



Streamlining Hoddle Street

Design Update Report

March 2017

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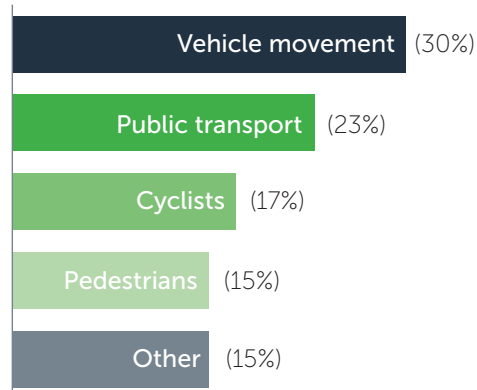


From July – September 2016, we asked you to provide feedback on the four intersection concept designs we developed for the Streamlining Hoddle Street project. We shared the proposed changes for each intersection and asked you to share any issues, concerns and opportunities you identified within each of the four concept designs.

We'd like to thank all of those who participated in this process or got in touch with us to discuss the project in more detail. Your local knowledge and feedback will play a critical role in improving the designs to better meet the needs of pedestrians, cyclists, residents, traders, public transport users and motorists.

During this time, we spoke with residents, commuters, traders and the general public both online and at three community drop-in sessions. We also received direct emails from community members and many of you joined our live online webinar. In total, more than 500 people participated and provided feedback on the intersection concept designs.

The below chart shows the themes most commonly discussed by the community:



Other themes discussed included parking, the environment and public space.

As part of this process, we've also been working closely with key stakeholders and groups. A Reference Group has been formed, and design workshops have been facilitated with:

- City of Yarra
- City of Melbourne
- Melbourne and Olympic Parks Trust
- Major Projects Victoria
- Department of Economic Development, Jobs Transport and Resources
- MCC/MCG
- Transport for Victoria
- Public Transport Victoria
- Metro Trains Melbourne
- Yarra Trams
- TransDev
- Active Transport Victoria
- Bicycle Network
- Bicycle user groups and representatives
- Advocacy groups for those who experience vision or mobility impairment
- Urban design specialists.

We'll continue to draw on this expertise to finalise the designs, and work with these stakeholders to minimise disruption during construction.

What happens now?

We've collected and analysed all of the information and feedback for each intersection and the Hoddle Street-Punt Road corridor in general. We're working with our design consultant SMEC to continue developing the concept designs with consideration of the feedback and information the community and our key stakeholders have provided.

In this document, we have explained how we are using some of this feedback as we continue through the detailed design process.

The detailed design process is when we refine the preliminary concepts by drawing on community and stakeholder feedback, traffic and transport modelling, more detailed technical investigations and consideration of urban design. This process will lead us to the final designs.

We'll be returning to the community later this year to share the design progress and then present final designs.

	Business case development	Stage 1 funded	Detailed design	Construction
Key objectives	<ul style="list-style-type: none"> Investigate the overall land and road use in the area Conduct initial technical investigations Raise awareness of the project 	<ul style="list-style-type: none"> Victorian Government announced \$60 million to upgrade the intersections of: <ul style="list-style-type: none"> Swan Street Brunton Avenue Johnston Street Eastern Freeway 	<ul style="list-style-type: none"> Work with our designer and key stakeholders to develop final designs Test the final designs against the transport model Finalise the designs for construction 	<ul style="list-style-type: none"> Upgrade the four intersections Implement an Intelligent Transport System (ITS) for the corridor
Community and stakeholder input	<ul style="list-style-type: none"> Identified key issues and opportunities along and across the corridor Helped us to prioritise where we focus funding and efforts 	<ul style="list-style-type: none"> Provided feedback on the intersection concept designs Shared local knowledge and information to improve the concept designs 	<ul style="list-style-type: none"> Improve the designs Allow us to make some changes to the designs Help us address problems with the functionality of designs Identify opportunities for complementary projects and initiatives 	<ul style="list-style-type: none"> Provide feedback about how you would like to be informed Minimise the impacts of construction on your travel Start educating the community on the new road designs
Status	Complete 2015	April 2016–November 2016	Late 2016–Mid 2017	Begins late 2017

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Hoddle Street-Punt Road corridor

What we heard – crossing the corridor

Many people spoke about the difficulties they experience crossing Hoddle Street-Punt Road on foot.

