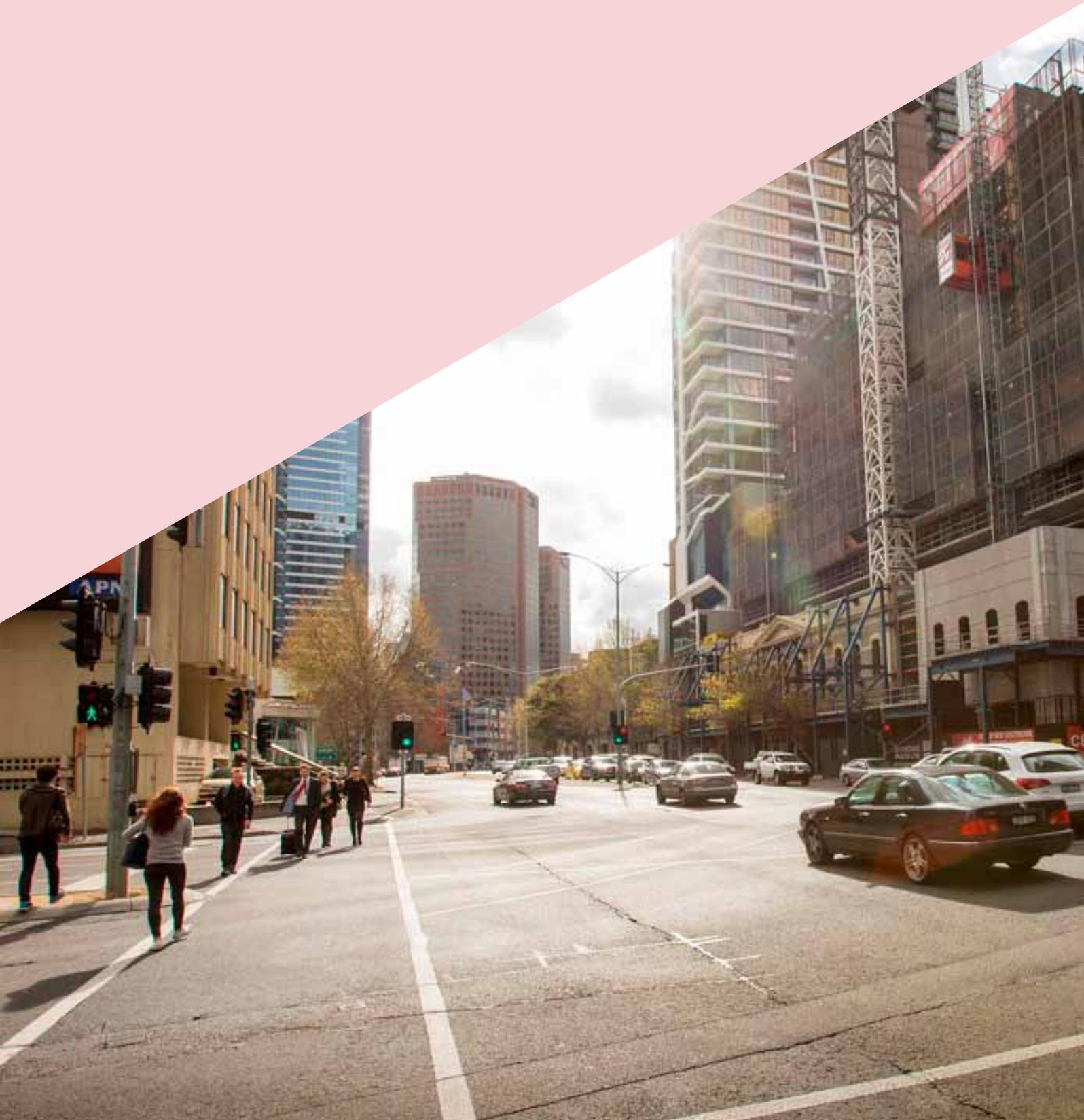


PART FOUR

NEXT STEPS

In this part you will find:

- The next steps to deliver the master plan



6. HOW COULD THE MASTER PLAN BE DELIVERED?

There are a number of steps required to take the proposals in the master plan forward to deliver changes in Southbank.

The typical stages of design from the master plan (also known as 'concept design') through to construction are described below.

