

PART THREE

MASTER PLAN ACTIONS

In this part you will find:

- The design proposals for each action in the Master Plan



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 enhanced significantly to make it safer, more attractive and welcoming.

The master plan proposes to transform this section of City Road 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 (see figure 3.1).

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. 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 the master plan, 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 master plan are outlined on pages 42 to 55.

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

@gj_win, resident
(20 February 2014)



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

What did the community say?

This action received a strong level of support during the community engagement. Close to three quarters of the responses were either strongly supported it all or most parts of it.

Participants were highly supportive of proposals to improve pedestrian and cycling conditions and streetscape upgrades that make City Road greener and more inviting.

Participants also placed high importance on ensuring that proposals prioritise safety and do not sacrifice existing footpath space along City Road.

There was some concern about the interaction of different transport users and increases in traffic volumes as a result of future development in Southbank.

'The proposed plan will transform Southbank from an ugly duckling into a charming swan.'

greenahtene, resident
(9 September 2015)



Pedestrians crossing City Road at Queens Bridge Street, in front of Boyd Community Hub

Section 1: 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 traffic, has inconsistent tree planting and expanses of asphalt. This creates a poor street character. Some public transport priority is provided with a bus lane in the AM peak.

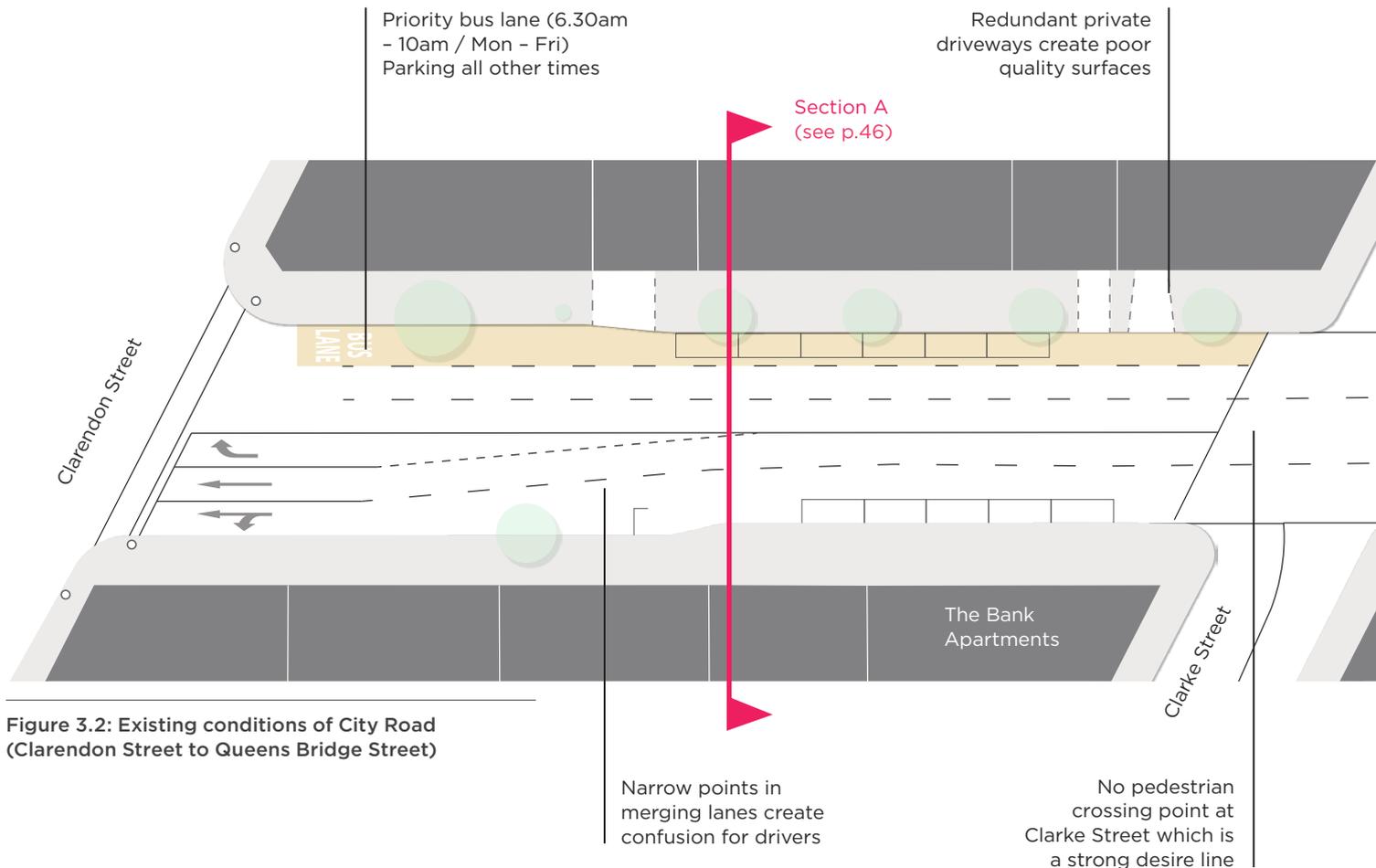


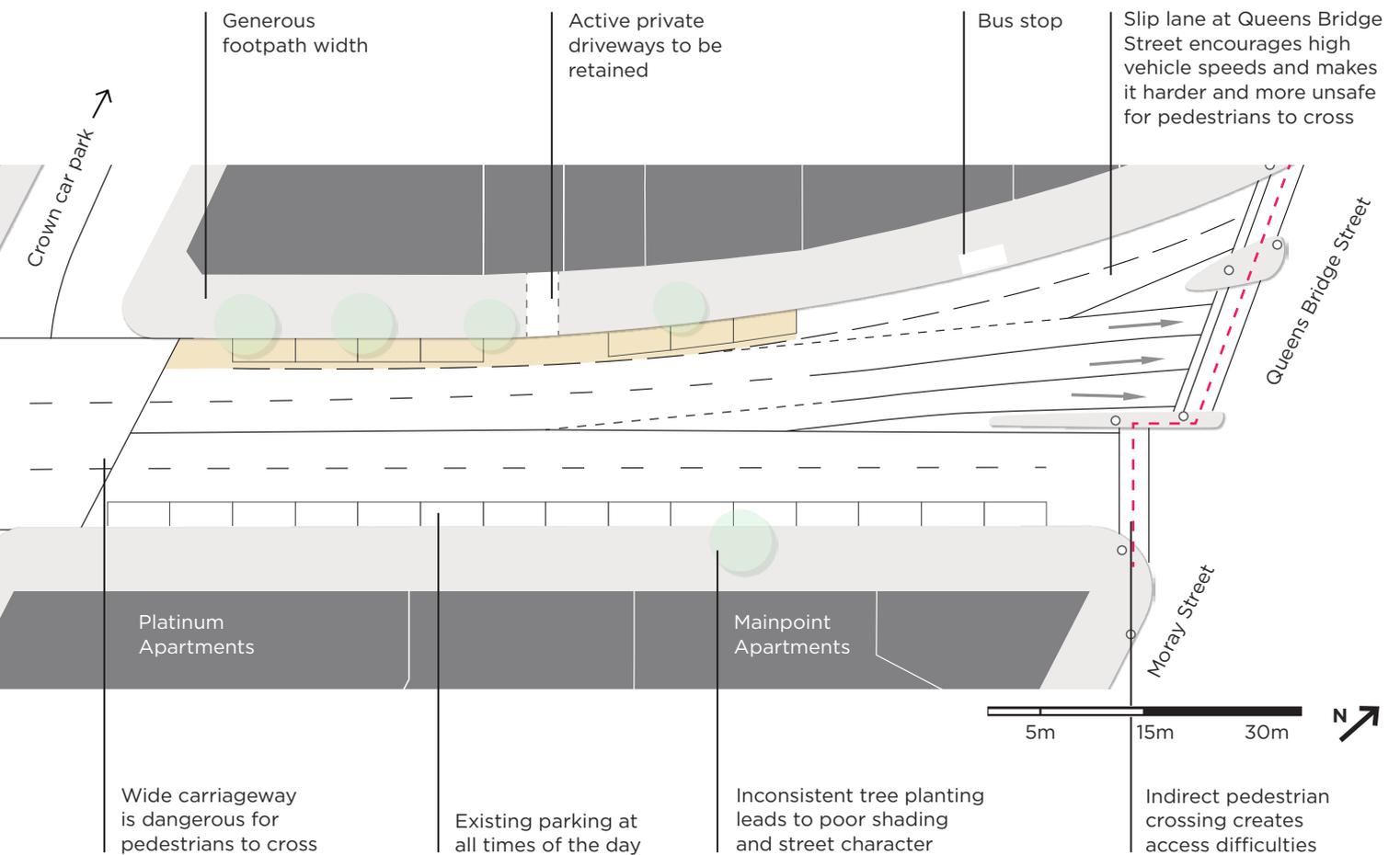
Figure 3.2: Existing conditions of City Road (Clarendon Street to Queens Bridge Street)



Lack of bicycle infrastructure

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

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

Inconsistent street trees and canopy

Redundant vehicle crossovers

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, creating a poor quality pedestrian environment and character

Section 1: 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.

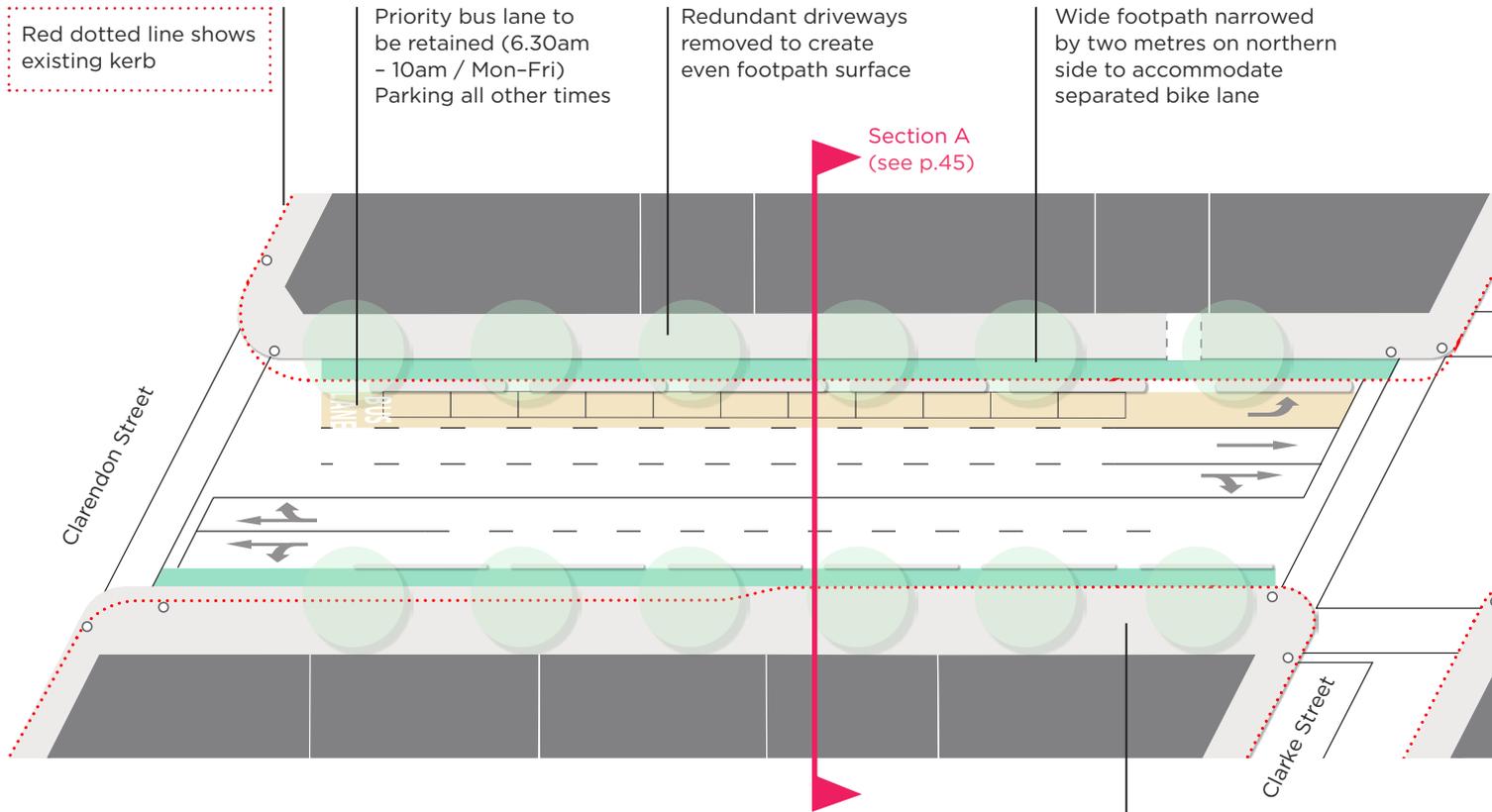


Figure 3.5: Proposed design of City Road (Clarendon Street to Queens Bridge Street)

Treatment could continue west of Clarendon Street in coordination with the City of Port Phillip

