional off-road cycle connections between cycle crossings for less confident cyclists.
	A 'pause point' at the entry of HP Zwar Park	To create a resting area for pedestrian and cyclists, including seating node, bike station and wayfinding surrounded by landscape of the HP Zwar Park.
Along Cramer Street: between Jessie Street to St Georges Road	Dedicated bike lane with buffer & tactile pavement marking on the north side.	To accommodate protected bike lanes to encourage cycling along Cramer Street.
	Relocation of on - street parking for protected bike lane (off-road) on the south side only.	To retain existing vegetation and create opportunity for new street landscaping.  Refer to Cross Section BB on page 19.
	Pedestrian crossing & speed cushions on approach	To improve pedestrian safety and slow down approaching vehicle at a mid-block location and in close proximity to Melbourne Polytechnic campus entry.

Concept Plan for Preston West (Area 2)



**CYCLE INFRASTRUCTURE**

- Shared cycle & vehicle/ Sharrow symbol in roundabout
- Dedicated bike lanes with buffer / centre line removal
- Protected bike lanes
- Relocate car parking on south side of street
- Bike station/ seating node

**PEDESTRIAN & VEHICLE IMPROVEMENTS**

- Raised side street treatment
- Round-about reconfiguration
- Crossing point with kerb outstand
- Raised pedestrian/cycle crossing
- Speed cushion
- Raised table
- Signalised pedestrian & cycle crossing
- Landscape pinch-point

**STREET GREENING & IDENTITY**

- Additional street trees / nature strip refresh
- Wayfinding signage
- Street greening opportunity
- Lighting upgrade / accent lighting

**EXISTING CONDITIONS**

- Bus route / bus stop
- Existing playground
- Public open space
- Streets for People Corridor 3
- Off-road trail
- Street cross section



Streets/ Locations	Recommended Treatments	Objectives
Cramer Street and Reidford Avenue	Raised side street treatment	To discourage traffic rat- running into Cramer Street by slowing down traffic and improving pedestrian safety/ access across Reidford Street.
	Pedestrian crossing with raised tables on approaches.	To improve pedestrian safety and reduce vehicle speeds on approach to allow improved connection to Melbourne Polytechnic.
	Lighting upgrade and wayfinding signage in the southern side	To provide visibility and wayfinding at Melbourne Polytechnic pedestrian entry.
Cramer Street and Bond Street	Raised side street treatment	To discourage traffic rat- running into Cramer Street by slowing down traffic and improving pedestrian safety/ access across Bond Street.
Entire Precinct	Community-driven nature strip planting	Council to further encourage community-driven nature strip planting, supporting native and drought tolerant species.
	Infill street tree planting	Nature strip to increase shade and street beautification



