

ELIZABETH STREET SOUTH STREETSCAPE IMPROVEMENT PLAN

A GATEWAY TO MELBOURNE'S RETAIL HEART

AUGUST 2016



CITY OF MELBOURNE

ELIZABETH STREET

In its current form, Elizabeth Street south is not functioning as well as it could. The current street configuration restricts pedestrian movement which causes crowding, particularly during peak hours, and it provides poor, indirect access to public transport. The existing streetscape is also cluttered and lacks street trees and well-integrated street furniture.

Elizabeth Street is one of Melbourne's most significant city spines and has played an important role in the history and evolution of the city. Elizabeth Street provides a distinctive entrance to Melbourne's central retail area and is many people's first impression and welcome to the city. It hosts many significant landmarks and destinations including Flinders Street Station, Bourke Street Mall and many laneways and arcades. Looking south down Elizabeth Street reveals the important civic vista of the Flinders Street Station clock tower.

The City of Melbourne wants to work with stakeholders and the community to improve the southern end of Elizabeth Street by prioritising pedestrian movement, enhancing the local amenity and providing an attractive entrance to Melbourne's retail centre.

Research shows us that vehicle numbers in Elizabeth Street are decreasing particularly at the southern end, between Flinders Street and Flinders Lane. At the same time, pedestrian numbers are increasing as the city grows.

Considering the changing needs of the street, we are looking at ways to provide a safer, more efficient and inviting pedestrian environment. Although we are starting with the southern end of Elizabeth Street, we will consider the remainder of Elizabeth Street when more is known about the impact of other major city shaping projects such as the Metro Tunnel.

The City of Melbourne is working in collaboration with Public Transport Victoria, Melbourne Metro Rail Authority, Yarra Trams, Major Projects Victoria and other key agencies.



Melbourne in 1838, from Yarra Yarra (State Library of Victoria)



Southbound traffic on Elizabeth Street, circa 1920s



Elizabeth Street from Flinders Street Station today

Reduction of vehicles
entering the central
city since 2004 -
morning peak

-5%

Reduction of vehicles
in the southern end of
Elizabeth Street since
2004 - morning peak

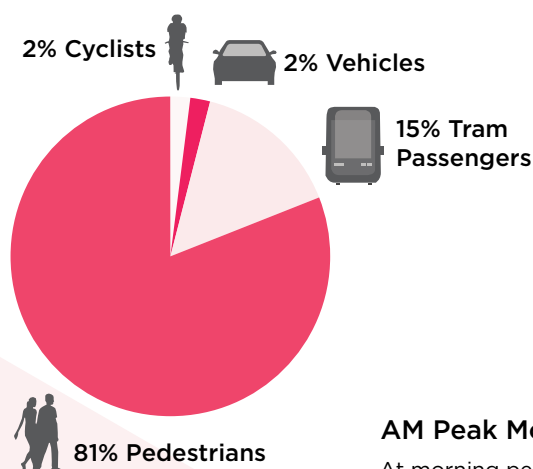
-65%



Melbourne's retail and commercial heart is accessed from Elizabeth Street

During the morning peak, 9300 pedestrians walk through the southern section of the street, outnumbering all other modes of transport in the area. In contrast, traffic analysis shows that the street is not used as a through route for traffic, with very few vehicles that enter at La Trobe Street driving all the way down to the southern end of Elizabeth Street.

This plan identifies the opportunity to restrict access to cars on the eastern side of the road between Flinders Street and Flinders Lane. This would have the benefit of creating more space for pedestrians while allowing for new trees to be planted. Improved streetscaping also has the potential to encourage pedestrians to support local businesses. Importantly, traffic analysis undertaken in this section of Elizabeth Street indicated this proposal will have little impact on the broader traffic network.



AM Peak Movement Summary

At morning peak time between 8am to 9am, 96 per cent of people in Elizabeth Street south are pedestrians passing through or catching a tram.

STREETSCAPE OPPORTUNITIES



Elizabeth Street existing conditions

There is an opportunity to improve the streetscape at the southern end of Elizabeth Street to make it safer, more accessible and a better place to be for the thousands of pedestrians who use Elizabeth Street every day.

The artist's impression opposite illustrates some of the streetscape improvements that we want to investigate further.