Footpaths upgraded to bluestone paving

Existing conditions

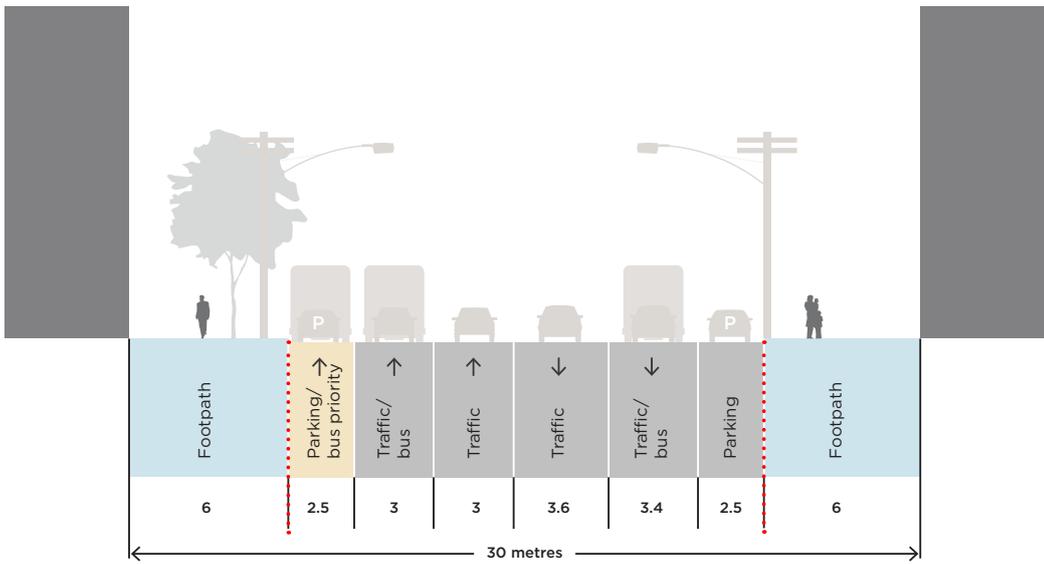
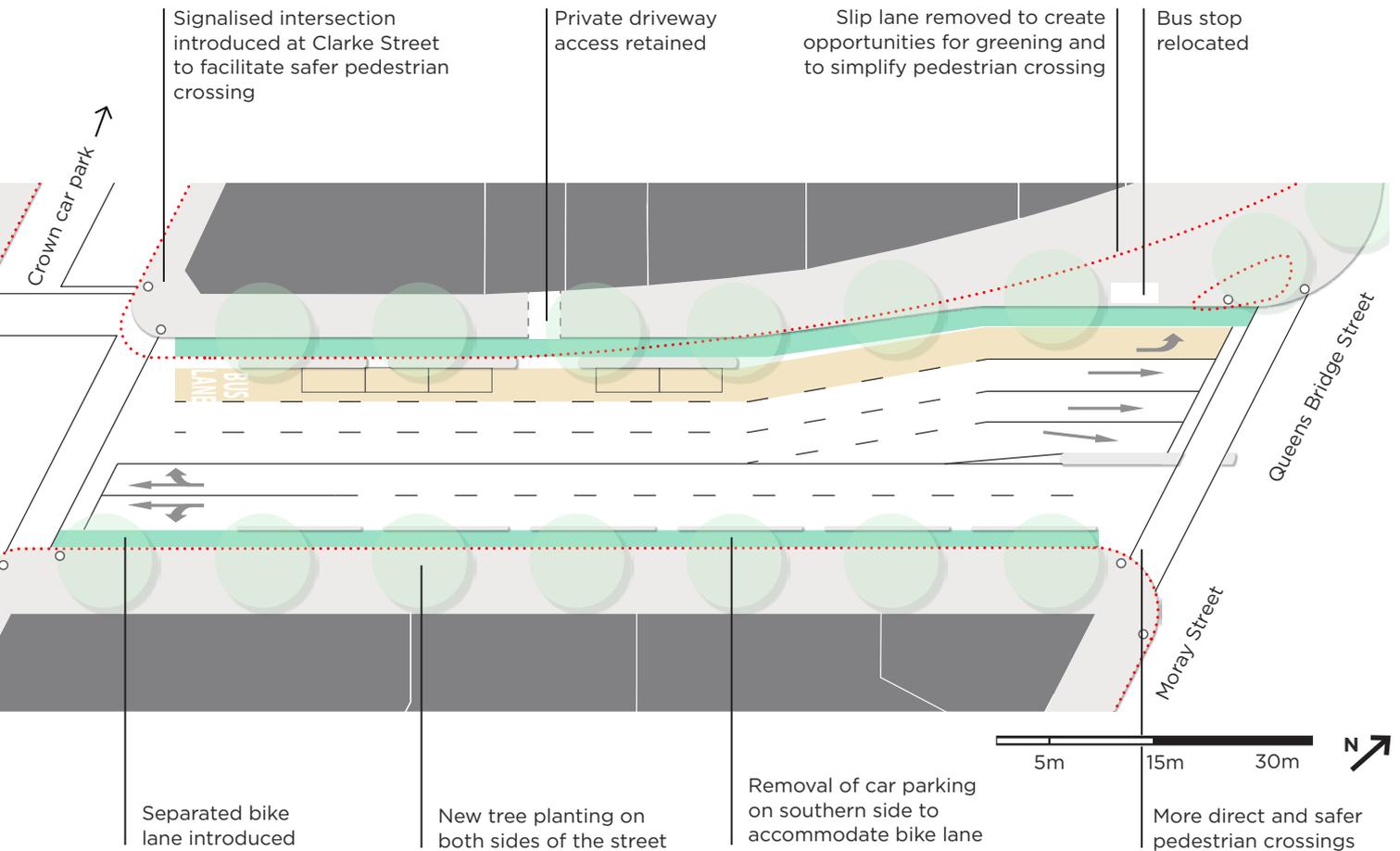


Figure 3.6: Existing conditions of City Road looking east towards Queens Bridge Street (Section A)



Proposed conditions

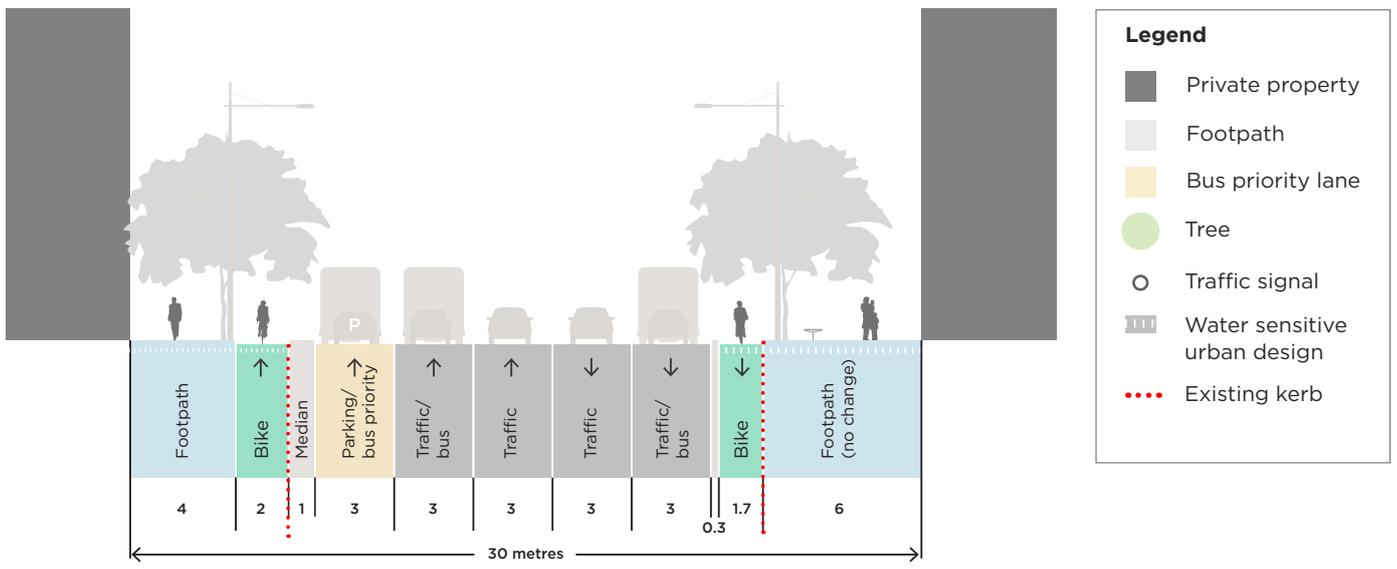


Figure 3.7: Proposed conditions of City Road looking east towards Queens Bridge Street (Section A)

Section 1: Clarendon Street to Queens Bridge Street

Proposed design



Existing conditions

Figure 3.8: Existing view of City Road looking east towards Kings Way undercroft (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
(15 March 2014)



Proposed conditions

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

Section 2: Queens Bridge Street to Power Street

Existing conditions

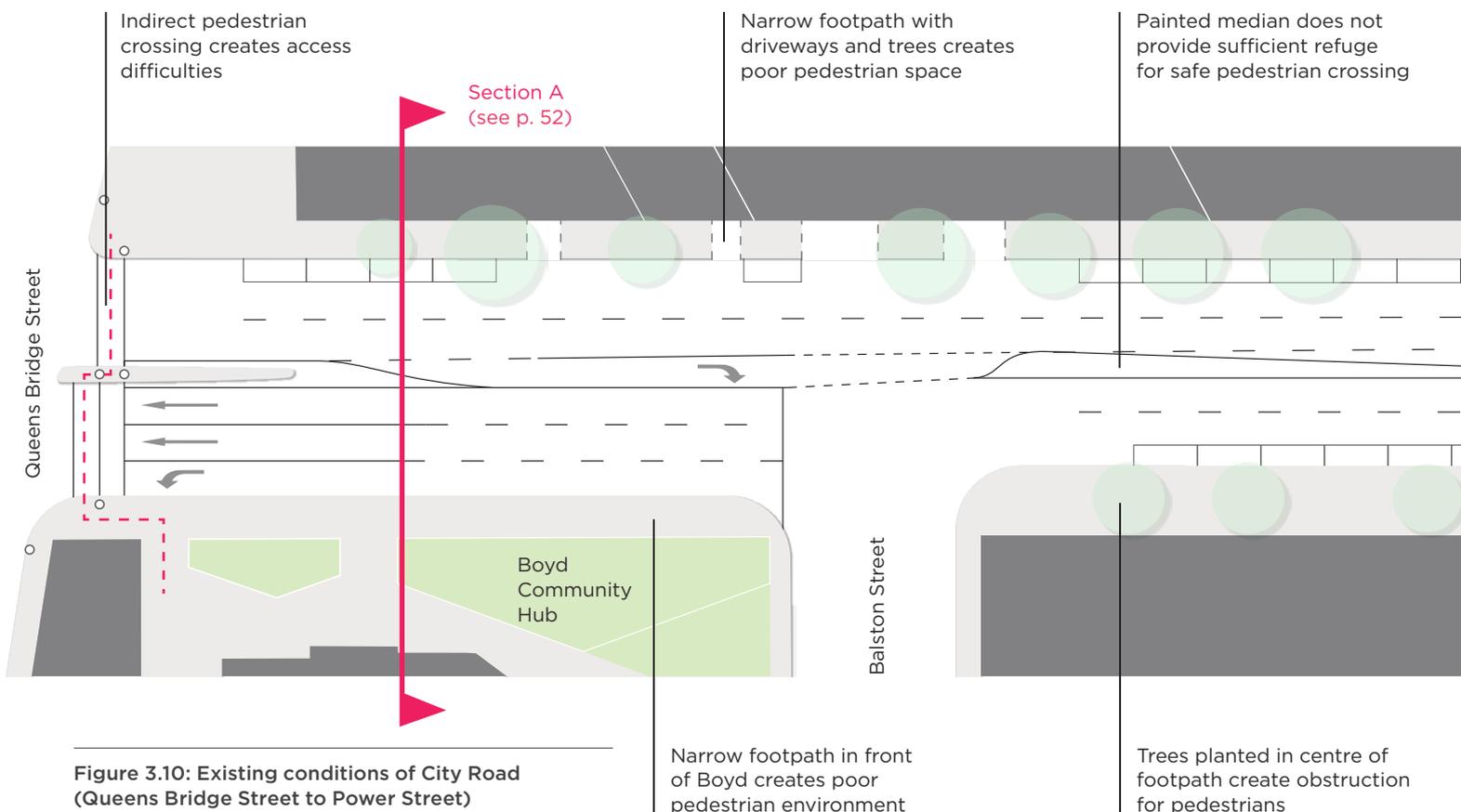
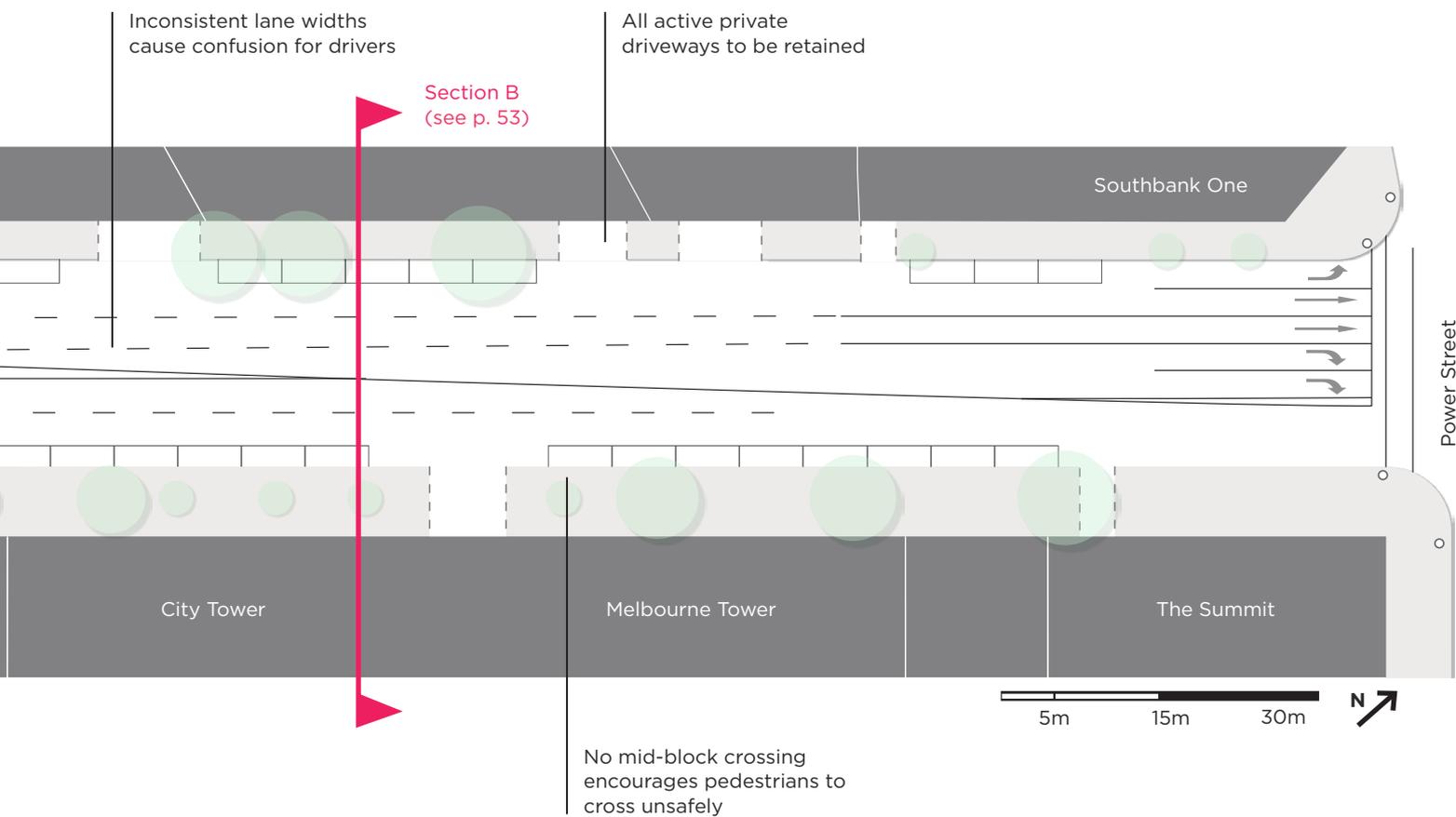


