City of DAREBIN

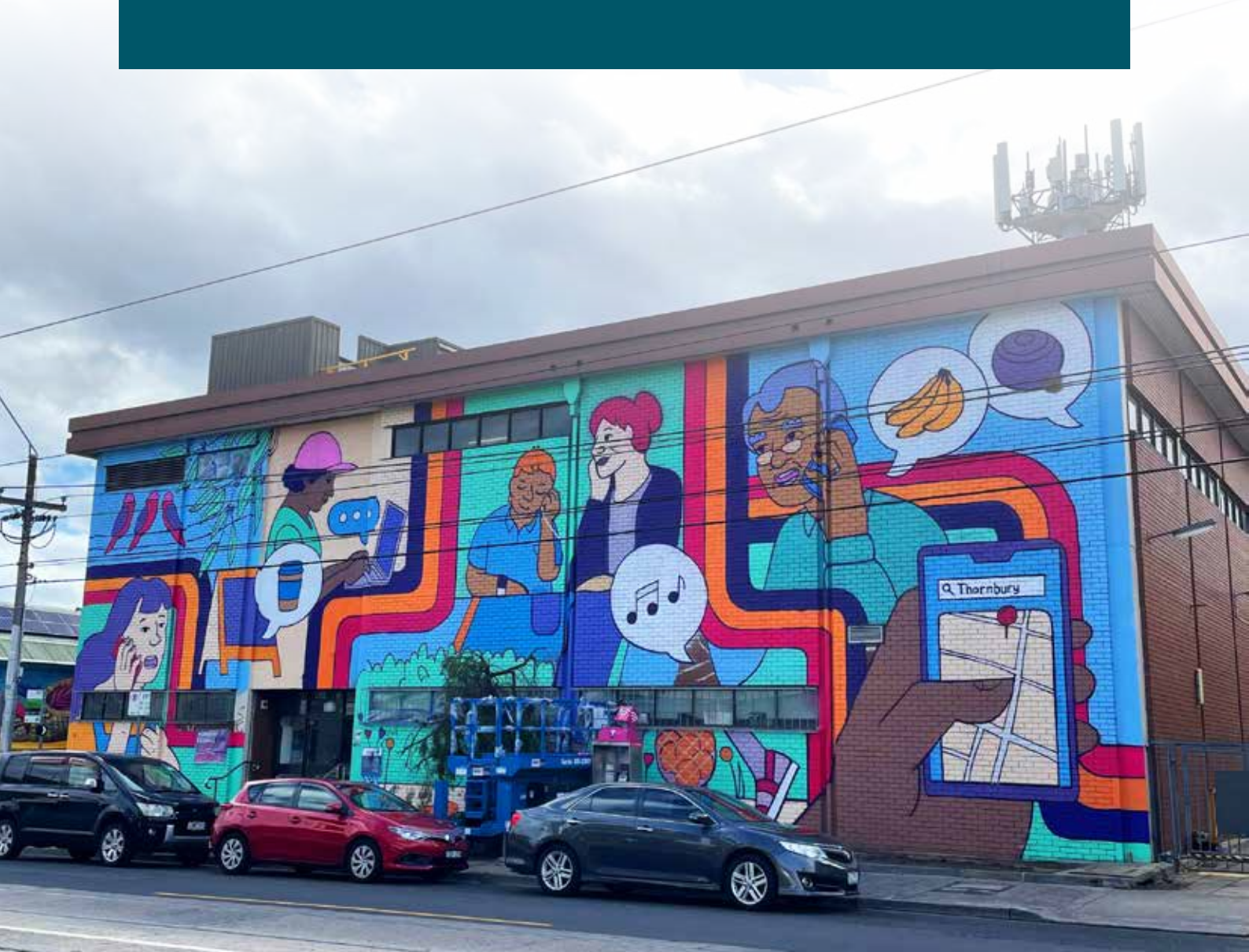
the place to live

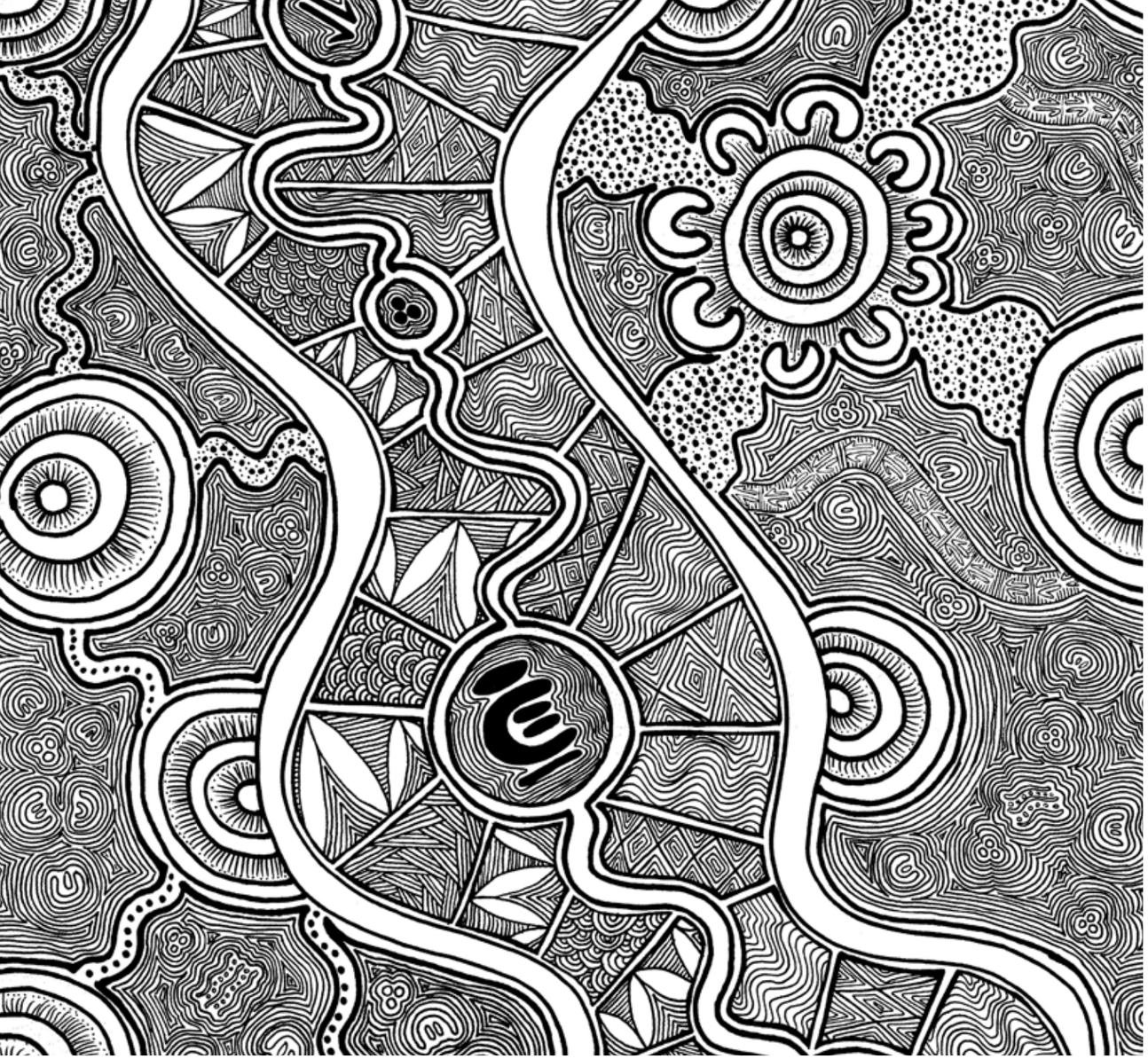
DESTINATION: HIGH STREET

Vibrant, safe and accessible

Darebin City Council's advocacy submission to the Route 86 Tram Corridor Planning project.

Adopted by Council
17 June 2024





Art by Natashia Ellis-Corrigan, proud Jinibara/Bundjalung woman. Aboriginal artist from Jinibara Designs.

ACKNOWLEDGEMENT OF TRADITIONAL OWNERS

Darebin City Council acknowledges the Wurundjeri Woi Wurrung people as the traditional owners and custodians of the land and waters we now call Darebin and pays respect to their elders, past, present and emerging.

Council affirms that Wurundjeri Woi Wurrung people have lived on this land for millennia, practising their ceremonies of celebration, initiation and renewal.

Council respects and recognises all Aboriginal and Torres Strait Islander communities and their values, living culture and practices, including their continuing spiritual connection to the land and waters and their right to self-determination.

MESSAGE FROM MAYOR

Tram route 86 in Melbourne's inner north is a key public transport link. It is a 22.2 kilometre route that runs from Bundoora to the City, through the Darebin suburbs of Reservoir, Preston, Thornbury and Northcote.

Darebin City Council has advocated for many years to make this tram route easier, safer and more accessible for users. In 2022, Council welcomed the Victorian State Government commitment of funding to undertake planning work on the Route 86 Tram Corridor. Once upgraded this work will result in tram stops that will better connect with existing level access tram stops along this key route and we encourage fast-tracked funding to construct this important project.

The Route 86 Tram Corridor Upgrade project is a once in a generation project. It has the potential to significantly transform our city for the better, where people can access trams more easily and safely, and street improvements can be made. Getting the corridor layout and design detail right is fundamental in ensuring a positive and lasting legacy for current and future communities.

Council will continue to play an important role in this project to ensure the best outcomes for our community. To help achieve that, I am proud to present Destination: High Street. This document outlines Council's next phase of advocacy for the project in Northcote and Thornbury, ensuring the State Government understands what the community and Council is seeking to be delivered along the tram corridor.

I encourage you to read more about what we are doing to ensure a safe and accessible tram route for our community,

Cr Susanne Newton
Mayor
Darebin City Council

CONTENTS

DESTINATION: HIGH STREET

INTRODUCTION

What is Destination: High Street?

Destination: High Street is Council's advocacy submission to the Route 86 Tram Corridor planning project, being led by the Department of Transport and Planning (DTP). It outlines our priorities for what we'd like to see delivered through this project, based around the themes of Movement, Place, Safety, Accessiblity and Business Support.

Our priorities are underpinned by a detailed analysis of the corridor's existing conditions, the proposed tram stop options, and key actions from endorsed Council strategies such as Going Places: Council's Transport Strategy, Disability Access and Inclusion in Darebin, and Breathing Space: Council's Open Space Strategy. This analysis can be found in Appendices A and B.

Detailed analysis of each tram stop location has been undertaken to provide precinct-specific movement, place and safety asks. Resulting from this analysis is a clear set of principles and concept designs that should be used to inform future tram stop and streetscape improvements along High Street.

Destination High Street: Vision

Destination: High Street – Vibrant, safe and accessible, envisages a High Street that prioritises spaces for people, provides more greenery, and offers greater opportunity for people to meet, shop, dine and hold events. Getting to and around High Street is easy and safe via walking, cycling and public transport. There are safe and convenient places to park or unload vehicles, for those who need it most.

High Street - The world's coolest street

Source: Tagvenue

High Street & Tram Route 86

High Street is Darebin's premier retail, hospitality, and entertainment destination, spanning Westgarth, Northcote, Thornbury, Preston and Reservoir. Tram Route 86, the third busiest in Melbourne, services the community and businesses along High Street. New generation, low floor E-Class Trams which accommodate up to 210 passengers operate along this route.