What we're doing

We're looking at how we can break down this barrier and reconnect suburbs across the corridor by giving more green time to pedestrians, and providing better and safer pedestrian connection points.

What we heard – clearways

We received a lot of feedback about extending clearway times along the Hoddle Street-Punt Road corridor. You may be aware that 24/7 clearways were implemented along Punt Road from St Kilda Junction to Alexandra Avenue. These clearways have seen a significant improvement in travel time, better flow through intersections and more reliable travel times for the 246 bus service.

What we're doing

We're investigating 24/7 clearways and the removal of parking for the Hoddle Street-Punt Road corridor, Johnston Street and some sections of Swan Street.

Our initial assessments suggest that:

- This will improve travel times for the DART bus service
- Reduce congestion for vehicles outside of peak times from Victoria Parade to the Yarra River
- Provide tram priority at the Swan Street and Punt Road intersection.

Over the coming months, we'll be consulting with the community on clearways to ensure we understand the needs of residents, local businesses, road and public transport users.

What we heard - congestion charge

Many participants suggested we impose a congestion or single occupant vehicle charge.

What we're doing

These measures are outside the scope of this project and are not being considered as solutions for improving the movement of people along and across the Hoddle Street-Punt Road corridor.

Punt Road and Swan Street is an important gateway to the sporting and entertainment precinct.



What we heard - way-finding, signage and education

Many people said that the new intersection arrangements could be difficult for drivers to get used to or for new drivers to easily navigate.

What we're doing

Some of the concepts we're using are new to Melbourne and we know they will need well researched signage, as well as an extensive education campaign. We'll be working with behavioural scientists and seeking feedback from the community to ensure we get this right.

What we heard – new technology

Some participants suggested new and innovative technology solutions should be explored to reduce congestion and provide priority for public transport.

What we're doing

We're keen to complement the physical intersection improvements with ITS (Intelligent Transport Systems) solutions. ITS involves the use of new and existing technology to deliver safer, more efficient and sustainable transport solutions. Some of the things we're looking at are CCTV monitoring, enhancements to variable message signs (VMS), pedestrian countdown timers and new priority measures for buses and trams.

What we heard - construction impacts and traffic delays

Some people said that works to improve the corridor will increase delays even further and cause frustration for all road users.

What we're doing

While we don't expect construction to start until later this year, we're already working to understand how we can complete the works with minimal impact on those visiting and travelling in the area. We'll be monitoring traffic volumes, travel times and alternative transport modes to assist the community with their travel arrangements during this time.

There is likely to be some disruption, however we will provide advanced notice about traffic changes wherever possible and will use a range of tools, including variable message signs (VMS), letters delivered to local residents, advertisements, information on websites and social media, and email notifications.

We want to make sure we get this information to you easily and quickly, and as we approach construction, we'll be asking you to provide us with feedback about how we can best communicate with you.

The intersection of Hoddle and Johnston Streets in Collingwood.



Swan Street and Punt Road, and Brunton Avenue and Punt Road intersections

The intersections of Swan Street and Brunton Avenue with Punt Road rely closely on each other to achieve the best design solutions.

What we heard – public transport connections

We received a lot of feedback about the current and proposed public transport connections at these intersections. Many participants believe the proposed locations of the route 246 bus stops could be improved to provide better connections to Richmond Station.

What we're doing

We're reassessing the design of the intersection to make sure that it works well as a transport interchange, where people can connect easily between buses, trams and trains at Richmond Station.

