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

This master plan proposes to transform it 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.

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 (Figure 3.1). 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 this report, 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 draft master plan are outlined on pages 44 - 57.

“Cycling access to Port Melbourne via City Road is scary.”
Jackie, resident

“The intersection at Clarke Street is poorly marked and is in need of a crossing.”
@gj_win, resident

“I would love a bicycle lane connection to Bay Street.”
Alan, resident

Feedback heard during 2014 community engagement
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 expanses of asphalt and traffic and has inconsistent tree planting. This creates a poor street character. Some public transport priority is provided with a bus lane provided in the AM peak.

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

- Poor quality pedestrian amenity - condition of footpaths, lack of street furniture, redundant crossovers.
- Lack of bicycle infrastructure.

Figure 3.3: The dominance of car infrastructure along City Road West (between Clarendon Street and Queens Bridge Street) creates an undesirable place for pedestrians.
Figure 3.4: The street is unattractive with overhead wires, inconsistent tree canopies, excessive signage and redundant crossovers all detracting from the character of the street.
The proposed design introduces pedestrian crossings at Clarke Street, separated bicycle lanes, new tree planting, high quality materials and maintains bus priority.

Red dotted line shows existing kerb

Priority bus lane to be retained (6.30am – 10am / Mon – Fri) Parking all other times

Wide footpath reduced on northern side to accommodate separated bike lane

Section A (see p.47)

Redundant driveways removed to create even footpath surface

Treatment to continue west of Clarendon Street in co-ordination with the City of Port Phillip

Footpaths upgraded to bluestone paving

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

Existing Conditions

Figure 3.6: Existing conditions of City Road looking east towards Queens Bridge Street (Section A)
Figure 3.7: Proposed conditions of City Road (Section A)
CLARENDON STREET TO QUEENS BRIDGE STREET

Proposed design

Before

Figure 3.8: Existing view of City Road West, looking east towards King Way underpass (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
After

Figure 3.9: Artist’s impression of proposed conditions in City Road West, looking east towards King Way underpass (Clarendon Street to Queens Bridge Street)
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 in City Road West resulting in a lack of pedestrian access to the Boyd Community Hub
Inconsistent lane widths cause confusion for drivers

All active private driveways to be retained

For proposed upgrades to Kings Way Undercroft see Action 2

Section B (see p55)

No mid-block crossing encourages pedestrians to cross unsafely

Legend
- Private property
- Footpath
- Tree
- Traffic signal

Figure 3.12: Existing conditions in City Road West looking east between Queens Bridge Street and Power Street

City Tower

Melbourne Tower

The Summit

Legend

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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.

Pedestrian crossing widened and relocated for safer and more direct access to Boyd

Signalised intersection introduced at Balston Street to facilitate pedestrian crossing

Cyclist activated right turn signal allows for safe cyclist movement

Widened footpath in front of Boyd creates opportunities for an improved City Road interface

Bicycle access to continue through to Kavanagh Street and Southbank Boulevard

Figure 3.13: Proposed design in City Road West between Queens Bridge Street and Power Street

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

Before
A tree-lined central median provides increased shade and creates opportunity for staged pedestrian crossing.

Section B (see p55)

Legend
- Private property
- Footpath
- Bicycle Lane
- Tree
- Traffic signal

Red dotted line shows existing kerb

Footpath extensions create opportunities for tree planting and street furniture.

After

Figure 3.15: Artist’s impression of proposed conditions in City Road West, looking south towards Boyd Community Hub (between Queens Bridge Street and Power Street)
QUEENS BRIDGE STREET TO POWER STREET

Existing Conditions (A)

Figure 3.16: Existing Conditions of City Road (Section A)

Proposed Conditions

Figure 3.17: Proposed conditions of City Road (Section A)
**Existing Conditions (B)**

Figure 3.18: Existing Conditions of City Road looking towards Power Street (Section B)

Legend
- Current extent of footpath
- WSUD Infrastructure

**Proposed Conditions**

Figure 3.19: Proposed conditions of City Road looking east towards Power Street (Section B)
CITY ROAD WEST
Benefits and potential impacts of improvements to City Road

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 to Fisherman’s Bend
- 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).

- 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.

- 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 net gain of street trees.)
- Footpath narrowed between Clarke and Queens Bridge Streets.

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

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

After

Figure 3.22: Artist's impression of proposed conditions in City Road West between Balston Street and Power Street