

# LOCAL AREA PLACE MAKING STUDY

## *CROXTON WEST - NORTHCOTE*



Ratio Consultants  
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4. Relevant Background Documents

4.1 Streets for People Feasibility Study

The Streets for People Feasibility Study was undertaken in 2018 and focuses on eight designated sustainable transport corridors that traverse the municipality.

The eight corridors reviewed as part of this study are summarised in Figure 06.

The Study provides an outline of the preferred design responses for pedestrian and cycle infrastructure along each corridor separated into one of three categories:

- + Protected (high traffic volumes): all transport modes are separated through vertical elements or shifts in levels;
- + Dedicated (medium traffic volumes): all transport modes are clearly designated within the roadway; and
- + Shared (low traffic volumes): vehicles and cyclists share carriageways (except where public transport is present).

The study goes on to provide detailed design guidance for possible treatments.

The study provides a framework plan for each of the identified corridors which outlines the recommended design treatments and corridor ambitions.

The Croxton West Local Area Place Making Study area is part of Corridor 3: The Great Western Shimmy, forming the southern end of the corridor and linking in with the western end of Corridor 1: Northcote Green Link at the intersection of Woolhouse Street and Beavers Road.

No.	Name	Extent	Corridor Length (km)
1	Northcote Green Link	Beavers Rd, Dennis St & Christmas St	5.54
2	Great Western Shimmy	Woolhouse St, Bracken Ave, Jessie St and various back streets	7.24
3	Hurstbridge Line Shimmy	South Cres & Westgarth St	5.16
4	Northern Reservoir Corridor	Broadhurst Ave & Crookston Rd	5.58
5	Preston Activity Link	Gower St & Cramer St	5.88
6	Thornbury Neighbourhood Link	Dundas St & Miller St	5.27
7	Reservoir Station to Uni Link	Broadway, Edwardes St & Dunne St	7.43
8	Great Eastern Cycleway	Victoria Rd, Victoria St and various back streets	7.76

+ TABLE 01 - Designated sustainable Transport Corridors



+ FIGURE 06 - Great Western Shimmy Bike Route Map

## 5. Community Engagement:

### 5.1 Overall

A community engagement session was held on the 8 October 2019 at the Northcote Town Hall.

The session included an outline of the project and provided a forum for the community to express their views on potential improvements and any known area of concern in the local area. In addition to the engagement session online submissions were invited via Council's website.

A summary of the views expressed by the community is included below with the complete list of submissions attached as an Appendix to this report.

Through the engagement process there was clear support from the community for creating more equity between transport modes and to improve the overall experience and useability of the area for local residents, pedestrians and cyclists.

The key overarching issues and some suggested solutions identified can be summarized as follows:

#### Leinster Grove and Woolhouse Street

- + Vehicles using the corridor and intersecting east-west streets as an alternate route to main roads.
- + Need to slow vehicular traffic along Woolhouse Street and Leinster Grove and discourage traffic volumes.
- + Conflict between vehicles, pedestrians and cyclists.
- + Existing traffic calming measures are ineffectual and there is a need for more effective traffic calming measures.
- + Intersection of Woolhouse Street/Beavers Road is dangerous for pedestrians and cyclists and parking is too close to the intersection.
- + Intersection with Leinster Grove and Beaconsfield Parade is dangerous.
- + The lack of east-west pedestrian crossings compromises safety for pedestrians.
- + Lack of dedicated bike lanes.
- + The need for enhanced pedestrian and cyclist useability/safety.
- + The need for improved pedestrian and cyclist movement.
- + The need for more shade trees and vegetation.
- + Existing vegetation disrupting views of speed signs.
- + More welcoming community places.
- + School pick up and drop off issues.

#### Beavers Road

- + Need to restrict use as an alternate route for through traffic to St Georges Road from Woolhouse Street.
- + Too narrow with parking on both sides.
- + Need for improvements to the northern footpath on Beavers Road near the new bridge.
- + More cyclists and pedestrians expected with future bridge opening and need for bicycle routes given its link with High Street/Merri Creek.

