

STREETS for PEOPLE



PRESTON ACTIVITY LINK (PRECINCT 1: PRESTON WEST)

June 2020

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.

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PROJECT TEAM & COLLABORATORS

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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

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



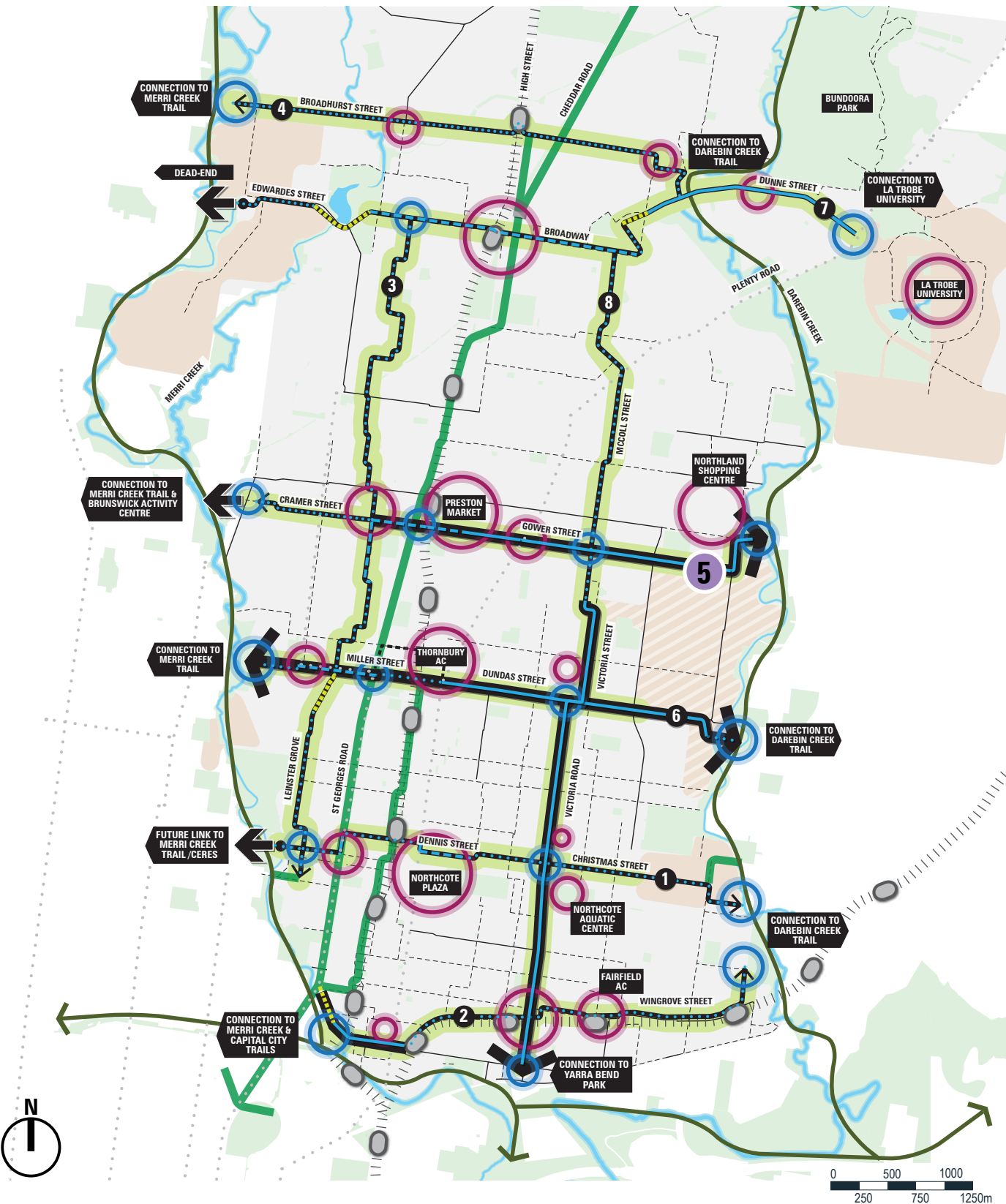
MINIMISE CONFLICT

- **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.






CYCLE CONFIDENCE

- **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:

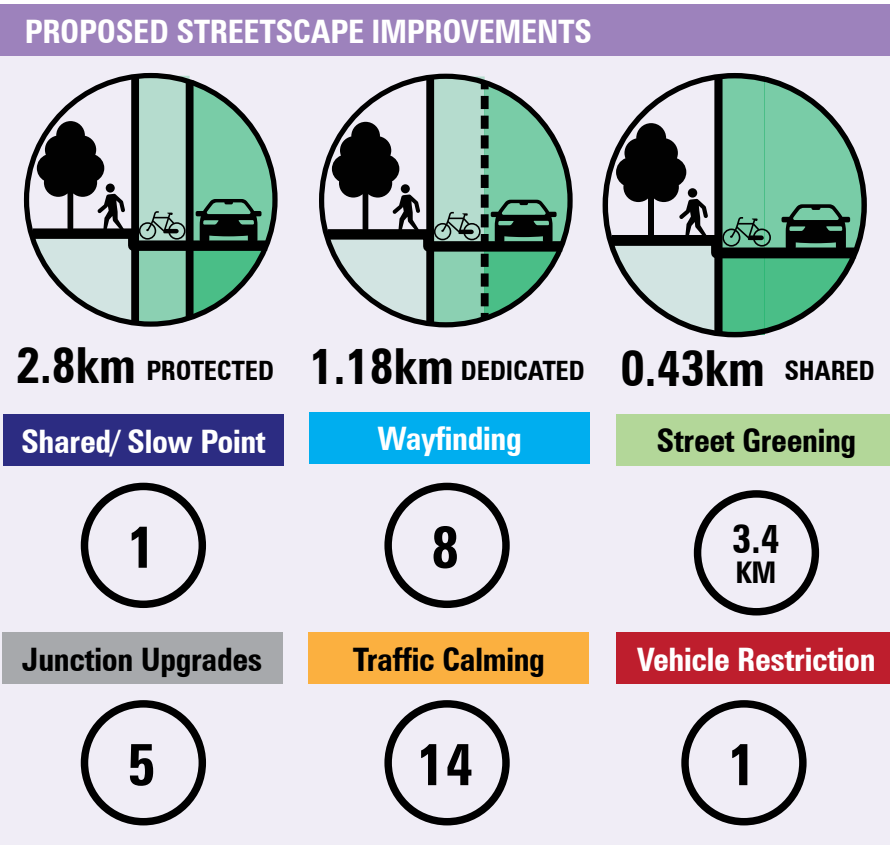
- **Preston West:** Cramer Street, between Elizabeth and St Georges Road.
- **Preston Central:** Cramer/Gower Street between St Georges Road and Plenty Road.
- **Preston East:** Gower Street, between Plenty Road and Darebin Creek.

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)



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.

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

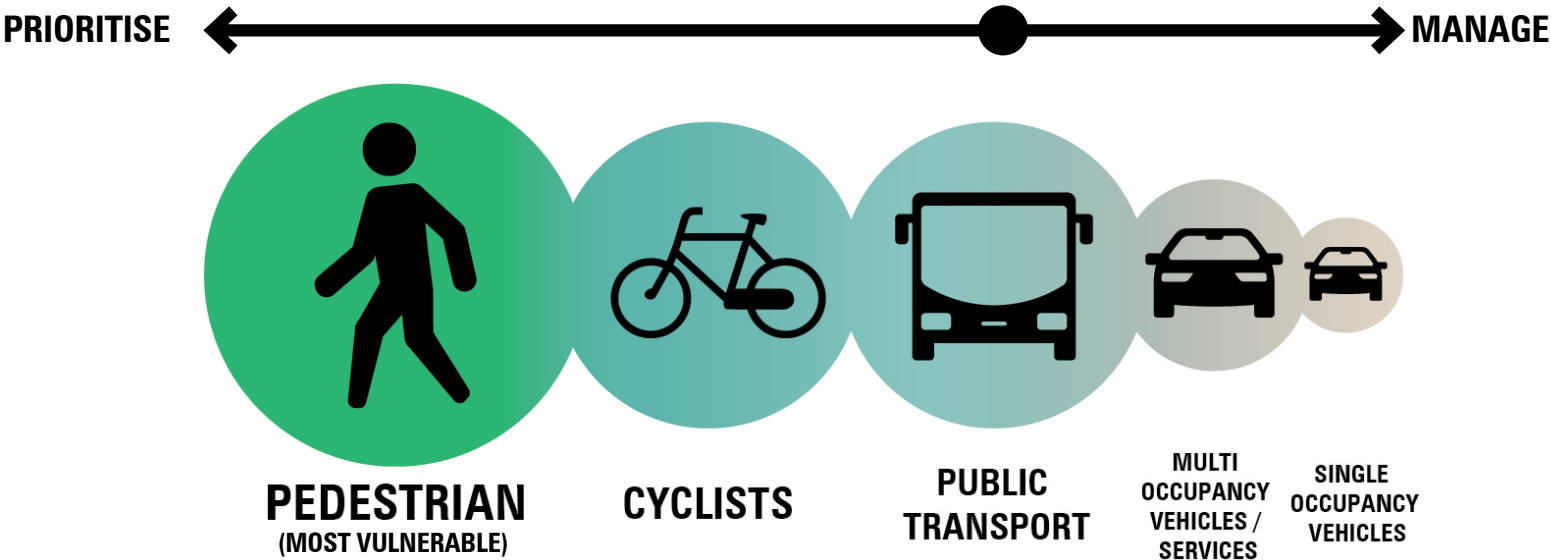


Diagram demonstrating ‘Streets for People’ modal hierarchy

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:

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

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.

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.

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.

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.

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.

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 LGRP) 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

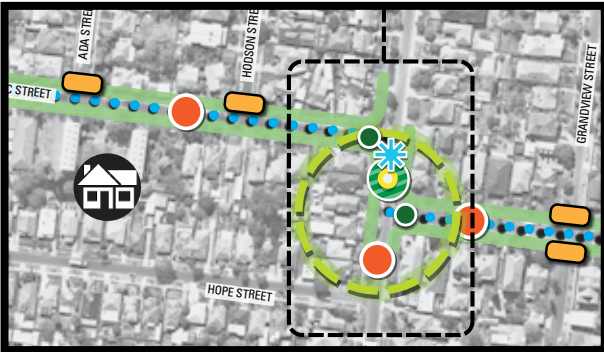
STEP 3: DRAFT CONCEPTS FOR CORRIDOR & PRIORITY AREAS
OCTOBER 2019

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).

The 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.

The Phase -3 Preston West engagement is an opportunity to discuss changes to the location of the route and concept designs between James Street and Elizabeth Street with approximately 700 residents in the directly affected area.



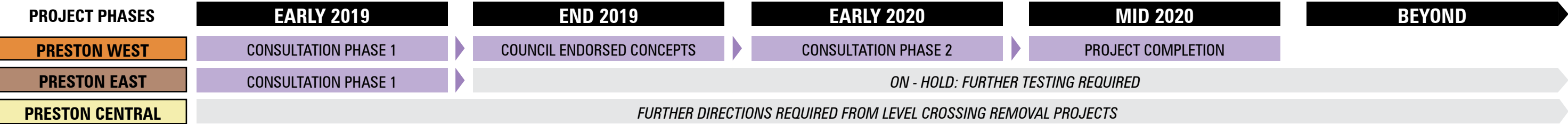
5

WE ARE HERE

STEP 5: FINALISE CONCEPTS
MID 2020

Feedback received from street user and Stakeholder groups from Phase 2, and directly impacted residents from Phase 3 for the Preston West precinct was integrated into the Final Preston West Precinct Concept Designs and recommendations.





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.

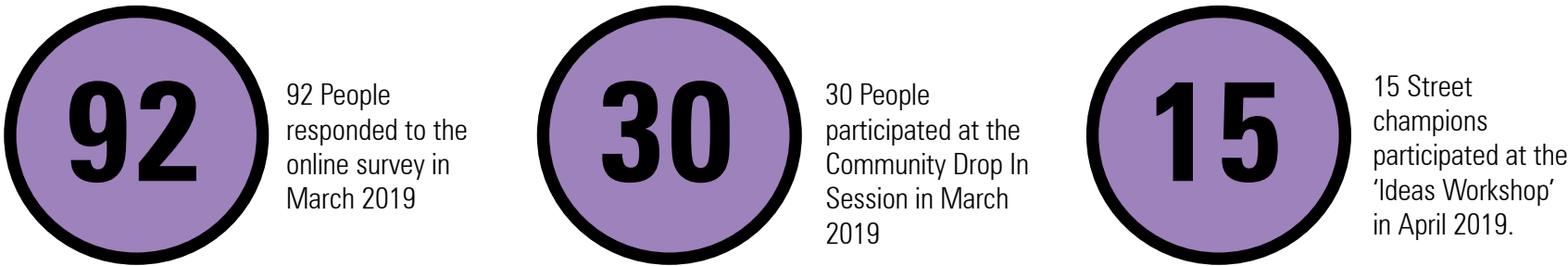
To realise a more pedestrian-oriented streetscape outcome, Cramer and Gower Streets designs should including safe pedestrian environment, connected bike infrastructure and minimise rat- running, or through traffic. Cramer and Gower Streets are currently under consideration for potential designation as 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:

