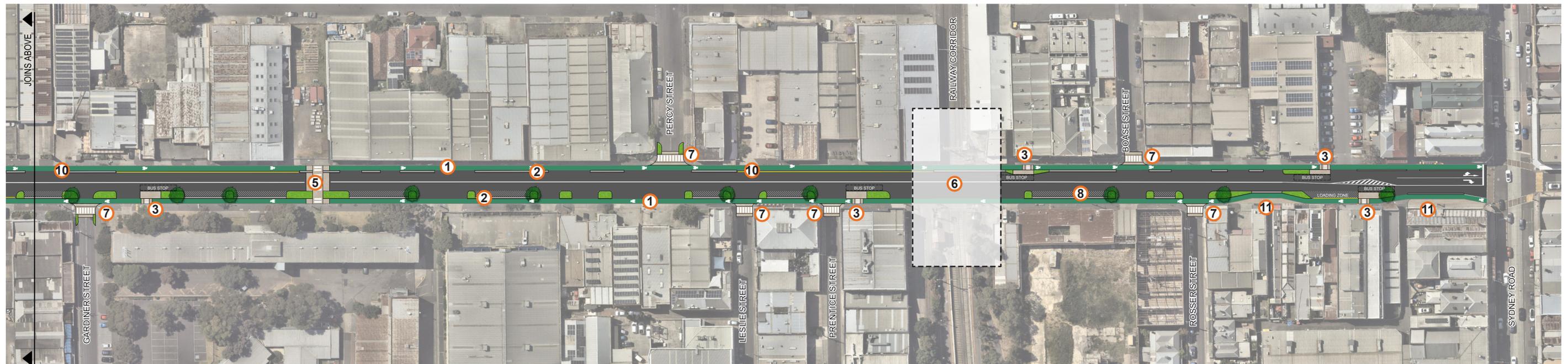


LANDSCAPE PLAN - WEST



LANDSCAPE PLAN - EAST

LEGEND

-  ROADWAY AND LINEMARKING
-  CONCRETE FOOTPATH AND PEDESTRIAN CROSSINGS
-  PROPOSED SPEED HUMPS
-  PROPOSED UNI-DIRECTIONAL CYCLEWAY
-  PROPOSED PARALLEL PARKING
-  CONCRETE KERB SEPARATOR
-  LANDSCAPING BUFFER
-  PROPOSED TREES

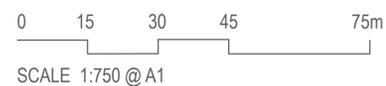
DESIGN NOTES

- 1** Uni-directional separated cycleway located to each side of the road providing a safe cycle route for users.
- 2** Concrete kerb separator between cycleway and road to create a physical buffer. Wider sections allow for understorey planting and street trees with clear trunk while ensuring sight lines are still achieved. Tree canopy provides additional shade and comfort to the space.
- 3** Proposed bus stops with dedicated space to board and alight and raised zebra crossings along the cycleway.
- 4** Raised crossing creating a key link between Clifton Park and Brunswick Park to tie into the wider cycle network.
- 5** Raised pedestrian crossing to provide safer access towards the brewery and creating a more permeable pedestrian street.
- 6** Area subject to future works for Brunswick Level Crossing Removal. Council to advocate for signalised crossing as part of LXR project. Council to also advocate for improved bus interchange as part of LXR project.
- 7** Raised pedestrian crossing proposed to side streets to create a continuous pedestrian pathway across the site and slow down traffic movement.
- 8** Proposed designated on street parking areas to the southern side of Victoria Street.
- 9** New pedestrian connections between Clifton Park and Victoria Street.
- 10** Low level mountable separator between road and cycleway.
- 11** Section of footpath extension to provide wider area along pedestrian pathway.