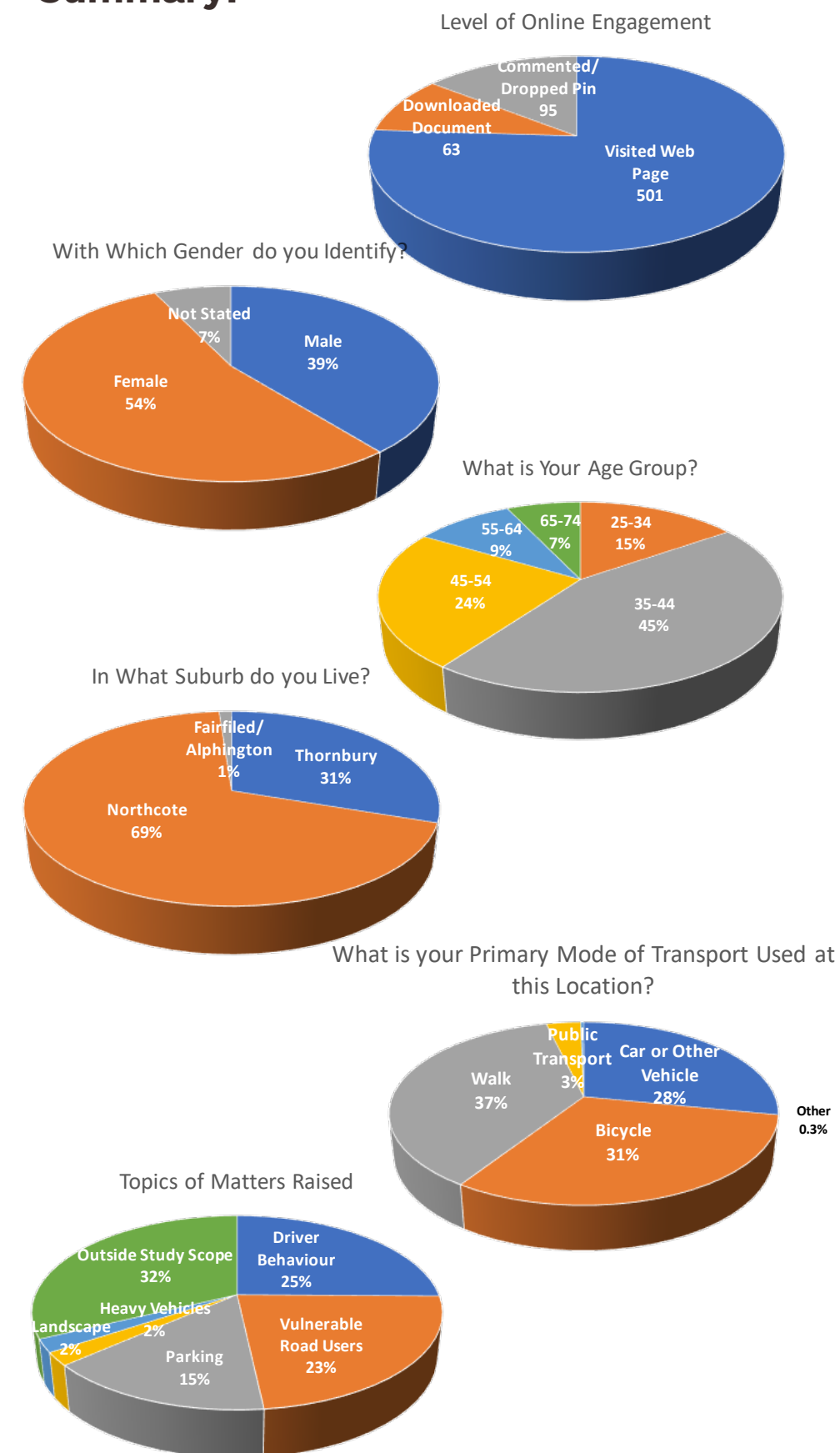
#### Gadd Street

- + Lack of pedestrian path on the northern side and trucks parking across the footpath.
- + High parking demands
- + Parking near St Georges Road limits visibility entering and exiting Gadd Street

