



PART THREE

MASTER PLAN ACTIONS

In this part you will find:

- **The design proposal for each part of City Road**
- **The Action Plan for how the Master Plan will be delivered**



The recent development of Swanston Street in the Hoddle grid, demonstrates many of the features of a great central city street, including mature trees, wide footpaths, a cycle lane and lively activities happening within the street

1. TRANSFORM CITY ROAD WEST INTO A GREAT CENTRAL CITY STREET

Understanding City Road West

City Road West (between Clarendon Street and Power Street) is a local street, and can be significantly enhanced to make it safer, more attractive and welcoming.

This master plan proposes to transform it into a great central city street. With an increasing number of residential apartments, Boyd Community Hub and tram and bus services in this location, this part of City Road is the centre of an evolving community.

Traffic volumes in City Road West are significantly lower than City Road East as it does not perform the same role as the bypass to the Burnley Tunnel (Figure 3.1). This means there are greater opportunities to transform City Road West into a great central city street.

Connections to the City of Port Phillip and Fishermans Bend are a key consideration for the design proposals in this section.

To make it easier to demonstrate the proposed changes in this report, City Road West has been shown in two sections either side of Kings Way: Clarendon Street to Queens Bridge Street and Queens Bridge Street to Power Street.

The existing conditions of City Road and changes proposed in this draft master plan are outlined on pages 44 - 57.

'I would love a bicycle lane connection to Bay Street.'

Alan, resident

'The intersection at Clarke Street is poorly marked and is in need of a crossing.'

@gj_win, resident



Figure 3.1: City Road West between Clarendon Street and Power Street

Clarendon Street to Queens Bridge Street

Existing conditions

The existing conditions of City Road West are inadequate to meet the needs of the future. While there are wide footpaths, the street is dominated by expanses of asphalt and traffic and has inconsistent tree planting. This creates a poor street character. Some public transport priority is provided with a bus lane provided in the AM peak.

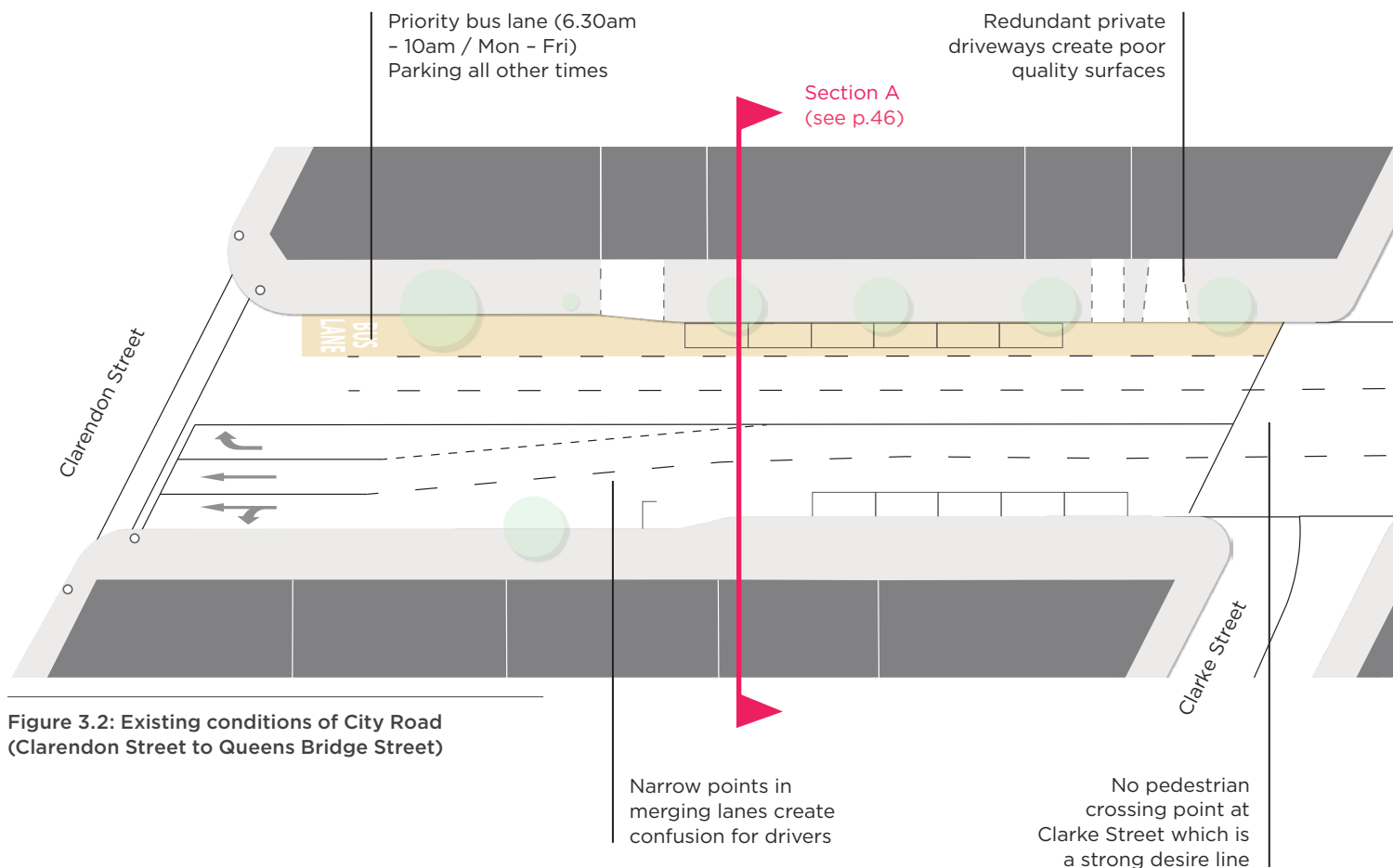


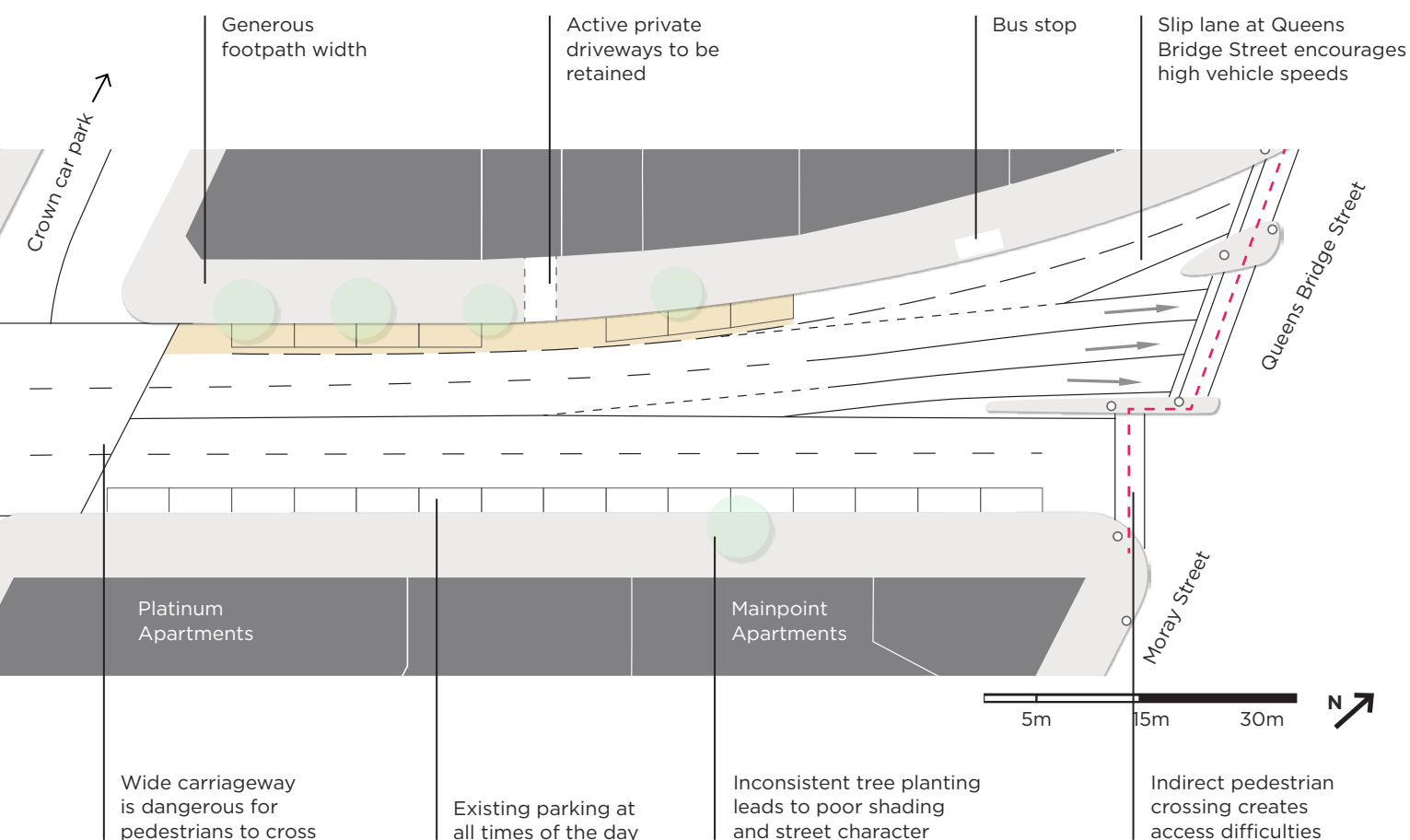
Figure 3.2: Existing conditions of City Road (Clarendon Street to Queens Bridge Street)



Poor quality pedestrian amenity - condition of footpaths, lack of street furniture, redundant crossovers

Lack of bicycle infrastructure

Figure 3.3: The dominance of car infrastructure along City Road (between Clarendon Street and Queens Bridge Street) creates an undesirable place for pedestrians



Overhead power lines and inconsistent tree canopies, excessive signage and redundant crossovers all detracting from the character of the street

Flooding commonly occurs at the intersection of Queens Bridge Street and City Road

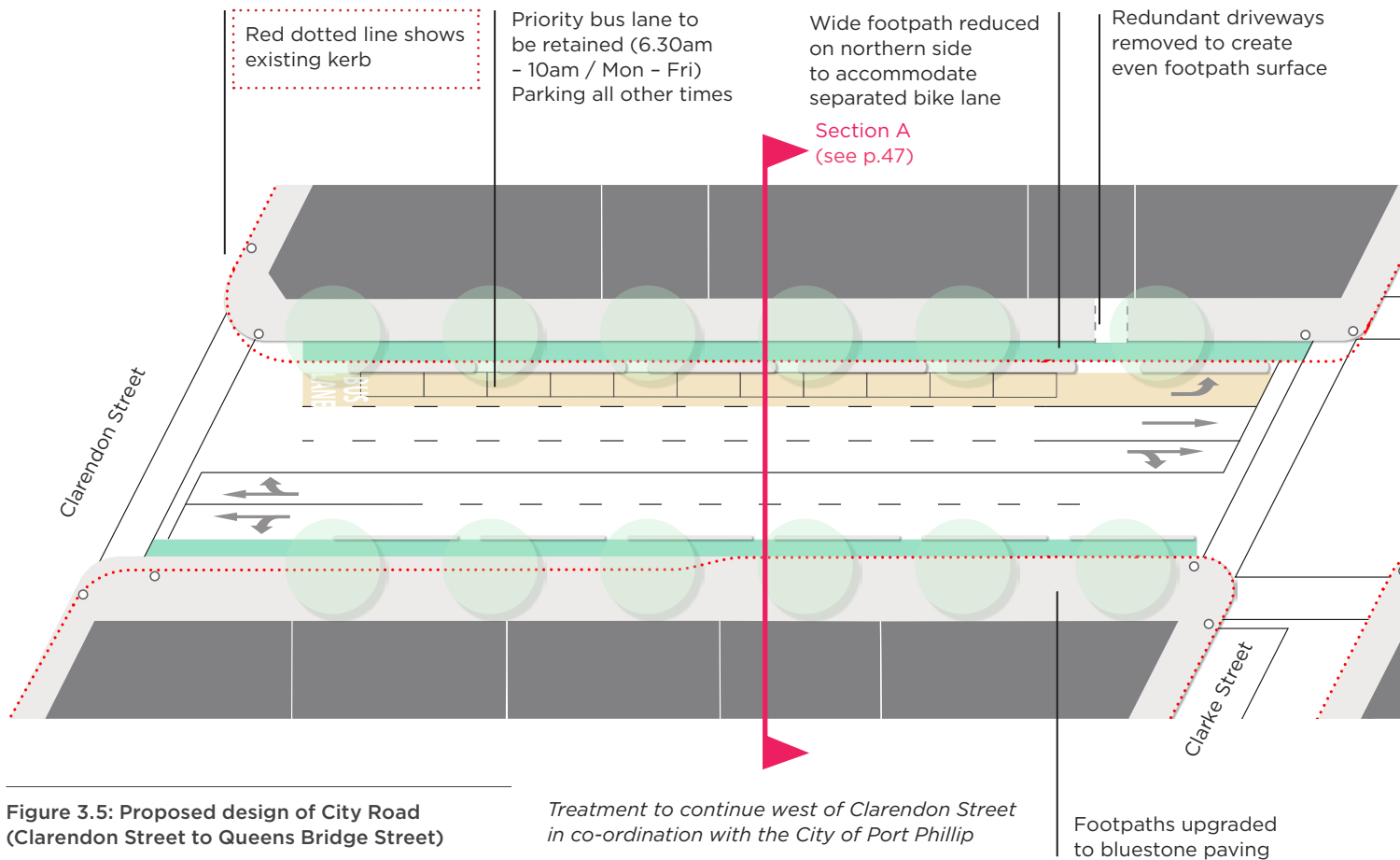
Legend	
	Private property
	Footpath
	Bus priority lane
	Tree
	Traffic signal

Figure 3.4: The street is unattractive with overhead wires, inconsistent tree canopies, excessive signage and redundant crossovers all detracting from the character of the street

Clarendon Street to Queens Bridge Street

Proposed design

The proposed design introduces pedestrian crossings at Clarke Street, separated bicycle lanes, new tree planting, high quality materials and maintains bus priority.