VICTORIA STREET CONCEPT OPTION 1



landscape architecture
urban design
environmental management



MERRI-BEK CITY COUNCIL

VICTORIA STREET - DESIGN OPTIONS

DATE
19.03.24

JOB NO
300305398

DRAWING NO
SK-01

ISSUE
1

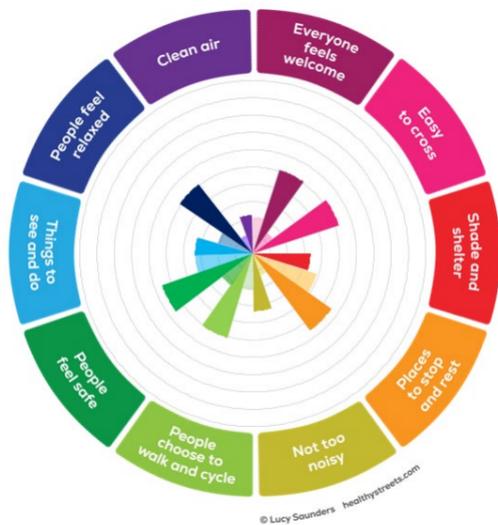
Concept 1 – One-way protected bike lanes on both sides of the street

Overview

- Protected one-way bike lanes on both sides of Victoria Street running from Pearson Street to Sydney Road
- Increased greening and tree planting
- Bike lane style is both the easiest to ride on for riders, and safer when other road users cross the lane
- Upgrades to existing pedestrian crossings to improve priority and safety for people walking and riding, and an additional zebra crossing
- Wider footpaths near Sydney Road to create more space for on-street dining, tree planting opportunities, and a better walking environment
- Improved safety at the side street intersections, particularly for people walking and riding
- Bus stops upgrades to improve bus reliability and ease of access for people entering and exiting the bus, and to be compliant with the Disability Discrimination Act (DDA)
- Boosts Healthy Streets score to 44/100
- Parking mostly retained on south side of the street, with a high amount of parking reallocation required on the north side of the street.
- Bike lane may only meet minimum standard width in some sections limiting the ability for faster riders to overtake

Healthy Streets

The proposed layout of Concept 1 would result in an increased Healthy Streets score for the project area, based on the Healthy Streets Design Check for Australia, as shown in the diagrams below. Concept 1 would increase the score for each Healthy Streets indicator except for 'Things to see and do', with a projected Healthy Streets score of 44/100.



	Existing Layout Score	Proposed Layout Score
Healthy Streets Score	20	44
Everyone feels welcome	21	51
Easy to cross	14	52
Shade and shelter	0	33
Places to stop and rest	39	56
Not too noisy	13	33
People choose to walk and cycle	21	51
People feel safe	22	56
Things to see and do	33	33
People feel relaxed	21	51
Clean air	11	22

What adds to the Healthy Street score in Concept 1?

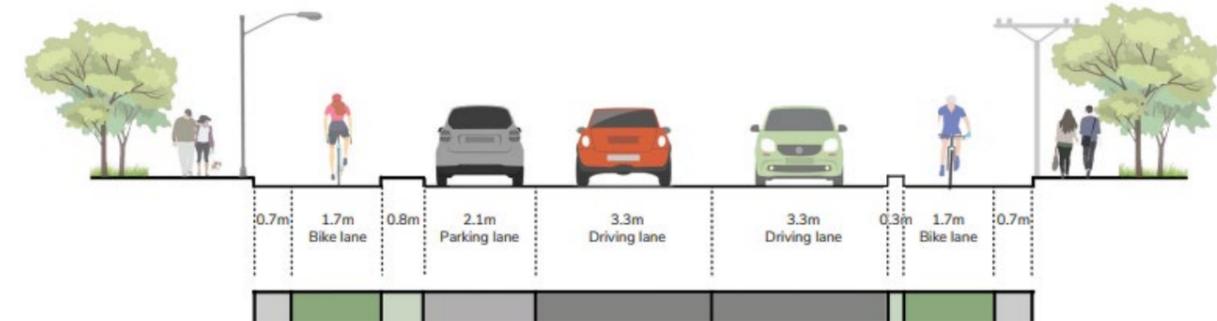
- Improved comfort and safety for people walking, particularly at side streets and crossings
- Improved safety for people riding bikes
- Better bus stops

What detracts from the Healthy Streets score in Concept 1?

- High traffic volumes and proportion of heavy vehicles maintained
- Some areas with limited shade for people walking and riding bikes
- Bike lanes only just minimum standard width

Typical Section Diagram

Below is an example of how this layout will look. This represents a typical point along the study area, and some of the widths will change depending on different site constraints.



