



# STREETS for PEOPLE

## PHASE 2 CONSULTATION SUMMARY: PRESTON ACTIVITY LINK (WEST)

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

**FEBRUARY 2020**



# Community and Stakeholder Engagement

## Summary: Preston Activity Link (West)– 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 5 (Preston Activity Link (West)).

The second round of community consultation was undertaken from 31<sup>st</sup> January to 14<sup>th</sup> February 2020. The purpose of this phase of 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 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:

- Your Say page with links to all documents and a question forum moderated by Council.
- Online Survey open from 31<sup>st</sup> January to 14<sup>th</sup> February 2020.
- Flyers directly delivered to all residents in the study area.
- A community drop-in session on the 6<sup>th</sup> of February at the Preston Shire Hall for interested community members to view the draft plans, ask questions and provide feedback.
- A Street Champion Workshop on the 6<sup>th</sup> of February at the Preston Shire Hall for more in-depth discussions about the draft plans.

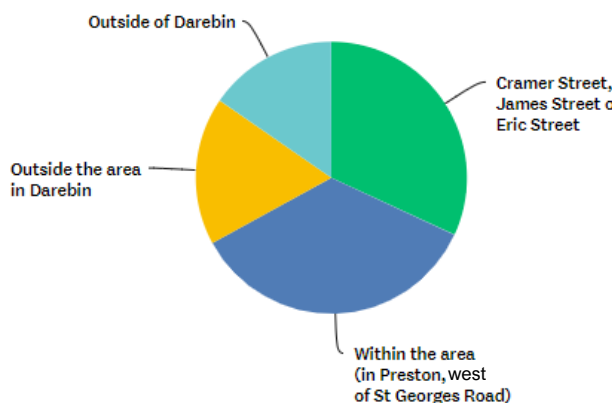
## Breakdown of Consultation Participants

- Over 700 people visited the Your Say page during the second round of engagement.
- 105 online surveys were completed.
- 15 people attended the drop-in session.
- 4 people attended the Street Champions Workshop.

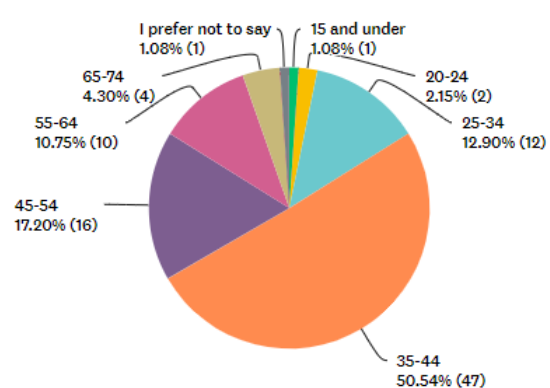
## Online Survey

The Online Survey was open to the public for two weeks between 31<sup>st</sup> January and 14<sup>th</sup> February 2020. The survey was designed to allow participants to review the Vision and Principles for improvements along the Preston Activity Link (West) as well as provide feedback on the revised Framework Plans and Hot Spots. A total of **105 responses** were collected.

**30%** of respondents lived along the corridor (Eric, James and Cramer Street). **34%** of respondents lived within the broader Preston area (west of St Georges Road). Over **50%** of respondents were between the ages of 35-44 years.



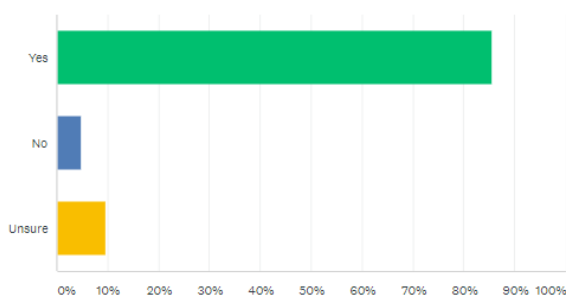
Survey demographic data: Age profile



Survey demographic data: Age profile

**89%** of participants agreed with the **Corridor Vision Statement** "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." A summary of **open-ended responses** include:

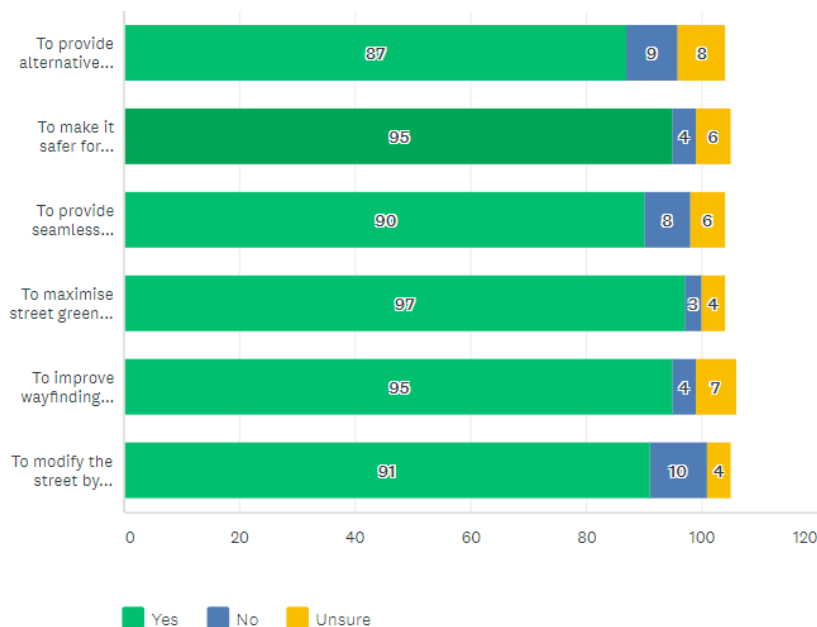
- Consider the siting of pinch-points in front of houses which require on-street parking for families with children who have accessibility requirements.
- The loss of parking between Jessie Street and St Georges Road may be an issue given the emerging development of townhouses.
- Support for initiatives as a local cyclist.
- The proposed pocket park will create more traffic along side streets and potentially restrict access for emergency vehicles. The function of the closure as a pocket park may facilitate anti-social behavior in a local residential street. There is support for soft speed humps, bike lanes and new landscaping to improve the area.
- The road closure will facilitate poor vehicle access for residents of James Street.
- Consideration for a new playground along the corridor given the lack of facilities in the area.
- Further analysis regarding the impact of traffic in surrounding streets is required.



Do you agree with the future vision of the corridor?

Participants were asked to rate the 6 key principles guiding streetscape improvements along the corridor. The percentage of responses in support of the principles include:

1. To provide alternative modes of transport for the local community and visitors accessing key destinations along the corridor, reduce carbon emissions coming from motor vehicles. **84% of responses agreed.**
2. To make it safer for pedestrians to cross the streets to access local destinations such as parks, schools, public transport and shops. **90% of responses agreed.**
3. To provide seamless cycling infrastructure to instill greater cycling confidence and improved safety. **86% of responses agreed.**
4. To maximise street greening opportunity that reflect the local identity of Preston and create an inviting walking and cycling street environment. **93% of responses agreed.**
5. To improve wayfinding along the corridor by installing signage, public art, and lighting at strategic locations, guiding pedestrians and cyclists to key destinations. **90% of responses agreed.**
6. To modify the street by allocating more space for walking and cycling, and reducing vehicle speeds and rat-running. **87% of responses agreed.**



*Streets for People principles: Summary of responses*

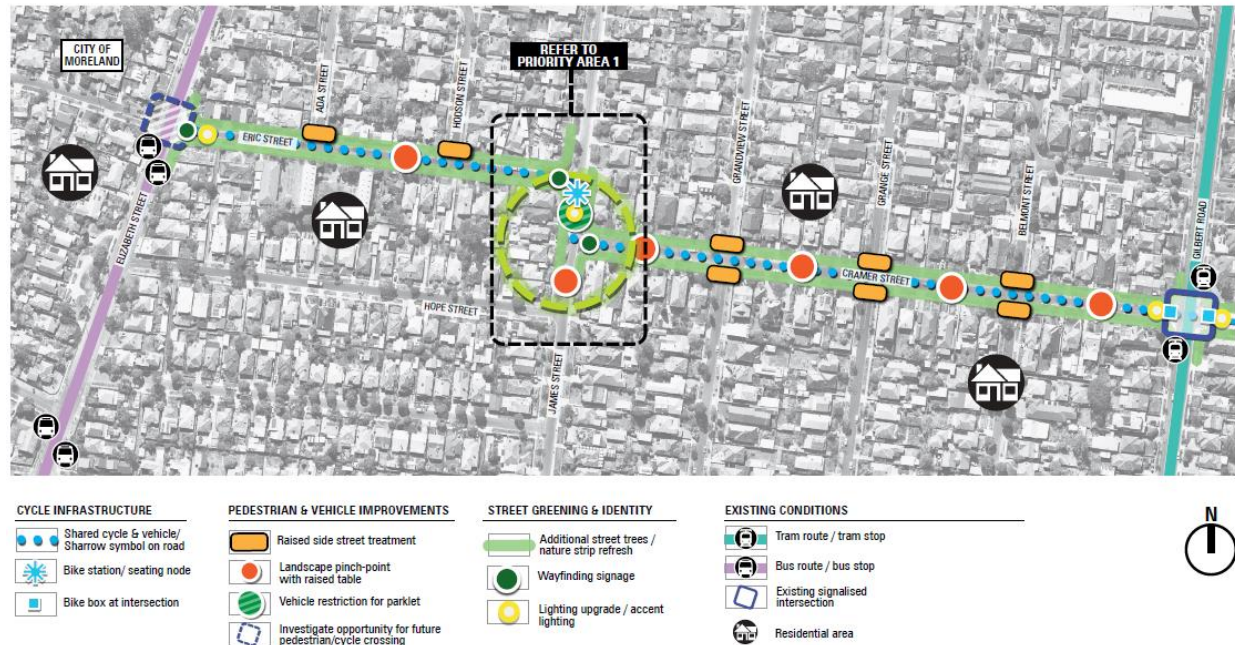
#### A summary of open-ended responses includes:

- Support for the reduction of vehicle speeds and rat running.
- Support for street greening opportunities.
- Support for more cycle paths.
- Reduction of vehicle speeds along Cramer Street is required.
- There is a need for a pedestrian crossing over Elizabeth Street between Booth and Hope Street.
- Uncertainty around introduction of changes to encourage a small number of cyclists to the detriment of traffic flow.
- Blocking/closing roads will have unintended consequences for the movement of traffic in surrounding streets.
- The corridor experiences significant slope making it difficult for cyclists.