Existing Conditions

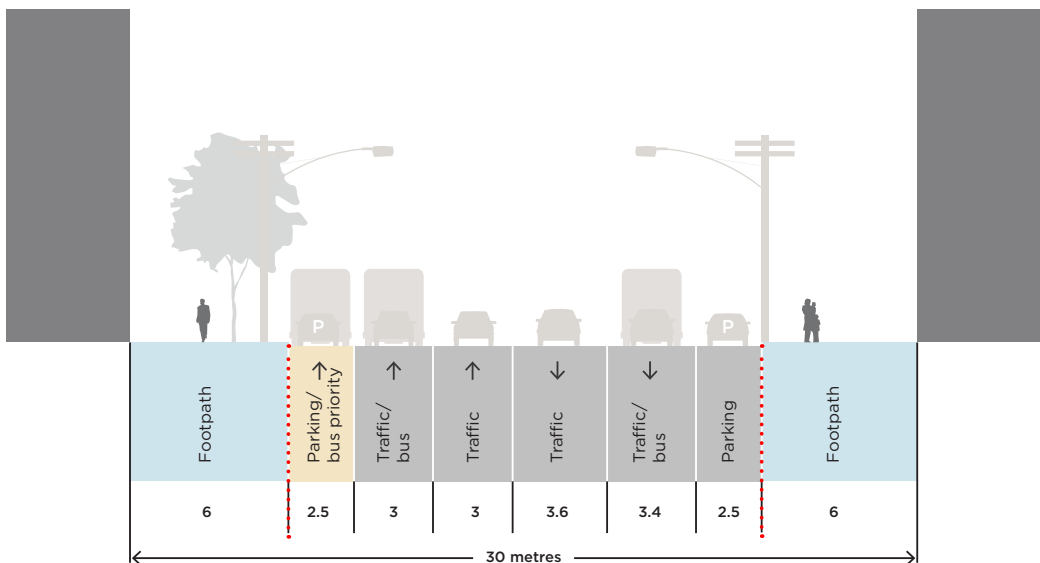
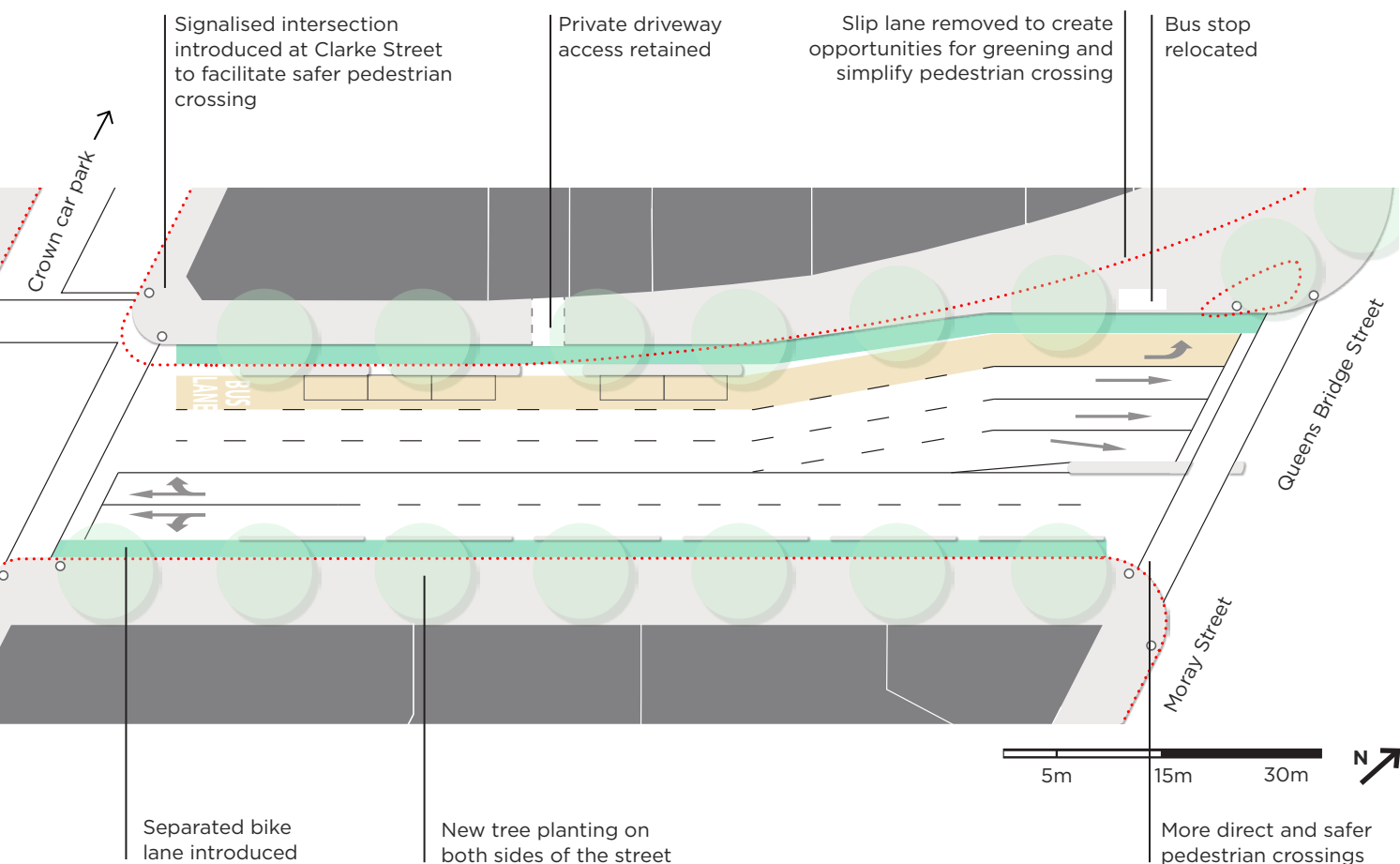


Figure 3.6: Existing conditions of City Road looking east towards Queens Bridge Street (Section A)



Proposed Conditions

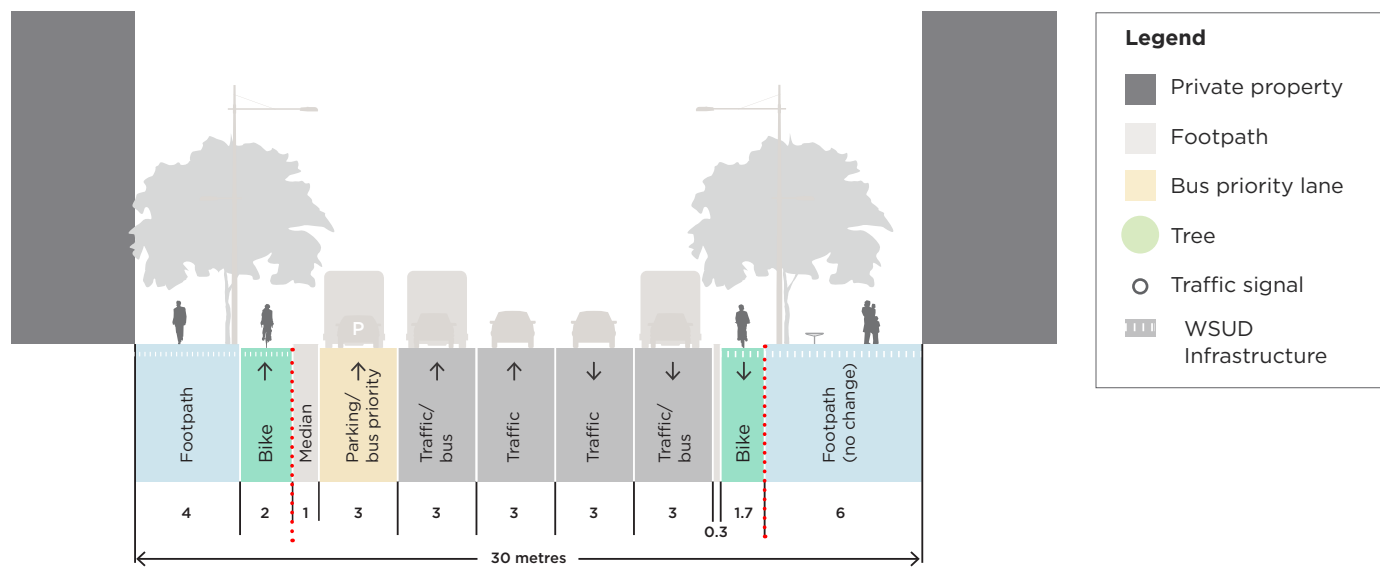


Figure 3.7: Proposed conditions of City Road looking east towards Queens Bridge Street (Section A)

Clarendon Street to Queens Bridge Street

Proposed design



Before

Figure 3.8: Existing view of City Road looking east towards King Way underpass (Clarendon Street to Queens Bridge Street)

‘This section of City Road between Clarke Street and the Kings Way overpass is low-lying and has flooded badly in heavy rains.’

Steve, resident



After

Figure 3.9: Artist's impression of proposed conditions in City Road looking east towards King Way underpass (Clarendon Street to Queens Bridge Street)

Queens Bridge Street to Power Street

Existing conditions

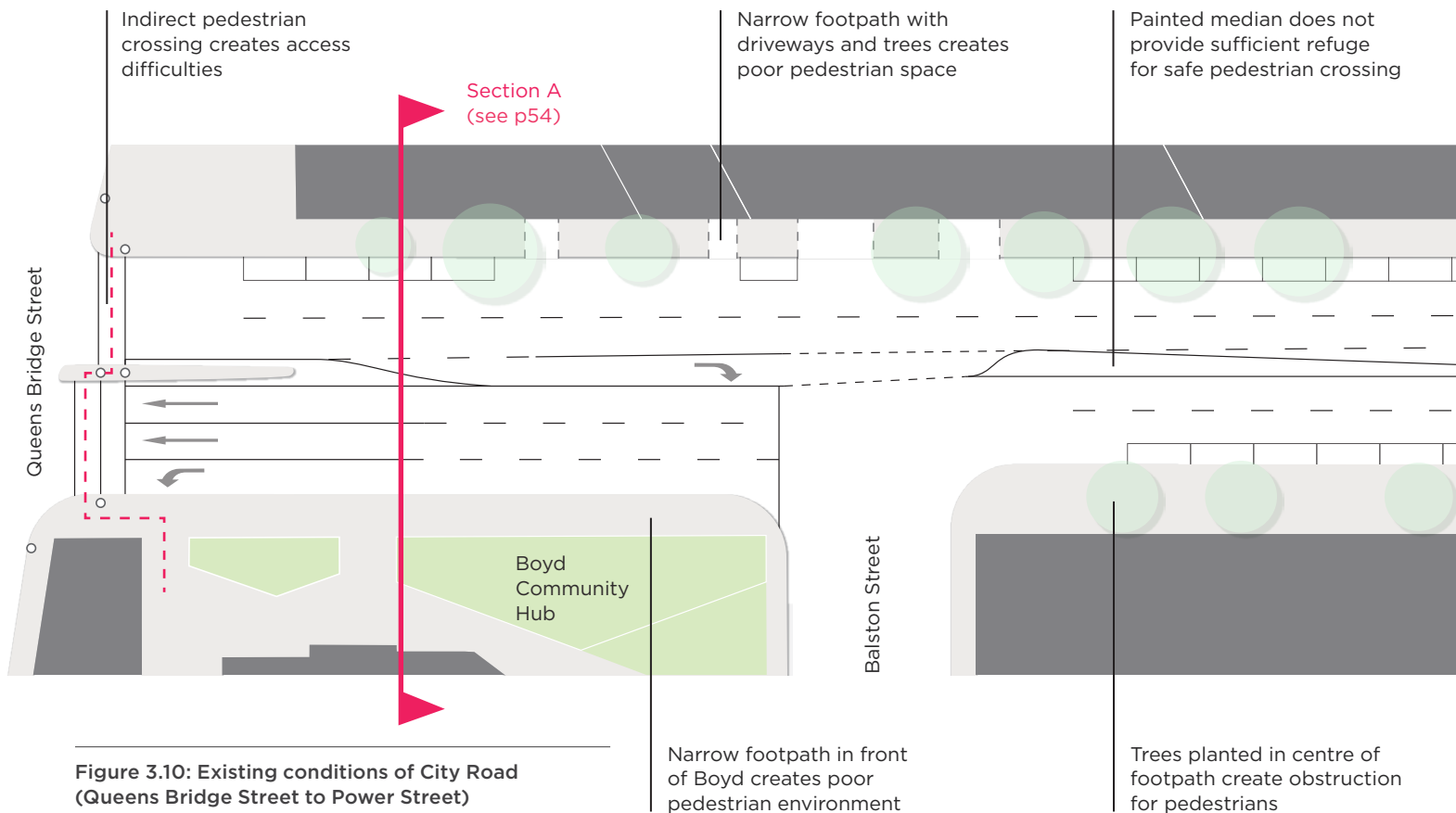


Figure 3.10: Existing conditions of City Road (Queens Bridge Street to Power Street)



Figure 3.11: Existing conditions along City Road resulting in a lack of pedestrian access to the Boyd Community Hub

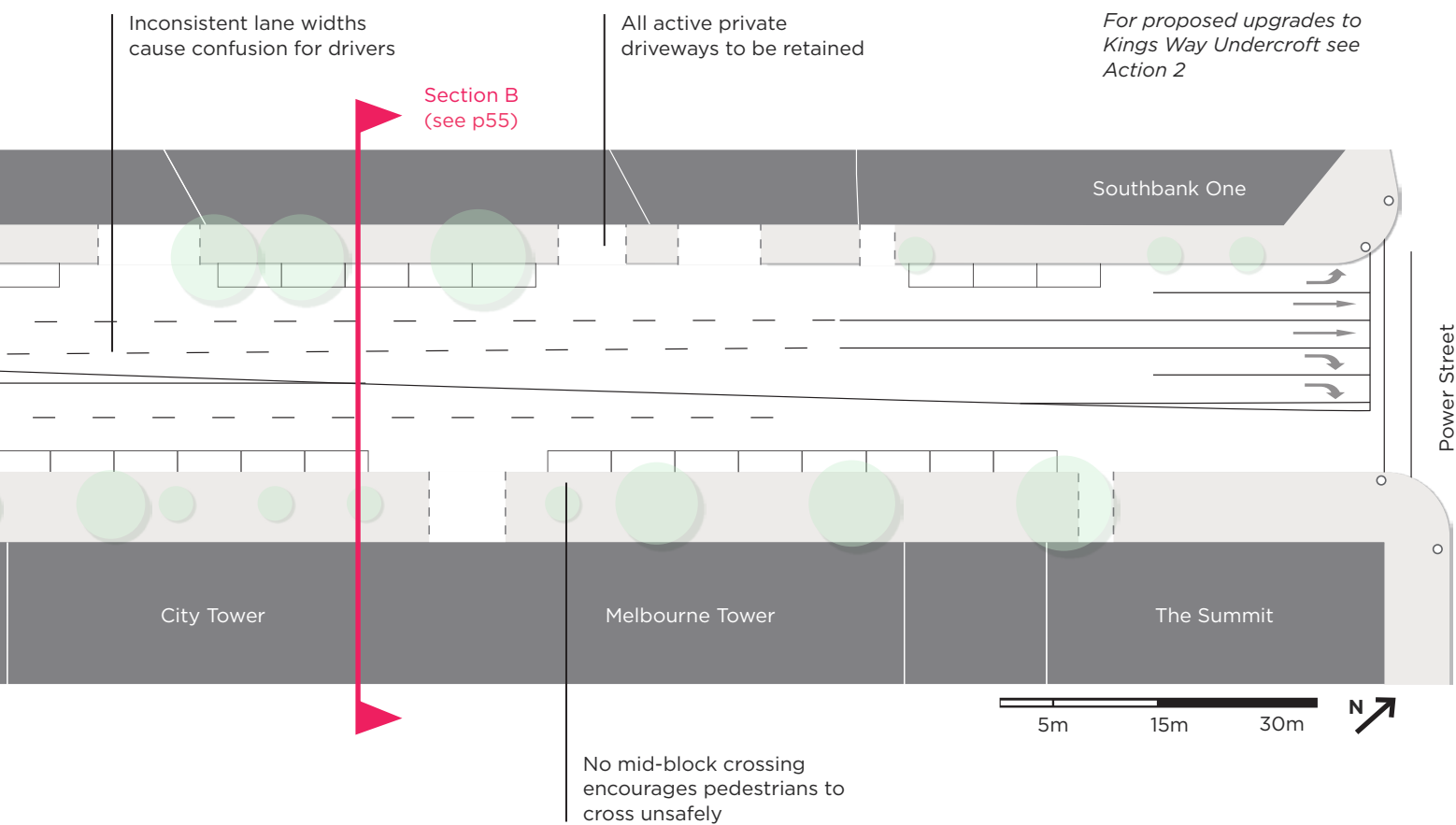


Figure 3.12: Existing conditions along City Road looking east towards Power Street

Legend	
	Private property
	Footpath
	Tree
	Traffic signal

Queens Bridge Street to Power Street

Proposed design

The proposed design introduces a tree lined median, improved pedestrian amenity around Boyd and separated bicycle lanes west of Balston Street.