Figure 3.10: Existing conditions of City Road (Queens Bridge Street to Power Street)



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



Legend

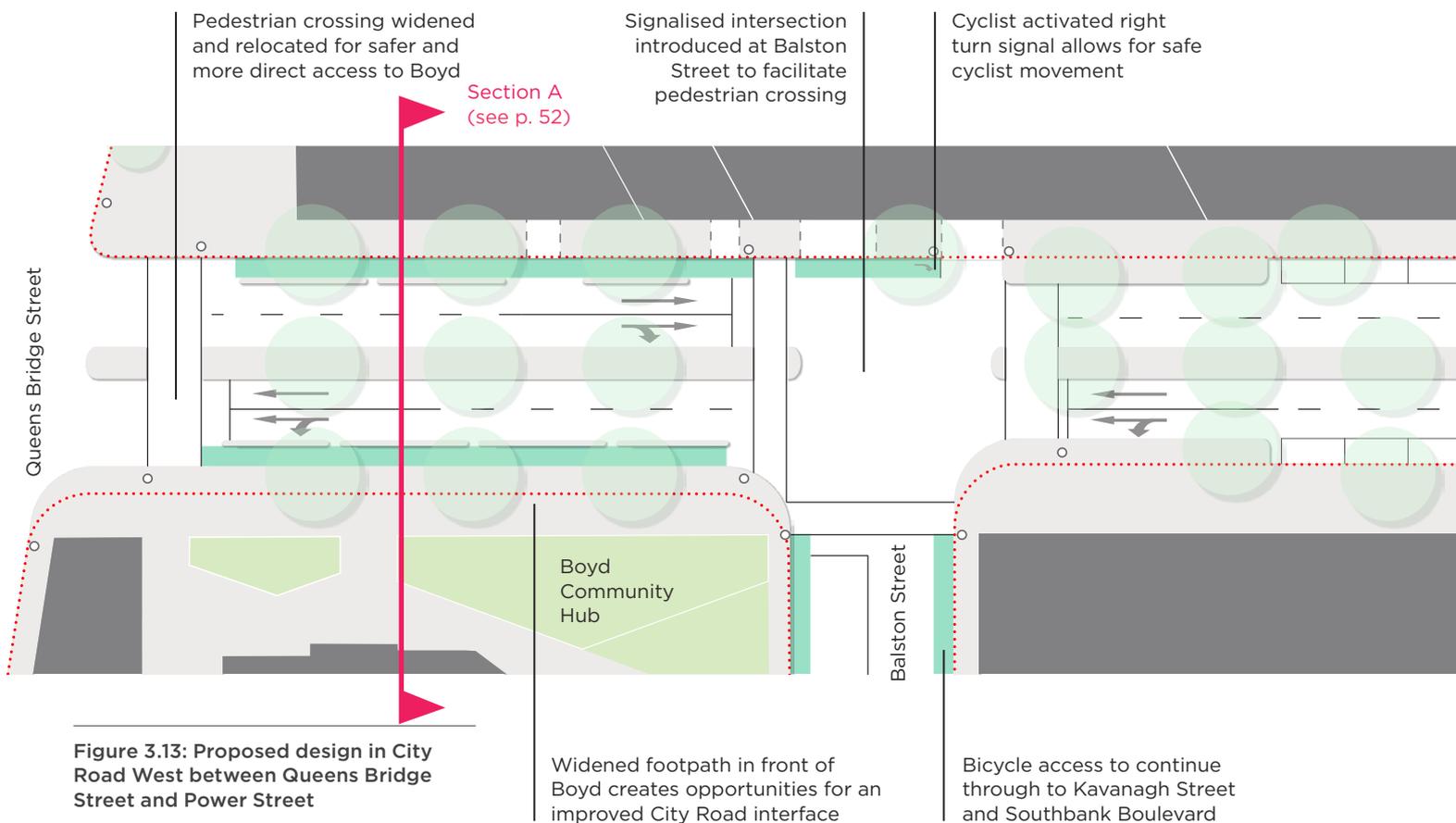
- Private property
- Footpath
- Tree
- Traffic signal

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

Section 2: Queens Bridge Street to Power Street

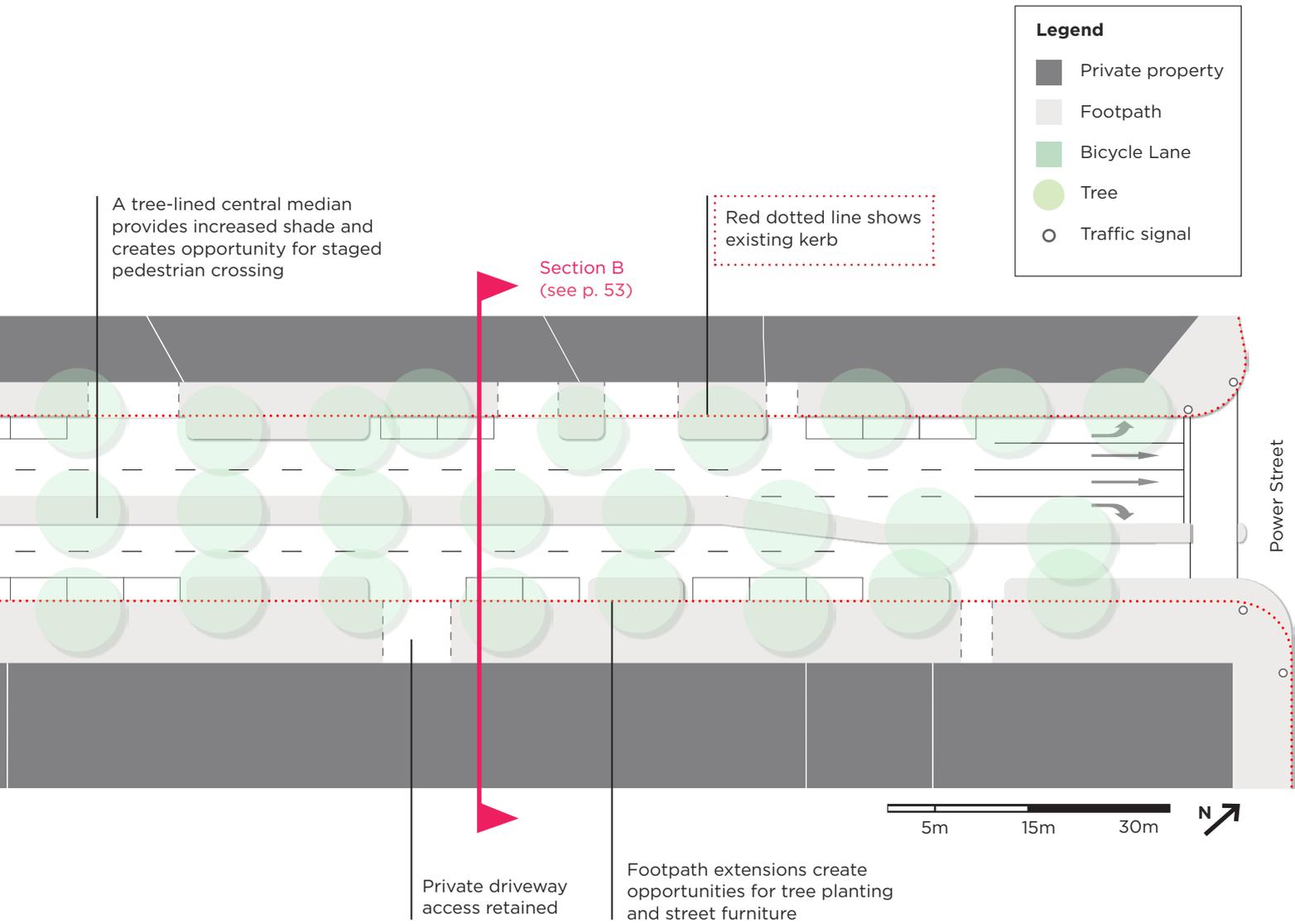
Proposed design

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



Existing conditions

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



Proposed conditions

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)

Section 2: Queens Bridge Street to Power Street

Existing conditions (A)

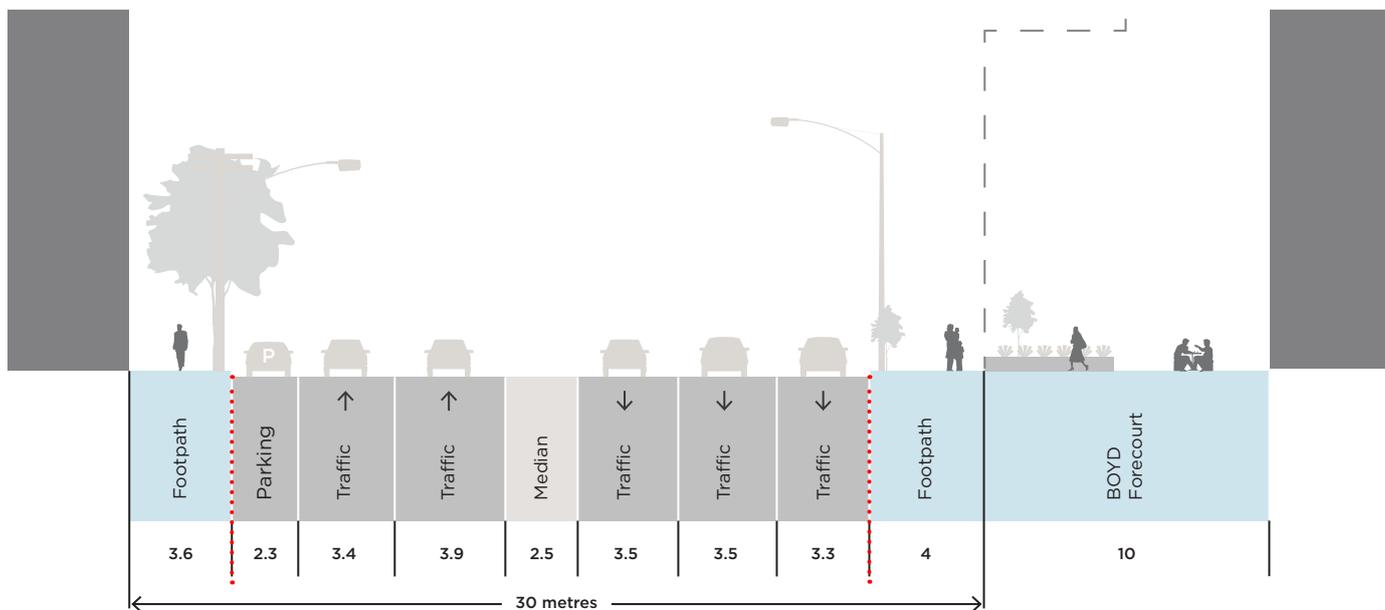
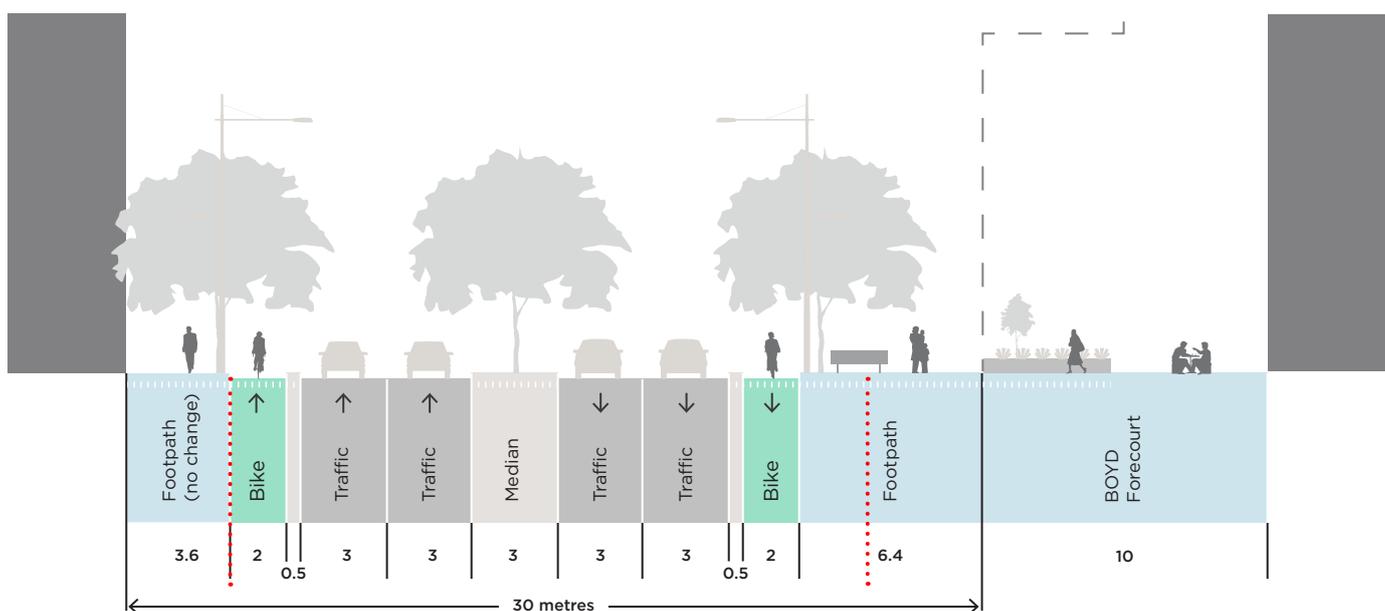


Figure 3.16: Existing conditions of City Road between Queens Bridge Street and Balston Street, looking east towards Power Street (Section A)

Proposed conditions (A)



Legend

- Existing kerb
- WSUD Infrastructure

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

Action 1 Summary

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 from Fishermans Bend and South Melbourne
-  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).

- Average increase in journey time from 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.
- Average increase in journey time from 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 a net gain of street trees).
- Footpath narrowed between Clarke and Queens Bridge Streets.

Next steps

Progressing this action will involve further refinement of the concept design as shown in the master plan through the detailed design phase.