Improve pedestrian and cycle safety when crossing the roundabout



Landscaped pinch point including native species along the streetscape

Bike lane treatment along the corridor

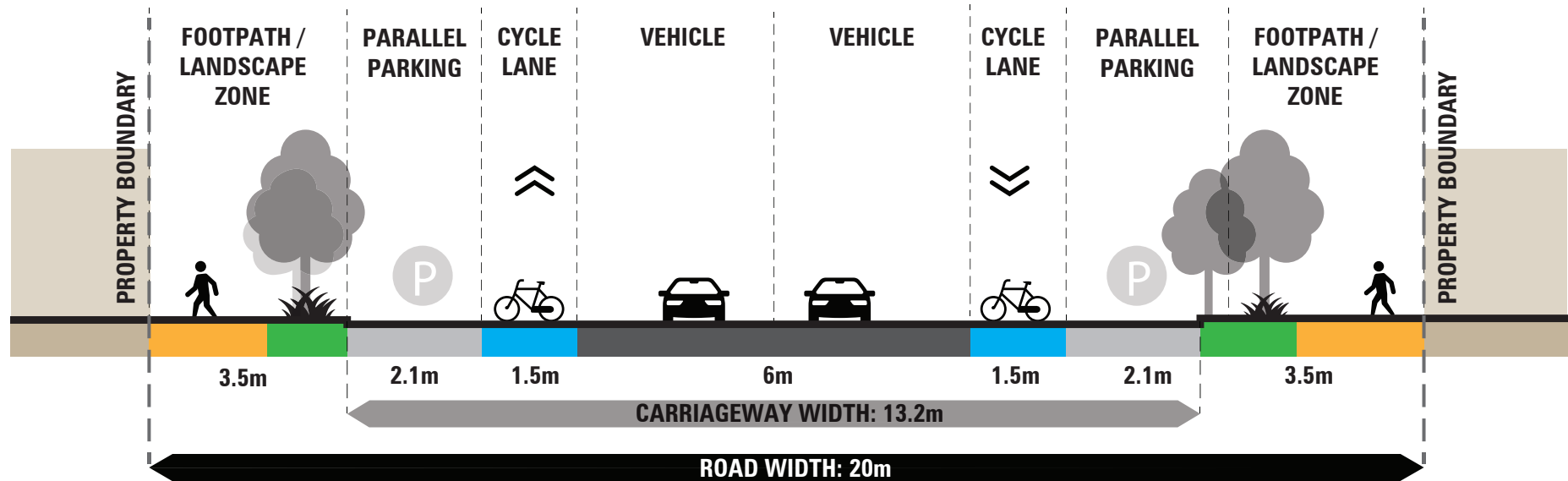


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Area 2: Cramer Street – Gilbert Road to St Georges Road

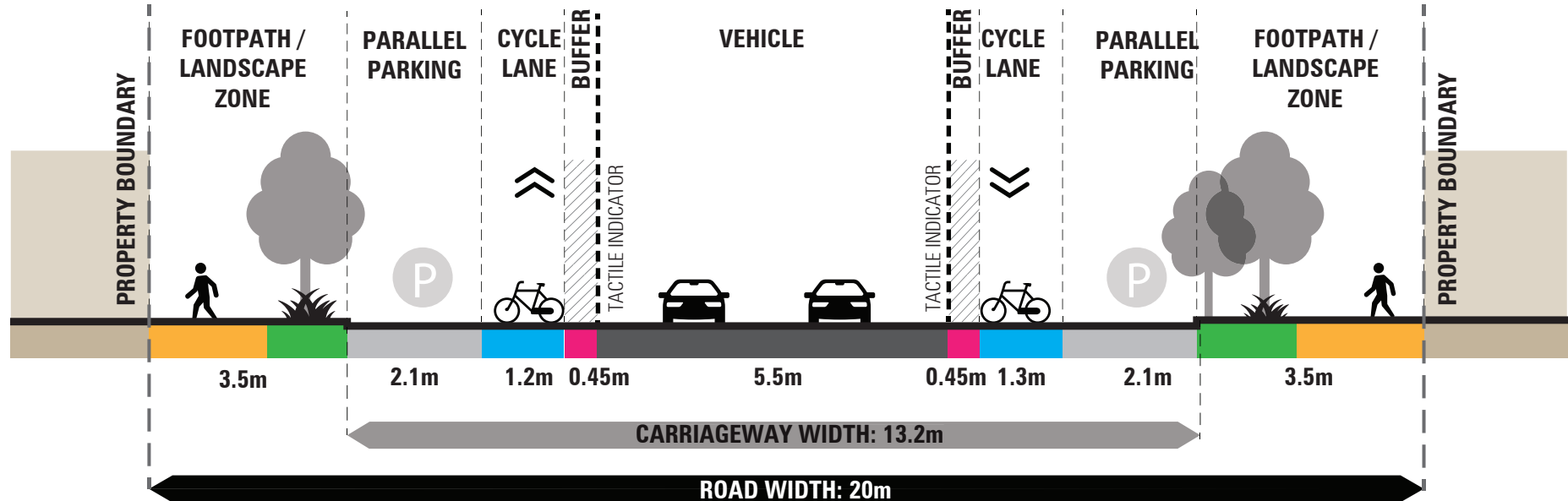
Street Cross-Sections AA

EXISTING: Cramer Street - Gilbert Road to Jessie Street



Existing conditions: Typical residential streetscape comprising 2-way vehicle movement, unmarked parallel parking, grassed nature strips and footpaths to both sides of the street.