With population growth across Darebin and Greater Melbourne set to continue, higher public transport usage, rising densities, increased pedestrian traffic and a growing number of cyclists are expected. This means public space will be at a premium, and creating a balanced and equitable High Street will be more important than ever.

While High Street in Northcote and Thornbury is a destination for people across Darebin and Melbourne more broadly, only a small number of tram stops are compliant with the Disability Discrimination Act (DDA). Accessibility and amenity upgrades would significantly benefit the community by improving the safety and useability of the street.

DESTINATION: HIGH STREET

What changes are DTP proposing for High Street?

Consolidating tram stops along the corridor

There are currently nine (9) tram stop pairs in the study area between 135 and 270m apart. DTP are proposing to rationalise tram stop locations so that:

- There are six (6) tram stop pairs, located 300-400m apart along the corridor.
- New tram stop locations service key anchors such as Train Stations, Bus Routes, Northcote Plaza and local schools.
- Tram travel times are improved.

Introducing accessible tram stops

Based on detailed analysis of the street envriroment, road spatial considerations, traffic conditions and safety of all users, **kerb extension platforms** and **centre island platforms** are the two tram stop types considered suitable for the corridor.

Example of a centre island tram stop at Domain Interchange (now closed due to construction of ANZAC Station)
Source: ABC News

Example of the kerb extension tram stops at Acland Street in St Kilda.
Source: Yarra Trams

OUR ADVOCACY

Council's corridor-wide advocacy priorities are framed around the key themes of Movement, Place, Safety, Accessibility and Business Support.

They seek to elevate key actions from Council endorsed strategies such as the Darebin Transport Plan and Darebin Access and Inclusion Plan.

In this section, you'll find:

Source: City of Darebin

TOP PRIORITIES FOR THE CORRIDOR

Priority 1 - Deliver kerb extension tram platforms at all stops.

Deliver kerb extension tram platforms which integrate seamlessly into the streetscape, expanding the public realm for people to enjoy.

Priority 2 - Locate tram stops to improve transport safety.

Ensure tram stops are positioned and designed to support safer, more accessible pedestrian and cycling connections across the corridor, including new signalised crossing points.

Priority 3 - Deliver works and accessibility improvements sooner.

Ensure network improvements are delivered sooner, including the non-accessible Preston and Reservoir sections of Route 86 along Plenty Road. Ensure broader accessibility improvements are made including changes to signals at key intersections, and slip lane closures.

Priority 4 - Mitigate loss of on-street car parking.

Provide funding to facilitate redistribution of car parking to ensure car parking loss is minimised and allocated to those who need it most.

Priority 5 - Ensure bike users have safe access through stops.

Provide safer cycling access through the tram stops by locating bike lanes in front of tram stops, futureproofing any long term cycling improvements for High Street.

Priority 6 - Ensure tram stops are safe and reinforce local identity.

Deliver shelter, lighting, real-time passenger display information, public open space, greening and civic realm improvement such as artwork and new custom street furniture, which reflect local identity.

Priority 7 - Deliver disruption management and business support.

Mitigate disruption and design impacts on traders and the community through a proactive approach to disruption management. Appoint a dedicated Place Manager during the construction phases of the project to proactively manage disruptions.

Source: City of Darebin

MOVEMENT

Our Movement priorities for the corridor are:

- High Street is a primary multi-modal street, as recognised in the Darebin Strategic Transport Framework, where public transport has the highest priority on High Street. Walking and cycling are considered the next priority.

- Tram stop types should recognise High Street as a premier destination corridor, containing local retail, cultural and hospitality businesses, where people are the focus.

- Tram stop locations should be close to local shops and services, and other modes of transport such as a train stations or bus interchanges.

- Safe paths and crossing points are provided for people walking to and from tram stops. Conflicts between all modes, including people on bikes, need to be considered carefully.

- Local cycling occurs along High Street. Commuter cyclists use St Georges Road. Upgrading key east-west cycling connections between the two roads are important.

- On-street parking will be prioritised for those that need it most (accessible parking, service deliveries and loading).

- Reallocation of road space at tram stops will provide greater public realm benefits such as seating, accessibility, canopy trees and bike parking as a priority.

- Tram stops have a role to play in improving access through and across the precinct through removal of slip lanes, road closures and missing pedestrian linkages.

- Upgrades can enhance connections to important local landmarks such as tain stations, community facilities and major shopping destinations.

- Funding will be provided to facilitate redistribution of car parking where required.

- Bike lanes will be integrated into tram stops, running along the road-facing edge as at Northcote Town Hall and other stops at the southern end of the corridor.

- Impacts of changes to traffic movement on local streets and to the community to be fully understood before designs are finalised.

- Where new signalised crossing points are installed, use SCATS (Sydney Coordinated Adaptive Traffic System) to ensure coordination with nearby signals.

What we want it to look like:

Safe and accessible crossing points are provided for people walking to and from tram stops.

Outlines LA

Local cycling occurs along High Street.

Source: Wongm's Rail Gallery

Tram stops have a role to play in improving public spaces across the precinct through removal of slip lanes and road closures, which can be transformed into pocket parks.

Source: City of Darebin

High Street is a primary multi-modal street, where public transport has the highest priority on High St.

Source: City of Darebin

Tram stop types should recognise High Street as a premier destination corridor.

Source: City of Darebin

PLACE

Our Place priorities for the corridor are:

- High Street is an important social and cultural place for our community. Tram stop improvements should be a catalyst for positive improvements to its streetscape environment.
- Trams stops will be seamlessly integrated to the streetscape.
- The corridor's unique indigenous, cultural and multicultural heritage will be reflected in the open space and tram stop infrastructure.
- Tram stops can provide greenery through planter box planting and/or new trees planted in the ground, as well as verge planting and improvements at adjacent corners.
- Upgrades will result in no net loss of street trees in the study area, and will likely result in a significant net increase. Aligning with Council's Urban Forest Strategy, each tram stop pair will provide at least 8 new street trees.
- Tram stops types which increase public realm will be implemented at our key place nodes including Northcote Central, Thornbury Village and Blythe Street.
- Stops will reinforce the civic identity of the corridor by integrating custom elements at key tram stops, including in tram shelters, paving, seating and planter boxes.
- Wayfinding signage and real-time Passenger Information Displays are essential at all tram stops, and will be part of the upgrades.
- Visual clutter will be reduced through undergrounding of powerlines along the corridor.
- Tram stops will be designed to address local flooding conditions and the impacts of climate change.
- Play elements and public art will be integrated into or around stops where possible.

What we want it to look like:

Increased seating options for resting and meeting along the corridor.

Source: State Government Victoria

Tram stops that reference local culture and architecture.

Source: City of Darebin

Tram stops integrate with the streetscape and include street trees and planter boxes.

Source: City of Darebin

Pocket parks provide great places to rest but also improve the surrounding neighbourhood.

Source: Hansen Partnership

Tram stop upgrades, adjacent kerb buildouts and street closures create greater opportunities for tree planting and other greening.

Source: City of Darebin

SAFETY & ACCESSIBILITY

Our Safety & Accessibility priorities for the corridor are:

- Safe and accessible tram stops are vital. They must meet DDA accessibility standards and use the principles of Universal Design.
- Ongoing conversations with Darebin Disability Advisory Committee (DDAC) throughout the life of the project, especially at the early stages when the Committee can make real change.
- Universal Design is at the heart of the project, with potential for a universal design audit prior to any works.
- High Street is a safe and welcoming corridor for everyone, especially the people who face the most barriers to using it.
- Protection from the natural elements will be provided at all tram stops.
- Tram stops will be designed with adequate seating and with attention to the sensory environment at and around the tram stop.
- Tram stops and the corridor will feel safer both day and night for everyone, especially Aboriginal and Torres Strait Islander people, women, LGBTIQA* communities (especially transgender and gender diverse people), people with disability, older people, and children and young people.
- Lighting will be provided at all tram stop locations, avoiding harsh overhead white light where possible while ensuring visibility.
- Design of the tram stops and access to them, will provide equitable, age-friendly, and dignified access to all community members.
- Tram stops will facilitate safe, accessible, and convenient east-west movement by pedestrians and people on bikes.
- Wayfinding will be clear and available in multiple formats (e.g. real time displays, audio, images and in multiple languages where required).

What we want it to look like:

Lighting is provided at all tram stops, avoiding harsh overhead white light where possible.
Source: Outlines LA

Safe and accessible tram platforms are vital and must meet DDA accessibility standards and use the principles of Universal Design.
Source: Darebin City Council

High Street should be a safe and welcoming corridor for everyone.
Source: Darebin City Council

Tram stops facilitate safe, accessible, and convenient east-west movement by pedestrians and people on bikes.
Source: State Government Victoria

Wayfinding is clear and available in multiple formats (e.g. real time displays, audio, images).
Source: Darebin City Council

BUSINESS SUPPORT

Our Business Support priorities for the corridor are:

- Businesses are at the heart of this successful tourist destination. DTP must ensure that face-to-face engagement is implemented from day one.

- A dedicated Place Manager is appointed during the construction phases of the project to proactively manage disruptions. This role should be funded by the DTP, sit within Council's Place Management Team and work with DTP to implement Council's 'Business Support' priorities.

- Clear and consistent communications are shared with the business and business associations during the life of the project. This is to include digital written and verbal information responding to the needs of CALD and non-CALD businesses. This includes information in many languages and provided in person as much as possible with translators.

- DTP is to undertake disruption mitigation communications and planning ahead of construction works in line with Small Business Victoria Commission guidelines.

- DTP is to develop and implement a marketing and communications strategy promoting that businesses are still open and how to access them, during the disruption periods.

- DTP is to develop and fund the implementation of a localised Activation Strategy, which attracts consistent visitation during the construction, so a stable local economy can be maintained.

- A program of temporary activation events to support local businesses to thrive during the works, including 'shop local' campaigns and activities that bring/retain customers and visitors. Programming takes a coordinated approach with Council and local businesses to ensure a significant positive impact.

- Maintaining the current level of pedestrian and cycle access throughout disruption is a high priority.

- Construction staff and contractors and their work vehicles are provided with alternative parking with no reduction in car spaces available to the public.

- Existing public car parks continue to be publicly available throughout the construction period.

- Construction timing minimises disruption on busy days (particularly Fridays and Saturdays).

What we want to achieve:

Marketing events to help the centre thrive, not just survive throughout construction.

Source: Darebin City Council

Source: Darebin City Council

Programming of temporary activation events takes a coordinated approach with Council and local businesses to ensure a significant positive impact.

Source: Place Creative

Source: Springboard for the Arts

Early engagement with High Street businesses to ensure all voices are heard.

Source: Tinker Northcote

Source: The Age

TRAM STOPS

Detailed analysis of each tram stop location has been undertaken to provide site-specific movement, place, safety and accessibility asks.