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

### Concept Plan for Preston West (Area 1)



A total of **69 responses** were received for the proposed streetscape improvements. The response to the framework ideas can be summarized as follows:

Framework	Yes	No	Unsure
Eric Street and Cramer Street between Elizabeth Street and Gilbert Road: Sharrow	82%	12%	6%
Ada Street: Raised side street treatment	86%	9%	5%
Eric Street midblock between Ada Street and Hodson Street: Landscaped pinch-point	86%	7%	7%
Hodson Street: Raised side street treatment	84%	9%	7%
Grandview Street: Raised side street	87%	6%	7%
Grange Street: Raised side street treatment	85%	6%	9%
Belmont Street: Raised side street treatment	86%	6%	8%
Between Cramer Street and Gilbert Road: Lighting	91%	4%	4%
Between Cramer Street and Gilbert Road: Trees	91%	3%	6%
Between Cramer Street and Gilbert Road: Nature strip refresh	91%	4.5%	4.5%

### **General feedback from community relating to Area 1 can be summarized as:**

- The concept is good as the area needs improved walkability.
- Concerns with the redistribution of traffic to surrounding side streets. A more holistic approach to traffic management is required.
- Bike lanes are preferred over sharrow designation.
- Ensure new trees are larger species with generous canopy.
- Separated bike lanes are required to encourage more cyclists.
- Unsure how pinch-points will affect cyclists.
- Unsure how the raise side street treatments will impact residents.
- There is considerable rat-running along Booth Street from Elizabeth Street.
- Ensure pinch-points facilitate safe cycle movement, without having to go onto raised table.
- Ensure designs are child friendly (Octopus Schools Program), providing drinking fountains and bench seating.
- Consider how to improve amenity of James Street to draw pedestrians from Murray Road bus stops.
- Ensure new trees are advanced native trees for shade and amenity.
- Very exciting to see public space that is beautiful and walker friendly.
- I welcome any new bike paths to get easy and safe access to the Merri Creek trail.
- All the suggestions are excellent especially the pocket park which would really slow down all traffic
- Slowing Cramer St in this way will encourage the use of this rat run making it even more unsafe for pedestrians in Tintern Avenue.
- More safety for cyclists to minimise car-door accidents.
- The proposed improvements would revitalise the area, make it easier for the community to come together and is forward planning for climate change.
- Careful consideration of the location of raised table pinch points will need to be considered as removing on street parking will be a concern.
- Convenient driving is the most important attribute for local residents in West Preston.
- Will improve access and safety to the west side of Elizabeth for bikes and walking. Having a clear non car journey to the market is a great plan.

### **General feedback from community in relation to areas outside of the corridor:**

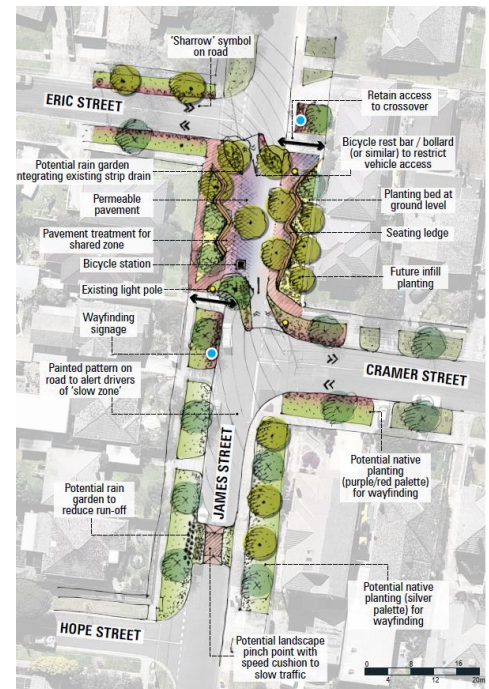
- Instead of focusing on one street, improve walkability and amenity for cyclists across West Preston.
- Further analysis is required to ensure local residents (i.e. James Street, near Murray Road) are not detrimentally impacted from accessing Preston Activity Centre, given no right-turn into Murray Road
- Consider interventions along the James St/Murray Road intersection.
- Improve access to Merri Creek – Goff Street more of a direct path than Meadow Street (which Eric Street feeds into).
- Consider interventions along other side streets (Bruce, Booth, Bell, Raymond, Hope).
- More trees in the landscape.
- Crossing from Preston to Coburg via Elizabeth St should be more southern than Eric Street.
- Include Bruce St and Booth or Hope Street and improve access to Merri Creek.
- Insert one further narrowing point between Bruce/Booth Street and Raymond or Hope St.
- The crossing from Preston to Coburg via Elizabeth St should be more southern than Eric Street.
- Goff Street is a more direct path to the Merri Creek path and crossing for Coburg high students rather than Meadow Street which is where the Eric Street crossing would feed into.
- A pedestrian crossing at Murray Rd and James Street would be helpful as East bound it is very scary – as vehicles continue to ignore the bicycle lane.