Opportunities for improvement include:

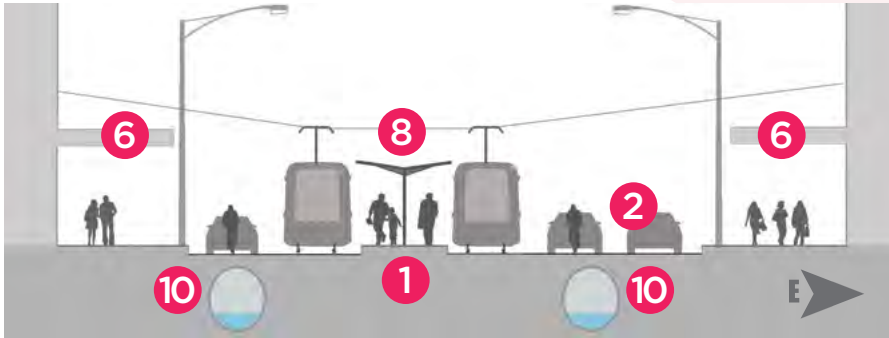
- 1 Expanding the pedestrian space by closing the eastern side of Elizabeth Street to traffic.
- 2 Introducing bluestone paving to both the eastern and western footpaths.
- 3 Planting street trees where possible.
- 4 Reducing the extent of shop canopies to enable tree planting.
- 5 Installing new street furniture and lighting.
- 6 Retaining northbound traffic on the western side of the street.





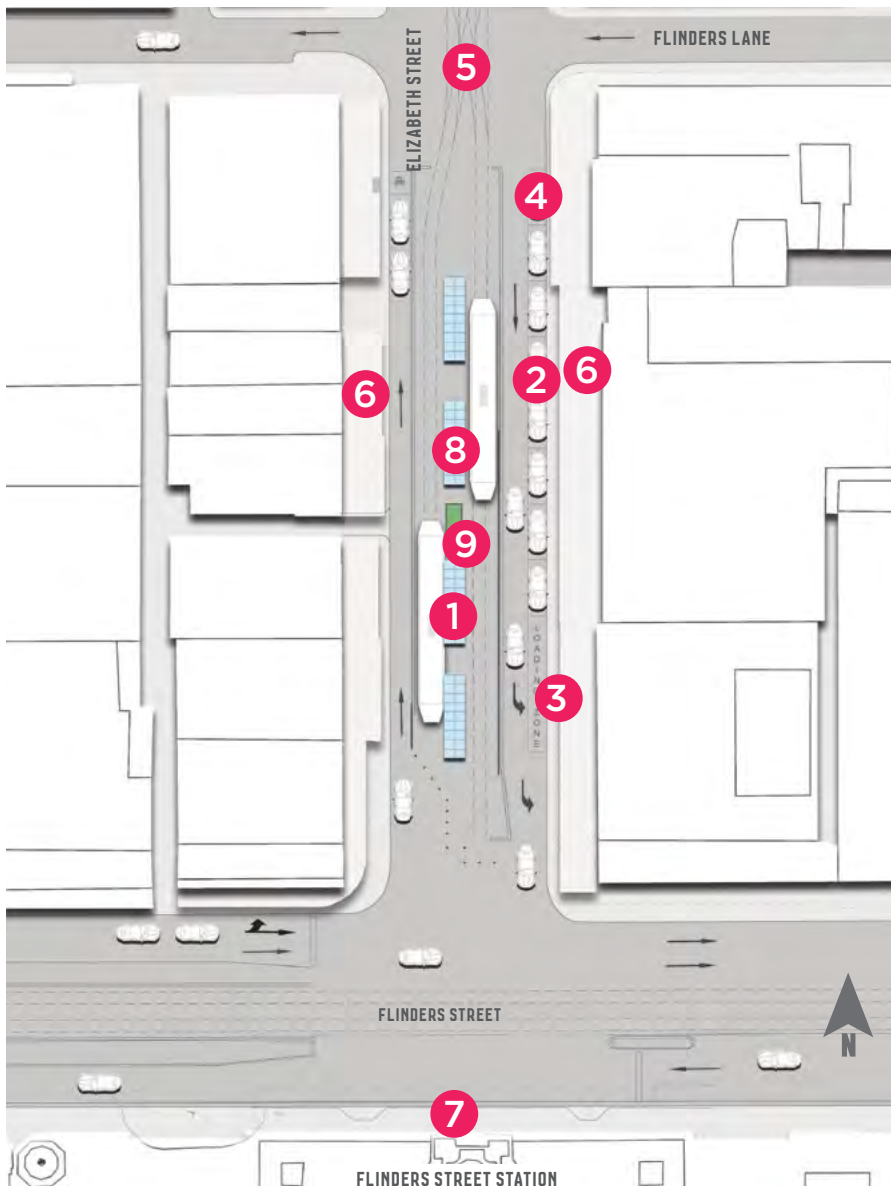
EXISTING CONDITIONS

Existing conditions section



- 1 Existing tram terminus
- 2 On street metered parking
- 3 Vehicle loading zone
- 4 Car share parking space
- 5 Existing tram crossover
- 6 Shop canopies
- 7 Flinders Street Station entrance
- 8 Tram stop shelters
- 9 Yarra Trams toilets
- 10 Underground drains