Industry accepted guidelines suggest departure side bus stops allow buses to move through intersections before the lights turn red, then pick up passengers on the departure side and continue moving free of traffic. However in this instance, you've told us close proximity to train and tram connections are more important to you.

Current investigations include:

- Reassessing the location of bus stops and investigating whether they can be relocated to have better connection with Richmond Station and the tram stop
- Investigating an improved outcome for the northbound 246 bus stop to allow for better and safer accessibility for people with movement aids or prams

- Studying the design of the tram stop to ensure it provides safe and optimised pedestrian movements across Swan Street
- Designing a tram stop that best provides for the high demand for public transport services in this area before, during and after events.

What we heard – pedestrians

Many people were concerned about how the proposed design accommodates the thousands of pedestrians who use the intersection every day.

Some community members suggested that grade separating pedestrians could be a positive solution for pedestrian movements at this intersection.

Grade separation is when vehicles or pedestrians are elevated above the road, or lowered below the road, to minimise or remove potential conflicts.

What we're doing

We agree that one of the most important functions of this intersection is its ability to accommodate pedestrian movements safely and efficiently, particularly during events at the Melbourne and Olympic Park precinct, as well as the MCG.

We're working closely with event operators to collect information about how people move in this area, connect to public transport and access local destinations.

To ensure we have a thorough understanding of how pedestrians use and move in the area, we collected data and drone footage during the 2017 Australian Open, football games, concerts and during peak periods. You can view some of the footage on our website.

This information will build a pedestrian model which will help us create a design solution focused on improving safety for people on foot.

Provisions for trams is an important part of this project.



Design solutions we are investigating include:

- Reducing the crossing distances for pedestrians
- Removing concrete slip lane islands to ensure pedestrians are not stopping and waiting between moving traffic lanes
- Considering additional opportunities for pedestrians to cross Punt Road near this intersection.

It is possible to grade separate pedestrians at this intersection. As part of this project however, we need to consider ongoing investigations into the long term future use of the Richmond Station precinct. While we will not be grade separating pedestrian movements as part of this project, our design team will ensure that the final design for this intersection does not preclude grade separation occurring as part of any future development of the Richmond Station precinct.

What we heard – cyclists

Many cyclists told us that one of their preferred east-west routes through this area was along Stewart Street, across Punt Road and through Yarra Park. We also received feedback that the west bound bike lane on Swan Street and across Punt Road relies on cyclists moving from the road, to the shared use path, before moving back to the formal bicycle lane.

What we're doing

We're investigating whether we can include a more streamlined cycling connection along the full length Swan Street and Olympic Boulevard. This could be a wide off road shared use path or dedicated on road cycling lanes.

We're also working with other authorities to understand how we can improve the use of Stewart Street.

What we heard – traffic, congestion and local access

We received a lot of feedback about:

- Traffic flow and congestion during the morning and afternoon peak
- Questions about whether the continuous flow intersection concept will resolve these issues
- Rat running (drivers taking shortcuts through residential streets)
- Local access for Cremorne residents.

What we're doing

As part of the detailed design process, we're undertaking detailed traffic and transport modelling. Our modelling efforts are centred on improving the movement of people along and across the Hoddle Street and Punt Road corridors.

Transport modelling is a process where all strategic transport data, including current and future traffic volumes, population growth, how many people use public transport and other modes, as well as other factors, are assessed against the new design and function of the road or transport facility. The modelling allows us to test the extent of the benefits the new designs will provide now and into the future.

The modelling will allow us to evaluate the effectiveness of the movements at intersections, including the proposed hook turn from Olympic Boulevard into Punt Road which many people provided us with feedback about.

We're aware of the local access issues experienced in the Richmond and Cremorne areas and have spoken with council about these. When the Punt Road and Swan Street intersection is working more efficiently, we expect to see fewer vehicles using local streets as short cuts.

We'll also be working closely with the local council to identify complementary works that could be completed to maximise the benefits for local residents.