## James Street Hot Spot

**81% of respondents** supported the proposed sketch concept for the James Street Hot Spot.

### Responses in support of the Hot Spot can be summarized as:

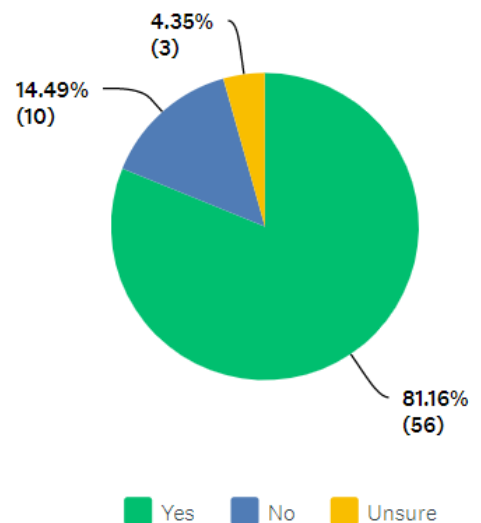
- Pocket park creates new green space (improved amenity for pedestrians and cyclists, sustainability, health and community).
- Pocket park improves cyclist and pedestrian safety.
- Pocket park prevents rat running.
- Support for nature strips and patterns on road to demarcate slow zone.
- Support for soft speed humps and wayfinding signage/bicycle path for cyclists.
- It can help bring the local neighbourhood together.
- Support for restricting through-traffic (rat running is an issue).
- Traffic calming measures between Bell/Elizabeth and the western end of Cramer will make a big difference to the whole corridor.
- Critical that the partial or full closure of the intersection at Cramer/James St goes ahead. This will make it more likely that the bike "superhighway" is successful and reduces honning.



James Street Hot Spot: sketch concept

### Responses critical of the Hot Spot can be summarized as:

- Pocket park is dangerous (noisy, anti-social behavior).
- Pocket park will increase traffic on side streets (restrict on-street parking).
- Park will impact on emergency vehicles.
- Trees in park will overshadow properties.
- Restricted vehicle access to residences on James Street.
- Inconvenience blocking off side streets from James Street.
- Not convinced traffic will be sufficiently deterred by pinch points/raised tables alone.
- Impact on Tintern Avenue as a rat-run.
- Removal of on-street parking is a concern.
- Convenient driving is an important attribute for local residents.
- Concern about no right turn to Murray Road to accommodate for Cramer Street closure.



James Street Hot Spot: Percentage of support

### Community recommendations and suggestions for the refinement of the hot spot include:

- Consider park design including small playground, drinking fountains and bench seating, graffiti-proof furniture, BBQ facility, WSUD principles.
- Consider whether closure is better suited to the south of Cramer Street on James Street.
- Restrict traffic flow to one-way instead of complete closure.
- Ensure pinch-points facilitate safe cycle movement, without having to go onto raised table.
- Incorporate a raised crossing to Eric Street.

- Ensure new trees are advanced native trees for shade and amenity.
- Put a raised junction point at Cramer and James Street. Also no standing on James street at this intersection point with Cramer.
- Make sure the seating also includes hand rails at points to ensure ease of transfers.

## Individual submissions

Several individual submissions were made to Council during the consultation period. A summary of feedback and recommendations include:

### Area 1: Elizabeth Street to Gilbert Street

- The proposal does little to deter speeding vehicles or rat-running along Cramer Street from Bell Street or Gilbert Road. Cramer Street (between Grandview and James Street) has a steep decline toward properties along James Street. Raised tables and landscape will do little to slow vehicles along this stretch. Accidents have previously occurred, where cars have run into houses.
- While having general support for the James Street park and closure, there is concern for the potential increase in traffic to side streets as a result of the changed conditions to James Street. During peak hours there are high volumes of vehicles from Murray Road into Grandview Street to access Cramer or Bell Streets. The side street treatments will not be enough to deter or slow traffic along this narrow street. More speed humps and signage may be required.
- Support for measures reducing rat-running through residential streets, however there is concern for an unintended consequence for the closure of James Street is more traffic down Raymond Street.
- A pedestrian crossing at **Raymond Street** is required to provide access to Coburg High School, nearby reserves, Merri Creek trail, bus stops and the Number 1 tram route.
- James Street closure is not supported for the following reasons:
  - Overflow impacts to side streets
  - Inappropriate restriction of vehicle access for Eric/James Street residents travelling west (Preston Activity Centre).
  - A park may invite undesirable behavior to occur.
  - Consider a roundabout and speed humps along James Street to slow traffic.
- The closure of Cramer Street at the James Street end stops the major rat-run path from Elizabeth to Gilbert and creates a quiet pedestrian friendly street.