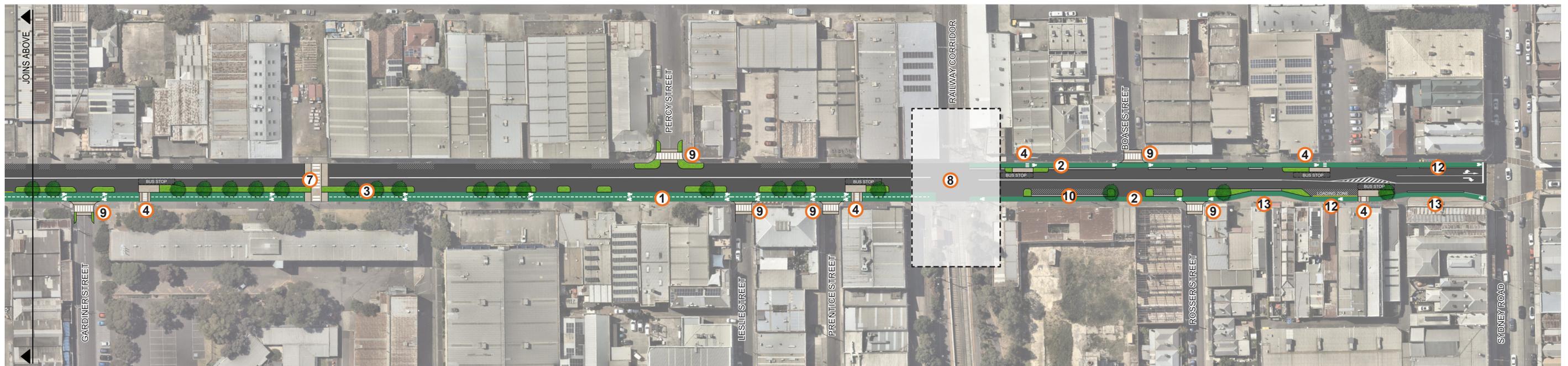
Artist impressions

The below impressions of how Concept 1 may look should be considered as impressions only and are subject to change.





LANDSCAPE PLAN - WEST



LANDSCAPE PLAN - EAST

LEGEND

-  ROADWAY AND LINEMARKING
-  CONCRETE FOOTPATH AND PEDESTRIAN CROSSINGS
-  PROPOSED SPEED HUMPS
-  PROPOSED UNI-DIRECTIONAL CYCLEWAY
-  PROPOSED PARALLEL PARKING
-  CONCRETE KERB SEPARATOR
-  LANDSCAPING BUFFER
-  PROPOSED TREES

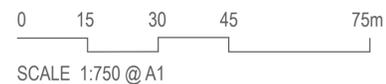
DESIGN NOTES

- 1** Bi-directional separated cycleway located to the southern side of Victoria Street providing a safe cycle route for users.
- 2** Uni-directional separated cycleway between the railway corridor and Sydney Street providing safe cycle route for users.
- 3** Landscape buffer between cycleway and road with low understorey planting and street trees with clear trunk to create a physical buffer while ensuring sight lines are still achieved. Tree canopy provides additional shade and comfort to the space.
- 4** Proposed bus stops with dedicated space to board and alight and raised zebra crossings along the cycleway.
- 5** Proposed bus stops on existing footpath.
- 6** Raised crossing creating a key link between Clifton Park and Brunswick Park to tie into the wider cycle network.
- 7** Raised pedestrian crossing to provide safer access towards the brewery and creating a more permeable pedestrian street.
- 8** Area subject to future works for Brunswick Level Crossing Removal. Council to advocate for signalised crossing as part of LXR project. Council to also advocate for improved bus interchange as part of LXR project.
- 9** Raised pedestrian crossing proposed to side streets to create a continuous pedestrian pathway across the site and slow down traffic movement.
- 10** Proposed designated on street parking areas along Victoria Street.
- 11** Traffic signal redesign and intersection treatments would be required to ensure safe east-west bicycle movement, most likely including a dedicated signal phase for people on bikes
- 12** Low level mountable separator between road and cycleway.
- 13** Section of footpath extension to provide wider area along pedestrian pathway.