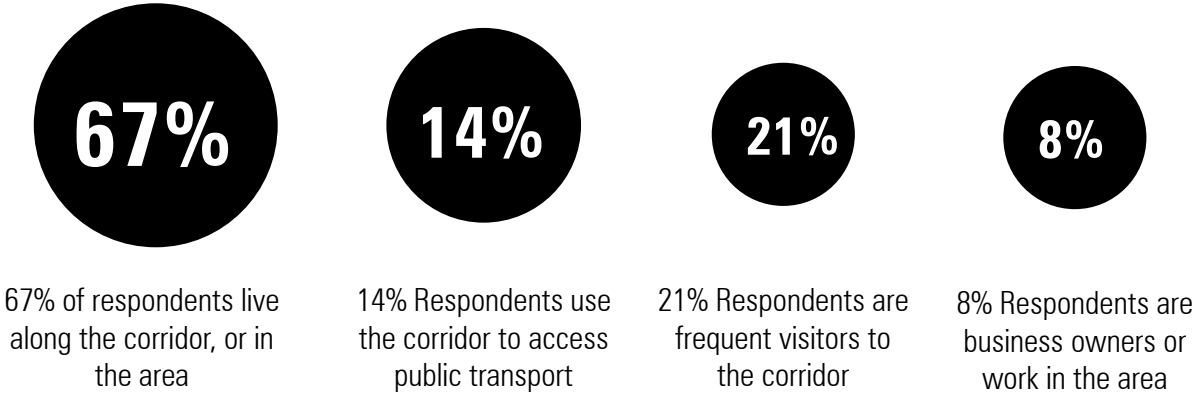
- Precinct 1- Preston West is generally characterised by unmarked carriageways and informal parallel parking with grassed nature strips and standard concrete footpaths on both sides of the road.
- Precinct 2- Preston Central within the Preston Activity Centre, the streetscape benefits from a central 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:

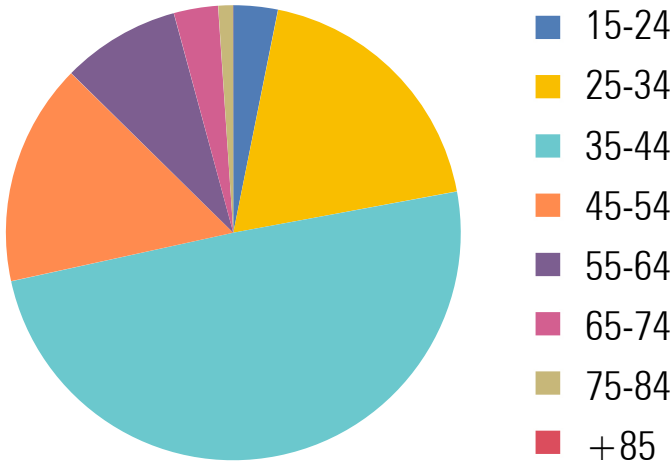
WHO CONTRIBUTED TO SETTING THE VISION



WHO USED THE CORRIDOR



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 slow traffic down”



“Streets for People should allow families to cycle together and be more child-friendly”

“Streets for People should provide more canopy trees and native vegetation”

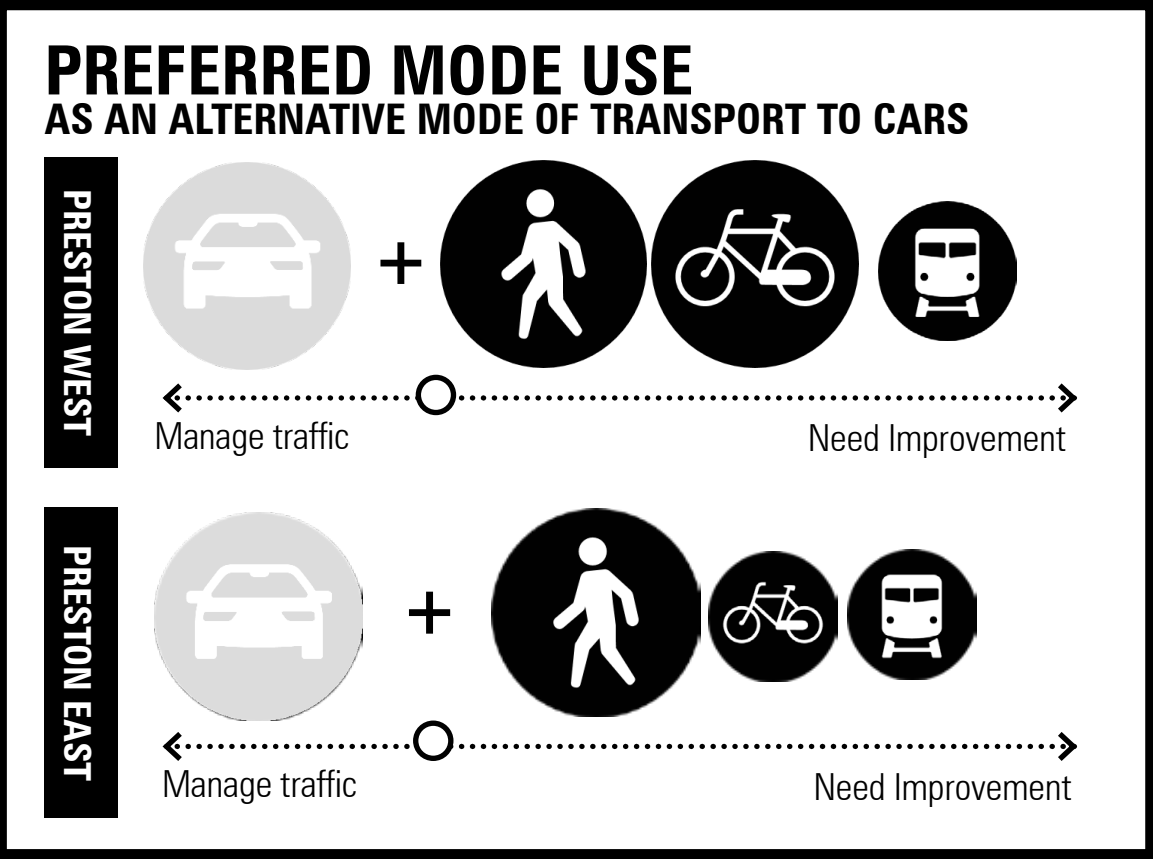
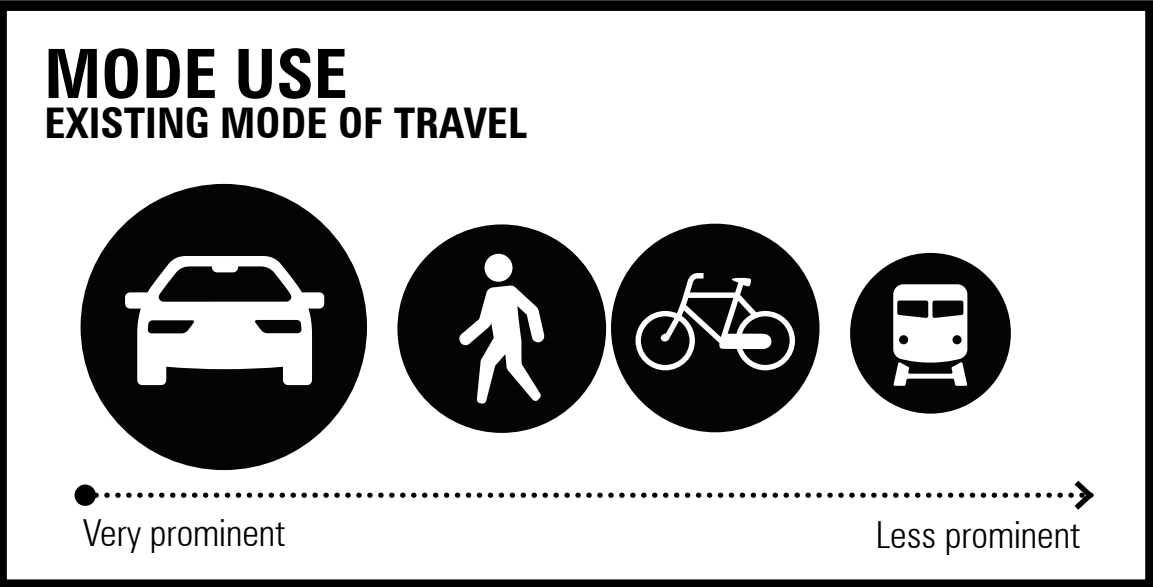


“Streets for People should provide clearly marked bike lanes and bike racks”



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):

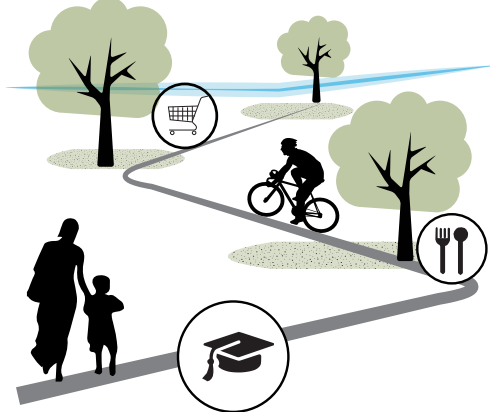
“The Preston Activity Link Streets for People Corridor will prioritise sustainable transport that provides a seamless, safe and inviting pedestrian and cyclists connection to Preston Market, Darebin Civic Precinct, schools and parks.”

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:

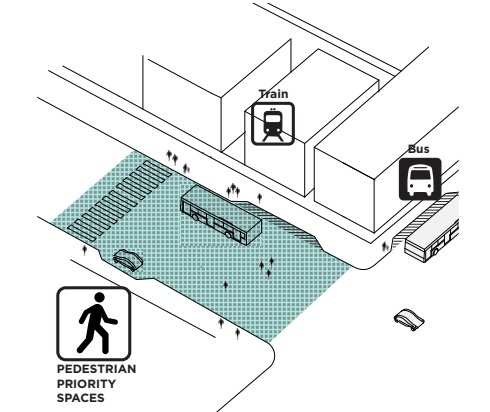
To provide alternative mode of transports for the local community and visitors accessing key destinations along the corridor, reduce carbon emissions coming from motor vehicles.



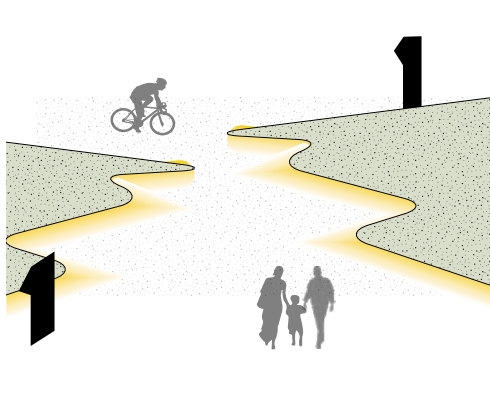
To maximise street greening opportunity that reflect the local identity of Preston and create an inviting walking and cycling street environments.



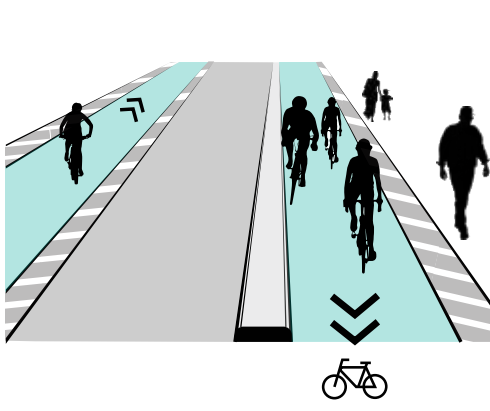
To make it safer for pedestrian to cross the streets to access key destinations such as parks, schools, public transport and shops.



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





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: Raymond Street and Cramer Street (between Elizabeth Street and Gilbert Road)

Area 2: Cramer Street (between Gilbert Street and St Georges Road)