PROPOSED: Cramer Street - Gilbert Road to Jessie Street



Example of dedicated cycle lane with buffer & tactile pavement marking to raise driver awareness along Queensberry Street, Melbourne.

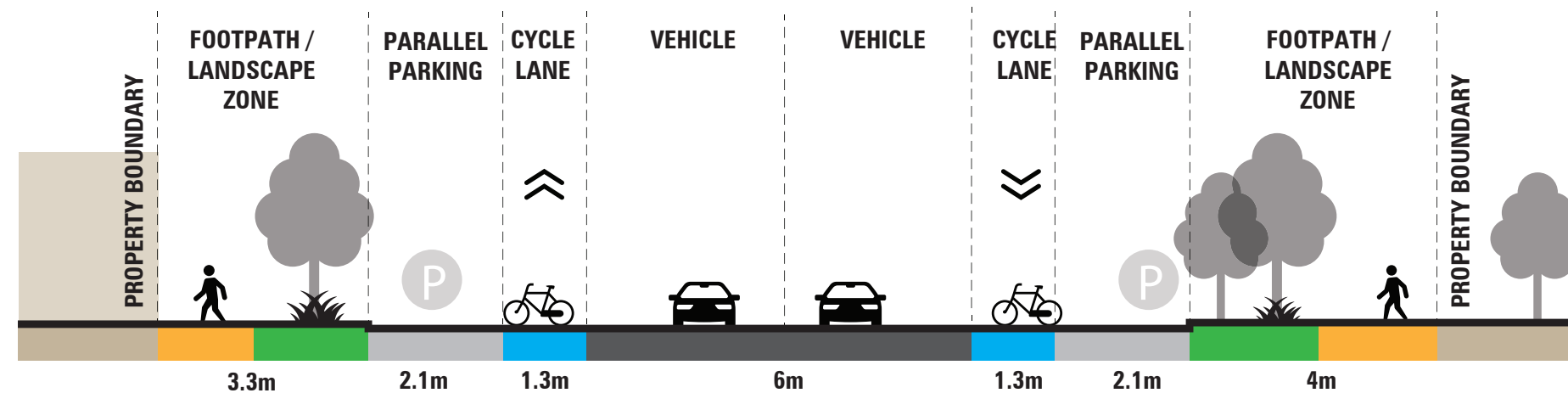


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## Area 2: Cramer Street – Gilbert Road to St Georges Road