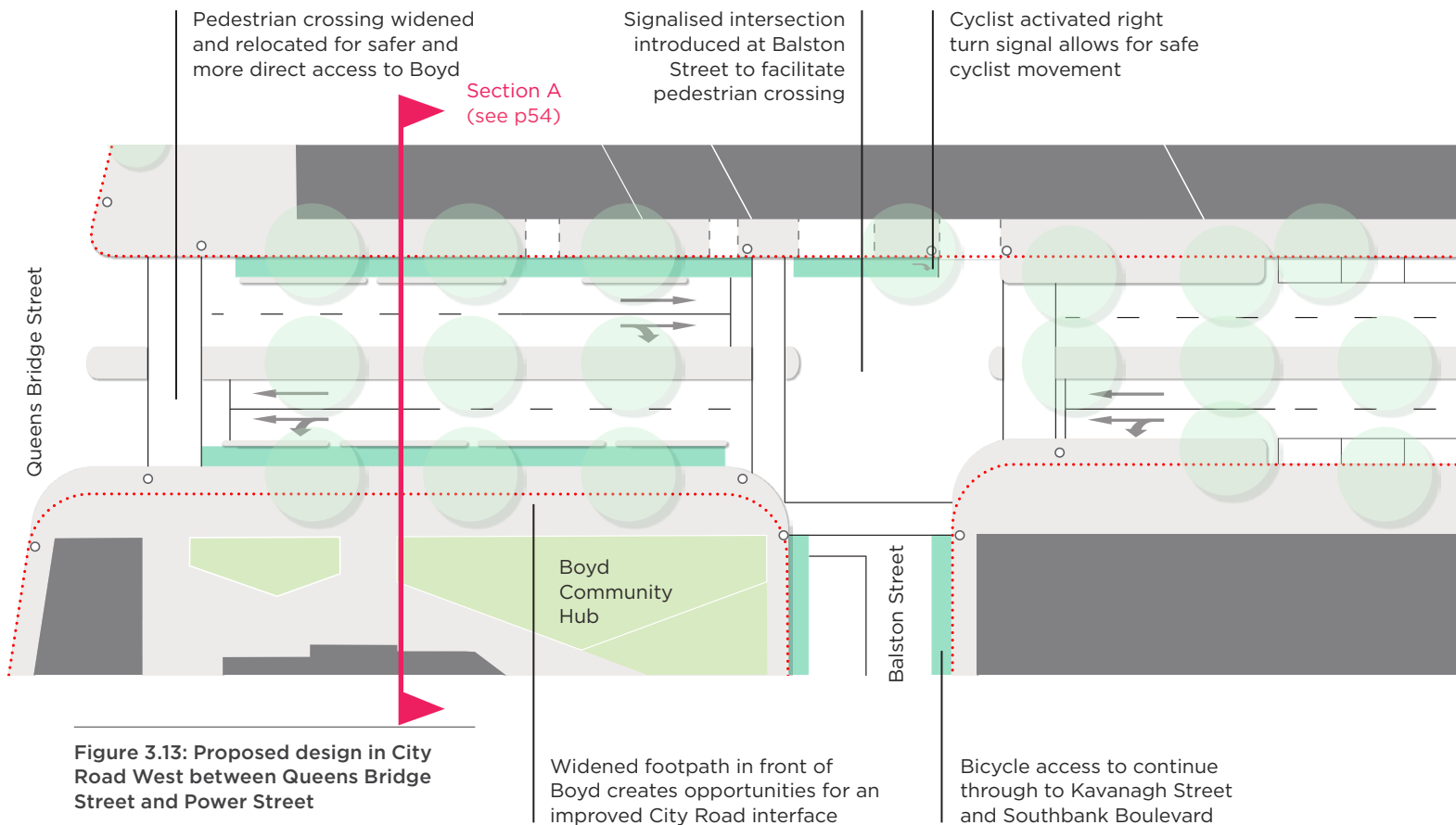
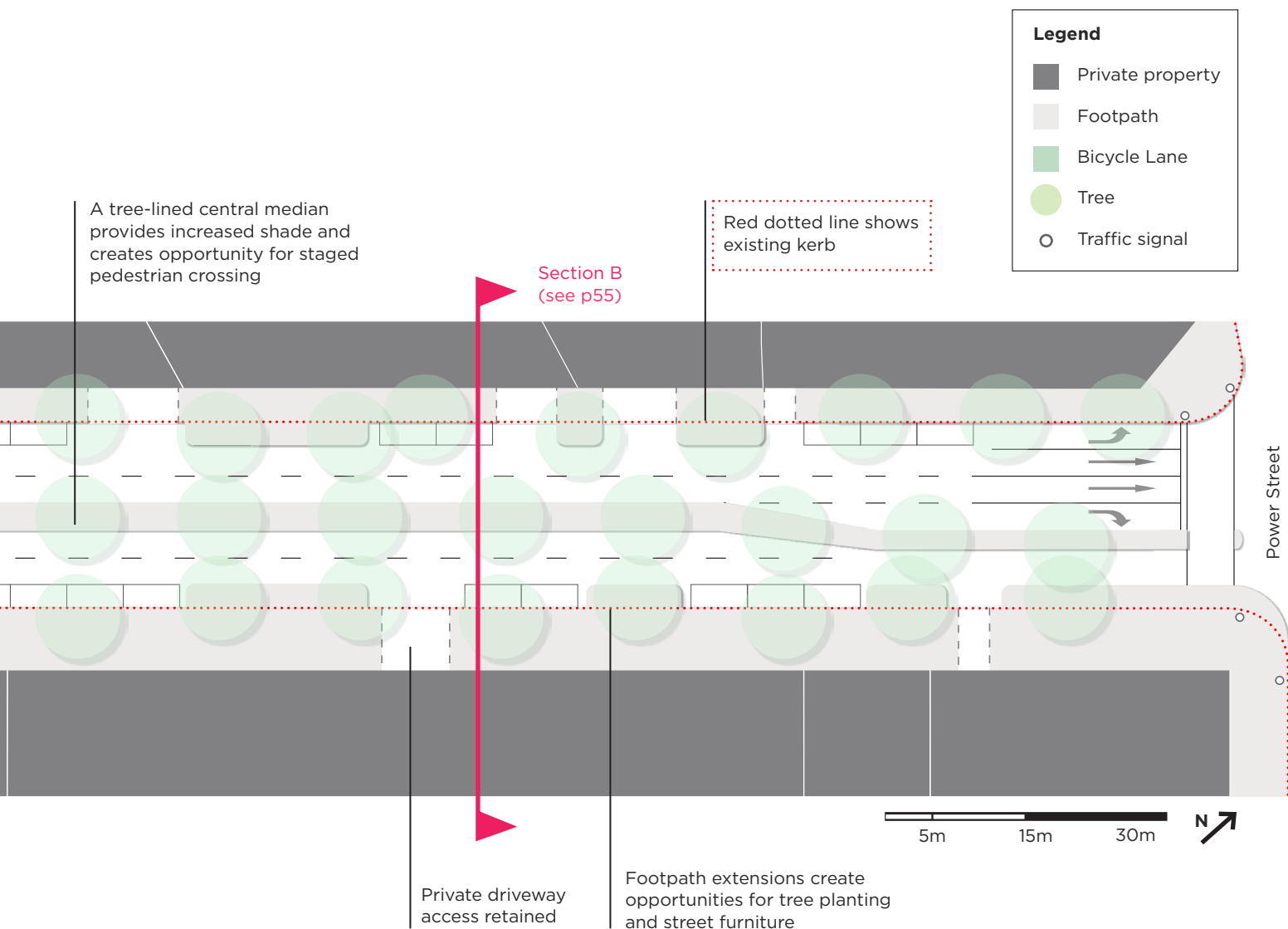


Figure 3.13: Proposed design in City Road West between Queens Bridge Street and Power Street



Before

Figure 3.14: Existing view along City Road looking south towards Boyd Community Hub (between Queens Bridge Street and Power Street)



After

Figure 3.15: Artist's impression of proposed conditions along City Road looking south towards Boyd Community Hub (between Queens Bridge Street and Power Street)

Queens Bridge Street to Power Street

Existing Conditions (A)

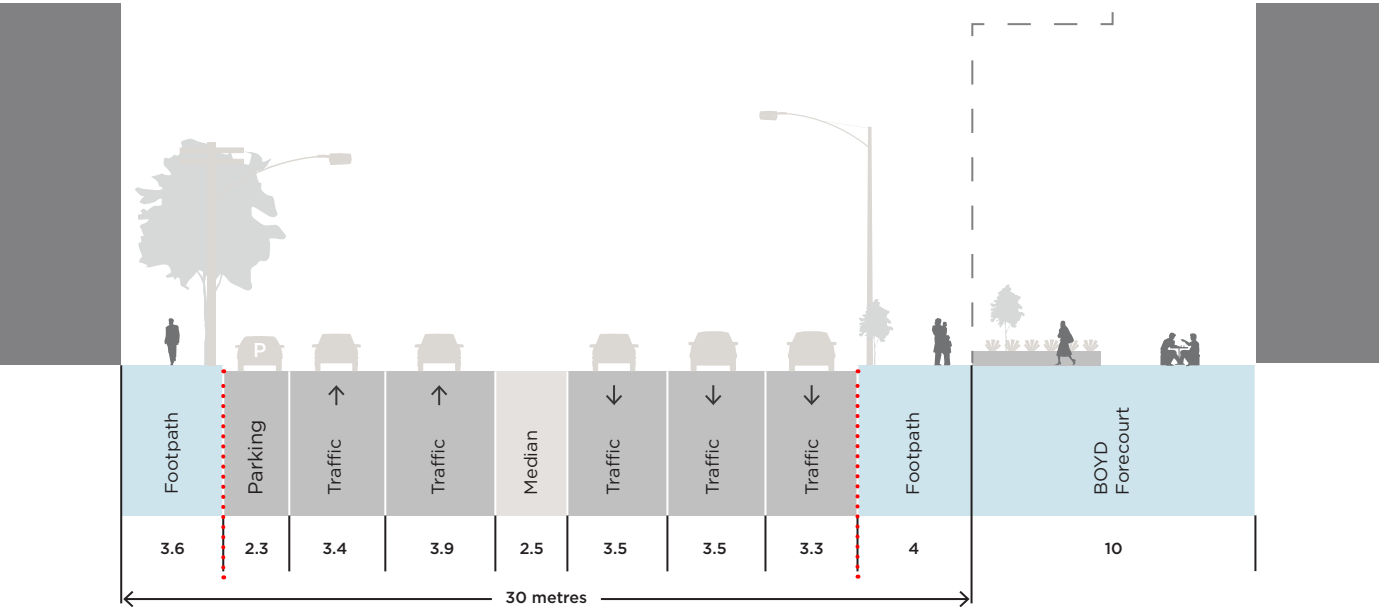


Figure 3.16: Existing conditions of City Road looking east towards Power Street (Section A)

Legend

Current extent of footpath

WSUD Infrastructure

Proposed Conditions

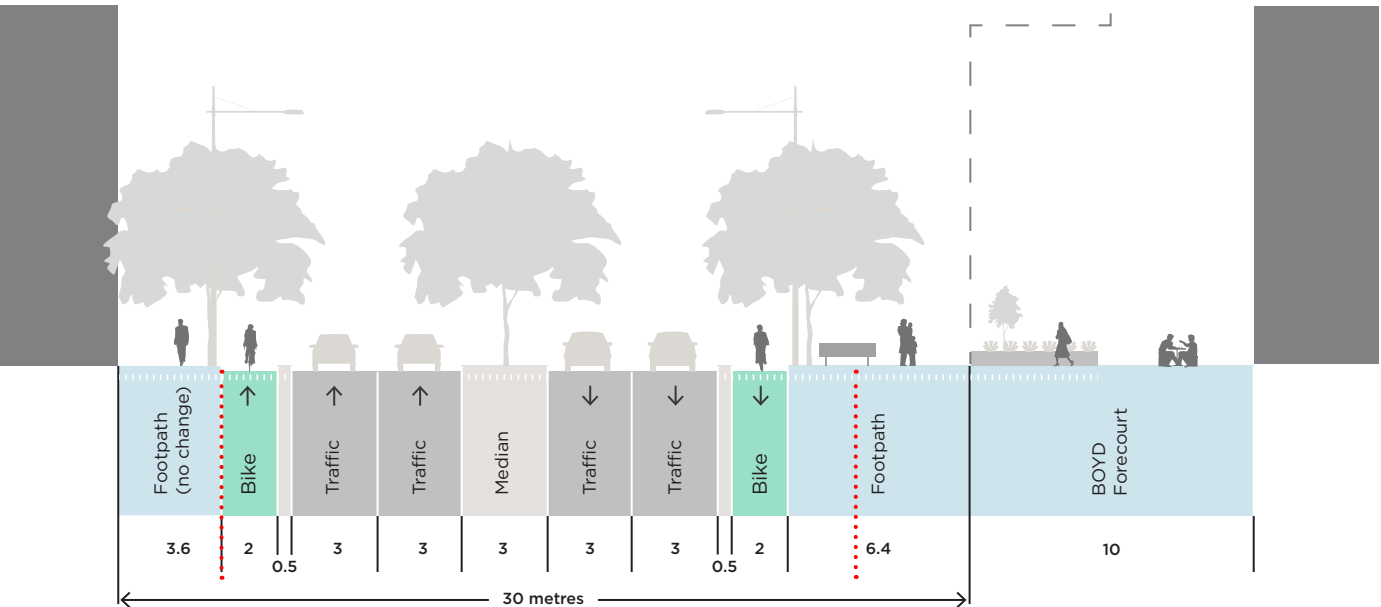


Figure 3.17: Proposed conditions of City Road looking east towards Power Street (Section A)

Existing Conditions (B)



Figure 3.18: Existing conditions of City Road looking east towards Power Street (Section B)

Legend

- Current extent of footpath
- WSUD Infrastructure

Proposed Conditions

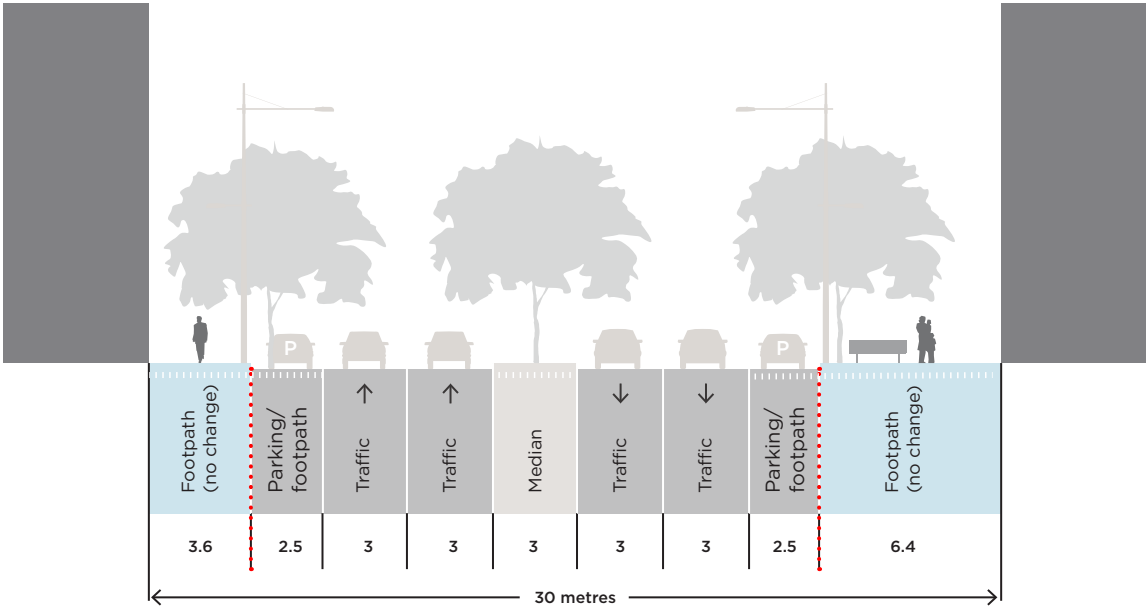


Figure 3.19: Proposed conditions of City Road looking east towards Power Street (Section B)

City Road West

Benefits and potential impacts of improvements to City Road

Proposed improvements

The improvements proposed for City Road West will deliver the following benefits to significantly improve the safety, character and enjoyment of City Road West.