Concept design (master plan)

The concept design stage typically involves establishing design proposals that reflect an agreed vision and project objectives and have been informed by analysis and engagement with key stakeholders and the community.

This master plan constitutes the concept design stage for City Road.

Detailed design

Following on from the concept design is the detailed design stage. Detailed design is broken down into two key steps: draft functional layout and functional layout.

The draft functional layout requires further site analysis to be undertaken that will assist with the refinement of the detailed design. This stage is likely to take around 12 months and include the following key analysis:

- Civil Engineering drawings (technical drawings) that show information about grading, landscaping, site details and the proposals drawn to scale.
- Digital feature survey that identifies all the land features including trees, street furniture, services, buildings and ground levels.
- Flooding survey/analysis to determine the extent of flooding incidents and types of treatments to manage stormwater and reduce impacts of flooding.
- Geotechnical survey to obtain information about the physical properties of soil and rock in and around the study area.
- Landscape architecture to assess and design the landscaping including identification of specific materials, plant species and water sensitive urban design infrastructure.
- Road safety audit to identify road safety issues and determine measures to improve safety for all road users (for example speed limits, kerb radii).
- Service checks to determine the age, location and condition of services and whether they need upgrading.

The functional layout process will finalise the design detail and construction drawings required to progress a specific proposal and is likely to take about six months to complete.

Some of the master plan actions can be progressed sooner than others. Actions 1, 2, 3, 5 and 6 are ready to progress to the detailed design stage, whereas Action 4 is still at the concept design (master plan) stage and is being led by the Arts Centre.

Construction works

Construction works will involve building the physical improvements to the road and public spaces. Construction is subject to approval from both the City of Melbourne and VicRoads as the road authority and any other relevant referral authority (for example Melbourne Water). Construction is also dependent on the availability of funding and prioritisation of the project. Construction works are usually timed to minimise disruption to the surrounding areas.



Swanston Street creates a pleasant pedestrian environment with wide bluestone footpaths, established shady trees and central city street furniture

What other projects will influence the delivery of the Master Plan?

There are a number of other projects being developed in the vicinity of City Road that will influence the delivery of the master plan (see figure 4.1). These projects are described below.

① Melbourne Metro Rail Project

The Melbourne Metro Rail Project will create a new end to end rail line from Sunbury to Cranbourne-Pakenham with high capacity trains and five new underground stations in the City of Melbourne.

The construction of the Melbourne Metro Rail tunnel and stations at Domain and Federation Square/Flinders Street will temporarily impact on traffic conditions in and around the city, including Southbank.

Temporary road closures to accommodate construction work is likely to increase traffic flow on City Road and Alexandra Avenue for a specific period.

Construction of some of the actions in the master plan will be coordinated with Melbourne Metro and the indicative timelines may be impacted as a result.

② Transforming Southbank Boulevard

The City of Melbourne has identified an opportunity to create more public open space for the growing Southbank community through the transformation of Southbank Boulevard and Dodds Street.

Southbank Boulevard no longer carries the volume of traffic it was designed for, so the project will reconfigure the road to create new open space between St Kilda Road and the Yarra River.

The master plan for Transforming Southbank Boulevard and Dodds Street is expected to be completed in late 2016 with construction to commence in 2017 and phased to align with surrounding major developments.