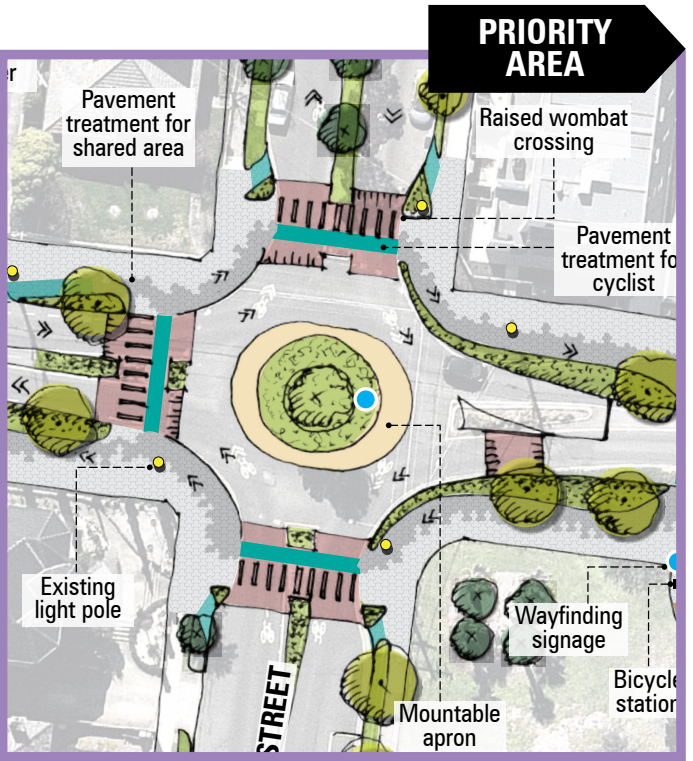
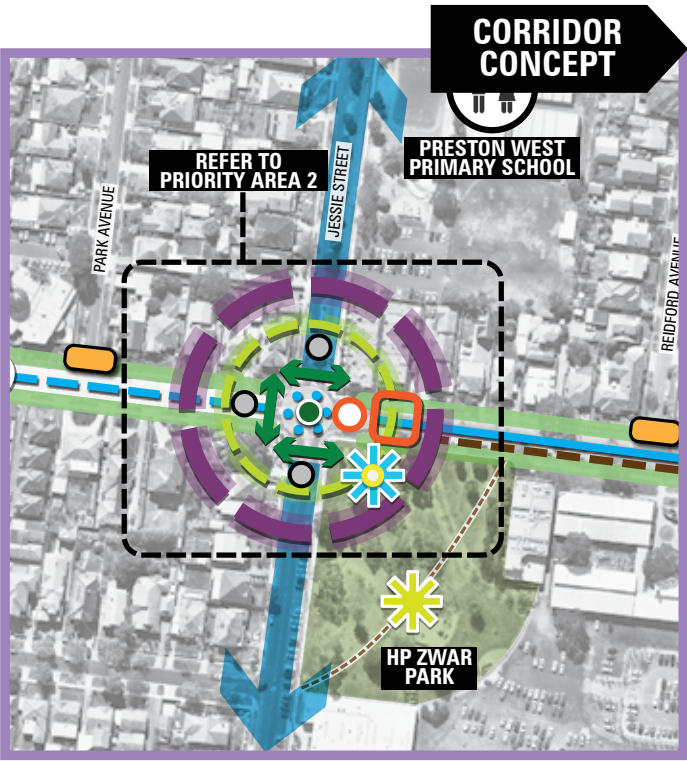
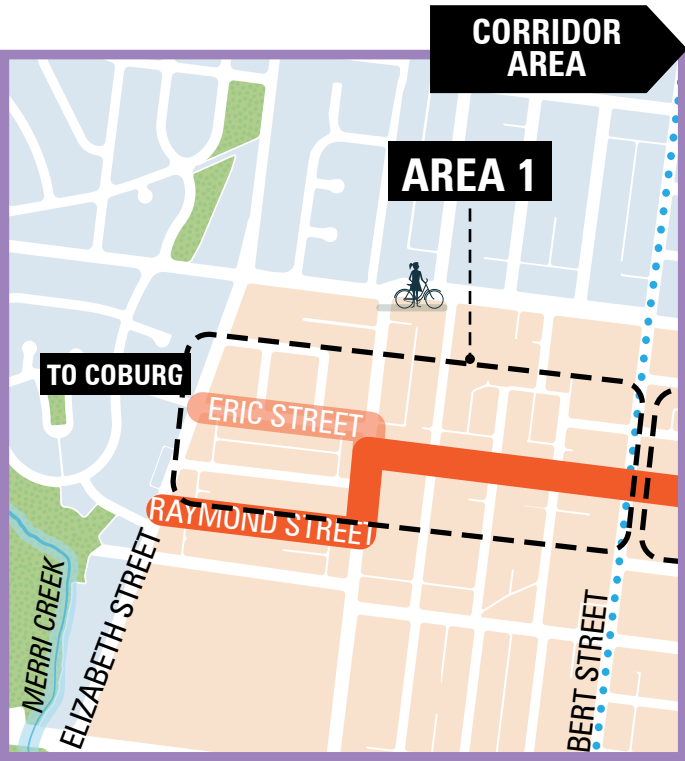
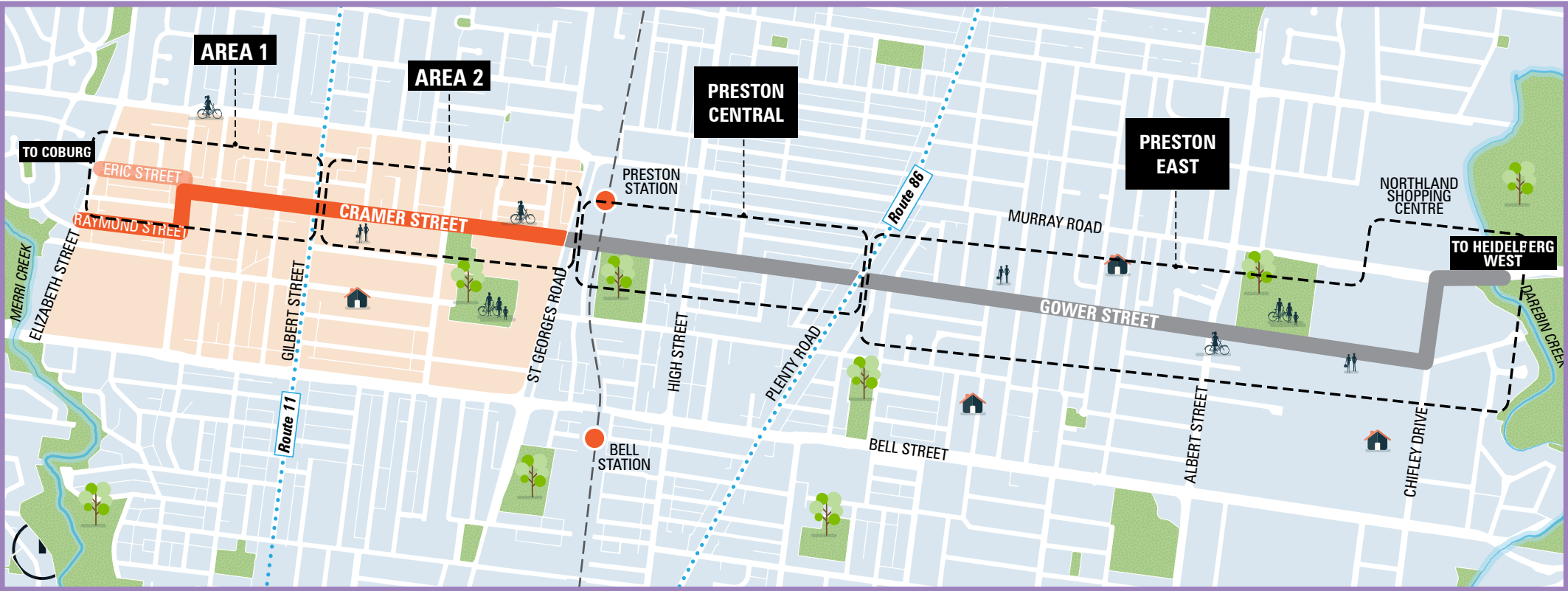
Demonstration Project of Priority Area

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 West.

- Priority area 01: James Street (between Raymond Street and Cramer Street)
- Priority area 02: Jessie Street and Cramer Street intersection

Preston West Study Corridor & Areas



1

Area 1: Raymond Street and Cramer Street (between Elizabeth Street and Gilbert Road)

Streets/ Locations	Recommended Treatments	Objectives
Raymond Street and Elizabeth Street	Potential new pedestrian/ cycle crossing	Council to investigate opportunity for new crossing for improved pedestrians and cyclist connections across Elizabeth Street towards Merri Creek, including wayfinding and lighting improvement.
Along Raymond Street	Shared vehicle and cycling street	Encourage cyclists to use Raymond Street by formalising it as a shared road with 'sharrow' symbols to assist with wayfinding.
Along Eric Street	Bike-friendly pinch point with potential for landscaping, including raised table	To discourage traffic rat- running along Eric Street by slowing down traffic, reducing the perception of a wide road and provide additional landscaping.
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.
	Bike-friendly pinch point with potential for landscaping, including 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.
	Bike-friendly pinch point with potential for landscaping, including 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
- Bike-friendly pinch-point with potential for landscaping, including 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: Raymond Street and Cramer Street (between Elizabeth Street and Gilbert Road)

Priority Area 01: James Street (between Raymond Street and Cramer Street)

James Street (between Raymond 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 Raymond & 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 Raymond 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.
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.
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 north 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

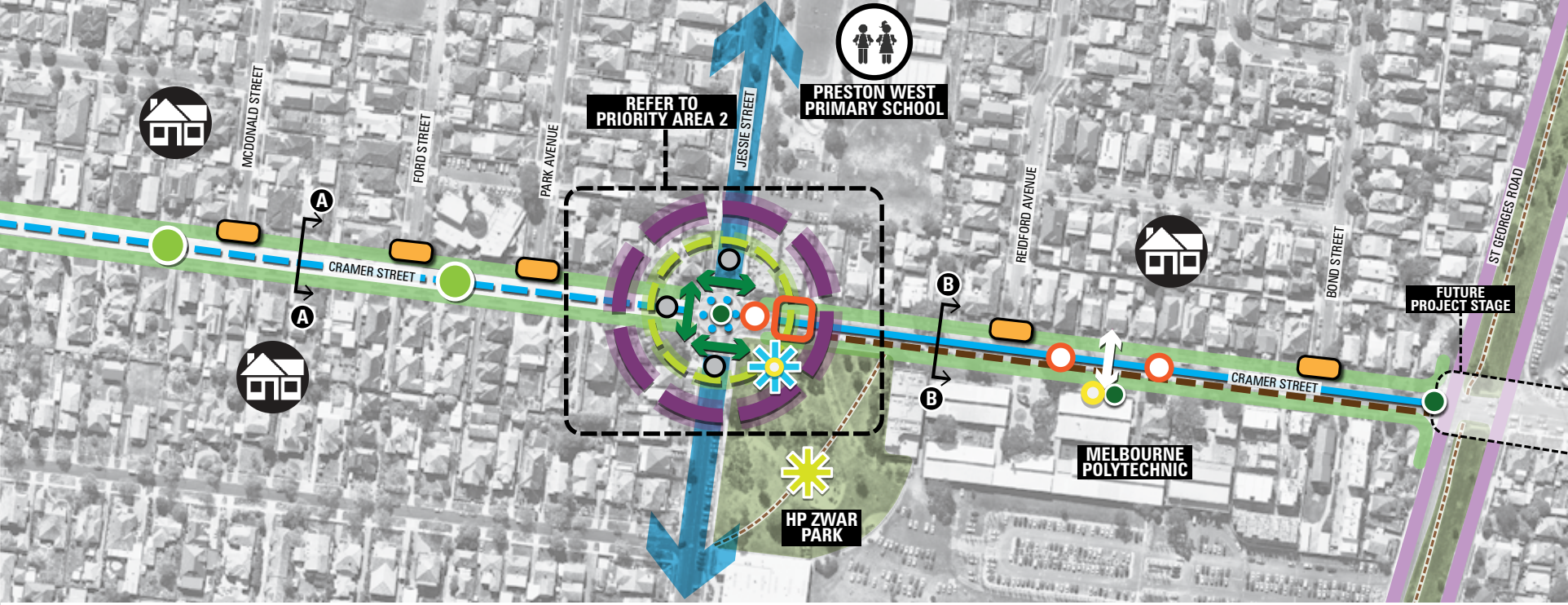
2

Area 2: Cramer Street (between Gilbert Road and 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.
	Bike-friendly pinch point with potential for landscaping, including 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.

Bike lane treatment along the corridor

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
- Bike-friendly pinch-point with potential for landscaping

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



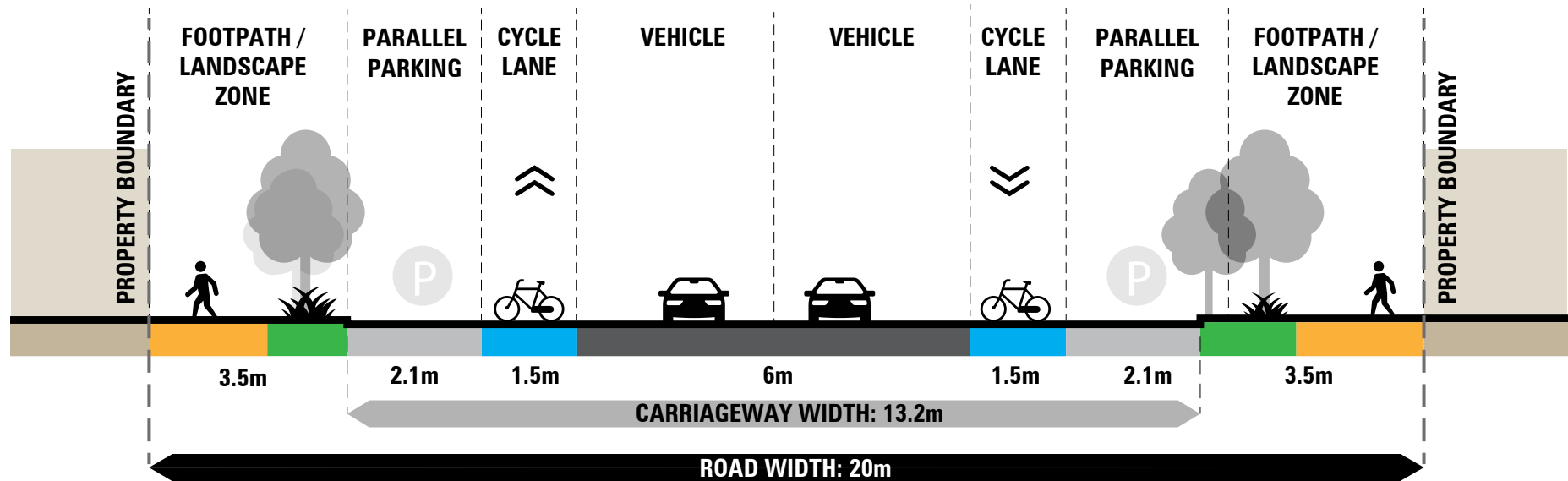
Landscaped pinch point including native species along the streetscape

2

Area 2: Cramer Street (between Gilbert Road and St Georges Road)