Over 60 new street trees



700 metres of separated bicycle lanes



High quality street materials, furniture and lighting



Public transport priority to Fisherman's Bend



Reduced pedestrian wait times



New traffic signals at Clarke and Balston Streets for safer and more direct pedestrian access



Removal of slip lanes at Queens Bridge Street

Potential impacts

The improvements to City Road West have been tested in the traffic model and are expected to lead to minor increases in journey times for vehicles travelling along City Road between Cecil Street and Power Street. These are outlined below and are considered to be acceptable impacts that balance the need to maintain traffic flow while significantly improving the experience of the street for pedestrians, cyclists and public transport users (see figure 3.20)

- Cecil Street to Power Street of up to:
 - 27 seconds in AM peak from 3:11 minutes to 3:38 minutes;
 - 1:31 minutes in PM peak from 3:46 minutes to 5:17 minutes.
- Power Street to Cecil Street of up to:
 - 40 seconds in AM peak from 2:29 minutes to 3:09 minutes;
 - 16 seconds in PM peak from 2:47 minutes to 3:03 minutes.

Consequences of the proposed design include:

- Removal of around 40 on street car parking spaces.

- Removal of some street trees in order to realign footpaths. (There will be net gain of street trees.)
- Footpath narrowed between Clarke and Queens Bridge Streets.

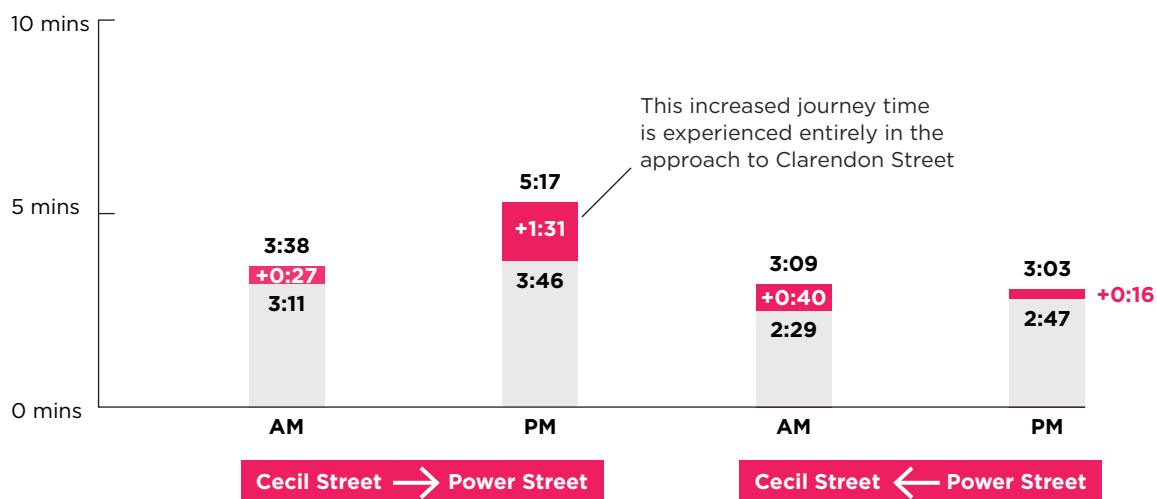


Figure 3.20: Increase in journey times between Cecil Street and Power Street.

Source: GHD Traffic Modelling Report, July 2015



Before

Figure 3.21: Current view looking west along City Road between Power Street and Balston Street



After

Figure 3.22: Artist's impression of proposed conditions looking west along City Road between Power Street and Balston Street

2. REIMAGINE KINGS WAY UNDERCROFT AS A COMMUNITY SPACE

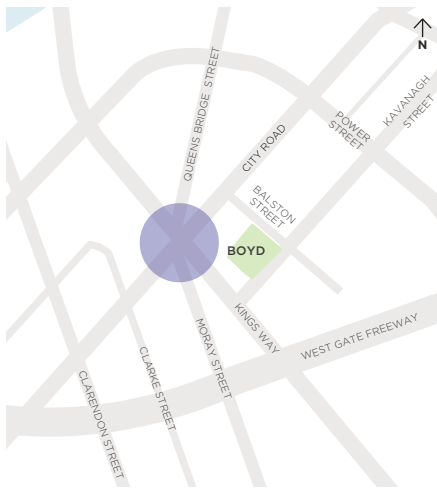


Figure 3.23: Location of Kings Way Undercroft.

The Kings Way Undercroft and surrounding area presents opportunities for pedestrian and cyclist improvements as well as potential open space upgrades.

The undercroft is located adjacent to the Boyd Community Hub, which since opening in July 2012, has attracted an average of 7000 visitors per month. Boyd has been described as the new 'heart' of Southbank and offers a diverse range of community services, helping to foster civic activity in the area.

A concept for the Boyd park on the site is currently being developed, however there is seen to be further scope for additional and complementary uses in

the undercroft space that cannot be accommodated in the park.

This action looks to build on the success of the Boyd Community Hub by expanding activity into the redundant spaces of the Kings Way Undercroft (see figure 3.24). By reclaiming some road space and consolidating this with existing pedestrian spaces, three distinct areas can be formed to create a combined area of one hectare of useable public space.

This project aims to:

- Incubate local community activities and local businesses.

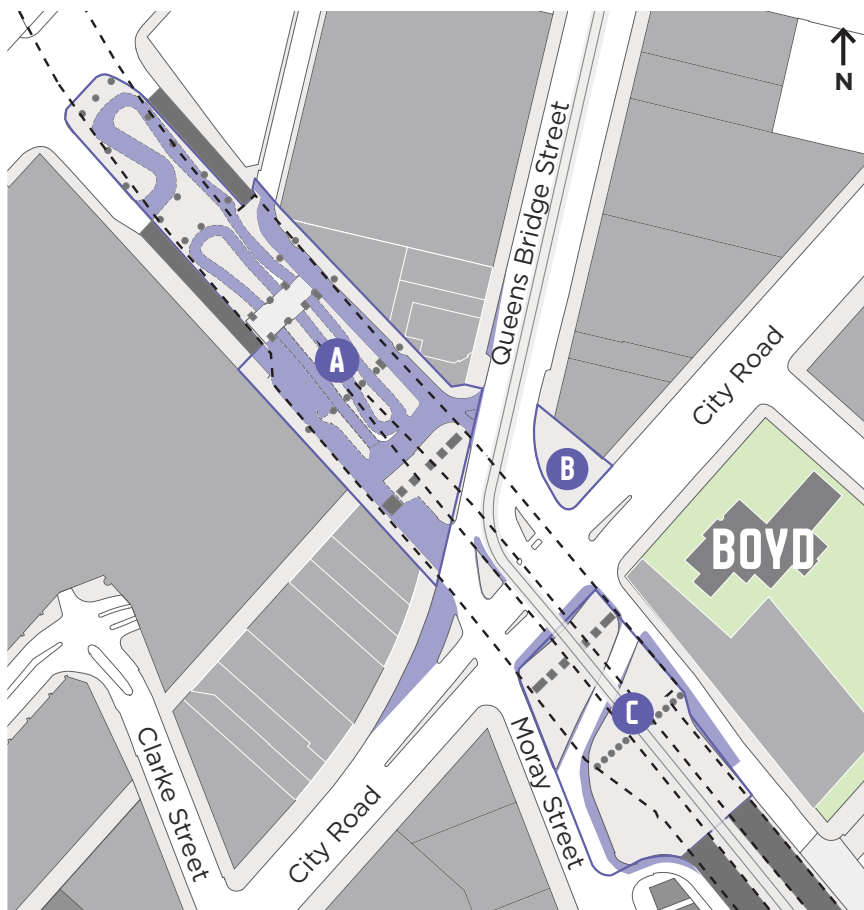


Figure 3.24: Kings Way Undercroft and surrounds

Legend

- A Northern Undercroft
 - B City Road Park
 - C Southern Undercroft
 - Potential road space reclaimed for use as pedestrianised public space
 - Kings Way (above)
- 0 50m 100m

- Further integrate the recently upgraded tram stop and bus stop with the surrounding public spaces.
- Address flooding issues and the urban heat island effect.
- Consider the role this space could play in complementing the existing Boyd Community Hub and upcoming Boyd Park.

Design concepts on the following pages illustrate ways each of these three sites could be re imagined. We want to start a conversation about ways the undercroft could better serve the local community.

‘Surely something more presentable can be achieved at Kings Way Undercroft.’

Mike, resident



Northern Undercroft design concept

The Northern Undercroft is located under Kings Way overpass on the northern side of City Road.

It is currently occupied by a large redundant taxi rank and provides on and off ramps to the Crown Casino car parks. It connects to rear service lanes for properties facing Queens Bridge Street and City Road. Large concrete pylons support Kings Way overhead.

By consolidating redundant space, an area of approximately 5000 m² can be created. This is the equivalent in size to approximately 12 basketball courts.

Figure 3.25 presents a design concept for re imaging the Northern Undercroft as a multipurpose space that provides for a range of community activities.

Possible uses and improvements of the Northern Undercroft could include:

- Skate park / parkour
- Climbing walls
- Sports courts
- Group fitness space
- Play spaces
- Temporary art installations / events
- Pop up pavilions / studios

The following experiences of the Kings Way Undercroft were shared by the community:

‘Safety is an issue at night under Kings Way for pedestrians. This is a common short cut for Crown workers who finish at night.’

Steven, resident



After

Street art spaces

Multipurpose sports courts

Figure 3.25: Artist's impression of potential uses that could occur in the Kings Way Northern Undercroft space

Commonly used pedestrian route to and from Crown Casino with very poor amenity and a lack of surveillance

Redundant taxi rank

Proposed development sites will front the space



Before

Figure 3.26: Existing conditions of Kingsway Northern Undercroft

Poorly lit and unsafe space

Large, poorly maintained spaces prone to flooding



Climbing walls

Seating

Studio spaces / makers' spaces / art spaces / equipment storage

City Road Park design concept

City Road Park is a small park on the corner of City Road and Queens Bridge Street directly opposite the Boyd Community Hub.

The park is owned by the City of Melbourne, however currently contains two covenants that restrict the height of planting and other structures to a maximum of 1.5m.

City Road Park currently lacks adequate shelter, seating or protection from traffic. It is exposed to the adjacent roadways and is dominated by a large advertising billboard.

Figures 3.28 and 3.29 present design concepts for reimagining City Road Park as an attractive, sheltered public space with opportunities to sit and gather.

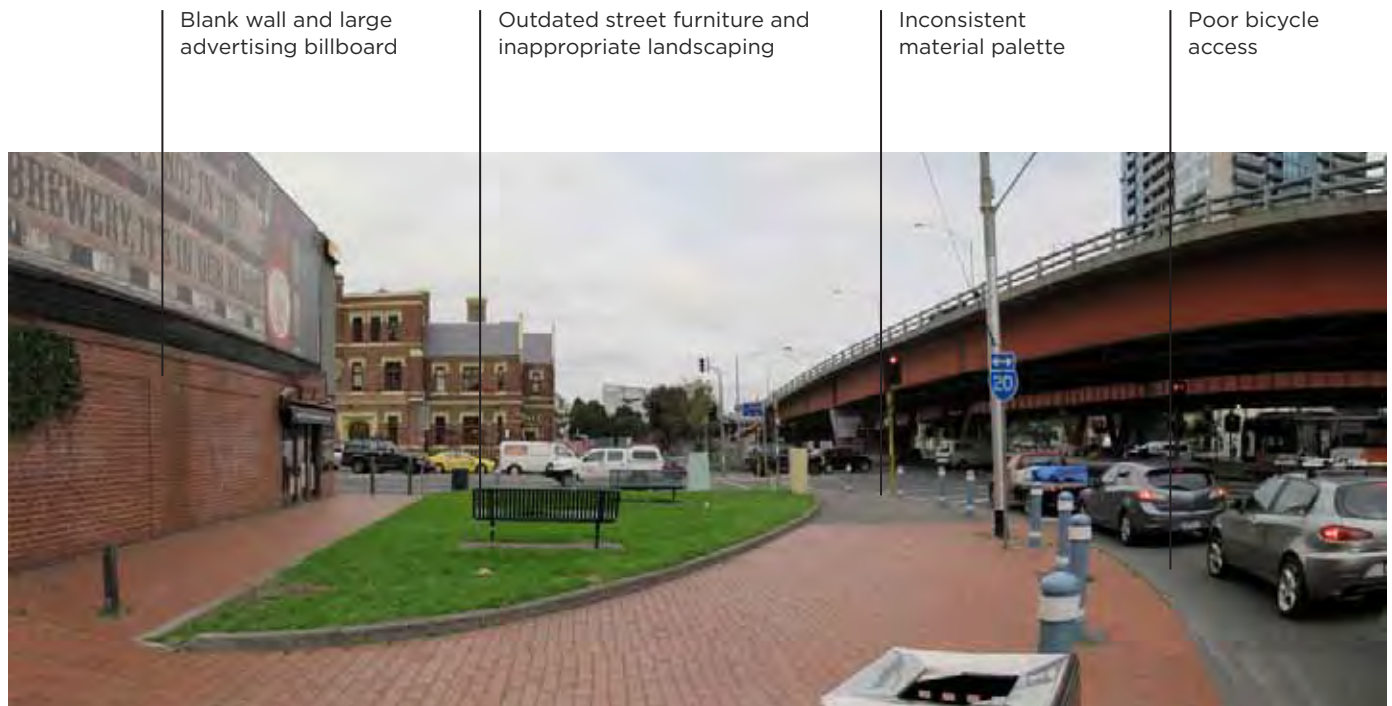
The redesign of City Road Park could include features such as:

- Art and sculpture installations
- Play elements
- Water Sensitive Urban Design opportunities / rain garden
- Interactive music and sound
- Seating
- Greening

The following experience of City Road Park was shared by a member of the community:

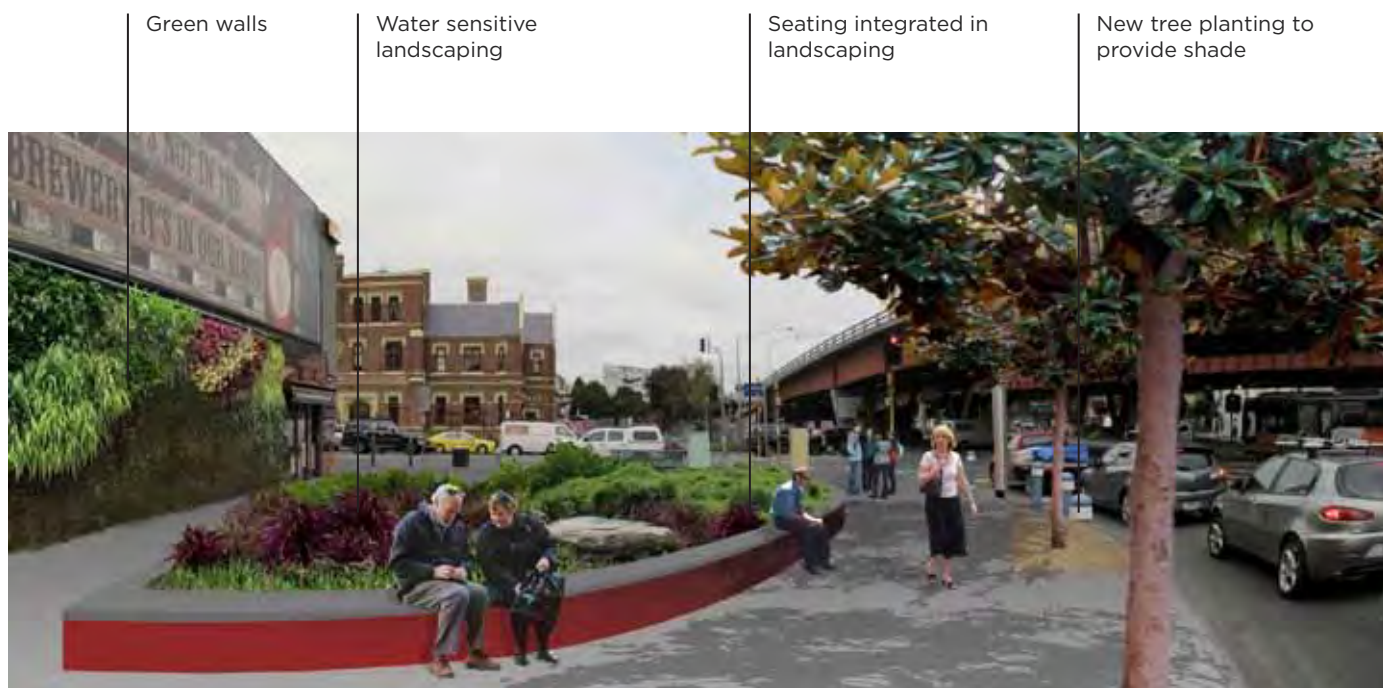
‘A playground for the kids would be nice.’

Alan, resident



Before

Figure 3.27: Existing view of City Road Park looking south towards Boyd Community Hub



After

Figure 3.28: Artist's impression of potential changes to City Road Park looking south towards Boyd Community Hub



After

Figure 3.29: Artist's impression of potential changes to City Road Park looking south towards Boyd Community Hub

Consistent materials palette

Planting around perimeter of site to provide separation from traffic

Southern Undercroft design concept

The Southern Undercroft is located to the south of City Road adjacent to Moray Street.

The Southern Undercroft accommodates a recently upgraded tram stop, large fenced gravel areas that cut across this space and a cut-through road and bicycle connection from Queens Bridge Street to Moray Street. This space is very difficult for pedestrians to move through. Fences, a lack of paving, flooding issues and poor signage all contribute to a feeling of a leftover and forgotten space.

Figure 3.30 presents a design concept for reimagining the Southern Undercroft as a green open space with trees and direct bicycle and pedestrian connections to Boyd and the tram stop.

Possible opportunities for improving the Southern Undercroft could include:

- Removing barriers to pedestrian access
- Tree planting
- Green open space
- Play elements
- Water Sensitive Urban Design
- Rain gardens
- Seating
- Further tram stop upgrades
- Lighting upgrades

‘The area around the intersection of Kings Way with City Road has lots of potential but actually looks awful. There is much potential for planting trees on the south-west corner of the intersection.’

Angelo, resident



After

Figure 3.30: Artist's impression of potential open space upgrades looking north towards Kings Way Southern Undercroft

Opportunity for tree planting

Integration with tram stop



Barriers to pedestrian movement prevent direct access to tram stop

Bicycle lanes to be retained and upgraded

Before

Figure 3.31: Existing view looking north towards Kings Way Southern Undercroft

Fast moving traffic through to Moray Street creates unsafe pedestrian environment

Area is prone to flooding



Safe bicycle access

Increased permeable surfaces help address flooding issue

Water sensitive urban design

3. UPGRADE CITY ROAD EAST TO BE SAFER AND EASIER TO GET AROUND

Understanding City Road East

City Road East between Power Street and St Kilda Road presents opportunities for improving safety and access, however significant changes are not currently possible due to the need to retain the road's ongoing arterial function. City Road East carries approximately 45,000 vehicles per day, including trucks that are required to use this road as an alternate route to the Burnley Tunnel.

Significant upcoming developments will bring increasing numbers of residents and pedestrians walking along and across City Road.

City Road East impedes much of this pedestrian movement acting as a barrier that divides Southbank residences and the Arts Precinct from destinations to the north such as Southbank Promenade, Southgate and the Hoddle Grid.

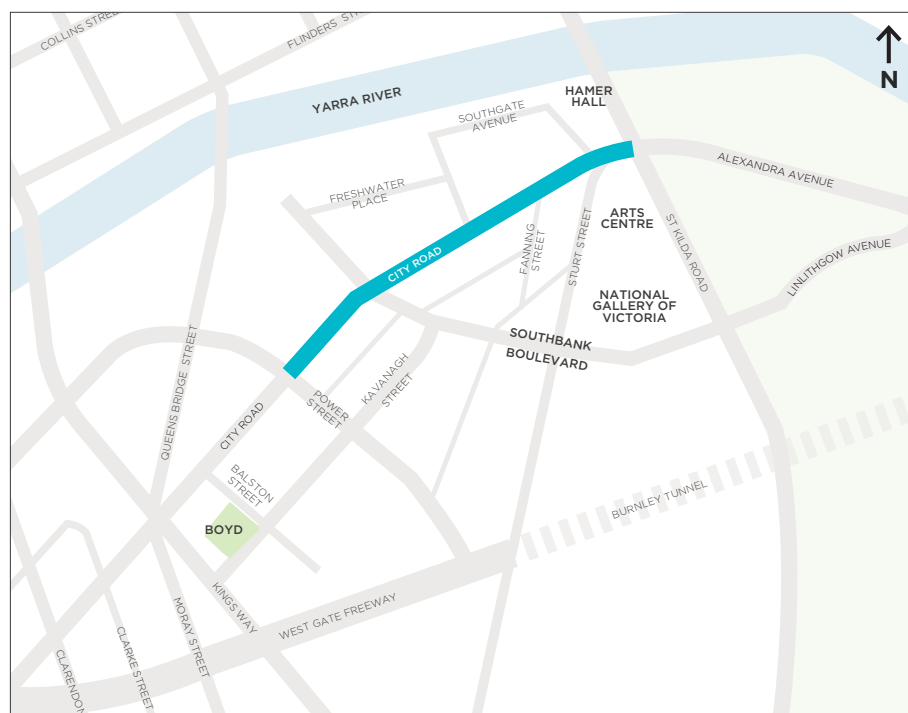
Potential short term improvements include removing slip lanes and reclaiming redundant road space to allow wider footpaths and tree planting. These aim to improve the safety and amenity of the local environment as much as possible within the current traffic constraints.

Existing conditions

The existing conditions of City Road East are inadequate to meet the needs of the future. Greater detail is contained on the following pages. Some of the key issues are:

- The pedestrian environment is unpleasant and unsafe due to dominance of traffic along City Road.
- Pedestrian crossings at large intersections are difficult and unsafe due to slip lanes and long wait times.
- Significant traffic flows contribute to noise and air pollution.

- Very narrow footpaths at the Power Street intersection bring pedestrians very close to large turning trucks.
- The pedestrian crossing at Fanning Street is often unseen by drivers who are moving quickly through the St Kilda Road underpass.



‘Any options need to allow City Road to still be a strong transport link. But any effort at noise reduction would be good.’

Nathan, resident

‘Left turn slip lanes have no place in a high density, high pedestrian volume urban area.’

Garrath, resident

Figure 3.32: City Road East between Power Street and St Kilda Road



Figure 3.33: Narrow footpaths expose pedestrians to freight traffic, creating an unfriendly and unsafe pedestrian environment



Figure 3.34: Large intersections along City Road (looking east at Southbank Boulevard) create unsafe and inconvenient crossing conditions

Power Street to Southbank Boulevard

Proposed street upgrades

Proposed street upgrades include removal of slip lanes and simplifying pedestrian crossings at Southbank Boulevard, central tree planting and some footpath extensions along City Road.

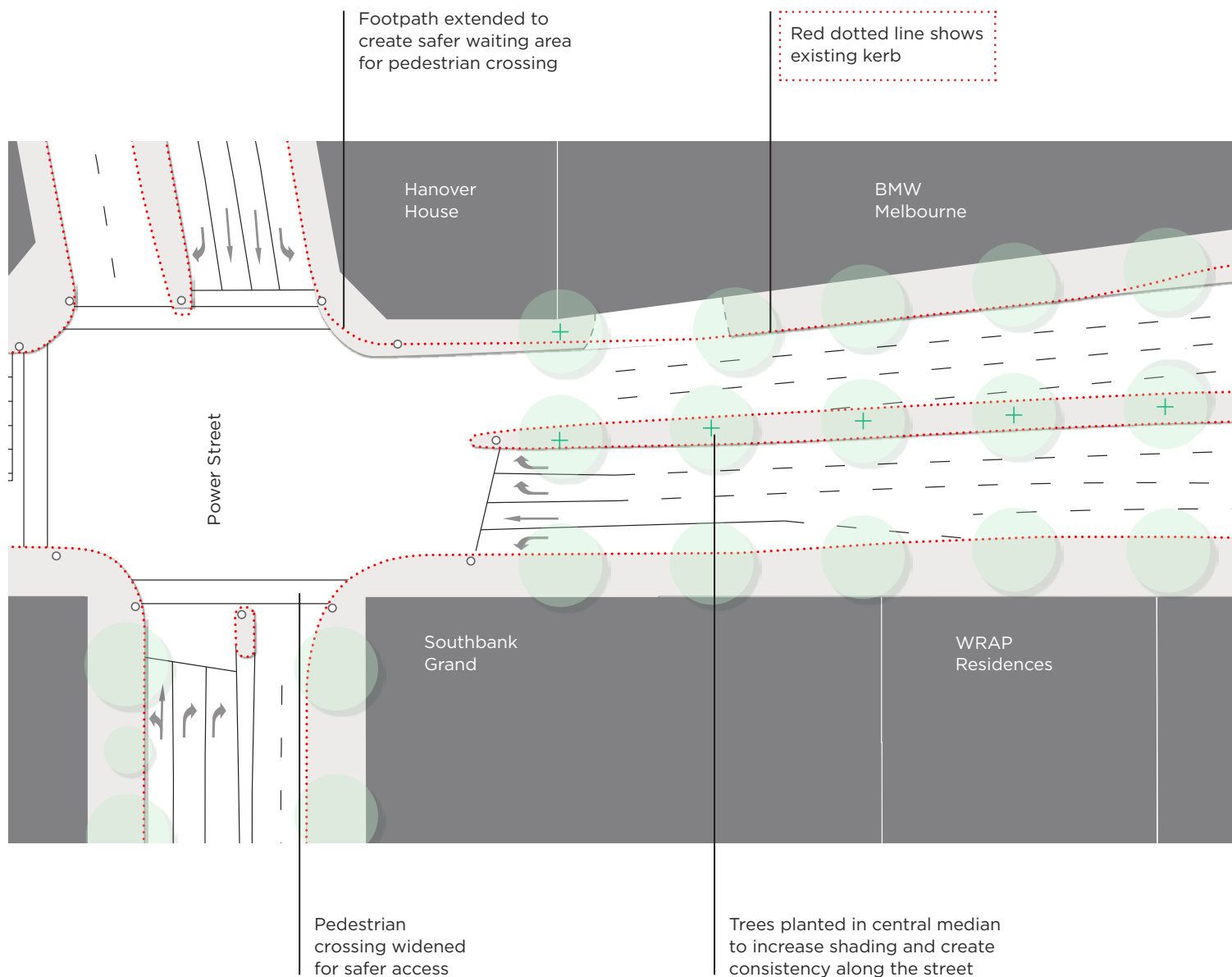
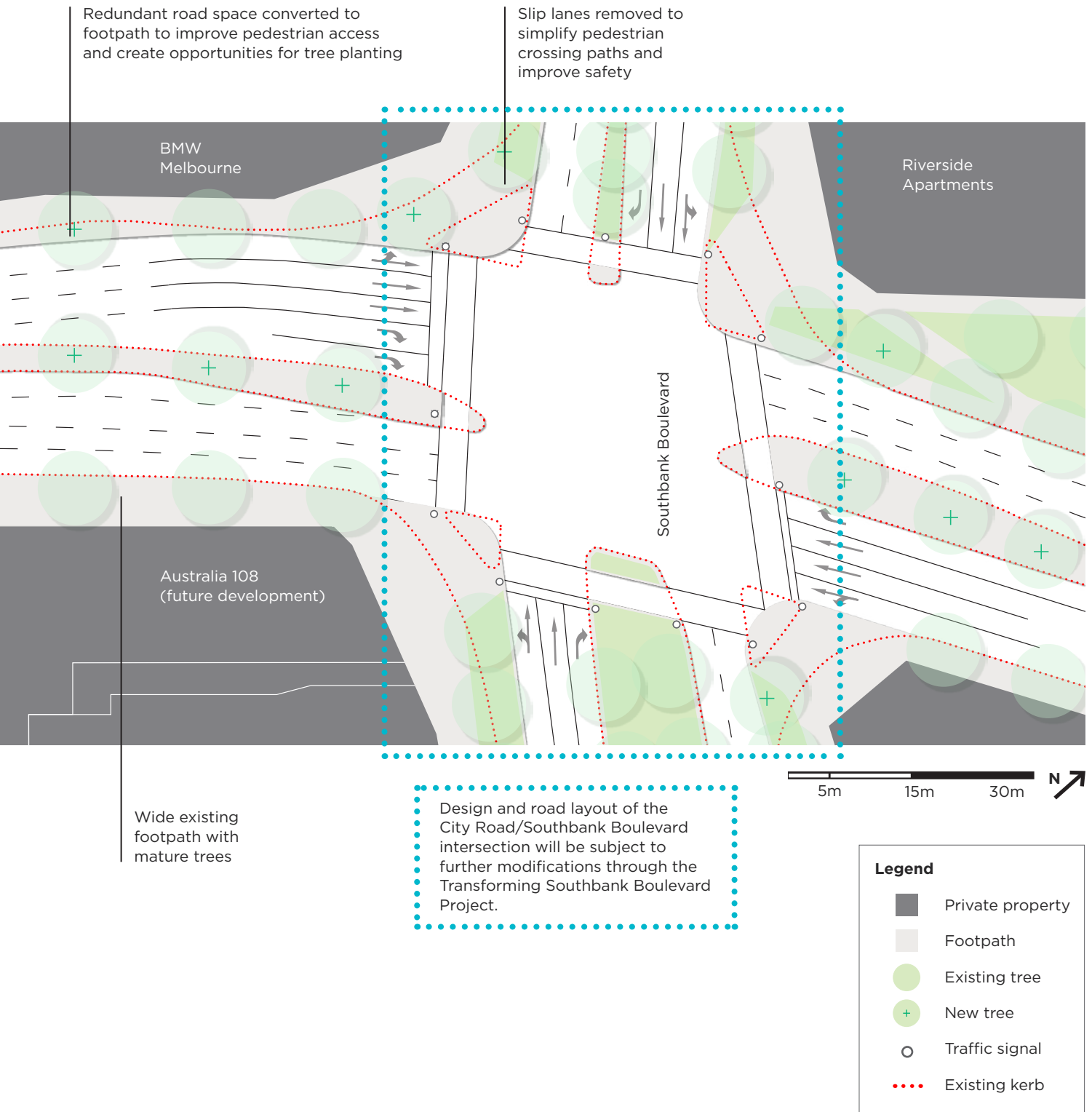
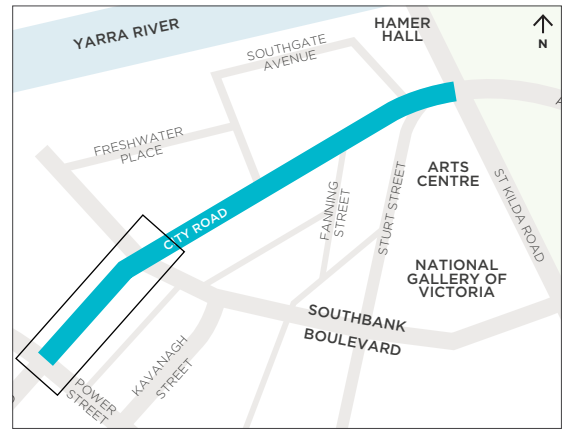