### Alternative suggestions from the community for the design of James Street include:

- Keep James Street open and turn Eric Street into a 1-way exit point from the west. This seeks to:
  - Eradicate the rat run from James north to this street making it more bike/pedestrian friendly
  - People living in this street have only one entry point from Elizabeth but two exit points
  - Having this extra room at the top will allow a good bike path point and shared path
  - A raised roadway will slow cars and make it a safe visible point to cross either way.
- Make Booth Street a one way exit point. This seeks to:
  - eradicate the rat run from Bruce north to this street
  - People living in this street have only one entry point from Elizabeth but two exit points
  - Having this extra room at the top will allow the nature strip to be widened substantially and could be a good seating area that is in the open and encouraging access to the walking areas both West and South along the cemetery
  - A raised roadway will slow cars to help with the north bike precinct point.



## Public drop-in session

**Date:** Thursday 6th February 6-7pm

**Attendees:** 15

**Format:** informal table discussions for Area 1 and 2 (including corresponding hot spots)

### Area 1: Summary of feedback

Several residents of James and Eric Street were in attendance who raised concern with the introduction of a pocket park facilitates a vehicle restriction for the following reasons:

- The nature of the space as a park is considered inappropriate in this location given proximity to residential driveways and dwelling frontages.
- The design of the pocket park may impede on daylight to adjacent dwelling windows due to the alignment of tall canopy vegetation, however, there was support from older resident that seating is essentially required in this area.
- The space may create a loitering space and facilitate anti-social behavior.
- The vehicle restriction is considered to negatively impact on the residents ability to access local destinations (i.e Eric Street residents will need to travel via Murray Road or Elizabeth Street to access Preston Market).
- Given the restricted access at Murray Road (left in and out only) a James Street road closure would potentially add significant implications to local residents.

Amongst the group discussion there was a general consensus that the intersection of Eric, James and Cramer Street should be improved to:

- Slow down vehicles on all approaches along James and Cramer Street.
- Restrict rat-running between Murray Road and Bell Street.
- Provide for the safer movement of pedestrians and cyclists from Cramer Street to Elizabeth Street (and the Merri Creek Trail).
- Comprise improved landscaping and pavement treatment to enhance the area as a 'special zone' for pedestrians and cyclists.

A number of drop-in session participants saw merit in the James Street closure/ pocket park and highlighted the lack of open space in the immediate area.

The pocket park was considered to provide opportunities for improved community connectedness and passive surveillance to this area of James Street.

**Alternative ideas** suggested throughout discussions include:

- Providing raised pinch points and/or tables at all approaches of the intersection including Cramer Street and north/south of James Street.
- Consider traffic calming treatments along the entire extent of James Street between Bell Street and Murray Road to deter vehicles from rat running.
- Consider alternative pavement treatments in James Street (between Eric and Cramer) to highlight the area as a 'slow zone'.
- Investigate opportunity for a 1-way designation along James Street (south-bound) to allow local residents to continue to drive along Cramer Street while restricting rat-running between Bell Street and Murray Road.

Other participants questioned the negative impact to nearby side streets through the introduction of traffic calming treatments along James Street. Other streets such as Grandview Street and Grange Street may have high volume of over flow traffic.

Concerns were raised with the impact on potential loss of on-street parking for pinch-points along the corridor. While there remained support for their introduction, further data and research was requested to demonstrate their impact on vehicle speeds and rat-running.

The remaining proposed improvements along Area 1 were generally supported, particularly the raised side street treatments which would provide safer access for pedestrians and slow vehicles entering and exiting side streets.

Drought tolerant nature strip planting was also supported as an improvement along Cramer Street to enhance neighborhood character and bring 'life' to the street.

## Street Champions Workshop

**Date:** Thursday 6<sup>th</sup> February 7:30-8:30pm

**Attendees:** 4

**Format:** table discussion and sketching of ideas for the refinement of Areas.

### Area 1 and Hot Spot 1: James Street

- There was general support for the introduction of a vehicle restriction and park at the James Street and Cramer Street intersection to provide dedicated and safe cycle connection to Elizabeth Street.
- Street Champion participants did acknowledge the challenges that were identified by residents who live in the immediate area and were open to further refinement of the hot spot to achieve a balance for both residents in the immediate area and cyclists navigating a difficult 'dog-leg' intersection.
- There were suggestions that given the steep climb experienced for cyclists and pedestrians along Eric Street, a small seating/rest node of some kind may still be warranted around the James Street intersection (in tandem with a bike pump station).
- Community suggestions for the refinement of Hot Spot 1 included:
  - Consider making Eric Street a 1-way street (west-bound) to reduce the conflict between parked vehicles, cyclists and moving vehicles in both directions, while still allowing access into James Street.
  - Introduce special road surface treatments, kerb extension and additional landscaping between James and Cramer to create a slow moving environment.
  - Implement a raised threshold at Cramer and James Street.
  - Investigate opportunity of shifting the closure to the south of Cramer Street on James Street to restrict rat-running between Bell and Murray Road.

## Area 1 Next Step Recommendations

### James Street Hot Spot

There are clear and legitimate concerns from residents in the immediate Hot Spot area regarding the design of the James Street closure. While there is a general support for the ambitions sought through the introduction streetscape upgrades, further refinement of this area is warranted to achieve a sensible balance between the improvement in safety of sustainable transport modes and the reasonable vehicle access requirements of residents. A future consultation session with residents and street champions is recommended to ensure the refinement of the Hot Spot concept is generally supported by residents of Eric, James and Cramer Streets.