This step involves producing technical drawings informed by the analysis of factors including flooding, road safety, services, landscape architecture and engineering standards.

The detailed design will need to be approved by both the City of Melbourne and VicRoads as the road authority.

The timing of construction of this action will be subject to the availability of funding and coordination with influential projects such as Melbourne Metro Rail Project.

Further information on next steps is outlined in part four.

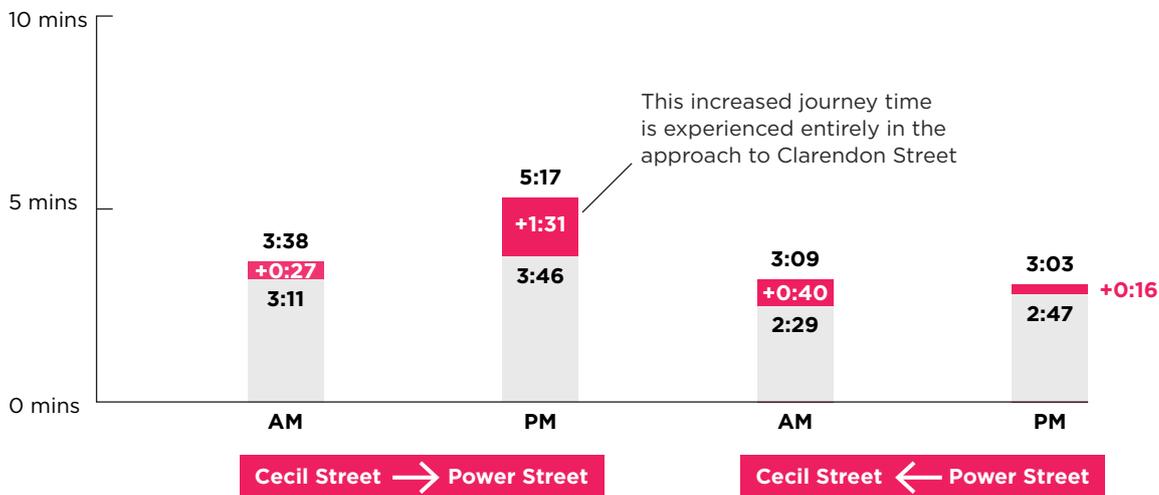


Figure 3.20: Increase in journey times between Cecil Street and Power Street

Source: GHD Traffic Modelling Report, July 2015



Existing conditions

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



Proposed conditions

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

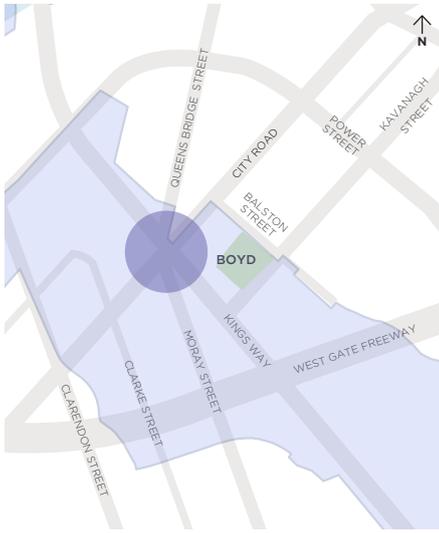


Figure 3.23: Flooding conditions surrounding the location of Kings Way Undercroft.

Understanding the role 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. The Boyd Community Hub 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 a new park, '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 usable public space.

Flooding is a key issue in this area and any proposals to upgrade the spaces will need to consider how to manage stormwater (see figure 3.23).

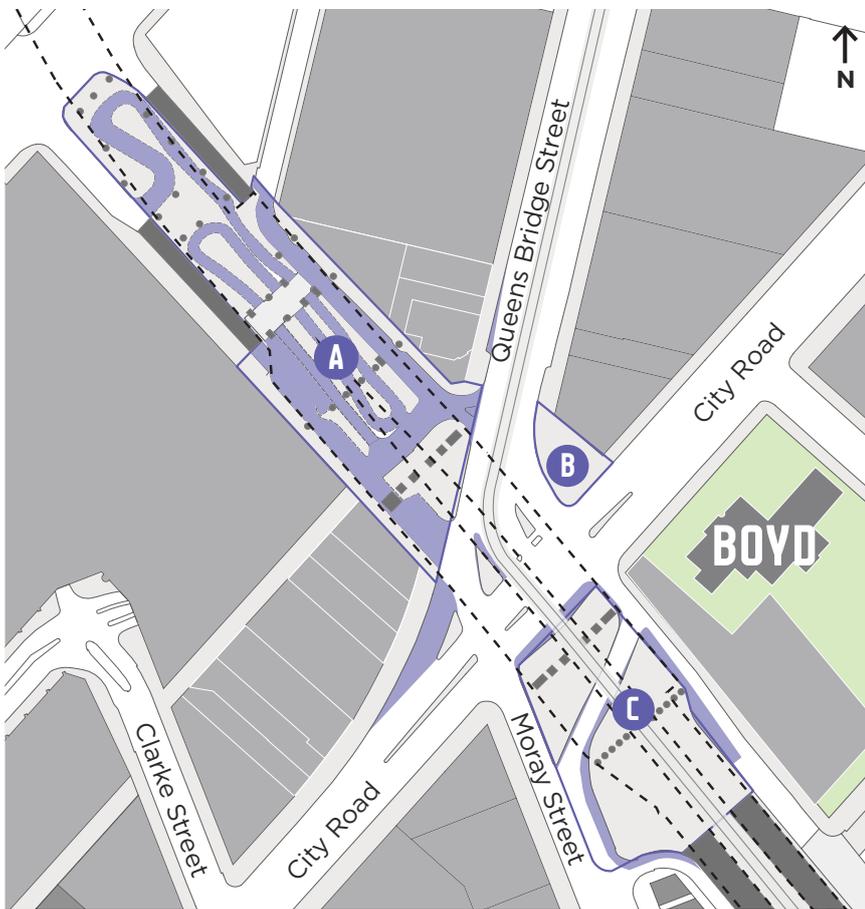


Figure 3.24: Kings Way Undercroft and surrounds

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

This project aims to:

- Incubate local community activities and local businesses.
- 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 these spaces could play in complementing the existing Boyd Community Hub and upcoming Boyd Park, to better serve the local community

Design concepts on the following pages illustrate ways each of the three sites could be reimaged.

It should be noted that the proposed concept designs for the Kings Way Undercroft are situated on Crown Land. As such, any proposal will require approval from both the City of Melbourne and VicRoads, in conjunction with any relevant referral authorities (for example Melbourne Water).

What did the community say?

This action received the highest level of support out of any action in the draft master plan during the community engagement.

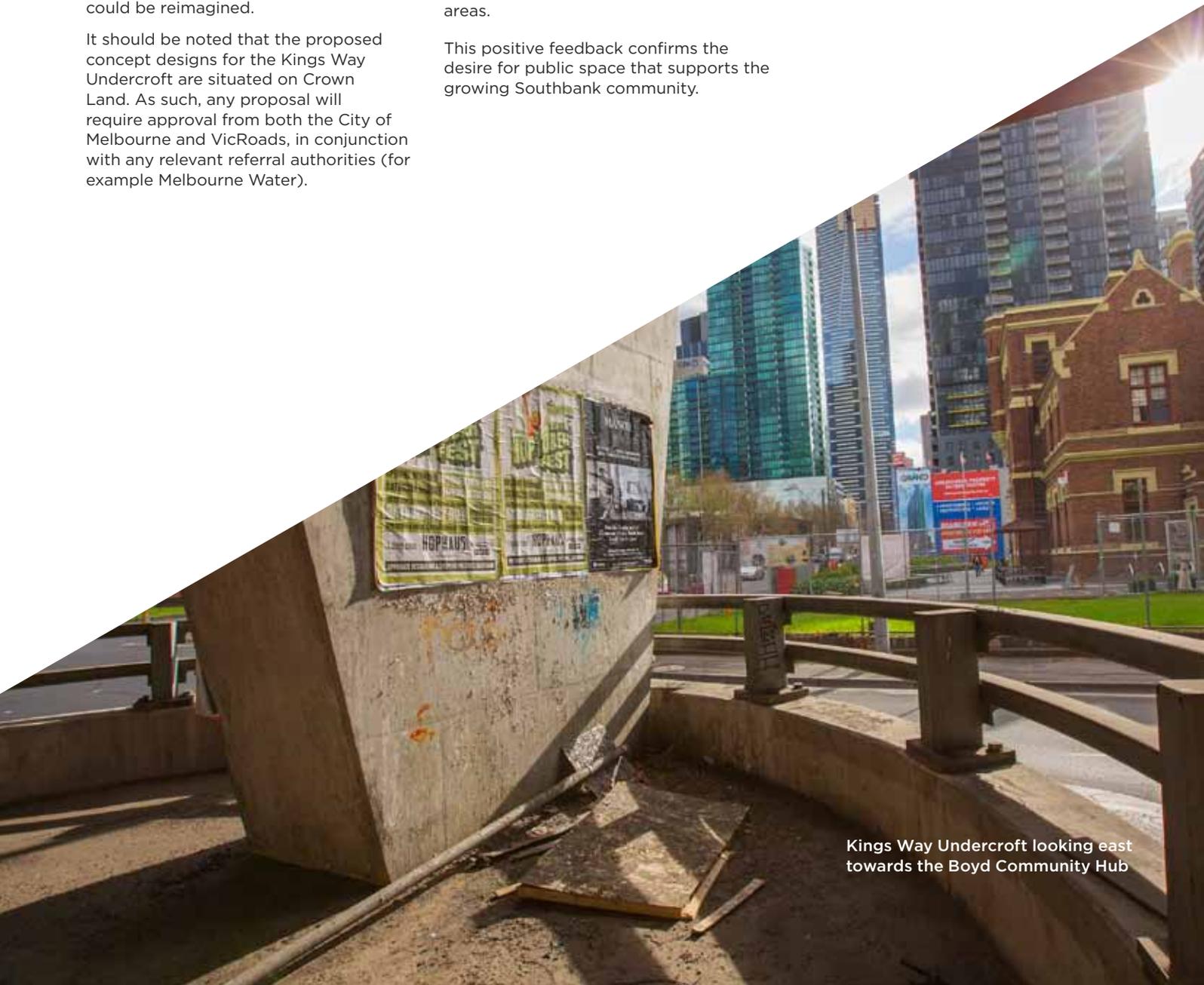
All responses were highly supportive of proposals to transform redundant spaces into usable and inviting public open spaces.

Community feedback also revealed a desire to see improvements to the access of these spaces (particularly the tram stop) and for the final design to address flooding and the need for improved lighting and safety of these areas.

This positive feedback confirms the desire for public space that supports the growing Southbank community.

‘This has been such a waste of space and feels unsafe (when not used as storage space by the builders!). This is a great initiative - that part of City Road has been totally ignored till now.’

Arji, resident
(21 October 2015)



Kings Way Undercroft looking east towards the Boyd Community Hub

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 equivalent in size to approximately 12 basketball courts.

Figure 3.25 presents a design concept for reimagining 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

‘Fantastic!!! Would love to see this space brightened and activated, the provision for activities like skateboarding is awesome! Turning unused and unwanted spaces like this into vibrant community spaces is a great initiative.’

Ryan, worker
(14 September 2015)



Proposed conditions

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

Street art spaces

Multipurpose sports courts

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



Existing conditions

Figure 3.26: Existing conditions of Kingsway Northern Undercroft

Poorly lit and unsafe space

Large, poorly maintained spaces prone to flooding



Opportunities for water permeable paving

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 1.5 metres.

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 potential 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 (for example rain gardens)
- Interactive music and sound
- Seating
- Greening

**‘Adding vegetation/
planting to separate
pedestrians from Queens
Bridge Street is an
effective idea.’**

**Liam, passing through
(9 September 2015)**



Existing conditions

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

Green walls

Water sensitive landscaping

Seating integrated in landscaping

New tree planting to provide shade



Potential conditions

Figure 3.28: 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



Potential conditions

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

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 potential design concept for re-imagining 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
(4 March 2014)

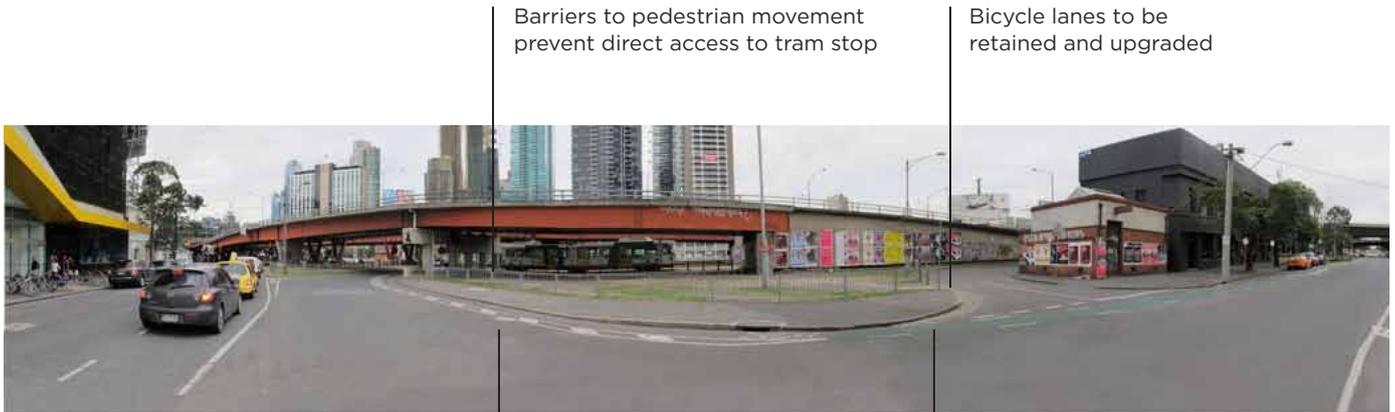


Proposed conditions

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

Existing conditions

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 in the area

Explore appropriate water sensitive urban design systems

Action 2 Summary

Proposed improvements

The design will look to improve the existing conditions through proposals that aim to minimise the impacts of flooding and improve safety for the use and access of the three spaces identified.

The improvements proposed for the Kings Ways Undercroft will deliver the following benefits to significantly improve the functionality and use of these spaces.



Water sensitive urban design



New open space



High quality street materials, furniture and lighting



New street trees and planting



Public transport access upgrade

Potential impacts

This action focuses on a public realm upgrade that contains minimal traffic impacts to the surrounding roads.