VICTORIA STREET CONCEPT OPTION 2



landscape architecture
urban design
environmental management



MERRI-BEK CITY COUNCIL **VICTORIA STREET - DESIGN OPTIONS**

DATE	JOB NO	DRAWING NO	ISSUE
19.03.24	300305398	SK-02	1

Concept 2 – Two-way protected bike lanes on the south side of the street

Overview

- Protected two-way bike lanes on south side of Victoria Street, between the Upfield Line and Pearson Street
- Protected one-way bike lanes on both sides of Victoria Street between the Upfield Line and Sydney Road
- Upgrades to existing pedestrian crossings to improve priority and safety for people walking and riding, and an additional zebra crossing
- Improved safety at the side street intersections, particularly for people walking and riding
- Bike lane width allows for safe and easy rider passing
- Less user-friendly design for riders and potential for more conflict between bike riders and other road users when crossing the lane compared to one-way bike lane
- Parking mostly retained on north side of the street, with a very high amount of parking reallocation required on the south side of the street
- Some wider footpaths near Sydney Rd for more on-street dining, tree planting opportunities and better walking environment.
- Bus stops upgrades to improve bus reliability and ease of access for people entering and exiting the bus, and to be compliant with the Disability Discrimination Act (DDA)
- Boosts Healthy Streets score to 46
- Significantly increased greening and tree planting opportunities

Healthy Streets

The proposed layout of Concept 2 would result in an increased Healthy Streets score for the project area, based on the Healthy Streets Design Check for Australia, as shown in the diagrams below. Concept 2 would increase the score for each Healthy Streets indicator and an overall Healthy Streets score of 46/100.



	Existing Layout Score	Proposed Layout Score
Healthy Streets Score	20	46
Everyone feels welcome	21	53
Easy to cross	14	52
Shade and shelter	0	44
Places to stop and rest	39	56
Not too noisy	13	33
People choose to walk and cycle	21	53
People feel safe	22	56
Things to see and do	33	42
People feel relaxed	21	53
Clean air	11	22

What add to the Healthy Streets score in Concept 2?

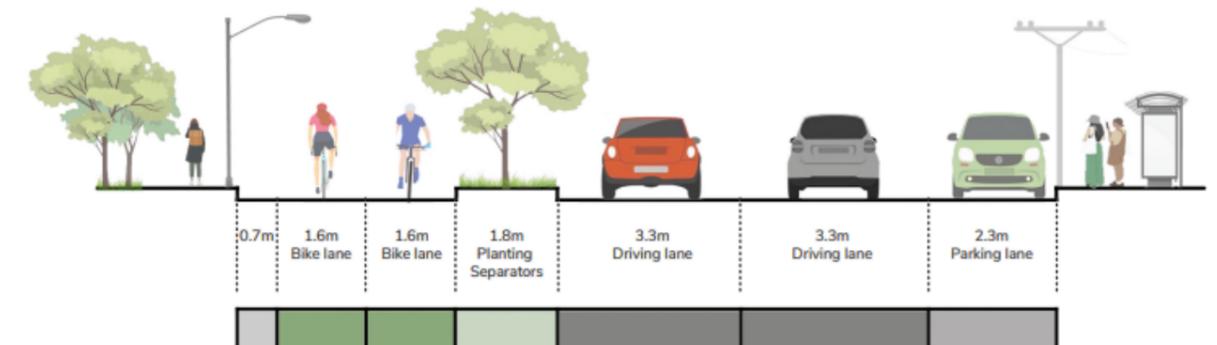
- Significantly improved shading for people on bikes, and people on the southern footpath
- Improved safety and comfort for people walking and riding bikes, particularly at side streets and crossings
- Improved bus stops

What detracts from the Healthy Streets score in Concept 2?

- High traffic volumes and proportion of heavy vehicles maintained
- Some narrow sections of footpath
- Minimum standard width bike lanes between Upfield Line and Sydney Rd

Typical Section Diagram

Below is an example of how this layout will look. This represents a typical point along the study area, and some of the widths will change depending on different site constraints.



Artist impressions

The below impressions of how Concept 1 may look should be considered as impressions only and are subject to change.