In this section you'll find:

Source: City of Darebin

Proposed Tram stop locations

DTP has proposed six (6) stop locations. The areas highlighted below show the location and extent of the concept designs presented on the following pages. Council supports the tram stop locations proposed by DTP as they present the greatest opportunity to:

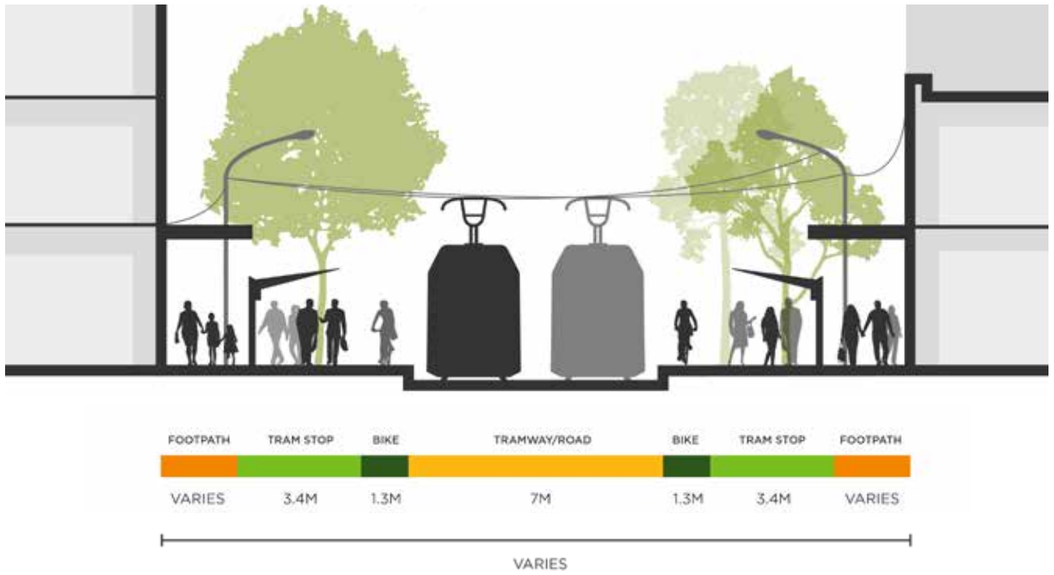
- Interchange with other transport modes such as train and bus.
- Provide safe crossing points at key pedestrian and cycling routes.
- Ensure convenient access to local shops, services, and other important landmarks.
- Deliver a safer and expanded streetscape layout.

Council's preferred tram stop option

Based on the analysis conducted as part of this study, as well as feedback gathered during DTP engagement, Council believes kerb extension tram platforms will provide the community with the safest and most equitable outcome. This tram stop type also aligns best with relevant Council strategies and policies. A comparative analysis of the proposed tram stop types can be found in Appendix A.

By narrowing the roadway, it gives high priority to public transport, pedestrians and cyclists. It also presents the greatest opportunity to rebalance the street by creating more public space suitable for outdoor dining, footpath trading and greening.

Kerb extension tram platforms also better integrate with complementary streetscape upgrades such as raised walkways and signalised crossings. As a result of this, the following pages which show Council's preferred outcomes will show what DTP are proposing at kerb extension tram platforms only, compared to what Council would like to see.



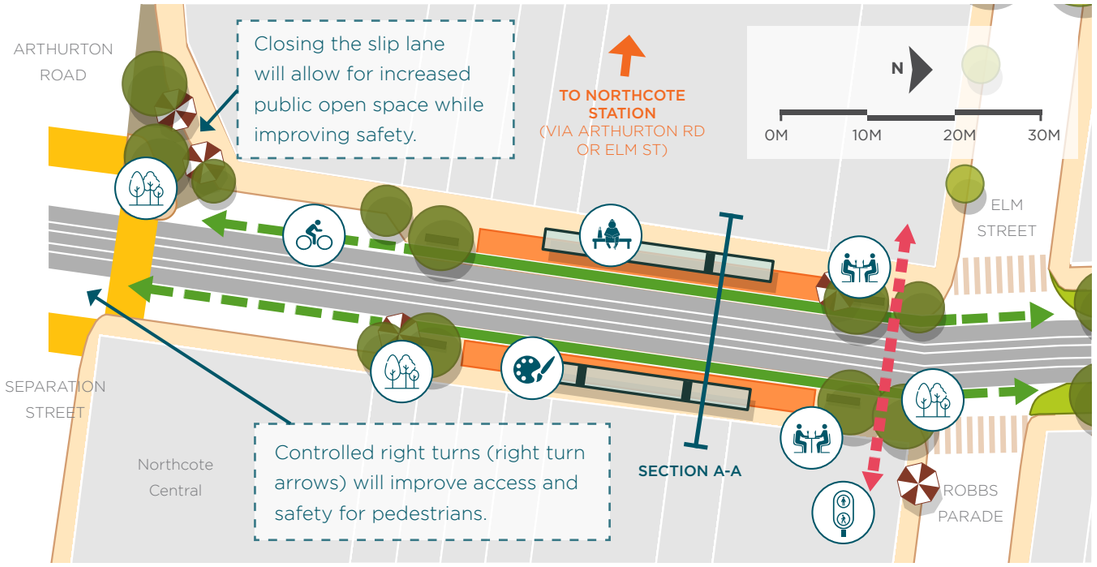
The Northcote Town Hall tram stop is an example of a successful kerb extension tram platform with added greenery, street furniture and footpath space.

Source: Outlines LA

SEPARATION STREET

With substantial development, pedestrian activity will increase at this busy bus-tram-train interchange. A signalised crossing at Robbs Street will lead to a safer and more accessible street, while a kerb extension stop and removal of the slip lane would result in additional amenity opportunities.

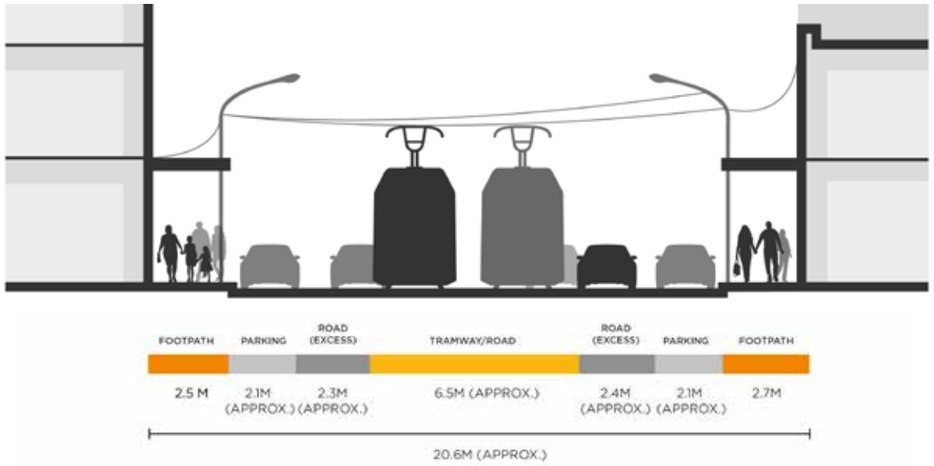
PREFERRED OUTCOME



COUNCIL ASKS	Upgrade	DTP proposing at kerb extension stop	Council want to seev
	Tram stop type	Kerb extension or central island	Kerb extension tram stop
	Signalised crossing	May include a signalised pedestrian crossing at Robbs Pde.	Signalised crossing must be provided at Robbs Parade and Elm Street.
	Increased greening	Detail not provided	Provide 8 new street trees, as a minimum at each tram stop pair.
	Safer cycling environment	Shown in front of tram stop.	Provide bike in front of tram stop.
	Enhanced place value	Seating, shelter, lighting, digital passenger information including audio, tactile ground indicators.	Include custom street furniture, art, shelter, lighting and real-time display information.
	Broader streetscape improvements	Detail not provided	Deliver kerb extensions, raised walkways and open space including slip lane closure at Arthurton Rd.
	Expanded public space	Detail not provided	Extend tram platform to include existing no standing zone near Elm St and Robbs Pde to create additional public space.
	Broader transport network improvements	Detail not provided	Provide right turn arrows at High Street.

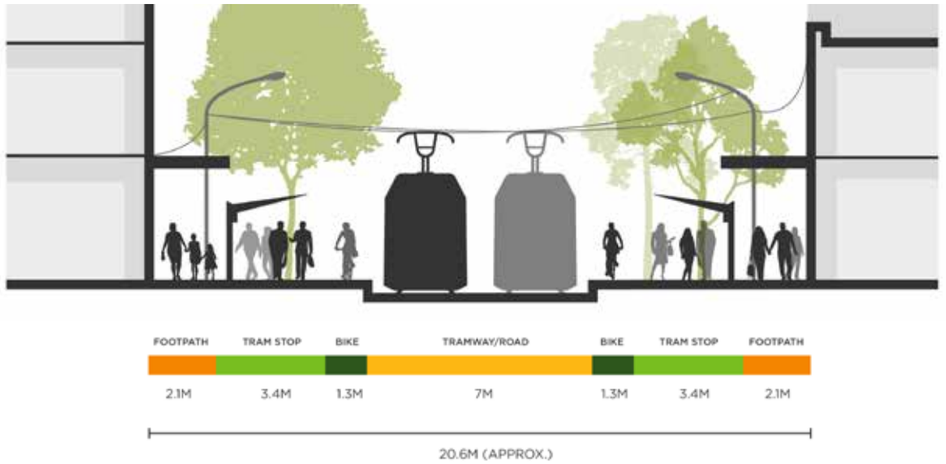
What this section of High Street currently looks like:

(Section A-A)



What it could look like with kerb extension tram platforms:

(Section A-A)



What the Arthurton Road Slip lane closure could look like:

Local Case Study - Oakover Pocket Park Preston

Closing the slip lane at Oakover Road created approximately 150m² of new public open space for the community to enjoy and saw over a dozen new trees planted.

Source: Nearmap AU

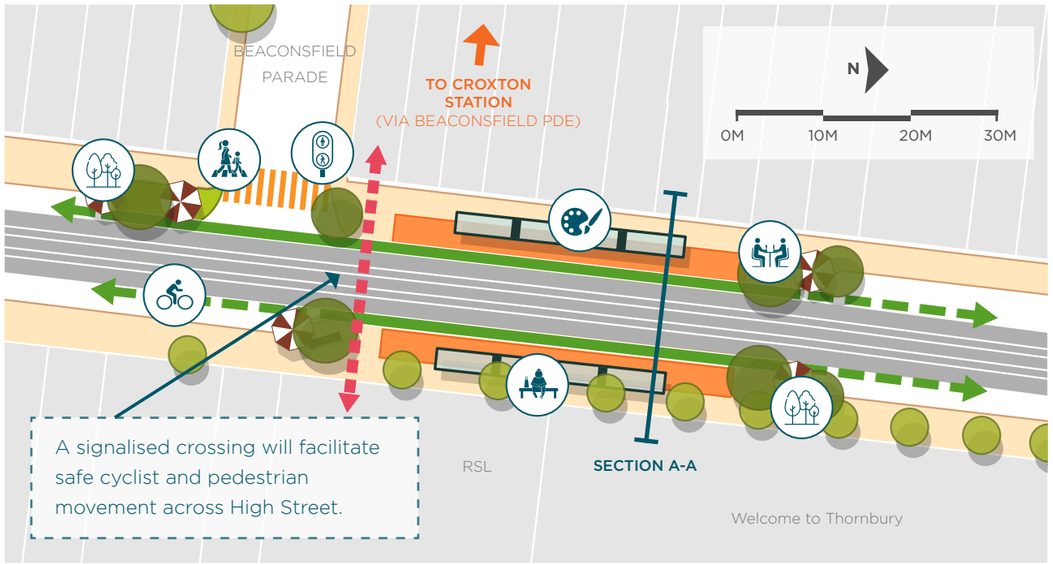
Source: Nearmap AU

Source: City of Darebin

BEACONSFIELD PDE

PREFERRED OUTCOME

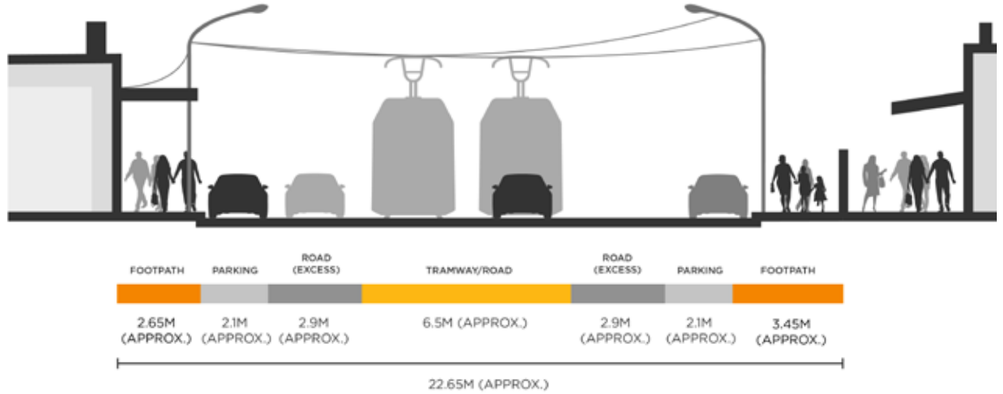
A kerb extension tram platform at this wide section of High Street would make for a safer, greener and more vibrant street with space for outdoor trading. Improvements to the nearby Strategic Cycling Corridor crossing point would result in a safer experience for cyclists and pedestrians.