Next steps

Providing usable open space, minimising the impacts of flooding and improving access to the tram stop are the highest priority for this action.

The next step to progress this action is the detailed design phase. This step involves producing technical drawings informed by the analysis of factors including flooding, road safety, services, landscape architecture and engineering standards.

The three areas identified for potential upgrades in this action can be progressed separately due to the different characteristics and functions of each space.

The City of Melbourne owns City Road Park however the northern and southern undercroft spaces are Crown Land. They are managed in part by the City of Melbourne and in part by VicRoads.

Proposals to upgrade the Kings Way Undercroft will require approval from both the City of Melbourne and VicRoads, in conjunction with any relevant referral authorities (for example Melbourne Water).

Progressing Action 2 will also be influenced by the delivery of the improvements along City Road West as part of Action 1 and subject to available funding.

Further information on next steps is outlined in part four.



Tram passing through the Kings Way Southern Undercroft, looking north towards Crown Casino

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 such as Australia 108 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.

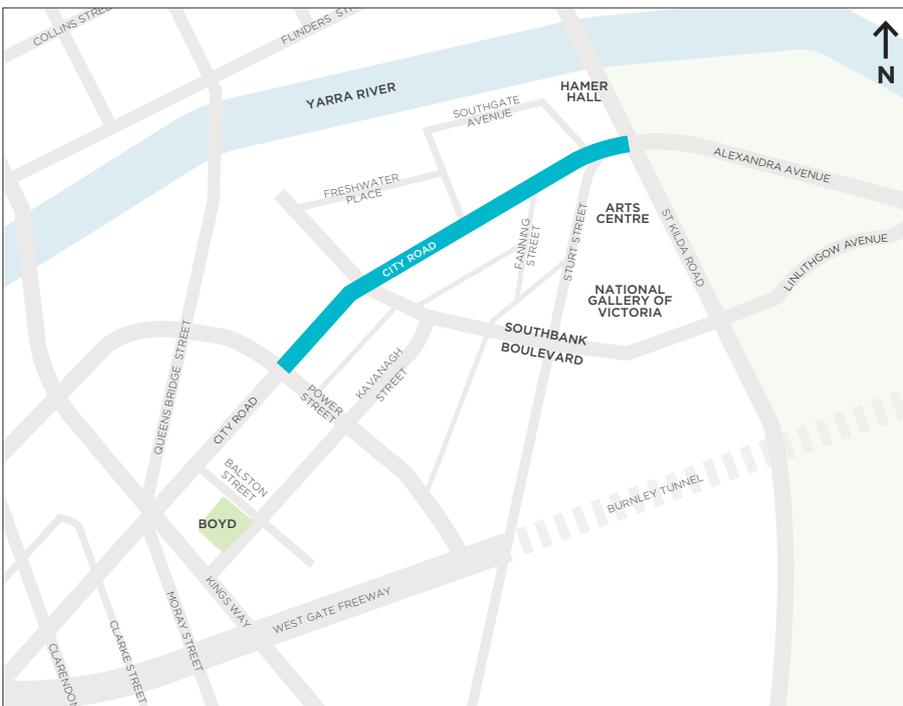
Existing conditions

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.

To make it easier to demonstrate the proposed changes in the master plan, City Road East has been shown in two sections: Power Street to Southbank Boulevard and Southgate Avenue to St Kilda Road.



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

Garrath, resident
(21 February 2014)

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

What did the community say?

This action received a mixed response during the community engagement. There was considerably less support for this action in comparison to other actions, predominantly due to the requirement to maintain the arterial function of City Road East.

There was some feedback that this action does not go far enough to better balance the road's role as a place and minimise the impacts of heavy traffic.

The design proposals in Action 3 reflect the fact that the master plan is a seven year plan and it is a requirement of VicRoads to maintain traffic capacity on this section of road in this period.

The removal of slip lanes and upgrading of footpaths with new materials, furniture and trees proposed in this action will still greatly improve the amenity of City Road East. This, combined with the Transforming Southbank Boulevard Project, will change the look and feel of this part of Southbank.

Concerns about pedestrian safety will be investigated further by undertaking a road safety audit of City Road during the detailed design phase.



‘Greater prioritisation of pedestrians is necessary - lights should be supportive of people on foot getting around.’

hcdr, visitor/tourist
(9 September 2015)

Figure 3.33: Large intersections along City Road (looking west at Southbank Boulevard) create unsafe and inconvenient crossing conditions

Section 1: Power Street to Southbank Boulevard

Proposed design

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.

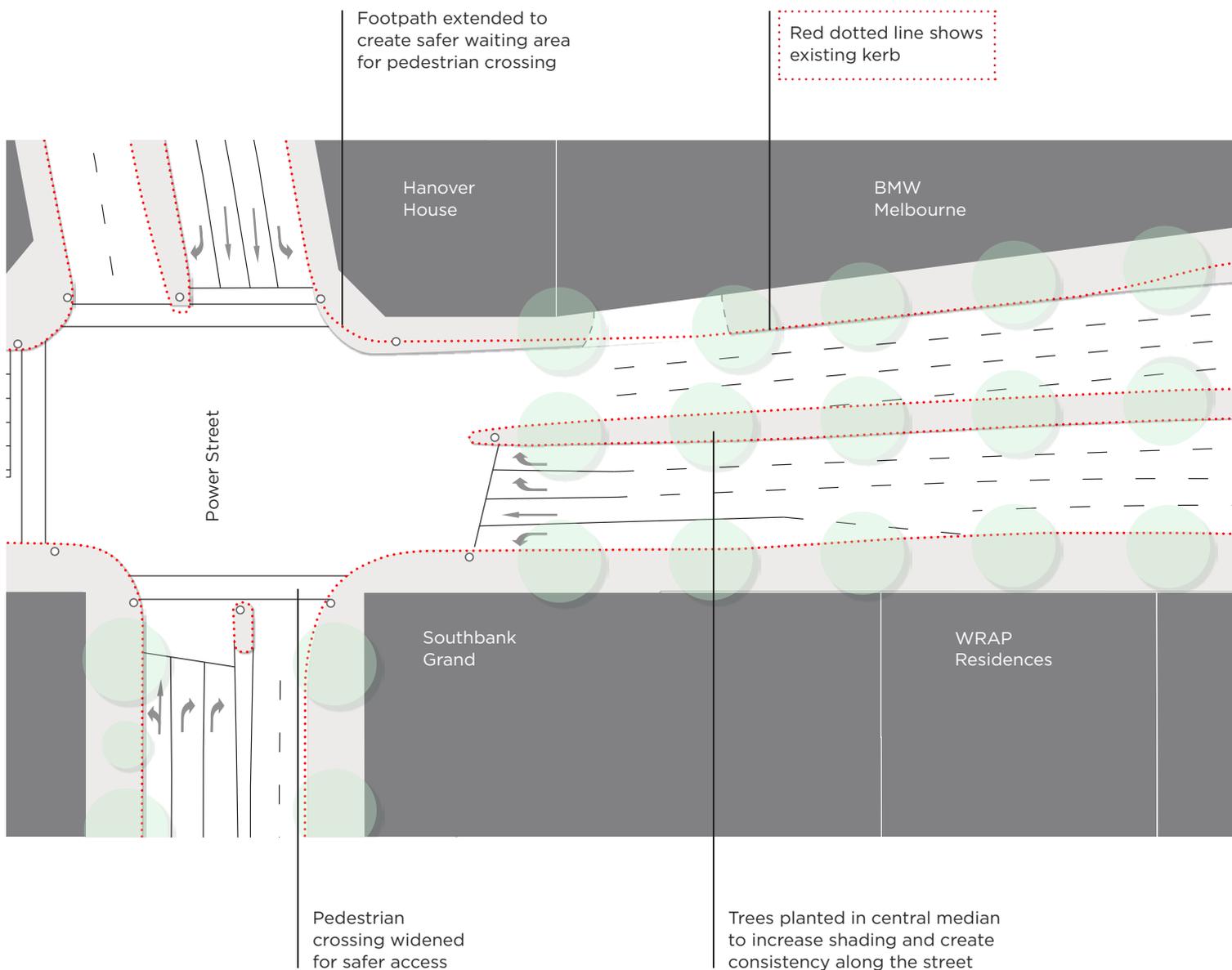
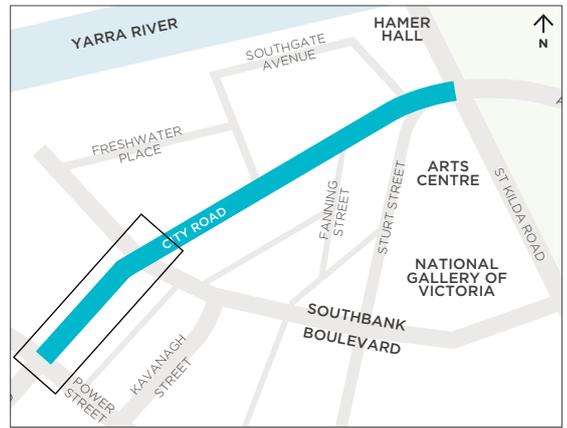
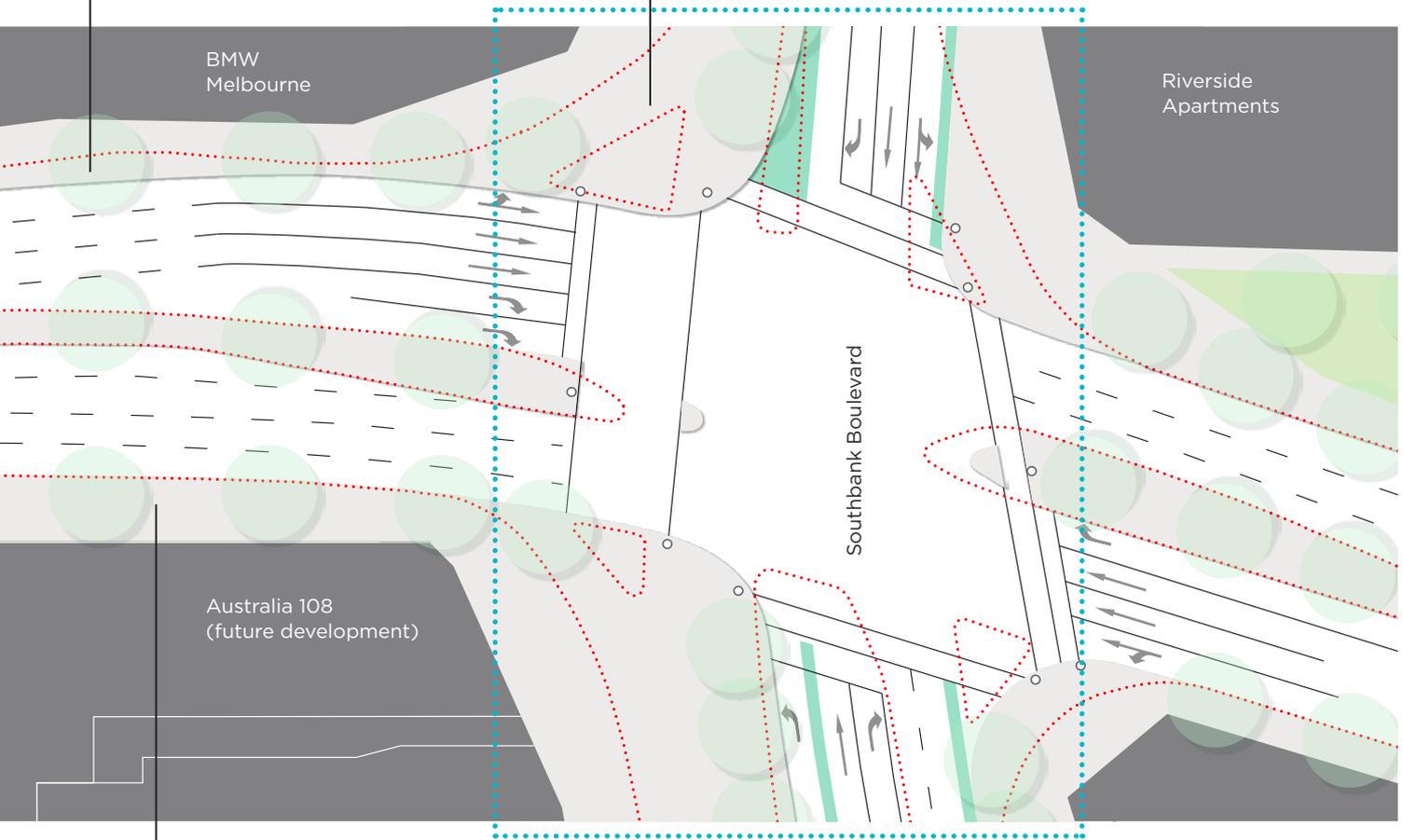


Figure 3.34: Proposed upgrade to City Road (between Power Street and Southbank Boulevard)



Redundant road space converted to footpath to improve pedestrian access and create opportunities for tree planting

Slip lanes removed to simplify pedestrian crossing paths and improve safety



Wide existing footpath with mature trees

Design and road layout of the City Road/Southbank Boulevard intersection will be subject to further modifications through the Transforming Southbank Boulevard Project.