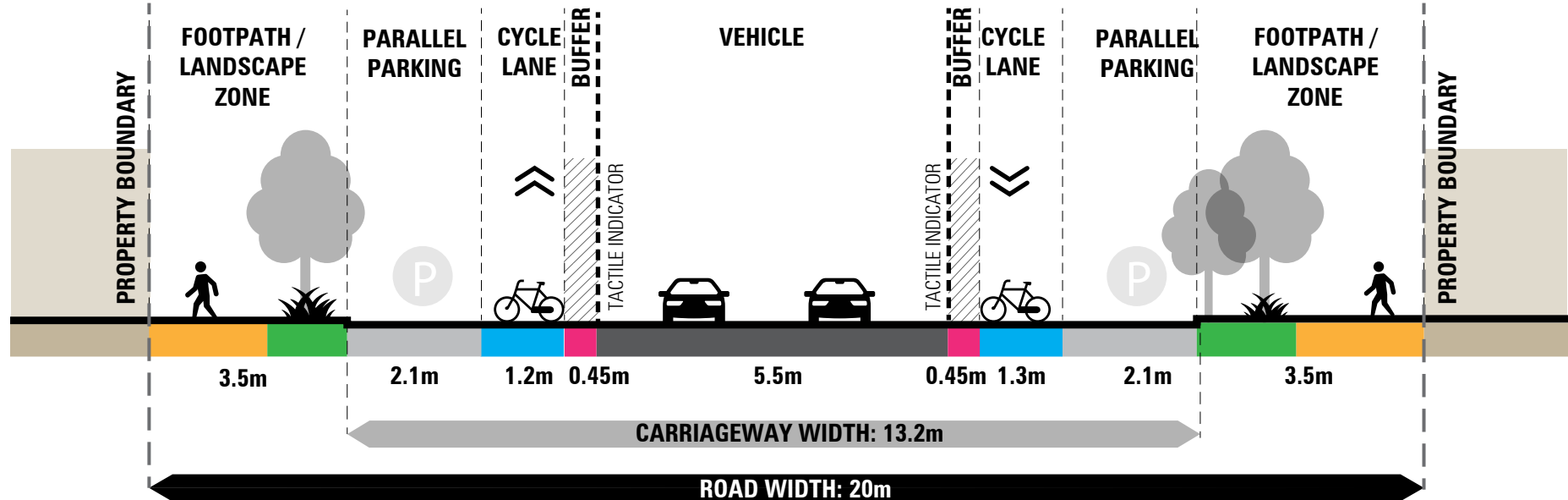
Street Cross-Sections AA

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



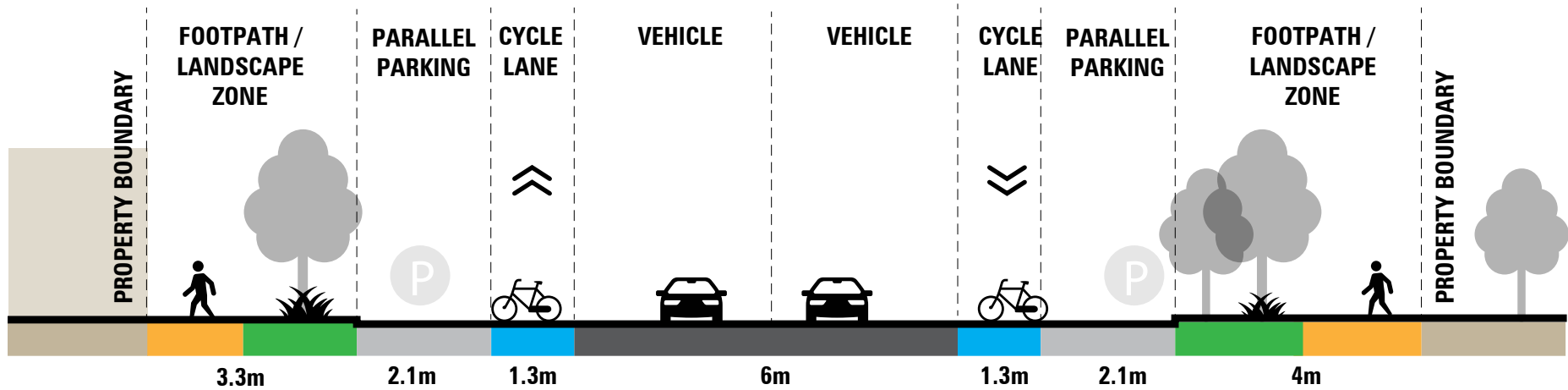
Example of dedicated cycle lane with buffer & tactile pavement marking to raise driver awareness along Queensberry Street, Melbourne.

2

Area 2: Cramer Street (between Gilbert Road and St Georges Road)

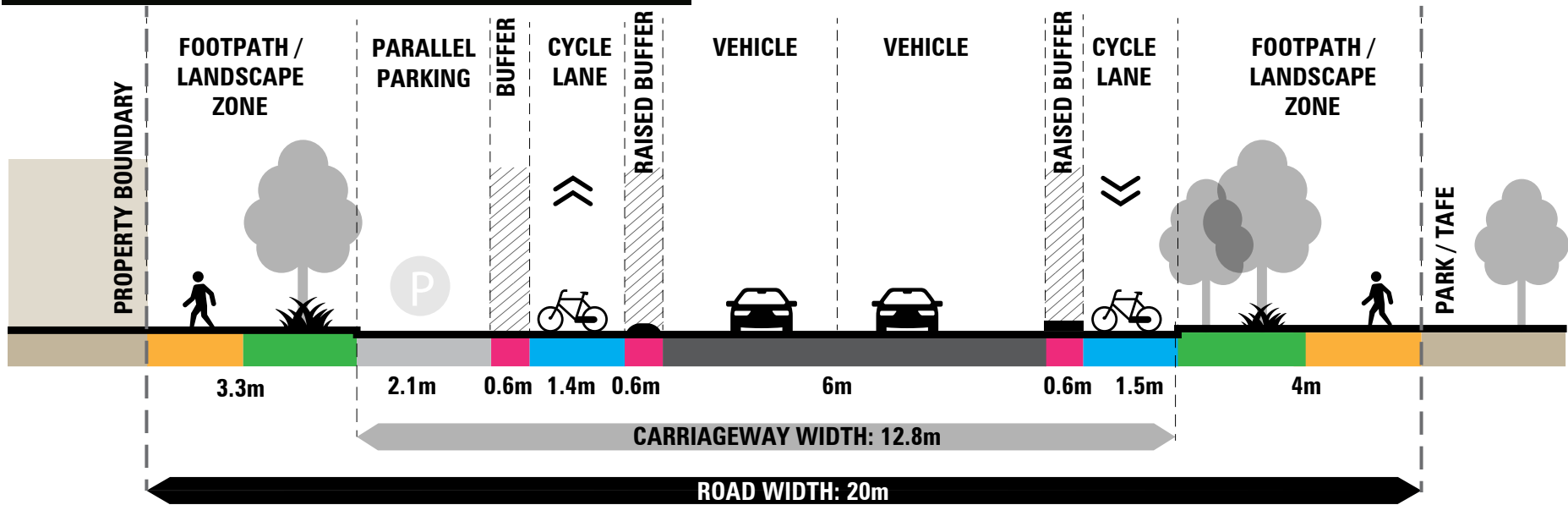
Street Cross-Sections BB

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 (between Gilbert Road and St Georges Road)

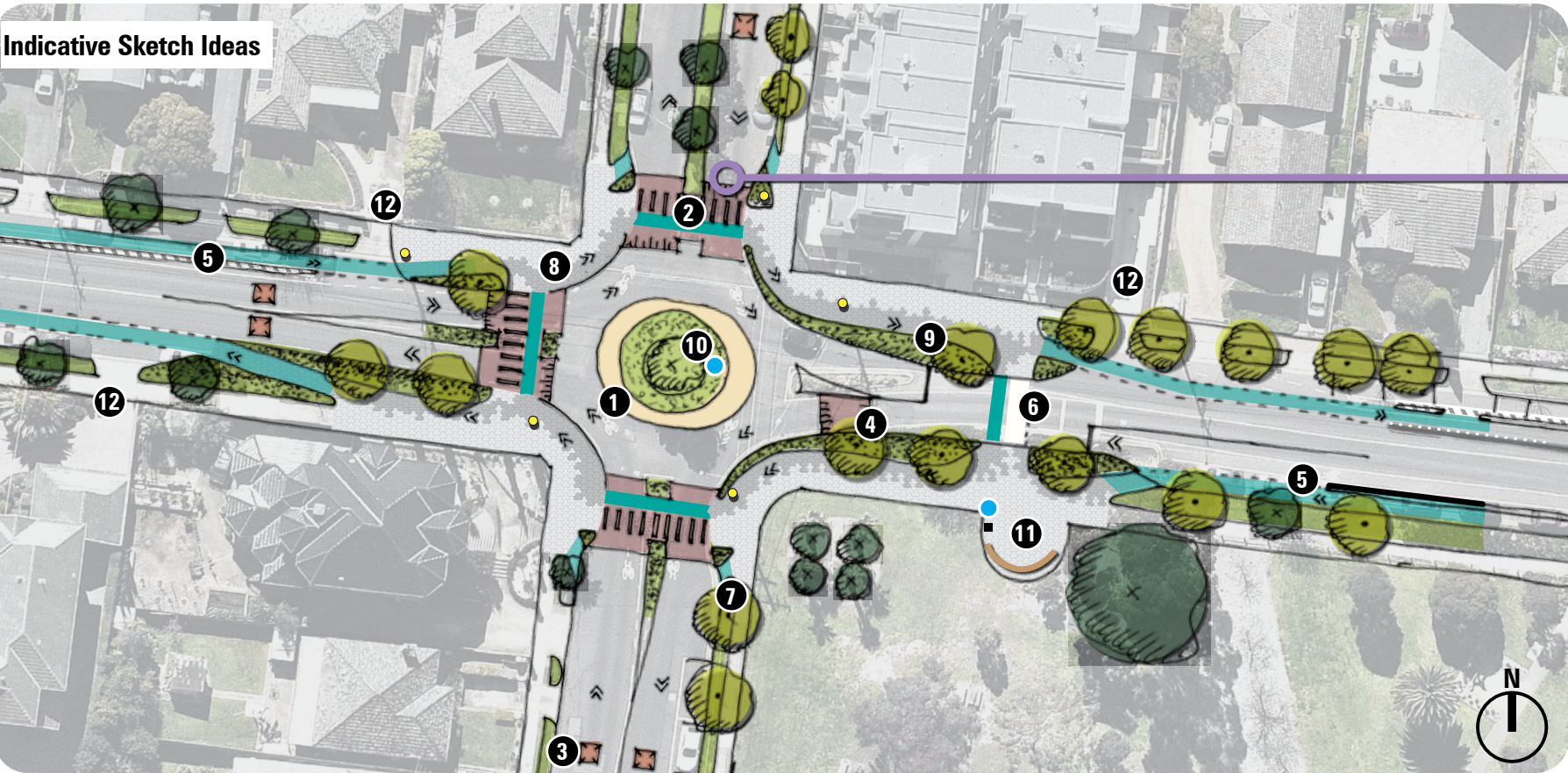
Priority Area 02: Cramer Street and Jessie Street intersection

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.

Indicative Sketch Ideas



Artist's impression of Cramer Street and Jessie Street intersection



Existing Conditions

STREETS for PEOPLE



APPENDIX B: ←

COMMUNITY ENGAGEMENT SUMMARY:
PRESTON ACTIVITY LINK



STREETS for PEOPLE

CONSULTATION SUMMARY: PHASE 1

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

April 2018



Introduction

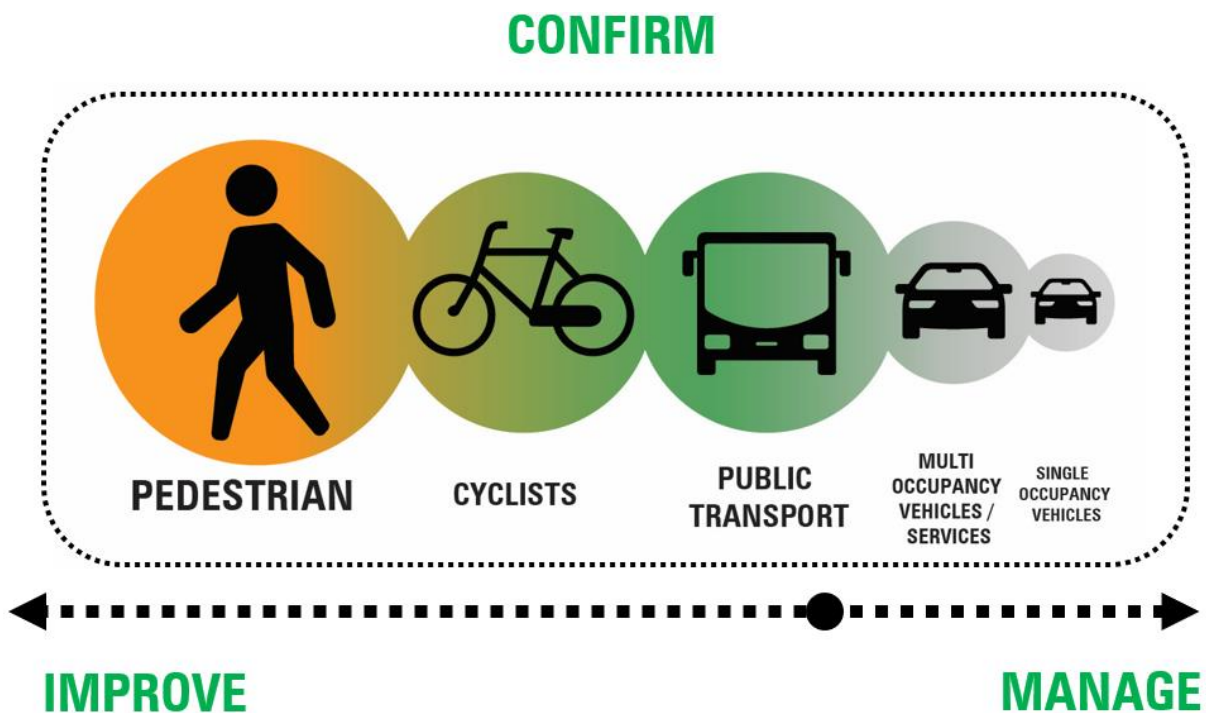
About the Project

The Streets for People project builds on a significant body of work prepared in the earlier Feasibility Study in 2018, which sought to restore a balance in the role of streets between their functional modal requirements and their role in defining places and spaces for people.

Out of the 8 corridors that formed part of the Feasibility Study, this project seeks to further **develop 2 designated corridors in Reservoir North and Preston (Corridor 4 and Corridor 5)** into Concept Designs, to deliver the ambitions of the evolving Framework Concept Plans in an innovative yet cost-effective manner.