Based on feedback received from the drop-in session, Street Champions Workshop, online survey and individual submissions, refinements of the Hot Spot should explore:

- Relocation of the closure to the south of James Street between Cramer Street and Hope Street to:
  - retain the local east-west connection for Eric/James Street residents.
  - maintain east-west access along Bruce Street for local residents south of Cramer Street.
  - limit north-south rat-running along James Street between Bell Street and Murray Street
- Existing crossovers to dwellings will be maintained and the closure will be designed to accommodate necessary reversing movements from driveways.
- The design of the closure will maintain the treed verges to either side of the road for shade and privacy to adjacent dwellings and seek to incorporate new drought tolerant, native landscaping in place of lawn.
- The road will be upgraded as a new raised paved threshold for pedestrians and cyclists. Seating / rest area will be sited adjacent to the existing kerb alignment to maintain clear site lines along the street.
- The relocation of the closure can be matched with the relocation of the proposed Elizabeth Street crossing to the south of Raymond Street, to better align with current pedestrian/cycle desire lines.
- Moreland Council have provided in-principle support for a new shared use path from Goff Street, through the Merri Creek reserve, to the existing trail (and bridge connection).
- Guide cyclists and pedestrians along Raymond Street or Hope Street, implementing traffic calming measures to slow vehicles and provide safety for cyclists 'climbing' up the hill (west to east). This may include landscaped pinch-points with speed cushions to slow vehicles but allow unimpeded movement for cyclists.

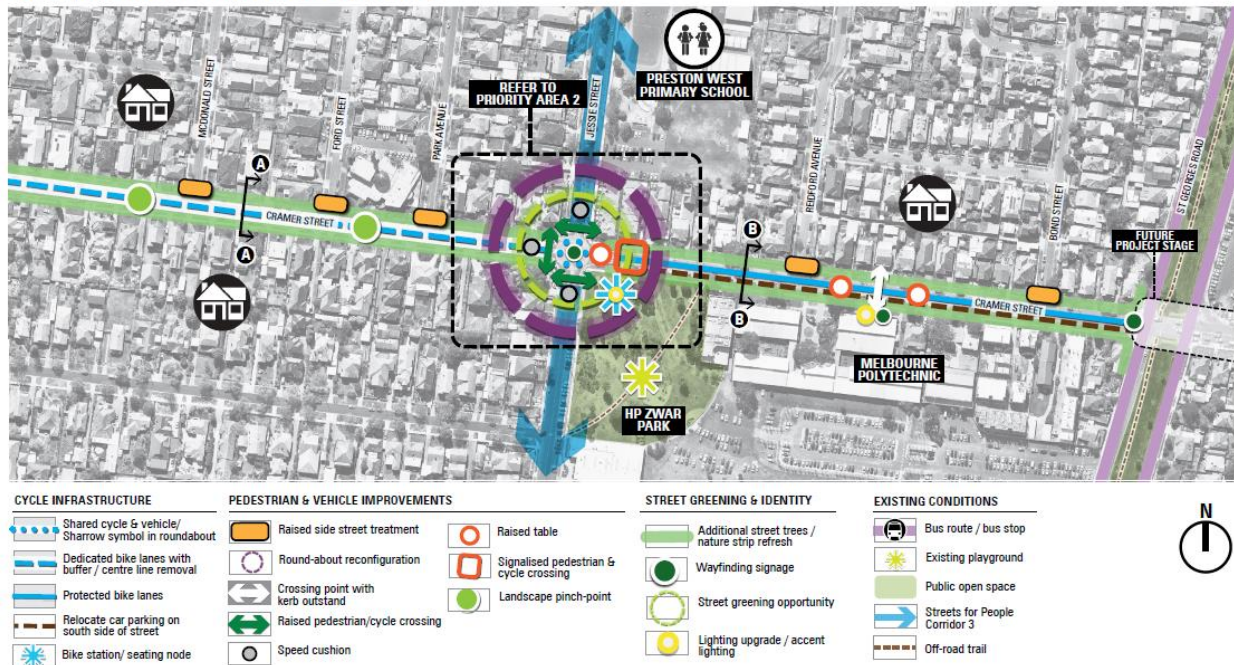
### General

Other revisions to the Corridor Framework could include:

- In addition to the delivery of the Hot Spot, a Local Area Traffic Management Plan for the surrounding streets may be warranted to explore opportunities for additional traffic calming measures to side streets. This may include raised tables and pinch-points to deter rat-running to major roads.
- Consider implementing additional traffic calming treatments along the extent of James Street (between Bell Street and Murray Road) as part of the 'hot spot' upgrade.
- Further liaison with residents of dwellings at the interface with the proposed landscaped pinch points to ensure any access requirements are appropriately managed.