Legend

- Private property
- Footpath
- Tree
- Traffic signal
- Existing kerb

Section 1: Power Street to Southbank Boulevard

Proposed design

Cluttered pedestrian island impacts pedestrian safety and visibility

Slip lanes increase total pedestrian crossing distance



Existing conditions

Figure 3.35: Existing view of City Road looking east towards the Arts Precinct (City Road and Southbank Boulevard)

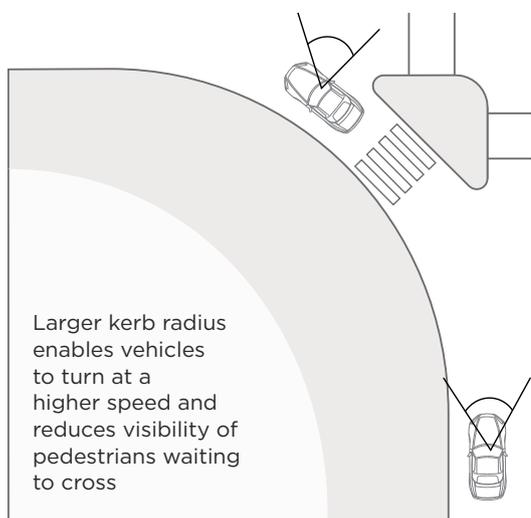


Figure 3.36: Existing slip lane condition on City Road East

Slip lane removed to increase pedestrian safety and reduce crossing distance

New tree planting to provide shade

Planting around perimeter of road to provide separation from traffic and provide water sensitive landscaping



Proposed conditions

Figure 3.37: Artist's impression of proposed conditions looking east towards the Arts Precinct (City Road and Southbank Boulevard)

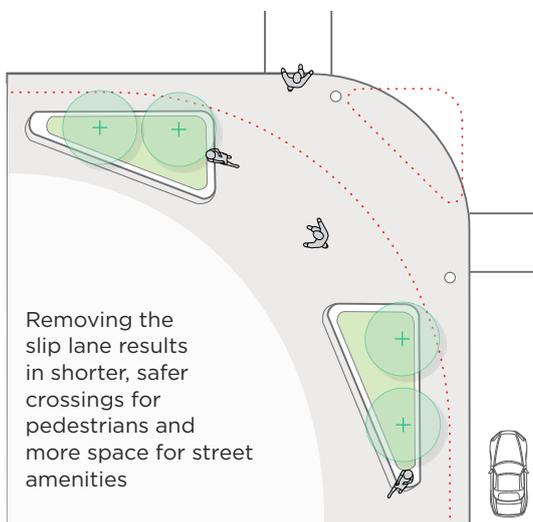
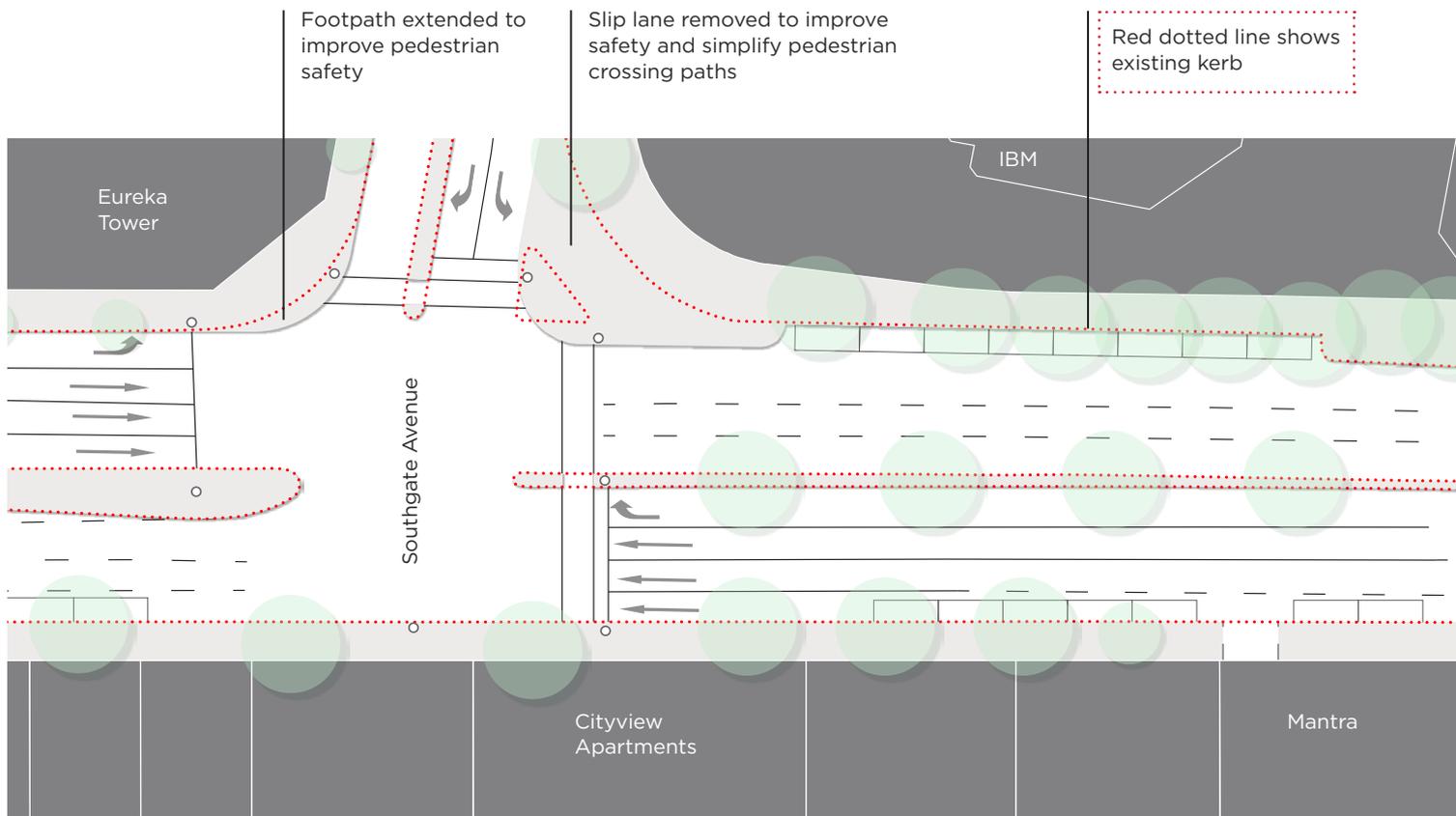


Figure 3.38: Proposed slip lane removal in City Road East

Section 2: Southgate Avenue to St Kilda Road

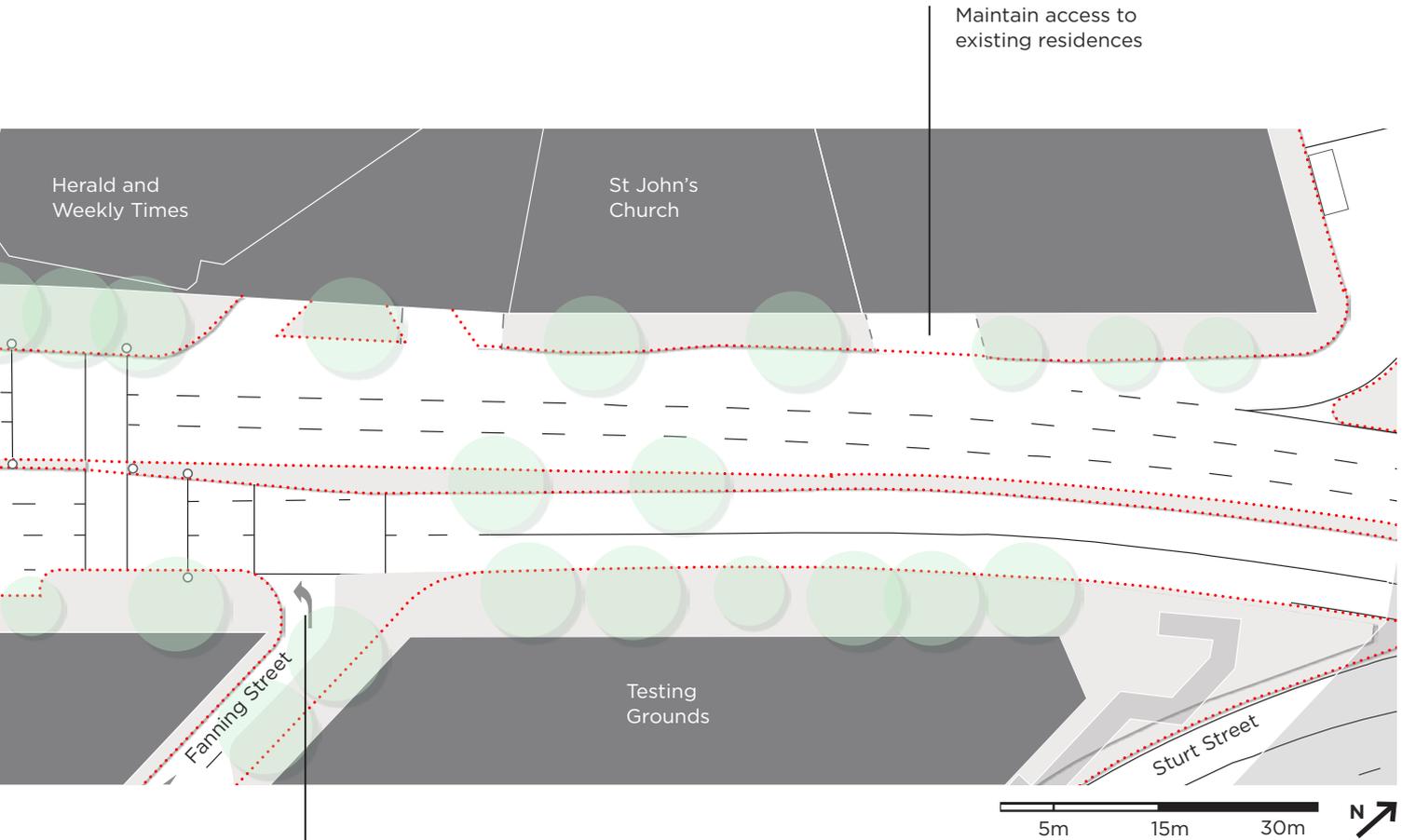
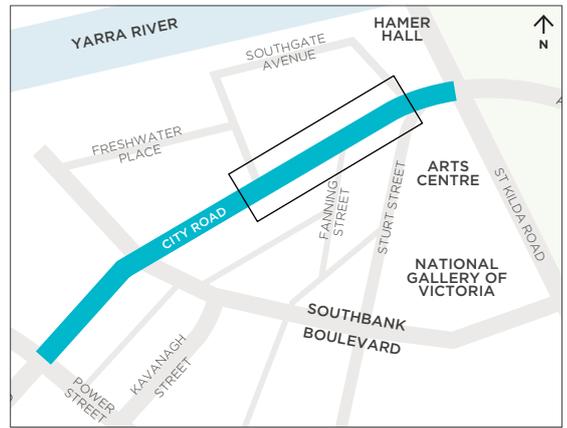
Proposed design

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



Treatment of public realm upgrade (new footpaths, street furniture and trees) continued to Southbank Boulevard - to be addressed at detailed design phase

Figure 3.39: Proposed upgrade to City Road (between Southgate Avenue and St Kilda Road)



Maintain access to existing residences

Fanning Street reconfigured to allow left turn out traffic only to improve pedestrian safety and create opportunities for tree planting

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

Denise, resident
(27 February 2014)

Legend

- Private property
- Footpath
- Tree
- Traffic signal
- Existing kerb

Action 3 Summary

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, Southgate Avenue and upgrade of reclaimed space
-  Addition of 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
-  High quality street materials, furniture and lighting

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 3.40).

- Average increase in journey time from 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.
- Average increase in journey time from 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.

Next steps

Progressing this action will involve further refinement of the concept design as shown in the master plan through the detailed design phase.

This step involves producing technical drawings informed by the analysis of factors including flooding, road safety, services, landscape architecture and engineering standards.

The detailed design will need to be approved by both the City of Melbourne and VicRoads as the road authority.

The timing of construction of this action will be subject to the availability of funding and coordination with influential projects including Transforming Southbank Boulevard and Melbourne Metro Rail Project.

Further information on next steps is outlined in part four.

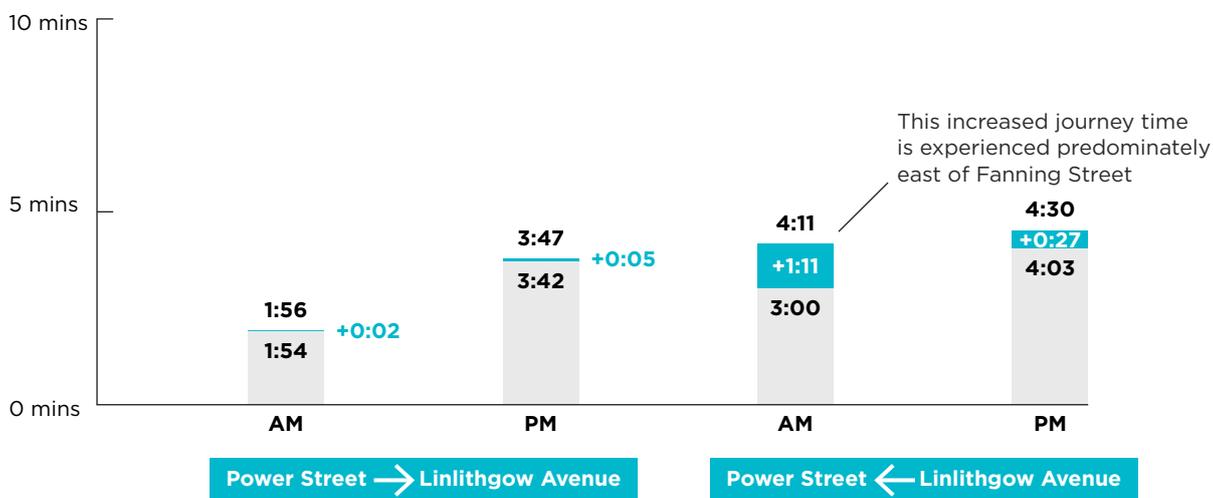


Figure 3.40: Increase in journey times between Power Street and Linlithgow Avenue

Source: GHD Traffic Modelling Report, July 2015



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 King Street and Flinders Street.

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

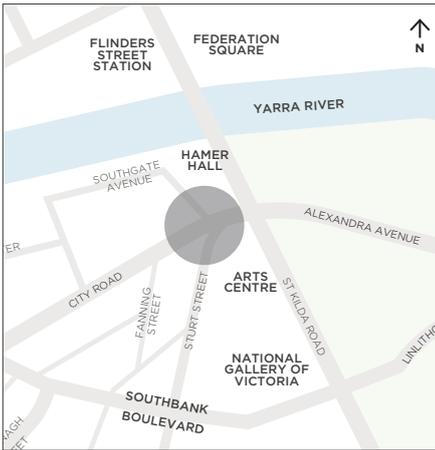


Figure 3.41: Location of the Arts Centre interface with City Road

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 disorientating for visitors to the globally renowned Arts Precinct.

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.



Legend

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

0 50m 100m



Figure 3.42: Arts Centre/St Kilda Road Study Area showing potential pedestrian connection improvements

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 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.

What did the community say?

The majority of responses to this action from the community were supportive of the proposals for the Arts Precinct. It received the second highest level of support out of the six actions in the draft master plan with more than three quarters of responses being supportive of all or most parts of this action.

This action did not receive any responses that were not supportive, demonstrating a strong desire for improved connections at the rear of the Arts Centre that reconnect Southbank with the Arts Precinct.