The Streets for People project is influenced by the following Guiding Principles:

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

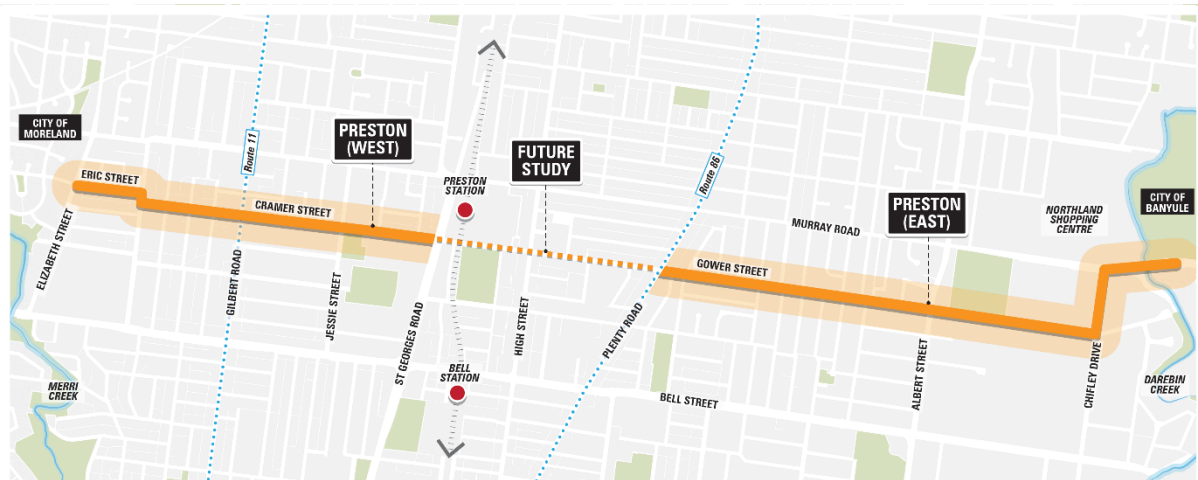


Study Corridors

Certain portions of the Study Corridors have been excluded from this Project in response to other on-going projects undertaken by LXRA and Council. The exclusion areas have effectively set the Study Corridors into 2 areas:

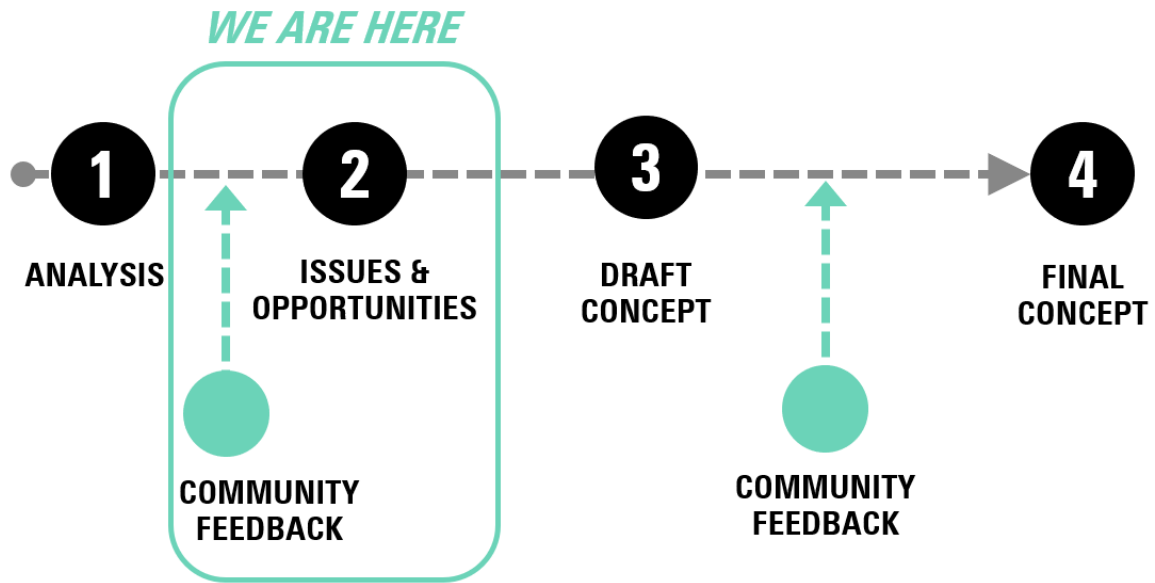
Corridor 5: Preston

- Preston West (along Cramer Street, between Elizabeth and St Georges Road)
- Preston East (along Gower Street, between Plenty Road and Darebin Creek)



Project Process

This project has been undertaken based on the following process:



Community and Stakeholder Engagement Summary – Phase 1

There are 2 phases of community engagement processes including:

- Phase 1: Issues and Opportunities (March 2019) – included in this report
- Phase 2: Confirming the Ideas (May 2019) – not included in this report

PHASE 1 COMMUNITY ENGAGEMENT SUMMARY

In February 2019, Hansen Partnership were engaged by Darebin City Council (Council) to gather feedback on issues and opportunities for streetscape improvements and sustainable transport upgrades in Corridor 4 (Northern Reservoir Corridor) and Corridor 5 (Preston Activity Link). The Community engagement also sought to present location specific ideas for improvement and gain an appreciation of community aspirations for the future of their streets based on a detailed understanding of place.

The first round of community consultation was undertaken from 1st March to 30th March 2019 during Stage 2 of the overarching 'Streets for People' project. Stage 1 of the project sought to clarify Draft Framework Plans for both corridors, based on the earlier Streets for People Feasibility Study (prepared in 2018). This material formed a key part of the consultation phase where project ideas could be tested and discussed by consultation participants.

The purpose of the Community Engagement is to inform the refinement of the Framework Plans, ensuring that recommended future streetscape improvements and transport upgrades are embedded in an appreciation of the complexities that make up each neighbourhood and will ultimately be championed by the community who live, work and visit these areas.

About this Engagement Summary

The following report provides an overview of the engagement process followed by a summary of the feedback received for the corridor and key issues for further investigation and refinement by the Project Team.

Corridors 5 is effectively divided into 2 segments (east and west), with an exclusionary zone in the centre, due to pending Level Crossing Removal projects. The consultation summary seeks to clarify the key issues and themes that have emerged from each segment along the corridors, acknowledging the variations in street condition, neighbourhood character, activities and population which may warrant alternative solutions for future upgrades and improvements.

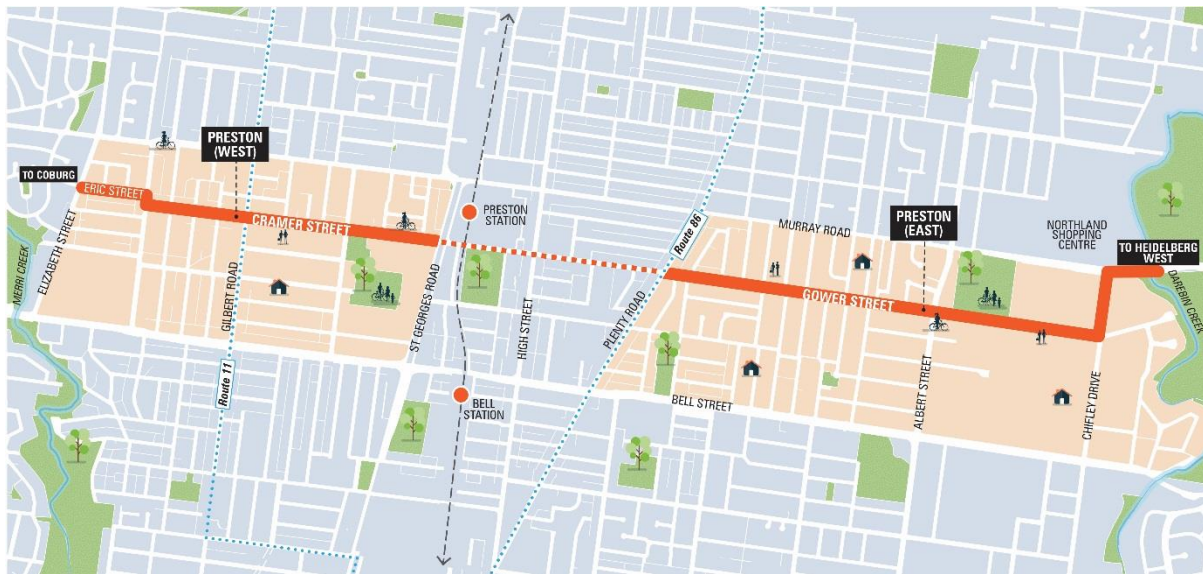
Community Engagement Process

The Community Engagement process sought to gain an appreciation of the complexity of the corridor, focusing on how people currently use the study area and their appetite for future upgrades and improvements centred around the 'Streets for People' ethos. The process also sought to identifying key concerns relating to the various modes of transport (driving, walking, cycling) as well as the look and feel of the study area.

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 1st March to 18th March 2019.
- Flyer drop to local residents in each study area (distributed to **3500** households).
- Online Survey for each corridor
- Have your Say page including a question forum moderated by Council
- A drop-in session for each corridor on the 16th of March at the Preston Library.
- Street Champion Workshop on the 30th March at the Preston Shire Hall.

Corridor 5: Preston Activity Link



Drop-in Session Summary

Number of Participants: Approximately 30 people in attendance

Format:

The Drop-in session was held at the Preston Library Forecourt between 10-12pm on the 16th March, 2019.

Material used at the venue included:

- Draft Framework Plans printed at A1 and displayed on tables. Participants were able to review emerging ideas and provide feedback or ideas for specific areas using Post-It-notes.
- Dot-What's-Hot poster illustrating precedent images of activities, landscape, transport and treatments where participants could place a sticker on the images they liked.
- An interactive street cross-section allowing people to design and discuss their dream street based on standard dimensions of transport infrastructure and street elements.
- A1 aerial maps for visual reference and detailed discussion about locations along the corridor.
- Existing conditions maps from the Feasibility Study to communicate the network of corridors and the purpose of the project.

Summary of Key Challenges

- There were mixed opinions for the introduction of a protected bike lane along Cramer Street (east of High Street). It was unclear to many participants how this infrastructure functions and how it 'improves' safety for pedestrians and cyclists. Clearer communication tools are required to demonstrate to the community the function and improved safety of any road reconfigurations for bike paths.
- There is a strong need to manage the function of potential protected bike paths (Copenhagen-style) along Gower Street with pedestrian flows and people exiting/entering parked cars, particularly where Kindergartens or community uses are located (Gower Street Kindergarten).
- Participants also identified the need to cater to riders of all ages and abilities, including families who ride in groups and require wider bike paths to allow adults to ride next to children.
- It was identified that Copenhagen Bike paths can restrict a cyclists ability to overtake other cyclists, depending on the width of the bike path, therefore creating a less safe cycling environment.

- Participants identified Chifley Drive as being an undesirable route for people to walk or ride to access Darebin Creek, and would generally avoid the area.
- Many participants identified the east end of the corridor (Gower Street), surrounding the industrial estate and TW Blake Park as being unsafe or uninviting due to the lack of people or interactive uses.
- Managing the balance between car parking demands at key destinations (Mosque, TAFE or Activity Centre) and the need to provide safer dedicated or protected bike infrastructure that encourages people to cycle.
- Residents identified flooding issues to the east of the study area surrounding Patterson Street and Plenty Road.
- While outside of the study area, 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.

Summary of Opportunities

- Participants were highly supportive of improved street greening and planting opportunities along the corridor to provide shade and amenity. Particularly at intersections with residential side streets. Native plantings were generally preferred, ensuring they are drought tolerant and low maintenance.
- Participants were generally supportive of improved bike paths, incorporating buffers (painted or vertical) to increase perceptions of safety.
- Participants saw the need to improve traffic signals to prioritise cycle movement at key intersections.
- There was considerable support for additional bike related infrastructure along the corridor including bike stations, bike parking, wayfinding signage and rest areas.
- Participants identified a need for more 'pause-points' and small open spaces for people to sit and gather.
- There was high support for raised intersections on side streets to improve pedestrian safety and slow vehicles turning onto the corridor. Many participants identified the importance of the corridor as a key pedestrian link to important destinations such as schools, childcare, shops and library.
- There was general support for the reduction of vehicle speeds and introduction of traffic calming measures along the corridor to alleviate rat-running and hoon driving

Emerging ideas and considerations

- Ongoing liaison with Moreland City Council to legitimise a bike link across Elizabeth Street in the west toward Merri Creek Trail.
- Council to investigate long term ambition to implement a cycle/pedestrian only creek connection to the end of Gower Street, to avoid Chifley Drive and Murray Road.

Online Survey Summary

Number of Survey Participants: 92

Age Groups:

- 14 and under: 0%
- 15-24: 3.16%
- 25-34: 18.95%
- 35-44: 49.47%
- 45-54: 15.79%
- 55-64: 8.42%
- 65-74: 3.16%
- 75-84: 1.05%
- 85 and above: 0.0

Distribution of participants:

- Preston West: 45.65%
- Reservoir East: 54.35%

Note: 3 skipped

Relationship to the study area:

- Resident: 67.37%
- Frequent visitor: 21.05%
- Occasional visitor: 16.84%
- Access public transport: 13.68%
- Employee: 6.32%
- Business: 2.11%
- Other: 1.05%
- Student: 0%
- First time visitor: 0%

Accessibility

- 5% of participants stated to have physical limitations that prevent them from walking, bicycling, or driving.

What We Heard

Preston West

Existing Transport and Movement

- During weekdays, 33% of participants rely on a car as the primary mode of travel. Cycling accounted for 26%, while walking accounted for 21% and Tram 17%.
- On weekends, car usage increased to 52% as the primary mode of travel. Walking slightly increased to 24% while cycling decreased to 17%.