#### Beaconsfield Parade

- + Used as an alternate route for vehicles and should be restricted to local traffic only.
  - + Intersection of Beaconsfield and Leinster Grove dangerous.
- There were also a range of matters raised at the consultation session that fall outside the project scope including issues associated with Mayer Park, the Golf Course, the Merri Creek, bike connections through Croxton School and suggested works to St Georges Road, which were captured in the full list of feedback included as Appendix to this report.

## 5.2. Online Engagement Analytics Summary:





## Urban Design and Transport Opportunities

- + Widened footpaths along Woolhouse Street in specific locations.
- + Canopy tree planting and street greening for shade and amenity.
- + Introduction of water sensitive urban design.
- + Seating at key pedestrian crossings
- + Opportunities for east west pedestrian crossings.
- + Improve entrance points to north-south laneways with lighting and street art.
- + Modify traffic calming measures along Woolhouse Street and Leinster Grove.
- + Introduce cycling priority along Leinster Grove/Woolhouse Street.
- + Physically limit right turn movements into Bent and Elm Streets.
- + Shared path along the northern kerb to protect pedestrians and cyclists from industrial uses on Beavers Road.
- + Footpath along northern side of Gadd Street.
- + Improve pedestrian connectivity and safe crossing to Mayer Park
- + Beavers Road as a cycling priority street consistent with the Northcote Green link project.
- + Improve safety of the Woolhouse Street and Beavers Road intersection.
- + Reduce vehicle speeds at intersections to limit rat-running and promote the low speed residential nature of the study area;
- + Separation of different modes of transport in key locations (e.g. near Croxton School) to reduce conflict.
- + Repurposing of excess carriageway width along designated east- west streets to discourage vehicle movements and create a legible and coherent network for vehicles, pedestrians and cyclists.

1. Slow vehicle speeds at the intersection and to limit rat running, seek to further restrict right turn movements into Elm Street
2. Slow vehicle speeds at the intersection and to limit rat running
3. Consider closure of Beavers Road to the north to restrict through traffic and create a point of interest at the intersection of the Great Western Shimmy Corridor and the Northcote Green Link
4. Consider improved sight lines along the Croxton School frontage
5. Investigate provision of a footpath along the northern kerb to protect pedestrians and cyclists from loading activity
6. Improve pedestrian connectivity and safe crossing facilities to Mayer Park
- 7 & 8. Provide improved pedestrian and cyclist infrastructure on Beavers Road in the form of a shared path or shared zone
9. Future proof a direct north-south connection between Leinster Parade and Beavers Road
10. Opportunity to reduce vehicle speed area wide

There is an opportunity to re-purpose excess carriageway width in the wider east/west streets. Narrower streets can slow traffic speeds to provide a safer and more attractive environment for pedestrians and cyclists.

-  Beavers Road - Streets for people corridor (pedestrian/bicycle friendly)
-  Potential for main pedestrian/cyclist connections between St Georges Rd and Mayer Park, existing School, and main neighbourhood access on Woolhouse St / Leinster Gr spine
-  Community spaces for gathering (associated with community infrastructure, industrial/commercial areas, and exclusive bike lanes)
-  Opportunity for Street Art and lighting in/outside laneways
-  New Bridge to connect Beavers Rd with Merri Creek Trail to the west (current planning permit application being advertised)
-  Improve existing streetscape (i.e. footpath and landscaping)
-  Opportunities along Woolhouse St / Leinster Grove: Widened footpaths, canopy tree planting, more space for people and vegetation, street greening for shade and amenity, designated pedestrian crossings, water sensitive urban design
-  Potential pedestrian crossing points
-  Potential road closure
-  Main Access configuration (benches, vegetation, safe pedestrian crossing, and passive irrigation on kerbs - by topography)





## 7. The Local Area Plan

### 7.1. Vision and Objectives

The vision for the local area has been prepared based on the views expressed by the community.