COUNCIL ASKS	Upgrade	DTP proposing at kerb extension stop	Council want to see
	Tram stop type	Kerb extension or central island	Kerb extension
	Signalised crossing	Accessed by signalised pedestrian crossing.	Signalised crossing to be located to the north of Beaconsfield Pde.
	Increased greening	Detail not provided	Provide 8 new street trees, as a minimum at each tram stop pair.
	Safer cycling environment	Shown in front of tram stop.	Provide in front of tram stop. Safe cycle connection between Beaconsfield Pde and Dennis St.
	Enhanced place value	Seating, shelter, lighting, digital passenger information including audio, tactile ground indicators.	Include custom street furniture, art, shelter, lighting and real-time display information.
	Broader streetscape improvements	Detail not provided	Deliver kerb extensions, raised walkways and open space.
	Expanded public space	Detail not provided	Extend Tram Platform to include existing no standing zone near Beaconsfield Pde to create additional public space.
	Broader transport network improvements	Detail not provided	Provide northern arm pedestrian crossing at Dennis Street.

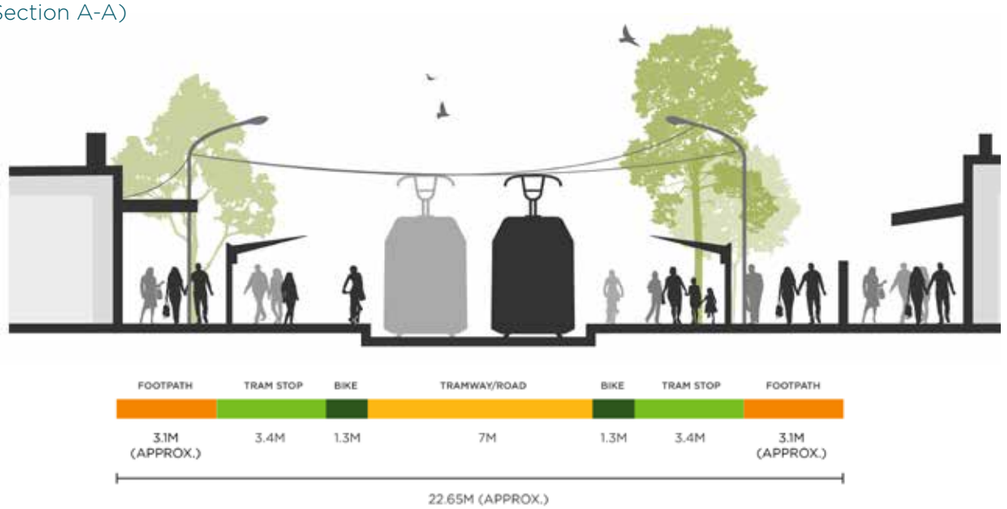
What this section of High Street currently looks like:

(Section A-A)



What it could look like with kerb extension tram platforms:

(Section A-A)



How a safe cycling connection from Beaconsfield Pde to Dennis St could look:

Case Study - Bourke Street Cycle Path in Sydney

A fully separated and heavily planted bike lane along this corridor makes it one of the safest cycling routes in Sydney, and one of the highest quality urban routes in Australia.

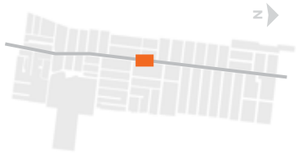
Source:NSW State Government

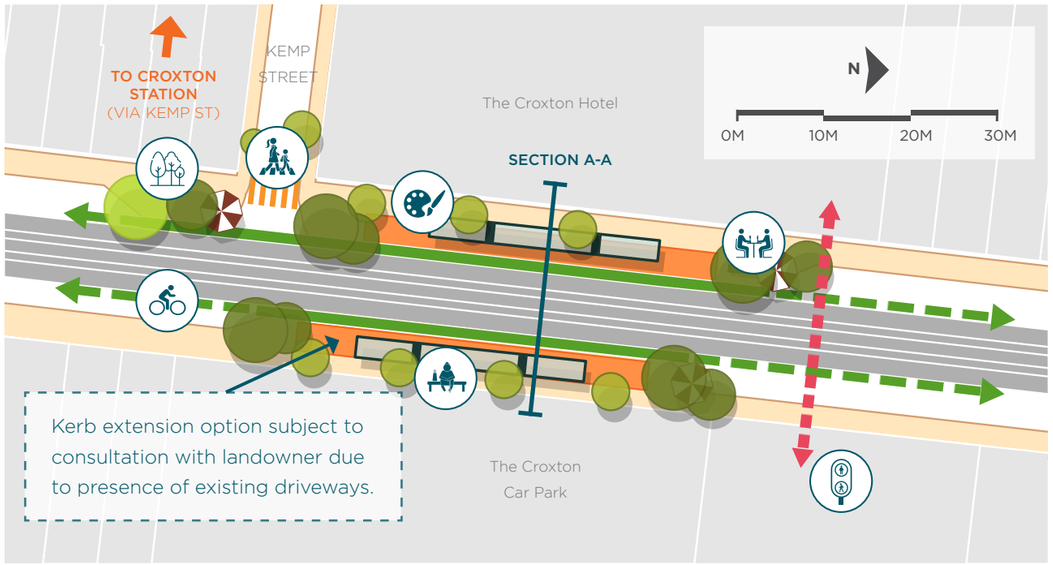
Source: NSW State Government

KEMP ST/WOOLTON AVE

PREFERRED OUTCOME

A kerb extension tram platform in the front of a large venue like The Croxton Hotel would lead to a safer streetscape for attendees and passers-by. Opportunity for greening, street furniture and footpath trading would make this wide section of High Street a more pleasant and pedestrian-friendly.

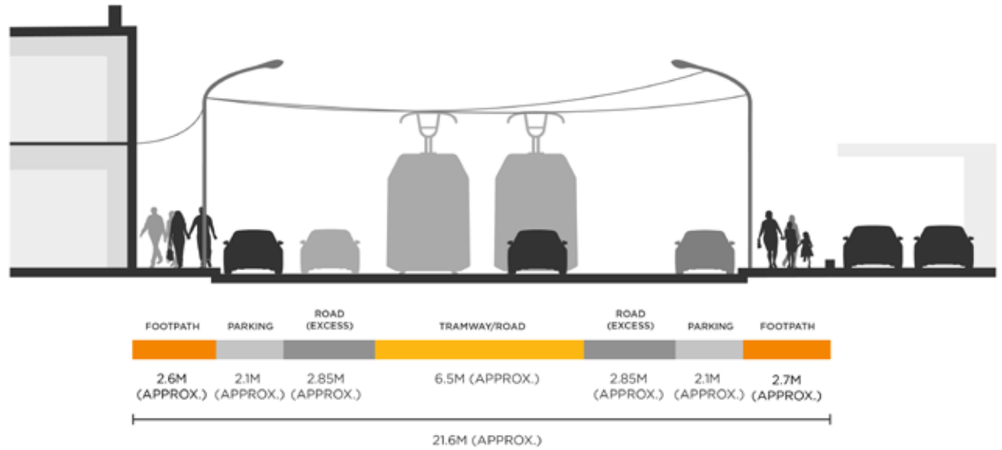




COUNCIL ASKS	Upgrade	DTP proposing at kerb extension stop	Council want to see
	Tram stop type	Kerb extension or central island	Kerb extension (subject to consultation with landowner).
	Signalised crossing	Accessed by signalised pedestrian crossing.	Signalised crossing to be located to north of proposed tram stop
	Increased greening	Detail not provided	Provide 8 new street trees, as a minimum at each tram stop pair.
	Safer cycling environment	Shown in front of tram stop.	Provide in front of tram stop.
	Enhanced place value	Seating, shelter, lighting, digital passenger information including audio, tactile ground indicators.	Include custom street furniture, art, shelter, lighting and real-time display information.
	Broader streetscape improvements	Detail not provided	Deliver kerb extensions, raised walkways and open space.
	Expanded public space	Detail not provided	Extend tram platform to include existing no standing zone near Kemp St to create additional public space.
	Broader transport network improvements	Detail not provided	Provide northern arm pedestrian crossing at Darebin Road.

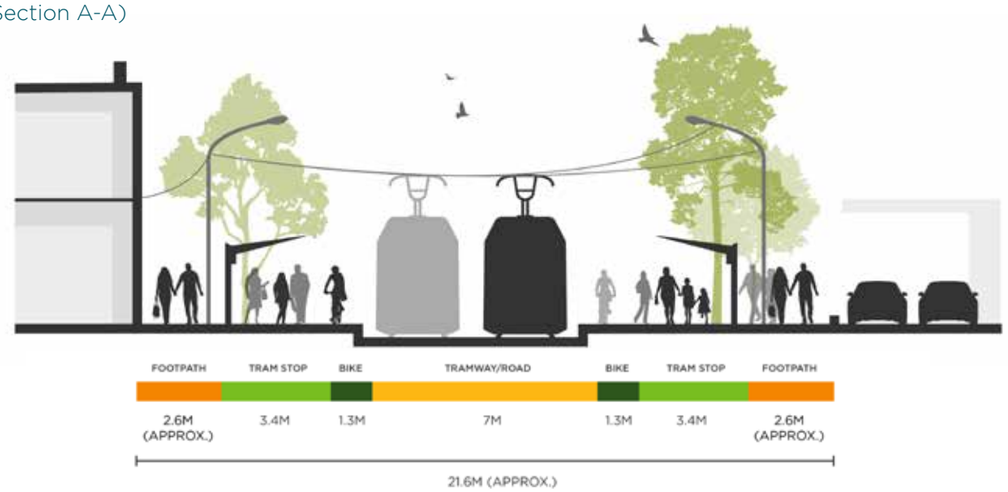
What this section of High Street currently looks like:

(Section A-A)



What it could look like with kerb extension tram platforms:

(Section A-A)



Tram shelters and street furniture relfecting local identity

Local Case Study - High Street, Northcote

Custom furniture at stops at the southern end of High Street lend a local character that distinguishes them from those elsewhere in the city. New stops present opportunities for further custom design and artwork.