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

### Concept Plan for Preston West (Area 2)



A total of **76 responses** were received for the proposed streetscape improvements. The response to the framework ideas can be summarized as follows:

Framework	Yes	No	Unsure
Cramer St: dedicated bike lane	89%	7%	4%
Cramer St: Landscaped pinch points	83%	11%	7%
McDonald St: Raised side street treatment	91%	5%	4%
Ford St: raised side street treatment	89%	4%	7%
Park Ave: raised side street treatment	91%	5%	4%
Jessie St: roundabout	92%	5%	3%
Cramer St: protected bike lanes	88%	9%	3%
Reidford Ave: raised side street treatment	90%	6%	4%
Cramer St: pedestrian crossing with raised table	92%	5%	3%
Cramer St: lighting upgrade	97%	3%	0%
Bond St: raised side street treatment	93%	4%	3%
Street trees	99%	1%	0%
Nature strip refresh	96%	3%	1%



### **General feedback from community relating to Area 2 can be summarized as:**

- Consistent with Area 1, there is some concern with redistribution of traffic volumes to surrounding side streets.
- Concern with the removal of parking in along Cramer Street
- Acknowledgement the importance to improve cyclist safety.
- Consider greater buffers to bicycle lanes to protect from moving traffic and parked cars.
- Unsure how raised side street treatment will impact cyclists.
- Unsure how pinch points will address traffic calming. It is considered to create a competition between cyclists and cars.
- Suggestion to eliminate all parking along Cramer Street between Jessie and St Georges Road, with enhanced pedestrian and cycling infrastructure.
- On-street parking should cease in bicycle lanes and barriers should be raised instead of use of tactile pavement.
- The upgrades are trying to inconvenience car drivers.
- Unsure about demand for bicycle lanes along this section of Cramer Street.
- Increase canopy tree planting on Cramer Street with large canopy trees similar to western section of Murray Road from Elizabeth to Gilbert. Existing trees are exotic Pyrus trees and too small and too far apart to provide substantial shade for walkers east-west along Cramer in the morning and evening time.
- Prioritise tree planting in this area to increase canopy and overall amenity, reduce temperature variation and make it more pleasant for pedestrians and cyclists.
- Residents who live adjacent to the pedestrian crossing on Cramer St near the roundabout at Jessie St, have issues with the noise of the signals.
- Reduce speed limit to complement other measures (and consistent with the speed limit around the PW Primary School).
- Additional landscape pinch points at the entrance of the TAFE to further prioritise pedestrians and cyclists over vehicles at this priority point.
- Infrastructure and traffic calming measures that would make it difficult or less desirable for heavy vehicles to move through these streets would assist.
- Incentives for local residents to get rid of additional cars and use sustainable transport.
- Plan for sufficient bike parking in municipality to make cycling easier than driving.
- Widespread promotion of benefits of the project and impact on walking and cycling will further complement the public's use of their community spaces as intended.
- Accessibility for pedestrians, joggers, and cyclists make Darebin a great Council to live in.
- Bike lane along Cramer St between St Georges Road/Jessie St is worn out, narrow and dangerous with parked cars.
- Good plans, would like to see more protected bicycle lanes along all of Cramer St. Really love the Roundabout plan.
- Provide marked advance stop lanes for bicycles the intersection of St Georges Road.
- Introduce more permit parking for local residents.
- Seating should be included along the nature strips for amenity.
- Install fixed position cameras between Gilbert and Jessie St.
- Employ more crossing guards along St Georges Road and intersections for school children. Needed on Cramer St pedestrian crossing near Jessie St, corner of Cramer and St Georges and additional one on corner of St Georges and Murray.

## General feedback from community in relation to areas outside of the corridor:

- If Cramer St becomes single vehicle lane at St Georges intersection, then can traffic signal time for east-west traffic be extended to a longer time to allow more cars to get through and allow vehicles to turn right onto St Georges Road.
- Extend the bike path or appropriate cycle route across St Georges Road and between St Georges Road and rail line.
- Infrastructure and traffic calming measures that would make it difficult or less desirable for heavy vehicles to move through these streets.
- Incentives for local residents to get rid of additional cars and use sustainable transport. Plan for sufficient bike parking in municipality.
- Question reliance on level crossing removal – what happens if this project doesn't proceed.
- Need pedestrian crossing over Gilbert at the top of Bruce to address passengers getting off tram.

## Jessie Street & Cramer Street Roundabout Hot Spot

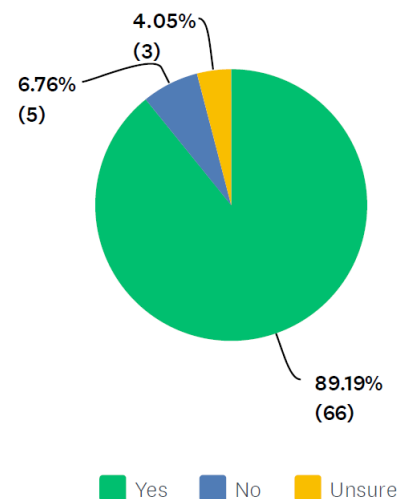
89% of respondents supported the proposed sketch concept for the Jessie Street Hot Spot.

### Responses in support of the Hot Spot can be summarized as:

- General support for plan and streetscape improvements.
- Increased livability for community.
- Increased community, pedestrian and cycling safety.
- Support for separate bicycle lanes.
- Support for Cramer St/Jessie St roundabout improvements.