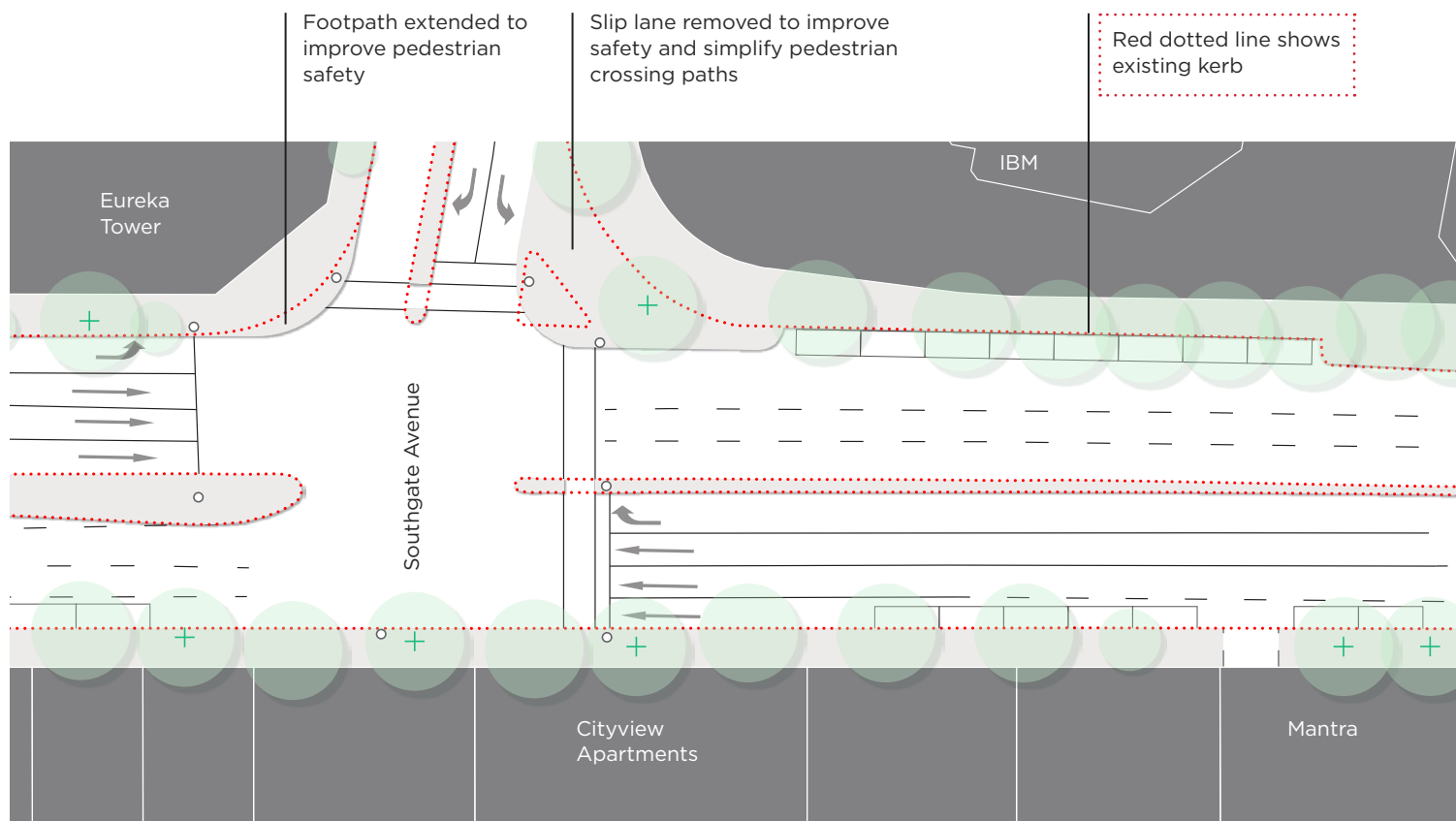
Figure 3.35: Proposed upgrade to City Road (between Power Street and Southbank Boulevard)



Southgate Avenue to St Kilda Road

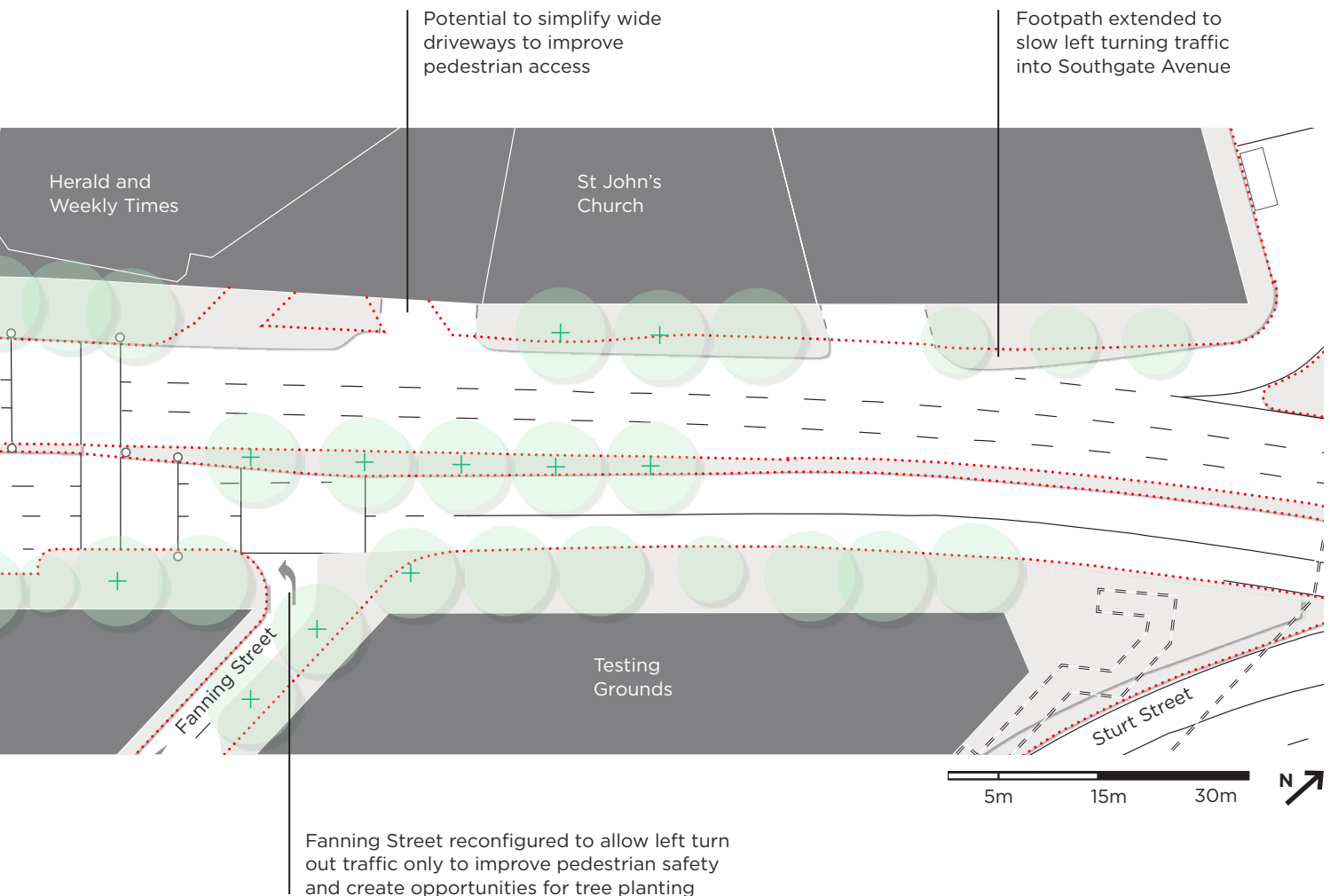
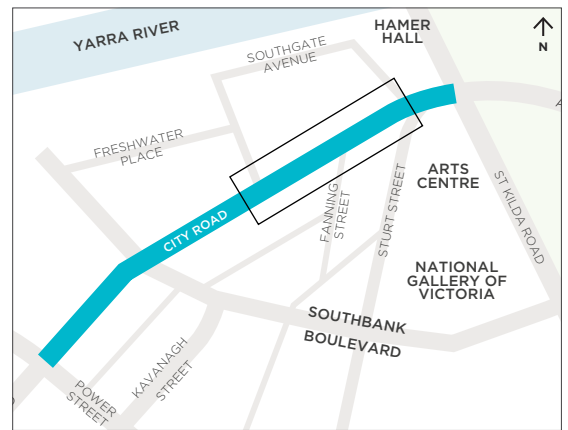
Proposed street upgrades

Proposed street upgrades include removal of a slip lane at Southgate Avenue, simplifying pedestrian crossings, reconfiguring Fanning Street, central tree planting and some footpath extensions.



*Treatment continued to Southbank
Boulevard - to be addressed at
detailed design phase*

Figure 3.36: Proposed upgrade to City Road (between Southgate Avenue and St Kilda Road)



'Cars just fly through too fast as they don't know that there is a crossing (at Fanning Street).'

Denise, resident

Legend

- Private property
- Footpath
- Existing tree
- New tree
- Traffic signal
- Existing kerb
- Arts Centre overpass



Closure of slip lanes can create opportunities for landscaping and improve safety by increasing space available for pedestrians waiting to cross at lights. This example shows the corner of Kings Street and Flinders Street

City Road East

Benefits and potential impacts of improvements to City Road

Proposed improvements

In order to upgrade City Road East to be safer and easier to get around, this action will result in the following improvements:



Removal of five slip lanes at Southbank Boulevard and Southgate Avenue and upgrade of reclaimed space



Over 45 new street trees



Footpath upgrades and extensions outside BMW, St John's Church and Fanning Street



Improved bicycle access across City Road at Southbank Boulevard

Potential impacts

The improvements to City Road East have been tested in the traffic model and result in minimal journey time increases for vehicles travelling between Power Street and Linlithgow Avenue as outlined below (see figure 3.37).

- Power Street to Linlithgow Avenue of up to:
 - 2 seconds in AM peak from 1:54 minutes to 1:56 minutes;
 - 5 seconds in PM peak from 3:42 minutes to 3:47 minutes.
- Linlithgow Avenue to Power Street of up to:
 - 1:11 minutes in AM peak from 3:00 minutes to 4:11 minutes;
 - 27 seconds in PM peak from 4:03 minutes to 4:30 minutes.

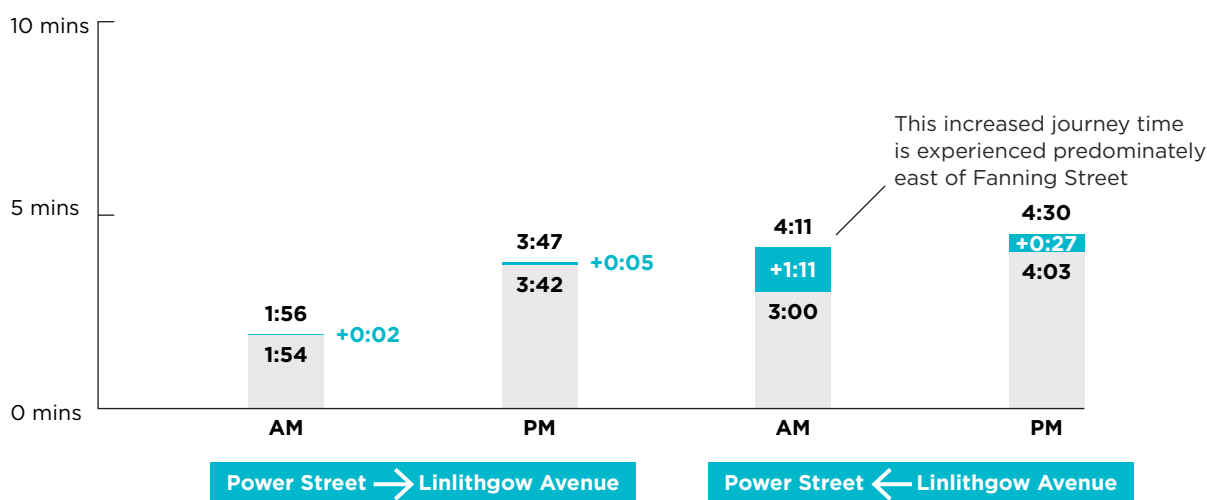


Figure 3.37: Increase in journey times between Power Street and Linlithgow Avenue

Source: GHD Traffic Modelling Report, July 2015

4. CONNECT CITY ROAD TO THE ARTS CENTRE AND YARRA RIVER

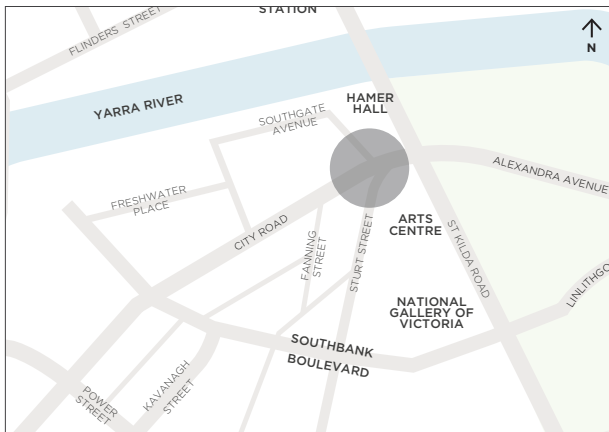


Figure 3.38: Location of the Arts Centre interface with City Road

At St Kilda Road, City Road is lowered below grade, re-emerging eastbound from the underpass as Alexandra Avenue.