We're investigating ways to make it easier to cross Hoddle Street.



Johnston Street and Hoddle Street intersection

What we heard – enjoying the local area

We received a lot of feedback about the intersection of Hoddle Street and Johnston Street being an unpleasant and uninviting area, with little amenity and poor pedestrian connections.

Lots of people spoke about Hoddle Street being a barrier between suburbs, suggesting significant work is needed to make walking and cycling a safer and preferred travel mode in the local area. We also received a lot of requests for more to be done to improve Johnston Street as a destination; a place to live, work, visit and enjoy.

What we're doing

We're looking at ways to improve the community's experience at the intersection, and when visiting and travelling along Johnston Street. We'll be working closely with local council and the community as we develop ideas to achieve this, however some considerations are:

- Investigating better use of the road space to provide a balanced outcome for transport and amenity
- Assessing open space in the area and investigating how we can improve the use of this open space
- Understanding where we might be able to provide additional open space to the community.

We've also established an Urban Design Advisory Panel (UDAP) which comprises expertise from local councils, SMEC (our design consultant), VicRoads and the Office of the Victorian Government Architect. The UDAP will assist in developing the best urban design solutions for the project.

What we heard – rat running

We were told that rat running continues to be a problem for local residents in this area.

What we're doing

Although right turn movements may be banned at the intersection, we're ensuring drivers will still be able to get where they need to go by providing U-Turn or P-Turn movements along Hoddle Street.

The final designs are still being explored, however we believe this should improve the operation of the intersection and remove the need for road users to 'rat run' through residential streets.

What we heard – bus services and connections

Many people provided feedback that this intersection needs to better prioritise bus movements. Some community members suggested dedicated, 24/7 bus lanes could improve bus services and make it a more attractive public transport mode.

What we're doing

We're investigating the feasibility of dedicated, 24/7 bus lanes to provide more reliable and consistent bus journeys. This could mean the removal of on-street parking along Hoddle Street and along some sections of Johnston Street. The whole community, including commuters, traders and residents, will be part of the conversation about clearways to ensure we get the balance right.

You might see us in the local community in the coming months talking to people about this.

We're also looking at how Intelligent Transport Systems (ITS) could assist with prioritising bus travel at this intersection, particularly for the DART (Doncaster Area Rapid Transit) bus services. This may include providing buses with more green light time so they can get a head-start on the traffic.

Cyclists gather on Johnston Street waiting to cross Hoddle Street.



Eastern Freeway and Hoddle Street interchange

What we heard – bus services and connections

Some participants suggested a dedicated outbound bus lane, heading north along Hoddle Street and onto the Eastern Freeway, should be included in the new design for the Eastern Freeway interchange and for the full length of the corridor. This was deemed particularly important for those travelling on the DART bus service.

What we're doing

We are investigating opportunities to provide dedicated, 24/7 bus lanes for as much of the corridor as possible.

The proposed new lane on the Eastern Freeway outbound ramp will improve traffic flow for all vehicles, including buses and this will be tested further during the transport modelling.

What we heard – cyclists

Many participants suggested the bicycle connections at this intersection could be improved and appeared unsafe at some crossing points.

What we're doing

We've completed transport counts and surveys to understand how cyclists are using this area. We will use this information to design solutions that allow cyclists to travel where they need to as safely as possible.

It's also important to note that at this location, we're using this information and technical bridge investigations to look at options for the best use of space on the bridge. This could include on-road or off-road bicycle lanes or extra space for bus lanes.

Transport modes at the intersection of the Eastern Freeway and Hoddle Street are varied, including cars, trucks, buses, pedestrians and cyclists.



Contact us

You can stay up to date with the project on our website vicroads.vic.gov.au. Just search for 'Streamlining Hoddle Street.'

You can also get in touch with us via email hoddlepunt@roads.vic.gov.au and request to join our project mailing list.