Future Transport Preference/Advocacy

Participants were also asked to select a preferred 'alternative' mode of transport to be promoted to reduce car traffic. A total of 78% of participants selected walking, followed by cycling and public transport options.

Street Priorities

Where participants were asked to rank the importance of various movement and streetscape attributes according to their preference:

- Walking paths was the highest ranked streetscape attribute, with 81% of participants ranking it in their top 3.
- Street trees and vegetation scored second highest, with 67% of participants ranking it in their top 3.
- Followed by Public Transport, cycling paths and convenient driving.
- On-street parking scored the lowest, with 69% of participants ranking this attribute as least important (Number 6).

CORRIDOR 5: PRESTON WEST



EXISTING MODE OF TRANSPORT



ALTERNATIVE MODE OF TRANSPORT (TO REDUCE TRAFFIC)



Quality of Streets

Participants were asked to rate the quality of movement and streetscape attributes in their area:

- Convenient driving was considered 'OK' or 'Good', equating to over 71% of responses.
- Public transport accessibility was rated as 'OK' or 'Good' according to approximately 76% of responses.
- On-Street parking was generally considered to be 'OK' or 'Good' according to over 74% of participants.
- The quality of walking paths was rated as 'OK' according to over 50% of participants.
- Street trees and vegetation were also considered to generally be of an OK or poor quality according to approximately 71% of participants.
- Cycling paths were generally considered of poor quality according to over 48% of participants.

Streets for People scenarios

Participants were asked to rank a series of scenarios about how they use their street for movement and amenity.

- I would allow my children to walk or cycle to school by themselves (33% agree, 28% disagree).
- I consider cycling a risky form of transport along my street (48% agree, 33% disagree).
- I frequently walk to my local convenient store/ parks (86% agree or strongly agree).
- I consider walking and/or running in my neighbourhood important to my health and wellbeing (95% agree or strongly agree).
- I would rely less on my car if there were safer bike paths (69% agree or strongly agree)
- I do not rely on on-street parking (73% agree or strongly agree).
- I feel safe walking at night along my street (48% agree, 29% disagree).
- I do not rely on signage to find my way around my neighbourhood (76% agree or strongly agree).
- My street will benefit from more trees and landscaping (69% strongly agree).

CORRIDOR 5: PRESTON EAST

CURRENT STREET PRIORITIES vs QUALITY OF STREET

PRESTON (EAST)	
1. Walking paths	OK
2. Public transport access	GOOD
3. Street trees and vegetation	OK
4. Cycle paths	POOR
5. Convenient driving	GOOD
6. On-street parking	GOOD



Special attributes

Participants were asked to describe what is special about their streets. The common attributes included:

- Cultural diversity and sense of neighbourhood;
- The presence of street trees and parks;
- Its quietness;
- Connections to shops and public transport; and
- Its width.

Convenience of Movement

Participants were asked to select interventions or upgrades improve convenience of access and transport. The top 5 include:

- Improved crossings and junctions (67%);
- More shade (55%);
- More street trees (50%);
- Less cars and bicycle lanes (equal 48%);
- More outdoor activities (38%); and
- Wider footpaths and public art interventions (equal 33%).

Several additional suggestions related to improved public transport connections and facilities as well as improving flow of vehicle traffic along the corridor.

Ideas for improvements

Participants were asked to select ideas and images which describe their understanding of people-friendly streets. The top 5 responses include:

- Street greening;
- More pedestrian crossings;
- Protected bike paths;
- Water sensitive urban design; and
- Slower car speeds.

CORRIDOR 5: PRESTON EAST

STREET IDENTITY & ASPIRATION

PRESTON (EAST): Valued Street Qualities

- Quiet
- Community oriented
- Destinations along the corridor
- Trees

PRESTON (EAST): Wish List

- Greening + WSUD
- Less and slower cars
- Bike lanes
- Improved pedestrian safety
- Lighting



What We Heard

Preston East

Existing Transport and Movement

- During weekdays, 34% of participants rely on a car as the primary mode of travel
- Cycling 26%, walking and Tram both accounted for 16%
- On weekends, car usage increased to 48% as the primary mode of travel.
- Walking accounted for 28% and cycling 18%.

Future Transport Preference/Advocacy

Participants were also asked to select a preferred 'alternative' mode of transport to be promoted to reduce car traffic. 70% of participants chose walking and 64% of participants chose cycling. Public transport accounted for 32% - 42%.

Street Priorities

Where participants were asked to rank the importance of various movement and streetscape attributes according to their preference:

- Walking paths was the highest ranked streetscape attribute, with 73% of participants ranking it in their top 3.
- Public Transport scored second highest, with 71% of participants ranking it in their top 3.
- Followed by Street trees and vegetation, cycling paths and convenient driving.
- On-street parking scored the lowest, with 43% of participants ranking this attribute as least important (Number 6).

CORRIDOR 5: PRESTON EAST



EXISTING MODE OF TRANSPORT



ALTERNATIVE MODE OF TRANSPORT (TO REDUCE TRAFFIC)



Quality of Streets

Participants were asked to rate the quality of movement and streetscape attributes in their area:

- On-Street parking was generally considered to be 'OK' or 'Good' according to over 72% of participants.
- Convenient driving was considered 'OK' or 'Good', equating to over 78% of responses.
- Public transport accessibility was rated as 'OK' or 'Good' according to approximately 74% of responses.
- The quality of walking paths was rated as 'OK' or 'Good' according to over 70% of participants.
- Street trees and vegetation were also considered to generally be of an OK or poor quality according to approximately 82% of participants.
- Cycling paths were generally considered of poor quality according to over 40% of participants.

Streets for People scenarios

Participants were asked to rank a series of scenarios about how they use their street for movement and amenity.

- I would allow my children to walk or cycle to school by themselves (33% agree, 33% disagree or strongly disagree).
- I consider cycling a risky form of transport along my street (44% agree, 33% disagree).
- I frequently walk to my local convenient store/ parks (86% agree or strongly agree).
- I consider walking and/or running in my neighbourhood important to my health and wellbeing (94% agree or strongly agree).
- I would rely less on my car if there were safer bike paths (65% agree or strongly agree).
- I do not rely on on-street parking (57% agree or strongly agree).
- I feel safe walking at night along my street (46% agree, 28% disagree).
- I do not rely on signage to find my way around my neighbourhood (72% agree or strongly agree).
- My street will benefit from more trees and landscaping (69% strongly agree).
- I would rely less on my car if there were safer bike paths (74% agree or strongly agree).

CORRIDOR 5: PRESTON EAST

CURRENT STREET PRIORITIES vs QUALITY OF STREET

PRESTON (EAST)	
1. Walking paths	OK
2. Public transport access	GOOD
3. Street trees and vegetation	OK
4. Cycle paths	POOR
5. Convenient driving	GOOD
6. On-street parking	GOOD



Special attributes

Participants were asked to describe what is special about their streets. The common attributes included:

- Connections to shops and public transport;
- Cultural diversity and sense of neighbourhood;
- Its quietness;
- The presence of street trees and parks; and
- Its width.

Convenience of Movement

Participants were asked to select interventions or upgrades improve convenience of access and transport. The top 5 include:

- Improved crossings and junctions (62%);
- Bicycle lanes (56%);
- Less cars (48%);
- Slower car speeds (38%); and
- Improved lighting (34%).

Several additional suggestions related to improved public transport connections and facilities as well as improving flow of vehicle traffic along the corridor.

Ideas for improvements

Participants were asked to select ideas and images which describe their understanding of people-friendly streets. The top 5 responses include:

- Street greening;
- Improved lighting;
- Protected bike paths;
- More pedestrian crossings; and
- Water sensitive urban design.

CORRIDOR 5: PRESTON EAST

STREET IDENTITY & ASPIRATION

PRESTON (EAST): Valued Street Qualities

- Quiet
- Community oriented
- Destinations along the corridor
- Trees

PRESTON (EAST): Wish List

- Greening+ WSUD
- Less and slower cars
- Bike lanes
- Improved pedestrian safety
- Lighting



Street Champions Workshop Summary

Format:

The Street Champions Workshop for Preston Activity Link was held on Saturday 30th March 2019 at the Preston Shire Hall. The structure of the workshop included:

- Introductory presentation about the project, Council's ambition for sustainable transport and the role of the Street Champion in the project process.
- Individual introductions of Street Champion participants presenting their idea for the future of their street.
- Table discussions for each side of the corridor (east and west) to present and gain feedback from the participants about the proposed design treatments.
- Presentation of preliminary sketch concepts of two Hot Spots and engage in further design discussion and drawing to refine the proposed treatments at these locations.
- Street Champion presentation to the wider group to discuss workshop outcomes and ideas.

PRESTON (EAST AND WEST)

Ideas and ambitions for achieving Streets for People as recommended by participants included the following (in no particular order):

- Safe cycling;
- Streetscape improvement;
- Traffic management;
- Safe pedestrian access;
- Family children safety;
- Less traffic / rat running;
- Playful;
- Standard for safe cycle / pedestrians;
- Respectful street users; and
- Improved community health.

PRESTON EAST

Key issues

The key issues identified by the participants along this section of the corridor included:

- Gower Street (east of Albert Street) is not pedestrian friendly with incomplete footpaths and heavy traffic.
- Perceived conflict between pedestrian and cyclists.
- Flooding issue around South and Patterson Streets.
- Copenhagen style bike lane will need to be managed to ensure it does not compromise safety of getting on/ off parked cars.
- Limited sense of unique identity to the street.
- Maintenance consideration for new landscaping.

Proposed Framework Ideas:

Participants are generally supportive of the framework as presented and encourage further exploration of the following:

Overall corridor and beyond:

- Roundabout cycle safety and continuation of line markings;

- Create a demand for more cyclists then deliver the final outcome.
- Green line for cyclists;
- Improved lighting and utilise street furniture for identity creation;
- Raised side street treatment are supported;
- Beautifying Streets;
- Landscaping opportunity within nature strip;
- Pause Points;
- Improved roundabouts to include pedestrian crossing;
- Encourage traffic movement along main roads instead of the study corridor;
- Industrial area to be prioritised for pedestrians; and
- Thematic landscape and lighting.

Hot spot 1: Cramer Street Protected Bike Lane

Participants raised the following comments about the hot spot proposal:

- Consider how to mitigate potential for passengers exiting or entering parked vehicles to conflict with moving cyclists.
- Consider how important land uses such as Kindergarten may be impacted from protected cycle lane.
- Consider whether an interim option may be better suited, retaining the current alignment of parking and cycling and adding a buffer between bike lane and traffic lane.

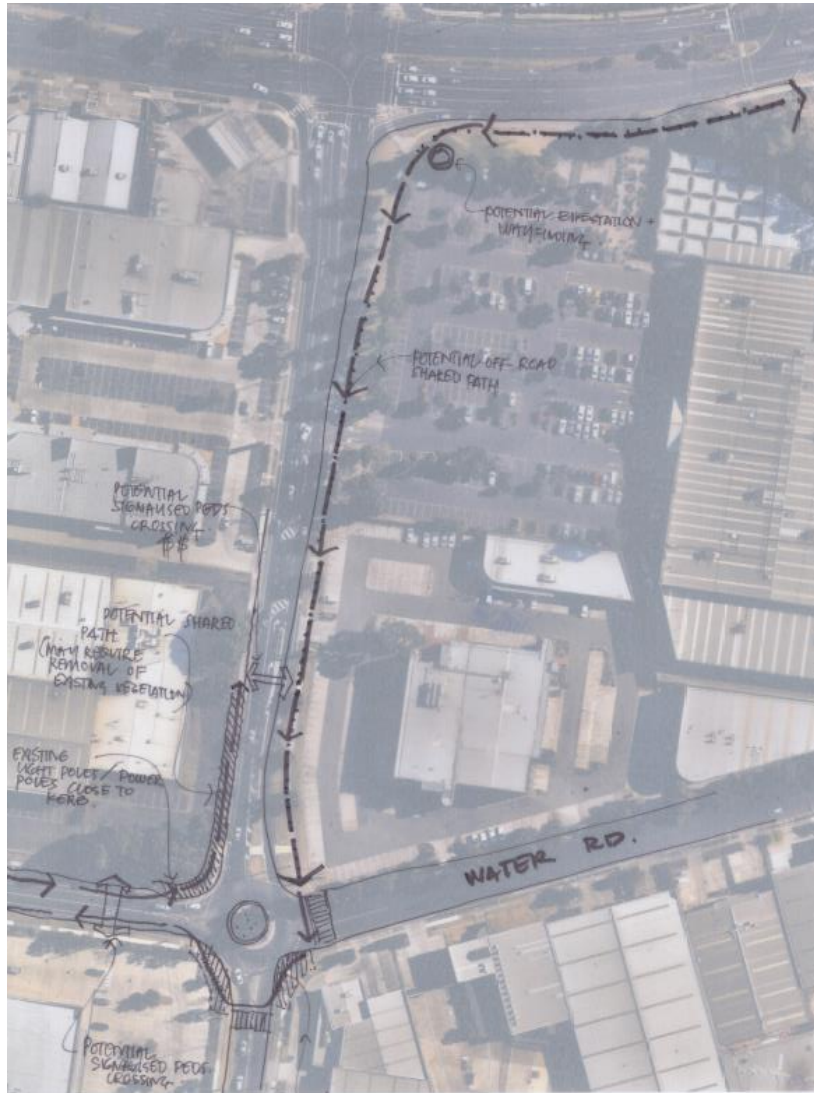


Hot Spot 1: Sketch Concept

Hot spot 2: Chifley Drive

Participants raised the following comments about the hot spot proposal:

- Consider whether the corridor is better suited to continue east along Water Road and investigate the potential for a new bridge link.
- Recognise the importance for safe and intuitive cycling/ pedestrian route to Darebin Creek.
- Consider if there is opportunity for signalisation of roundabout at Gower St and Chifley Drive intersection.