Participants liked improvements to pedestrian and cycling connections and activating public space at the rear of the Arts Centre.

There was some desire to retain existing bicycle parking and car parking for local residents and to include mural art at the rear of Hamer Hall. These suggestions have been reflected in the concept design for this action.

'The proposed design seeks to restore the balance with pedestrians and unify the area with St Kilda Rd in a flowing, aesthetically pleasing way.'

Damian, interested
(14 September 2015)

Section A: Connecting the Yarra River to St Kilda Road

Figure 3.45 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 3.50 page 81) by minimising road space and through-traffic while enabling better pedestrian and cycling links.

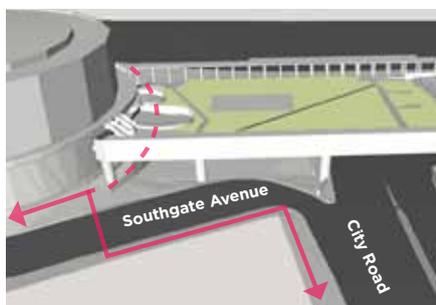


Figure 3.43: Existing pedestrian and cycling connections are poor quality, indirect and difficult to find

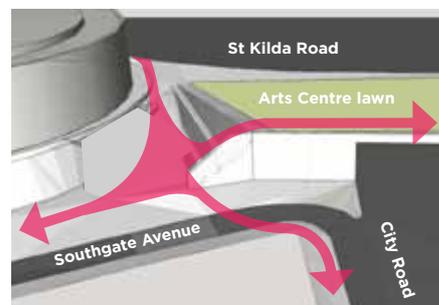


Figure 3.44: Proposed connections that improve accessibility between the Arts Precinct, the Hoddle grid and Southbank

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

Matt, visitor

(20 February 2014)

Footpaths widened and resurfaced to improve pedestrian access and safety

Mural artwork to create visual interest



Proposed conditions

Figure 3.45: 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)



Existing conditions

Figure 3.46: 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 ticket box office)



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

Blank walls create inactive and uninteresting street frontage

Tree canopy growth is compromised by lack of space

Poor access to St Kilda Road that is difficult to find



Existing conditions

Figure 3.47: Existing view of Southgate Avenue looking south towards the Arts Centre

Narrow footpaths with obstructions are difficult for pedestrians to navigate

Poor bicycle connection to St Kilda Road

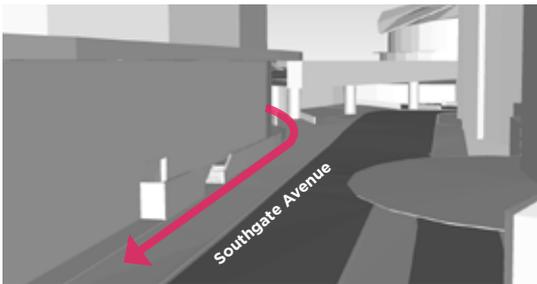


Figure 3.48: Existing connections between the Yarra River and St Kilda Road

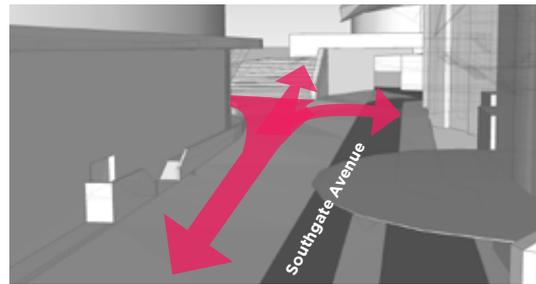


Figure 3.49: Proposed connections between the Yarra River and St Kilda Road

Cycle access to St Kilda Road via ramp (obscured)

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

Relocated bicycle hoops



Proposed conditions

Figure 3.50: Artist's impression of potential upgrades to Southgate Avenue looking south towards the Arts Centre

Mural artwork 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
(1 March 2014)

Section B: Connecting Southbank to the Arts Centre

Figure 3.53 presents a potential 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
(25 February 2014)

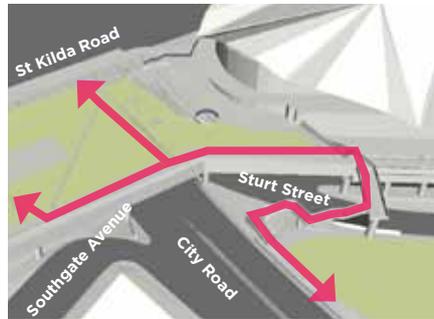


Figure 3.51: Existing pedestrian and cycling connections are poor, indirect and difficult to find

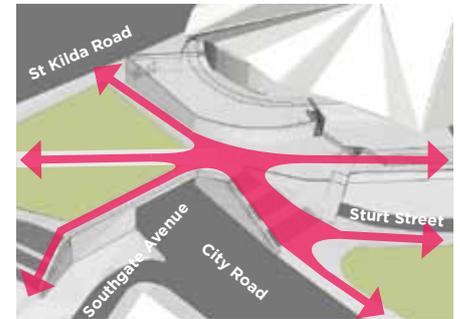
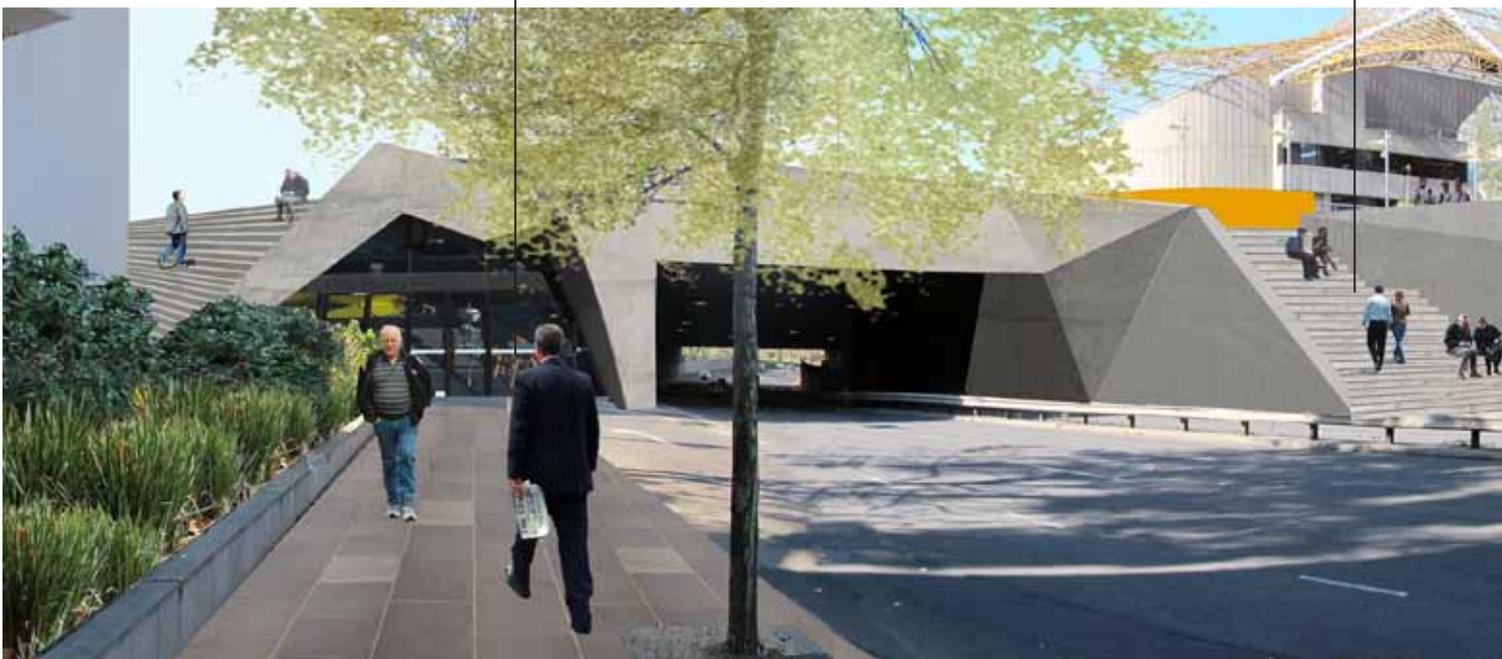


Figure 3.52: Potential connections will activate frontages around City Road and provide direct access to the arts precinct

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

Staircase provides direct connection to St Kilda Road



Proposed conditions

Figure 3.53: 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 (does not comply with the Disability Discrimination Act 1992)

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



Existing conditions

Figure 3.54: 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

Increased permeable surfaces help address flooding issue

Potential for permanent open space to interface directly with City Road



Action 4 Summary

Proposed improvements

The proposals outlined in this action will deliver the following benefits to improve significantly connections between City Road, the Arts Centre and the Yarra River:



New street trees



Improved pedestrian access and footpath upgrades



Improved bicycle access



High quality street materials, furniture and lighting

Potential impacts

This action focuses on a public realm upgrade that contains minimal traffic impacts to the surrounding roads.

Next steps

The proposed improvements identified in Action 4 involve the Arts Centre as the lead stakeholder and driver of changes in this area.

The Arts Centre is currently developing a master plan that will investigate ways to improve both the internal areas of its buildings and the surrounding spaces.

For the intent of the action to be realised, the City of Melbourne will work with the Arts Centre to ensure that the master planning work that is being undertaken for the Arts Centre in 2016 aligns with the highly supported proposals in this master plan.

Further information on next steps is outlined in part four.



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

5. CONNECT THE GARDENS

Understanding Alexandra Avenue

Alexandra Avenue between St Kilda Road and Linlithgow Avenue runs through the Domain Parklands which are listed on the Victorian Heritage Register for their significance to the State of Victoria.

The parklands provide a range of important benefits to the city in terms of urban ecology, biodiversity, urban forest, water management, recreation and events.

In the context of the master plan, Alexandra Avenue between St Kilda Road and Linlithgow Avenue presents opportunities to improve the connection between Alexandra Gardens and Queen Victoria Gardens and calm traffic flow through this area.

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

This action proposes to introduce a signalised pedestrian crossing mid-way between St Kilda Road and Linlithgow Avenue to connect to the existing path networks within the two gardens.

This will provide a direct connection between Alexandra Gardens and Queen Victoria Gardens. It will not only increase pedestrian safety, but greatly improve the usability of these gardens.

The City of Melbourne is developing the Domain Parklands Master Plan to create a shared vision for the parklands and to guide their management into the future. Other opportunities for improvements in this area will be explored as part of the Domain Parklands master plan.

What did the community say?

This action received a mixed response during the community engagement. Feedback revealed support for a pedestrian connection between the two gardens and traffic calming measures.

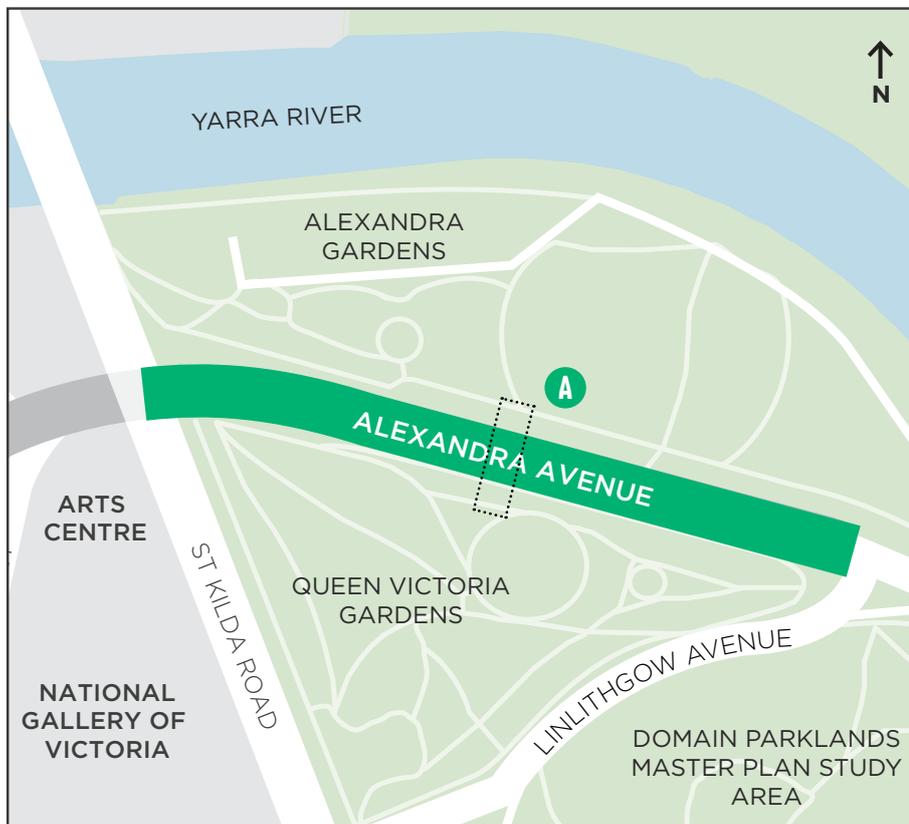
There was some concern about the impact of congestion and driver behaviour associated with Swan Street Bridge.

These concerns are being investigated by VicRoads through the Swan Street Bridge Upgrade project which aims to ease eastbound congestion on Swan Street Bridge, reduce queue lengths and improve cycling and pedestrian access.

The draft master plan included a longer term proposal for a central tree-lined median. While only 16 responses were received specific to this action, there was less support for this idea due to the potential impact on existing trees and landscape values, loss of usable open space and cost versus benefit of the proposal.

Other considerations regarding the boulevard proposal include the potential cost (approximately \$1.5 million) and benefit in comparison to other proposals in City Road and Alexandra Avenue, and the seven year time frame of the master plan.

As such, this action now focuses on the short term proposal to introduce a pedestrian crossing while any longer term opportunities for this area, such as a central median, could still be considered as part of the Domain Parklands Master Plan.



Legend

A Proposed pedestrian crossing

Figure 3.55: Indicative location of the proposed pedestrian crossing on Alexandra Avenue between St Kilda Road and Linlithgow Avenue

Action 5 Summary

Proposed improvements

The new pedestrian crossing proposed for Alexandra Avenue will deliver the following benefits:



Safer and more direct pedestrian access between two significant gardens.

The proposed crossing is presented on the following pages.

Potential impacts

The introduction of a new pedestrian crossing on Alexandra Avenue has been tested in the traffic model and results in minimal traffic delays. This is due to synchronising the new set of traffic lights with the existing traffic lights at the intersection of Linlithgow Avenue.