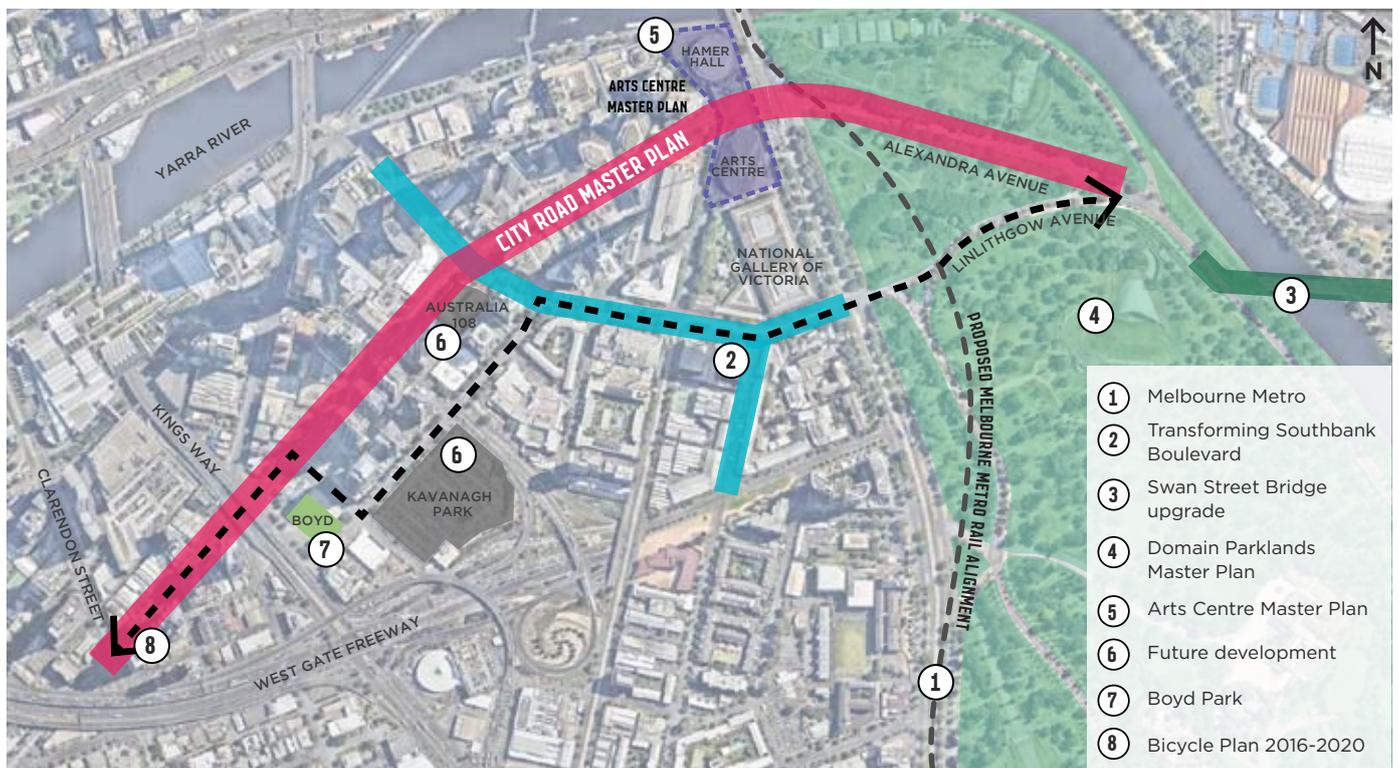


Figure 4.1: Related projects to the City Road Master Plan

③ Swan Street Bridge upgrade

In the 2015 Victorian State Budget, the Government committed \$30 million to address a range of issues on Swan Street Bridge including queuing and traffic congestion, particularly during peak times and east-west connectivity for cyclists between Alexandra Avenue and Batman Avenue.

VicRoads is currently developing an integrated solution for the bridge which increases its capacity, eases congestion, improves traffic flow and balances the needs of drivers, cyclists and pedestrians.

④ Domain Parklands Master Plan

The City of Melbourne is developing a master plan to guide the management of the Domain Parklands, now and into the future.

The aim is to create a strong, shared vision for the whole parkland that will consider factors like climate change, water restrictions, urban ecology, increases in visitation, major events and changing community uses.

The Domain Parklands Master Plan is expected to be completed by mid 2017.

⑤ Arts Centre Master Plan

Arts Centre Melbourne has engaged a project team to commence a master plan process to address the many challenges facing the precinct including both internal and external upgrades.

Arts Centre Melbourne and the City of Melbourne agree on the broad objectives of improving the area in Action 4 of the City Road Master Plan and will work in close collaboration to address the challenges to deliver its master plan to the State Government in December 2016.

⑥ Future development in Southbank

As development in Southbank continues to occur at a rapid rate, future developments such as Australia 108, Kavanagh Park and Queensbridge Tower (Crown) are important to consider as we plan for Southbank's community.

The scale of these developments present an opportunity for development contributions to be utilised to progress some of the master plan proposals.

There is also an opportunity to ensure construction works are complementary and aim to reduce disturbances as much as possible.