The vision is the overarching statement for the local area and seeks to improve the safety and urban design of the area.

The overarching vision is as follows:

*‘The Croxton West Local Area will become an inviting and safe place for pedestrians and cyclists, where vehicle volumes and speed are reduced, where improved street tree planting provides amenity value and where spaces are created for passive recreation.’*

The objectives to achieve the vision are as follows:

#### 1. Slower vehicle speeds

A street environment where priority is given to pedestrians and cyclists and vehicle travel slower.

#### 2. Discourage vehicular volumes

A street environment where the introduction of traffic calming measures prioritising bicycles will deter vehicles from using the route as an alternative to major roads.

#### 3. Create a safe and inviting environment for pedestrians

Provide for pedestrian safety and comfort through the prioritizing of pedestrians over vehicles.

#### 4. A safe and inviting environment for cyclists

Create a low speed environment that enables bike riders to integrate with lower volume and slower vehicle traffic.

#### 5. Improved connections for pedestrians and bike riders

Encourage safer east-west connections across Leinster Grove and Woolhouse Street through dedicated pedestrian crossings.

#### 6. Street tree planting for amenity value and shade

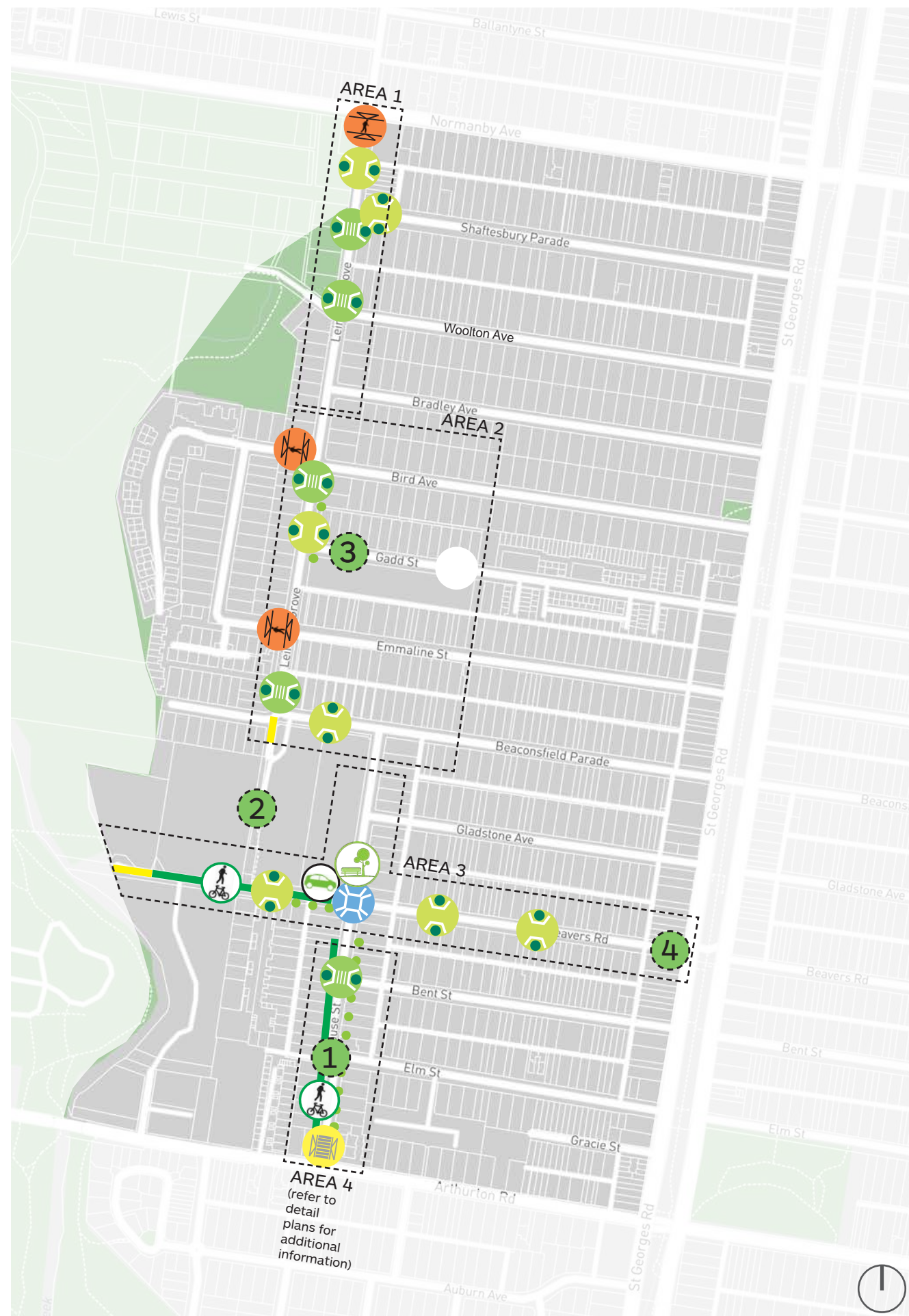
Create greenery and shade for streets through the planting of canopy trees that integrate with traffic calming measures.