The Swan Street Bridge upgrade aims to ease east bound congestion and reduce queue lengths on Alexandra Avenue.

Next steps

The next step to progress this action is to develop a detailed design for the pedestrian crossing, in conjunction with the Domain Parklands Master Plan.

The detailed design will need to be approved by both the City of Melbourne and VicRoads as the road authority.

Timing of construction will be subject to the availability of funding and coordination with influential projects like the Swan Street Bridge Upgrade.

Further information on next steps is outlined in part four.

‘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
(25 February 2014)



Vehicles travelling along Alexandra Avenue, looking west towards St Kilda Road

Alexandra Avenue

Proposed design

The proposed design introduces a new pedestrian crossing on Alexandra Avenue, mid-way between St Kilda Road and Linlithgow Avenue to connect into the existing path network.

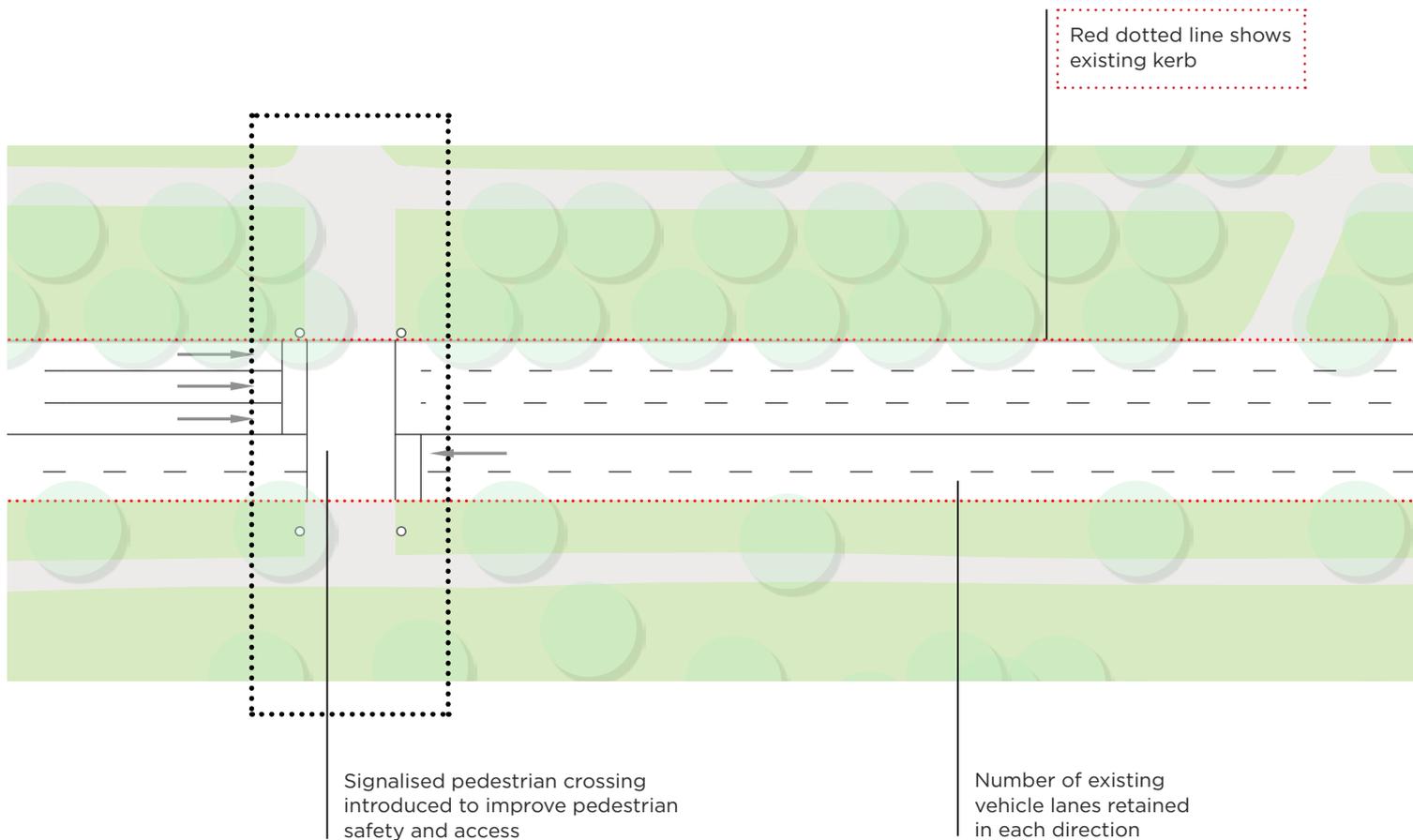
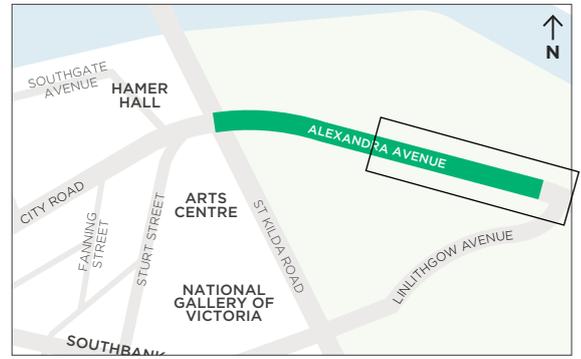
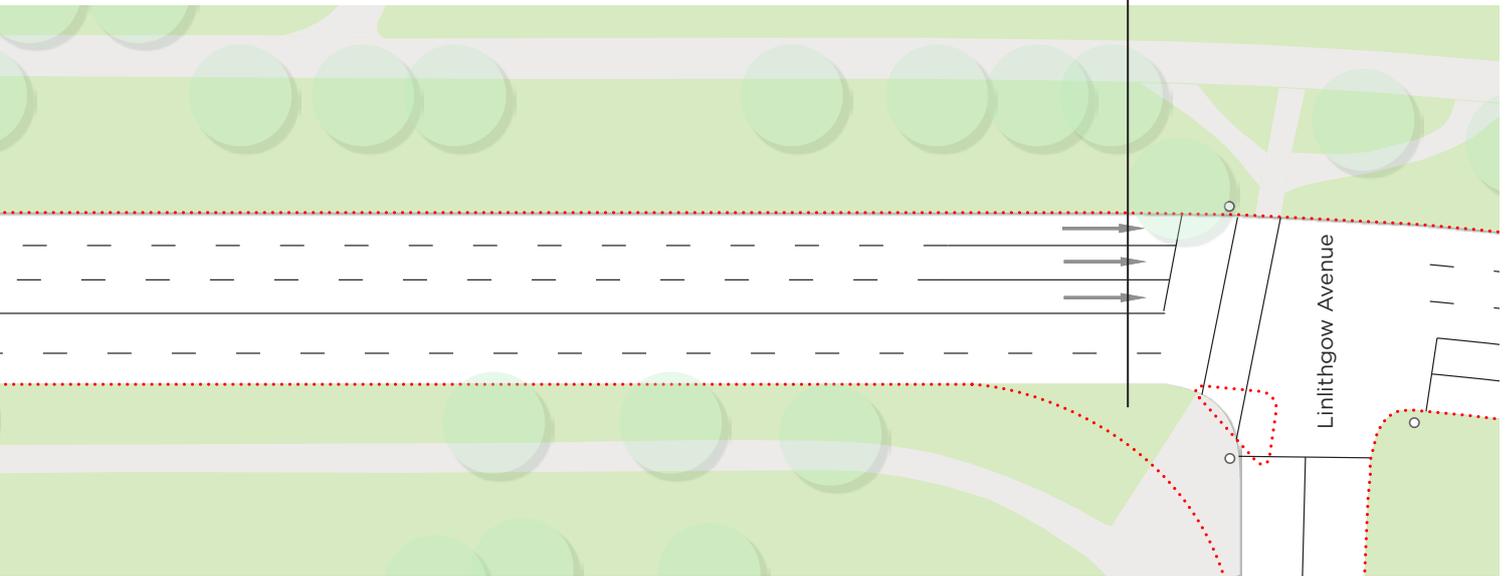


Figure 3.56: Proposed upgrade to Alexandra Avenue (between Linlithgow Avenue and St Kilda Road)



Slip lane currently being removed by the City of Melbourne to simplify pedestrian crossing paths and improve safety (does not form part of the master plan)



Legend

- Footpath
- Tree
- Traffic signal
- Existing kerb

‘The new pedestrian crossing is a great idea. It must be a proper ground level crossing, not a bridge. Give priority to pedestrians in this area, not cars.’

bodysuitman, resident
(17 September 2015)

6. EXPAND THE BICYCLE NETWORK WITHIN SOUTHBANK

Understanding cycling in Southbank

The master plan proposes a new on-road bicycle route through Southbank via City Road, Balston Street, Kavanagh Street and Southbank Boulevard (see figure 3.57).

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 for 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 (see page 40).

Bicycle lanes on Southbank Boulevard will be included in the Transforming Southbank Boulevard project. This will provide important connections to the river, St Kilda Road and the Botanical Gardens.

West of the M1 Freeway, City Road in the City of Port Phillip is nominated as a proposed commuter bike route (City of Port Phillip Bike Plan 2011-2020). This route will be critical to help connect Fishermans Bend to the central city.

The City of Melbourne will support the provision of bicycle facilities at key destinations like the Boyd Community Hub.

What did the community say?

Participants of the community engagement were highly supportive of providing more cycling connections in Southbank, however emphasised the importance of safety for cyclists, particularly relating to the design of bicycle lanes and interaction with other transport modes.

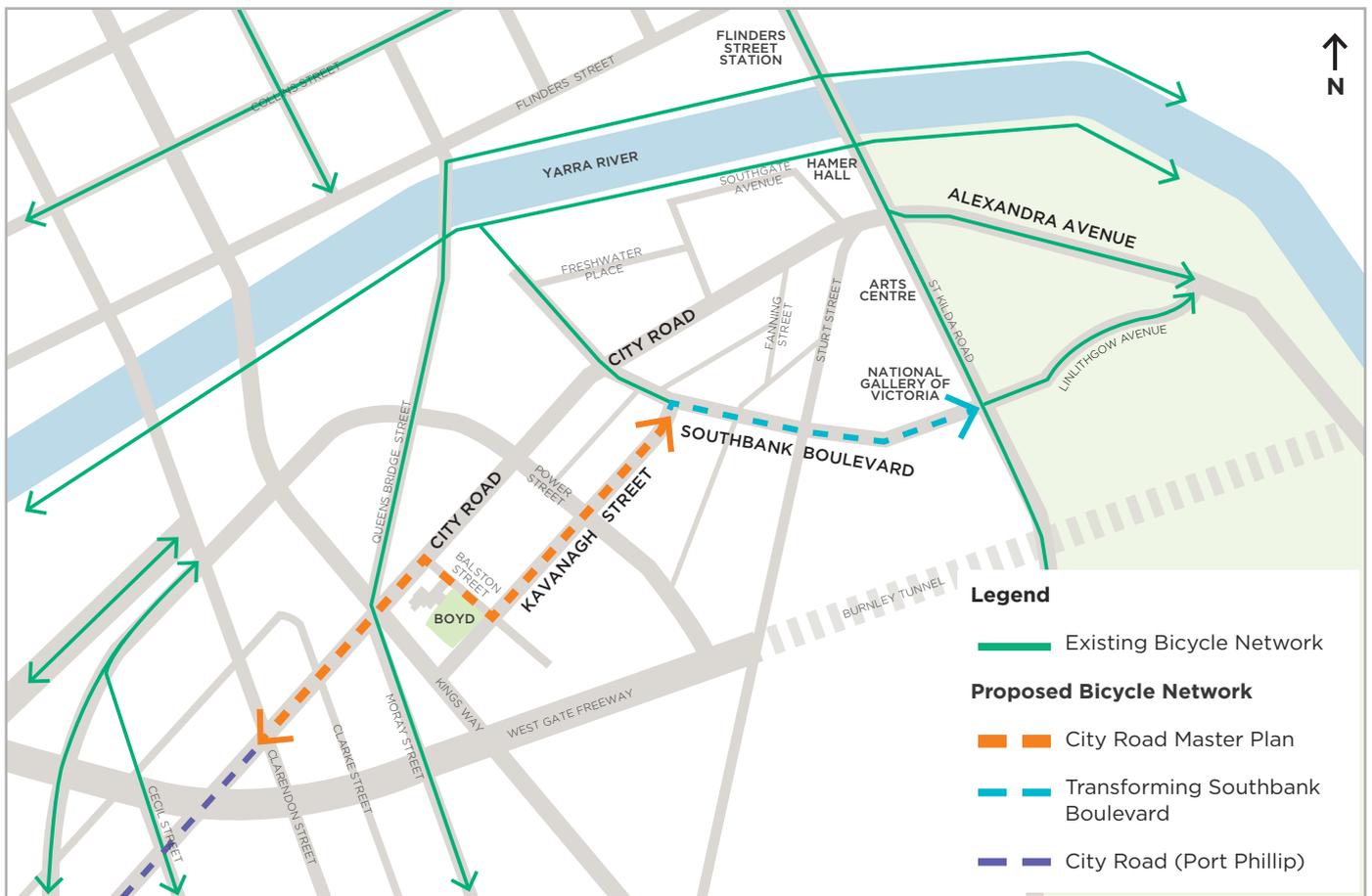


Figure 3.57: Proposed bicycle route (orange) through Southbank with existing network (green)

Action 6 Summary

Proposed improvements



This action will result in a new east-west bicycle link through Southbank

Potential impacts

The introduction of new bicycle lanes on Kavanagh and Balston Streets will require the reallocation of some road space to accommodate the bike lanes.

There may be some traffic delays associated with the proposed signalisation of the intersection of City Road and Balston Street as described in Action 1.

Next steps

This action will be progressed through the implementation of the City of Melbourne Bicycle Plan 2016-2020, which includes the local bike connection on Balston and Kavanagh Streets. The connecting bike link on City Road West will be progressed as part of Action 1.

The City of Melbourne will continue to work with all relevant stakeholders including City of Port Phillip, PTV, Yarra Trams, VicRoads and Melbourne Convention and Exhibition Centre, to ensure a cohesive, connected and safe cycling network.

Further information on next steps is outlined in part four.

'Anything that improves conditions for cycling is good for the city, the people, health and the environment.'

Dianemdunn, passing through

(1 October 2015)

'Cycling access to Port Melbourne via City Road is scary.'

Jackie, resident

(26 February 2014)



Cyclists riding west along City Road at the Kings Way undercroft