Hot Spot 2: Sketch Concept

PRESTON WEST

Key issues

The key issues identified by the participants along this section of the corridor included:

- Rat-running from major roads through north-south local streets.
- Acknowledge that Murray Road is a higher priority road for vehicle movement but has a lower speed limit due to school. Cramer Street becomes a preferred corridor for passing traffic.
- New units in the area increasing reliance on on-street parking.
- While outside the study area, the corridor intersection with St Georges Road is highly dangerous for cyclists
- Existing roundabout configurations are dangerous for cyclists, forcing bikes to share with vehicles.
- The bike path terminates at the intersection with Gilbert Street, making it difficult to cross safely.
- The corridor conditions are difficult for families to ride on the road. While there is a preference to use the bike path (as opposed to the footpath), it can be challenging to safely cross intersections and avoid fast moving traffic.
- Eric Street is generally avoided as a cycle link to Merri Creek due to significant slope.
- Lack of seating and rest areas along corridor for families with children.

Proposed Framework Ideas:

Participants are generally supportive of the framework as presented and encourage further exploration of the following:

- Participants showed high support for intersection upgrades to side streets as a way to slow the speed of vehicles entering and exiting Cramer Street. Specifically, raised side intersections were highly encouraged acknowledging the additional benefit of improved pedestrian accessibility and pedestrian priority (adding a zebra crossing).
- Participants were supportive of the dedicated roundabout for pedestrians and cyclists, referring to Moray Street South Melbourne as the precedent benchmark.
- The removal of parking to the south of Cramer Street was supported in principle as a way to provide greater safety for cyclists and slow the speed of vehicles. Further investigation was required to determine impacts on residents and community uses.
- Consider implementing wayfinding signage and bike/pedestrian promotional signage along the corridor to alert users of sustainable transport priority.

Hot spot 1: Cramer Street dedicated bike path

Participants were generally supportive of the proposed concept sketch with additional items to consider including:

- Supportive of the separated bike path (on-kerb) and raised zebra crossings at the Jessie Street roundabout. Consider incorporating flashing lights or signals to alert drivers of pedestrian and cycle priority.
- Investigate impact of any parking removal (south side) to existing community uses in the area including Mosque, Church, TAFE and public open space.
- Implement a seating or rest node at the Jessie Street intersection within the public open space.
- Implement bike racks at the Cramer Street frontage in the public open space.



Hot Spot 1: Sketch Concept

Hot spot 2: James Street vehicle restriction

Participants were generally supportive of the proposed concept sketch with additional items to consider including:

- Eric Street is generally avoided as a cyclist route to Merri Creek given steep topography. Participants would generally travel south of James Street to Booth Street or north to Murray Road as a way to cross Elizabeth Street.
- Participants suggested the road closure and open space may be better suited to the south of Cramer as a means of restricting rat-running and correlating with typical bike movement to and from the west.
- As an alternative, participants suggested to integrate a pinch-point to the south in combination with the road closure to the north. This would slow vehicles along the entire extent and allow for safer bike riding to both the north and south.
- It was acknowledged that the road closure to the north of Cramer would still be useful for pedestrians (particularly families) as a rest point after travelling uphill along Eric Street.
- The Hot Spot design should also incorporate wayfinding signage and promotional signage about the corridor designation for walking and cycling.
- Seating, tree shade and a bike station were other elements that were requested as part of the new open space.



Hot Spot 2: Sketch Concept



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 31st January to 14th 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 31st January to 14th February 2020.
- Flyers directly delivered to all residents in the study area.
- A community drop-in session on the 6th 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 6th of February at the Preston Shire Hall for more in-depth discussions about the draft plans.

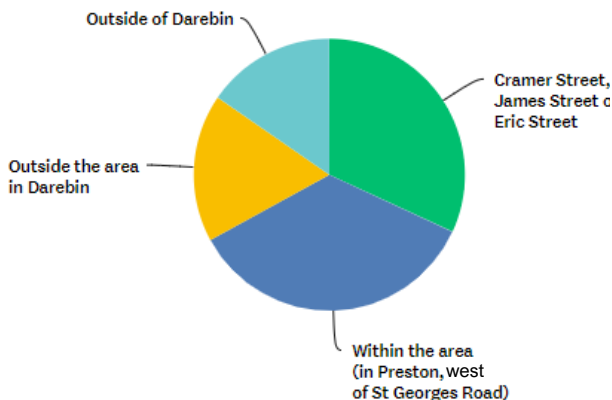
Breakdown of Consultation Participants

- 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.

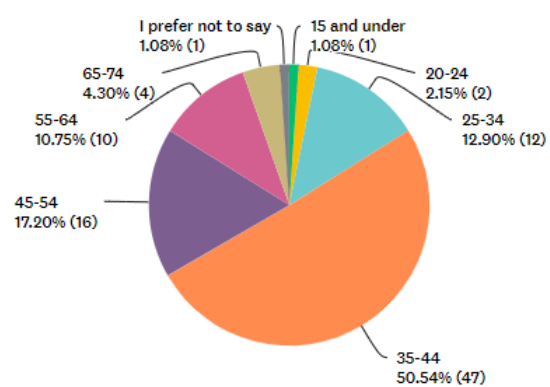
Online Survey

The Online Survey was open to the public for two weeks between 31st January and 14th 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.



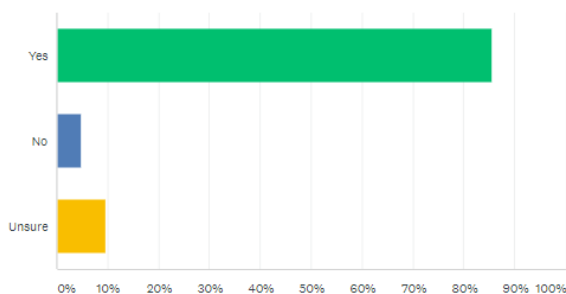
Survey demographic data: Age profile



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:

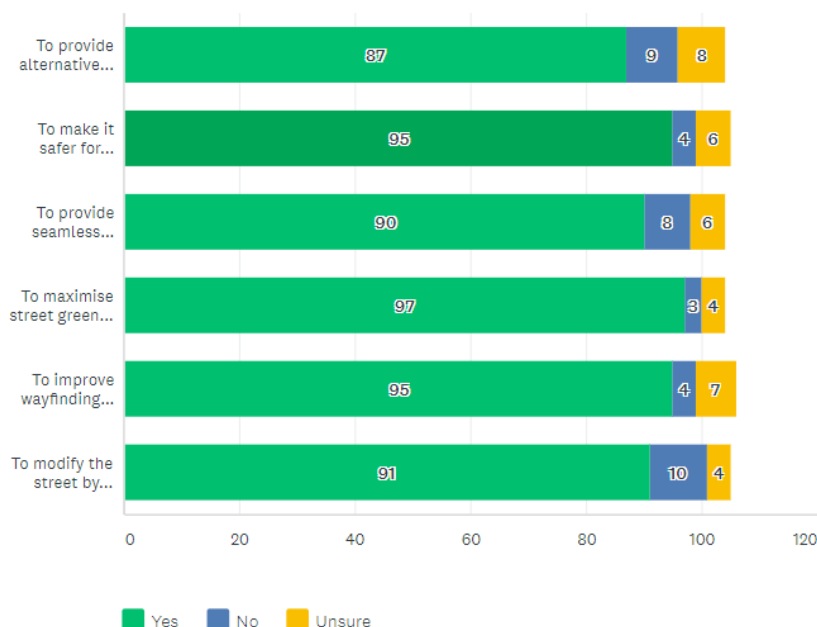
- Consider the siting of pinch-points in front of houses which require on-street parking for families with children who have accessibility requirements.
- The loss of parking between Jessie Street and St Georges Road may be an issue given the emerging development of townhouses.
- Support for initiatives 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.**



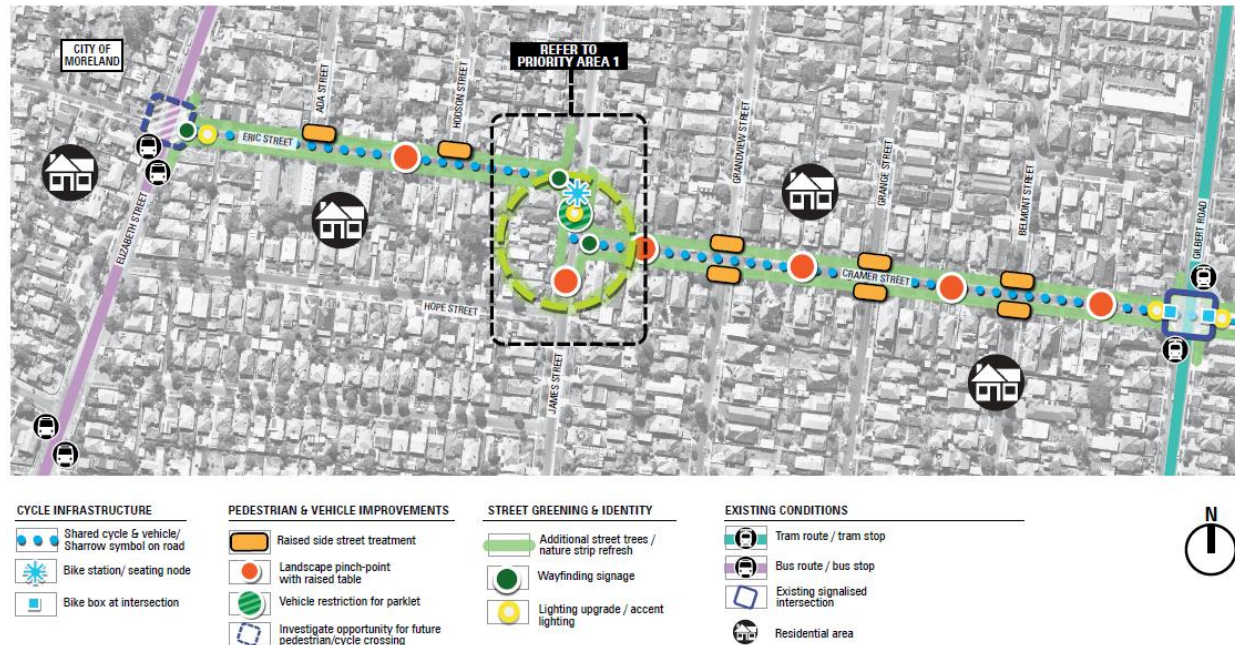
Streets for People principles: Summary of responses

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:

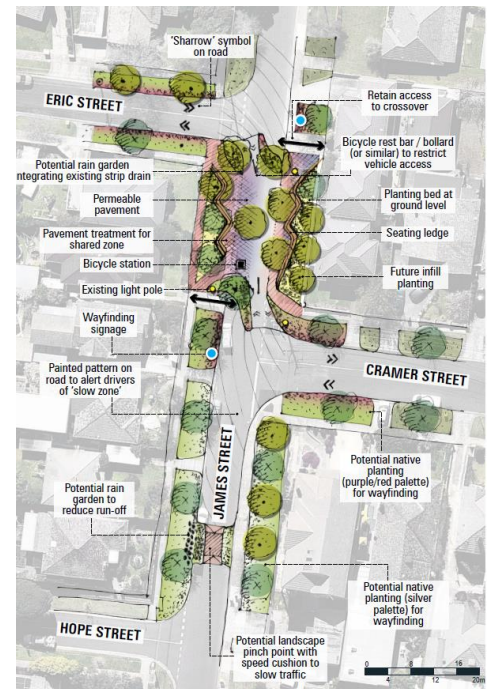
- Instead of focusing on one street, improve walkability and amenity for cyclists across West Preston.
- Further analysis is required to ensure local residents (i.e. James Street, near Murray Road) are not detrimentally impacted from accessing Preston Activity Centre, given no right-turn into Murray 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:

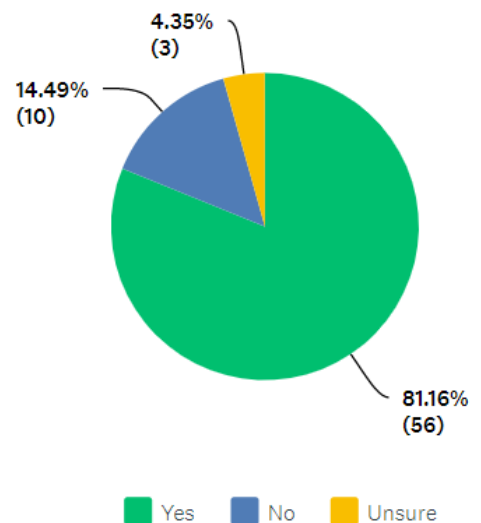
- Pocket park creates new green space (improved amenity for pedestrians and cyclists, sustainability, health and community).
- Pocket park improves cyclist and pedestrian safety.
- Pocket park prevents rat running.
- Support for nature strips and patterns on road to demarcate slow zone.
- Support for 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 hooning.



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 6th 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.