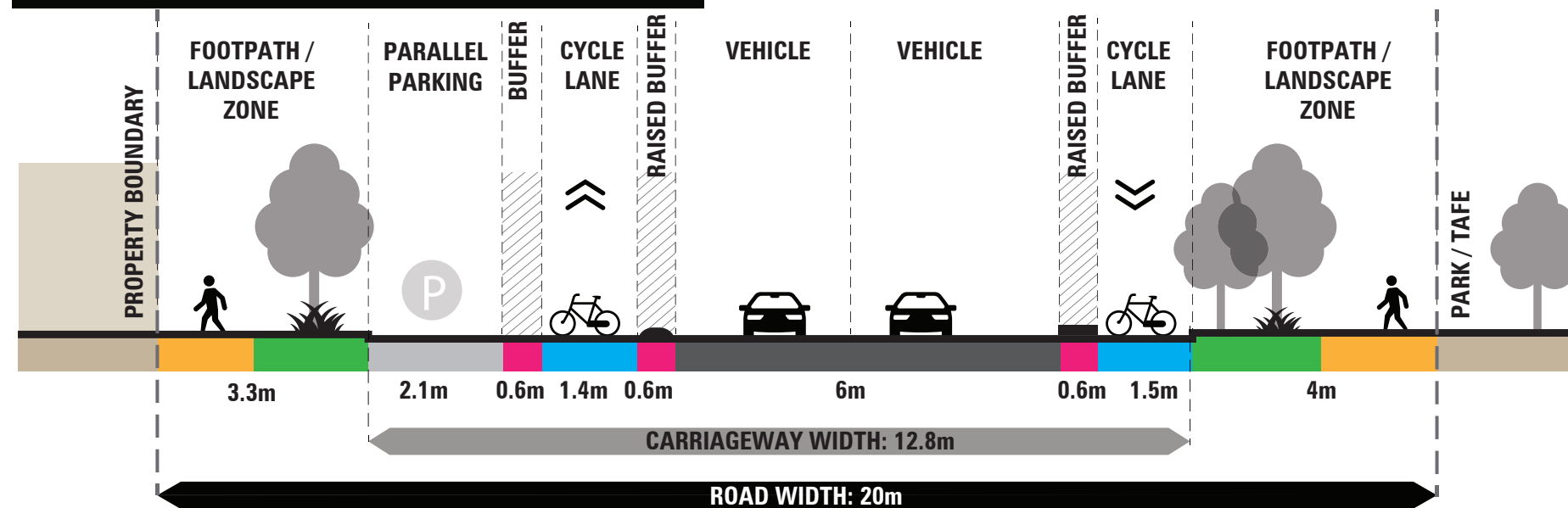
## Street Cross-Sections BB

## EXISTING: Cramer Street - Jessie Street to St Georges Road



Existing conditions: 2-way vehicle movement, dedicated bike lane (no buffer) marked parallel parking, grassed nature strips and footpaths to both sides of the street.

## PROPOSED: Cramer Street - Jessie Street to St Georges Road



Example of protected cycle lane with raised kerb to improve cycling confidence along La Trobe Street, Melbourne.