This underpass creates an inhospitable and unsafe environment bounded by traffic guard rails, concrete structural supports and theatre back-of-house loading areas.

Coupled with fast-moving heavy traffic, this is a difficult area for pedestrians to navigate and underwhelming and disorientating for visitors to the globally renowned arts precinct.



Legend

- Study Area
- A** Connecting the Yarra River to St Kilda Road
- B** Connecting Southbank to the Arts Centre
- Improved pedestrian connections

0 50m 100m

Figure 3.39: Arts Centre/St Kilda Road Study Area showing potential pedestrian connection improvements

The following pages present several design concepts for significant upgrades to pedestrian access around City Road at St Kilda Road.

Arts Precinct

Above City Road, the Arts Centre's St Kilda Road frontage benefits from a prominent address and high quality pedestrian environment. Arts Victoria's 'Arts Precinct Blueprint' sets a vision to expand the arts throughout Southbank to create one of the world's leading arts and cultural districts.

The interface between City Road and St Kilda Road provides a significant opportunity for the integration of the Arts Centre, the Yarra River and the expansion of the arts precinct into Southbank.

Reconnecting City Road with the city

This project acknowledges and highlights the strategic importance of reconnecting City Road with the Hoddle Grid by integrating the arts precinct within Southbank. It proposes ways to transform the existing disconnected and poor quality pedestrian environment into a connected, inviting and engaging place for people.

This project aims to:

- Create a safe pedestrian environment that is easy for everyone to get around.
- Create an inviting, public 'back door' from City Road interface to the Arts Centre.
- Replace or upgrade inadequate and outdated infrastructure.

- Create direct pedestrian links between the Arts Centre, the Yarra River and Southbank.
- Provide an improved pedestrian connection over City Road.
- Deliver a flexible concept which does not limit future expansion and growth of the precinct.

The design concepts on the following pages illustrate ways this area could be reconnected to serve both the local community and deliver on the broader Arts Precinct vision.



City Road at the corner of Fanning Street, looking east towards Testing Grounds and the existing stairs up to St Kilda Road

Connecting the Yarra River to St Kilda Road

Figure 3.42 presents a design concept for improving pedestrian connections between St Kilda Road and the Arts Centre lawn to the Yarra River. This design concept includes the upgrade of Southgate Avenue (figure 3.47 p.79) by minimising parking and through-traffic while enabling better pedestrian and cycling links.

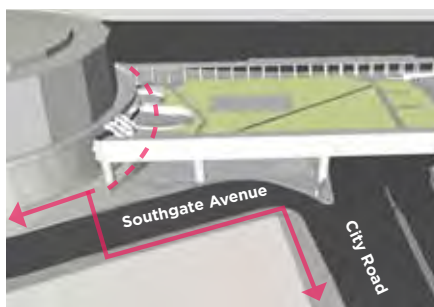


Figure 3.40: Existing pedestrian and cycling connections are poor quality, indirect and difficult to find

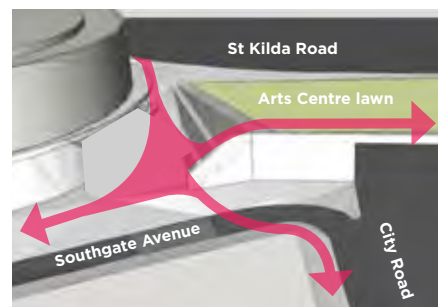


Figure 3.41: Proposed connections that improve accessibility between the Arts Precinct, the Hoddle grid and Southbank

‘Better links are required between St Kilda Road and City Road - It’s an ugly wasteland under Hamer Hall.’

Matt, visitor

Footpaths widened and resurfaced to improve pedestrian access and safety

Arts Centre posters to create visual interest



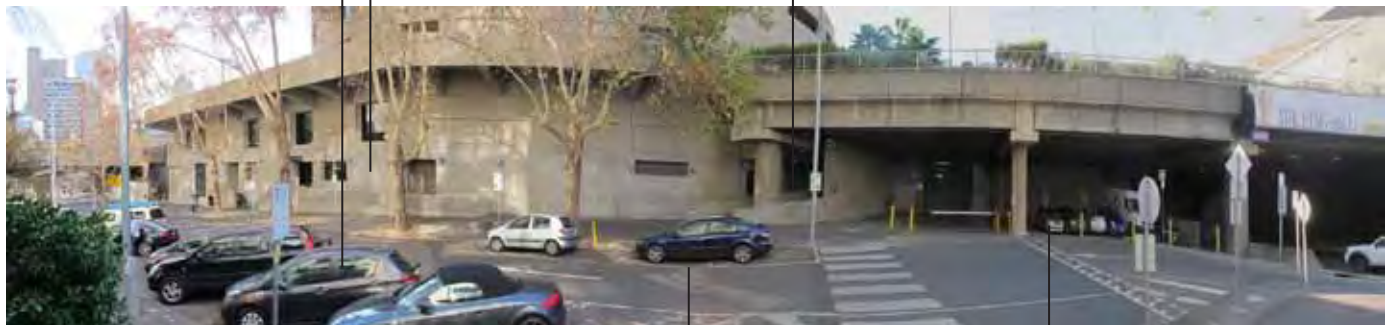
After

Figure 3.42: Artist’s impression of potential public realm upgrades looking east towards the Arts Centre

Street is dominated by car parking

Blank walls create an inactive & uninteresting street frontage

Obscured ramp and stairs are difficult for pedestrians to see (cyclists must dismount)



Before

Figure 3.43: Existing view of Southgate Avenue looking east towards the Arts Centre

Narrow, poor quality footpaths are difficult for pedestrians to walk along

Under utilised undercroft space creates unpleasant street frontage

Clear pedestrian and cycle ramp to St Kilda Road

Potential for Arts Centre activation (for example, a ticket box office)



Stairs to provide direct pedestrian link over City Road to Sturt Street

Connecting the Yarra River to St Kilda Road

Blank walls create inactive and uninteresting street frontage

Tree canopy growth is compromised by lack of space

Poor access to St Kilda Road - difficult to find



Before

Figure 3.44: Existing view of Southgate Avenue looking south towards the Arts Centre

Narrow footpaths with obstructions are difficult for pedestrians to navigate

Poor cycle connection to St Kilda Road

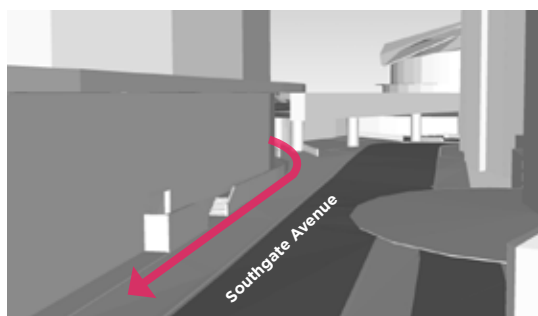


Figure 3.45: Existing connections between the riverfront and St Kilda Road

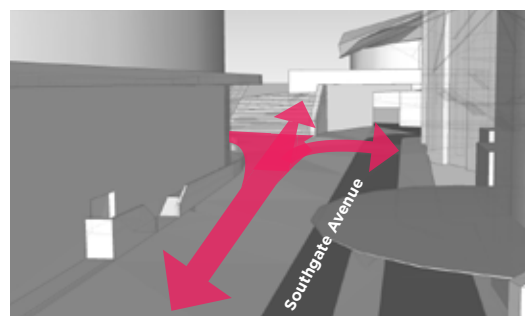


Figure 3.46: Proposed connections between the riverfront and St Kilda Road

Cycle access to St Kilda Road
via ramp (obscured)

Direct access to St Kilda Road and
across City Road to Sturt Street



After

Figure 3.47: Artist's impression of potential upgrades to Southgate Avenue looking south towards the Arts Centre

Arts Centre posters to create visual interest

Street trees relocated

Footpaths widened and resurfaced to improve access and safety

'An attractive pedestrian link would help to remove the feeling that City Road splits Southbank in two.'

Nathan, resident

Connecting Southbank to the Arts Centre

Figure 3.50 presents a design concept for creating an inviting entrance from City Road to the Arts Centre. A staircase and elevator would provide direct pedestrian connections between City Road and the Arts Centre and would help to integrate Southbank as part of the arts precinct.

‘This really should be the gateway for pedestrians from Melbourne to the whole Southbank area. Flowing the garden down to the road would be a game changer.’

Steve, resident



Figure 3.48: Existing pedestrian and cycling connections are poor, indirect and difficult to find

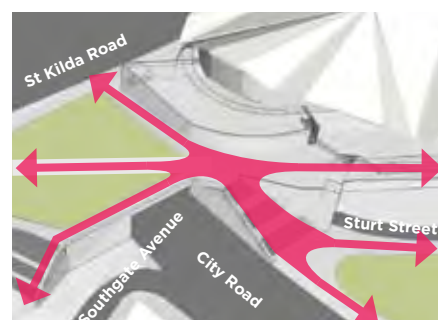
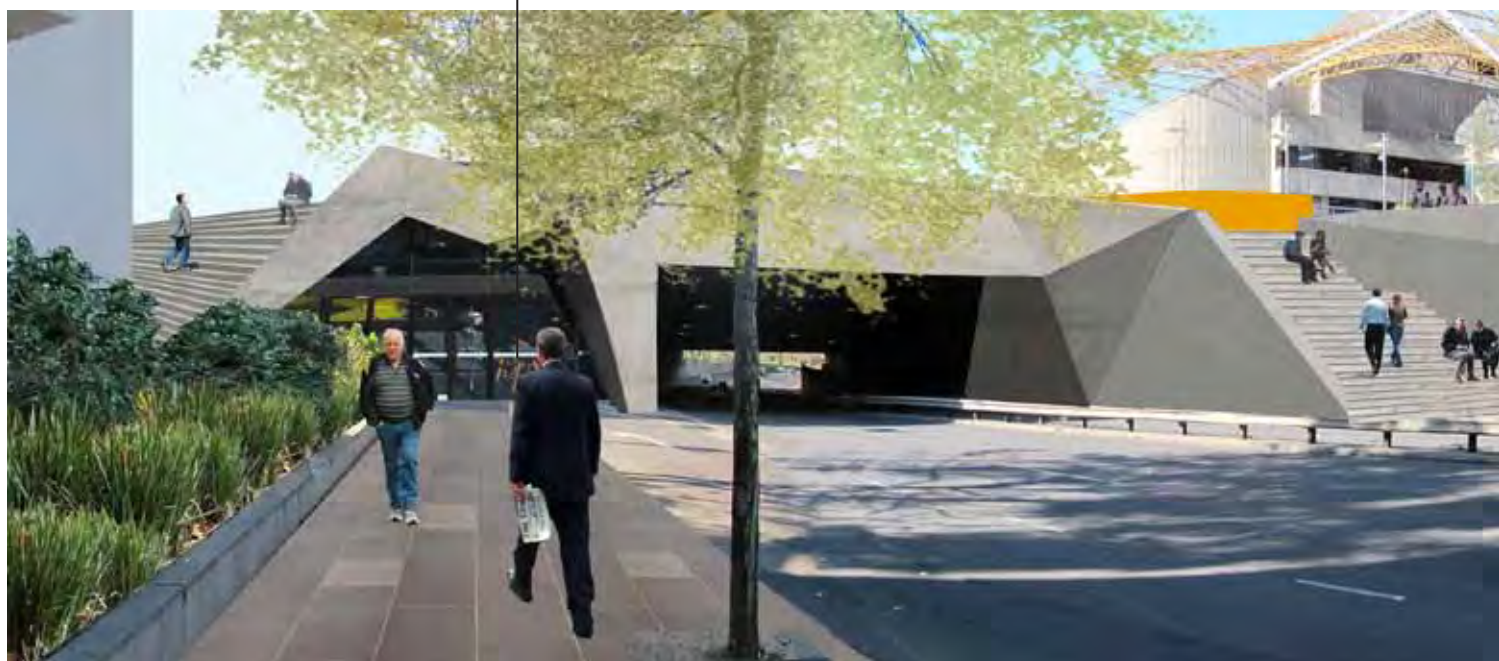


Figure 3.49: Potential connections will activate frontages around City Road and provide direct access to the arts precinct

Activation of frontage and direct pedestrian connection to St Kilda Road create a welcoming environment



After

Figure 3.50: Artist's impression of possible upgrades to connect City Road to the Arts Centre looking east towards Alexandra Avenue

Staircase provides circuitous connection to St Kilda Road (not DDA compliant)

Temporary arts space 'Testing Grounds' provides opportunity for an improved City Road interface



Before

Figure 3.51: Existing view of City Road underpass looking east towards Alexandra Avenue

Poor visual connection to St Kilda Road from City Road creates a disorienting pedestrian environment

Elevator incorporated in structure



Staircase provides direct connection to St Kilda Road

Potential for permanent open space to interface directly with City Road

5. RECONFIGURE ALEXANDRA AVENUE AS A BOULEVARD

Alexandra Avenue between St Kilda Road and Linlithgow Avenue presents opportunities to improve the connection between two significant gardens and provide an attractive and green gateway to Southbank.

In the short term, it is proposed to introduce a signalised pedestrian crossing to connect Alexandra Gardens to Queen Victoria Gardens. This will greatly improve connections through and usability of these gardens, particularly during events, and increase pedestrian safety.

A longer term opportunity exists to introduce a central tree-lined median into this section of Alexandra Avenue to create a boulevard. The advantage of this proposal is to continue the tree canopy across the road and make it read as a road within a park, encouraging improved driver behaviour.

This more transformative proposal will be explored as part of the Domain Master Plan which is currently underway.

Trade-offs include the loss of some parkland to allow space for the median

in order to maintain vehicle capacity. The slip lane at Linlithgow Avenue is being removed as part of another City of Melbourne project.

The existing conditions of Alexandra Avenue encourage high vehicle speeds and do not maximise the potential of pedestrian connections between the gardens and Yarra River.



Figure 3.52: Location of Alexandra Avenue between St Kilda Road and Linlithgow Avenue

Alexandra Avenue

Benefits and potential impacts of improvements to Alexandra Parade

The improvements proposed for Alexandra Avenue will deliver the following benefits:



New pedestrian crossing for safer and more direct pedestrian access



Central tree-lined median with an additional 11 trees

Consequences of the proposed design include:

- Minor traffic delays from a new pedestrian crossing.
- Redistributing some parkland to accommodate a central median.