Existing conditions plan



About Elizabeth Street south

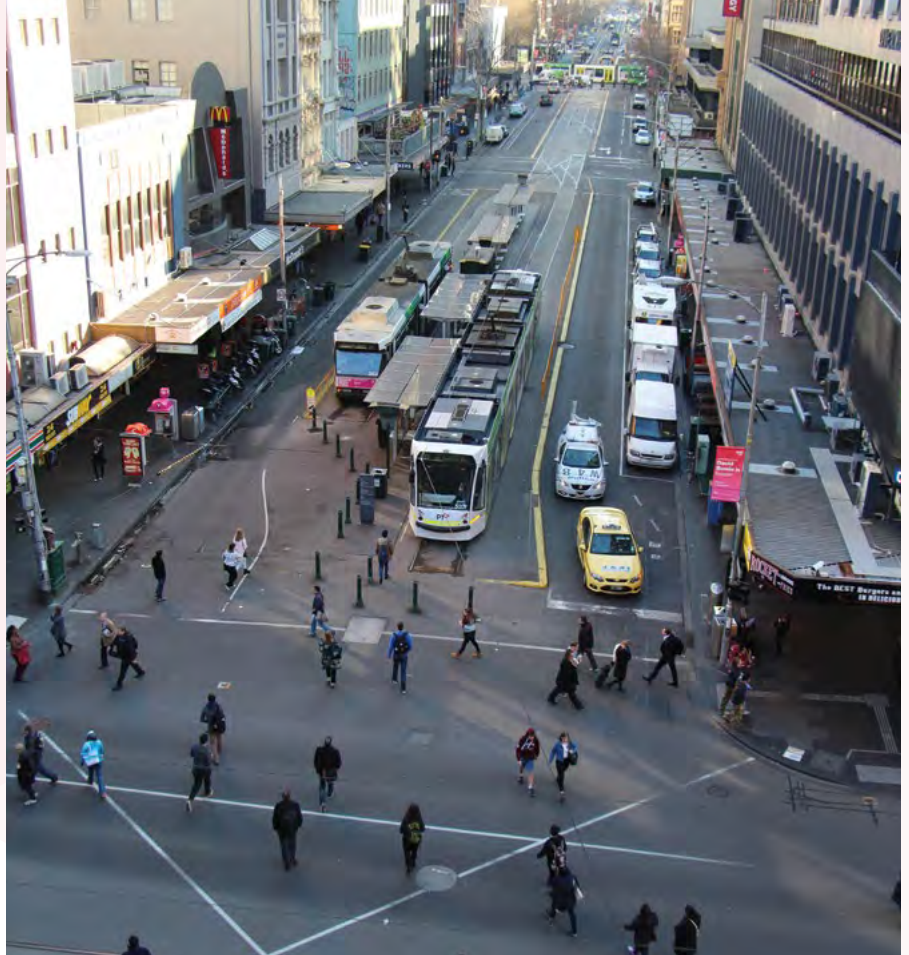
Over the next 10 years, the central city will undergo a transformation with the commencement of major civic projects such as the Metro Tunnel and ongoing population growth. It is crucial Elizabeth Street can cater for the increasing volume of pedestrian traffic.

The southern end of Elizabeth Street is a complex site with many constraints. Site specific factors to consider include loading and deliveries, property access, stormwater management, sub-surface infrastructure, as well as the cultural significance of the site to the local Woiwurrung (Wurundjeri) and Boonwurrung clans of the Kulin people.

Significantly, an independent study commissioned by the City of Melbourne found that traffic numbers in Elizabeth Street south were 65 per cent less than the city average. In addition, almost all the destinations for southbound vehicles on this section of Elizabeth Street can be accessed relatively easily by other routes. This presents an opportunity to reconsider how the space is allocated in the street and how it functions.

We will also partner with Public Transport Victoria, Yarra Trams and VicRoads to identify how the existing tram stop could change in the future.

With the use of public transport continuing to climb, and road traffic in the southern end of Elizabeth Street decreasing, now is the time to improve this vital pedestrian gateway. The first step in exploring opportunities is to talk to businesses, residents and key agencies in the area about what might be feasible.



Bird's eye view of Elizabeth Street south

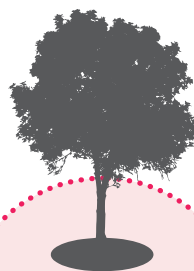
WE ARE HERE
AUG 2016

EARLY 2017

MID 2017



**STAKEHOLDER
CONSULTATION**



**DEVELOP DRAFT
STREETSCAPE DESIGNS
FOR COMMUNITY
ENGAGEMENT**



**FINALISE DRAFT
STREETSCAPE DESIGN
AND COMMENCE
WORKS**

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To find out more, or to sign up for future updates, visit participate.melbourne.vic.gov.au/elizabethstreet or call 9658 9658.

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