3. UPGRADE CITY ROAD EAST TO BE SAFER AND EASIER TO GET AROUND

Understanding City Road East

City Road East between Power Street and St Kilda Road presents opportunities for improving safety and access, however significant changes are not currently possible due to the need to retain the road’s ongoing arterial function. City Road East carries approximately 45,000 vehicles per day, including trucks that are required to use this road as an alternate route to the Burnley Tunnel.

Significant upcoming developments will bring increasing numbers of residents and pedestrians walking along and across City Road.

City Road East impedes much of this pedestrian movement acting as a barrier that divides Southbank residences and the Arts Precinct from destinations to the north such as Southbank Promenade, Southgate and the Hoddle Grid.

Potential short term improvements include removing slip lanes and reclaiming redundant road space to allow wider footpaths and tree planting. These aim to improve the safety and amenity of the local environment as much as possible within the current traffic constraints.

“Any options need to allow City Road to still be a strong transport link. But any effort at noise reduction would be good.”

Nathan, resident
Existing Conditions

The existing conditions of City Road East are inadequate to meet the needs of the future. Greater detail is contained on the following pages. Some of the key issues are:

- The pedestrian environment is unpleasant and unsafe due to dominance of traffic along City Road.
- Pedestrian crossings at large intersections are difficult and unsafe due to slip lanes and long wait times.
- Significant traffic flows contribute to noise and air pollution.
- Very narrow footpaths at the Power Street intersection bring pedestrians very close to large turning trucks.
- The pedestrian crossing at Fanning Street is often unseen by drivers who are moving quickly through the St Kilda Road underpass.

“Left turn slip lanes have no place in a high density, high pedestrian volume urban area.”

Garrath, resident

Figure 3.33: Narrow footpaths expose pedestrians to freight traffic, creating an unfriendly and unsafe pedestrian environment

Figure 3.34: Large intersections along City Road (looking east at Southbank Boulevard) create unsafe and inconvenient crossing conditions
**POWER STREET TO SOUTHBANK BOULEVARD**

Proposed street upgrades

Proposed street upgrades include removal of slip lanes and simplifying pedestrian crossings at Southbank Boulevard, central tree planting and some footpath extensions along City Road.

Figure 3.35: Proposed upgrade to City Road (between Power Street and Southbank Boulevard)
Design and road layout of the City Road/Southbank Boulevard intersection will be subject to further modifications through the Transforming Southbank Boulevard Project.

Redundant road space converted to footpath to improve pedestrian access and create opportunities for tree planting

Slip lanes removed to simplify pedestrian crossing paths and improve safety

Wide existing footpath with mature trees

Legend

- Private property
- Footpath
- Existing tree
- New tree
- Traffic signal
- Existing kerb
SOUTHGATE AVENUE TO ST KILDA ROAD

Proposed street upgrades

Proposed street upgrades include removal of a slip lane at Southgate Avenue, simplifying pedestrian crossings, reconfiguring Fanning Street, central tree planting and some footpath extensions.

Figure 3.36: Proposed upgrade to City Road (between Southgate Avenue and St Kilda Road)
“Cars just fly through too fast as they don’t know that there is a crossing (at Fanning Street).”

Denise, resident
Closure of slip lanes can create opportunities for landscaping and improve safety by increasing space available for pedestrians waiting to cross at lights. This example shows the corner of Kings Street and Flinders Street.
CITY ROAD EAST
Benefits and potential impacts of improvements to City Road

Proposed Improvements
In order to upgrade City Road East to be safer and easier to get around, this action will result in the following improvements:

- Removal of five slip lanes at Southbank Boulevard and Southgate Avenue and upgrade of reclaimed space
- Over 45 new street trees
- Footpath upgrades and extensions outside BMW, St John’s Church and Fanning Street
- Improved bicycle access across City Road at Southbank Boulevard

Potential Impacts
The improvements to City Road East have been tested in the traffic model and result in minimal journey time increases for vehicles travelling between Power Street and Linlithgow Avenue as outlined below (see Figure 3.37).

- Power Street to Linlithgow Avenue of up to:
  - 2 seconds in AM peak from 1.54 minutes to 1.56 minutes;
  - 5 seconds in PM peak from 3.42 minutes to 3.47 minutes.

- Linlithgow Avenue to Power Street of up to:
  - 1.11 minutes in AM peak from 3.00 minutes to 4.11 minutes;
  - 27 seconds in PM peak from 4.03 minutes to 4.30 minutes.

Figure 3.37: Increase in journey times between Power Street and Linlithgow Avenue