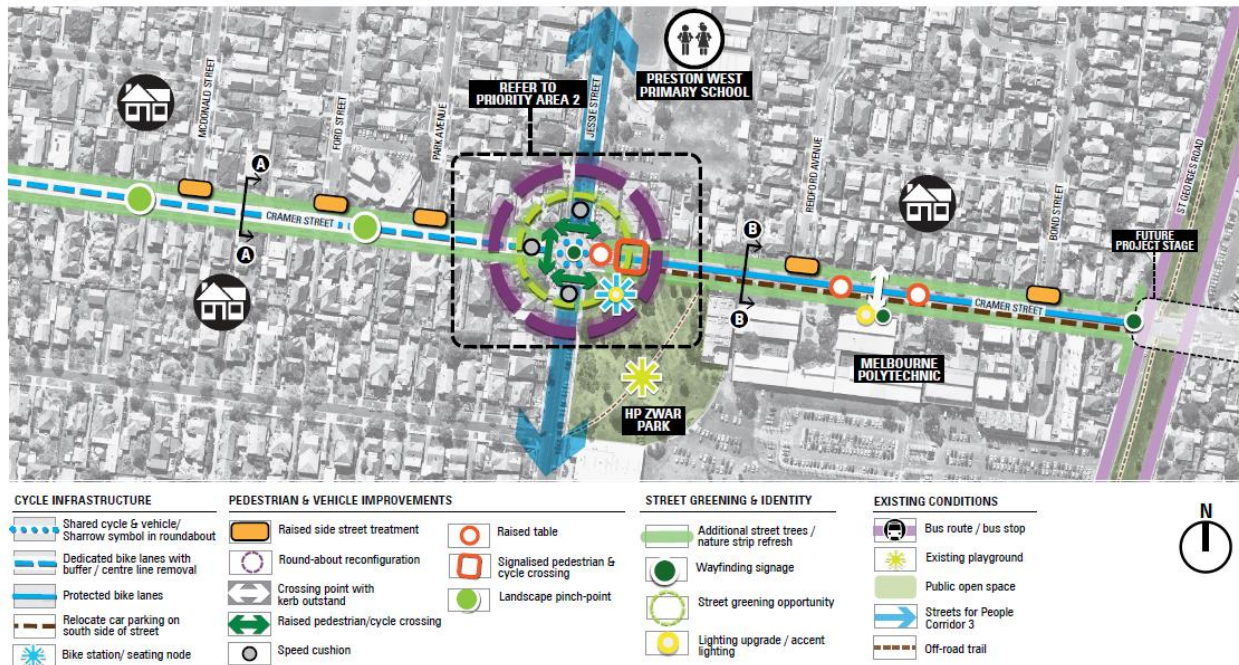
General

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

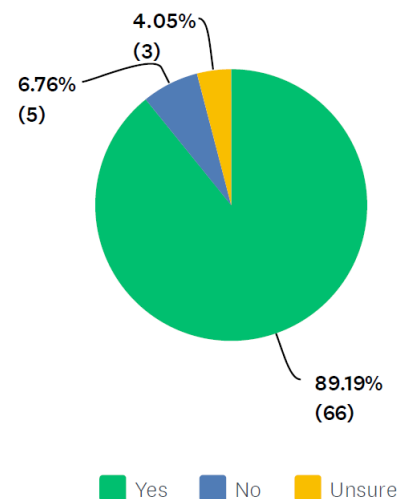
89% of respondents supported the proposed sketch concept for the Jessie Street Hot Spot.

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

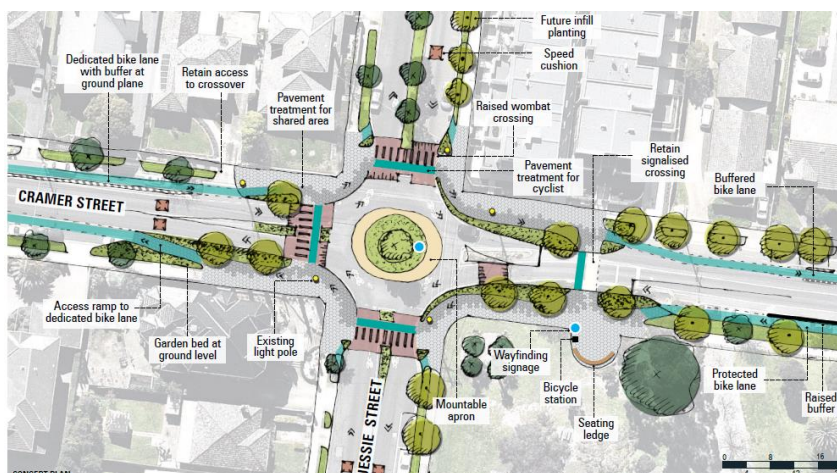
- General support for plan and streetscape improvements.
- Increased livability for community.
- Increased community, pedestrian and cycling safety.
- Support for separate bicycle lanes.
- Support for Cramer St/Jessie St roundabout improvements.

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 6th 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.

STREETS for PEOPLE

Prepared by City of Darebin

June 2020

**CONSULTATION
SUMMARY:
PHASE 3**



Community and Stakeholder Engagement

Summary: Preston Activity Link (West) – Phase 3

In 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) of the Streets for People project.

Using feedback gathered during Phase 1 (March 2019) and Phase 2 (February 2020) of community consultation, it was determined that a third and final round of community engagement was needed to confirm the location for the proposed road closure / pocket park for the section of the corridor from James Street to Elizabeth Street. The feedback presented to Council during Phase 2 community consultation showed strong support for the proposal, however it also identified issues with the location for the road closure between on James Street between Cramer Street and Eric Street, that included access challenges for residents on some local streets. As a result of this feedback, further analysis revealed that moving the treatment further south, between Cramer Street and Hope Street, would have the same benefit to the community, with fewer drawbacks. The new proposed location would also support the community's, and Moreland Council's preferred location for a pedestrian crossing point on Elizabeth Street between Raymond Street and Goff Street.

Community Engagement Process

For this final round of engagement, Council used a letter box drop to approximately 700 households in the area occurring in early May, outlining the draft concept design and reason for change in location of treatment. Residents were invited to provide feedback via email or direct mail, and by phone where requested.

Breakdown of Consultation Participants

- Over 130 people visited the Your Say page during the third round of engagement.
- 34 households provided feedback by email and direct mail.
- 32 percent of respondents lived in James Street, and a further 23 percent were from Grandview Road, with ten percent each on Booth Street and Cramer Street, and nine percent on Grange Street and Belmont Street combined. The remainder of respondents did not provide details of their address.

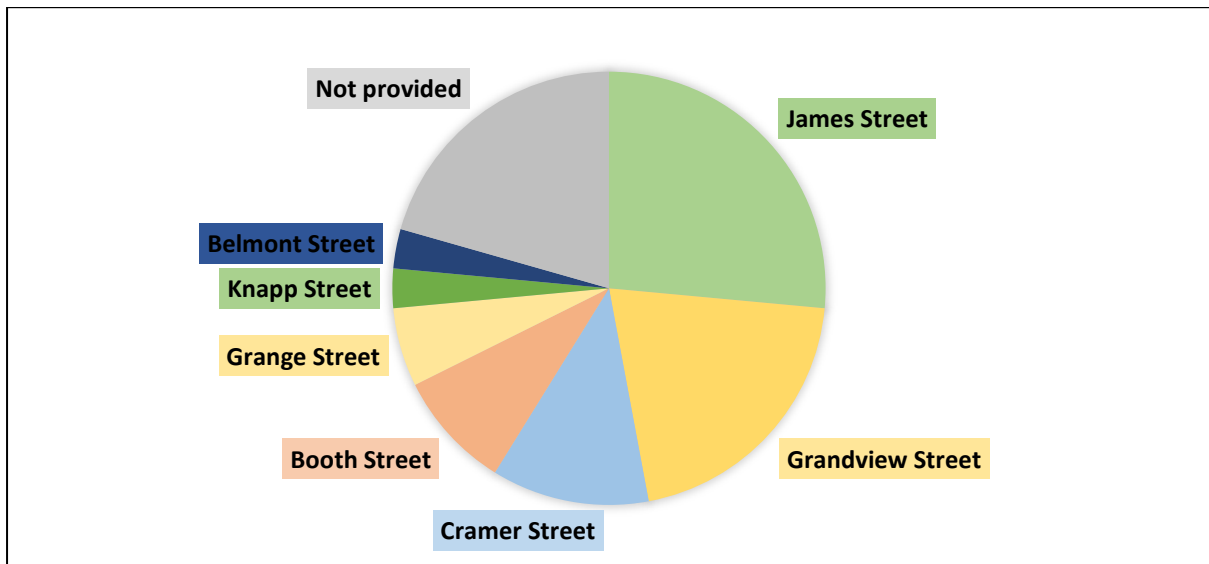


Figure 1: Feedback location data



Figure 2: Feedback by proximity to proposal

James Street Road Closure / Pocket Park Feedback

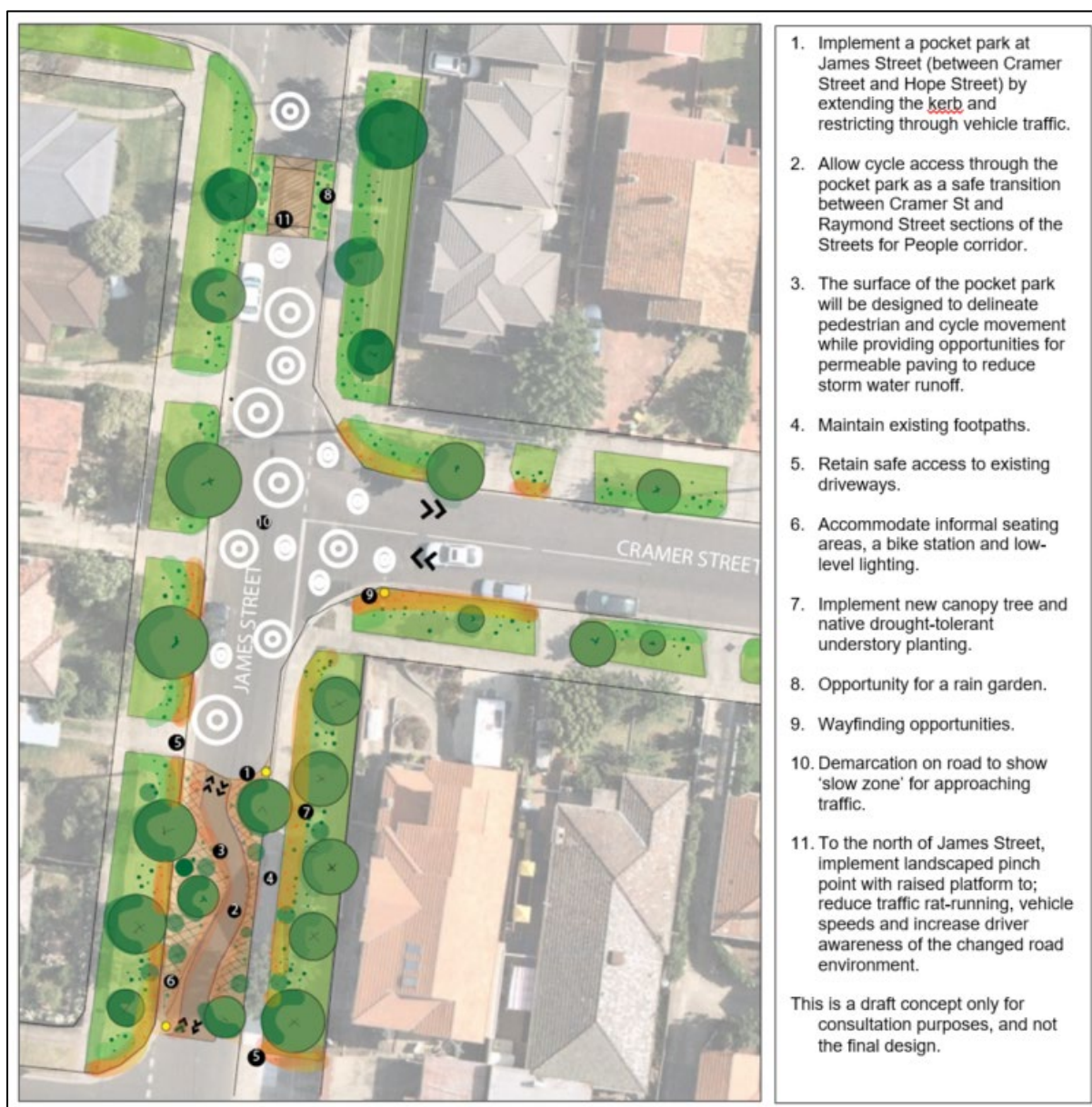


Figure 3: Proposed streetscape improvements

A total of 15 responses received agreed with the proposed location for the road closure and pocket park. Feedback in the responses in support of the proposed concept included:

- “This is a great idea and we look forward to these new welcome changes”
- “I think it is a great idea as it will slow/stop speeding vehicles along the street”
- “It will give us greater access and security on the bike to the rest of the area”
- “I am very excited about the garden area to be developed at the end of James street and think it is a great initiative”
- “The upside in amenity and public safety is well worth it”

A total of 18 responses received were critical of the proposal, with responses summarised as follows:

- There is no need for another park in the area
- There needs to be more done on Cramer Street to improve safety and slow vehicles, especially intersections
- Traffic will be displaced to other local streets, and local motorists' trips will be inconvenient
- There are already enough bike paths and cyclists should pay registration if they want to use the road
- It is a waste of money

There was one response that was neither in support or opposed to the proposal.

Next Step Recommendations for James Street

Given the high level of support for the road closure and pocket park during Phase 2 community consultation (over 80%), and that a majority of the concerns raised during Phase 3 of engagement have been addressed through the additional endorsed treatments for the remainder of the corridor along Cramer Street, it is recommended that the treatment is trialled for a period of 12 months, and include the following:

- Relocation of the road closure and pocket park to the south of James Street between Cramer Street and Hope Street to:
 - o retain the local east-west connection for Eric/James Street residents.
 - o maintain east-west access along Bruce Street for local residents south of Cramer Street.
 - o limit north-south rat-running along James Street between Bell Street and Murray Street
- Existing crossovers to dwellings to be maintained and the road closure and pocket park to be designed to accommodate necessary reversing movements from driveways.
- The design of the road closure and pocket park to 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 closure and pocket park to be trialled with bolt down kerbing and temporary planting with through access for pedestrians and cyclists. Any seating / rest area will be sited adjacent to the existing kerb alignment to maintain clear site lines along the street.
- The relocation of the road closure and pocket park 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. Investigate opportunities for traffic calming measures to slow vehicles and provide safety for cyclists 'climbing' up the hill (west to east), if required. This may include landscaped pinch-points with speed cushions to slow vehicles but allow unimpeded movement for cyclists.



Figure 4: Concept Plan for James Street to Elizabeth Street