⑦ Boyd Park

In 2007 the City of Melbourne purchased the Boyd School site. In consultation with the community, it was determined the site should be divided into three areas: the community hub featuring the heritage listed school buildings, a portion of the site sold for a private development and the remainder of the site to be transformed into the new park.

A first round of community consultation on the park was undertaken in 2014 to inform the design of a draft concept for the park which will be released for community consultation. The timing and construction of the park is contingent on construction of the private development.

⑧ Bicycle Plan 2016-2020

The Bicycle Plan is the City of Melbourne's action plan for a connected bicycle network, improving links to existing routes and making cycling more accessible for people of all ages and abilities. It was endorsed by Council in March 2016.

The Bicycle Plan aims to upgrade Southbank Boulevard, Kavanagh Street and Balston Street and investigate connections on City Road and Clarendon Street in the medium term (two to five years).

Next steps

The City Road Master Plan is a seven year plan for delivering improvements to the road and surrounding public realm.

A plan that shows potential next steps has been established for the actions in the master plan. It contains indicative timelines, costings, the stages of development from design through to construction and the lead agencies driving the delivery of each action (see figure 4.3).

The timelines contained in the plan are indicative only and subject to modification.

An approximate cost for each action has been included in the plan.

These initial costings were produced by a quantity surveyor and are based on unit rates from other similar projects and approximate quantities calculated from the concept drawings in the master plan.

The costings will be subject to review as the project progresses through the detailed design and construction stages.

The delivery of the actions will be influenced by project priority, availability of funding, approval by lead agencies and responsible authorities and coordination with related projects.

A summary of the next steps for each of the six actions is provided below (see figure 4.2).

Action 1. Transform City Road West into a great central city street

Progressing Action 1 will involve further refinement of the concept design through the detailed design stage, which will need to be approved by both the City of Melbourne and VicRoads as the road authority.

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

Approximate cost: \$14.9 million

Action 2. Reimagine Kings Way Undercroft as a community space

Providing usable open space, minimising the impacts of flooding and improving access to the tram stop are the highest priority for Action 2.

The next step to progress this action is the detailed design stage. This process will involve further analysis of site conditions to inform the refinement of the design.

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

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

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

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

Approximate cost:

- Kings Way Northern Undercroft: \$5.9 million
- City Road Park: \$422,000
- Kings Way Southern Undercroft: \$3.7 million

Total approximate cost: \$10.1 million

Action 3. Upgrade City Road East to be safer and easier to get around

Progressing Action 3 will involve further refinement of the concept design through the detailed design stage, which will need to be approved by both the City of Melbourne and VicRoads as the road authority.