### Responses critical of the Hot Spot can be summarized as:

- Concern with car parking in the area (particularly at TAFE).
- Single car treatment to east may result in traffic backing up into roundabout, stopping southbound traffic.
- Introduction of bicycle lane will reduce visibility for houses on the corners.
- Concern for knock-on impact for rat-running in other side streets.
- Won't impact on number of vehicles picking up children from nearby schools.



Jessie Street Hot Spot: Percentage of support



Jessie Street Hot Spot: Concept sketch

**Community recommendations and suggestions for the refinement of the hot spot include:**

- Topography should be taken into account – cars approach faster downhill from north and west.
- More buffer/separation needed from cars and bikes for Preston High School students and primary school students.
- Consider footpath paving treatments around the footpath side of the roundabout to integrate around the intersection to delineate pedestrian environment.
- Add signage to all areas indicating give way to pedestrians at all times for the roundabout crossing.
- Increase tree planting including large canopy trees, natives and indigenous, bee friendly flowers to improve shading, amenity and biodiversity.
- Consider noise sensitive detector at roundabout crossing to limit night time disturbance.
- Consider reducing speed limits to complement other measures (and consistent with the speed limit around the PW Primary School).
- Getting onto roundabout can be tricky due to hill when travelling westwards. After coming to a stop at roundabout, being able to take off from a flat spot would be easier.

## Public drop-in session

**Date:** Thursday 6th February 6-7pm

**Attendees:** 15

**Format:** informal table discussions for Area 1 and 2 (including corresponding hot spots)

## Area 2: Summary of feedback

Drop-in session attendees were generally supportive of the proposed improvements to Cramer Street. This included the new protected bike lanes and acknowledgment that beautiful, clean streets will attract more pedestrians. Several suggestions for the refinement of the framework include the provision of more seats at pause points to cater to the elderly and to ensure upgrades improve safety and cleanliness of the area.

The Hot Spot concept was highly supported, with participants acknowledging the need for improvements in this location due to high volumes of vehicle traffic and nearby destinations that are commonly accessed by walking (schools and parks). The provision of zebra crossings at all approaches and the off-road bike paths were supported. Concerns were initially raised regarding the use of pavement to distinguish pedestrian and cycle area on kerb. Through discussions it was acknowledged the pavement pattern alone can be adequate in separating movement modes. Landscaping to the kerb (at roundabout edges) was highly supported as a means to slow vehicles and improve amenity.

## Street Champions Workshop

**Date:** Thursday 6<sup>th</sup> February 7:30-8:30pm

**Attendees:** 4

**Format:** table discussion and sketching of ideas for the refinement of Areas.

### Area 2 and Hot Spot 2: Gilbert Road to Jessie Street

- Street champions were highly supportive of the proposed bike treatments in this area.
- There was support for the removal of parking along the south side of Cramer Street (between Jessie Street and St Georges Road) given Council had undertaken parking assessments which determined parking could be accommodated elsewhere.
- The protected bike lane east of Jessie Street was highly supported as a means of providing for the safe movement of younger or less confident cyclists.
- The Street Champion group were highly supportive of the proposed roundabout concept, providing opportunities for cyclists to travel through a shared arrangement around the intersection.
- This concept provides considerable benefit to young families, ensuring children can safely travel along Cramer Street, completely separated from vehicles.
- Suggestions for the improvement of the concept included opportunities for public art and additional landscaping that speaks to the multi-cultural character of the area.
- There is a need to provide wider footpaths to allow pram and wheelchair users to transit safely along the corridor. Council highlighted through discussion that footpath upgrades are part of a separate strategy and would be upgraded as part of the existing program.
- Additional trees for shade to footpaths was a key issue raised. There have been recent tree removals in the area which have significantly impacted on the shade to the public realm. Any opportunity to increase canopy cover along Cramer Street is highly supported.
- A key message from this workshop was to ensure the corridor improvements encourage people to stay in Preston and not just move through.
- The HW Zwar Reserve is identified as a highly popular public open space for the local community. While improvements to the reserve are out of scope with this project, opportunity exists to ensure improvements at the edges of the park are inviting and provide safe access for people of all ages and abilities.

## Area 2 Next Step Recommendations

### Jessie Street Hot Spot

- Ensure the concept design provides opportunity for public art or community art intervention at the park interface.
- Provide shade and additional landscaping around the proposed rest area.
- Indicate an area within the park at Cramer Street to be set aside for a larger bike parking area to accommodate for families who ride to the playground.
- Ensure there is signage at roundabout approaches to indicate the shared path arrangement to cyclists.



## General Recommendations

Other revisions to the Corridor Framework could include:

- Council to consider a long-term strategy to potentially deliver protected bike lanes between Gilbert Street and Jessie Street, as a continuation of the proposed protected bike lanes to the east of Jessie Street. This would involve the removal of parking to one side of the street, however, provide legible and consistent bike infrastructure for over 800m.
- In tandem with wayfinding signage at the intersection with St Georges Road, provide a bike storage box at the signals to prioritize cycle movement onto the St Georges Road trail.
- Opportunity to provide additional seating/rest node between Jessie and Gilbert Street. This could be located with an existing community use, such as the Mosque.