#### 7. Create spaces for passive recreation

Identify opportunities for residents to enjoy for passive recreation including the provision of pedestrian seating at key pedestrian crossings and utilising shade.





















+ FIGURE 18 - Overarching Plan

## Overarching Plan

-  Localised road narrowing with raised pedestrian crossing and seating areas (benches, lighting, landscaping) / Water sensitive urban design
-  Localised road narrowing with new landscaping areas / Water sensitive urban design
-  Wombat pedestrian crossing (no kerb buildouts considered)
-  Raised pedestrian platform (no zebra crossing)
-  Raised intersection treatment with possibility of seating area
-  Shared Path / Widened footpath (2.5 m. minimum desirable)
-  Shared Zone
-  Landscaping improvements / Street tree planting
-  Pocket Park with cycle path via road closure
-  Share-car dedicated parking space
-  1 Tighten intersection geometry / restrict vehicle movements / raised pedestrian platform / seating area
-  2 Future walking and cycling link to be negotiated with private land owners (198 Beavers Road)
-  3 New footpath on northern side of street / Off-street car parking
-  4 Left out only on St Georges Rd from Beavers Rd (no left in from St Georges), with bike contra flow

**Note:** this is a draft only, and community feedback is welcomed.





Raised pedestrian platform

Landscaped pinch point (loss of 3 parking spaces)

Kerb extensions

Landscaped raised pedestrian crossing and pinch point (no loss of parking)

Landscaped raised pedestrian crossing and pinch point (loss of 1 parking space)

Retain existing speed hump

'Sharrow' line marking along Leinster Grove (bicycle symbol)

+ FIGURE 19 - Area 1





- Retain existing speed hump
- Raised threshold treatment
- Landscaped raised pedestrian crossing
- Remove speed hump and replace with landscaped pinch point
- New footpath on north side of Gadd St
- 'Sharrow' line marking along Leinster Grove (bicycle symbol)
- Raised threshold treatment
- Landscaped raised pedestrian crossing
- Landscaped kerb realignment on south side adjacent to existing crossing (loss of 2 parking spaces)





+ FIGURE 21 - Area 3

① Shared user zone

② Surface art treatment

③ ④ Future opportunities for improved connectivity

⑤ Shared path on north side

⑥ Car-share dedicated space

⑦ 2 landscaped pinch points west of Woolhouse Street  
(loss of 5-7 parking spaces)

⑧ Pocket park and road closure

⑨ 'Sharrow' line marking along Leinster Grove (bicycle symbol)

⑩ 2 landscaped pinch points east of Woolhouse Street  
(loss of 5 parking spaces)

⑪ Left out only treatment