Source: Outlines LA

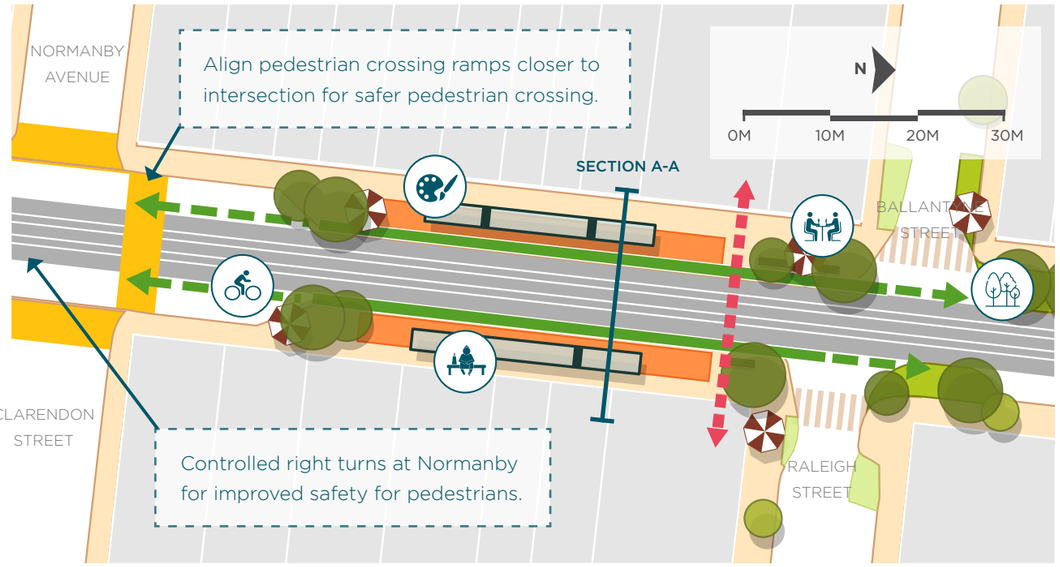
Source: Outlines LA

Source: Outlines LA

NORMANBY AVENUE

This intersection includes both a Primary Pedestrian Route and bus/tram interchange, making it extremely busy. With its busy, narrow footpaths, restaurants and bars, a kerb extension tram platform would be a safer option with opportunity for greening, street furniture, dining and footpath trading.

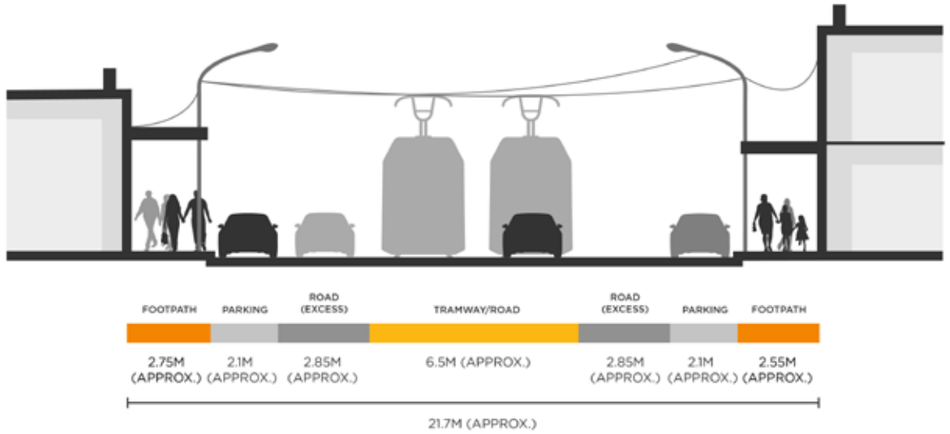
PREFERRED OUTCOME



COUNCIL ASKS	Upgrade	DTP proposing at kerb extension stop	Council want to see
	Tram stop type	Kerb extension or central island	Kerb extension
	Signalised crossing	Opportunity for new signalised pedestrian crossing at Raleigh St.	Signalised crossing to be located in the vicinity of Raleigh Street.
	Increased greening	Detail not provided	Provide 8 new street trees, as a minimum at each tram stop pair.
	Safer cycling environment	Shown in front of tram stop.	Provide in front of tram stop.
	Enhanced place value	Seating, shelter, lighting, digital passenger information including audio, tactile ground indicators.	Include custom street furniture, art, shelter, lighting and real-time display information.
	Broader streetscape improvements	Detail not provided	Deliver kerb extensions, raised walkways and open space.
	Expanded public space	Detail not provided	Extend tram platform to include existing no standing zone near Raleigh and Ballantyne Streets to create additional public space.
	Broader transport network improvements	Detail not provided	Provide right turn arrows at Normanby Ave and align pedestrian crossing ramps at High St and Normanby Ave.

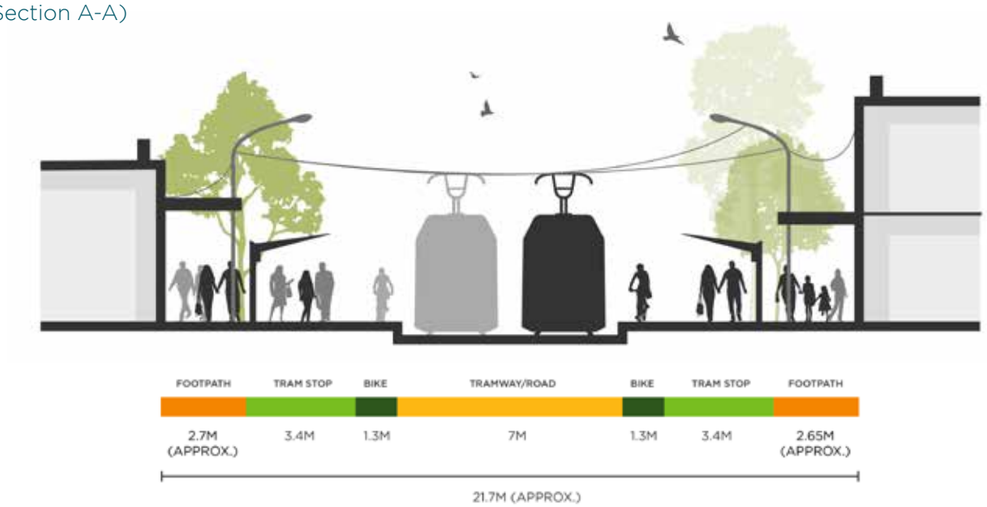
What this section of High Street currently looks like:

(Section A-A)



What it could look like with kerb extension tram stops:

(Section A-A)



Outdoor dining along kerb extended build-outs

Local Case Study - Lygon Street, Carlton

Lygon Street has the longest continuous stretch of outdoor dining in Melbourne, making it one of the inner-north's foremost food and beverage destinations as well as a vibrant and colourful street at all times of day.

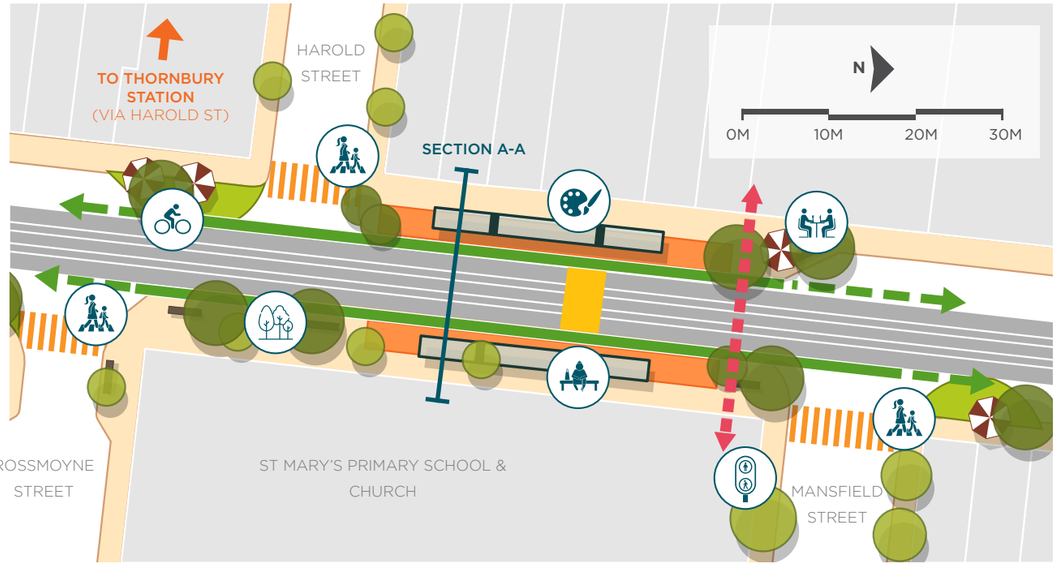
Source: What'sOn Melbourne

Source: Broadsheet Melbourne

MANSFIELD STREET

The extension of the kerb out the front of St Mary's Primary School and Church would make for a safer tram stop for students. A safer signalised crossing point at one of Council's Primary Pedestrian Routes would similarly result in safer pedestrian movement across High Street.

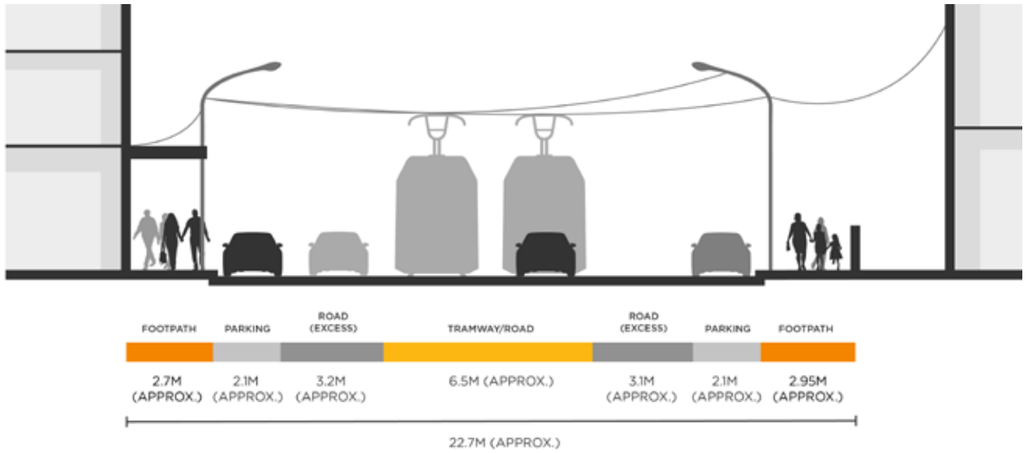
PREFERRED OUTCOME



COUNCIL ASKS	Upgrade	DTP proposing at kerb extension stop	Council want to see
	Tram stop type	Kerb extension or central island	Kerb extension
	Signalised crossing	Existing signalised crossing will be moved for better access once the location is finalised.	Crossing to be located at Mansfield Street
	Increased greening	Detail not provided	Provide 8 new street trees, as a minimum at each tram stop pair.
	Safer cycling environment	Shown in front of tram stop.	Provide in front of tram stop.
	Enhanced place value	Seating, shelter, lighting, digital passenger information including audio, tactile ground indicators.	Include custom street furniture, art, shelter, lighting and real-time display information.
	Broader streetscape improvements	Detail not provided	Extend tram platform to include no standing zone to near Mansfield & Harold Streets to create additional public space.
	Expanded public space	Detail not provided	Extend platform to include existing no standing zone to create public realm.