Proposed street upgrades for Alexandra Avenue are presented on the following pages.

'It's so hard to get from Alexandra Gardens to Queen Victoria Gardens. We really need a connection for better usage of both garden spaces.'

Steve, resident



Alexandra avenue

Proposed design

The proposed design introduces a new pedestrian crossing and a tree lined central median requiring a widening of the existing carriageway.

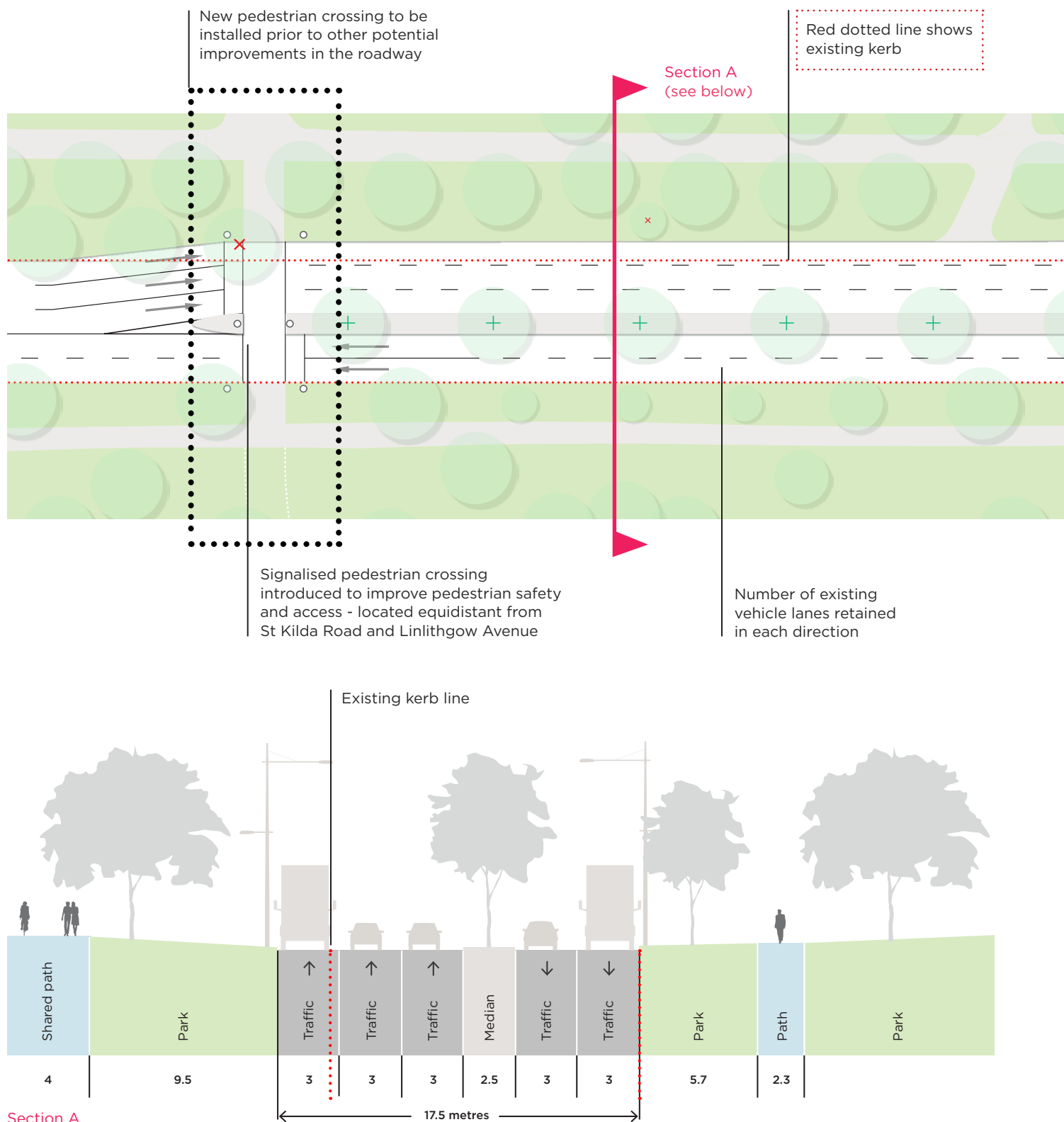
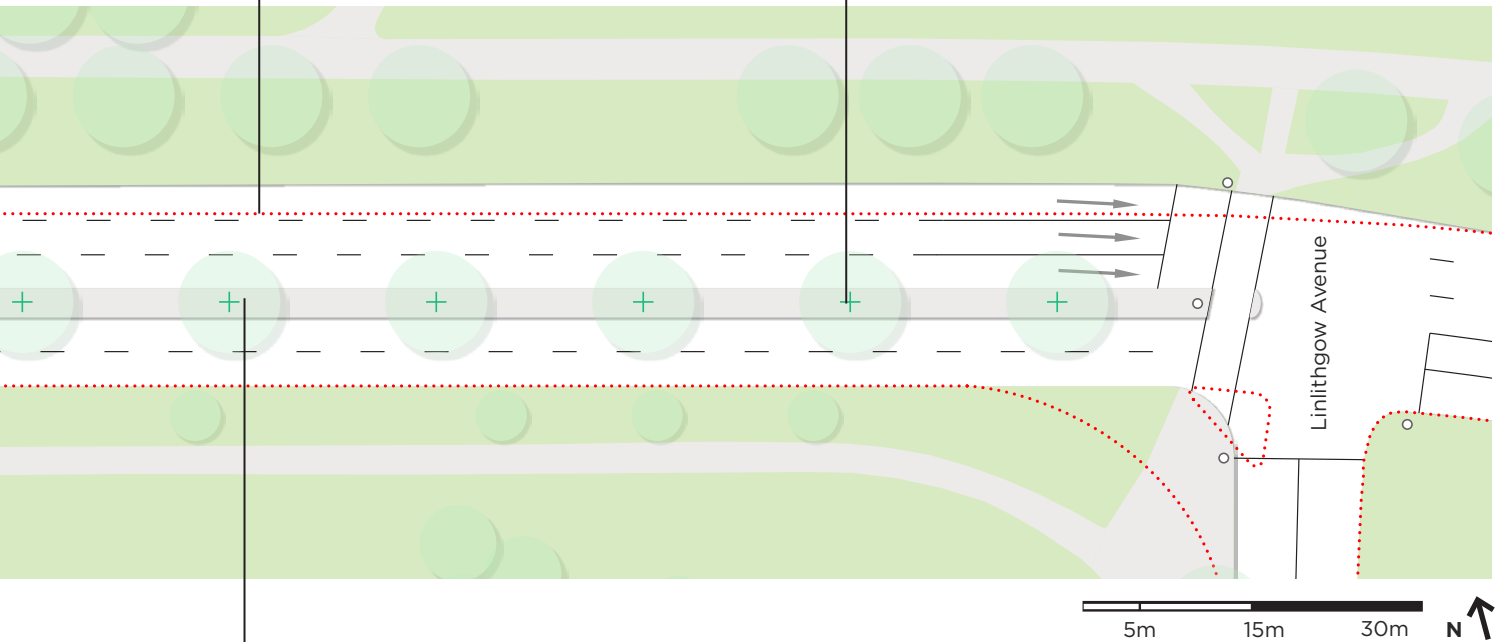


Figure 3.53: Proposed upgrades to Alexandra Avenue looking east towards Linlithgow Avenue, showing central median (to be considered as part of the Domain Master Plan)



Road width extended approximately 2.5 metres to create space for central median

Median creates a boulevard streetscape similar to St Kilda Road, indicating to drivers they are entering the central city









Tree lined central median provides increased shade and improves visual connection between two gardens

‘Anything you can do to provide several links between these two sets of gardens would be great.’

Nathan, resident

Legend

-  Footpath
-  Existing tree
-  New tree
-  Tree removed
-  Traffic signal
-  Existing kerb

6. EXPAND THE BICYCLE NETWORK WITHIN SOUTHBANK

This draft master plan proposes a new on-road bicycle route through Southbank via City Road, Balston Street, Kavanagh Street and Southbank Boulevard (see figure 3.54).

This route will improve cycling access within Southbank between the Boyd Community Hub and the King's Domain and from the Yarra River trail through Southbank towards South Melbourne and Fishermans Bend.

This new bicycle route will greatly improve cycling access within Southbank and connect to the existing bicycle network, providing greater options for safe on road cycle journeys through Southbank.

It is not considered feasible within the time scale of this master plan to accommodate safe, separated bicycle lanes in City Road East and Alexandra Avenue due to the competing space requirements of different modes

requiring access to City Road between Power Street and Southbank Boulevard.

Separated bicycle lanes are proposed in City Road from Clarendon Street to Balston Street to ensure cyclist safety on this segment of the arterial road which contains both cars and buses. Further detail on the design of these bicycle lanes is included in Action 1.

Bicycle lanes on Southbank Boulevard will be included in the transformation of

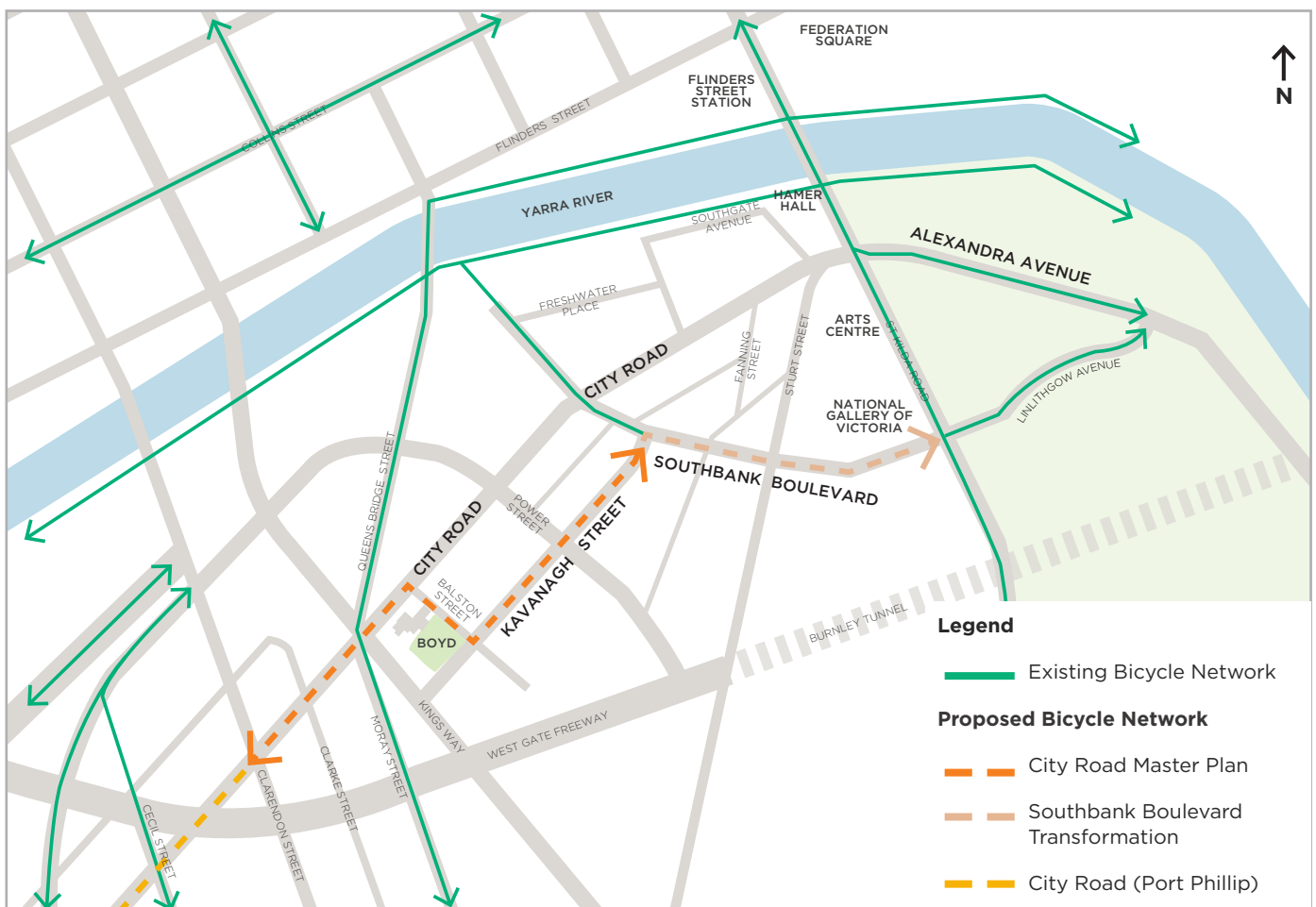


Figure 3.54: Proposed bicycle route (orange) through Southbank with existing network (green)

Southbank Boulevard. This will provide important connections to the river, St.Kilda Road and the Botanical Gardens.

Down the western end, City Road in the City of Port Phillip is nominated as a proposed commuter bike route (City of Port Phillip Bike Plan 2011-20). This route will be critical to help connect the Fishermans Bend urban renewal area to the central city.

The City of Melbourne will support the provision of bicycle facilities, at key destinations such as Boyd.

‘Cycling access to Port Melbourne via City Road is scary.’

Jackie, resident



Existing conditions on City Road have led to an unsafe and disconnected cyclist network. This example shows the lack of cyclist safety on City Road under Kings Way.

HOW WILL THE ACTIONS BE DELIVERED?

How can we achieve improvements in City Road?

In order to ensure that the draft master plan is grounded and deliverable in a realistic time frame, the proposals to change City Road that are included have been determined by the following drivers:

That we can make it happen.

This means the master plan proposes a series of street improvements that can be funded and delivered in the next five years.

That it is supported by the decision makers.

Proposed changes to the street need to be supported by both authorities that manage the road – City of Melbourne and VicRoads.

That it aligns with other projects aimed at improving Southbank.

The vision aligns with other projects in Southbank such as the Arts Blueprint, the Transforming Southbank Boulevard Master Plan and Boyd Park.


That it is informed by community feedback.

We are seeking community feedback on the draft master plan proposals. Further refinements will need to take place as a result of the community consultation. This may include additional traffic modelling to test the impact of further changes on the network.

Next steps

The action plan time lines shown on the following page are indicative only and subject to modification following community feedback.

The final City Road Master Plan will be presented to the Future Melbourne Committee in early 2016 seeking approval.

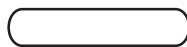


Traffic on City Road between Balston Street and Power Street

ACTIONS



Complete Master Plan



Complete City Road Master Plan following community engagement

1 City Road West detailed street designs

Develop detailed street designs for City Road West following Community Engagement.



2 Kings Way Undercroft concept design

Prepare a concept design for the upgrade of Kings Way Undercroft and areas around Boyd Hub.



3 City Road East detailed street designs

Develop detailed street designs for City Road East following Community Engagement.



4 Arts Centre / St Kilda Road

Work with the Arts Centre and the Victorian Government to develop a master plan for the Arts Centre and surrounding public realm.



5 Alexandra Avenue detailed street designs

Develop detail design for proposed pedestrian crossing



Develop a concept design for Alexandra Avenue as part of the Domain Master Plan



6 Expand bicycle network within Southbank

Establish a new bicycle route through Southbank



Design work to be led by City of Melbourne in partnership with VicRoads/Arts Centre



Construction subject to detailed capital works program approvals

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