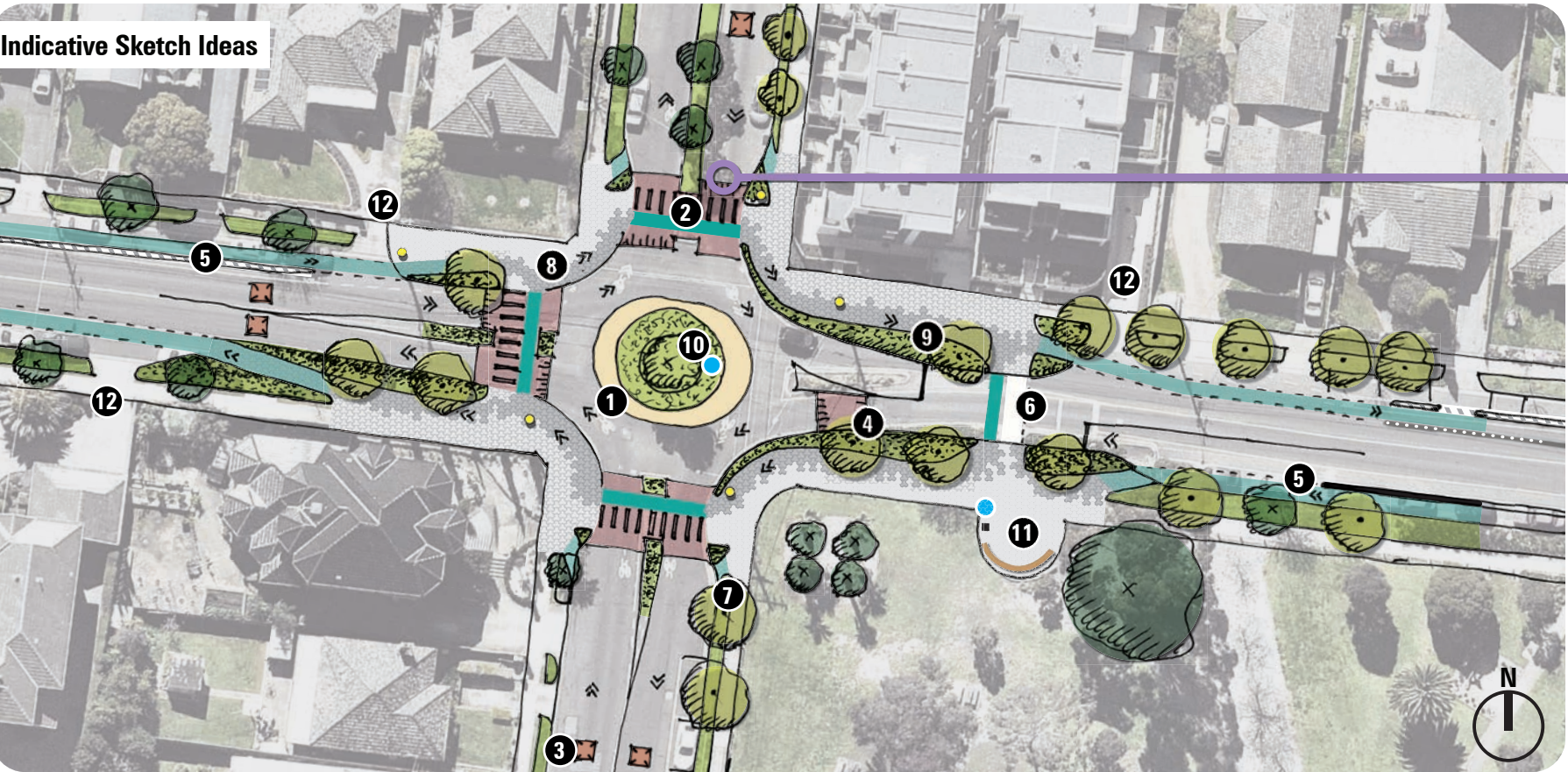
## 2 Area 2: Cramer Street – Gilbert Road to St Georges Road

### Priority Area: Cramer Street and Jessie Street intersection

The Cramer and Jessie Street roundabout has been identified as a priority Streets for People area intended to improve pedestrian/cycle safety crossing the road as well as mitigate vehicle rat-running through residential streets at the junction of 2 Streets for People corridors. The indicative sketch plan identifies key strategies for future improvements to this area including:

#### Strategies

1. Raise driver's awareness and reduce vehicle speeds entering and exiting the round-about by reconfiguring turning circles and installation of mountable aprons.
2. Improve pedestrian and cyclist safety crossing Cramer and Jessie Streets by installing raised pedestrian and cycle crossings on northern, western and southern approaches.
3. Implement speed cushions before raised crossings on northern, western and southern sides to reduce vehicle speed on approach to the junction.
4. Reduce vehicle speeds on the eastern approach to the roundabout through the implementation of a raised table.
5. Implement dedicated bike lane on both sides of Cramer Street.
6. Retain the existing signalised pedestrian crossing to the east of the roundabout and implement a dedicated cycle crossing lane to the west of the pedestrian lane.
7. Implement cycle ramps onto kerb at all roundabout approaches to allow protected (off - road) cycle movement through intersection.
8. Roundabout edges to be designated as shared pedestrian and cycle zones comprising special paved patterns to informally delineate movement of each mode to reduce pedestrian/cycle conflict and provide an alternative option for less confident cyclists.
9. Implement low level, drought tolerant landscape planting to the edge of the paved areas to reduce extent of paving and provide improved amenity.
10. Install wayfinding signage at/around round-about to provide direction for cyclists at the junction of 2 corridors.
11. Add a new bike station (including bike rack, pump, water fountain and lighting) at HP Zwar Park entrance.
12. Ensure safe vehicle access is retained.



Artist's impression of Cramer Street and Jessie Street intersection



Existing Conditions