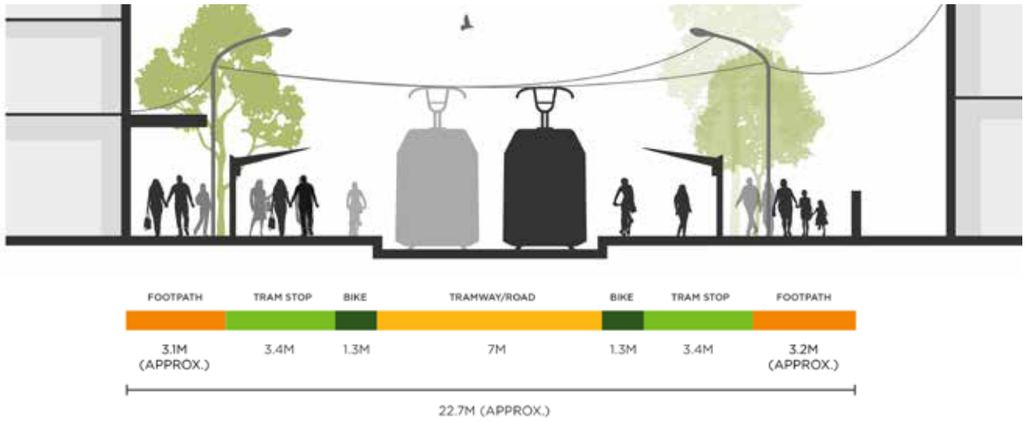
What this section of High Street currently looks like:

(Section A-A)



What it could look like with kerb extension tram stops:

(Section A-A)



Safer walking and wheeling environment through raised walkways

Local Case Study - Preston Central and JUMP

Raised walkways and tree planting at corners leads to slower traffic and provides a more consistent, safe and pedestrian-friendly streetscape.

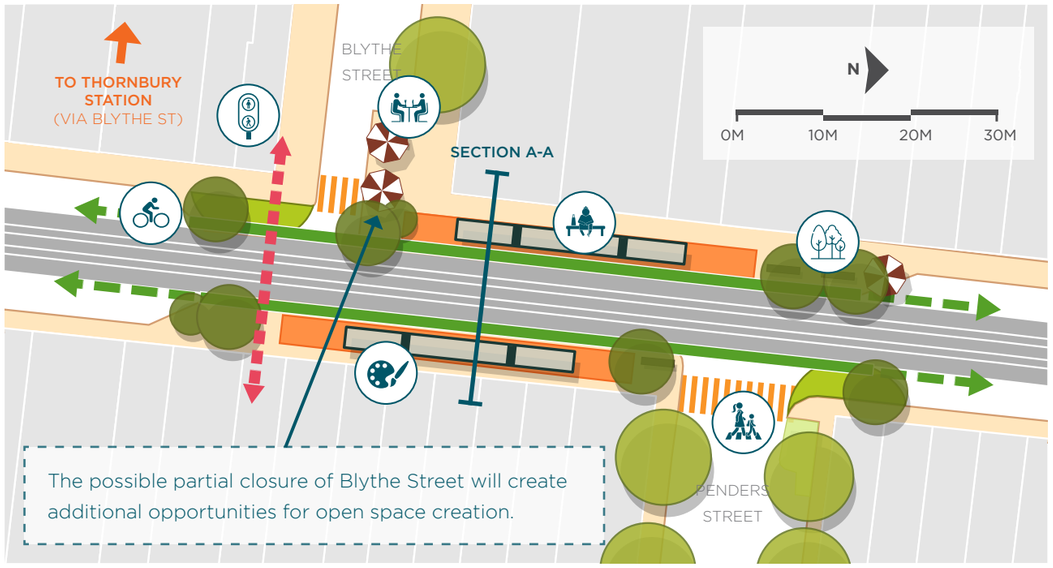
Source: City of Darebin

Source: City of Darebin

BLYTHE STREET

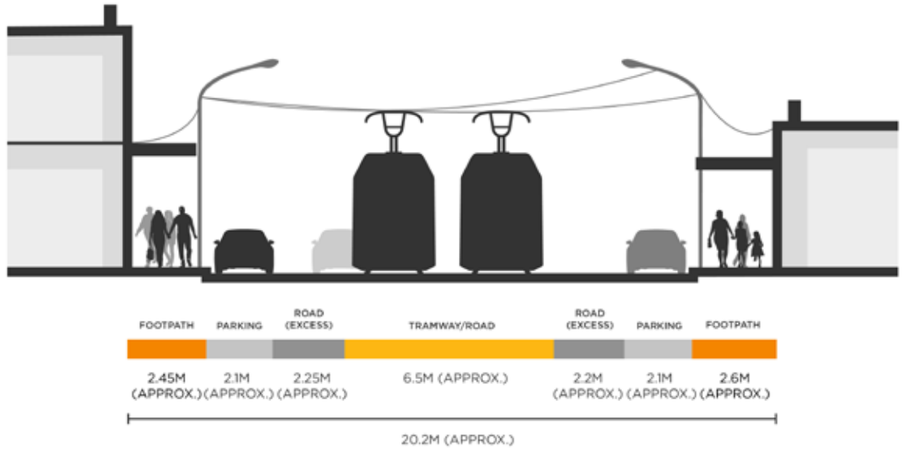
With busy, narrow footpaths and popular restaurants and bars, a kerb extension platform would provide opportunity for greening, street furniture, extended dining and footpath trading. A signalised crossing point would also result in safer pedestrian movement, where currently no formal crossing

PREFERRED OUTCOME

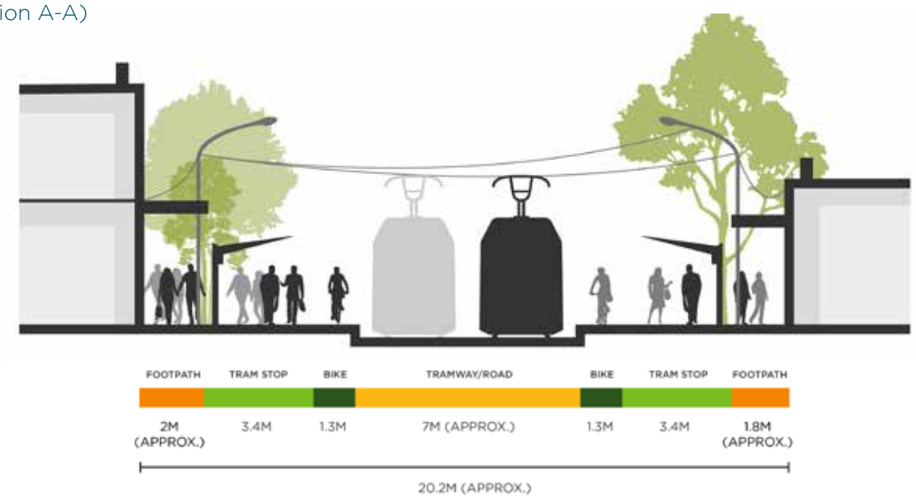


COUNCIL ASKS	Upgrade	DTP proposing at kerb extension stop	Council want to see
	Tram stop type	Kerb extension or central island	Kerb extension
	Signalised crossing	Accessed by signalised pedestrian crossing.	Signalised crossing to be located at Blythe Street
	Increased greening	Detail not provided	Provide 8 new street trees, as a minimum at each tram stop pair.
	Safer cycling environment	Shown in front of tram stop.	Provide in front of tram stop.
	Enhanced place value	Seating, shelter, lighting, digital passenger information including audio, tactile ground indicators.	Include custom street furniture, art, shelter, lighting and real-time display information.
	Broader streetscape improvements	Detail not provided	Extend tram platform to include no standing zone near Penders and Blythe Streets to create additional public space.
	Expanded public space	Detail not provided	Extend platform to include existing no standing zone to create public space.

What this section of High Street currently looks like:
(Section A-A)



What it could look like with Kerb extension tram stops:
(Section A-A)



Benefits of a partial (one-way) street closure to Blythe Street

Local Case Study - Kerr Street Fitzroy

One-waying of Kerr Street on both sides of Brunswick Street resulted in substantial build-outs and outdoor trading, dining and greening opportunities at corners, making it one of the livliest intersections in Fitzroy.

Source: City of Yarra

APPENDICES

UNDERSTANDING THE CORRIDOR

We've undertaken detailed analysis of the corridor to understand what gaps exist along High Street to help inform our advocacy asks for this project.

In this section

Source: City of Darebin

Kerb extension tram platform

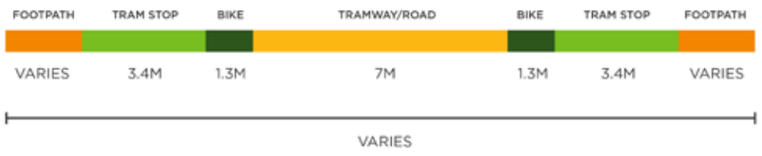
Footpath-adjacent (kerb extension) tram platforms extend from the building line to the tram doors, and allow safe and equitable access by all members of the community, while also extending footpath space.

Benefits

- Re-prioritises on-street parking for tram stops.
- Extended platform increases public space around tram stop, which allows space for canopy trees, shelter, street furniture and bike hoops.
- Wide platform reduces risks of overcrowding and conflict between pedestrians, cyclists and vehicles.
- Allows for bicycle path through the stop.
- Provides opportunity for safe pedestrian crossings.
- Seamless access between tram and footpath.
- Reduces the road width, making it easier for pedestrians to cross.

Drawbacks

- Impacts on road operation or parking access are unknown in specific context.
- Results in a shared tram/vehicle lane.
- Results in removal of on-street car parking.



Central island tram platform

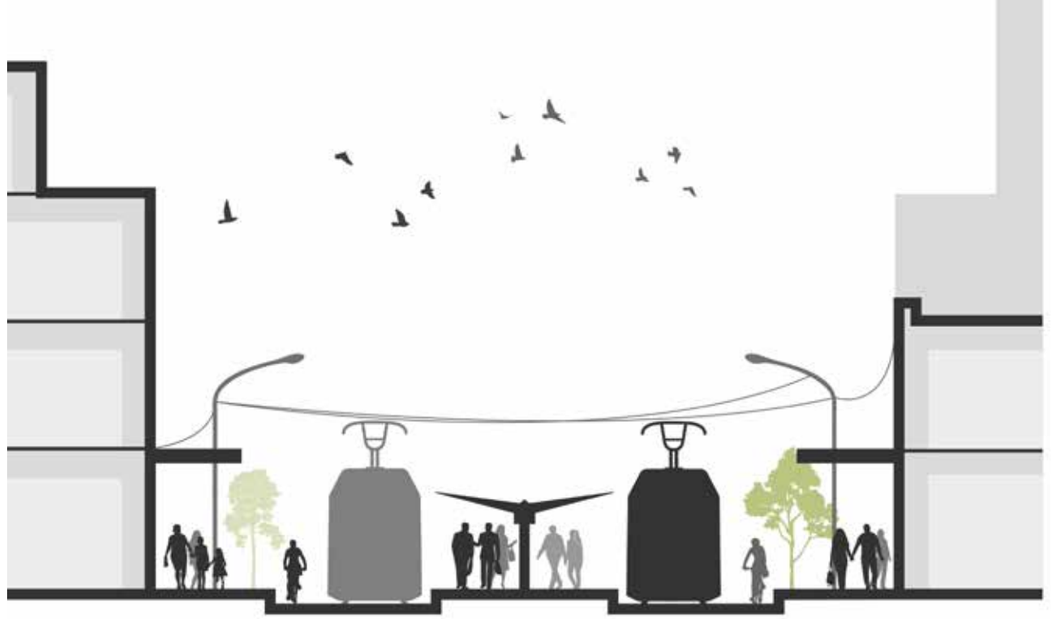
Placed in the centre of the road to split traffic along either side, the island also allows for a consolidated shared platform. Although footpaths can be widened, users must cross the road to access the platform.