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

Approximate cost: \$12.8 million

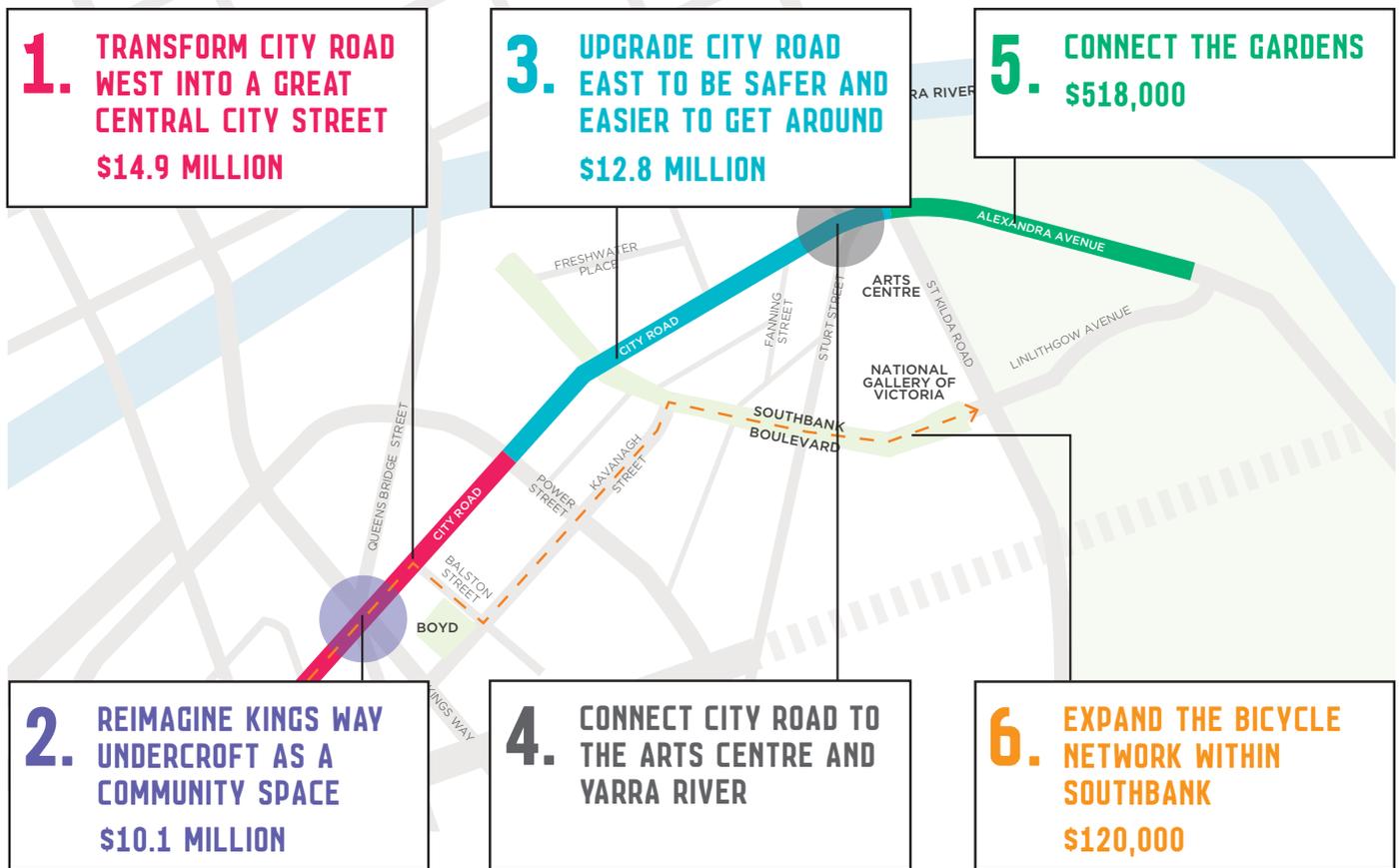


Figure 4.2: The six actions in the master plan

Action 4. Connect City Road to the Arts Centre and Yarra River

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

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

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

Approximate cost: n/a

Action 5. Connect the gardens

The first step to progress Action 5 is to develop a design for the pedestrian crossing that is in line with the Domain Parklands Master Plan.

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

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

Approximate cost: \$518,000

Action 6. Expand the bicycle network within Southbank

Action 6 will be progressed through the implementation of the City of Melbourne Bike Plan 2016-2020, which includes the local bike connection on Balston and Kavanagh Streets. The connecting bike link on City Road West will be progressed as part of Action 1.

The City of Melbourne will continue to work with the City of Port Phillip to ensure a cohesive and connected cycling network across the two municipalities.