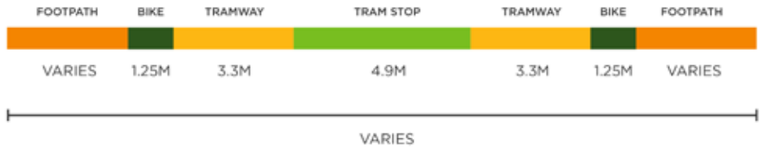
Benefits

- Suitable for all street types and widths.
- Opportunities for widened footpaths or bike lanes through redistribution of on-street car parking.
- Wide platform results in limited chance of overcrowding.
- Provides safe pedestrian crossings.
- Reduced chance of conflict between pedestrians, cyclists and vehicles.

Drawbacks

- Results in physical and visual barrier between both sides of the street (less integration), restricting permeability across the street.
- Limited opportunity to improve the streetscape such as through the provision of street trees.
- Results in removal of on-street car parking.
- Bike lanes are narrow, with potential for conflict between cyclists and drivers.





EXISTING CONDITIONS

MOVEMENT

Legend

- Primary Multi Modal Street
- Existing Tram Stop
- Tram Route
- Primary Pedestrian Route
- Secondary Pedestrian Route
- Pedestrian Link
- Controlled by DTP
- Pedestrian Link
- Strategic Cycling Corridor
- Shimmy Bike Route
- Bus Route
- Train Line and Station
- Off-street Car Park

Key insights

High Street is an important transport route for people travelling to and through the area and includes the Route 86 Tram which intersects with a number of buses.

It is also a Primary Pedestrian Route, Strategic Cycling Corridor and carries high volumes of traffic – both commuter and local.

Located approximately 200 metres to the west of High Street lies the Mernda train line with Northcote, Croxton and Thornbury Stations all within walking distance of High Street.

The South Morang Shimmy Bike Route also weaves its way along quiet back street on either side of the train line providing safe and easy north-south access.

Considered a Primary Multi Modal Street in the Darebin Strategic Transport Framework, high priority should be given to public transport, in conjunction with walking and cycling in local centres.

Gaps and opportunities

- A safe pedestrian crossing point along the northern section of the corridor is required.
- A safe crossing point for cyclists to traverse High Street when travelling between Beaconsfield Pde and Dennis St is needed.
- Key intersections require improvements for safety and efficiency.
- The ‘northern arms’ at the pedestrian operated signals at Dennis Street and Darebin Road should be installed.
- Multimodal access to public transport and integration between trains, buses and trams should be improved.
- A dedicated cycling path on High Street would increase safety.
- Footpaths are narrow and constrained, particularly along the northern and southern sections of the study area.

BUSINESS & DEVELOPMENT

N

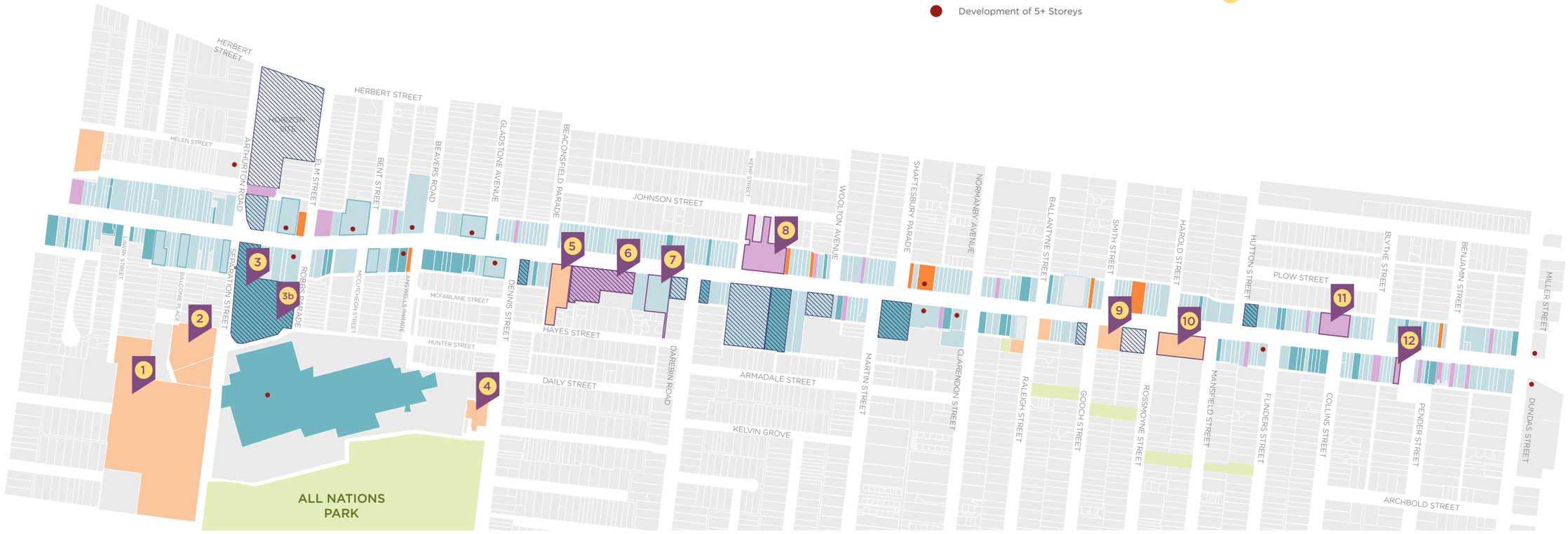
0M 100M 200M 300M

Legend

- Education Facility/Community
- Medical/Dental Facility
- Retail/Hospitality
- Commercial
- Live Music Venue
- Place of Interest
- Other
- Future Development Sites
- Development of 5+ Storeys

Places of interest

1. Santa Maria College
2. Northcote Library
3. Northcote Central
3b. Northcote Plaza
4. Northcote Police Station
5. RSL/Aboriginal Community Services
6. Welcome to Thornbury
7. Northcote Baptist Church
8. Croxton Hotel
9. Salvation Army Office
10. St Mary's School and Church
11. Thornbury Theatre
12. Thornbury Picture House



Key insights

Given its access to a great mix of services and high-quality sustainable transport connections, multi-storey apartment developments have started to emerge along this corridor.

Even though finer grain shopfronts dominate the streetscape, there are several larger parcels including the former Le Pine Funerals site, Croxton Hotel carpark and National Storage, which lend themselves to becoming future strategic redevelopment sites.

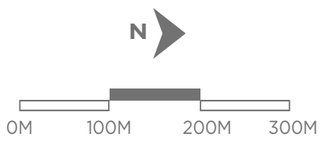
Key anchors and drawcards along this vibrant stretch of High Street include Northcote Central, the Croxton Hotel, Welcome to Thornbury, Thornbury Village, Thornbury Theatre, as well as many niche retail stores, and much-loved cafes, bars and restaurants.

This influx of new businesses and creative industries has played a role in activating this once quieter section of High Street.

Gaps and opportunities

- Disruption during construction has the potential to put pressure on businesses and community. Given the 'main street' character of the corridor, a proactive approach to disruption is required to minimise this impact.
- With increased density, and people living in smaller dwellings, pressure for the street to perform as a key public open space will continue, resulting in a need for more and higher quality public space.

PLACE



Legend
Legend

- Parks
- Existing Trees
- Heritage Overlay
- Public Art
- Private Seating Node
- Public Seating Node
- 10 minute walking radius (approx.)

Key insights

High Street was recently named the World's coolest street (TimeOut, 2024), and is Darebin's premiere shopping, dining and live music strip. Boasting a vibrant local shops, cafes, bars, restaurants and residences, the street includes cinemas, food trucks, and numerous murals.

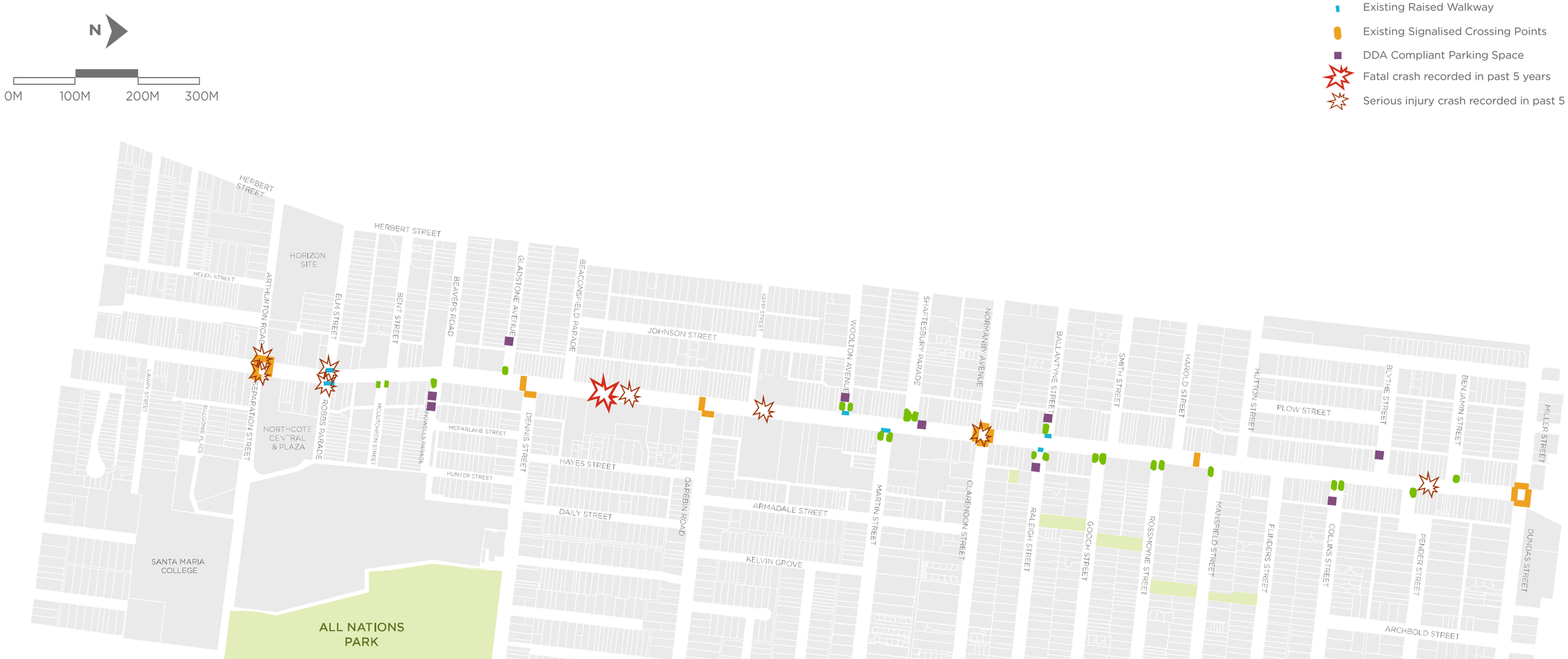
All Nations Park is a 13Ha regional park located at the southern end of the corridor and provides a variety of active and passive leisure opportunities. A strip of linear parks between Clarendon and Flinders Streets in Thornbury includes a small playspace but typically provides more passive leisure and respite from busy High Street. Sections of the corridor do not have access to any open space within 500m despite a projected population increase of up to 22%.

The study area has not had any major investment for a considerable period, with sections offering very little street furniture or other amenity items. Recently, however, a large street tree planting project has added much-needed greenery.

Gaps and opportunities

- The streetscape is tired, with no major investment in recent years. Additional trees, furniture and shelter is required to complement the expanded public spaces and new seating areas.
- 'Lollipop' trees throughout Thornbury Village provide little shade, and could be replaced with larger, shadier trees.
- Local artists should be commissioned to decorate hoarding to help minimise the impact of construction, as well as provide artworks for integration into tram stop designs.
- There is minimal wayfinding and should be installed throughout the corridor.

SAFETY & ACCESS



Legend

- Existing Kerb Outstand
- Existing Raised Walkway
- Existing Signalised Crossing Points
- DDA Compliant Parking Space
- Fatal crash recorded in past 5 years
- Serious injury crash recorded in past 5 years

Key insights

The Route 86 Tram Corridor Planning Project aims to design safe and accessible tram stops along this section of High Street. These works are vital to ensure equitable access by all members of the community, as the current tram stops prohibit use by the people who face the most barriers.

Several side streets that intersect with High Street incorporate raised crossing points and kerb extensions with garden beds, making parts of the site safer and easier for walkers, wheelers and riders to travel around. There still exist many opportunities to build additional raised crossing points, kerb extensions and other streetscape improvements to increase the safety of the site and make it more easily accessed by a broader range of the population.

There is a distinct lack of wayfinding, real-time tram displays and street furniture. Signalised pedestrian and cyclist crossing points across High Street are also infrequent and inadequate, making travel unsafe in some sections.

Gaps and opportunities

- Improvements to accessibility across the corridor are required, including accessible tram stops and public spaces.
- Additional tactile markers should be installed at crossings for vision impaired people to improve safety and useability.
- Improvements to intersections are required to reduce collisions and create a safer and more pleasant pedestrian experience.
- Improved and more evenly spaced pedestrian crossings should be installed to allow for easier and safer means of traversing the street.
- Raised walkways and extended footpaths across the entire corridor would help to create a more pedestrian-friendly street.

STRATEGIES AND ENGAGEMENT

Council endorsed strategies that have informed Destination: HIgh Street

Going Places is Council's Transport Strategy to plan and manage transport and traffic within the municipality over the next 20 years. High Street is classified as a primary multi-modal street, where sustainable and active travel will be prioritised over private vehicles. The strategy also calls for any upgrades to bus and tram stops to be DDA compliant.

Darebin Access and inclusion Plan is a community codesign plan for access and inclusion. Under this plan Council will advocate for accessible transport for people with disability, ensure that there are accessible parking spaces where people need them and ensure that the design of public space is underpinned by the principles of universal design.

Darebin's Walking Strategy identifies High Street as a key Pedestrian Priority Route (for walking and wheeling) and outlines a level of service to be delivered along High Street. Some of these items include safe pedestrian crossing every 400m, resting nodes at key locations and tree planting every 10 linear metres.

Age Friendly Darebin recognises that more than a sixth of Darebin's population is aged over sixty. Under the Age Friendly outdoor environment objective, improvements within Darebin should invite and encourage older people to come out of their home into their neighbourhoods and communities; knowing they can walk or wheel easily and safely to their destination. Safer access to tram stops, which are well equipped with seating and shade is a key action in the plan.

Greenstreets Streetscape Strategy recognises that High Street is a Major Streetscape in Darebin, that serves as a key activity centre and transport corridor. It recommends a streetscape master plan be prepared to guide public realm and transport upgrades to the corridor.

Breathing Space - The Darebin Open Space Strategy recognises that open space in retail streetscapes helps to create and enhance a sense of place by creating an iconic look and feel that is uniquely Darebin. It calls for improvement works to our major retail activity centres to help support and enhance local businesses by improving amenity and activation of the spaces through increased seating, tree planting for shade and drinking fountains. .

Darebin Creative and Cultural infrastructure Framework recognises the important role High Street plays to fostering Darebin's creative and cultural industries, and acknowledges the role public transport plays in servicing the High Street creative spine.

Community feedback for improving the corridor

DTP have been engaging with local businesses and the community. Between August and October 2023, they ran their first phase of engagement.

Council have analysed the feedback from the engagement to understand what the community's priorities are for the Tram Route 86 project.

Key findings

- Overall, there is in princple support for accessible tram stops and holistic corridor planning.
- Key concerns raised by community participants in regard to tram stops included:
  - Tram stops without level access.
  - Pedestrian safety.
  - Visibility of tram stops.
  - Personal security concerns.
- Other issues for the corridor raised by participants included:
  - Pedestrian and cyclist safety due to obstacles along the corridor, lack of separated bike lanes and traffic congestion.
  - Parking was a key concern raised by businesses.
  - Retaining loading zones, visitor parking and accessible parking were highly important to participating businesses.
- People shared ideas for easier, safer and more accessible tram travel and enhancing the overall look and feel of the corridor, including:
  - Improving street design and activating the street.
  - De-prioritising cars for a quicker movement of trams.
  - Improved safety for people walking and cycling.
  - More safe crossings and protected bike lanes.
  - Improving street landscaping
  - Improving tram stop amenity
  - Removal of some tram stops to create a quicker tram journey.

Source: City of Darebin

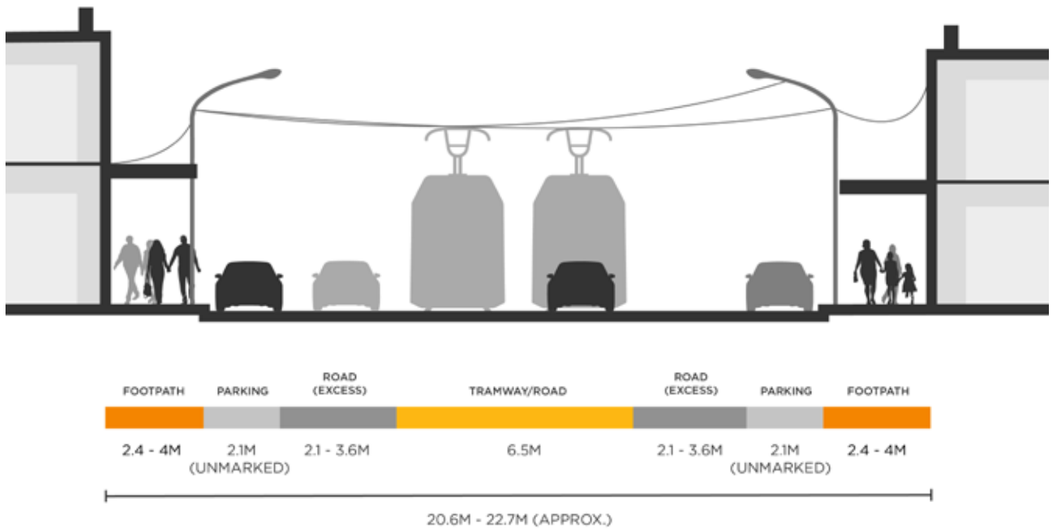
A need to rebalance

High Street in its current form has seen little change in design for decades, and presents an imbalance between the amount of public space provided to private vehicles relative to other uses.

While variation in its width and makeup exists, the current streetscape between Separation and Dundas Streets presents a large number of constraints which impact user experience and safety in the following ways:

- Vehicles dominate the streetscape, and are prioritised over public transport, pedestrians, cyclists and amenity.
- Non-accessible and unsafe tram stops, with high conflict potential between tram passengers, cyclists and vehicles.
- Uncharacteristically wide roadway with limited landscaping and lacking character.
- Busy and narrow footpaths and an unappealing walking environment.
- Limited opportunity for greening, furniture, shelter and other amenity items.
- Space constraints for outdoor dining.
- Inadequate number of safe pedestrian crossing options.
- Lacking safe raised crossing points and kerb extensions.
- Unsafe and limited cycling opportunities.

Existing street section at tram stops

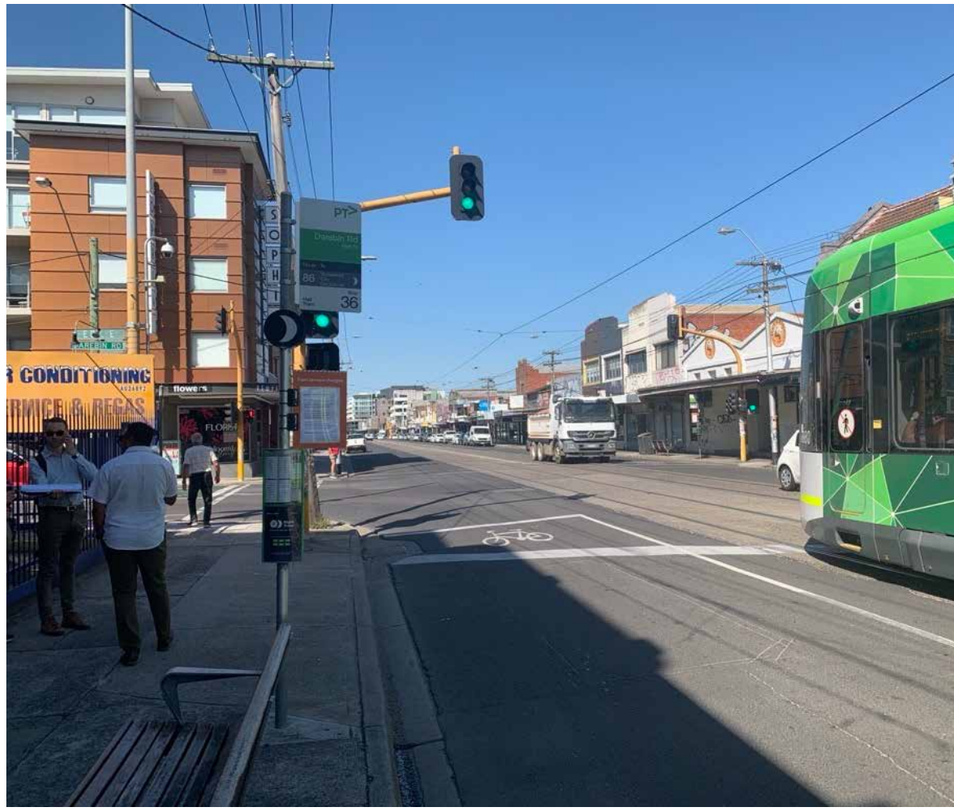


*Roadway and footpath width vary along corridor.

A typical High Street tram stop where motor vehicles often come into conflict with passengers.

There is also limited space for street furniture such as shelters or lighting, and there are no accessible design features.

Source: City of Darebin



A nearby section of High Street clearly demonstrating the uncharacteristically wide road, lack of greenery and relatively narrow footpaths.

Source: City of Darebin

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