Approximate cost: \$120,000

INDICATIVE PROPOSED IMPLEMENTATION PLAN



1 City Road West

Project Type:
Street upgrade

Lead Agency:
City of Melbourne in partnership with VicRoads

Approximate cost:
\$14.9 MILLION

2 Kings Way Undercroft

Project Type:
Public realm and open space upgrade

Lead Agency:
City of Melbourne in partnership with VicRoads

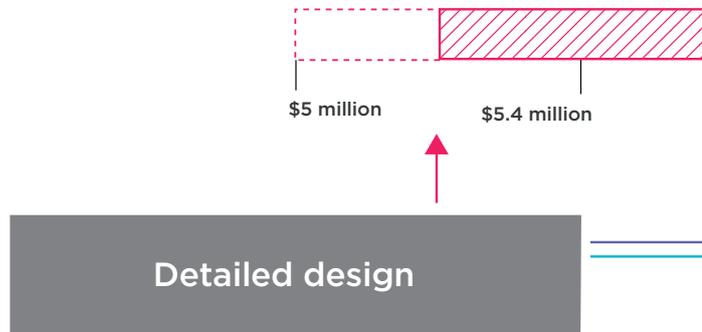
Approximate cost:
\$10.1 MILLION

3 City Road East

Project Type:
Street upgrade

Lead Agency:
City of Melbourne in partnership with VicRoads

Approximate cost:
\$12.8 MILLION



Draft functional layout funded in 2016/17 by development contributions

Functional layout subject to capital works bid in future years

4 Arts Centre / St Kilda Road

Project Type:
Public/private realm upgrade

Lead Agency:
Arts Victoria

Approximate cost:
N/A

Arts Centre Master Plan

Design and outcomes subject to Arts Centre Master Plan

5 Alexandra Avenue

Project Type:
New pedestrian crossing

Lead Agency:
City of Melbourne in partnership with VicRoads

Approximate cost:
\$518,000

To be delivered through business as usual engineering budget



6 Expand bicycle network within Southbank

Project Type:
New bike lanes

Lead Agency:
City of Melbourne (in accordance with the Bike Plan 2016-2020)

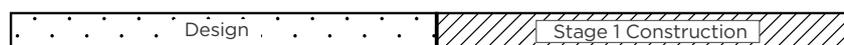
Approximate cost:
\$120,000

To be delivered through Bike Plan budget

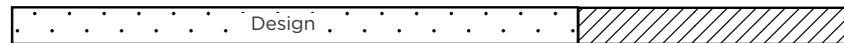


* Other influencing projects

Transforming Southbank Boulevard (City of Melbourne) -
Intersection of City Road/Southbank Boulevard, included in Stage 2 construction



Melbourne Metro (Melbourne Metro Rail Authority)

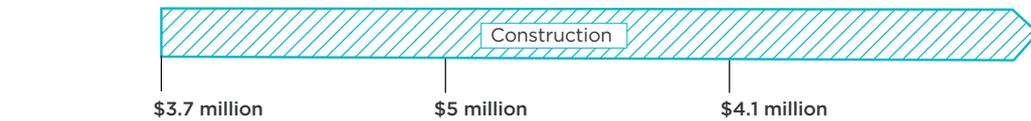
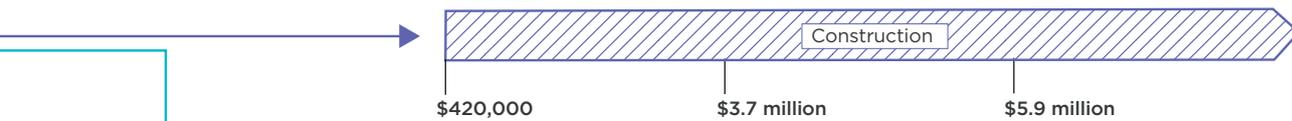
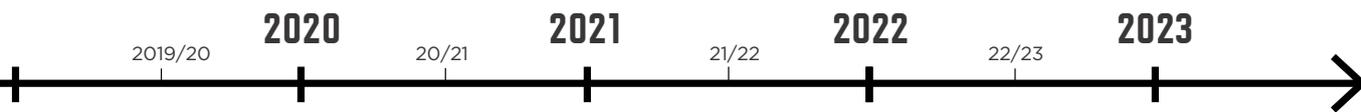


Swan Street Bridge upgrade (VicRoads)

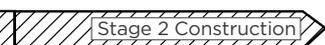


Figure 4.3: City Road Master Plan next steps plan

Note: Timelines are indicative only and subject to modification. Factors influencing timing and delivery include available funding, annual budget and service delivery priorities, outcomes of the draft functional layout and key influencing projects.



Action 6 to commence detailed design and construction in 2018/19



Stage 2 construction to commence in coordination with the expected completion of Australia 108 in 2019



How will the actions be funded?

Funding sources for each action will vary depending on the nature of the proposal.

Within each action it might be possible to fund specific parts using a range of funding sources.

Potential funding sources currently being considered for the six actions include:

- Capital works budget (City of Melbourne)
- Bike Plan budget (City of Melbourne)
- Development contributions
- Public Open Space contributions
- Some actions (Action 5 and Action 6) to be delivered through regular annual budgets (business as usual at City of Melbourne)
- Parking levy (Victorian Government levy to be used for the purpose of funding transport initiatives in line with the Transport Strategy)

The detailed design work to commence in 2016/17 will inform the future timing, funding and sequencing of the individual master plan actions. Implementation of these actions will be subject to annual budget and service delivery priorities.

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